Lincoln City - Lancaster County

PLANNING COMMISSION AGENDA

PLANNING COMMISSION

Cristy Joy: Chair
Maribel Cruz : Vice Chair
Lorenzo Ball
Brett Ebert
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Richard Rodenburg
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PLANNING & DEVELOPMENT SERVICES STAFF

David R. Cary: Director
Shelli Reid: Administrative Officer
Laura Tinnerstet: Admin. Aide

October 28, 2026

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, October 28, 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 and Development Services 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, October 28, 2026

Approval of minutes of the regular meeting held October 14, 2026.

1. CONSENT AGENDA
(Public Hearing and Administrative Action)

COMPREHENSIVE PLAN CONFORMANCE:

1.1 COMPREHENSIVE PLAN CONFORMANCE 26007, to review as to conformance with the 2050 Lincoln Lancaster County Comprehensive Plan, an amendment to the Capital Improvement Program (CIP) to add the Fire Station Renovations / Expansions project, including acquisition of 5021 S 48th Street to allow for enhancements to Station 6.
Page 5
Staff recommendation: In General Conformance with the Comprehensive Plan
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

1.2 COMPREHENSIVE PLAN CONFORMANCE 26008, to review as to conformance with the 2050 Lincoln Lancaster County Comprehensive Plan, an amendment to the Lincoln Center Redevelopment Plan, the Central Hotel / 13th & O Redevelopment Project, to amend the Proposed Costs and Financing section of the project plan, generally located on the south side of O Street between 13th and 14th Streets.
Page 11
Staff recommendation: In General Conformance with the Comprehensive Plan
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

CHANGE OF ZONE:

1.3 CHANGE OF ZONE 26023 to locally landmark property described as Lots 1-3, Block 29, Havelock, commonly known as 6433 Havelock Avenue.
Page 17
Staff recommendation: Approval
Staff Planner: Jill Dolberg, 402-441-6373, jdolberg@lincoln.ne.gov

SPECIAL PERMIT:

1.4 SPECIAL PERMIT 26039, to allow the Parkline Community Unit Plan (CUP) over approximately 5.5 acres for 33 single-family attached and townhome lots, on property located at 6430 S 56th St, with associated waivers.
Page 37
Staff recommendation: Conditional Approval
Staff Planner: Jacob Schlange, 402-441-6362, jschlange@lincoln.ne.gov

2. REQUESTS FOR DEFERRAL

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

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION

COMPREHENSIVE PLAN AMENDMENT:

4.1 COMPREHENSIVE PLAN AMENDMENT 26002, for adoption of the 2026 update to PlanForward 2050, the Lincoln-Lancaster County Comprehensive Plan.
Page 51
Staff recommendation: Approval
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

MISCELLANEOUS:

4.2 MISCELLANEOUS 26011, for adoption of the Lincoln Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP) Update. The Planning Commission recommendation will be forwarded to the Lincoln MPO for final action.
Page 56
Staff recommendation: Approval
Staff Planner: Rachel Christopher, 402-441-7603, rchristopher@lincoln.ne.gov

4.3 MISCELLANEOUS 26012, for adoption of the Lincoln Metropolitan Planning Organization (MPO) Lincoln Mobility Plan. The Planning Commission recommendation will be forwarded to the Lincoln City Council and Lincoln MPO for final action.
Page 71
Staff recommendation: Approval
Staff Planner: Mia Haschenburger, 402-441-6334, Mia.Haschenburger@lincoln.ne.gov

COMPREHENSIVE PLAN AMENDMENT AND ASSOCIATED ITEMS:

4.4a COMPREHENSIVE PLAN AMENDMENT 26003, to amend the updated Lincoln-Lancaster County 2050 Comprehensive Plan for Hennessey Heights to change approximately 47 acres from Tier III to Tier I Priority A on the Priority Growth Areas map and revise the 2050 Future Service Limit to match the new Tier I boundary, and to amend the Future Land Use Map from Agricultural to Residential - Urban Density for the same property, generally located at NW 57th Street and W Thatcher Lane.
Page 82
Staff recommendation: Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

4.4b ANNEXATION 26010, to annex approximately 47 acres generally located at NW 57th Street and W Thatcher Lane.
Page 92
Staff recommendation: Conditional Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

4.4c CHANGE OF ZONE 26024, Hennessey Heights, for a change of zone on approximately 5.13 acres from AG Agricultural to R-3 Residential on property generally located at NW 57th Street and W Thatcher Lane.
Page 92
Staff recommendation: Conditional Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

4.4d PRELIMINARY PLAT 26002, Hennessey Heights, to plat 207 single family lots and six outlots with associated waivers, generally located at NW 57th Street and W Thatcher Lane. **FINAL ACTION**

Page 103

Staff recommendation: Conditional Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

TEXT AMENDMENT:

4.5 TEXT AMENDMENT 26014, to amend five (5) sections of the Lincoln Municipal Code to address identified issues and improve the development process.

Page 119

Staff recommendation: Approval
Staff Planner: Tanner Hiemer, 402-441-6369, thiemer@lincoln.ne.gov

ANNEXATION:

4.6 ANNEXATION 26005, to annex approximately 67 acres generally located along S 98th Street between South Street and A Street and along A Street between S 93rd Street and S 98th Street.

Page 135

Staff recommendation: Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

5. CONTINUED PUBLIC HEARING AND ADMINISTRATIVE ACTION

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

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Adjournment

Planning and Development Services Department Staff Contacts:

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Mia Haschenburger, *Transportation Planner*	402-441-6334	Mia.Haschenburger@lincoln.ne.gov
Tanner Hiemer, *Planner*	402-441-6369	thiemer@lincoln.ne.gov
Jacob Schlange, *Planner*	402-441-6362	jschlange@lincoln.ne.gov
Andrew Thierolf, *Planner*	402-441-6371	athierolf@lincoln.ne.gov
George Wesselhoft, *County Planner*	402-441-6366	gwesselhoft@lincoln.ne.gov

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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

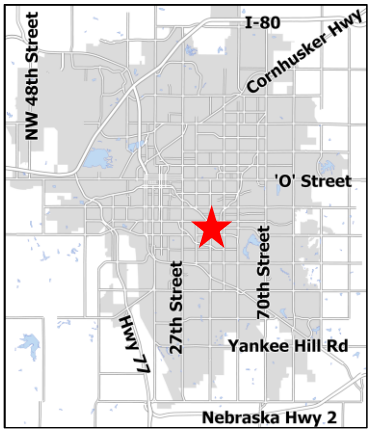
LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	
Comprehensive Plan Conformance 26007 *CIP Amendment – Fire Station Renovations / Expansions*	No	
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY LOCATION**
October 28, 2026	None	5021 S 48th Street

RECOMMENDATION: IN GENERAL CONFORMANCE WITH THE COMPREHENSIVE PLAN

BRIEF SUMMARY OF REQUEST

This is a request to add the Fire Station Renovations / Expansions project to the FY 2026/27 – 2031/32 Capital Improvement Program for the City of Lincoln. The project is for significant fire station renovations and expansions including land acquisition as emergencies, needs, and opportunities are identified and funds become available. The project includes acquisition of 5021 S 48th Street in FY 2026/27 to allow for enhancements to Station 6.



JUSTIFICATION FOR RECOMMENDATION

This project will allow for fire station upgrades that are consistent with the recommendations of the Mayor's Public Safety Facilities Task Force and Lincoln Fire and Rescue's ongoing facility modernization efforts.

APPLICATION CONTACT
Chief Engler, Lincoln Fire & Rescue
(402) 441-6822;
dengler@lincoln.ne.gov

STAFF CONTACT
Andrew Thierolf, Planner
Planning & Development Services
(402) 441-6371;
athierolf@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

As stated in Policy 41 of the Comprehensive Plan, Fire and Rescue services must be able to grow as the community grows to continue to provide timely public safety services.

COMPREHENSIVE PLAN SPECIFICATIONS:

Elements Section

E7: Community Facilities

Lincoln Fire and Rescue

Lincoln Fire and Rescue anticipates the reconstruction (and possible relocation) of fire stations and the need for additional fire stations to serve the City's projected expansion during the 30-year planning period. Lincoln Fire and Rescue routinely monitors response times, population growth, city growth, and call volumes in evaluating possible relocation and building new fire facilities. Changing development patterns, financial concerns, service expectations, availability of resources, environmental issues, traffic flow, or other conditions will warrant changes to provide effective emergency response. The utmost priority of Lincoln Fire and Rescue is the ability to provide the highest level of emergency service within the shortest period of time.

Lincoln Fire and Rescue currently operates from 16 stations located throughout the City. These stations are geographically located in the community to be able to meet the National Fire Protection Association (NFPA-1770) Standards concerning response times. However, Lincoln Fire and Rescue has repeatedly stated that maintaining desirable response times is becoming increasingly difficult in areas that have experienced urban growth further and further away from existing fire stations. Lincoln Fire and Rescue routinely reviews the strategic deployment of apparatus from existing stations and potential new station in growth areas of the City. Mutual aid requests for Lincoln Fire and Rescue service occur on occasion for incidents outside Lincoln. Lincoln Fire and Rescue's equipment is designed for use with a public water supply capable of generating 1,500 gallons of water per minute at a residual pressure of 50 pounds per square inch.

Lincoln Fire and Rescue provides emergency ambulance transport services in the City of Lincoln and most areas of Lancaster County. Most interfacility (hospital-to-hospital) non-emergency services are provided by the private sector.

Policies Section

P41: Fire and Rescue – Provide timely and effective emergency response services.

Lincoln Fire and Rescue and the 17 volunteer rural fire departments that serve outside of Lincoln will continue to evaluate ways to maintain and enhance services as needed.

Action Steps:

1. Fire and Rescue services must be able to grow as the community grows to continue to provide timely public safety services.
2. Continue to routinely monitor the response time from all existing stations.
3. Lincoln Fire and Rescue should continue to identify needed fire facilities that will allow them to meet or exceed the National Fire Protection Association standards with a response time of 6.20 minutes for fire suppression, 6 minutes for medical calls, 90 percent of the time, and to meet the City Ordinance standard of 8 minutes or less for ambulance response to critical calls, 90 percent of the time.
4. Explore the possibility of relocating fire stations to meet the community's needs of changing development patterns.

5. Lincoln Fire and Rescue should strive to partner with abutting fire jurisdictions to provide public safety services equal to or above existing public safety services.
6. Continue to follow the City of Lincoln Equity, Access and Diversity Plan, that endeavors to recruit and hire employees without discrimination based on an individual's protected classes.

ANALYSIS

1. This is a request to add a new project to the Lincoln Fire and Rescue section of the 2026/27 – 2031/32 Capital Improvement Program (CIP). The project includes renovations and expansions of fire stations throughout the city. The initial activity associated with this project is the acquisition of 5021 S 48th Street to allow for enhancements to Station 6.

2. 5021 S 48th Street is currently owned by Lincoln Housing Authority and is directly adjacent to Station 6. The purchase is scheduled for this fiscal year with money coming from the general fund. Future activities within this project may be funded with a mix of general fund and Emergency Medical Services (EMS) enterprise funds.

3. The purchase of 5021 S 48th Street is a strategic step toward enabling future renovation, expansion, or rebuild of Station 6, consistent with the recommendations of the Mayor's Public Safety Facilities Task Force and Lincoln Fire and Rescue's ongoing facility modernization efforts. The Mayor's Public Safety Facilities Task Force was a group of community members assembled in 2025 to review Lincoln's fire and police facility needs and make recommendations about how best to meet them.

4. This project is found to be in "general conformance" with the Comprehensive Plan because it is not specifically referenced in the text but supports the intent of Policy 41, to provide timely and effective emergency response services.

5. Funding associated with this CIP project will require a budget amendment with City Council following Planning Commission action.

Prepared by Andrew Thierolf, AICP
(402) 441-6371 or athierolf@lincoln.ne.gov

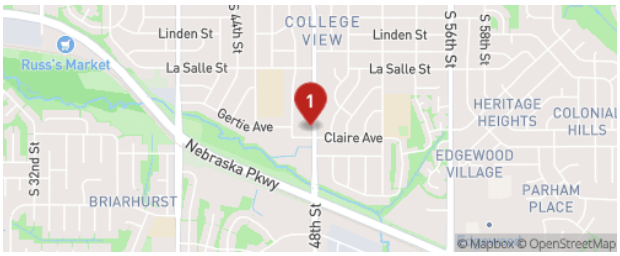
October 15, 2026

Fire Station Renovations / Expansions

Overview

Department	05-Fire & Rescue
Type	Capital Improvement
Project Type	FY 2026/27 - 2031/32

Project Location



Description

This project is for significant fire station renovation and expansion projects including land acquisition as emergencies, needs, and opportunities are identified and funds become available within existing appropriations/funding sources. An example project is the acquisition of 5021 S 48th Street to allow for enhancements to Station 6.

The 5021 S 48th Street acquisition will use the general fund. Projects in future years may use a mix of general funds and EMS enterprise funds.

Details

Status: New

Budget Outcome: Safe and Healthy City

Recommendation: Generally Conforms to the Plan

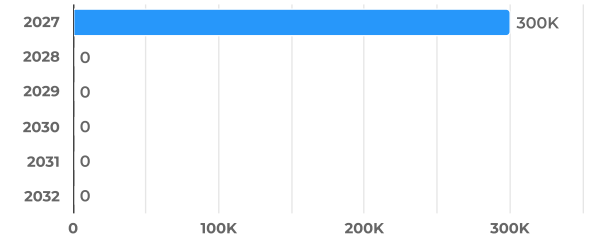
Funding Source

FY2027 Budget
$300K

Total Budget (all years)
$300K

Project Total
$300K

Funding Source by Year



General Revenues **$300,000** 100.00%

Funding Source for Budgeted Years



General Revenues **$300,000** 100.00%

Category	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total Budgeted
General Revenues	$300,000	$0	$0	$0	$0	$0	**$300,000**
Total	**$300,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$300,000**

September 30, 2026

David Cary, Director
Lincoln-Lancaster County Planning Department
555 South 10th Street
Lincoln, NE 68508

RE: Acquisition of 5021 S 48th Street Adjacent to Fire Station 6 for Future Renovation/Expansion

Director Cary:

Lincoln Fire & Rescue respectfully requests a CIP amendment be added to the October 28, 2026 planning commission agenda that will allow the department to purchase the house located at 5021 S 48th Street, adjacent to Fire Station 6, located at 5051 S 48th Street. This purchase is a strategic step toward enabling future renovation, expansion, or rebuild of Station 6, consistent with the recommendations of the Mayor's Public Safety Facilities Task Force and the department's ongoing facility modernization efforts.

The Public Facilities Task Force identified urgent needs for station modernization, including expanded footprints, ADA and gender equity compliance, and improved health and safety standards. For the current fire station 6, expansion is necessary to meet operational benchmarks and future service demands. The additional space will allow for private bedrooms, proper PPE storage, and decontamination practices, as well as support for code, HVAC, and plumbing upgrades. Purchasing the property now will allow for savings and expedite the work.

Please contact Aishah Witte, Administrative Officer, at awitte@lincoln.ne.gov or 402-419-4274, with any questions.

Respectfully submitted,



Dave Engler, Fire Chief
Lincoln Fire & Rescue

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?	OWNER
Comprehensive Plan Conformance 26008 *Amendment to 13th & O / Central Hotel Redevelopment Project*	No	LAAP LLC
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY LOCATION**
October 28, 2026	None	13th & O Streets

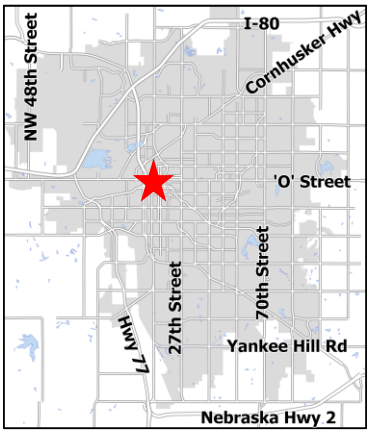
RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

BRIEF SUMMARY OF REQUEST

Review as to conformance with the 2050 Lincoln-Lancaster County Comprehensive Plan, an amendment to the 13th & O / Central Hotel Redevelopment Project within the Lincoln Center Redevelopment Plan. The Project was originally reviewed for conformity in 2020 with CPC20001.

This amendment revises the Proposed Cost and Financing section of the project text to increase the amount of available Tax Increment Financing (TIF). Additional TIF is being requested due to increased construction costs and a higher projected assessed value for the Project site.

This Redevelopment Project amendment is on file with the Urban Development Department and the Planning and Development Services Department. The Redevelopment Project amendment can also be found online on the Planning Application Tracking System (PATS): CPC26008.



JUSTIFICATION FOR RECOMMENDATION

With this amendment the project maintains conformance with the Comprehensive Plan, Downtown Master Plan, and Lincoln Center Redevelopment Plan as discussed in the staff report for CPC20001.

APPLICATION/STAFF CONTACT

Ernie Castillo
Urban Development Dept
(402) 441-7855
ecastillo@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan specifically mentions TIF as a redevelopment tool. This Project contributes to the continued strengthening of the downtown core, which is a guiding principle reflected throughout the Comprehensive Plan, Downtown Master Plan, and Lincoln Center Redevelopment Plan.

COMPREHENSIVE PLAN SPECIFICATIONS:

Policies Section

P7: Redevelopment Incentives - Develop incentives and other methods to reduce the cost and risk of infill and redevelopment.

ANALYSIS

1. This is a minor amendment to the 13th & O / Central Hotel Redevelopment Project, which was originally approved with CPC20001 in 2020. The Project includes the renovation and rehabilitation of three buildings on the Project site into mixed-use buildings offering retail space on the first floor and housing units on the second and third floors.
2. Redevelopment work on the Project was started in 2020 by the original redeveloper but was not completed due to external economic reasons. In 2020, the COVID-19 pandemic temporarily shut down and significantly delayed this Project. As the country came out of the pandemic, construction costs skyrocketed and the Project as approved became unfeasible simply by the drastic change in general economic conditions. The housing units were not constructed, and most of the other work on the Project was not completed.

   A successor redeveloper has acquired the Project Site and is willing to complete the Project, but in order for the Project to be feasible, the Redevelopment Plan must be updated to reflect the economic realities of undertaking and completing the Project in 2026 instead of 2020.
3. The projected assessed value of the completed Project has significantly increased since 2020, allowing for more TIF to be available.
4. The original Project in 2020 included $385,000 in TIF based on an expected valuation of $3,237,760 for the completed project. This amendment would increase the total authorized TIF amount to $680,000 based on an expected valuation of $6,000,000 for the completed project.
5. No additional changes to the Project are included in this amendment.

Prepared by Andrew Thierolf, AICP
(402) 441-6371 or athierolf@lincoln.ne.gov

October 15, 2026

Applicant/ Contact: Ernie Castillo, City of Lincoln Urban Development Department
555 S. 10th Street, Suite 205
(402) 441-7855 or ecastillo@lincoln.ne.gov

FIRST AMENDMENT TO
CONTRAL HOTEL/13TH & O REDEVELOPMENT PROJECT PLAN

A. INTRODUCTION.

This First Amendment to the Central Hotel/13th & O Redevelopment Project Plan ("First Amendment") updates and modifies the Central Hotel/13th & O Redevelopment Project Plan, itself an amendment to the Lincoln Center Redevelopment Plan approved by the City Council of the City of Lincoln, Nebraska on April 2, 2020 via Resolution No. A-92068 (the "Redevelopment Plan"). The Redevelopment Plan includes the plan for the Central Hotel/13th & O Redevelopment Projects (the "Project") within the Redevelopment Area located at approximately 13th and O Streets in Lincoln, Nebraska.

