

Lincoln City - Lancaster County

PLANNING COMMISSION

AGENDA

PLANNING COMMISSION

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PLANNING & DEVELOPMENT SERVICES STAFF

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Laura Tinnerstet: Admin. Aide

September 2, 2026

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, September 2, 2026, at 1:00 p.m. in the City Council Chambers on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department at (402) 441-7491.

PLEASE NOTE: The Planning Commission action is final action on any item with a notation of ***FINAL ACTION***. Any aggrieved person may appeal Final Action of the Planning Commission to the City Council or County Board by filing a Notice of Appeal with the City Clerk or County Clerk within 14 days following the action of the Planning Commission. The Planning Commission action on all other items is a recommendation to the City Council or County Board.

AGENDA
WEDNESDAY, September 2, 2026

Approval of minutes of the regular meeting held [August 19, 2026](#).

1. CONSENT AGENDA
(Public Hearing and Administrative Action)

CHANGE OF ZONE TEXT AMENDMENT:

- [Page 4](#) 1.1 TEXT AMENDMENT 26008, to amend the Lincoln Municipal Code 27.63.170.a.2 to include schools in the listed use types that allow parking lots under a special permit.
Staff recommendation: Approval
Staff Planner: Tanner Hiemer, (402) 441-6369, thiemer@lincoln.ne.gov

SPECIAL PERMIT:

- [Page 10](#) 1.2 SPECIAL PERMIT 26032, to allow a Parking Lot in an R-2 district for property located at 1100 N 56th Street, with associated waiver.
Staff recommendation: Conditional Approval
Staff Planner: Tanner Hiemer, (402) 441-6369, thiemer@lincoln.ne.gov

2. REQUESTS FOR DEFERRAL

3. ITEMS REMOVED FROM CONSENT AGENDA
(Public Hearing and Administrative Action)

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION

MISCELLANEOUS:

- [Page 20](#) 4.1 MISCELLANEOUS 26007, for an amendment to the 2050 Long Range Transportation Plan to create a new Group Project Listing for On-Street Bike Projects in Chapter 7, Fiscally Constrained Plan.
Staff recommendation: Approval
Staff Planner: Rachel Christopher, (402) 441-7603, rchristopher@lincoln.ne.gov

ANNEXATION AND ASSOCIATED ITEM:

- Page 28 4.2a ANNEXATION 26008, to annex approximately 154.88 acres, more or less, generally located at the northwest corner of N 27th Street and Arbor Road.
Staff recommendation: Approval
Staff Planner: Tanner Hiemer, (402) 441-6369, thiemer@lincoln.ne.gov
- Page 28 4.2b CHANGE OF ZONE 26016, from AG (Agriculture) to P (Public) on approximately 154.88 acres of property generally located at the northwest corner of N 27th Street and Arbor Road.
Staff recommendation: Approval
Staff Planner: Tanner Hiemer, (402) 441-6369, thiemer@lincoln.ne.gov

CHANGE OF ZONE:

- Page 37 4.3 CHANGE OF ZONE 26017, from AG to I-1 on approximately 4.79 acres generally located at 6700 N 84th Street, Lancaster County.
Staff recommendation: Denial
Staff Planner: Jacob Schlange, (402) 441-6362, jschlange@lincoln.ne.gov

5. CONTINUED PUBLIC HEARING AND ADMINISTRATIVE ACTION

AT THIS TIME, ANYONE WISHING TO SPEAK ON AN ITEM
NOT ON THE AGENDA, MAY DO SO.

Adjournment

Planning and Development Services Department Staff Contacts:

David Cary, <i>Director</i>	402-441-6364	dcary@lincoln.ne.gov
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Tanner Hiemer, <i>Planner</i>	402-441-6369	thiemer@lincoln.ne.gov
Jacob Schlange, <i>Planner</i>	402-441-6362	jschlange@lincoln.ne.gov
Andrew Thierolf, <i>Planner</i>	402-441-6371	athierolf@lincoln.ne.gov
George Wesselhoft, <i>County Planner</i>	402-441-6366	gwesselhoft@lincoln.ne.gov

The Planning Commission meeting which is broadcast live at 1:00 p.m. every other Wednesday will be available for viewing on LNK City TV at

<https://lnktv.lincoln.ne.gov/CablecastPublicSite/watch/3?channel=1>

The Planning Commission agenda may be accessed on the Internet at

<https://www.lincoln.ne.gov/City/Departments/Planning-Department/Boards-and-Commissions/Planning-Commission>



Lincoln-Lancaster County
**PLANNING AND
DEVELOPMENT**

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?
Text Amendment #26008	No
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS
September 2, 2026	None

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

The proposed application is to amend the Lincoln Municipal Code (LMC) Chapter 27.63.170 to modify provision related to the issuance of special permits to allow parking lots in the R-1 through R-8 and O-2 zoning districts. The proposed amendment would add 'private school' as an acceptable use to be granted a special permit for a parking lot under subsection a.2, which currently allows similar uses, such as colleges and universities.

JUSTIFICATION FOR RECOMMENDATION

There are many schools, both public and private, that are located within a residential district. The proposed text amendment would allow private schools with site constraints or other circumstances the ability for additional parking. Similar uses, such as private colleges, universities, and places of religious assembly are already included as acceptable uses for this special permit type making the inclusion of private schools a logical change.

APPLICATION CONTACT

Rob DuVall, (402) 431-6369

STAFF CONTACT

Tanner Hiemer, (402) 441-6369

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The 2050 Comprehensive Plan encourages cooperative efforts between the City and public and private schools. The proposed amendment is within the intent of education portion of the policies section and aligns with what is already allowed by the LMC section for other institutions in question.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Policies Section

P11: Parking Requirements – Evaluate the elimination or reduction of minimum parking requirements in additional zoning districts.

Action Steps

1. Eliminate or reduce minimum parking requirements in additional zoning districts and include

conditions that minimize the impact on neighboring properties.

P44: Education – Encourage cooperative planning and site development between the City and public and private educational institutions.

Action Steps

2. Schools are vital to the preservation of existing neighborhoods, and every effort should be made to enhance and retain ‘neighborhood schools.’

Goals Section

G5: Equity and Inclusion

Acknowledging disparities that exist in our community is vital in order to properly discuss equity as a core principle of PlanForward. We also acknowledge in this plan that there are ongoing work efforts which are moving us in the right direction toward eliminating disparities. Under this goal and others in PlanForward, we identified local trends that relate to measurable aspects that focus on race and ethnicity disparities within housing, income, poverty, juvenile justice, educational attainment, labor force participation, and health. In 2020, the total percent of minorities living in Lancaster County was 20.5%. It is anticipated by 2050, the total percent of minorities living in Lancaster County will be approximately 35.3% based on historic trends and growth projections.

Elements Section

E7: Community Facilities

The availability and service levels of community facilities affect the quality of life in the City and County, and as the community grows, community facilities should be prepared to adapt to change. This element and associated policies take into consideration an increasing population, changing demographics, and evolving technology in planning high-quality and efficient delivery of services. The importance of collaboration and sharing resources among agencies to realize the greatest benefit to the community is also emphasized.

ANALYSIS

1. This is a request to amend the Lincoln Municipal Code Section to include private schools as an acceptable use for a special permit to allow a parking lot in a residential or O-2 zoning district under subsection a.2 of section 27.63.170.
2. The amendment to LMC 27.63.170 will allow a parking lot to be located in a residential or O-2 zoning district if it is located within 360 feet of the property occupied by the school and is used primarily in connection with the said school.
3. Including private schools as an acceptable use to receive a special permit for a parking lot under LMC 27.63.170 aligns with the intent of the section as similar uses, such as colleges, universities, and places of religious assembly are already permitted to be granted such a permit.
4. The proposed amendment is below:

27.63.170 Parking Lots.

- a. Parking lots may be allowed by special permit in the R-1, R-2, R-3, R-4, R-5, R-6, R-7, R-8, and O-2 zoning districts in conformance with the provisions of Chapter 27.67 and under one of the following conditions:
 1. A. The premises upon which the parking lot is located shall not be located more than 300 feet from the boundary of one of the following districts: O-1, B-1, B-3, B-4, H-2, H-3, or I-1 and the following conditions

shall be met:

- i. The parking lot shall not use a local residential street for access, unless access cannot be gained to the proposed parking lot from a non-residential street. If access is proposed from a local residential street, such access must be gained at a location that does not negatively impact adjacent residential zoned property.
 - ii. Any adjacent alley serving the parking lot shall be paved.
- B. In addition to the above conditions, the Planning Commission, in passing upon applications for special permits under subparagraph (1), shall also consider the following criteria:
- i. There shall be no residential use located between the parking lot and the commercial or industrial establishment.
 - ii. The parking lot shall not disrupt the continuity of the block face and the character of the existing residential neighborhood shall be preserved.
 - iii. The parking lot shall be allowed only if it can function as a transitional use while protecting the adjacent residential use.
 - iv. The parking lot shall abut a commercial or industrial zoning district.

An adjustment to these criteria may be granted by the Planning Commission upon a determination that there is a sufficient cause for such an adjustment and that there will be no significant impact on adjacent residential uses, or

- 2. The land shall not be located more than 360 feet from property occupied by a **private school**, college, university, place of religious assembly, or zoo; provided that the parking lots are used primarily in connection with the said college, university, place of religious assembly, or zoo. Where a Special Permit has been granted in these instances, said parking may be used to satisfy minimum required parking.
- b. Parking areas consisting of less than six parking spaces may be allowed by special permit in the same zoning districts in conformance with the same provisions and under the same conditions applicable to parking lots as contained in paragraph (a) of this section.
- c. If requested by the applicant, the City Council may adjust the location of any sign permitted by section 27.69.160 and the location of parking and allow parking and drive aisles in the front and side yards and may increase the minimum screening and landscaping requirements consistent with adequate protection of the environment and adjacent land uses.

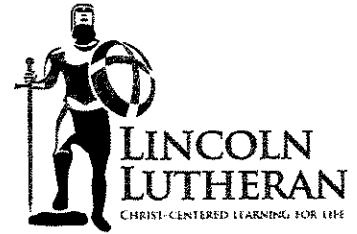
Prepared by Tanner Hiemer, Planner
(402) 4416369 - or thiemer@lincoln.ne.gov

Date: August 20, 2026

Applicant: Lincoln Lutheran School Association

Contact: Rob DuVall, Schemmer

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/TX/26000/TX26008 SP Parking Lot Uses.tjh.docx>



August 5, 2026

David Cary
Director of Planning
City of Lincoln Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

RE: Special Permit – Front Yard Setback Relief

Dear Mr. Cary,

On behalf of the Lincoln Lutheran School Association, I am submitting this formal request regarding a text amendment and special permit to accommodate a necessary parking lot expansion on our shared campus.

Specifically, the Association requests a text amendment to **Lincoln Municipal Code (LMC) Section § 27.63.170.a.2** to add “Schools” to the uses in the following paragraph:

“The land shall not be located more than 360 feet from property occupied by a college, university, place of religious assembly, or zoo; provided that the parking lots are used primarily in connection with the said college, university, place of religious assembly, or zoo. Where a Special Permit has been granted in these instances, said parking may be used to satisfy minimum required parking”

The Association also requests a Special Permit to reduce the required front yard setback along 56th Street from **25 feet to 8 feet**. This relief will allow for the addition of **30 off-street parking stalls** (*see attached C101 – Layout and Paving Plan*).

Without this text amendment or Special Permit, the strict application of current zoning setbacks would create an undue practical difficulty and severe hardship for our educational institution. This letter outlines how our request satisfies the statutory criteria required for a Special Permit, framed within the unique historical, operational, and physical context of the shared Lincoln Lutheran / Trinity Lutheran campus.



I. Core Legal Criteria for Special Permit

1. Unnecessary Hardship & Practical Difficulties

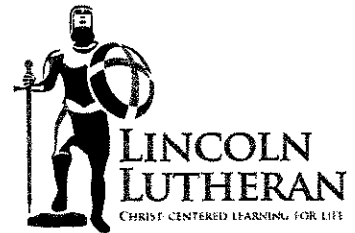
- **Rapid Enrollment Growth:** Over the past three school years, Lincoln Lutheran has experienced unprecedented enrollment **growth of 39.1%**, increasing from 327 students in 2024–25 to 455 students for the 2026–27 school year.
- **Critical Need for Infrastructure:** This rapid growth has significantly increased the number of driving-age students, faculty, and support staff requiring daily on-site parking.
- **Financial and Operational Burden:** Strict adherence to standard setback rules creates a substantial economic and operational burden, as the school is unable to utilize the west 25 feet of its parcel—amounting to nearly **1/3 of an acre**. Having inadequate parking capacity forces an unsafe vehicular queue during peak drop-off/pick-up hours and misaligns with our master campus layout, directly threatening our ability to safely manage student transportation and campus circulation.

2. Unique Circumstances Peculiar to the Property

- **Integrated Shared Campus:** Lincoln Lutheran School Association and Trinity Lutheran Church have operated for decades as an integrated educational and ministry campus serving the Lincoln community. The relationship between these properties extends well beyond that of standard neighboring landowners, characterized by shared history, coordinated master planning, and recorded legal frameworks (*see attached Recorded Access Easement Agreement establishing permanent reciprocal access rights, shared ingress/egress, and joint maintenance responsibilities*). Lincoln Lutheran's intention was to construct the parking lot addition on the west of the building to match our sister campus directly to the north.
- **Physical Site Constraints:** Existing permanent structures, athletic facilities, mature canopy trees, and established campus access points severely restrict where new parking can be constructed. Reconfiguring parking to obtain 30 additional stalls elsewhere on the site is physically unfeasible without encroaching on active educational facilities, athletic fields, or neighboring residential buffers.
- **Interdependent Development:** The proposed parking expansion is directly tied to the layout, circulation, and ongoing development of the adjoining Trinity property. Restricting Lincoln Lutheran to isolated, non-contextual setback rules ignores the unified physical and operational footprint of this historical campus.