The Project consists renovation and rehabilitation of the existing buildings on the Project Site into mixed-use buildings offering retail space on the first floor and housing units on the second and third floors. The redevelopment work on the Project was started in 2020 by the original redeveloper, but for external economic reasons was not completed. In 2020, the COVID-19 pandemic temporarily shut down and significantly delayed this Project. As the country came out of the pandemic, construction costs skyrocketed and the Project as approved became unfeasible simply by the drastic change in general economic conditions. The housing units were not constructed, and most of the other work on the Project was not completed. A successor redeveloper has acquired the Project Site and is willing to complete the Project, but in order for the Project to be feasible for the successor redeveloper, the Redevelopment Plan must be updated to reflect the economic realities of undertaking and completing the Project in 2026 instead of 2020.

B. PROPOSED COST AND FINANCING

According to the Redevelopment Plan, the estimated total cost to implement the Project was approximately $2,100,000. The estimated cost for the successor redeveloper to complete the Project is now approximately $7,000,000. The $5,000,000 increase in projected costs over the initial projected costs is not feasible without capturing the additional TIF that will be generated from the Project to assist with the additional eligible Project costs.

TIF was approved for the Project in the amount of $385,000 and the Notice to Divide Taxes for the Project was filed in 2020. The effective date for the division of taxes will not change so tax increment will remain limited to 15 years for the Project, but the successor redeveloper desires to capture additional excess taxes, created by substantially increased projected assessed value of the Project Site, that will be created for the remainder of the 15 year tax increment financing period to assist with the additional TIF-eligible cost that will be incurred.

The Redevelopment Plan calculated the $385,000 TIF amount based on an anticipated valuation of $3,237,760. TIF was approved for the Project in the amount of $385,000 and the Notice to Divide Taxes for the Project was filed in 2020. The successor redeveloper desires to capture additional excess taxes that will be created for the remainder of the 15 year tax increment financing period to assist with the additional

TIF-eligible cost that will be incurred. Based on current updated projections, the Project is anticipated to be assessed at approximately $6,000,000 when the Project is completed. The successor redeveloper anticipates completing the Project in 2027, which will create a significant increase in valuation for the 2028 tax year and the last seven years of the TIF period. The effective date for the Project is January 1, 2020, so the division of taxes for the project will continue through the 2035 tax year. If the additional anticipated increment is captured for 2028 through 2035, the Project will generate additional TIF in excess of $350,000, as shown below:

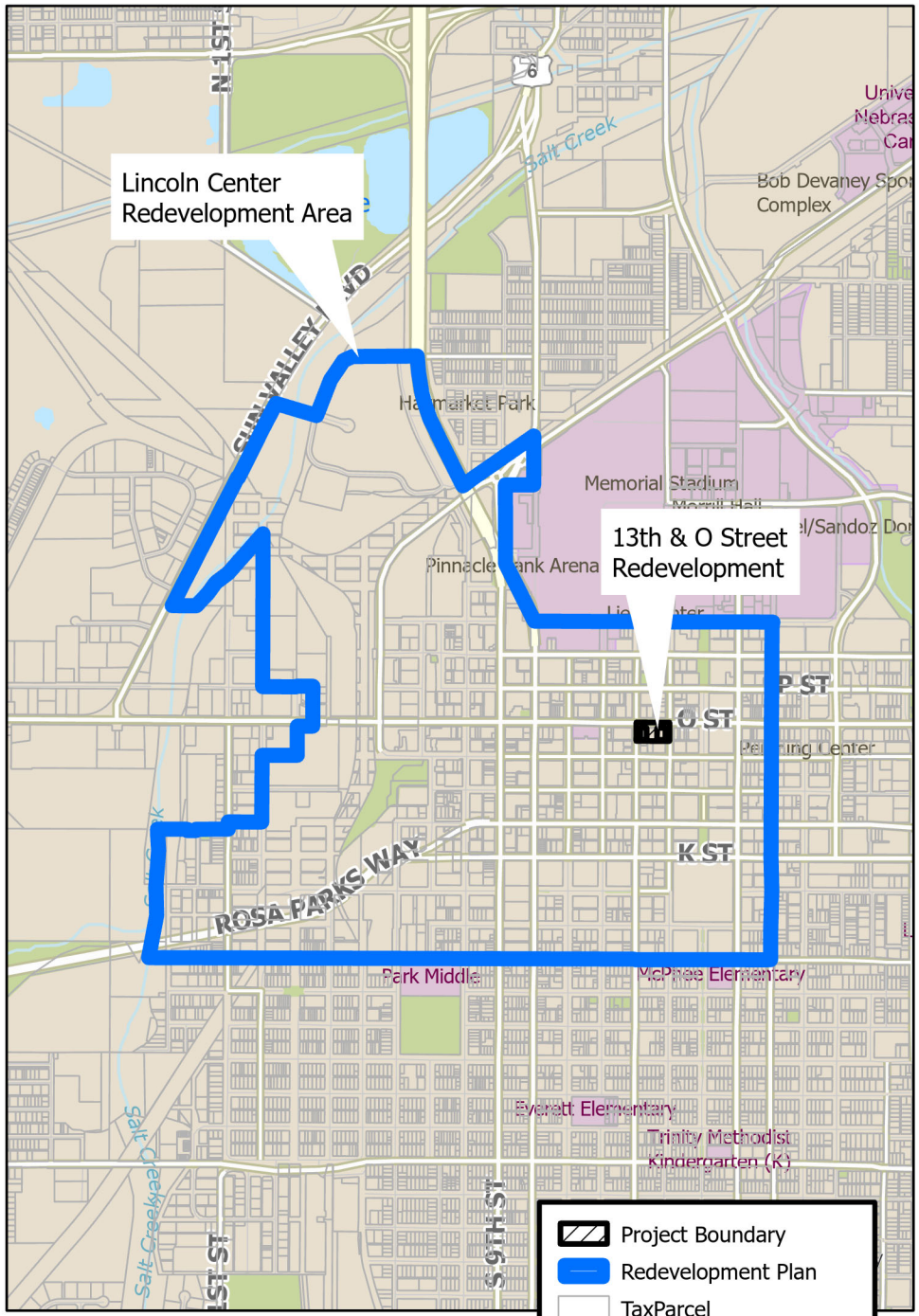
	TIF Year	Tax Year	Base Value	Assessed Value	Incremental Value	TIF Excess Taxes	Projected TIF increase
Collected	1	2020	$1,140,300	$1,794,100	$653,800	$13,160.90	---
	2	2021	$1,140,300	$1,794,100	$653,800	$13,030.34	---
	3	2022	$1,140,300	$1,794,100	$653,800	$13,001.28	---
	4	2023	$1,140,300	$2,154,800	$1,014,500	$18,132.16	---
	5	2024	$1,140,300	$2,250,900	$1,110,600	$19,618.18	---
	6	2025	$1,140,300	$2,406,100	$1,265,800	$21,091.82	---
Projected	7	2026	$1,140,300	$2,483,000	$1,342,700	$22,373.20	$0.00
	8	2027	$1,140,300	$2,483,000	$1,342,700	$22,373.20	$0.00
	9	2028	$1,140,300	$6,000,000	$4,859,700	$80,976.40	$58,603.21
	10	2029	$1,140,300	$6,000,000	$4,859,700	$80,976.40	$58,603.21
	11	2030	$1,140,300	$6,000,000	$4,859,700	$80,976.40	$58,603.21
	12	2031	$1,140,300	$6,000,000	$4,859,700	$80,976.40	$58,603.21
	13	2032	$1,140,300	$6,000,000	$4,859,700	$80,976.40	$58,603.21
	14	2033	$1,140,300	$6,000,000	$4,859,700	$80,976.40	$58,603.21
	15	2034	$1,140,300	$6,000,000	$4,859,700	$80,976.40	$58,603.21

The Present value of the projected TIF increase for the remainder of the TIF period if the Project is completed in 2027 as currently anticipated is approximately $295,000 at 7%.

Based on the anticipated increase in the cost to complete the Project and the projected increase in valuation for the completed Project, this First Amendment increases the authorized TIF amount for the Project from $385,000 to $680,000. The additional $295,000 in TIF Indebtedness would be issued pursuant to a Series B TIF Bond that would be paid by the tax increment captured through the 2034 tax year. The Bonds will be paid pro rata from any tax increment such that the initial TIF bond will be paid up to the anticipated payments and the excess TIF will be used for debt service on the Series B Bond.



2026 aerial



Comprehensive Plan Conformance #: CPC26008

Lincoln Center Redevelopment Area
13th & O Street Project

Project: _GIS\Projects\DevReview\CPCRedevelopmentAreaDrawings.aprx
PDF: \Boards\PC\Internet\Out\

City of Lincoln
URBAN
DEVELOPMENT

September 29, 2026

Andrew Thierolf, Planning Department
City of Lincoln-Lancaster County Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

Dear Andrew:

Enclosed is a copy of Amendment to the Central Hotel/13th & O Redevelopment Project Plan. This amendment updates the Central Hotel/13th & O project located at approximately 13th & O Streets. Project elements include the renovation of existing buildings that include commercial space on the first floor and apartment units on the second and third floors.

Once submitted through Project Dox, please forward the proposed amendment to the Planning Commission for their consideration for Comprehensive Plan compliance at the October 28, 2026, public hearing. We request that this redevelopment amendment be scheduled for City Council consideration following the Planning Commission hearing.

If you have questions or need additional information, please contact me at 402-441-7855 or ecastillo@lincoln.ne.gov.

Sincerely,

Ernesto Castillo
Planner II | Economic Opportunity
Urban Development Department

Cc: Hallie Salem, Urban Development Department
Dan Marvin, Urban Development Department

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?	DEVELOPER/OWNER
Change of Zone #26023	No	Fresh Start, Inc.
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY ADDRESS/LOCATION**
October 28, 2026	None	6433 Havelock Avenue

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST
This is a request for a change of zone to add Landmark status and a Historic Overlay to the property located at 6433 Havelock Avenue. The current zoning is B-3.



JUSTIFICATION FOR RECOMMENDATION
The protection of a Lincoln landmark designation supports the community's goal of retaining significant historic structures in Lincoln. The story of the Havelock Christian and Missionary Alliance Church tells how they built this church in the middle of the Great Depression, largely through donated labor, to enlarge their seating capacity and grow their membership. The building was home to the Havelock Alliance Church until they outgrew it in the late 1960s and built a new facility. The building and its environs are important to preserve through landmarking.

APPLICATION CONTACT
Monica Zinke, (402) 475-7777, monicaz@freshstarthome.org

STAFF CONTACT
Jill Dolberg, Historic Preservation Planner, (402) 441-6373 or jdolberg@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN
The Comprehensive Plan recommends designating a wide variety of the community's historic resources and utilization of incentives to encourage their preservation.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Historic Preservation: Preservation and renewal of historic buildings, districts, and landscapes is encouraged. Development and redevelopment should respect historical patterns, precedents, and boundaries in towns, cities, and existing neighborhoods.

Goals Section

G12: History and Culture. The community's history is reflected through historic buildings and sites throughout the county. These resources add to the desirable quality of life for current residents and should be protected for future generations. PlanForward encourages the continued use and maintenance of historic and cultural resources, including properties not formally designated as landmarks.

Elements Section

E6: Placemaking

This element describes principles and strategies intended to preserve and enhance the community's unique character – its sense of place – through preservation of cultural and historic resources and focused attention to the quality of public and private development.

All parts of PlanForward contribute to the attainment of this vision, but urban design and one of its components, historic preservation, relate most directly to guarding and enhancing the community's physical image.

The Historic Preservation Commission (HPC) works with neighborhood groups, preservation advocates, property owners, and the Nebraska State Historical Society to discover, protect, and share the community's heritage. The zoning code provides protection for the designated historic property and incentives for creative uses that maintain the vitality of historic places. The Commission has a key role in providing on-going guidance in the revitalization of areas such as the Haymarket, residential historic districts, and Havelock Avenue.

Policies Section

P2: Existing Neighborhoods - Continue our commitment to strong, diverse, and complete neighborhoods.

Action Steps

5. Preserve, protect and promote the character and unique features of urban neighborhoods, including their historical and architectural elements.
6. Promote the continued use of residential dwellings and all types of buildings, to maintain the character of neighborhoods and to preserve portions of our past. Building code requirements for the rehabilitation of existing buildings should protect the safety of building occupants, while recognizing the need for flexibility that comes with rehabilitating existing buildings.

P37: Historic Preservation - The community's distinctive character and desirable quality of life should be supported by exercising stewardship of historic resources throughout the County.

Action Steps

Designate landmarks and districts through the local preservation ordinance and the National Register of Historic Places.

ANALYSIS

1. This is a request for designating the former church at 6433 Havelock Avenue as a local landmark. The building

is located on three lots measuring approximately .47 acres.

2. The church has been rehabilitated into Fresh Start which is a transitional shelter for women experiencing homelessness and helping empower them to change their lives. It is a residential facility with bedrooms in the former Sunday School rooms in the basement, and communal living spaces, like a kitchen, dining room and living room, in the former sanctuary. The landmark nomination includes an empty lot east of the church.
3. A site, structure, discontinuous collection of structures, or contiguous area may be designated as a landmark or landmark district if it is of historical, cultural, architectural, or archeological importance as evidenced by meeting one or more of the following standards for designation:
    A. Associated with events, person, or persons who have made a significant contribution to the history, heritage, or culture of the City of Lincoln, the County of Lancaster, the State of Nebraska, or the United States;
    B. Represents a distinctive architectural style or innovation, or is the work of a craftsman whose individual work is significant in the development of the City of Lincoln, the County of Lancaster, the State of Nebraska, or the United States; or
    C. Represents archeological value in that it yields or may be likely to yield information pertaining to prehistory or history.
4. Additional details regarding the historical and architectural significance of the property are found in the attached application for Landmark designation.
5. Per Chapter 27.57.120 of the Lincoln Municipal Code, "Whenever possible, the Preservation Commission shall secure the written consent of the owner or owners before proceeding to secure designation as a landmark…". This landmark designation request comes from the property owner.
6. Upon being designated as a landmark, the property will be required to adhere to the Historic Preservation Design Standards when completing exterior alterations. An application will be made to the Planning and Development Services Department that outlines the planned alteration, including drawings, cutsheets, and photographs. A project that meets design standards may be approved administratively. Larger projects or those that vary from the standards will be presented to the Historic Preservation Commission for review. Upon approval, the project may move forward with appropriate permits as necessary. HPC also reviews proposals for demolition.
7. Upon being designated a landmark, the property will also be eligible for Special Permits for Historic Preservation, when appropriate. One future request for a special permit is known: the organization intends to build a compatible apartment building on the vacant lot to the east to help transition women from the communal environment to private apartments, in part to help them create a successful rental history. Their proximity to the main facility will also ensure that they have ready access to the services provided there. The new building will be reviewed by the Historic Preservation to ensure that it is compatible in placement and design with the historic church building.
8. The Historic Preservation Commission unanimously recommended approval of this application for landmark designation on October 8, 2026 (excerpt from meeting record attached).

EXISTING LAND USE & ZONING: B-3

SURROUNDING LAND USE & ZONING

North: B-3 along the block along Havelock Avenue, and R-5 for one and a half blocks. Beyond Burlington Avenue, the Burlington Railyards are located in the I-1 district.

South: R-4 and R-2 Residential Districts and P (Ballard Park).
East: R-4 and R-5 Residential, transitioning to R-2 Residential after North 68th Street. .85 miles east of the building, the area transitions into AG.
West: B-3 business district with the Havelock Commercial Landmark Historic District. P (Havelock Park and Mahoney Manor), and O-3 (St Patrick's Elementary School) also lies to the west.

APPLICATION HISTORY
October 8, 2026 – The Historic Preservation Commission unanimously recommended approval of the Havelock Christian & Missionary Alliance Church Landmark application.

APPROXIMATE LAND AREA: .47 acres

LEGAL DESCRIPTION: Havelock, Block 29, Lots 1-3 (Replat of block 29)

Prepared by Jill Dolberg, Historic Preservation Planner
(402) 441-6373 or jdolberg@lincoln.ne.gov.

Date: October 12, 2026

Owner: Fresh Start Inc.

LANDMARK OR LANDMARK DISTRICT NOMINATION

1. NAME

Historic:

(and/or) Common: **Havelock Christian & Missionary Alliance Church**

NeHBS Site: **LC13:G14-0039**

2. LOCATION

Address: **6433 Havelock Avenue**

3. CLASSIFICATION

Proposed Designation	Category	Present Use		
☐ Landmark District	☐ District	☐ Agriculture	☐ Industrial	☐ Religious
☒ Landmark	☒ Building(s)	☐ Commercial	☐ Military	☐ Scientific
	☐ Structure	☐ Educational	☐ Museum	☐ Transportation
	☐ Site	☐ Entertainment	☐ Park	☒ Other
	☐ Object	☐ Government	☐ Private Residence	

4. OWNER OF PROPERTY

Name: **Fresh Start Inc.**

Address: **6433 Havelock Avenue**

5. GEOGRAPHICAL DATA

Legal Description: **Havelock, Block 29, Lots 1-3 (Replat of block 29)**

Property ID Number: **1709201002000, 1709201001000**

Number of Acres or Square Feet: **____.47 acres_____** (more or less)

6. REPRESENTATION IN EXISTING SURVEYS

Title: **Historic & Architectural Survey of Lincoln, NE**

Date: **on-going** ☐ State ☐ County ☒ Local

Depository for Survey Records: **Lincoln/Lancaster County Planning Dept.**

City: **Lincoln**

State: **Nebraska**

Is the proposed Landmark or Landmark District listed in the National Register?

☐ Yes, Date Listed:

☒ No

7. DESCRIPTION AND HISTORY

Condition

☒ Excellent	☐ Deteriorated	☐ Unaltered	☒ Original Site
☐ Good	☐ Ruins	☒ Altered	☐ Moved, Date:
☐ Fair	☐ Unexposed		

7. DESCRIPTION AND HISTORY, CONT.

DESCRIPTION:

The original portion of the Havelock Christian and Missionary Alliance Church is a one and a half story, rectangular shaped building with a slightly gabled roof. Brick in construction, the side elevations have a regular pattern of one over one double-hung windows between three slim buttresses. The front elevation has a slightly projecting entry vestibule under a gabled parapet that rises above the main roof level. The parapet flattens on the sides but still sits above the level of the main roof and is topped by cast concrete caps.



Figure 1 Main facade, view south

According to a 1937 drawing, the front façade had four doors: French doors in the middle flanked by single doors on either side. Demilune windows with brick arches sit above the three entryways, with a large oculus window centered on the front façade. An additional oculus window is located on the rear façade which features a stepped pediment. The newspaper at the time of construction described simple colored glass in the oculus windows without an art glass image, but rather just a colorful window. Those windows have been replaced with a single round pane of glass that fills the space. The demilune windows in the drawing appeared to be filled with structural glass block, but currently glass block has replaced the two doors flanking the replaced French doors in the center, along with the transom above it. The original doors appear to have been taller than the current examples. In 1952, a rectangular concrete block addition with brick veneer on the side elevations was constructed close to the alley to provide additional meeting space.