3. Minimum Relief Necessary & Not Self-Created

- **Minimum Relief Required:** The requested setback reduction represents the minimum relief necessary to afford reasonable relief while maintaining code-compliant drive aisle widths, the necessary drop-off lane, standard parking stall dimensions, and safe turning radii for emergency vehicles and buses.
- **Not Self-Created:** The need for this Special Permit stems entirely from surging educational demand (a 39.1% enrollment spike) and the pre-existing, interconnected layout of a multi-decade institutional campus.



4. Preservation of Public Good and Intent

- **Public Safety and Traffic Circulation:** Granting the Special Permit provides significant public benefits by expanding off-street parking capacity, improving internal vehicular circulation, and eliminating hazardous spillover parking onto surrounding residential streets during school hours and major campus events.
- **Stacking Distance & Congestion Relief:** The Lincoln Lutheran School Association has expressed its growing concerns to the City regarding traffic flow and safety at the intersection of 56th Street and Holdrege. Crucially, the proposed expanded parking in the setback area does not reduce the stacking distance between N. 56th Street and the existing drive aisle in front of the school, thus creating no additional congestion for the traveling public. In fact, the improvements add a full bypass lane adjacent to the drop off lane and an additional drive aisle that will help alleviate vehicular congestion along N. 56th Street by allowing more vehicles to park in front of the school, resulting in fewer cars waiting to drive east behind the school looking for a parking stall.
- **Community Impact:** Lincoln Lutheran is supported by eight association congregations and four ministry partner congregations, serving thousands of local families through Christian education, childcare, athletics, music, and community outreach. The proposed layout respects the spirit and intent of the City's development standards while pragmatically accommodating the unique footprint of a growing, multi-generational campus ministry.

II. Conclusion

Considering our 39.1% enrollment growth, physical site limitations, and unique legal and physical integration with the Trinity Lutheran campus, we respectfully request that the Planning Commission and City Council approve this Special Permit. The requested relief is the minimum necessary to resolve an urgent safety and infrastructure need while upholding the intent of the City of Lincoln's development code.

Lincoln Lutheran values its cooperative relationship with the City and welcomes the opportunity to present this proposal at the upcoming hearing.

Sincerely,

Benjamin Smith
Chief Operating Officer
Lincoln Lutheran

Enclosures: C101 – Layout and Paving Plan, Recorded Access Easement Agreement



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Special Permit #26032	Yes	Lincoln Lutheran School Association
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
September 2, 2026	Text Amendment 26008	1100 N 56 th Street

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for a Special Permit to allow a parking lot and reduce the front yard setback from 25 to 8 feet. The request is from Lincoln Lutheran Schools at 1100 N 56th Street and zoned R-2 Residential.



JUSTIFICATION FOR RECOMMENDATION

The request for the Special Permit and waiver is compatible with the character of the existing site and surrounding neighborhood. As a part of the proposal for expanding the front yard parking, there is additional landscaping proposed to provide screening and reduce the visual impact on the neighboring residential uses.

APPLICATION CONTACT

Rob DuVall, (402) 431-6369

STAFF CONTACT

Tanner Hiemer, (402) 441-6369 or
thiemer@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The request is compatible with the 2050 Comprehensive Plan as the 2050 Future Land Use map continues to show this site as future urban residential. A school is a permitted use within all residential districts and the project will ultimately provide additional landscaping along N 56th Street.

WAIVERS

1. To LMC 27.72.020(a) to reduce the setback from 25 to 8 feet to allow parking in the front yard.
(Recommend Approval)

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as future Public & Semi-Public on the 2050 Future Land Use Plan.

Land Use Plan – Public and Semi-Public – Areas of public or semi-public land use and/or structures that serve the general public. Only the largest facilities are shown on the land use plan. Highways and interstates are also included in this category.

ANALYSIS

1. This is a request for a Special permit for a parking lot located at 1100 N 56th Street in relation to an existing school, operated as Lincoln Lutheran Schools. The property is zoned R-2 residential.
2. Lincoln Lutheran is simultaneously requesting a text amendment to Lincoln Municipal Code 27.63.170.a.2 to include “school” as an acceptable use for a special permit of this nature. If the text amendment is approved, the proposal would meet the criteria for a special permit to allow a parking lot within 360 feet of a school, provided that the parking lot is primarily used in connection with the main use.
3. The site is located mid-block, with single-family residential – zoned as R-2 – located to the south and west, and multi-family residential – zoned as R-6 – bordering the north and east. The proposed expansion of parking in the front yard is consistent with the neighborhood as the elementary school to the north has a similar setback. The Mopac Trail bounds the property to the south, providing separation from residential uses. This request would have little impact on the surrounding area.
4. There is suitable land for parking lot expansion to the rear of the building that is currently occupied by recreational facilities.
5. The property is located along a building line district which extends 10 feet across the subject property’s west property line. The building line district was initially created to preserve space for future right-of-way expansion but is no longer enforced and does not present any additional constraints to locating the proposed parking expansion in the front yard. Currently, the Capital Improvement Plan and the Long Range Transportation Plan do not identify N 56th Street for future widening.
6. The special permit will include a waiver to allow the parking lot to extend up to 17 feet into the 25-foot required front yard setback. The waiver is justified as the applicant is proposing additional landscaping between the parking lot and right-of-way to provide screening to minimize the visual impact of the expanded parking lot.
7. The request is compatible with the 2050 Comprehensive Plan as the site is shown to continue as future urban residential. The use as a school is a permitted use within the R-2 zoning district. Similar requests have been previously approved for places of religious assembly, such as Sower Church at N 27th & R Street and Temple Baptist Church at 51st & Randolph Street, in which the sites justified reducing the required setback by increasing the landscaping around the parking area.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Private School

R-2 Residential

SURROUNDING LAND USE & ZONING

North: Multi-family Residential	R-4 Residential
South: Single-family Residential	R-2 Residential
East: Multiple-family Residential	R-4 Residential
West: Single-family Residential	R-2 Residential

APPROXIMATE LAND AREA: 21.27 acres, more or less

LEGAL DESCRIPTION: Lots 159, 160, and 241 I.T., all located in the northeast quarter of Section 21, Township 10 North, Range 7 East of the 6th P.M., Lincoln, Lancaster County, Nebraska

Prepared by Tanner Hiemer, Planner
(402) 441- 6369 or thiemer@lincoln.ne.gov

Date: August 20, 2026

Applicant/Owner: Ben Smith, Lincoln Lutheran School Association

Contact: Rob DuVall

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/SP/26000/SP26032 Lincoln Lutheran Parking Lot 1100 N 56th St.tjh.docx>

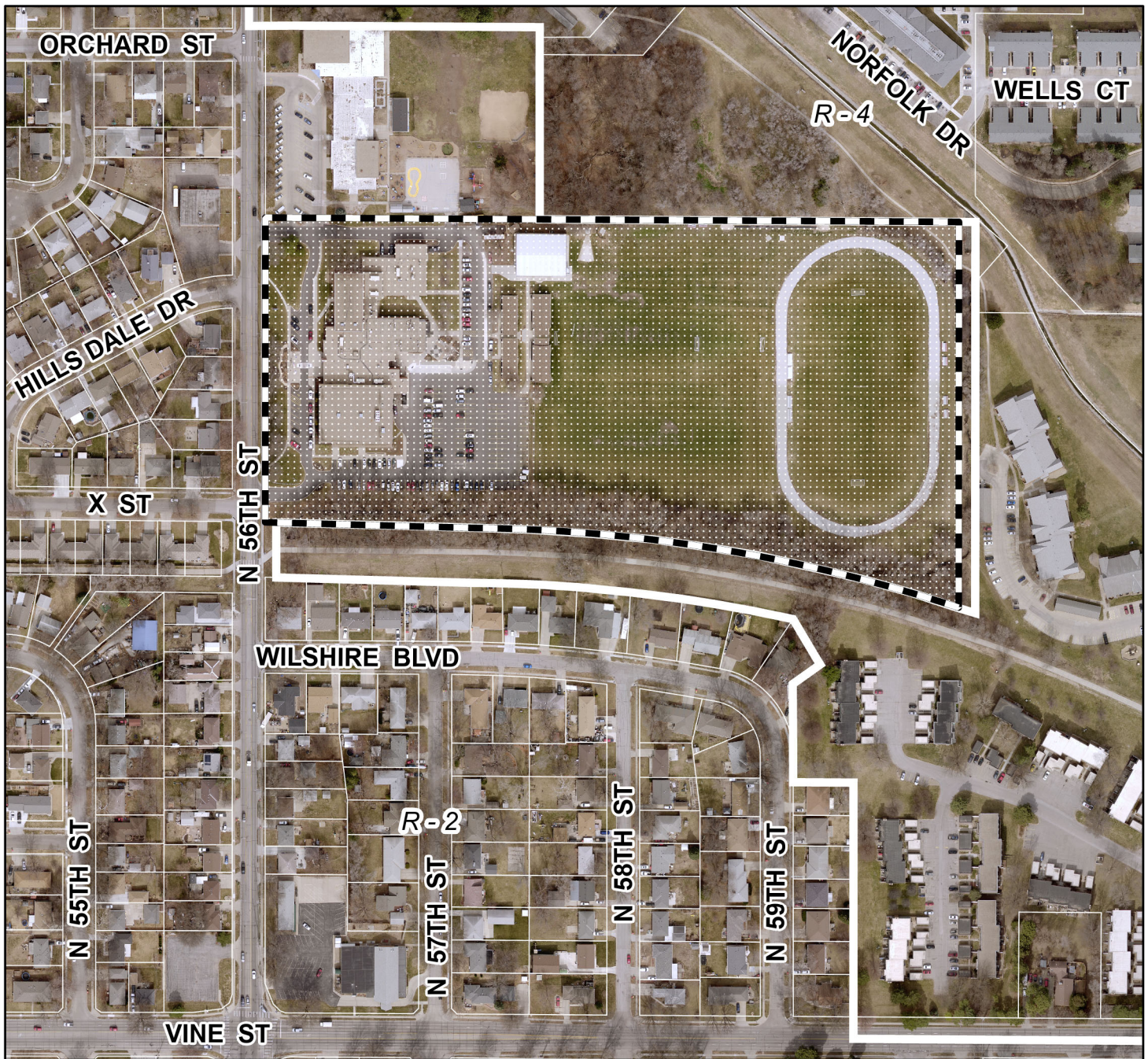
CONDITIONS OF APPROVAL – SPECIAL PERMIT #26032

Per Section 27.63.170 this approval permits a parking lot in an R-2 district with a reduction of the required front yard setback by 17 feet, from 25 feet to 8 feet.

1. Before receiving building permits the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 2 copies with all required revisions and documents.

Standard Conditions:

2. The following conditions are applicable to all requests:
 - 2.1 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.
 - 2.2 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.
 - 2.3 The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.



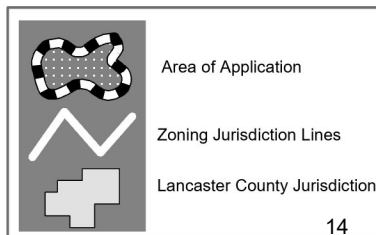
Special Permit #: SP26032
N 56th St & Vine St