The interior has been significantly altered from its original church floor plan. The basement Sunday School classrooms have become bedrooms. The sanctuary has been reconfigured into a large communal kitchen and pantry, a long dining room table opposite a comfortable sitting space, an office for private meetings for residents, as well as another enclosed office space for staff. The director's office and conference room space are upstairs in a converted balcony/choir loft. Aside from changes to a few of the window and door openings, the building looks much as it did in 1952 when the addition was constructed.



Figure 2 East elevation, view SW

HISTORY:

The Havelock Christian and Missionary Alliance (CMA) Church was constructed in 1936-1937, providing a permanent home to an organization that had been gathering in meeting halls across the city for decades. Although the Christian and Missionary Alliance organization did not become an official denomination until the 1970s, this church building held daily religious services, three on Sundays, and hosted various speakers, revivals and Bible conferences for over thirty years. The organization's affiliation with this building began in the 1930s, however the group's history begins at least four decades earlier in Lincoln.

Origins of the Christian and Missionary Alliance

The Havelock Christian and Missionary Alliance Church is associated with a movement, begun after the Second Great Revival, that sought to spread Christianity across the country and the world. The Christian and Missionary Alliance as an organization was begun in November 1881, when Reverend Albert Benjamin Simpson, a Presbyterian minister in New York City, called together Christians who supported "an aggressive spiritual movement" to reach New York City's overlooked nonbelievers. Seven attended. This era saw an unprecedented rise in immigration from European nations, with the most prominent debarkation happening in New York City. During his tenure with the Presbyterian Church, he began preaching to new immigrants who were arriving daily on New York's docks and converted many. However, his wealthy congregants were unwilling to welcome his newly converted Christians into their church. To Simpson, the situation was untenable, leading to his resignation so that he could work with people who truly needed his pastoral care.

Simpson's small group of followers began to schedule daily services, with three on Sundays, to embrace the neglected converted. Meetings were held in different halls and theaters but eventually he moved all of his services into a 500-seat big-top tent in 1882. Over two hundred people considered themselves members of his "church," but almost 700 would attend Sunday evening services. They called themselves the Gospel Tabernacle, opening their doors to people of all ethnicities and social classes. In March 1883, the congregation formed its own missionary society, The Missionary Union for the Evangelization of the World, and opened the Missionary Training College in Nyack, NY, to train people for the work. The first missionary team went to Congo, with graduates of the first class from the college. By 1900, the CMA also had missionaries in China, Israel, Jordan, Lebanon, Sierra Leone, Syria, Japan, Argentina, Chile, Venezuela, and Ecuador. Congregants began holding conventions and extended the ministry of the Gospel Tabernacle to the United States. In 1897, the organization adopted the name The Christian and Missionary Alliance. Some of their most significant missionary work was in their own city, establishing orphanages, soup kitchens, healing homes, hospice for unwed mothers, rescue missions, safe spaces for prostitutes and alcoholics, and language classes for immigrants in New York.

Satellite Christian and Missionary Alliance organizations began spreading across the United States, supporting both mission works in their own communities, and raising money to support international efforts. Traveling religious leaders from various denominations attended and led services as they traveled the country, spreading ideas and stories of missionaries at home and abroad, and leading revivals to convert locals. Multiple-day Revivals were held across the country, featuring speakers and music.

The Christian and Missionary Alliance in Lincoln

In June 1892, Reverend A B Simpson, along with other notable evangelists from around the country, spoke at the Nebraska Gospel Union's Summer Bible School, which was held at the state fairgrounds over a period of nine days. Simpson participated in sessions regarding the "Deepening of the Spiritual Life" and missionary addresses.[1] While the newspapers did not elaborate on the content of his talks, the *Nebraska State Journal* noted that "considerable interest was manifested."[2]

A new, non-denominational group began to meet sometime soon after Simpson's preaching in Lincoln. The Gospel Tabernacle, a namesake for Simpson's gatherings in New York City, began meeting under the pastorate of A E Arrington. In September 1894, the group bought and moved the old Universalist Church building to 22nd and R Streets and announced its reuse as the home of the Gospel Tabernacle.[3] They invited any who were interested in attending, stating that the group was, "Under the control of no sect or denomination, but is evangelical and wholly undenominational, where the people are invited to hear the scriptures taught and preached apart from sectarian bias or prejudice."[4]


A SUCCESSFUL MISSIONARY

In Ten Years Rev A B Simpson Has Collected One Million Dollars for the Advancement of the Cause

Figure 3 Reverend A. B. Simpson, 1891.

In September 1897, Lincoln received emissaries from the Christian and Missionary Alliance. Dean A C Peck, field secretary for the CMA, and Rev. Addison Blanchard of the Second Congregational Church in Denver, organized three services each day for four days. Invitations were extended to everyone interested in Christian work.[5] Lincoln newspapers had mentioned the CMA and their overseas work intermittently for several years, but increasingly so after visits from the Alliance. The timing preceded the Boxer Rebellion in China, between 1899 and 1901, in which a secret society outraged by Western exploitation and Christian missionary activity, targeted missionaries and Chinese Christians. A total of 183 Christian missionaries, 53 children, and over 32,000 Chinese Christians were killed during the uprising. Some of the CMA missionaries were included in those lost, while some escaped to share their tales, all of which made for salacious news articles appearing frequently in Lincoln newspapers. Of particular public interest in the papers, however, was Reverend Simpson's uncanny ability to raise money by asking attendees of his services to "give of their pride," and "of the adornments of their perishing bodies" prompting many to donate the jewelry they wore. A notable sum of $1000 raised in a single night in 1891 became $100,000 in a single day in 1896.[6]

Although the Lincoln Gospel Tabernacle did not overtly claim an affiliation with the Christian and Missionary Alliance, the group's programming seems inspired by their work. Regular services and Bible

[1] *Nebraska State Journal*, June 16, 1892. P 8.
[2] *Nebraska State Journal*, June 22, 1892. P 6.
[3] *Nebraska State Journal*, September 9, 1894. P 1.
[4] *Ibid.*
[5] *Nebraska State Journal*, September 17, 1897. P 6.
[6] *Nebraska Christian Advocate*, August 1, 1891. P 4.

studies were held and traveling evangelists and missionaries were regularly scheduled to speak. In 1903, the tabernacle began meeting downtown at 231 North 11th Street, the former Home Restaurant. A 1905 announcement in the paper indicated that district superintendents of the CMA from Boone, IA and Philadelphia, PA would speak at the Gospel Tabernacle at the end of March.[7] Rev. J. Charles Crawford returned with missionary Mrs. Woodward Bach (India) in July 1908 to hold a convention hosted by the Lincoln auxiliary. The *Lincoln Daily Star* explained what the group was, implying that the local organization was relatively new to Lincoln. They said,

> The Christian and Missionary Alliance is a union of earnest Christians from all the evangelical churches for fellowship, prayer and work in promoting the gospel of full salvation and the evangelization of the neglected classes at home and abroad. It aims to promote a deeper spiritual life in all its members and among all Christians than can be known in mere formal union or outward organization.[8]

Affiliation with Local Mission Efforts in Lincoln

In 1907, the Peoples City Mission formed to bring the church to prostitutes in Lincoln's "Burnt District," going so far as to purchase the former Rose Kirkwood Brothel at 124 South 9th Street as their new mission headquarters. The organization was formed by Reverend W. B. Howard who collaborated with pastors and lay members of multiple denominations. When the building was renovated and dedicated to their purpose, the building provided temporary shelter and food to men, later seeking space to provide shelter to women and children. The mission offered Sunday School for children and taught English classes to new immigrants. The Peoples City Mission was closely associated with the Settlement Movement which sought to locate themselves among the poor, becoming their neighbors and working cooperatively with them to bring about social change.[9] The Lincoln Gospel Tabernacle began holding services and multiple day Conventions at the Peoples City Mission within a year of the mission's formation.[10] In 1910, Rev. MacArthur, the CMA Field Superintendent of Illinois and Indiana spoke at a ten day meeting held in the Peoples City Mission Chapel, organized by the Lincoln Auxiliary CMA.[11] The mission would continue to host speakers from the CMA on an almost annual basis.

The Beulah Mission was a less well-known mission organized within a decade of the Peoples City Mission by Reverend James P Sullivan. Initially located at 1429 M Street, the mission sought to provide beds for women and girls, as well as spiritual guidance. "Beulah Mission is making arrangements to take care of poor working girls and women not to make money, but to help and render a loved service in Jesus' name. We need bedsteads and bedding badly. Can you help us? God will bless you and some poor girl or woman will be helped."[12] A plea for Christmas-time donations noted that the mission was run by volunteers only, and no one collected a salary.[13] Like the Peoples City Mission, the Beulah Mission hosted daily religious services and regular revivals, as well as meetings of the Social Purity organizations like the Women's Christian Temperance Union. Rev. Sullivan provided his own testimony several times, sometimes titling his sermon "From Prison to the Pulpit." His name is far too common to trace his

[7] *Nebraska State Journal*, March 26, 1905. P 8.
[8] *Lincoln Daily Star*, July 21, 1908. P 9.
[9] "Rose Kirkwood Brothel," National Register of Historic Places Nomination. 2012.
[10] *Lincoln Daily Evening News*, February 26, 1908. P 6.
[11] *Nebraska State Journal*, September 17, 1910. P 10.
[12] *Nebraska State Journal*, August 30, 1918. P 9.
[13] *Evening State Journal*, December 20, 1918. P 14.

personal history in historical records aside from what is mentioned in local articles, but he was "converted and sanctified" in 1912 at Brother Howard's Mission and credited himself with the conversion of more than 17,000 Christians in the seven years of his ministry.[14]

In November 1920, the Beulah Mission acquired a new building at 19th and O Streets and constructed a concrete and stucco meeting house next door at 126 North 19th Street, just west of the Rock Island Depot. Although the mission had no regular source of income, had no affiliation with an organized church, had no fundraisers, and never conducted a drive for funds, Sullivan and his wife, Gertrude, built the meeting house and six basement rooms to house services for up to 400 attendees. Rev. Sullivan stated, "I have never yet asked for anything. For the most part, everything that we need comes to us, and we always go ahead on that theory. We never had occasion to lose confidence…We always start out as [tho] we were sure we could accomplish whatever we want, and we never yet have failed."[15] Sullivan solicited the help of friends to help construct the building, only hiring workers when the expertise of their friends was lacking.

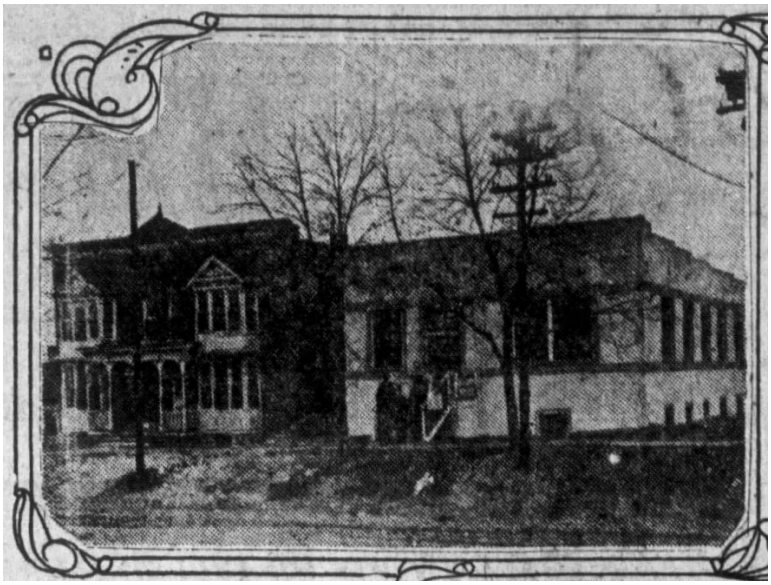


Figure 4 Beulah Mission Double Tenement and Meeting House, 19th and O

In the same article, Rev. Sullivan explained that "The main task of Beulah Mission, aside from its relief work and daily religious meetings, is to care for women who need help – the poor, the sick, the friendless."[16] Food was supplied. Sewing machines were available for the women to make or mend clothing. Soon the Sullivans solicited donations of used clothing to be given to their residents, assuring potential donors that none would be sold. Beginning in 1922, the Lincoln Christian and Missionary Alliance is mentioned working with and on behalf of the Beulah Mission, and frequently hosted travelling evangelists, missionaries home on furlough, and district superintendents from the CMA at Beulah Mission. Regular meetings of the Christian and Missionary Alliance were held in the Beulah Mission's meeting room throughout the early 1920s. The Beulah Mission closed quietly in 1926, and the building was purchased by the Lincoln Co-Operative Egg Association as their headquarters in 1927.[17]

Expansion of Christian and Missionary Alliance in Nebraska

In 1924, a Bible and Missionary Conference was sponsored by the CMA at the Beulah Mission. The newspaper described an "Interdenominational world-wide missionary movement" that would hold a three-day meeting at the Beulah Mission with sessions every afternoon and evening. Speakers included

[14] *Nebraska State Journal*, March 30, 1919. P 22.
[15] *Evening State Journal*, February 10, 1921. P 8.
[16] *Ibid.*
[17] *Lincoln State Journal*, February 10, 1927. P 7.

Bible teacher Rev. Joseph Hogue of Minneapolis, Rev E R Carner, Missionary to India, and Rev. R R Brown, the district superintendent for the CMA and radio minister on Woodmen of the World Radio.[18]



Figure 5 Reverend R R Brown

Reverend R R Brown began traveling to Nebraska under the auspices of the Christian and Missionary Alliance beginning in 1921, when he preached at the Bethel Mission in North Platte.[19] He spent several weeks in Omaha from January to March holding Missionary Conventions, then later that year traveled to Wayne, Nebraska for an evangelistic meeting. Brown gained notoriety in 1922 for converting the 'Benson Bat,' a brazen thief that plagued southeast Nebraska for many weeks, evading police many times. When caught, he received a brief visit with Rev. Brown which resulted in the man requesting a Bible.[20] During the summer of 1922, he held a three-month tent revival at 20th and Douglas Streets in Omaha, which resulted in Brown becoming the pastor of the Omaha Gospel Tabernacle. Soon Omaha became the headquarters of the western district of the CMA, an area that included Nebraska, Colorado, Wyoming, Kansas, and southern Iowa.[21] Within six months, the Gospel Tabernacle dedicated a $12,000 concrete and steel tabernacle building at 20th and Douglas, the same lots that held Brown's tent revival meetings.[22]

His successes in evangelism in Nebraska led to Brown preaching services on WOAW radio in April 1923.[23] The radio station had just been established when Brown was convinced to spread his message via radio. The response to his first broadcast service was overwhelmingly positive, receiving telegrams and long-distance telephone calls praising the program. The story of an invalid named Miss Ella Sterns hearing a sermon for the first time in 25 years was widely circulated, fueling interest in the program. Brown had a natural ability to captivate listeners, going so far as to invite them to suggest names for his new baby girl. While he and his wife did not choose to name her "Radioana," the interaction fostered a relationship with listeners that served the program well. The programs were sufficiently popular that people would gather in small towns to listen to Brown preach instead of hearing a local pastor.[24] Seven years after he began broadcasting, an estimated half million people were listening to his service every Sunday morning, and he received 75 letters a day from listeners.[25] At the time of his death in 1964, he had been a radio minister for over forty years, and his program was thought to be the longest running radio program in the world, secular or religious.[26]

The novelty of the radio only increased the number of invitations he received to speak. In 1924, Brown stated he drove more than 17,000 miles answering requests for sermons. He joked that he wore out his

[18] *Lincoln Star*, November 6, 1924. P 16.
[19] *North Platte Telegraph*, January 26, 1921. P 1.
[20] *Columbus Telegram*, July 17, 1922. P 1.
[21] *Omaha Evening Bee*, September 19, 1922. P 7.
[22] *Evening World Herald*, February 3, 1923. P 4.
[23] *Omaha Daily News*, April 8, 1923. P 33.
[24] *Brunswick Independent*, June 22, 1923. P 1.
[25] *Omaha World-Herald*, February 20, 1964. P 50.
[26] *Omaha World-Herald,* April 20, 1968. P 12.

car, but his listeners bought him a new one.[27] In addition to the group in Lincoln, he worked with Albion, Tecumseh, Madison, Meadow Grove, and Fremont, Nebraska, several of which established local Christian Missionary Alliance churches, which they also called Gospel Tabernacles.[28] Brown's successes in creating a fervor for missions and reinforcing already popular evangelistic efforts led to the Christian and Missionary Alliance holding the annual international convention in Omaha in 1927, bringing 800 hundred delegates of the organization representing every continent to the center of the US to celebrate their thirtieth national conference.[29] Another likely draw was the ability to feature eighteen missionaries on Brown's Sunday program that week.[30]

Lincoln's Christian and Missionary Alliance and Gospel Tabernacle

In July 1927, the *Lincoln Sunday Star* announced that the Christian and Missionary Alliance would establish a church in an existing building at 13th and L Streets.[31] Providing some background on the history of the international, interdenominational organization, the writer explained that there were 524 missionaries and 1,025 local staff working in 861 stations in twenty different countries. The opening session of the Lincoln CMA church would be led by Rev. R R Brown of the Omaha Gospel Tabernacle. The article hinted that Lincoln's CMA society was not as well established as the Omaha group, likely unaware that the organization had operated in Lincoln off and on since 1894 and that this was not the first church established in Lincoln by the CMA.[32]

For the first several months, Rev. R R Brown would hold his broadcast service at 9:00 am on Sundays, then drive to Lincoln to hold services at 3:00 pm and 7:45 pm. After the end of August, traveling missionaries and speakers provided sermons, most notably given by Dr. A P Gouthey of Seattle, who over the span of a month spoke on topics such as the "Ultimatum of Modern Science as Applied to the Church and Christian Experience," and "Is the World Safe for Democracy?" In late 1927, Rev. C F Stark joined Lincoln's Christian and Missionary Alliance from Cedar Lake, Indiana. Under his leadership, the Lincoln branch of the CMA raised $3,500 for their treasury and were able to pay all their financial obligations for the year. They were sufficiently pleased with his leadership that they asked him to remain for an additional year.[33] By October 1928, the Lincoln Gospel Tabernacle announced that they would be meeting in the former Beulah Mission Hall for the coming year, with six services per week.[34]

Havelock Christian and Missionary Alliance and Gospel Tabernacle

The Havelock branch of the Christian and Missionary Alliance appears to have been an offshoot of the Lincoln group. The first mention of the Havelock Gospel Tabernacle in the newspaper occurs when the Havelock and Omaha groups held joint Easter services at the Havelock Gospel Tabernacle in April 1930.[35] Rev. C F Clark of the Lincoln Gospel Tabernacle provided the sermon, and music was provided by the

[27] *Omaha World-Herald*, February 20, 1964. P 50
[28] *Meadow Grove News*, December 4, 1930. P 4.
[29] *Lincoln State Journal*, June 2, 1927. P 17.
[30] *Lincoln State Journal*, June 7, 1927. P 10.
[31] *Lincoln Sunday Star*, July 17, 1927. P 4.
[32] *Nebraska State Journal*, September 9, 1894. P 1.
[33] *Lincoln State Journal*, June 6, 1928. P 4.
[34] *Lincoln State Journal*, October 30, 1928. P 2.
[35] *Waverly Watchman*, April 16, 1930. P 1.

Tabernacle Trumpeters Lincoln Choir. One could speculate that the Havelock Gospel Tabernacle was not yet prepared to lead such a significant service.



Figure 6 Rev R R Brown, the flying parson

By August of the same year, the Havelock Tabernacle hosted an all-day meeting under the auspices of the CMA, to be led by LA evangelist Dr. E F Webber. Rev E E Barkey was the pastor of the Havelock Gospel Tabernacle and would assist Dr. Webber during meetings.[36] After providing messages on "Divine Healing" and "Thirty Bible Prophecies Spoken Over a Period of 500 to 1,500 Years, That Were All Literally Fulfilled in One Day," Dr. Webber was induced to remain and continue preaching for over a month, including accompanying Rev. E E Barkey and Rev. R R Brown to a young folks' rally via airplane, a novelty that made several newspapers.[37] The convenience of traveling by airplane made an impression on Rev. R R Brown, and he utilized this means of travel in November to deliver an Armistice day address in Albion, Nebraska, adding "the flying parson" moniker to his previous title, "the radio pastor."[38]

The Havelock Gospel Tabernacle maintained a close partnership with Rev. R R Brown, who still served as the superintendent for the western district of the Christian and Missionary Alliance. In addition to inviting him to speak at their larger meetings and rallies, their services occasionally featured musicians and singers that had become popular on Rev. Brown's radio program. Mrs. Marie Danielson, a soprano featured on the WOAW radio program for eight years, participated in both regular services and all-day rallies hosted by the Havelock Gospel Tabernacle.[39] Brown's popular men's quartet also made appearances in Havelock.

In 1931, the Havelock Gospel Tabernacle was able to emulate Rev. Brown when their new pastor, Rev. George French, arranged to have their July 5th worship service broadcast over KFOR. According to the *Malcolm Messenger*, Rev. French was eager to get their message on the air, and they worked hard to spread the word that people should listen to the broadcast and write comments to the radio station encouraging the broadcasts to continue.[40] Although their weekly services were broadcast for a time, they did not see the same enthusiasm that caused Rev. Brown's services to be broadcast for over 40 years. By June 1933, their programs had been reduced from an hour to thirty minutes, and soon after cancelled altogether.[41]

[36] *Lincoln Star*, August 16, 1930. P 6.
[37] *Evening State Journal*, September 2, 1930. P 1.
[38] *Evening Bee News,* November 30, 1930. P 13.
[39] *Lincoln Star*, September 6, 1930. P 5.
[40] *Malcolm Messenger*, July 1, 1931. P 8.
[41] *Lancaster County Weekly*, June 20, 1933. P 4.

Over the years, the speakers that were sponsored by the Havelock Gospel Tabernacle, both for giving a single sermon or recruited for multiple talks at multi-day Bible conferences, preached about topics that were timely and reflective of the era in which they lived. In September 1930, the CMA invited Dr. A I Brown, a surgeon and religious lecturer from Vancouver, as the principal speaker at their Bible Missionary Conference. Among other topics, he offered talks on "Genesis and Modern Science," and "Men, Monkeys and Missing Links – The Truth About Evolution."[42] This era had seen a great number of advancements in science and technology, and while the Tabernacle embraced some, like radio and aviation, scientific advancements that conflicted with the Bible were viewed with concern. The Scopes Monkey Trial occurred in 1925, an issue many followed with interest, and no doubt provided good sermon fodder for several years.

During the early years of the Havelock Gospel Tabernacle, services were held at 22nd and N, which later became North 70th and Ballard once Havelock was annexed into Lincoln. Their original building was 40 feet by 64 feet (2,560 square feet), which would hold approximately 350 people. Bigger events, like multi-day revivals or Bible conferences would often be held in large tents to accommodate more people. By 1936, however, the congregation determined they needed to grow and erect a new church. News of their intention to begin construction occurred in the *Nebraska State Journal* before they had even procured the new lots.[43] At the end of October, the Christian and Missionary Alliance purchased lots 2 and 3 of the replat of Block 29 in Havelock for $250.[44] A building permit for a basement, 50 feet by 50 feet was filed at the same time, with the excavation planned to be done by congregation members to save costs.[45] A week later, the CMA filed for another building permit for a brick church measuring 50 feet by 80 feet for an estimated cost of $10,000, to be built by volunteers under the direction of carpenter Charles P Eldred. The new facility would seat 550 people, 200 more than the building at 70th and Ballard.

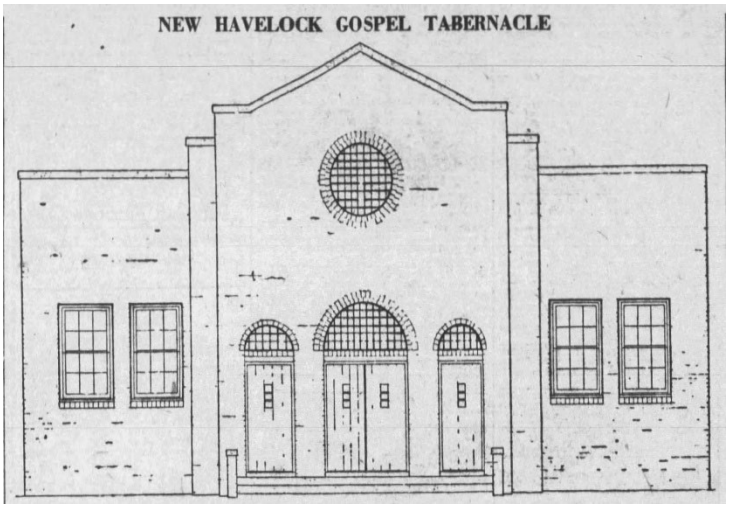


Figure 7 Drawing of new Gospel Tabernacle Church of Havelock

The *Lincoln Sunday Journal and Star* posted a line drawing of the front façade in April 1937 but mentioned no architect.[46] The design was simple with straight lines and angles and avoided ostentatious details like stained art glass. In their place, glass block was used to allow light and keep the design simple enough for congregants to contribute their unskilled labor to its construction, keeping costs as low as possible. It is tempting to speculate that avoiding expensive windows and other adornments allowed the church to

[42] *Lincoln Star*, September 24, 1930. P 4.
[43] *Nebraska State Journal,* September 13, 1936. P 29.
[44] *Daily Reporter*, October 27, 1936. P 3.
[45] *Daily Reporter*, October 27, 1936. P 3.
[46] *Lincoln Sunday Journal and Star,* April 4, 1937. P 29.

donate more money to mission work, but its construction during the difficult economic times of the Great Depression is most likely.

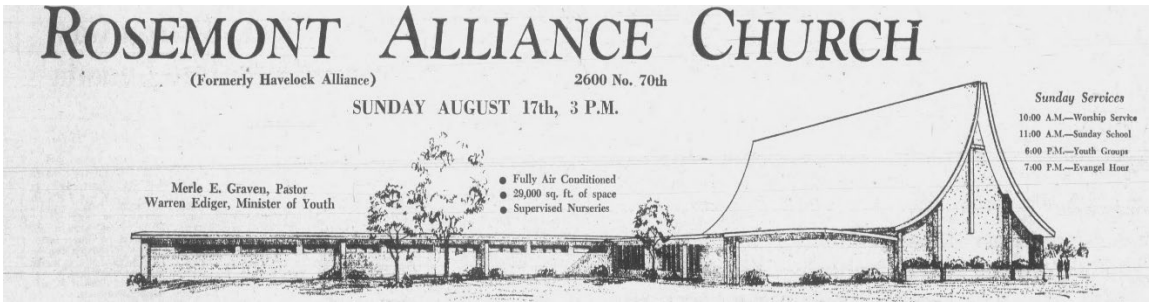
Although the congregation hoped the building would be ready in time for Christmas services in 1936, the construction took quite a bit longer, finally being dedicated in May 1937.[47] The old tabernacle was advertised for sale beginning in December 1936, but when it failed to sell, the property was sold at auction in March.[48] It was sold to the Wesleyan Methodists for religious services, and the property transferred the next month.[49] During the month between the sale of their old building and completion of the new one, the congregation held services, Sunday School, and Bible studies in the Havelock International Order of Odd Fellows Hall.[50] It was barely large enough to hold the congregation; all were relieved when they could begin meeting in their new building.

The dedication of the church occurred on Sunday, May 30, 1937, with a day long schedule of services, speakers, and a musical program by the church orchestra.[51] The principal dedicatory service took place at 10:00 am with Reverend R R Brown providing a sermon. The following day, the building hosted a Young People's Rally, drawing youths from sixteen Nebraska, Iowa and Kansas communities, and another full day of speakers. The final evening address was given by Rev. R R Brown.[52] The event was scheduled to coincide with the fiftieth anniversary of the founding of the Christian and Missionary Alliance.

Over the years, the church would continue to host missionary conferences and welcome missionaries to describe their work abroad. They would appear in traditional dress of the region where they were stationed or bring some of the cultural items they had collected. Changes in technology contributed to the visuals they were able to share with their audiences in this regard too. At first, photographs and stereoscopes would be presented, and later moving pictures brought even more depth to the presentation.[53]

Eventually, the Havelock Gospel Tabernacle became better known as the Havelock Christian and Missionary Alliance Church, and finally the Havelock Alliance Church. They continued to hold services until the early spring of 1969, when the church building was offered for sale.[54] The congregation did not diminish and close, but instead continued to grow to the point that another new building was required. The 4,000 square foot Havelock Avenue building was replaced by an enormous 29,000 square foot mid-century modern church with a swooping gable roof over the sanctuary with curved beams visible on the inside. There were Sunday School classrooms in a separate wing, and supervised nurseries during services which were air conditioned.[55] The congregation changed its name to the Rosemont Alliance Church, with Rosemont referring to the name of the subdivision in which the new building sat.

[47] *Lincoln Sunday Journal Star*, April 18, 1937. P 24.
[48] *Capital Farm and Home News*, March 10, 1937. P 5.
[49] *Nebraska State Journal*, March 21, 1937. P 23.
[50] *Capital Farm and Home News*, April 7, 1937. P 5.
[51] *Lincoln Star*, May 30, 1937. P 21.
[52] *Evening State Journal*, May 31, 1937. P 1.
[53] *Lincoln Star,* June 5, 1940. P 6.
[54] *Lincoln Star*, March 8, 1969. P 20.
[55] *Lincoln Evening Journal*, August 15, 1969. P 2.



The Rosemont Alliance Church appears to have remained at 2600 North 70th until approximately 2015.

8. SIGNIFICANCE

Period	Areas of Significance (check and justify)	
☐ Prehistoric	☐ Archeology (Prehistoric)	☐ Landscape Architecture
☐ 1400-1499	☐ Archeology (Historic)	☐ Law
☐ 1500-1599	☐ Agriculture	☐ Literature
☐ 1600-1699	☐ Architecture	☐ Military
☐ 1700-1799	☐ Art	☐ Music
☐ 1800-1899	☐ Commerce	☐ Philosophy
☒ 1900-	☐ Communications	☐ Politics/Government
	☐ Community Planning	☒ Religion
	☐ Conservation	☐ Science
	☐ Economics	☐ Sculpture
	☐ Education	☐ Social/Humanitarian
	☐ Engineering	☐ Theater
	☐ Exploration/Settlement	☐ Transportation
	☐ Industry	☐ Other (specify)
	☐ Invention	

Specific dates: **1936, date of construction; 1968, sale of church**
Builder/Architect: **Unknown**
Statement of Significance:

The Havelock Christian and Missionary Alliance Church was a local branch of an evangelistic and missionary organization that began in New York and promoted missions work at home and abroad. The local Christian and Missionary Alliance had its start in Lincoln in the 1890s, and as a loose organization of people who belonged to separate denominations, it ebbed and flowed reflecting the enthusiasm of its local members, becoming well established in Lincoln in 1927, with the Havelock group becoming its own organization just three years later. Both groups would take part in missions through local work and financial support to missionaries abroad. The Havelock CMA built this church in the middle of the Great Depression, largely through donated labor, to enlarge their seating capacity and grow their membership. The building was home to the Havelock Alliance Church until they outgrew it in the late 1960s and built a new facility.

9. STANDARDS FOR DESIGNATION (check one(s) that apply)

☒ Associated with events, person, or persons who have made a significant contribution to the history, heritage, or culture of the City of Lincoln, the County of Lancaster, the State of Nebraska, or the United States;

☐ Represents a distinctive architectural style or innovation, or is the work of a craftsman whose individual work is significant in the development of the City of Lincoln, the County of Lancaster, the State of Nebraska, or the United States; or

☐ Represents archeological values in that it yields or may be likely to yield information pertaining to pre-history or history.

10. MAJOR BIBLIOGRAPHICAL REFERENCES

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Lincoln Daily Evening Journal, 1908 - 1937
Lincoln Star, 1908 – 1969
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North Platte Telegraph, 1921.
Omaha Daily News, 1923.
Omaha Evening Bee, 1922.
Omaha World-Herald, 1923 – 1964.
"Rose Kirkwood Brothel," National Register of Historic Places Nomination, 2012.
Waverly Watchman, 1930.

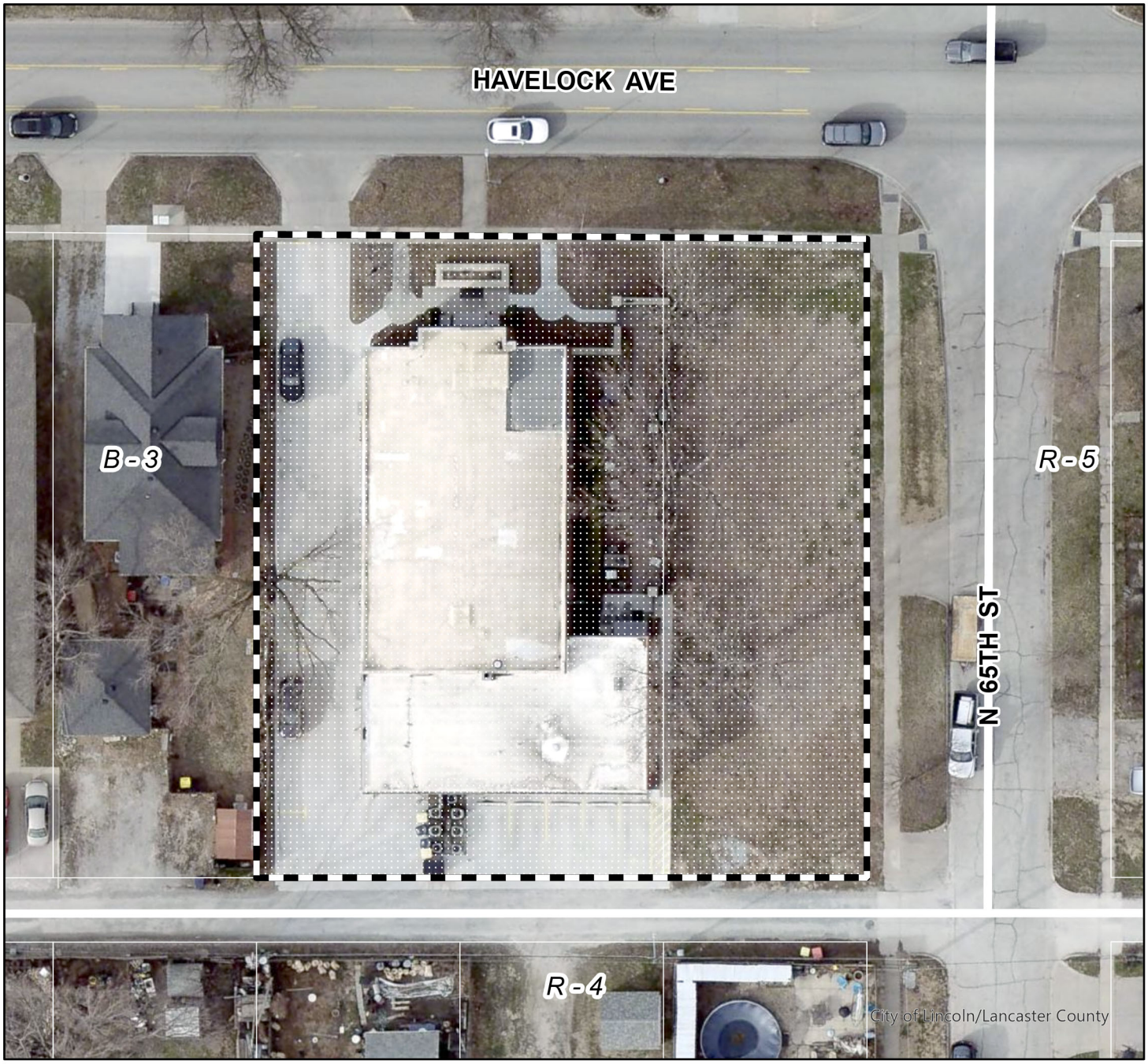
11. FORM PREPARED BY:

Name/Title: **Jill Dolberg, Historic Preservation Planner**
Organization: **Lincoln/Lancaster Co Planning Dept** Date Submitted: **October 8, 2026**
Street & Number: **555 South 10th Street, Suite 203** Telephone: **(402) 441-6373**
City or Town: **Lincoln** State: **Nebraska**

FOR HISTORIC PRESERVATION COMMISSION USE ONLY

DATE LANDMARK/LANDMARK DISTRICT DESIGNATED: Click here to enter text.
LANDMARK/LANDMARK DISTRICT NUMBER: LC13:G14-0039

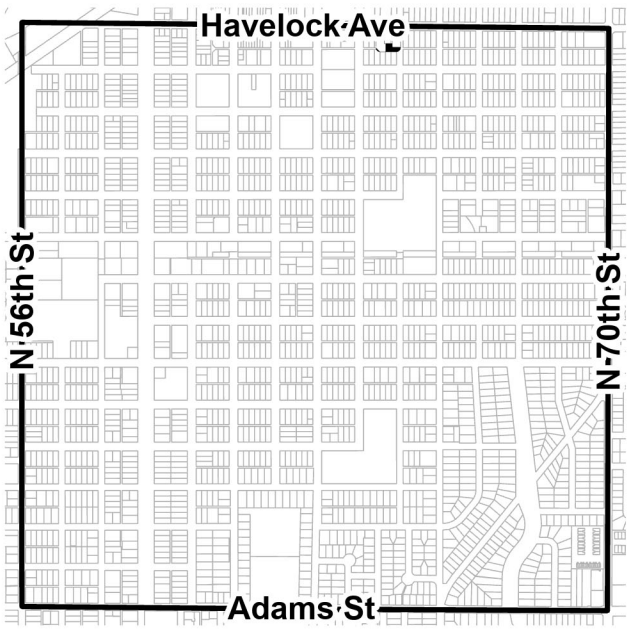
https://linclanc.sharepoint.com/sites/PlanningDept-LongRange/Shared Documents/LongRange/Historic/2_NewHistoric/Site Surveys/G14-039(6433 Havelock)/Local Landmark Nomination Form_CMA.docx



2026 aerial

Change of Zone #: CZ26023
N 65th St & Havelock Ave

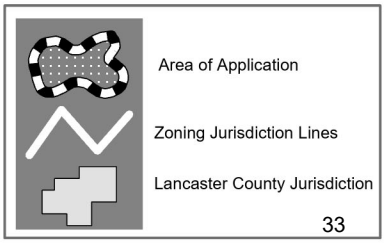




Zoning:

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.09 T10N R07E



PDF: F:\Boards\PC\Internet\out\ (CZ26023)
File: D:_GIS\Projects\DevReview\AgendaDrawings\AgendaDrawings\AgendaDrawings_SDE.aprx (CZ26023)

MEETING MINUTES

Advanced public notice of the Historic Preservation Commission meeting was posted on the County-City bulletin board and the Planning Department's website. In addition, a public notice was emailed to the Lincoln Journal Star for publication on Wednesday, September 30, 2026.