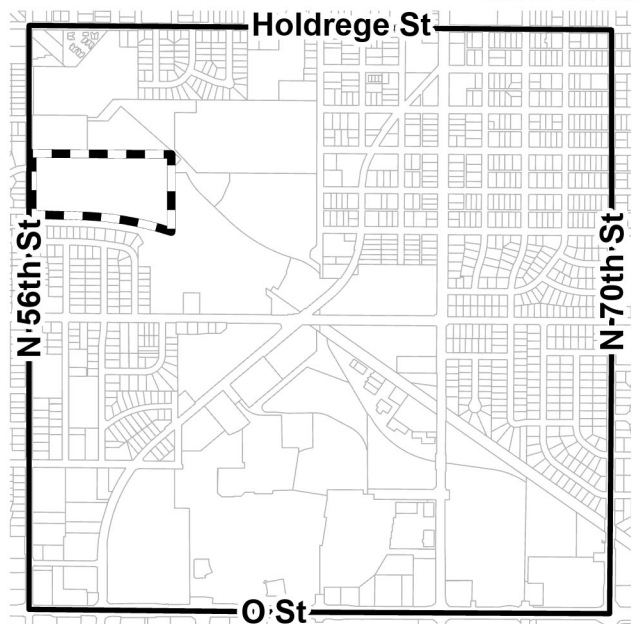
One Square Mile:
 Sec.21 T10N R07E

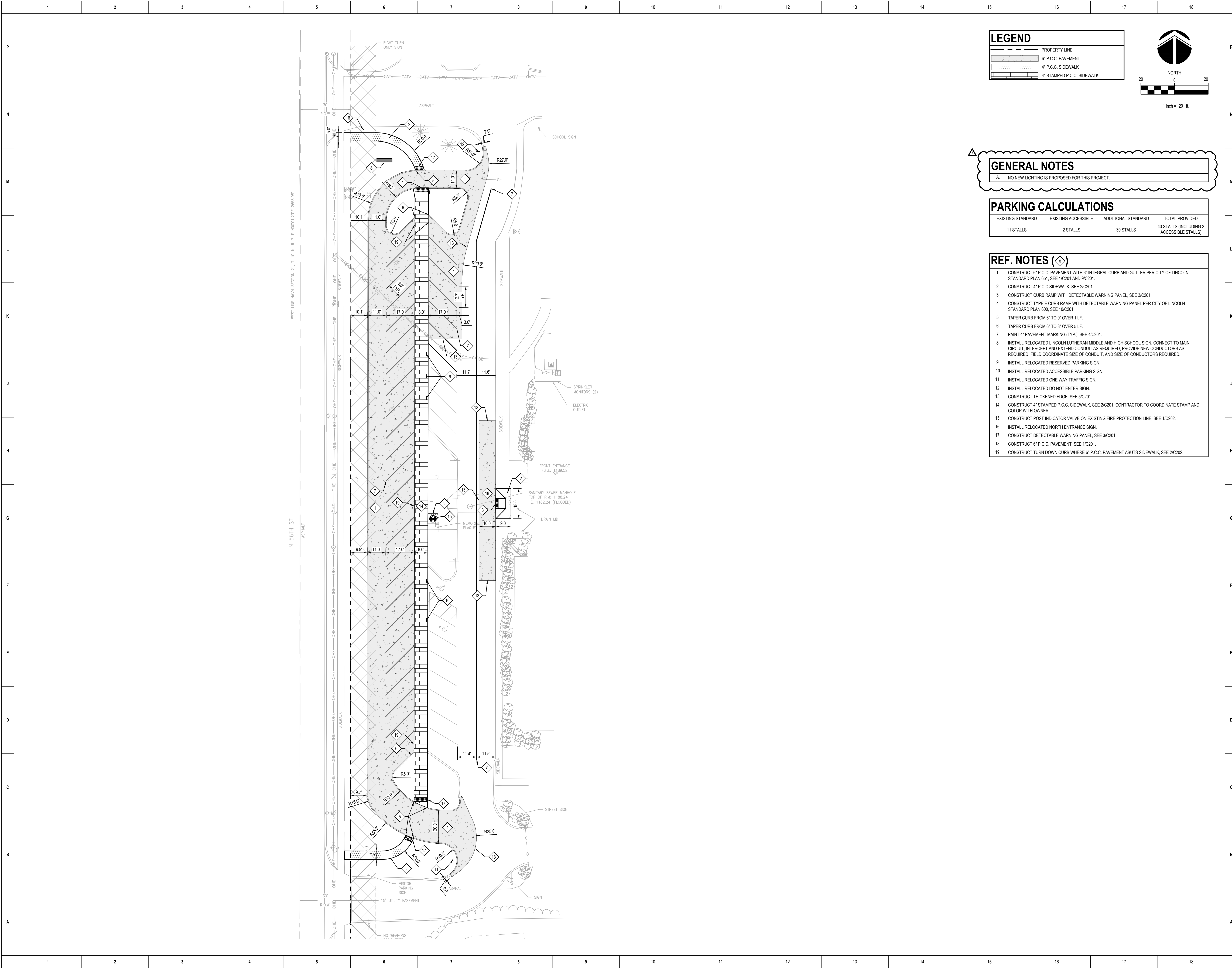
Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District



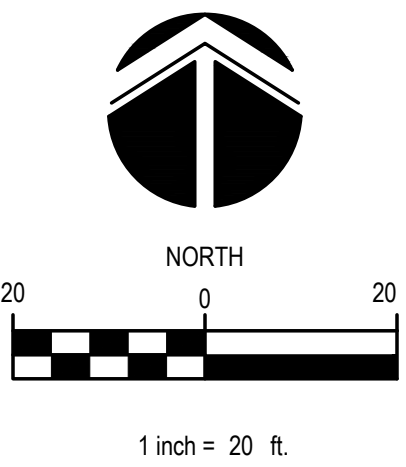
2024 aerial





LEGEND

---	PROPERTY LINE
▨	6" P.C.C. PAVEMENT
▤	4" P.C.C. SIDEWALK
▥	4" STAMPED P.C.C. SIDEWALK



GENERAL NOTES

- A. NO NEW LIGHTING IS PROPOSED FOR THIS PROJECT.

PARKING CALCULATIONS

EXISTING STANDARD	EXISTING ACCESSIBLE	ADDITIONAL STANDARD	TOTAL PROVIDED
11 STALLS	2 STALLS	30 STALLS	43 STALLS (INCLUDING 2 ACCESSIBLE STALLS)

REF. NOTES (◆)

- CONSTRUCT 6" P.C.C. PAVEMENT WITH 6" INTEGRAL CURB AND GUTTER PER CITY OF LINCOLN STANDARD PLAN 651. SEE 1/C201 AND 9/C201.
- CONSTRUCT 4" P.C.C. SIDEWALK. SEE 2/C201.
- CONSTRUCT CURB RAMP WITH DETECTABLE WARNING PANEL. SEE 3/C201.
- CONSTRUCT TYPE E CURB RAMP WITH DETECTABLE WARNING PANEL PER CITY OF LINCOLN STANDARD PLAN 600. SEE 10/C201.
- TAPER CURB FROM 6" TO 0" OVER 1 LF.
- TAPER CURB FROM 6" TO 3" OVER 5 LF.
- PAINT 4" PAVEMENT MARKING (TYP.). SEE 4/C201.
- INSTALL RELOCATED LINCOLN LUTHERAN MIDDLE AND HIGH SCHOOL SIGN. CONNECT TO MAIN CIRCUIT. INTERCEPT AND EXTEND CONDUIT AS REQUIRED. PROVIDE NEW CONDUCTORS AS REQUIRED. FIELD COORDINATE SIZE OF CONDUIT, AND SIZE OF CONDUCTORS REQUIRED.
- INSTALL RELOCATED RESERVED PARKING SIGN.
- INSTALL RELOCATED ACCESSIBLE PARKING SIGN.
- INSTALL RELOCATED ONE WAY TRAFFIC SIGN.
- INSTALL RELOCATED DO NOT ENTER SIGN.
- CONSTRUCT THICKENED EDGE. SEE 5/C201.
- CONSTRUCT 4" STAMPED P.C.C. SIDEWALK. SEE 2/C201. CONTRACTOR TO COORDINATE STAMP AND COLOR WITH OWNER.
- CONSTRUCT POST INDICATOR VALVE ON EXISTING FIRE PROTECTION LINE. SEE 1/C202.
- INSTALL RELOCATED NORTH ENTRANCE SIGN.
- CONSTRUCT DETECTABLE WARNING PANEL. SEE 3/C201.
- CONSTRUCT 6" P.C.C. PAVEMENT. SEE 1/C201.
- CONSTRUCT TURN DOWN CURB WHERE 6" P.C.C. PAVEMENT ABUTS SIDEWALK. SEE 2/C202.

LINCOLN LUTHERAN
PARKING LOT EXPANSION

1100 N 56TH ST
LINCOLN, NE 68504

LAYOUT & PAVING PLAN

PROJECT NO.: 011349.001

C101

SCHEMMER
architecture | engineering | +

1044 North 115th Street, Suite 300, Omaha, NE 68154
CA0666

DESIGNED: VPF

DRAWN: VPF

CHECKED: RMD

ISSUE DATE: JUNE 17, 2026

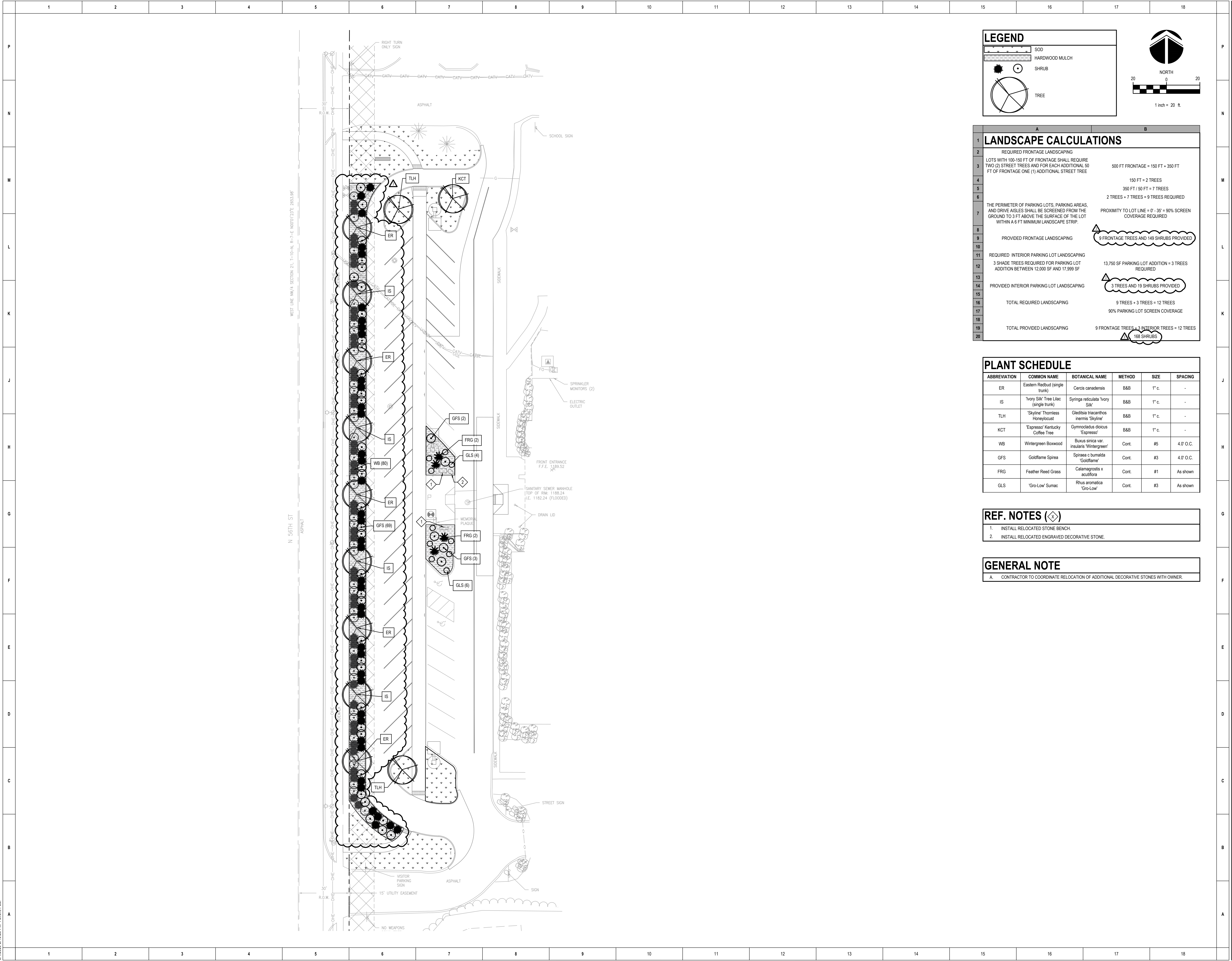
REVISIONS:

NO. DATE BY: DESCRIPTION:

1 08/04/2026 VPF PERMIT COMMENTS

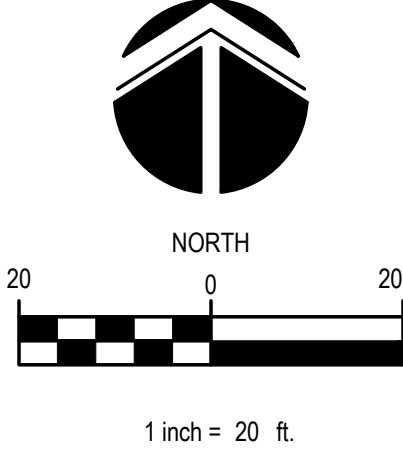
2 09/25/2026 RMD ADDENDUM 1.1

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LEGEND

- SOD
- HARDWOOD MULCH
- SHRUB
- TREE



A		B	
LANDSCAPE CALCULATIONS			
REQUIRED FRONTAGE LANDSCAPING			
LOTS WITH 100-150 FT OF FRONTAGE SHALL REQUIRE TWO (2) STREET TREES AND FOR EACH ADDITIONAL 50 FT OF FRONTAGE ONE (1) ADDITIONAL STREET TREE		500 FT FRONTAGE = 150 FT + 350 FT	
		150 FT = 2 TREES	
		350 FT / 50 FT = 7 TREES	
		2 TREES + 7 TREES = 9 TREES REQUIRED	
THE PERIMETER OF PARKING LOTS, PARKING AREAS, AND DRIVE AISLES SHALL BE SCREENED FROM THE GROUND TO 3 FT ABOVE THE SURFACE OF THE LOT WITHIN A 6 FT MINIMUM LANDSCAPE STRIP.		PROXIMITY TO LOT LINE = 0' - 35' = 90% SCREEN COVERAGE REQUIRED	
PROVIDED FRONTAGE LANDSCAPING		9 FRONTAGE TREES AND 149 SHRUBS PROVIDED	
REQUIRED INTERIOR PARKING LOT LANDSCAPING			
3 SHADE TREES REQUIRED FOR PARKING LOT ADDITION BETWEEN 12,000 SF AND 17,999 SF		13,750 SF PARKING LOT ADDITION = 3 TREES REQUIRED	
PROVIDED INTERIOR PARKING LOT LANDSCAPING		3 TREES AND 19 SHRUBS PROVIDED	
TOTAL REQUIRED LANDSCAPING		9 TREES + 3 TREES = 12 TREES	
		90% PARKING LOT SCREEN COVERAGE	
TOTAL PROVIDED LANDSCAPING		9 FRONTAGE TREES + 3 INTERIOR TREES = 12 TREES	
		168 SHRUBS	

PLANT SCHEDULE					
ABBREVIATION	COMMON NAME	BOTANICAL NAME	METHOD	SIZE	SPACING
ER	Eastern Redbud (single trunk)	Cercis canadensis	B&B	1" c.	-
IS	Ivory Silk Tree Lilac (single trunk)	Syringa reticulata 'Ivory Silk'	B&B	1" c.	-
TLH	'Skyline' Thornless Honeylocust	Gleditsia triacanthos inermis 'Skyline'	B&B	1" c.	-
KCT	'Espresso' Kentucky Coffee Tree	Gymnocladus dioica 'Espresso'	B&B	1" c.	-
WB	Wintergreen Boxwood	Buxus sinica var. insularis 'Wintergreen'	Cont.	#5	4.0' O.C.
GFS	Goldflame Spirea	Spiraea c. bumalda 'Goldflame'	Cont.	#3	4.0' O.C.
FRG	Feather Reed Grass	Calamagrostis x acutiflora	Cont.	#1	As shown
GLS	'Gro-Low' Sumac	Rhus aromatica 'Gro-Low'	Cont.	#3	As shown

REF. NOTES (◆)	
1.	INSTALL RELOCATED STONE BENCH.
2.	INSTALL RELOCATED ENGRAVED DECORATIVE STONE.

GENERAL NOTE	
A	CONTRACTOR TO COORDINATE RELOCATION OF ADDITIONAL DECORATIVE STONES WITH OWNER.

LINCOLN LUTHERAN
PARKING LOT EXPANSION
1100 N 56TH ST
LINCOLN, NE 68504
LANDSCAPE PLAN

PROJECT NO.: 011349.001

C104

ISSUE DATE: JUNE 17, 2026

DESIGNED: VPF

REVISIONS:

NO. DATE BY: DESCRIPTION

1 08/04/2026 VPF PERMIT COMMENTS

2 09/25/2026 RMD ADDENDUM 1

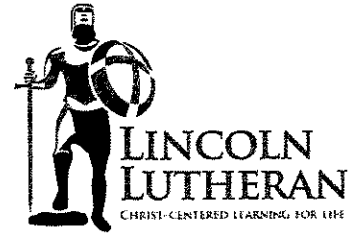
DRAWN: VPF

CHECKED: RMD

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1044 North 115th Street, Suite 300, Omaha, NE 68154
C40666



August 5, 2026

David Cary
Director of Planning
City of Lincoln Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

RE: Special Permit – Front Yard Setback Relief

Dear Mr. Cary,

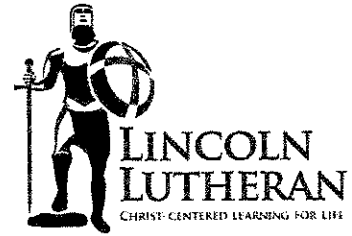
On behalf of the Lincoln Lutheran School Association, I am submitting this formal request regarding a text amendment and special permit to accommodate a necessary parking lot expansion on our shared campus.

Specifically, the Association requests a text amendment to **Lincoln Municipal Code (LMC) Section § 27.63.170.a.2** to add “Schools” to the uses in the following paragraph:

“The land shall not be located more than 360 feet from property occupied by a college, university, place of religious assembly, or zoo; provided that the parking lots are used primarily in connection with the said college, university, place of religious assembly, or zoo. Where a Special Permit has been granted in these instances, said parking may be used to satisfy minimum required parking”

The Association also requests a Special Permit to reduce the required front yard setback along 56th Street from **25 feet to 8 feet**. This relief will allow for the addition of **30 off-street parking stalls** (*see attached C101 – Layout and Paving Plan*).

Without this text amendment or Special Permit, the strict application of current zoning setbacks would create an undue practical difficulty and severe hardship for our educational institution. This letter outlines how our request satisfies the statutory criteria required for a Special Permit, framed within the unique historical, operational, and physical context of the shared Lincoln Lutheran / Trinity Lutheran campus.



I. Core Legal Criteria for Special Permit

1. Unnecessary Hardship & Practical Difficulties

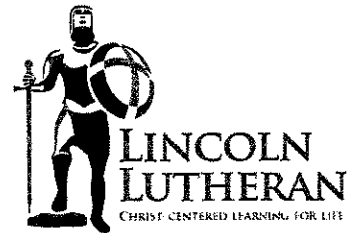
- **Rapid Enrollment Growth:** Over the past three school years, Lincoln Lutheran has experienced unprecedented enrollment **growth of 39.1%**, increasing from 327 students in 2024–25 to 455 students for the 2026–27 school year.
- **Critical Need for Infrastructure:** This rapid growth has significantly increased the number of driving-age students, faculty, and support staff requiring daily on-site parking.
- **Financial and Operational Burden:** Strict adherence to standard setback rules creates a substantial economic and operational burden, as the school is unable to utilize the west 25 feet of its parcel—amounting to nearly **1/3 of an acre**. Having inadequate parking capacity forces an unsafe vehicular queue during peak drop-off/pick-up hours and misaligns with our master campus layout, directly threatening our ability to safely manage student transportation and campus circulation.

2. Unique Circumstances Peculiar to the Property

- **Integrated Shared Campus:** Lincoln Lutheran School Association and Trinity Lutheran Church have operated for decades as an integrated educational and ministry campus serving the Lincoln community. The relationship between these properties extends well beyond that of standard neighboring landowners, characterized by shared history, coordinated master planning, and recorded legal frameworks (*see attached Recorded Access Easement Agreement establishing permanent reciprocal access rights, shared ingress/egress, and joint maintenance responsibilities*). Lincoln Lutheran's intention was to construct the parking lot addition on the west of the building to match our sister campus directly to the north.
- **Physical Site Constraints:** Existing permanent structures, athletic facilities, mature canopy trees, and established campus access points severely restrict where new parking can be constructed. Reconfiguring parking to obtain 30 additional stalls elsewhere on the site is physically unfeasible without encroaching on active educational facilities, athletic fields, or neighboring residential buffers.
- **Interdependent Development:** The proposed parking expansion is directly tied to the layout, circulation, and ongoing development of the adjoining Trinity property. Restricting Lincoln Lutheran to isolated, non-contextual setback rules ignores the unified physical and operational footprint of this historical campus.

3. Minimum Relief Necessary & Not Self-Created

- **Minimum Relief Required:** The requested setback reduction represents the minimum relief necessary to afford reasonable relief while maintaining code-compliant drive aisle widths, the necessary drop-off lane, standard parking stall dimensions, and safe turning radii for emergency vehicles and buses.
- **Not Self-Created:** The need for this Special Permit stems entirely from surging educational demand (a 39.1% enrollment spike) and the pre-existing, interconnected layout of a multi-decade institutional campus.



4. Preservation of Public Good and Intent

- **Public Safety and Traffic Circulation:** Granting the Special Permit provides significant public benefits by expanding off-street parking capacity, improving internal vehicular circulation, and eliminating hazardous spillover parking onto surrounding residential streets during school hours and major campus events.
- **Stacking Distance & Congestion Relief:** The Lincoln Lutheran School Association has expressed its growing concerns to the City regarding traffic flow and safety at the intersection of 56th Street and Holdrege. Crucially, the proposed expanded parking in the setback area does not reduce the stacking distance between N. 56th Street and the existing drive aisle in front of the school, thus creating no additional congestion for the traveling public. In fact, the improvements add a full bypass lane adjacent to the drop off lane and an additional drive aisle that will help alleviate vehicular congestion along N. 56th Street by allowing more vehicles to park in front of the school, resulting in fewer cars waiting to drive east behind the school looking for a parking stall.
- **Community Impact:** Lincoln Lutheran is supported by eight association congregations and four ministry partner congregations, serving thousands of local families through Christian education, childcare, athletics, music, and community outreach. The proposed layout respects the spirit and intent of the City's development standards while pragmatically accommodating the unique footprint of a growing, multi-generational campus ministry.

II. Conclusion

Considering our 39.1% enrollment growth, physical site limitations, and unique legal and physical integration with the Trinity Lutheran campus, we respectfully request that the Planning Commission and City Council approve this Special Permit. The requested relief is the minimum necessary to resolve an urgent safety and infrastructure need while upholding the intent of the City of Lincoln's development code.

Lincoln Lutheran values its cooperative relationship with the City and welcomes the opportunity to present this proposal at the upcoming hearing.

Sincerely,

Benjamin Smith
Chief Operating Officer
Lincoln Lutheran

Enclosures: C101 – Layout and Paving Plan, Recorded Access Easement Agreement



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Miscellaneous #26007	No	N/A
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
September 2, 2026	None	Lincoln Metropolitan Area

RECOMMENDATION: APPROVAL

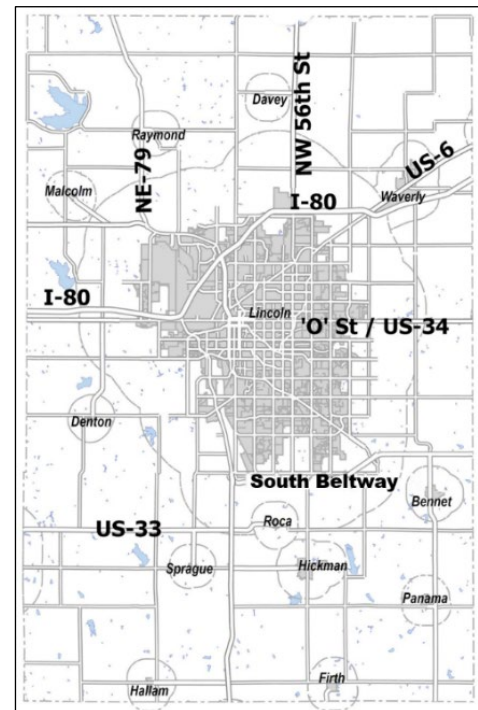
BRIEF SUMMARY OF REQUEST

On behalf of the City of Lincoln, the Lincoln Metropolitan Planning Organization (MPO) is requesting an amendment to the 2050 Long Range Transportation Plan (LRTP). The changes would establish a new group project listing for On-Street Bike Projects. The group listing would include total funding, a maximum individual project cost for standalone on-street bike projects, and description of the types of projects that would fall within the group.

An associated amendment that is proposed to the MPO Transportation Improvement Program (TIP) would reflect the same grouping and add a new project within it for the Downtown Lincoln Bike Network. The City was awarded a federal grant for this project through the Active Transportation Infrastructure Investment Program (ATIIP).

JUSTIFICATION FOR RECOMMENDATION

The LRTP discusses the need for conformity between the LRTP and the TIP. New projects and groups proposed in the TIP must be found in conformance with the LRTP. This new project group listing is necessary to establish conformance for the Downtown Lincoln Bike Network project.



APPLICATION & STAFF CONTACT

Rachel Christopher, (402) 441-7603 or
rchristopher@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Page 8-35 of the Lincoln MPO 2050 Long Range Transportation Plan Relationship to Transportation Improvement Program:

The Lincoln MPO Transportation Improvement Program [TIP] documents the prioritized list of federally funded and/or regionally significant transportation projects and improvements for the next four-year period... After adoption for a four-year period, the TIP can be amended or modified administratively to account for changes in funding or project needs. Amendments to the TIP must be made in conformance with the LRTP, a requirement that retains the publicly supported prioritization process for projects and assignment of funding.

Some projects that were expected to be needed farther out in the planning period may be needed sooner. Likewise, a project that is no longer needed as soon as expected could be delayed.

Close coordination and consistency between the TIP and the LRTP should be an ongoing effort.

All amendments to the Fiscally Constrained Plan will need to be reviewed and approved by the MPO Technical Committee, which includes local, state, and federal representation; the Lincoln-Lancaster County Planning Commission; and the MPO Officials Committee. The amendment process will also need to adhere to the MPO's public engagement and information dissemination.

GENERAL INFORMATION

1. Federal Transportation Planning Process

Federal regulations require that the region's metropolitan transportation planning process include the cooperative development of the Long Range Transportation Plan (LRTP). This transportation plan must cover no less than a 20- year planning horizon, will include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand, and must be updated, at a minimum, every five years.

2. Lincoln Metropolitan Planning Organization (MPO)

The City of Lincoln, as the designated MPO, is responsible for conducting the metropolitan transportation planning process pursuant to federal requirements and assigning work as necessary to carry out this process. There are five primary participant groups in the MPO planning and decision-making process. These include: 1) the MPO Officials Committee comprised of the Mayor and the chairs and vice chairs of the City Council and County Board, plus the Nebraska Department of Transportation Director, 2) MPO Technical Advisory Committee, 3) Lincoln-Lancaster County Planning Commission, 4) various Citizen Task Forces and Advisory Committees, and 5) MPO staff.

3. Long Range Transportation Plan (LRTP)

In December 2021, the Lincoln MPO Officials Committee adopted the current Lincoln MPO LRTP, 2050 Long Range Transportation Plan. The development of the LRTP was a collaborative effort using input provided from state and local governments, agencies, citizens, committees, and staff that focuses on promoting an integrated multi-modal transportation network. The LRTP guides investment in the Lincoln metropolitan area's transportation system for the next 20+ years based upon the region's future transportation goals and objectives and allocates projected revenue to transportation programs and projects consistent with the Lincoln MPO's goals. The LRTP also is the basis for the development of the short-range Transportation Improvement Program (TIP) — a set of transportation improvement projects that the MPO expects to implement during the next four years. The 2050 LRTP was developed in coordination with PlanForward, the Lincoln-Lancaster County Comprehensive Plan. The LRTP is embedded into the Comprehensive Plan as the Transportation Element.