NAME OF GROUP:	HISTORIC PRESERVATION COMMISSION
DATE, TIME AND PLACE OF MEETING:	Thursday, October 8, 2026, 2:00 p.m., County-City Building, Council Chambers, 555 S. 10th Street, Lincoln, NE.
MEMBERS IN ATTENDANCE:	Greg McCown, Jim Johnson, Carmen Maurer, Greg Newport, and Dan Worth. Jim McKee and Nancy Hove-Graul absent.
OTHERS IN ATTENDANCE:	Paul Barnes, Jill Dolberg, Steven Jara, and Clara McCully of the Planning and Development Services Department, and other interested parties.

Change of Zone 26023 to locally landmark the property at 6433 Havelock Avenue.

PUBLIC HEARING: **October 8, 2026**

Members Present: Johnson, Maurer, McCown, Newport, and Worth. Hove-Graul and McKee absent.

Dolberg presented the history and significance of the former Gospel Tabernacle at 6433 Havelock Avenue, constructed in 1936–1937. She described the Christian and Missionary Alliance movement and the congregation's history in Lincoln and Havelock, as well as changes to the building over time, including a rear addition, altered windows, and interior changes. The building is now used by Fresh Start, which provides residential services for women experiencing homelessness. The proposed designation would support a future special-permit request for housing on the adjacent vacant lot.

Monica Zinke, applicant, 6442 Havelock, Lincoln, NE, came forward and stated the current residential program serves 24 women at a time, with residents generally staying five to ten months and able to remain for up to one year. Residents work toward individual goals with staff support.

McCown asked how many are served and the length of stay.

Zinke explained that the program is longer-term than a typical 90-day shelter.

Maurer asked whether the future apartments would also be rent-free.

Zinke explained that the existing program uses fees based on residents' net income and ability to pay after other obligations, and that the proposed apartments would have reduced rents rather than

being automatically free. The apartments would also help residents establish rental history and transition toward market-rate housing. Zinke estimated six to eight units, depending on zoning.

Tom Beckius, Fresh Start Volunteer, 2255 Rokeby Road, Lincoln, NE, came forward and described the plan as a continuation of the property's historic community-service mission. He stated the organization was using a pre-approved plan model from South Bend, Indiana, and hoped the new units would create a gradual transition from shared housing to more independent living while allowing residents to remain close to on-site services.

Zinke added that residents would be able to access staff and community support at the adjacent property

Worth asked whether the new project would require modifications to, or a physical connection with, the historic building.

Zinke stated no modifications or connection were anticipated.

Newport asked whether the landmark designation would cover the entire property.

Dolberg confirmed it would cover all three lots.

Newport asked about the reason for pursuing designation.

Beckius explained that the property has commercial zoning, abuts residential zoning, and is on a corner with setback constraints; landmark designation and a special permit would help make the additional housing possible while supporting Fresh Start's mission.

Worth noted the potential financial benefit of local landmark designation and preservation tax credits.

Beckius described the church as a distinctive historic building that may require a similarly distinctive future use.

Zinke stated Fresh Start had long valued the building's history and wanted the new development to fit both the existing building and Havelock's neighborhood character.

Johnson moved to close the public hearing, seconded Worth, and carried 5-0: Johnson, Maurer, McCown, Newport, and Worth voting 'yes'. McKee and Hove-Graul absent.

ACTION

Worth moved to recommend approval of Change of Zone 26023 to locally landmark the property at 6433 Havelock Avenue, seconded by Johnson, and carried 5-0: Johnson, Maurer, McCown, Newport, and Worth voting 'yes'. McKee and Hove-Graul absent.

Dolberg stated that the nomination would proceed to the Planning Commission and then to City Council.

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?	DEVELOPER/OWNER
Special Permit #26039	No	B & J Partnership
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
October 28, 2026	None	6430 S 56th Street

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST
This is a request for a Special Permit for a Community Unit Plan (CUP) named Parkline, to develop 33 single-family attached and townhome lots. This application would replace a previously approved Community Unit Plan on the same property, Special Permit #04072, Muller Estates CUP. The property is generally located at S 56th & Cumberland Drive, and includes approximately 5.5 acres.



JUSTIFICATION FOR RECOMMENDATION
The proposed Community Unit Plan provides an infill development that adds 33 dwelling units that are compatible with the adjacent residential neighborhood to the south and with the Future Land Use as designated in the Comprehensive Plan. This development will provide a critical second access point for the neighborhood to the south, improving emergency response. The requested waivers to reduce lot area, lot width, and lot setbacks allow for smaller lots which are appropriate for the townhomes being proposed with this development. At this time the waiver of stormwater detention requirements is not supported without additional analysis documenting that this development will not impact properties downstream.

APPLICATION CONTACT
Tim Gergen, Clark & Enersen

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN
The subject property is shown on the Future Land Use Map with a designation of Urban Density Residential. The Comprehensive Plan encourages infill development that respects the existing pattern of development and is compatible with surrounding neighborhoods and adjacent natural resources.

WAIVERS

The following waivers are being requested with this application:

1. LMC 27.72.020 – To reduce minimum lot width to 20'
   (Recommend Approval)
2. LMC 27.72.020 – To reduce minimum lot area to 1,900 square feet
   (Recommend Approval)
3. LMC 27.72.020 – To reduce front yard setback to 10' for structures, while requiring a 20' setback from the garage face to the property line.
   (Recommend Approval)
4. LMC 27.72.020 – To reduce the rear yard setback to 5' for lots abutting Outlot C
   (Recommend Approval)
5. LMC 26.11.040 – To waive the stormwater detention requirement for this CUP.
   (Recommend Approval, subject to providing sufficient justification to LTU Watershed Management)

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as future Urban Density Residential and Environmental Resources on the 2050 Future Land Use Plan.

Land Use Plan

Urban Residential. Residential Uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. All types of housing are appropriate here, from detached single family, duplex and missing middle, to higher density multi-family. Undeveloped areas shown as Urban Residential may also include neighborhood-scale commercial and other compatible uses that will be added to the map after approval of development plans.

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

The City of Lincoln's present infrastructure investment should be maximized by planning for well-designed and appropriately-placed residential and commercial development in existing areas of the city with available capacity. This can be accomplished by redeveloping underutilized commercial centers into areas that include a mix of uses, and encouraging higher-density residential redevelopment in appropriate locations, including missing middle housing. New infrastructure investments to serve growth areas can be maximized by encouraging a higher density of both residential and commercial uses in these areas.

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.

The Community in 2050

The following assumptions provide the framework for growth in the 2050 plan.

Lancaster County is projected to add approximately 53,000 households by 2050, with 48,000 of those new households in Lincoln (roughly 1,600 new households per year).

25 percent of all new dwelling units in Lincoln will be infill, meaning they will be located within the existing city. This equates to roughly 12,000 infill units over the next 30 years.

Benefits of Well-Planned Growth

Continued investment within the city ensures that our existing neighborhoods and commercial areas remain vibrant and desirable locations. More "rooftops" near existing commercial areas help to support continued commercial investment.

Goals Section

G2: Complete Neighborhoods. Lincoln and Lancaster County will support complete neighborhoods within both developing and redeveloping areas of Lincoln. A complete neighborhood is one where residents are able to get the goods and services to meet daily needs within 15 minutes of their residence including a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options, and civic amenities. Housing variety should include townhomes, senior living facilities, low/no maintenance condominiums, accessory dwelling units, multi-family development, and even small lot single-family.

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.b: Strategies for Design, Sustainability and Complete Neighborhoods in Existing 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.
2. Require sidewalks on both sides of all streets or in alternative locations as allowed through design standards or review process.
8. Infill development should balance expanding housing options and neighborhood character by complementing the character of the existing neighborhood and providing appropriate transitions, scale and context. Encourage pedestrian orientation with parking at rear of residential and neighborhood commercial uses.
9. Allow non-standard lots to be buildable.
10. Retain and encourage a mix of housing in order to provide a mix of housing types at a variety of price points.
15. Utilize streets for commercial and residential parking.
17. Maintain alley access and encourage shared driveways to parking areas in order to reduce interruptions to pedestrian traffic, to preserve on-street parking capacity, and to reduce

automobile conflict points.

18. Support the preservation and restoration of natural resources, and limit stream or drainageway crossings.

E2: Infill and Redevelopment

Infill and Redevelopment Approach
PlanForward identifies the potential for 12,000 new dwelling units to be located within the existing built-out portion of the City, roughly 25 percent of the projected 48,000 new dwelling units to be built citywide by 2050.

Policies Section

P8: Infill and Redevelopment - Encourage infill and redevelopment in appropriate locations throughout the community in order to meet the assumption for 25% of all new dwelling units being infill.

Action Steps

2. Encourage redeveloped commercial centers to incorporate a variety of medium and high-density housing affordable to diverse income levels that could serve as a transitional use to less intensive residential development and benefit from walkable access to the commercial area and transit.
4. Provide a mechanism for adjustments in older zoning districts to lot area, height, setbacks, and parking standards, similar to the provisions already available for newer districts.
5. Strive for predictability for neighborhoods and developers for residential development and redevelopment.

ANALYSIS

1. This is a request for a Special Permit for a Community Unit Plan (CUP) on approximately 5.5 acres generally located at S 56th and Cumberland Drive. The proposed plan for Parkline CUP includes 33 dwelling units, split between single-family attached and townhome lots. This application would replace a previously approved Community Unit Plan on the same property, Special Permit #04072, Muller Estates CUP, which approved 15 single-family dwellings.
2. The proposed CUP is an infill development. The property is currently undeveloped and has not been subdivided since the approval of the Muller Estates CUP in 2006. The area is shown in the Future Land Use Map of the Comprehensive Plan with a designation of urban density residential. The property is in the R-3 Residential Zoning District, abutting a development consisting of single-family attached and townhome lots to the south, with Beal Slough flowing along the northern edge of the property. The proposed CUP would be consistent with the existing neighborhood to the south.
3. The CUP proposes access from S 56th Street, with a proposed Parkline Road connecting to Alex Lane in the southeast portion of the property. This access point on S 56th Street is critical for emergency response, as it will provide the second access required by the International Fire Code in developments of more than 30 dwelling units. Currently, three Community Unit Plans take their sole access at Shadow Pines Drive: Alex Lane Townhomes CUP, Joshua's Glen CUP, and Shadow Pines CUP. These combine for a total of approximately 200 dwelling units sharing one access point, but it has been assumed since the approval of these CUPs that they would eventually connect to the CUP on this property, adding a second access point on S 56th Street.
4. South 56th Street is a major arterial at this location, and Access Management requires a right-in, right-out at Parkline Road. Lincoln Transportation and Utilities (LTU) has acknowledged that on the east side of S 56th Street, Parkline Road will serve as the functional half-mile point between Old Cheney Road and Pine Lake

Road. As a result, the improvements to add the right turn lane are eligible for reimbursement by impact fees. To add the right turn lane with minimal impact on existing infrastructure along S 56th Street, and to minimize impact on the property to the south, LTU has approved adjustment from the plans as originally submitted, which would move the Parkline Road access on S 56th Street to the north edge of the property.

5. The proposed CUP includes 20 single-family attached dwelling units on the north side of Parkline Road, and 13 townhome lots on the south side, for a total of 33 dwelling units. The maximum permitted density for this CUP based on land area and the maximum density of the R-3 district is 38 dwelling units. The Comprehensive Plan supports a variety of housing styles in neighborhoods, and encourages "missing middle" housing options such as townhomes. The townhomes in this proposal have rear-loading garages and take vehicular access via a common access easement at the rear of the units, which allows for a more pedestrian friendly streetscape along the front of the units. The Comprehensive Plan encourages shared driveways and similar alley access, to reduce interruptions to pedestrian traffic and preserve on-street parking capacity, which is provided along the south side of Parkline Road. The combination of single-family attached and townhome units is similar to what is found to the south of this property, and is consistent with the Comprehensive Plan.

6. The following waivers have been requested as part of the proposed CUP:

    6.1 LMC 27.72.020 – To reduce minimum lot width to 20'. The minimum average lot width required per family in the R-3 zoning district is 40'. While this is appropriate for single- and two-family homes, it isn't practical for townhome lots, particularly the middle lots which lack side yard setbacks. A lot width reduction to 20' is appropriate for these townhouse lots.

    6.2 LMC 27.72.020 – To reduce minimum lot area to 1,900 square feet. The minimum lot area per family required by the R-3 zoning district is 5,000 square feet. While appropriate for single- and two-family homes, this lot area requirement isn't appropriate for townhome lots, where the middle lots will lack side yard setbacks. A lot area reduction to 1,900 square feet is appropriate.

    6.3 LMC 27.72.020 – To reduce front yard setback to 10' for structures, while requiring a 20' setback from the garage face to the property line. This waiver to the front yard setbacks is an attempt to maximize the number of units on the property while avoiding the flood plain. The 20' setback from the garage face to the property line is appropriate, as it is intended to limit instances of vehicles parked on driveways overhanging the sidewalk.

    6.4 LMC 27.72.020 – To reduce the rear yard setback to 5' for lots abutting Outlot C. This waiver is specifically intended for lots abutting the outlot containing the floodplain, as it increases the buildable area of the lots while limiting interaction with the floodplain.

    6.5 LMC 26.11.040 – To waive the stormwater detention requirement for this CUP. The applicant states that a waiver to detention was requested and granted with the previous CUP. While the application for the Muller Estates CUP that was submitted in 2004 does request an adjustment to waive the detention requirements, no waiver to detention is listed in the Planning Commission resolution that approved the CUP, nor is a waiver listed on the Final Approved Plan for Muller Estates. The Watershed Management Division requires further justification for this waiver request, including a full analysis of the effect of the proposed site on Beal Slough, to demonstrate that this development will not impact properties downstream.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Vacant/Undeveloped R-3 Residential

SURROUNDING LAND USE & ZONING

North:	Park Land	H-4 General Commercial
South:	Urban Density Residential	R-3 Residential
East:	Park Land	P Public, R-3 Residential
West:	Urban Density Residential	R-3 Residential

APPLICATION HISTORY

December 2006 The Planning Commission approved Special Permit #04072, Muller Estates Community Unit Plan, for 15 single-family dwellings.

APPROXIMATE LAND AREA: 5.58 acres, more or less

LEGAL DESCRIPTION: See attached

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

Date: October 15, 2026

Owner /
Applicant: B&J Partnership

Contact: Tim Gergen, Clark & Enersen

https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/SP/26000/SP26039 Parkline CUP.jrs.docx

CONDITIONS OF APPROVAL – SPECIAL PERMIT #26039

Per Section 27.65, this approval permits Parkline Community Unit Plan (CUP) for 33 dwelling units, with the following waivers:

1. LMC 27.72.020 – To reduce minimum lot width to 20'
2. LMC 27.72.020 – To reduce minimum lot area to 1,900 square feet
3. LMC 27.72.020 – To reduce front yard setback to 10' for structures, while requiring a 20' setback from the garage face to the property line.
4. LMC 27.72.020 – To reduce the rear yard setback to 5' for lots abutting Outlot C
5. LMC 26.11.040 – To waive stormwater detention, subject to additional documentation to the satisfaction of LTU Watershed Management. If sufficient justification is not provided, then detention must be provided.

Site Specific Conditions:

1. Before a final plat is approved 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 as listed below:

   1.1 New residential lots must be removed from the mapped 100 year floodplain. This requires a Letter of Map Revision approved by FEMA.

   1.2 Show the new floodplain line on Sheet 1.

   1.3 Add a note that "Final plats for lots in the floodplain at time of CUP approval will be approved after those lots have been removed from the floodplain.

   1.4 Ensure that future access to Lots 1 and 2, Brentwood 1st Addition, is provided and noted on the CUP to the satisfaction of Lincoln Transportation and Utilities (LTU).

   1.5 Add right turn lane to the Final Approved Plan, with a configuration acceptable to LTU.

   1.6 Revise the site plan to meet stormwater detention requirements or provide documentation justifying a waiver of detention to the satisfaction of LTU Watershed Management.

2. Sign a Development Agreement detailing the required improvements to S 56th Street and the reimbursement for said improvements.

3. Final plat(s) is/are approved by the City.

   If any final plat on all or a portion of the approved community unit plan is submitted five (5) years or more after the approval of the community unit plan, the city may require that a new community unit plan be submitted, pursuant to all the provisions of section 26.31.015. A new community unit plan may be required if the subdivision ordinance, the design standards, or the required improvements have been amended by the city; and as a result, the community unit plan as originally approved does not comply with the amended rules and regulations.

Before the approval of a final plat, the public streets, private roadway improvements, sidewalks, public sanitary sewer system, public water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs, must be completed or provisions (bond, escrow or security agreement) to guarantee completion must be approved by the City Law Department. The improvements must be completed in conformance with adopted design standards and within the time period specified in the Land Subdivision Ordinance.

No final plat shall be approved until the Permittee, as subdivider, enters into an agreement with the City whereby Permittee agrees:

to complete the street paving of public streets shown on the final plat within two (2) years following the approval of the final plat.

to complete the public water distribution system to serve this plat within two (2) years following the approval of the final plat.

to complete the public wastewater collection system to serve this plat within two (2) years following the approval of the final plat.

to complete the enclosed public drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

to complete land preparation including storm water detention/retention facilities and open drainageway improvements to serve this plat prior to the installation of utilities and improvements but not more than two (2) years following the approval of the final plat

to complete the installation of public street lights along Parkline Road within this plat within two (2) years following the approval of the final plat.

to complete the planting of the street trees along roadways within this plat within six (6) years following the approval of the final plat.

to complete the installation of street trees along the east side of S 56th Street as shown on the final plat within two (2) years following the approval of this final plat.

to complete the installation of the street name signs within two (2) years following the approval of the final plat.

to complete the installation of the permanent markers prior to construction on or conveyance of any lot in the plat.

to complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance in a timely manner which inadvertently may have been omitted from the above list of required improvements.

to comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.

to complete the public and private improvements shown on the ***Community Unit Plan***.

to keep taxes and special assessments on the outlots from becoming delinquent.

to maintain the outlots on a permanent and continuous basis.

to recognize that there may be additional maintenance issues or costs associated with the proper functioning of storm water detention/retention facilities as they were designed and construction within the development and that these additional maintenance issues or costs are the responsibility of the Permittee.

to retain ownership of and the right of entry to the outlots in order to perform the above-described maintenance of the outlots and private improvements on a permanent and continuous basis. However, Permittee(s) may be relieved and discharged of such maintenance obligations upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance subject to the following conditions:

(1) Permittee shall not be relieved of Permittee's maintenance obligation for each specific private improvement until a registered professional engineer or nurseryman who supervised the installation of said private improvement has certified to the City that the improvement has been installed in accordance with approved plans.