4. Long Range Transportation Plan (LRTP) Amendment

In accordance with the amendment process outlined in the 2050 LRTP, page 8-35, "Changes to the Fiscally Constrained Plan are to be made by a formal plan amendment through the MPO planning process". This request to update project costs requires review by the MPO Technical Committee and the Planning Commission. Formal approval of the amendment will be requested of the MPO Officials Committee on September 15, 2026.

5. Concurrent amendments are being processed to the Lincoln MPO FY 2026-2029 and 2027-2030

Transportation Improvement Programs (TIPs) to add a project for Downtown Lincoln Bike Network within the proposed grouping.

6. Applicant Request

This application is to amend the 2050 LRTP to create a new group listing for On-Street Bike Projects in Chapter 7, Fiscally Constrained Plan. Grouping projects in the LRTP is a process whereby smaller-scale, non-regionally significant projects within a category do not need to be individually identified. In the On-Street Bike Projects section, a new project group for standalone On-Street Bike projects would be created.

The grouping would have an overall total cost for all projects within the group of \$1 million. Individual projects within the group would also be capped at \$1 million in cost each. Project examples include shared, striped, separated, or buffered bike lanes, sidepaths, and associated intersection and crossing enhancements.

The purpose of the new group is to ensure conformance with the LRTP of a proposed new TIP project for Downtown Lincoln Bike Network planning and design. The following streets are to be studied, with design and construction drawings prepared for bike infrastructure, signal modifications, and connections through intersections and into existing bicycle infrastructure:

- 11th Street, from K Street to Q Street, with connection to N Street Cycle Track
- 13th Street, from K Street to Q Street, with connection to N Street Cycle Track
- 16th Street, from K Street to Q Street, with connection to N Street Cycle Track
- N Street from the Billy Wolff Trail to 27th Street

7. LRTP Revisions for the Proposed Amendment:

- Correct the allocation amount for on-street bike projects on page 7-23.
- Add narrative description on page 7-24.
- Update Table 7-11 on page 7-24 to reflect a new grouping for On-Street Bike Projects, with an overall total project cost, new listing for standalone projects, and previous listings for projects to be constructed with roadway projects.
- Delete Table 7-12 on page 7-25 and Figure 7.6 on page 7-26.
- Updates to the Table of Contents and subsequent renumbering of tables and figures in Chapter 7.

This amendment will update any associated tables and figures linked to the 2050 Comprehensive Plan.

8. This request has been documented and completed through the amendment process outlined in the 2050 Long Range Transportation Plan and is recommended for approval.

ANALYSIS

In accordance with the NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning, the public involvement procedure and reviewing body necessary for an LRTP amendment and an LRTP administrative modification should be determined at the MPO level. The MPO may set multiple thresholds as long as the first level meets the minimum threshold outlined above. If the MPO chooses to have multiple thresholds/levels of public involvement for an LRTP amendment, then the procedure must be clearly outlined in the MPO Public Involvement Plan and the MPO LRTP. Amendment procedures must be documented in the LRTP, TIP, and Public Participation Plan.

The Lincoln MPO Public Participation Plan indicates that the Lincoln MPO will strive to provide a public comment period of at least 30 calendar days prior to adoption of an LRTP amendment. The comment period begins upon the posting of an LRTP amendment under consideration, at least 7 days prior to MPO Technical Committee review and

continues through the MPO Officials Committee review and adoption.

The schedule for review and action by the MPO Technical Committee and MPO Officials Committee on the proposed amendment to the 2050 LRTP is as follows:

- August 12, 2026 at 2:00 p.m. MPO Technical Committee meeting
- September 15, 2026 at 12:30 p.m. MPO Officials Committee meeting

These MPO meetings are open meetings and will include time for public comment. The MPO Officials Committee will consider all comments received at its September 15th meeting.

APPLICATION HISTORY

November 15, 2021	The Bipartisan Infrastructure Law (BIL) (federal transportation bill), also known as the Infrastructure, Investment and Jobs Act (IIJA), was signed into law.
December 15, 2021	The Lincoln MPO adopted the 2050 LRTP.
Summer 2025	The City of Lincoln was awarded \$224,000 in ATIP funds for the Downtown Lincoln Bike Network project.

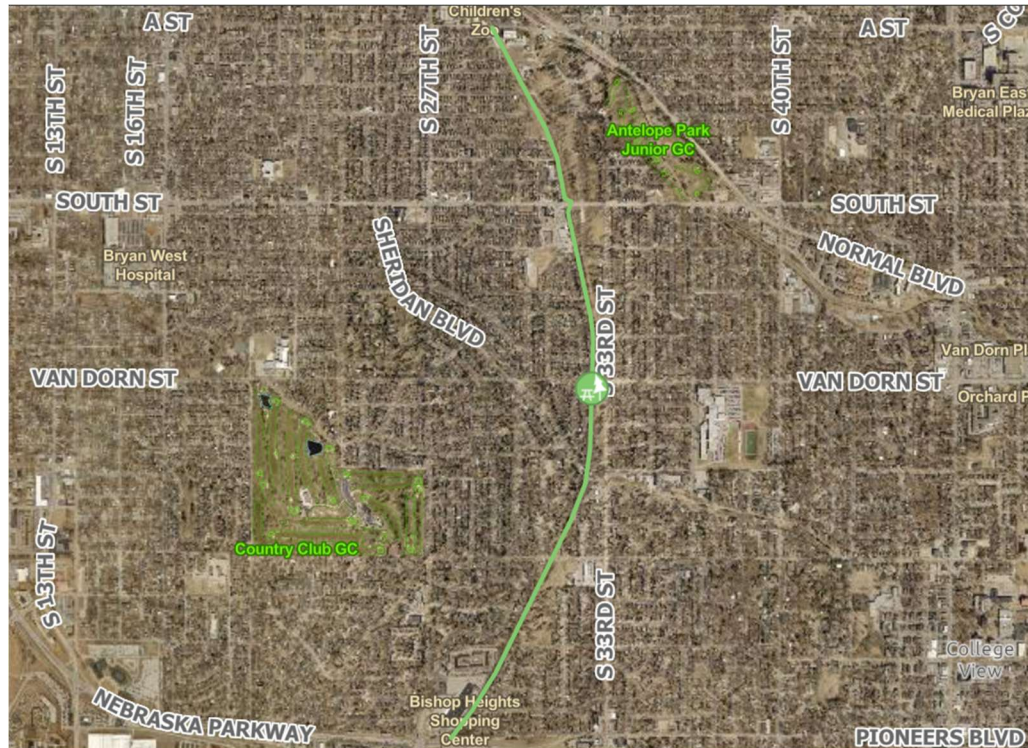
Prepared by Rachel Christopher, Transportation Planner
Lincoln MPO / Lincoln-Lancaster County Planning and Development Services Department
(402) 441-7603
rchristopher@lincoln.ne.gov

Date: August 18, 2026

https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/MISC/26000/MISC26007 LRTP Amendment_On-Street Bike Projects.rkc.docx

Table 7.10 Trail Widening Projects

Trail Name	Limits	Description	Project Cost (2021\$)
Funded/Committed Trail Widening Projects			
Rock Island	A Street to Boosalis Trail	Widen 8' trail to 12'	\$2,546,700

Figure 7.5 Trail Widening Projects

On-Street Bike Projects

The Lincoln Bike Plan was adopted in February 2019. Since no committed funding source has historically been provided for implementation of the on-street bike network, the LRTP resource allocation includes a nominal allocation of \$6.58.93 million of flexible funds to the on-street bike program, which could be used to stripe approximately 35 miles of bike lanes, accounting for construction cost inflation. However, this amount falls well short of the funding needed to implement the more than 100 miles of proposed bikeways (some of which are more capital-cost intensive than bike lane striping)

and the intersection crossing improvements identified in the Lincoln Bike Plan.

The specific On-Street Bike Projects to be completed with available funds will be selected based on the analysis and prioritization documented in the Lincoln Bike Plan. Where possible, On-Street Bike Projects should be bundled with roadway improvement projects. **Table 7.11** identifies projects that are candidate On-Street Bike Projects that could be constructed with roadway projects in the Fiscally Constrained Plan. As these roadway projects progress through preliminary and final design, consideration should be given for inclusion of the corresponding Bike Plan project(s). **Table**

7.12 and Figure 7.6 identify ~~A~~ additional candidate on-street bike projects not associated with roadway projects are identified within a project grouping.

Grouped Projects are small-scale transportation projects that while not considered regionally significant, still contribute to meeting the goals of the regional transportation system as allowed under 23 CFR § 450.326(h). The Grouped Project designation is used to more efficiently advance these small projects through the planning and implementation process. Individual costs of Group Projects are not included, though the collective costs are included in the LRTP financial analysis. All of the grouped on-street bike projects with costs below \$1,000,000 are considered “group projects” and only listed in full in the TIP, once there is funding dedicated for their implementation. Grouped Projects can be added to the TIP by administrative modification rather than a formal amendment process.

Pedestrian, Bike Share, and TDM

The recommended resource allocation assumes a minimum \$1 million annual general fund transfer to the sidewalk rehabilitation program. With the \$37 million allocation to this program, an estimated 46 miles of sidewalk could be replaced, accounting for construction cost inflation.

The TDM portion of this program may include partnerships with employers to support biking, walking, and transit commuting; flexible work hours; and remote work options. Continued operation and maintenance of the existing BikeLNK bike share program is also recommended to continue. The TDM program could also consider partnerships with Transportation Network Companies (TNC) such as Uber or Lyft, as well as car share options and expansion of the bike share and scooter programs, to support shared mobility options in Lincoln.

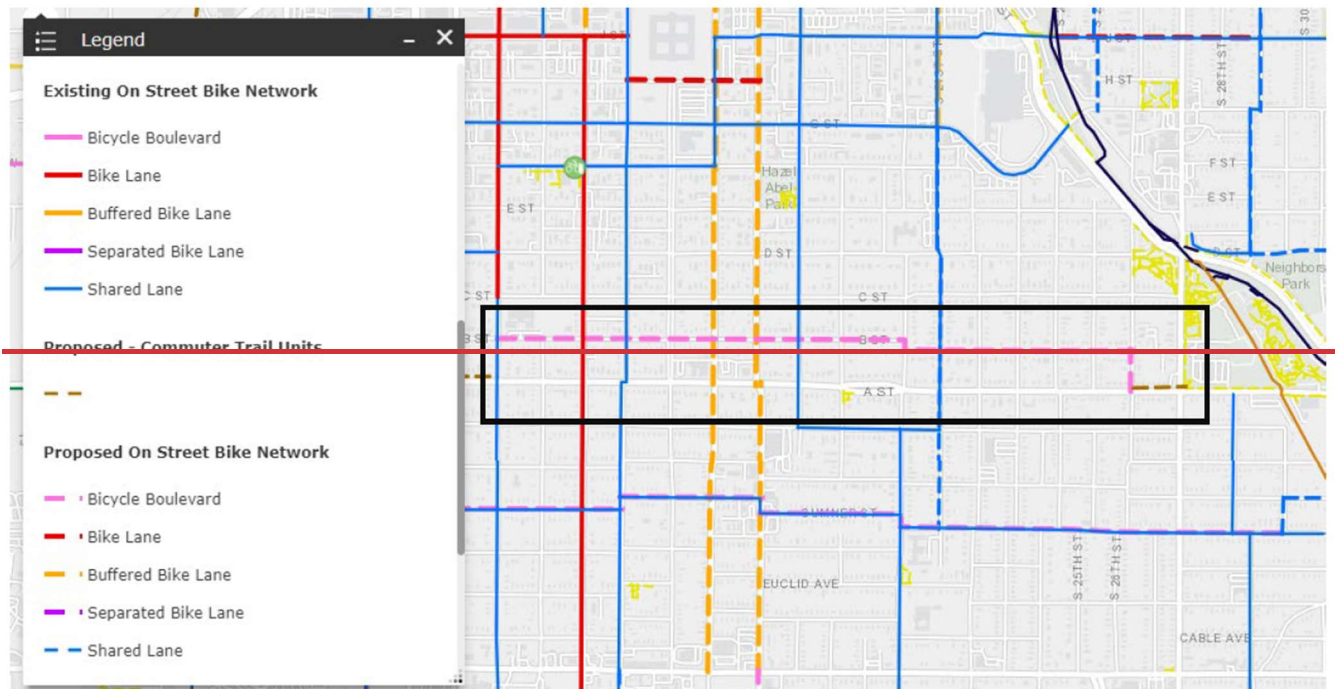
Table 7.11 On-Street Bike Projects ~~to be Constructed with Fiscally Constrained Roadway Projects~~

Project Grouping for Standalone On-Street Bike Projects		Various locations throughout the Lincoln MPO region	Total Cost: \$1,000,000		Individual cost no more than \$1 million. Examples include but are not limited to: Shared, Striped, Separated, and/or Buffered Bike Lanes, Sidepaths, and Associated Intersection and Crossing Enhancements		
On-Street Bike Projects to be Constructed with Fiscally Constrained Roadway Projects							
Roadway Project ID	Street	Project Limits	Bike Plan Project ID	Street	From	To	Description
10	W Holdreg e Street	NW 56th Street to NW 48th Street	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
77	W A Street	SW 36th Street to SW 5th Street	47	W A St	SW 40th St	S Folsom St	
				W A St	S Folsom St	Multi-use Path	
124	S Folsom Street	W Old Cheney Road to 1/4 mile south	159	S Folsom St	W Denton Rd	Pioneers Blvd	Sidepath
141	A Street	S 6th Street to S 17th Street	24	S 8th St	A St		Intersection Enhancements
			132	S 11th St	A St		Intersection Enhancements

			142	A St	S 4th St	S 11th St	Sidepath
81	W Holdrege Street	NW 48th Street to Chitwood Lane (east 1/4 mile)	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
14	NW 48th Street	Adams Street to Cumming Street	99	NW 48th St	W Seward St	W Knight Dr	Sidepath
				NW 48th St	W Holdrege St	W Seward St	Sidepath
32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	133	35th St	O St		Intersection Enhancements
			73	N 44th St	O St	R St	Separated Bike Lane
				N 44th St	O St		Intersection Enhancements
			50	S 29th St	Randolph St	R St	Shared Lane
				29th St	O St		Intersection Enhancements
37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	151	Cornhusker Hwy	N 27th St	Trail	Sidepath
41	N 48th Street	Adams Street to Superior Street	105	N 48th St	Fremont St	End	Sidepath
				N 48th St	Cornhusker Hwy/RR		Intersection Enhancements
			102	N 48th St	Judson St	Hartley St	Sidepath
82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	23	High St	Nebraska Hwy 2	S 12th St	Shared Lane
				High St	Nebraska Hwy 2		Intersection Enhancements
			121	Southwood Dr	Nebraska Hwy 2		Intersection Enhancements
85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	112	NW 13th St	W Fletcher Ave		Intersection Enhancements

Table 7.12 — Other On-Street Bike Projects

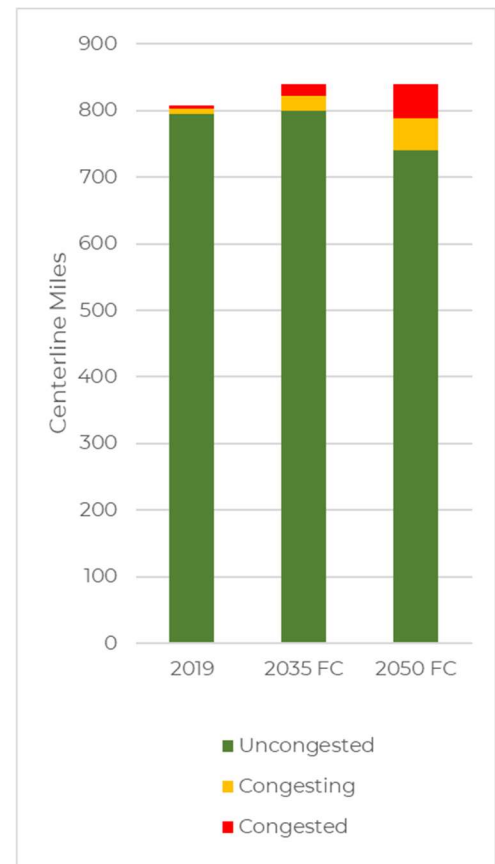
Street	Bike-Plan Project-ID	From	To	Description	Project-Cost (2021\$)
B-Street, S 26 th Street, and A-Street	42	S 11 th Street	S 27 th Street	Pavement markings, signage, sidepath, and intersection bumpouts	—\$521,900

Figure 7.6 Other On-Street Bike Projects

Future Congestion Levels

The 2035 and 2050 Lincoln MPO regional travel demand models were run with the Urban and Rural Roadway Capital Projects included in the Fiscally Constrained Plan, as well as the South Beltway and West Beltway. NDOT added one additional State project (ID 71) to the fiscally constrained project list after modeling for congestion had been completed and is therefore not included. The resulting congestion levels are summarized on **Figure 7.7** and mapped on **Figure 7.8** and **Figure 7.9** for 2035 and 2050, respectively.

With the Fiscally Constrained Roadway Capital Projects in place, 95 percent of the system (within the model area) is expected to be uncongested in 2035 (volume to capacity ratio less than 0.8), and 88 percent uncongested in 2050. All roads outside the model area will remain uncongested.

Figure 7.7 Congestion Levels



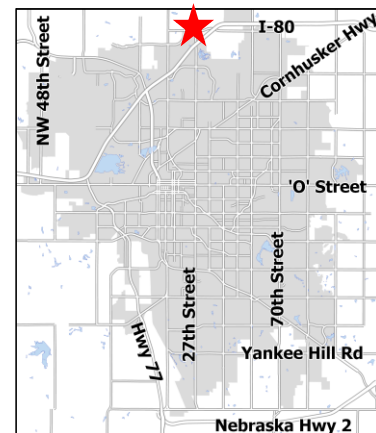
LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Annexation #26008	No	City of Lincoln
Change of Zone #26016		
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
August 19, 2026	None	N 27 th Street and Arbor Road

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a combined request for annexation and a change of zone from AG Agriculture to P Public on approximately 154.88 acres of land located at the northwest corner of N 27th Street and Arbor Road. The request was initiated by the Lincoln Parks and Recreation department to facilitate the development of the Cornhusker Bank Park. Approximately 58 acres of land within this request will be used as a park open to the public, 84 acres will be initially used for conservation and cattle grazing, and 11 acres, owned by the Lower Platte South Natural Resources District (NRD), is being held for future development of an office building to be used by the NRD.



JUSTIFICATION FOR RECOMMENDATION

The property is not located within the future service limit or designated on the growth tier map. The planned park at this location does align with several aspects of the comprehensive plan. City services are planned to be provided, which necessitates annexation. Additionally, this development would create a new public park to be utilized by the community and provides area for environmental conservation efforts.

APPLICATION CONTACT

J.J. Yost, (402) 441-8255,
jjyost@lincoln.ne.gov

STAFF CONTACT

Tanner Hiemer, (402) 441-6369 or
thiemer@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The location proposed for annexation is not shown to be within the City's future service limit and is not identified as Tier 1, Tier 2, or Tier 3 on the 2050 Growth Tier map. This area is not in a growth tier due to the numerous saline wetlands in the Little Salt Creek corridor. The park and conservation uses are part of the effort to preserve the saline wetlands in this area. The future land use designation for the area largely aligns with the intended use as a public park and conservation area. The Comprehensive Plan does indicate that any area that is to receive city services should be annexed, which is consistent with the planned use of the location.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as future agricultural, agricultural stream corridor, and environmental resources on the 2050 Future Land Use Plan.

Land Use Plan – Agricultural - Amendment 11 also clarifies a part of the Uses Permitted or Prohibited Within Required Yards section of Chapter 27.72 that both outdoor dining and drinking are allowed in the required front yard setback. This section could be interpreted that only the consumption of food is allowed in outdoor dining, not drinking. No limitation on drinking was envisioned when this text was adopted.

Agricultural Stream Corridor - Land intended to remain in open space, predominately in agricultural use, but that may also include parks, recreation fields, or parking areas when near future commercial, industrial, or public uses. These areas are mostly in the 100 year floodplain, outside of the existing Lincoln urban development.

Environmental Resources - Land and water masses which are of particular importance for maintenance and preservation, such as saline wetlands, native prairie, and some floodway and riparian corridors.

Fundamentals of Growth in Lancaster County

Natural and environmentally sensitive areas should be preserved within and between neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods. The natural topography and features of the land should be preserved by new development to maintain the natural drainageways and minimize land disturbance.

Elements Section

E1: Complete Neighborhoods and Housing

A complete neighborhood is more than housing – great neighborhoods combine all the elements of parks, education, commercial areas, environmental resources, and housing together in one place.

A complete neighborhood is one where residents have safe and convenient access to goods and services needed for daily life activities.

Figure E1.a: Strategies for Design, Sustainability and Complete Neighborhoods in Developing Areas

1. Encourage a mix of compatible land uses to develop more complete neighborhoods:
 - a. Similar uses on the same block face: residential faces residential.
 - b. Similar housing densities developed near each other: single-family and “missing middle” residential (3-12 units) scattered throughout with higher density residential (more than 12 units) near the neighborhood edge or clustered near commercial centers.
 - c. Non-residential uses, including parking lots, should be screened from residential areas.
 - d. Locate Commercial Centers so as residents can safely access essential goods and services (i.e. not located across arterial streets) and no more than a 15-minute walk from all residences.
2. Require sidewalks on both sides of all streets.
3. Encourage locations within neighborhoods to grow local food.
4. Plan for residences to be located within 1 mile to an existing or planned multi-use trail.

5. Plan for residences to be located within 1/2 mile to an existing or planned neighborhood park.
6. Integrate transit stops into developing neighborhoods and within a ½ mile distance from residences.
7. Encourage employment areas to be within a 15-minute walking distance to residences.
8. Plan for elementary or middle schools to be within a 15-minute walking distance to residences.
9. Encourage pedestrian orientation with parking at rear of residential and neighborhood commercial uses.
10. Develop shorter block lengths to provide multiple connections across residential and commercial areas.
11. Provide pedestrian connections when maximum block lengths are exceeded.
12. Encourage shared City and School facilities (aka SPARKS).
13. Provide adequate curb space to allow for on-street parking.
14. Encourage alley access and shared driveways to reduce interruptions to pedestrians, to preserve on street parking capacity, and to reduce automobile conflict points.
15. Support preservation or restoration of natural areas, and limit stream or drainageway crossings.

Policies Section

P18: Conservation Design - Promote conservation design principles with both new growth and redevelopment projects.

Action Steps

1. Encourage conservation design principles as part of the development process. Developments that incorporate conservation design principles should be eligible for greater densities, height, lot, and area adjustments. Examples of conservation design best practices include:
 - a. Development setbacks beyond the minimum floodplain corridor in order to help preserve riparian habitat.
 - b. Land area within new developments that is designated specifically for trees and/or prairie.
 - c. Sustainable landscape design that includes native and drought-tolerant plantings, limited use of turf grass, rain gardens, bioswales, infiltration beds, and constructed wetlands.
 - d. Cluster subdivision design that protects flood-prone areas by grouping new development in less-sensitive areas within a subdivision while maintaining a high overall building density.
 - e. Dedication of a portion or all of a building's roof space as a green roof.
 - f. Minimizing disturbance of the natural topography on a development site.
2. Incorporate conservation design principles into public projects and development projects utilizing public funds (such as TIF) as appropriate.
3. Incorporate conservation design into new subdivisions with the initial steps of completing an inventory of existing and future land uses, natural resource evaluation, and a build out map. Utilize goals of the Lincoln Climate Plan as a guide for developing conservation design recommendations.
4. Promote development of conservation design standards of new subdivisions that maximize open space conservation and interconnected network of such open spaces while being sensitive to overall building density.
5. Develop project approaches which view stormwater as an asset, by working with the natural topography and using wetlands, floodplains, and natural drainage corridors as natural ways to manage flood flows and stormwater runoff.

P29: Neighborhood Parks - Continue to develop Neighborhood Parks to serve newly developing areas of Lincoln.

Action Steps

1. Locate Neighborhood Parks close to the center of residential areas and within a 10-minute walking distance of a majority of residents; park sites should be readily accessible by pedestrians and bicyclists.
3. Locate Neighborhood Parks adjacent to greenway linkages where possible. Where possible, select sites for Neighborhood Parks that allow for multiple functions, such as stormwater management or habitat conservation.
4. As the City continues to grow and the community demographics shift, seek out opportunities to provide neighborhood park activities that address the needs of different cultures age groups, and abilities.
5. Locate park sites where residents living in surrounding homes, people in passing vehicles, or pedestrians can view activities in the park to provide for informal supervision.
6. Identify opportunities to acquire and develop Neighborhood Parks in established neighborhoods that are deficient in Neighborhood Park resources, particularly in those neighborhoods where indicators of vulnerability are higher.

P80: Annexation - Annexation should be utilized to provide municipal services in a fair and efficient manner.

The City of Lincoln requires that properties receiving municipal services be located within city limits. City annexation should occur before any property is provided with water, sanitary sewer, or other potential City services. In most cases this also means that annexation must occur prior to a property receiving an urban zoning designation. The City routinely annexes land at the request of a developer or landowner as part of the regular development process. This allows properties to be supplied with City services when they are needed, and the City benefits from the property taxes, utilities, and other fees that City residents pay. Some properties along the City's edge may not be interested in further development and thus will not request annexation. In some cases it is necessary for the City to initiate annexation of adjacent properties that are already developed and require a minimal public investment to serve.

Action Steps

1. Regularly evaluate for potential annexation all property along the city's edge for which basic infrastructure is generally available or planned for in the near term. The City should annex land in Tier 1 Priorities A and B that is contiguous to city limits and generally urban in character. All land that is engulfed by the City should be annexed.
2. Provide advance notice to properties that may be subject to city-initiated annexation.
3. Properties within the Tier 1 Priority A growth area should be annexed upon approval of final plat.
4. Coordinate the provision of services for areas considered for annexation with the Capital Improvement Program.

CLIMATE ACTION PLAN SPECIFICATIONS:

p. 25 Key Initiative – Maximize Natural Climate Solutions

- Continue to support prairie restoration and protection of natural resources.

Continue to use a Rain-to-Recreation model to utilize floodplain for appropriate recreational activities.