(2) The maintenance agreements are incorporated into covenants and restrictions in deeds to the subdivided property and the documents creating the association and the restrictive covenants have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds

to inform all purchasers and users of land located within the 100 year floodplain that the grading of the lots and outlots within the 100 year floodplain shall be in conformance with the approved grading plan or as amended by the Director of Planning. The volume of fill material brought into each lot and outlot from outside the floodplain shall not exceed that shown on the approved grading plan accompanying the preliminary plat.

Standard Conditions:

4. The following conditions are applicable to all requests:

4.1 Before occupying the dwelling units all development and construction shall substantially comply with the approved plans.

4.2 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.

4.3 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.

4.4 The site plan as approved with this resolution voids and supersedes all previously approved site plans, however all prior resolutions approving this permit remain in full force and effect as specifically amended by this resolution.



2026 aerial

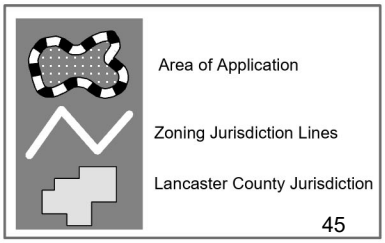
Special Permit #: SP26039
Parkline CUP
S 56th St & Cumberland Dr

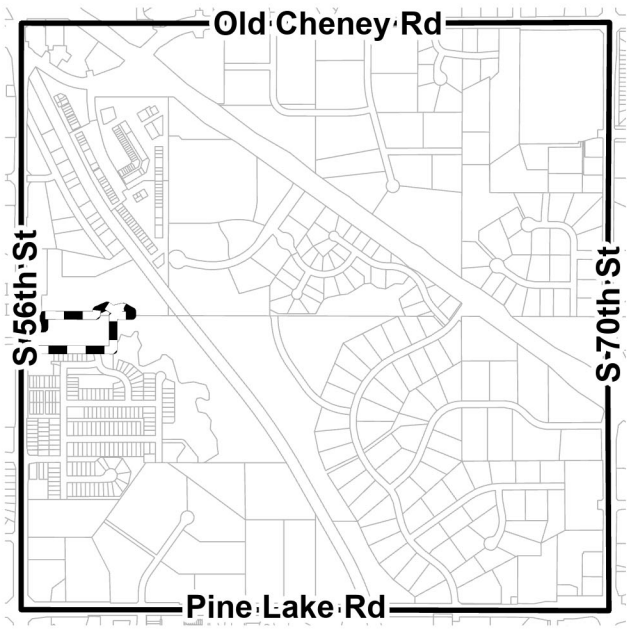


Zoning:

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

One Square Mile:
Sec.16 T09N R07E





PDF: F:\Boards\PC\Internet\out\ (SP26039)
File: D:_GIS\Projects\DevReview\AgendaDrawings\AgendaDrawings\AgendaDrawings_SDE.aprx (SP26039)

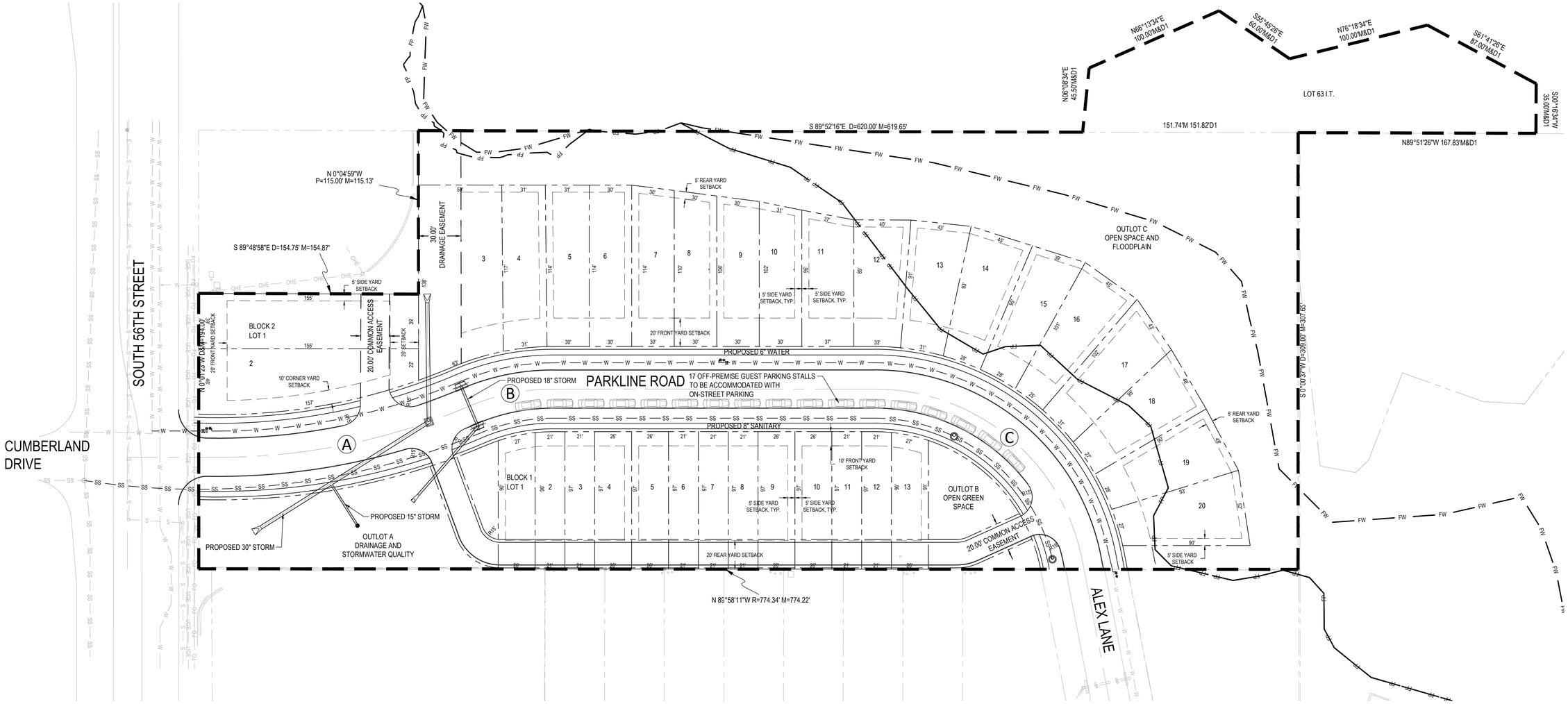
Special Permit Legal Description

A LEGAL DESCRIPTION FOR A PARCEL OF LAND COMPOSED OF LOT 63 I.T., IN THE NORTHWEST QUARTER, AND LOT 180 I.T. AND LOT 66 I.T., IN THE SOUTHWEST QUARTER, ALL IN SECTION 16, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SOUTHWEST QUARTER; THENCE, WEST, ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER, SAID LINE BEING THE NORTH LINE OF SAID SOUTHWEST QUARTER, ON AN ASSUMED BEARING OF NORTH 89 DEGREES 51 MINUTES 26 SECONDS WEST, A DISTANCE OF 327.17 FEET TO THE SOUTHEAST CORNER OF SAID LOT 63 I.T., AS REFERRED TO IN BOOK 690, PAGE 537, RECORDS OF LANCASTER COUNTY, SAID POINT BEING THE POINT OF BEGINNING; THENCE, CONTINUING, NORTH 89 DEGREES 51 MINUTES 26 SECONDS WEST, ALONG THE SOUTH LINE OF SAID LOT 63 I.T. AND ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 167.83 FEET TO THE NORTHEAST CORNER OF SAID LOT 66 I.T., THENCE SOUTH 00 DEGREES 07 MINUTES 22 SECONDS WEST, ALONG THE EAST LINE OF SAID LOT 66 I.T., A DISTANCE OF 308.44 FEET TO THE SOUTHEAST CORNER OF SAID LOT 66 I.T.; THENCE NORTH 89 DEGREES 53 MINUTES 05 SECONDS WEST, ALONG THE SOUTH LINE OF SAID LOT 66 AND THE SOUTH LINE OF SAID LOT 180 I.T., SAID LINE BEING THE NORTH LINE OF LOT 67 I.T., A DISTANCE OF 783.80 FEET TO THE SOUTHWEST CORNER OF SAID LOT 180 I.T., SAID PONT BEING ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 56TH STREET; THENCE NORTH 00 DEGREES 00 MINUTES 01 SECONDS WEST, ALONG SAID WEST LINE, AND ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING 40.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 193.92 FEET TO THE NORTHWEST CORNER OF SAID LOT 180 I.T., SAID POINT BEING THE SOUTHWEST CORNER OF LOT 2, BRENTWOOD 1ST ADDITION; THENCE SOUTH 89 DEGREES 46 MINUTES 15 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 180 I. T., SAID LINE BEING THE SOUTH LINE OF SAID LOT 2, A DISTANCE OF 164.49 FEET TO A WEST CORNER OF SAID LOT 180 I.T., SAID POINT BEING THE SOUTHEAST CORNER OF SAID LOT 2; THENCE NORTH 00 DEGREES 15 MINUTES 24 SECONDS EAST, ALONG THE WEST LINE OF SAID LOT 180 I.T., SAID LINE BEING THE EAST LINE OF SAID LOT 2, A DISTANCE OF 115.15 FEET TO THE NORTHWEST CORNER OF SAID LOT 180 I.T., SAID POINT BEING A NORTHEAST CORNER OF SAID LOT 2; THENCE SOUTH 89 DEGREES 51 MINUTES 26 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 180

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SAID TRACT CONTAINS A CALCULATED AREA OF 243,066.74 SQUARE FEET OR 5.58 ACRES, MORE OR LESS.



SITE PLAN

1" = 30'
0' 15' 30' 60'
SCALE IN FEET

ROADWAY CENTERLINE CURVE DATA

Ⓐ	Ⓑ	Ⓒ
R = 450.00'	R = 150.00'	R = 149.00'
L = 181.28'	L = 60.43'	L = 205.66'
T = 91.89'	T = 30.63'	T = 123.01'
CL = 180.06'	CL = 60.02'	CL = 189.72'
Δ = 23° 04' 53"	Δ = 23° 04' 53"	Δ = 79° 05' 01"

ENGINEER & PREPARER
CLARK & ENERSEN
1010 LINCOLN MALL
SUITE 200
LINCOLN, NE 68508
402-477-9291

OWNER/DEVELOPER
B & J PARTNERSHIP LTD
340 VICTORY LANE
LINCOLN, NE, 68528

LEGEND

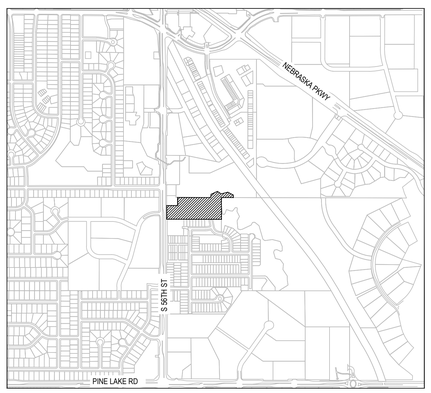
- LIMITS OF CUP
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE / ROW
- PAVEMENT EDGE
- ROADWAY CENTERLINE
- PROPERTY SETBACK
- PROPOSED DRAINAGE EASEMENT
- OHE — EXISTING OVERHEAD ELECTRIC LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE
- FO — EXISTING FIBER OPTIC LINE
- S — EXISTING STORM PIPE
- PROPOSED STORM PIPE
- W — PROPOSED WATER MAIN
- SS — PROPOSED SANITARY SEWER

LEGAL DESCRIPTION

A LEGAL DESCRIPTION FOR A PARCEL OF LAND COMPOSED OF LOT 63 I.T., IN THE NORTHWEST QUARTER, AND LOT 180 I.T. AND LOT 66 I.T., IN THE SOUTHWEST QUARTER, ALL IN SECTION 16, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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VICINITY MAP

NO SCALE

WAIVERS

1. MINIMUM LOT WIDTH TO 20'
2. MINIMUM LOT AREA TO 1,900 SF
3. FRONT YARD SETBACK TO BE 10' FOR STRUCTURES BUT 20' FROM GARAGE FACE TO PROPERTY LINE
4. REAR SETBACK TO 5' FOR LOTS ADJACENT TO OUTLOT C
5. STORMWATER DETENTION

GENERAL SITE NOTES

1. SANITARY SEWER AND WATER LINES TO BE 8" PIPE AND 6" PIPE RESPECTIVELY UNLESS OTHERWISE SHOWN AND TO BE BUILT TO CITY OF LINCOLN SPECIFICATIONS.
2. ALL SANITARY SEWERS & WATER MAINS TO BE PUBLIC.
3. THE CURRENT ZONING IS R-3.
4. ALL SIDEWALKS SHALL BE 4' WIDE MINIMUM AND ALL SIDEWALK EASEMENTS SHALL BE 10' WIDE. (UNLESS OTHERWISE NOTED)
5. ALL DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.
6. ALL PAVING RADII TO BE 20' UNLESS OTHERWISE NOTED.
7. TOTAL AREA OF CUP = 5.58 ACRES.
   5.58 ACRES X 6.96 UNITS PER ACRE = 38 MAX UNITS
8. TOTAL UNITS 33
   DENSITY = 33 UNITS/5.58 ACRES = 5.91 UNITS PER ACRE
9. ALL INTERSECTION ANGLES TO BE 90° 0' 0" UNLESS OTHERWISE NOTED.
10. ALL STREET DIMENSIONS ARE TO BACK OF CURB.
11. DETAILS OF ALL SIGNS, INCLUDING TYPE, HEIGHT AND SIZE, WILL BE SUBMITTED SEPARATELY FOR REVIEW WITH THE SIGN PERMIT AND NEED NOT BE SHOWN ON THE PLAN, AND SHALL BE IN ACCORDANCE WITH LINCOLN MUNICIPAL CODE TITLE 27
12. ALL ELEVATIONS ARE BASED ON NAVD 1988.
13. EXISTING AND PROPOSED EASEMENTS TO BE IDENTIFIED AND SHOWN AT TIME OF FINAL PLATTING.
14. DIRECT VEHICULAR ACCESS TO SOUTH 56TH STREET IS RELINQUISHED EXCEPT AS SHOWN.
15. LOT DIMENSIONS ARE APPROXIMATE AND MAY VARY AT THE TIME OF FINAL PLAT.
16. ALL OUTLOTS SHALL BE OWNED AND MAINTAINED BY EITHER THE DEVELOPER OR THE HOMEOWNERS ASSOCIATION.

CLARK & ENERSEN

Architecture \ Engineering \ Planning \
Landscape Architecture \ Commissioning

clarkenersen.com

1010 Lincoln Mall, Suite 200
Lincoln, NE 68508
p 402.477.9291

Clark & Enersen, Inc.
Nebraska COA #CA-0029

Parkline
Community Unit Plan

6430 S 56th St
Lincoln, NE

CE No.: 882-013-26

September 29, 2026

Site Plan
1 of 4

Plot Time Stamp: 9/29/2026, 9:35:54 AM
File Location/Name: \\Ce-ln-sv-004\800-899\882-013-26 Speedway 56th Cumberland\03 AutoCAD\Special Permit\882013-1 of 4.dwg

September 30, 2026

Mr. David Cary
Planning Department, City of Lincoln
County-City Building
555 So. 10th Street
Lincoln, NE 68508

RE: Parkline
Special Permit, Community Unit Plan

Dear Mr. Cary:

On behalf of the Owner/Developer, B&J Partnership, we are submitting a Special Permit for a Community Unit Plan named Parkline to add 33 single family attached and townhome lots. This application is replacing an existing Special Permit 04072, Muller Estates which has expired.

The development will add a new public street to connect to the existing Alex Lane from the subdivision to the south to S. 56th Street. To preserve as much of the existing floodplain on the property we are requesting several waivers to be able to develop both sides of the proposed public street.

1. Waiver of minimum lot width to 20'
2. Waiver of minimum lot area to 1,900 SF
3. Waiver of front yard to 10' for structures but still maintaining a 20' setback from the garage face to the property line
4. Waiver of a rear setback to 5' for the lots abutting the outlot containing the floodplain
5. Waiver of stormwater detention as was previously requested in the original Special Permit

The application and fee for the Special Permit accompanies this letter. The Site Plan, Grading & Drainage Plans and Street Profile will be uploaded via Projectdox. Please contact me if you have any questions or require additional information.

Sincerely,

Tim Gergen

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
Comprehensive Plan Amendment 26002
2050 Comprehensive Plan – 2026 Update

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
October 28, 2026

RELATED APPLICATIONS
MISC26011, MISC26012

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request to adopt the five-year update to the Lincoln-Lancaster County Comprehensive Plan, also known as PlanForward 2050.

The draft plan is available for review on the project website at lincoln.ne.gov/planforward2050

JUSTIFICATION FOR RECOMMENDATION

This Comprehensive Plan update was developed over a two-year process with significant input from City and County staff, community stakeholders, elected and appointed officials, and the general public. This updated Comprehensive Plan builds on the vision established with PlanForward 2050 and includes updated goals, policies, and action steps to lead the community forward over the next 25 years.

APPLICATION / STAFF CONTACT

Andrew Thierolf, Planner
Planning & Development Services
(402) 441-6371;
athierolf@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The existing Comprehensive Plan, PlanForward 2050, was adopted in November 2021 when the planning horizon was extended from 2040 to 2050. This scheduled update is a “minor” update that maintains the 2050 planning horizon and adds important new discussion and policy direction on key topics in the Plan.

ANALYSIS

1. This application is to adopt the five-year update to the Lincoln-Lancaster County 2050 Comprehensive Plan (PlanForward 2050). This is a scheduled "minor" plan update, which occurs at the midpoint between 10-year "major" updates. The existing Comprehensive Plan was adopted in November 2021 and was a "major" update that extended the planning horizon from 2040 to 2050 (CPA21002).

2. The Comprehensive Plan identifies Lincoln and Lancaster County's desired future vision and the roadmap for how to get there. The vision is implemented through goals and policies used to guide future changes. The Comprehensive Plan illustrates where, how, and when the community intends to grow, how to preserve and enhance the things that make it special, and strategies for implementing the vision for how residents will live, work, play, and get around in the future.

3. Much of the content in the current Comprehensive Plan remains unchanged in this update. The planning horizon continues to be 2050, and the demographic and population projections completed in 2020 remain valid reference points. The plan's structure is largely the same, still organized into goals, elements, and policies. Overall, the Plan's policy direction remains consistent with previous guidance.