ANALYSIS

1. This is a combined request for both an annexation and change of zone for 154.88 acres of land located at the northwest corner of N 27th Street and Arbor Road. The proposed change of zone is from AG Agriculture to P Public to better facilitate the main intended use as a park and conservation area.

2. The approximately 155 acres of land is comprised of three separate parcels. Two parcels, comprising 56 and 84 acres, respectively, will be used by the Parks department. The 56 acre parcel is planned to be utilized as a community park and the 84 acre parcel will initially be used for conservation efforts and cattle grazing, with the possibility of including walking trails in the future. The third parcel, approximately 11 acres, is owned by the NRD, with plans to construct an office building and associated uses for the NRD in the future.
3. The area that is proposed for annexation is not within any growth tier on the 2050 Growth Tier Map and is shown to be outside of the City's future service limit. The plan to develop this property as a public park and provide city services necessitates that land be annexed.
4. The Future Land Use designation for these properties is shown as a mixture of Agricultural, Agricultural Stream Corridor, and Environmental Resources. While the intended office use does not fit with in the agricultural future land use designation, using the land as a public park and for conservation purposes does fit within both the agricultural stream corridor and environmental resources designations.
5. Adjacent right-of-way along both N 27th Street and Arbor Road will be included in the annexation as required by state statute. Of note, Arbor Road does include a bridge that spans Little Salt Creek just prior to intersecting N 27th street from the west. Currently, the Lancaster County Engineer is working on a project to address the current condition of the bridge, but there is no specific timeline for the completion of this project.
6. There is a tappable water main located adjacent to the main parks parcel within the Arbor Road right-of-way. There is no wastewater sewer currently available at the subject properties with the nearest line being approximately a half mile to the south. Much of the area intended for annexation is not considered to be able to be served by sanitary sewer.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Agricultural Production AG Agricultural

SURROUNDING LAND USE & ZONING

North: Agricultural Production	AG Agricultural
South: Agricultural Production	R-3 Residential
East: Agricultural Production	AG Agricultural
West: Agricultural Production	AG Agricultural

APPROXIMATE LAND AREA: 154.88 acres, more or less

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: District 4

LEGAL DESCRIPTION: Annexation – Lots 59, 61, 62 I.T., a portion of North 27th Street right of way, and a portion of Arbor Road right of way, all located in the northeast corner of Section 25, Township 11 North, Range 6 East of the 6th P.M., Lancaster County, Nebraska

Change of Zone - Lots 59, 61, 62 I.T., all located in the northeast corner of Section 25, Township 11 North, Range 6 East of The 6th P.M., Lancaster County, Nebraska

Prepared by Tanner Hiemer, Planner
(402) 441-6369 or thiemer@lincoln.ne.gov

Date: August 20, 2026

Applicant/Contact: City of Lincoln

Owner: City of Lincoln, Lower Platte South NRD

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/AN/26000/AN26008 & CZ26016 Cornhusker Bank Park.tjh.docx>



ROW shown for purposes of annexation only.

**Annexation #: AN26008 and
Change of Zone #: CZ26016 (AG to P)
N 27th St & Arbor Rd**

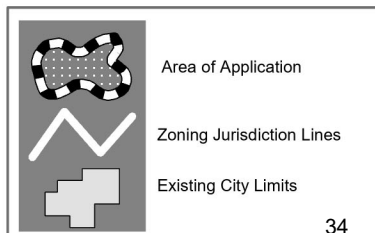
2024 aerial



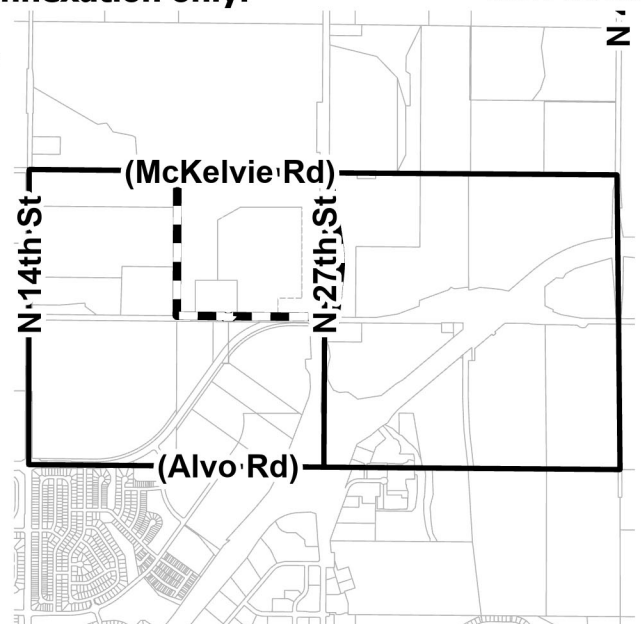
Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

**Two Square Miles:
Sec.30 T11N R07E
Sec.25 T11N R06E**



34



From: David R. Cary <dcary@lincoln.ne.gov>
Sent: Tuesday, July 7, 2026 7:20 AM
To: Steven J. Dush <SDush@lincoln.ne.gov>; Steve S. Henrichsen <shenrichsen@lincoln.ne.gov>; Paul D. Barnes <PBarnes@lincoln.ne.gov>
Subject: Fw: Annexation Request for Cornhusker Bank Park

Please add this to our discussions. Thanks.

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From: JJ Yost <jyost@lincoln.ne.gov>
Sent: Monday, 06 July 2026 16:31:49
To: David R. Cary <dcary@lincoln.ne.gov>
Cc: Maggie J. Stuckey-Ross <MStuckey-Ross@lincoln.ne.gov>
Subject: Annexation Request for Cornhusker Bank Park

Hello David,

I would like to formally request the initiation and consideration of annexation for the recently acquired community park parcels (3 including a parcel acquired by the Lower Platte South Natural Resources District, NRD) generally located at the northwest corner of the 27th Street and Arbor Road intersection. Together, these parcels form a community park we have now officially named Cornhusker Bank Park (CBP).

Current city limits follow Arbor Road immediately adjacent to the south property line for the park and this request is to revise the limits to specifically include CBP. Please note that it is our intent to annex solely the park parcels and not adjoining or surrounding properties beyond the boundaries of the park itself.

While a timeline for full park development has not yet been determined, it is Lincoln Parks and Recreation's intention to provide expanded recreational opportunities, improve access to public open space, and support the long-term quality of life needs to residents with both current and future development of this community park. To ensure the park can be effectively developed, maintained, and incorporated into the City's long-range planning and service framework, we are requesting annexation to support the following:

- Consistent municipal oversight and planning coordination;
- Allow for the extension of appropriate City services as needed, and align the park with the City's future growth and community development objectives;
- Support orderly and logical municipal growth patterns through the incorporation of contiguous public property;
- Establish clear municipal ownership and oversight for public land intended to serve community residents.

As the annexation review process proceeds, please advise us regarding any additional documentation, legal descriptions, maps, or procedural requirements needed to facilitate consideration for annexation.

Thank you and please feel free to contact me with questions, concerns or the need for any additional information.

J.J.



J.J. Yost

Assistant Director of Parks and Recreation
City of Lincoln

Office: 402-441-8255

Fax: 402-441-9249

3131 O St, Ste 300

Lincoln, NE 68510

lincoln.ne.gov/Parks



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Change of Zone #26017	No	Steven L Harms Revocable Trust
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
September 2, 2026	None	6700 N 84 th Street

RECOMMENDATION: DENIAL

BRIEF SUMMARY OF REQUEST

This is a request for a change of zone from AG Agricultural to I-1 Industrial on approximately 5 acres at 6700 N 84th Street, generally located on N 84th Street north of U.S. Highway 6.



JUSTIFICATION FOR RECOMMENDATION

This application is incompatible with the Comprehensive Plan, which calls for commercial and industrial development to occur within the city limits. This proposal also does not align with the Future Land Use designation at this location. The change of zone is contrary to the City's Access Management Policy for minor arterials, and the application fails to relinquish access points and provide the needed street improvements to address the impact of the change of zone and issues raised by Lincoln Transportation and Utilities (LTU) and the Lancaster County Engineer.

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

This proposal does not conform with the Comprehensive Plan for several reasons. It would change the zone on property in the AG Agricultural district to I-1 Industrial without annexation, while the Comprehensive Plan calls for new commercial and industrial development to occur within the city limits. This property is designated for Agricultural use in the Future Land Use designation map, rather than industrial development. While minor modifications to the Future Land Use designation are appropriate and expected, they should be undertaken with full consideration of the impact such changes may have on adjacent property and infrastructure. Prior to submittal

APPLICATION CONTACT

Peter W. Katt

STAFF CONTACT

Jacob Schlange, (402) 441-6362 or
jschlange@lincoln.ne.gov

of this application, the items needed for approval were identified and provided to the property owner. This application does not address any of the items necessary for approval of the change of zone.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as future Agricultural on the 2050 Future Land Use Plan.

Land Use Plan – Agricultural. Land principally in use for agricultural production and compatible industries like solar and wind energy production. Agricultural land may be in transition to more diversified agribusiness ventures such as growing and marketing of products (e.g., horticulture, silvaculture, aquaculture) on site. Some land in the Agricultural category may be enrolled in voluntary preservation programs such as the USDA Conservation Reserve Program (CRP).

Fundamentals of Growth in Lancaster County

New commercial and industrial development should be located in Lincoln and other incorporated communities. Lincoln has ample land area and infrastructure availability for commercial and industrial development. The situation is similar in most incorporated communities in the county. Rural areas of the county do not have access to urban infrastructure, and commercial or industrial development can add significant traffic and maintenance responsibilities to county roads.

Elements Section

E3: Business, Economy, and Workforce

Commercial and Industrial Development

Commercial and Industrial Centers in Lancaster County should be located:

- Within the City of Lincoln or incorporated villages.
- Where urban services and infrastructure are available or planned for in the near term. In sites supported by adequate road capacity — commercial development should be linked to the implementation of the transportation plan.
- In areas compatible with existing or planned residential uses.
- In existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure.

Policies Section

P12: Economic Growth - Promote and foster appropriate, balanced, and focused future economic growth that maintains the quality of life of the community.

Action Steps

2. Locate all new commercial and industrial development within Lincoln or within the smaller incorporated communities in Lancaster County. Certain commercial uses that are compatible with agriculture and the rural environment, such as commercial wind and solar energy facilities, are allowed in rural areas of the county.

ANALYSIS

1. This is a request for a change of zone from AG Agricultural to I-1 Industrial on approximately 5 acres at 6700 N 84th Street, generally located on N 84th Street north of U.S. Highway 6. The purpose of the proposed change of zone is to allow the adjacent Capital City Refuse, a garbage collection service, to expand its operations to the south. There is not an associated request for annexation of the property.
2. Review of the proposed change of zone was initiated in August 2025 via the City's pre-application process. As part of that process, the applicant indicated a desire for both annexation and change of zone to the I-1 district. An area of annexation that included additional parcels owned by the applicant to provide contiguity with existing city limits was proposed and was supported by the City, with conditions.
3. As part of the previous annexation discussions, the applicant indicated that the proposed expansion of the business would not require city water or sanitary sewer services. As city water and sanitary sewer service are not available at this property, the need for an annexation agreement to acknowledge the lack of utilities was discussed as a condition of approval for the proposed annexation.
4. While the subject property is not in the City's Future Service Limit for providing utilities, Lincoln Fire and Rescue could serve the property if annexation were to occur.
5. The I-1 Industrial zoning district is appropriate for the refuse hauling use that is proposed for expansion on the property, and the open storage of garbage trucks would be permitted in the I-1 district. If annexed in accordance with the Comprehensive Plan's guidance on commercial and industrial development, the proposed change of zone would be appropriate. That said, any change of zone should consider the potential impact of the proposed use. In this case, the proposed use involves daily round trips of garbage trucks (approximately 30 per day at present, based on numbers provided by the applicant) with plans to expand operations. Because garbage trucks are larger than a typical passenger vehicle, their impact on the wear and tear of the existing gravel road is naturally greater than that of a typical automobile. Expansion of existing operations will increase the impact of the refuse service on adjacent infrastructure.
6. Consideration of the proposed change of zone should be undertaken with the assumption that this property may not always be used as a refuse hauler. If approved, any use permitted in the I-1 zoning district would be allowed at this location. Some of the safety and infrastructure maintenance concerns identified by Lincoln Transportation and Utilities (LTU) and the County Engineer could be exacerbated by alternate potential uses that could be permitted under I-1 zoning. An annexation agreement could address that the I-1 zoning and minimal improvements are based on a specific use. Then, any potential change of use which significantly expanded the volume of trips would require an analysis of the increase in trips.
7. Because some of the potential uses permitted in the I-1 zoning district could lead to an increase in traffic, the presence of an active rail line to the south is important to consider. The current crossing has gates and lights that activate when a train approaches the crossing to warn traffic. The Railroad Transportation Safety District did not identify concerns with the specific proposed use at this location but noted that this BNSF railroad crossing sees between 18 and 20 trains per day. The proposed expansion of the existing refuse service would increase the number of large vehicles crossing the tracks and traversing the curve of road approaching the tracks from the north. While much of the traffic from the existing refuse service is confined to the mornings, alternate uses permitted in the I-1 district might generate traffic at different times and in different amounts, leading to the potential for more vehicle

stacking around the curve.

8. If the property is not annexed, Lancaster County maintains jurisdiction and maintenance responsibilities over N 84th Street at this location. If the change of zone is approved, the County Engineer will require a traffic study and road maintenance agreement. As previously noted, due to portions of the N 84th Street surfacing extending outside of the existing public right-of-way, with further development of the property, the County Engineer will also require additional right-of-way to be dedicated along N 84th Street.
9. However, annexation of the property is recommended to address the impacts of the change of zone and to conform with the Comprehensive Plan. After annexation, LTU would assume maintenance responsibility. LTU provided the following analysis, which would apply if the property were annexed:
 - 9.1. N 84th Street is designated as a minor arterial north of Highway 6. The proposed change of zone and expansion of Capital City Refuse must address the City's Access Management Policy. Currently, between the existing facility at 6950 N 84th Street and the subject property at 6700 N 84th Street, there are three access points. The Access Management Policy requires that these access points be consolidated into a single, consolidated driveway on the west side of the property. All other existing driveways along N 84th Street associated with the subject property shall be permanently closed and relinquished by the applicant. Due to safety concerns, LTU identified that the consolidated driveway should be as far away from the existing railroad tracks north of Highway 6 as is practical, and away from the existing curve of the road. The final location of this single driveway shall satisfy all LTU speed and sightline safety standards.
 - 9.2. Upon initial review, LTU identified that the proposed zoning change to I-1 may require a Traffic Impact Study. However, after the applicant provided estimates on daily traffic patterns for the business, it was determined that a Traffic Impact Study would not be required, provided that peak hour trips remain below the City's 100-vehicle threshold.
 - 9.3. Prior to any right-of-way dedication, plan approval, or construction, the alignment of N. 84th Street shall be reviewed and approved by LTU. The existing 90-degree turn, while acceptable for a gravel surface, does not meet city design standards for a paved, superelevated roadway, and to meet public safety requirements and engineering design criteria, a revised alignment may be necessary.
 - 9.4. Because portions of N 84th Street surfacing adjacent to the subject property extend outside of the existing public right-of-way, with further development of this property the dedication of 60 feet of right-of-way from the centerline of the roadway will be requested, with the location of the centerline to be based on the final N 84th Street roadway alignment as approved by LTU.
 - 9.5. Typical requirements for redevelopment or expansion of this nature would be to pave a portion of N 84th Street extending from its current paved terminus up to the north end of the refuse facility. As a result of previous discussions, LTU is supportive of a compromise wherein the pavement is extended north as far as the location of the approved single access point on the property, rather than to the north end of the refuse facility. The paving may consist of either concrete or 8-inch asphalt, constructed without a curb or gutter. LTU would not require turn lanes based on estimates of daily traffic under on current operations. However, in the future LTU reserves the right to reevaluate and

require the installation of turn lanes at the applicant's expense should actual operations demonstrate traffic safety or capacity issues.

10. Without annexation and an annexation agreement to address the impacts of the proposal, this change of zone should be denied. Throughout the city as commercial and industrial zoning changes are approved, each application addresses the impacts of the project as well as the potential impacts of the variety of uses to be allowed, identifies necessary improvements and approved access points, and addresses utility needs. The items needed for approval to address the impacts of this application are listed in the attachment. These conditions will allow for the expansion of the business and protect the health and safety of the public. North 84th Street is a rural gravel road with a significant curve and is just north of an active rail line. Each applicant should be responsible for addressing their impacts and meeting reasonable conditions to address public safety concerns and without shifting the burden for improvements to the residents of the County or City.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Single-Family Detached AG Agricultural

SURROUNDING LAND USE & ZONING

North: Existing Capital City Refuse facility; Light Industrial	I-1 Industrial
South: Agricultural Production: Crops/Tree Farms, Streams and Creeks	AG Agricultural
East: Agricultural Production: Crops/Tree Farms,	AG Agricultural
West: Agricultural Production: Crops/Tree Farms, Streams and Creeks	AG Agricultural

APPROXIMATE LAND AREA: Approximately 5 acres

LEGAL DESCRIPTION:

Lot 37 I.T. in the west ½ of Section 35, Township 11, Range 7 east of the 6th Principal Meridian, Lancaster County, Nebraska.

Prepared by Jacob Schlange, Planner
(402) 441-6362 or jschlange@lincoln.ne.gov

Date: August 20, 2026

Owner /
Applicant: Steven L. Harms, Capital City Refuse
Contact: Peter W. Katt

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CZ/26000/CZ26017 Capital City Refuse.jrs.docx>

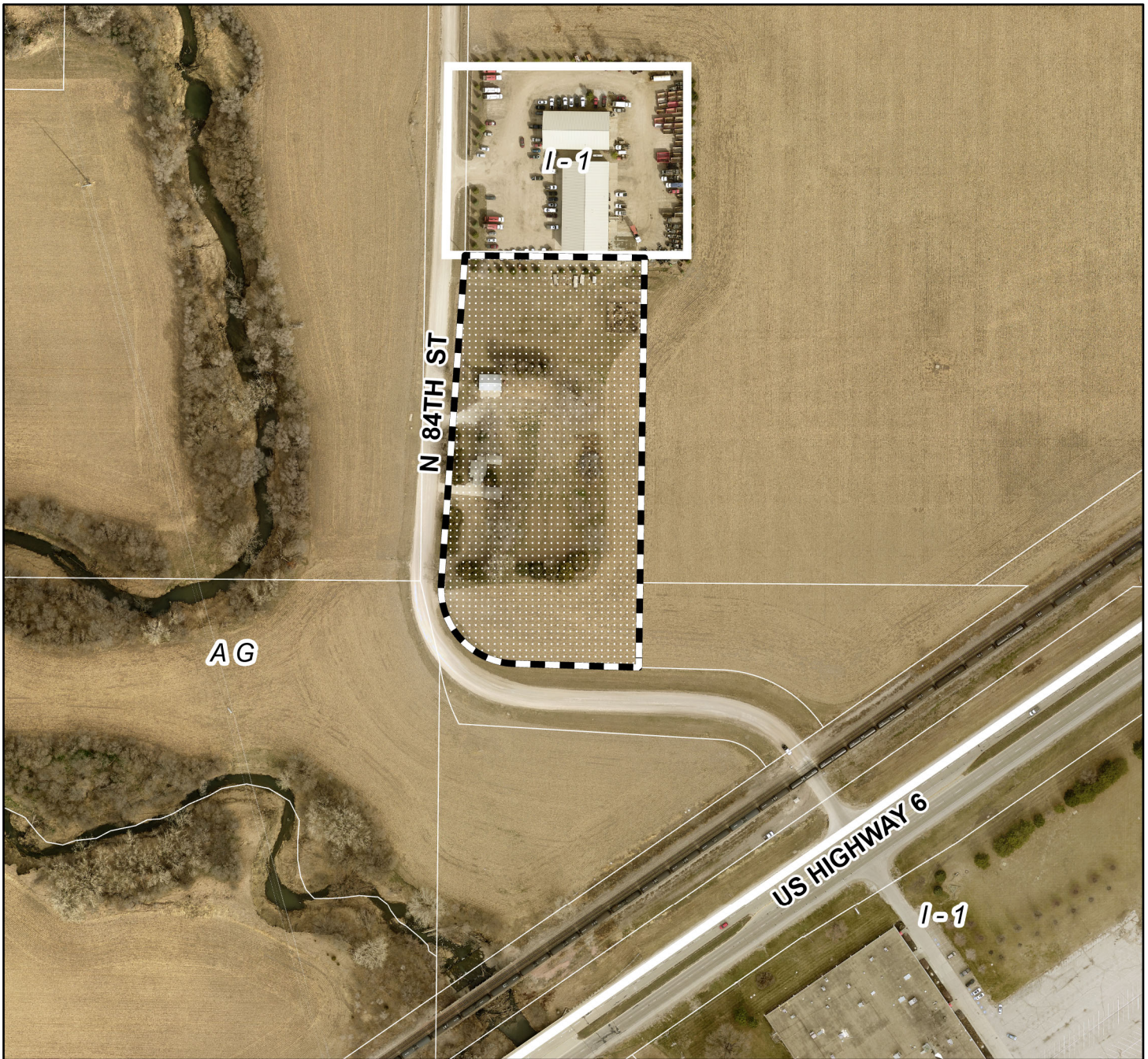
CONDITIONS OF APPROVAL – CHANGE OF ZONE #26017

The recommendation is for denial of the change of zone. However, should the City Council want to approve the change of zone, the following conditions are included:

Site Specific Conditions:

1. The change of zone shall be placed on pending and an accompanying application for annexation of the property shall be submitted.
2. The Developer signs an annexation agreement before the City Council approves the change of zone.
3. The annexation agreement shall include the following provisions:
 - 3.1 The developer will acknowledge that city sanitary sewer and water service are not available to serve this property and will not be provided.
 - 3.2 A Traffic Impact Study shall not be required by Lincoln Transportation & Utilities Department (LTU), provided that peak hour trips remain below the City's 100-vehicle in the peak hour threshold.
 - 3.3 Prior to any building permit or change of use on Lot 37 I. T. the alignment of N 84th Street shall be reviewed and approved by LTU. The applicant shall provide a revised alignment if deemed necessary by LTU to meet public safety and engineering design criteria.
 - 3.4 The developer shall dedicate 60 feet of right-of-way from the centerline of the roadway. The centerline location shall be based upon the final N 84th Street roadway alignment as reviewed and approved by LTU. This dedication requirement applies to both sides of the approved centerline, to the extent that such land is within the applicant's legal ownership and control.
 - 3.5 All access points shall be designed in accordance with minor arterial standards, and access to the property shall be restricted to a single, consolidated driveway on the west side of the property, located as far north of the railroad tracks as practical to minimize traffic queue impacts. The final location of this single driveway shall satisfy all LTU speed and sightline safety standards based on the approved alignment. All other existing driveways along N 84th Street shall be permanently closed and relinquished by the developer.
 - 3.6 The developer shall pave a portion of N 84th Street extending from its current paved terminus up to the location of the approved single consolidated driveway. Paving shall not be required to extend to the north end of the I-1 zoning. All required paving shall consist of either concrete or 8-inch asphalt, constructed without a curb or gutter, and shall conform to the final LTU-approved roadway alignment.
 - 3.7 Auxiliary turn lanes shall not be required based on initial project operations. However, LTU reserves the right to reevaluate and require the installation of turn lanes at the developer's expense in the future should actual operations demonstrate traffic safety or capacity issues.
4. In the event that the City Council approves the change of zone without an accompanying annexation, the following conditions will be required by the Lancaster County Engineer:
 - 4.1 A Traffic Impact Study and road maintenance agreement shall be required for review and approval by the Lancaster County Engineer.

- 4.2 The developer shall dedicate 60 feet of right-of-way from the centerline of the roadway. This dedication requirement applies to both sides of the approved centerline, to the extent that such land is within the applicant's legal ownership and control.



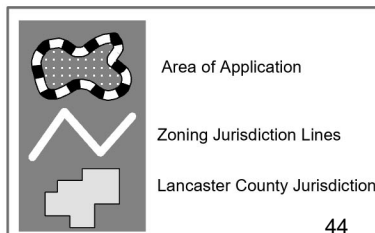
Change of Zone #: CZ26017 (AG to I-1) N 84th St & US Hwy 6



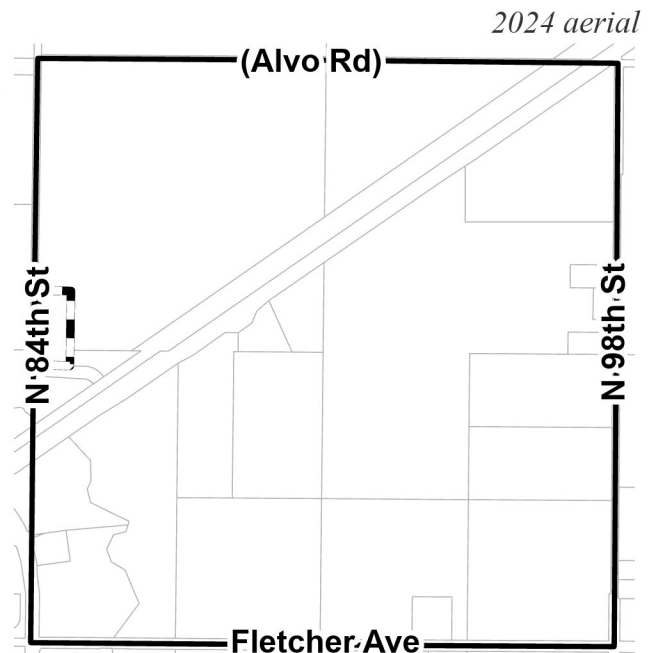
One Square Mile:
Sec.35 T11N R07E

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District



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Attached is the completed Application Request Form for the property adjacent to the existing Capital City Refuse operations. Please consider this email the referenced "letter" that is to state the purpose of the application. The purpose is to change the zoning on the adjoining parcel from AG to I-1 so that its existing refuse operations can expand to accommodate its growth and continue to responsibly serve Lincoln with this essential service. The existing operation has operated successfully from this location for over 20 years.

Capital City Refuse is a local family-owned and operated waste management company that has provided reliable trash and recycling services to Lincoln, Nebraska, since 2002. It specializes in residential and commercial garbage collection, easy "no-sort" curbside recycling, and roll-off dumpster rentals for construction or clean-out projects. The Company is committed to keeping our community clean, and prides itself in offering prompt, professional service and affordable disposal solutions with a personal touch.

I will deliver a check to your office for the filing fee referenced below. If you require anything further or have any questions, please let me know.

Peter W. Katt

NebHoldings, LLC

6333 Apples Way, Ste 115

Lincoln, NE 68516

Mobile: 402-416-0359