4. PlanForward is organized around nine topic areas, called Elements. Each of these Elements is connected to associated Goals and Policies. New content has been added to each element, but the overall structure remains the same.
   - Complete Neighborhoods and Housing: Discusses the desired pattern of development in newer and older neighborhoods and strategies for meeting future housing demand.
   - Infill and Redevelopment: Describes the strategy for mixed use infill and redevelopment that strives for compatibility with surroundings while accomplishing various principles of the Plan.
   - Business, Economy, and Workforce: Describes PlanForward's support for economic development, workforce development, and additional commercial and industrial activities.
   - Environmental Resources: Includes an outline of the guiding principles for environmental resources, a discussion of environmental resource features and a long range planning and implementation approach with associated strategies, entitled "The Greenprint Challenge." The topic of conservation design was significantly expanded in this update. Conservation design focuses on identifying the most valuable features of the landscape and shaping development around them rather than replacing them.
   - Parks, Recreation, and Open Space: Describes principles and strategies for acquiring and managing parks, recreation and activity centers, open space, greenways, and other recreational facilities in the community.
   - Placemaking: Describes principles and strategies intended to preserve and enhance the community's unique character — its sense of place — through preservation of cultural and historic resources and focused attention to the quality of public and private development.
   - Community Facilities: Reviews the projected status of community facilities during the planning period, including libraries, fire services, law enforcement, health care, schools, and public buildings.
   - Energy and Utilities: Examines energy and individual utilities including water, wastewater, watershed management, solid waste, electric services, information technology, and natural gas service.
   - Transportation: Discusses the multimodal transportation network with regards to the elements of the Long Range Transportation Plan which include transportation goals, outreach and public participation, needs assessment, needs based plan, funding outlook, and fiscally constrained plan. It describes a balanced

local transportation system built upon PlanForward's vision. This section is updated with the new Long Range Transportation Plan that has been updated in conjunction with the Comprehensive Plan.

5. The Plan also includes 15 goals and 78 Policies, with associated Action Steps, that provide detailed information about achieving the community's vision.

6. The following new and notable additions were presented to the public as part of the draft Plan release in September 2026. Topics "a" through "d" below were introduced in the 2021 version of the Plan, but they have been significantly expanded upon in this update. Topic "e" is a new addition to the Comprehensive Plan that comes from the recommendations of the Lincoln Mobility Plan.

   a. Great Neighborhoods: Expanded discussion about creating neighborhoods with a mix of housing types and price points along with convenient and safe access to neighborhood commercial services, parks/open space, schools and other amenities.

   b. Neighborhood Edges: Neighborhood edges present an opportunity for missing middle housing (3-12 dwelling units) alongside Lincoln's existing neighborhoods, which can help expand affordable housing options and overall housing choice in the community. This update includes more information about best practices along with a strategy to integrate the neighborhood edges concept into the City's zoning ordinance and design standards.

   c. O Street Corridor: O Street is identified as a Primary Mixed Use Redevelopment Corridor. It is Lincoln's "main street" and a key transportation route. Focusing higher-density mixed-use redevelopment efforts along the O Street Corridor will extend Lincoln's urban core east of downtown. This update includes strategies to support high-quality development along the corridor including a coordinated subarea plan and redevelopment plan, zoning and design standards updates, and the use of targeted redevelopment incentives.

   d. Conservation Design: Conservation design is a planning approach that protects natural and cultural resources with thoughtful, sustainable development. It focuses on identifying the most valuable features of the landscape and shaping development around them rather than replacing them. This update includes more information about best practices along with a menu of options for integrating conservation design into the City zoning ordinance. The Comprehensive Plan recommends conducting a comprehensive review of natural and cultural resources as a first step toward implementing conservation design.

   e. Mobility Oriented Development: The concept of Mobility Oriented Development (MOD) is introduced in the new Lincoln Mobility Plan and integrated into the land use framework of the Comprehensive Plan. MOD includes design strategies that support the Great Neighborhoods and Mixed Use Redevelopment Node concepts in the Comprehensive Plan by making alternative transportation modes practical and appealing through mixed use, appropriate density increases, and site design standards

7. The Priority Growth Areas map remains mostly unchanged with this update. The most significant modification was shifting the growth tier near 112th & Adams from Tier 1C (2036-2050) to Tier 1B (infrastructure by 2035). This area includes a large tract of land acquired by the City in 2024 that is expected to be developed prior to 2035. Additional environmental resources were also added to reflect the mapped floodplain. The 2050 Future Service Limit is the same as the current Plan.

8. Small adjustments were made to the Future Land Use map to refine boundaries so they more accurately reflect current and anticipated future uses.

9. Dozens of additional small but important updates have been made throughout the document. The complete draft Plan, including a list of redlines / markups, can be found on the draft plan website listed at the beginning of this staff report.

10. The public input process for this update builds on the extensive PlanForward outreach conducted in 2020 and 2021, as well as the hundreds of comments collected during this effort. Public engagement was critical to determining updated community priorities and reviewing proposed concepts for the Plan. The update process was coordinated with the Long Range Transportation Plan (LRTP) and Lincoln Mobility Plan under the PlanForward branding. Public outreach included three public open houses, associated virtual open houses, multiple pop-up events throughout the community, and coordination with neighborhood groups and business organizations. In addition to public engagement, the Planning Commission and an internal Staff Committee helped guide the overall update process.

    The complete public outreach summary is part of a new Appendix F that is also available on the draft plan website listed at the beginning of this staff report.

    A listing of the major public outreach activities is below:

    - Big Picture Visioning, September 2025 – January 2026
        - In-Person Public Event: 95 attendees at Culler Middle School
        - Virtual Public Event: 700 total contributions
        - Pop-up engagement table at the seven different community events and locations
        - Presentations to various local groups and neighborhood/professional organizations
        - Kiosks at five libraries
    - Concept Refinement, February 2026 – August 2026
        - In-Person Public Event: 52 attendees at Lincoln Commercial Club
        - Virtual Event: 575 total contributions
    - Draft Review and Approval, September 2026 – November 2026
        - In-Person Public Event: 34 attendees at Gere Library
        - Virtual Event: in-progress as of the publishing this staff report

11. PlanForward was completed concurrently and is integrated with the 2050 Long Range Transportation Plan (LRTP) and Lincoln Mobility Plan. The growth and land use plans from PlanForward were used to project future traffic demands and prioritize roadway and trail projects in Lincoln and Lancaster County. PlanForward Goal 15, Element 9, and Policies 62-79 include content directly from the LRTP and Mobility Plan.

Prepared by Andrew Thierolf, AICP
(402) 441-6371 or athierolf@lincoln.ne.gov

October 15, 2026

MEMO

DATE: September 30, 2026
TO: File
FROM: Planning & Development Services Department
SUBJECT: Lincoln-Lancaster County 2050 Comprehensive Plan, 2026 Update

This is an application to adopt the 2026 update to the Lincoln Lancaster County 2050 Comprehensive Plan. The Comprehensive Plan embodies Lincoln and Lancaster County's shared vision for the future, out to the year 2050. The theme of the Comprehensive Plan is "Plan Forward," because it envisions a future that not only looks forward in time, but also forward in concept with new and innovative ideas to support our growing community.

The existing Comprehensive Plan was adopted in November 2021. This update builds on the “Plan Forward” theme with expanded discussion of key concepts and updates throughout the document to reflect new ideas, priorities, and trends that have emerged over the past five years.

Development of this Comprehensive Plan update included extensive public input with contributions from all facets of the community. The process was coordinated with an update to the Long Range Transportation Plan and the creation of a new Lincoln Mobility Plan.

This item will be scheduled for Planning Commission consideration at the October 28th hearing, with a briefing on October 14th.

The draft plan is available for review at lincoln.ne.gov/planforward2050.

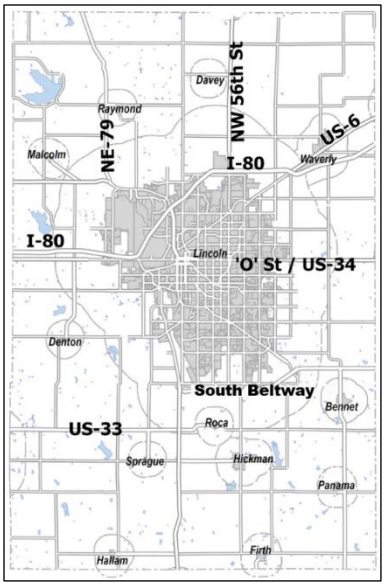
Lincoln-Lancaster County
PLANNING AND
DEVELOPMENT

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?	DEVELOPER/OWNER
Miscellaneous #26011	No	N/A
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY ADDRESS/LOCATION**
October 26, 2026	MISC26012, CPA26002	Lincoln Metropolitan Area

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST
This is an application to review and provide recommendations on the proposed 2050 Long Range Transportation Plan (LRTP) Update, advising the Lincoln Metropolitan Planning Organization (MPO) Technical Committee and Officials Committee on the adoption of the new LRTP that will guide the future transportation improvements of the City of Lincoln and Lancaster County.



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

JUSTIFICATION FOR RECOMMENDATION
The 2050 Long Range Transportation Plan Update identifies the priority projects that can reasonably be expected over the 24-year planning horizon within the fiscally constrained plan, which is based on extensive analysis, community input, and ongoing coordination with the LRTP Project Oversight Planning Committee and LRTP Update/Mobility Plan Committee (Lincoln-Lancaster County Planning Commission).

This Plan follows the federal requirements for preparing a long range transportation plan which is important because compliance with federal requirements must be met for the region to receive federal transportation funding.

COMPATIBILITY WITH THE COMPREHENSIVE PLAN
The Lincoln Metropolitan Planning Organization is federally required to update the long rang transportation plan every five years. The 2050 Long Range Transportation Plan is this update. Content from the LRTP becomes the transportation element of the adopted Comprehensive Plan to ensure that the two plans are aligned.

GENERAL INFORMATION

1. The Lincoln MPO is responsible for carrying out the federally-mandated transportation planning process in the Lincoln Metropolitan Planning Area which includes all of Lancaster County. Metropolitan transportation planning is the process of examining travel and transportation issues and needs in metropolitan areas, which includes a demographic analysis of the community in question, as well as an examination of travel patterns and trends. The planning process includes an analysis of alternatives to meet projected future demands, and for providing a safe and efficient transportation system that meets mobility needs while not creating adverse impacts to the social and physical environment.

   Federal Aid Highway legislation, regulations, and guidance require local governments to conduct cooperative, comprehensive, and continuing transportation planning ("3-C Planning Process") to develop metropolitan area transportation plans and programs in order to receive federal funds for transportation system improvements. In 1973, the governor of Nebraska designated the City of Lincoln as the MPO to assume the responsibilities of coordinating the transportation planning for Lincoln and Lancaster County.

   Transportation planning in metropolitan areas is a collaborative process, led by the MPO and other key stakeholders in the regional transportation system. The process is designed to foster involvement by all interested parties, such as the business community, community groups, environmental organizations, and the general public through a proactive public participation process conducted by the MPO in coordination with state, county, and city transportation agencies and transit operators.

2. The Mayor of the City of Lincoln is the Executive Officer of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure comprised of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO staff.

   a. **Officials Committee.** The Lincoln MPO Officials Committee functions as the policy making arm of the MPO. The Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The voting members review and act upon transportation related programs and studies recommended by the MPO Technical Committee. This Committee also reviews and adopts planning documents that are in compliance with the established planning process and the policies of the general purpose governments and agencies which they represent.

   b. **Technical Committee.** The Lincoln MPO Technical Committee is made up of representatives of various professional transportation and related planning disciplines and serves as the administrative and technical staff to develop and implement the plans and policies of the MPO. The Committee conducts the work necessary to produce and amend the Long Range Transportation Plan (LRTP) and makes recommendations to the Officials Committee on proposed programs, studies and planning documents that conform with appropriate regulations.

   c. **Project Oversight Planning Committee.** The MPO Technical Committee established a staff subcommittee to function as the Project Oversight Planning Committee to provide project oversight in developing the LRTP Update. The planning team worked with a consultant to establish the goals for a performance-based multi-modal long range transportation plan, provide the expertise and resources needed for the project and the review the technical reports and documentation. The committee members include staff from the Lincoln-Lancaster Planning and Development Services Department, Lincoln Transportation and Utilities Department, Lincoln Urban Development Department, Lincoln Parks and Recreation Department, Lancaster County Engineering, Lincoln-Lancaster County Health Department, Resilient Lincoln, Aging Partners, Lincoln Police Department, Lincoln Fire and Rescue, other cities in Lancaster County, Nebraska Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

   d. **Lincoln/ Lancaster County Planning Commission.** The Planning Commission plays an important role in the Lincoln MPO transportation planning process. An advertised public hearing before the Planning Commission is part of the formal adoption of the Long Range Transportation. In addition, the Planning

Commission reviews the Transportation Improvement Program for conformance with the LRTP. After public hearings are held, the Planning Commission forwards the MPO documents to the Officials Committee for approval. Joint briefings were held with the Planning Commission on the LRTP Update and other planning efforts that were grouped under a single Plan Forward heading, which were the Lincoln-Lancaster County Comprehensive Plan and Lincoln Mobility Plan (associated applications on this agenda). Primary activities during the briefings included education on specific topics so that members could make informed decisions, discussion and brainstorming exercises, and review of draft materials.

e. **MPO Administration.** Administration of MPO activities is the responsibility of the Lincoln-Lancaster County Planning and Development Services Department. The Planning and Development Services Director is the MPO Administrator and with direction from the Mayor of the City of Lincoln and the MPO Officials Committee, is responsible for on-going coordination, direction, and supervision of the Lincoln MPO transportation planning process.

ANALYSIS

1. The development of the Long Range Transportation Plan (LRTP) is 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 24 years. It defines an overarching vision of the region's future transportation, establishes goals and objectives that will lead to achieving that vision, 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 LRTP is updated every five years to accurately reassess existing and projected travel conditions and needed improvements based on current population and socioeconomic data and to be responsive to the planning area's continuously evolving needs. The projects listed in the LRTP are intended to reflect the community's values and visions for improving the overall transportation system while maintaining fiscal constraint. The policies, principles, and strategies in the Lincoln-Lancaster County Comprehensive Plan are coordinated with transportation planning activities and are reviewed regularly to ensure the Plans remain current. The land use and growth patterns become an integral part of the technical elements in the transportation plan and allows the plans, working together, to preserve and enhance valued natural and cultural resources and facilitate sustainable neighborhoods.

   This update of the LRTP was conducted simultaneously with development of a proposed Lincoln Mobility Plan, an updated bicycle and pedestrian plan for the City of Lincoln and its immediate environs that considered first- and last-mile connections to transit stops and cross-Lincoln routes. The Mobility Plan focused on pedestrian and on-street bicycle infrastructure, including trail sidepaths, which directly informed the LRTP recommendations. The Lincoln Mobility Plan also includes recommendations for mobility hubs locations. A mobility hub is a location with various types of amenities where multiple modes of transportation meet and serve key land uses.

   The three plans (LRTP, Lincoln Mobility Plan, and Comprehensive Plan) were coordinated with respect to community engagement under the Plan Forward header. This coordination allowed for unified and streamlined public interaction.

2. The current federal transportation act, the Infrastructure, Investment and Jobs Act (IIJA) of November 15, 2021 continues the previous requirements and provides long-term funding certainty for surface transportation infrastructure planning and investment. The metropolitan transportation planning process is required to be "continuous, cooperative, and comprehensive," and to provide for consideration and implementation of projects, strategies, and services that will address the below federal planning factors. The goals developed for the 2050 LRTP Update are aligned with these planning factors and the national transportation goals.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Federal regulations require that public outreach efforts allow all interested parties with reasonable opportunity to comment, including individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, affordable housing organizations, representatives of the disabled, and other interested parties. Methods of participation for the 2050 LRTP Update included public meetings, focus groups, pop-up booths at community events, and website survey tools. The Public Engagement Plan was established to ensure that federal requirements for public participation are met during the development of the LRTP Update and remain consistent with the MPO's adopted Public Participation Plan.

3. Development of the proposed LRTP addressed all the major elements in the Plan. The project team has consistently received feedback from the committees and the general public about the importance of maintaining the transportation system and making the system function as efficiently as possible, given transportation funding limitations. This planning process took place over the last approximately twenty-one (21) months in close coordination with the LRTP Project Oversight Planning Committee and Lincoln-Lancaster County Planning Commission with extensive input from the community. The public engagement process included three phases of community outreach that consisted of in-person and virtual public meetings, focus group meetings, and booths.

   The major planning elements addressed in the LRTP include the following:

   a. **Performance-based Planning** – Performance-based planning provides for a structure for the LRTP to ensure that scarce resources are used effectively and equitably and forms the foundation of the LRTP. The community values of transportation are woven into the goals, objectives, performance measures, and ultimately, evaluation criteria, which are used to identify high-priority transportation projects. The LRTP is based on a set of goals intended to implement the vision and support the transportation needs and values of the community, while aligning with state and national goals.

      The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable system that expands mobility choices, strengthens community connections, and enhances quality of life and economic vitality. Goals are the foundation for performance-based planning; the eight goals articulate the desired end state. The eight transportation goals, listed below, include related objectives that are specific, measurable statements that support achievement of the particular goal. These goals reinforce the five PlanForward (Lincoln-Lancaster County 2050 Comprehensive Plan) planning themes: Livable, Equitable, Resilient, Innovative, and Thriving.

- Maintenance: A well-maintained transportation system.
- Mobility and System Reliability: An efficient, reliable, resilient, and well-connected transportation system that leverages innovation and technology for moving people and freight.
- Livability and Travel Choice: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.
- Safety and Security: A safe and secure transportation system.
- Economic Vitality: A transportation system that promotes economic vitality and sustainable growth for residents and businesses.
- Environmental Sustainability: A transportation system that enhances the natural, cultural, and built environment.
- Funding and Cost Effectiveness: Collaboration in funding transportation projects that maximizes user benefits and local funding and embraces innovative funding approaches.
- Access & Opportunity: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

Thirty-seven system-level performance measures are linked directly to the goals and supporting objectives. Performance measures support the planning process to develop policy, prioritize investments, and measure progress. For each performance measure, available current and historic data show the current system performance and the trajectory of historic trends, providing insight into the projects, strategies, and policies needed to achieve performance targets. Specific performance targets are maintained and a desired trend (increase, decrease, or maintain) has been identified.

b. **Current and Future Needs** – The LRTP covers all modes of surface transportation and includes an overview of the transportation needs. The current and future needs of Lincoln and Lancaster County's transportation system are compiled from a variety of sources that include:

- 2050 LRTP
- Current planning studies
- MPO planning committees
- MPO technical tools (e.g., the 2050 Travel Demand Model, GIS analysis and engineering studies)
- Community input through focus group meetings, public meetings and other outreach, and online surveys

The transportation needs cover all modes of surface transportation: roadway, transit, bicycling, walking, and rail (specifically the railroad crossing needs). The current and future needs help to define a Needs Based Plan for the Lincoln MPO. This includes the transportation projects that could be constructed and programs that could be implemented to realize the transportation vision, if funding limitations were not a consideration. The Needs Based Plan includes more than $1.5 billion in roadway capital projects and $76 million in trail projects, among other needs.

c. **Community Input** – The 2050 LRTP included three phases of community outreach using various mechanisms at each phase of the project, both in-person and virtual. All engagement was coordinated with the other planning efforts taking place at the same time, which were the minor update to the Comprehensive Plan and the Lincoln Mobility Plan, discussed in detail in the separate staff reports on this agenda. In addition, Phases 1 and 2 of public engagement were coordinated with Lincoln on the Move. The Public Engagement Plan for each of the phases focused on a key theme:

- Phase 1: Listening & Discovery (Fall 2025) – Understand how people currently travel, identify barriers and needs, and raise awareness of the planning effort.
- Phase 2: Priorities & Tradeoffs (Winter 2025–2026) – Share draft goals and strategies; gather input on priorities for investment and tradeoffs across the transportation system.
- Phase 3: Draft Plan Review (Spring 2026) – Share draft plan recommendations, report back on

community input, and gather final feedback before adoption.

Detailed Phase 1 and 2 Engagement Summaries are available online at: https://www.lincoln.ne.gov/City/Departments/PDS/Planning/MPO/LRTP-Update-LMP

The first phase involved 10 Focus Group sessions with stakeholders who represented various interests in the community, virtual and physical mailings, library kiosks, social media and press release, a virtual public meeting between October and November 2025 with 163 unique contributors and 700 total contributions, an in-person public meeting on October 23, 2025 that was attended by 95 people, booths at seven community events, and various other advertising and presentations to community groups. The input received during this community outreach was used to inform the LRTP goals and their importance relative to each other and to help identify challenges and strategies to improve multimodal transportation as well as locations of transportation needs.

The second phase included virtual and physical mailings, social media and press release, a virtual public meeting between May and June 2026 with 194 unique contributors and 575 total contributions, an in-person public meeting on May 19, 2026 that was attended by 59 people, two informational booths, and various other advertising and presentations. Staff also re-engaged previous and new focus group members by asking for suggestions about the direction of funding to address challenges previously identified. The input received during this community outreach phase was instrumental in understanding the community's transportation priorities and has been integrated into the project prioritization process and the development of the recommended resource allocation scenario. Community input from both phases of public outreach has been integrated into the elements of the transportation plan.

The third phase provided various opportunities for public feedback on the draft 2050 LRTP Update document. A virtual public meeting was held from September 22 to October 22, 2026 and an in-person public meeting was held on September 22, 2026. The Phase 3 Engagement Summary will be available following close of the Phase 3 input period on October 22 at https://www.lincoln.ne.gov/City/Departments/PDS/Planning/MPO/LRTP-Update-LMP.

d. **Assumptions** – Several key assumptions have changed since the 2021 LRTP, affecting both forecasted revenues and projected transportation needs. The current plan begins with a substantially higher base-year revenue estimate ($189 million in 2027 compared to $156 million in 2022 in the previous plan), reflecting growth in transportation funding over the past several years. However, long-term revenue growth assumptions are more conservative, with transportation revenues increasing at an average annual rate of 2.5% compared to 3.3% in the 2021 plan.

   The most significant difference is in project cost inflation assumptions. The 2021 LRTP was developed during a period of rapidly escalating construction costs and assumed inflation rates of 10% annually for the first five years, 7% annually for the next five years, and 5% annually thereafter. In contrast, the current plan assumes construction cost inflation of 5% annually through 2028 and 3% annually for the remainder of the planning horizon. These lower inflation assumptions substantially reduce projected project costs over time, improving the overall purchasing power of available revenues despite the more modest revenue growth forecast. As a result, the current plan is able to fund a larger share of identified transportation needs than would have been possible under the assumptions used in the 2021 LRTP.

e. **Funding Outlook** – Transportation funding in Lincoln and Lancaster County comes from a variety of local, state, federal, and private funding sources. Revenue projections are estimated using historic revenue information and represent the funding that can reasonably be expected over the life of the LRTP. While the forecasts cover the full 24-year planning period (2027 – 2050), the first four years are already programmed through the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP). As a result, the LRTP focuses on allocating the remaining 20 years of forecasted revenues (2031–2050), which establish the financial framework for future transportation investments.

In total, an estimated $5.1 billion in transportation revenues can reasonably be expected for the Lincoln MPO region over the 20-year period. Approximately $3.5 billion (approximately two-thirds of funding available for transportation) is either restricted to specific types of projects (e.g., Federal Transit Administration funds must be used for transit capital and operations) or committed to specific projects or categories. The remaining $1.7 billion in funding is considered "flexible" and could be used for various transportation-related purposes to achieve the Plan goals.

Flexible Funds

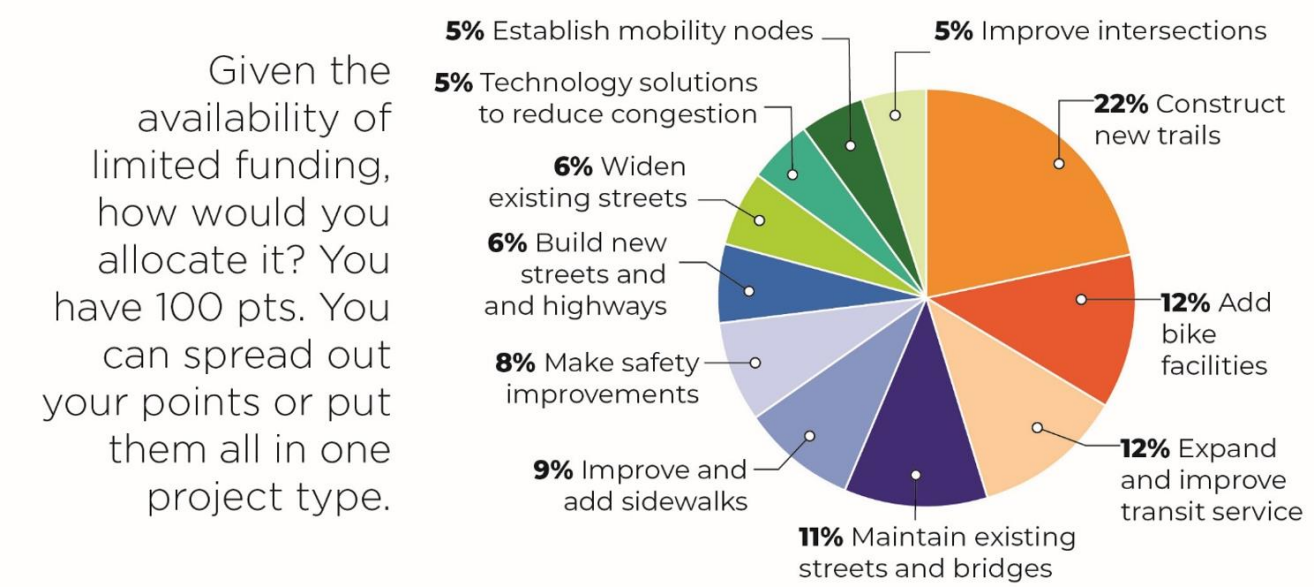
1. Surface Transportation Block Grant Program (STBG) – A portion of the flexible funds (approximately $285 million), can be used in Lincoln or Lancaster County. The LRTP continues to recommend a 70% (Lincoln)/30% (Lancaster County) split for these funds. This split will provide federal funding for construction of priority projects in the urban and urbanizing areas that will likely be annexed into the City of Lincoln as well as some critical rural projects.
2. City of Lincoln Street Improvement Vehicle (Wheel) Tax – These flexible funds (50% of wheel tax, approximately $303 million) must be used in Lincoln for street construction and residential street improvements.
3. City of Lincoln General Revenues – These flexible funds (approximately $226 million) must be used in Lincoln.
4. Lincoln Highway Allocation Funds (less payments for bonds issued for the construction of streets) – These flexible funds (approximately $893 million) must be used in Lincoln.

The transportation needs and opportunities in Lincoln and Lancaster County are great and current funding realities indicate that not all desired projects will be built within this plan's time frame. The funding outlook analysis for the LRTP presents an overview of the revenue forecasts, describes the resource allocation process, and establishes a strategy to maintain the transportation system and to make the system function as efficiently as possible within the transportation funding limitations. The details of the revenue forecasts available for transportation projects and programs are described in Chapter 6.

f. **Resource Allocation** – Resource allocation is the process that establishes how the Lincoln MPO intends to distribute the available funding for the transportation system improvements to best achieve the vision and goals of this plan. Based on the revenue forecasts and transportation needs, the planning process developed five funding scenarios across eighteen (18) project and program areas that have been divided into five major categories (NDOT, Lancaster County, Lincoln Roadway, Alternative Modes, and Other [Other includes ITS and Technology, East Beltway, and Studies/Preliminary Engineering/Right-of-Way/Statutorily Required Records]).

The revenue forecasts are not enough to address all the transportation needs in Lincoln. Through public input, the community expressed that trails, bike facilities, and transit were the top priorities. Maintaining existing streets and bridges came in fourth, followed by sidewalks and safety improvements. The LRTP recommends a funding strategy that recognizes the limited funding availability and strives to optimize the use of the reasonably expected funds based on input from the LRTP Committees and the community, in combination with technical analysis provided by professional staff and the consultant team.

Community Input on Funding Priorities



Lancaster County

Lancaster County has identified approximately $312 million in roadway capital project needs. All identified rural roadway capital projects can be funded within the LRTP planning horizon by 2050. After funding these roadway needs, approximately $94 million in flexible County revenues remains available. The recommended scenario allocates these remaining funds as a local contribution toward the East Beltway once all projects are completed.

Lincoln Urban Area

Based on input from the community on priorities and staff input on the funding scenarios, a hybrid scenario was developed that builds on the current investment approach while providing targeted increases for safety, rehabilitation, transit, and the East Beltway.

Compared to the current LRTP funding scenario (used as the baseline), the hybrid scenario re-allocates the flexible funds for the Lincoln Urban Area and increases funding for:

- **Safety Projects** (+$30 million), to support implementation of Vision Zero and other safety-focused initiatives.
- **Trail Projects** (+$10 million) and **Trail Rehabilitation** (+$10 million), to improve both trail expansion to keep pace with development and maintenance of the trail system.
- **Transit** (+$16 million), reflecting community support for expanding transportation choices and allocating funds to support increased frequency on key routes.
- **Mobility Nodes** (+$1.6 million) and **Other Bicycle and Pedestrian Projects** (+$10 million), to strengthen multimodal connectivity.
- **East Beltway** (+$10 million Lincoln +$94 million County), providing additional local funding toward this important regional investment, bringing the total contribution to $130 million.

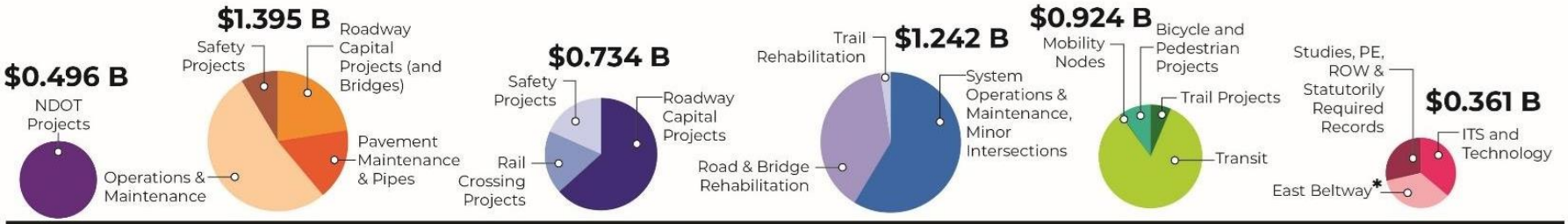
To accommodate these increases, funding for ITS and Technology was reduced from the baseline. During development of the hybrid scenario, the project team coordinated with Lincoln Transportation and Utilities (LTU) to refine long-term technology funding needs. Based on an estimated total need of approximately $150 million through 2050, a total allocation of $130 million is proposed. While this represents a substantial reduction from the baseline scenario, $130 million will meet a significant portion of anticipated ITS and technology needs through 2050. Examples of ITS and Technology improvements are synchronized

or adaptive traffic signals such as those deployed with the Green Light Lincon Program, vehicle-to-infrastructure technologies, vehicle-to-vehicle technologies, and traffic monitoring and incident management capability improvements.

The previous LRTP focused on road and bridge rehabilitation and maintenance as its top flexible funding category. This LRTP would continue to fund maintenance of the existing system at current levels, i.e., no change in funding levels from the previous plan. With renewal of Lincoln on the Move through 2033, a dedicated funding source continues to be available with a large portion dedicated to existing street improvements.

Overall, the hybrid scenario reflects the committees' and the community's preference for a balanced approach that preserves the core investment strategy of the current plan while directing additional resources toward updated priorities.

Recommended Resource Allocation



NDOT Projects	Rural Roads Program (Lancaster County)	Lincoln Construction Activities	Lincoln Maintenance Activities	Alternative Modes	Other

* East Beltway funding represents an initial investment from both the City of Lincoln and Lancaster County toward advancing the project; additional funding will be needed for full design and construction.

One outcome of the resource allocation process is that flexible funding is not available to address other possible resource allocation scenarios. Staff will continue to pursue additional funding sources to meet the transportation needs of the future. Future funding considerations include continuation of the Lincoln on the Move (LOTM) sales tax, new and continued competitive grant opportunities and Congressionally Directed Spending, and potential changes to the Highway Allocation Funds.

Two new policy recommendations are proposed to further advance the Plan goals:

Implement a Complete Streets funding policy for roadway capital projects. Consistent with the City's adopted Complete Streets approach, allocate approximately 3% of roadway capital project funding toward new bicycle, pedestrian, and other multimodal improvements that are integrated into roadway projects. This funding is assumed to be included within the roadway capital project allocation and does not represent a separate funding category.

Establish an annual bicycle and pedestrian project funding pool. Create a dedicated funding program for stand-alone bicycle and pedestrian projects that are not directly tied to roadway capital improvements. This strategy would provide a predictable source of funding for smaller-scale projects that improve connectivity, close network gaps, and advance the community's active transportation goals.

g. **Fiscally Constrained Plan** – By directing the available transportation revenues to cost-effective improvements and maintaining the existing infrastructure, the Fiscally Constrained Plan is able to address the region's most pressing needs. The following sections provide information on what can reasonably be funded over the 24-year time horizon within the Fiscally Constrained Plan. The details of the Fiscally Constrained Plan are described in Chapter 7.

NDOT Projects
Overview: NDOT has identified four projects within the Lincoln MPO, totaling $212 million in needs
Resource Allocation: $496 million
What can be completed: I-180, I-80 to US-6 (reconstruction + bridges); I-80 and I-180 interchange; and O Street (US-34), 84th Street to the east County line (see Table 18 and Figure 16); remaining funds go towards asset preservation and strategic improvements to key Interstate and US Highway corridors, enhancing regional mobility, safety, and long-term system performance

Lancaster County Roadways
Overview: Includes four program areas: Roadway and Bridge Capital Projects, Pavement Maintenance and Pipes, Operations and Maintenance, and Safety Projects. The LRTP identifies 67 capital projects in the County, with project costs totaling $201 million
Resource Allocation: $1.4 billion total ($312 million for capital projects with the remaining funds used for maintenance projects, safety projects, and East Beltway contributions)
What can be completed: All of the capital projects could be constructed when accounting for construction cost inflation over time, plus 12 projects with committed funding (expected to be built within the next four years) (see Table 17 and Figure 20)
Funding Gap: None

City of Lincoln Construction Activities
Overview: Includes three program areas: Roadway Capital Projects, Rail Crossing Projects, and Safety Projects. The LRTP identifies 109 capital projects in the City, with project costs totaling $970 million
Resource Allocation: $734 million total ($467 million for capital projects with the remaining funds used for rails crossing projects and safety projects)
What can be completed: 43 projects, plus 25 projects with committed funding (expected to be built within the next four years) (see Figure 18 and Table 22)

Funding Gap: 66 projects would remain unfunded

City of Lincoln Maintenance Activities

System Operations and Maintenance

Overview: Routine activities such as snow removal, street sweeping, pothole repair, signing and pavement markings, as well as traffic operations and minor intersection improvements
Resource Allocation: $729 million
What can be completed: Commensurate funding with the previous 2050 LRTP

Road and Bridge Rehabilitation

Overview: Rehabilitation of arterial and residential streets, pavement resurfacing and overlays, bridge rehabilitation, signal replacement, and other improvements that restore infrastructure
Resource Allocation: $483 million
What can be completed: Commensurate funding with the previous 2050 LRTP; equates to approximately 260 lane miles rehabilitated

Trail Rehabilitation

Overview: Reconstruction and rehabilitation of deteriorating trails, as well as related improvements such as bridge and sign replacement and trail widening
Resource Allocation: $30 million
What can be completed: Increased funding compared with the previous 2050 LRTP; equates to rehabilitation of approximately 60 miles of trails

Alternative Modes

Transit

Overview: Operation of StarTran's bus service is funded through a combination of Federal Transit Administration funds, state transit funds, bus fares, advertising, the University of Nebraska – Lincoln, and transfers from the general fund
Resource Allocation: $774 million (including $12 million of federal grant funds for rural transit and non-profit organizations)
What can be completed: Continuation of StarTran's current service levels and maintenance and replacement of fleet and bus stop amenities, plus increased frequency on select existing routes

Trail Projects

Overview: The LRTP identifies 37 capital trail projects with costs totaling $71 million
Resource Allocation: $60 million
What can be completed: 25 projects (plus four trail projects with committed funding that will be built within the next four years) (see Figure 19 and Table 25)
Funding Gap: 12 projects would remain unfunded

Mobility Nodes & Connecting Corridors

Overview: Mobility nodes are strategically located places designed to improve connections between transportation options and destinations, particularly for people walking, bicycling, using transit, or using shared mobility services
Resource Allocation: $1.6 million; new program not in previous 2050 LRTP
What can be completed: Approximately 30 mobility nodes and/or up to 6 miles of connecting corridors

Bicycle and Pedestrian Projects

Overview: Improvements identified in the proposed Lincoln Mobility Plan to make walking and bicycling safer and more convenient

Resource Allocation: $88 million
What can be completed: Approximately 380 miles of on-street bike lanes OR 15 miles of protected bike lanes OR 53 miles of sidewalk rehab

Other

ITS and Technology
Overview: This program includes Green Light Lincoln, annual signal equipment upgrades, and technology improvements such as automated traffic signal performance measures
Resource Allocation: $130 million
What can be completed: More accurate reflection of funding needs for existing programs through 2050

East Beltway
Overview: This program banks funding to purchase right-of-way and other needs for the future East Beltway, which the public identified as one of the highest priority roadway capital projects
Resource Allocation: $130 million (including approximately $94 million from Lancaster County, $18 million from the City of Lincoln, and $18 million from Keno/Gambling revenues)
What can be completed: Funding could be used for continued corridor preservation, environmental review, design, and early implementation activities
Funding Gap: Proceeding with construction of a project this size depends on additional funding from the state and/or federal government

Studies, PE, ROW, and Statutorily Required Records
Overview: Pre-project level engineering studies, responses to non-project specific public inquiries, engineering standards and guidelines, staff coordination with private sector growth proposals, and legal requirements for record keeping
Resource Allocation: $101 million
What can be completed: Commensurate funding with the previous 2050 LRTP

4. The planning objective for 2050 LRTP Update was to use a performance-based planning approach in developing a metropolitan transportation plan that conforms with the funding outlook which maintains the existing infrastructure, allows the transportation system function as efficiently as possible, constructs the highest priority capital projects and addresses some of the funding needs for roadway, bridge, trail, bike, pedestrian, transit, and other modes as identified through technical analysis and public input. The result is a fiscally constrained LRTP that addresses the planning area's most pressing needs. A basic direction of this LRTP Update was to focus on maintaining the transportation system and making the system function as efficiently as possible with the most needed projects.

   There are many transportation needs in the Lincoln MPO planning area that would be implemented if additional funding was available. These projects will remain in the LRTP but are identified as unfunded illustrative projects. These include roadway and trail projects that are desired but cannot be done within the planning period due to funding limitations. However, unfunded illustrative projects will be able to move forward if and when funding becomes available. An ongoing community discussion about the need for additional funding is supported, and new funding options will continue to be pursued to address these unfunded needs.

   The Nebraska Department of Transportation, Lancaster County Engineering, Lincoln Transportation and Utilities Department, and Lincoln Parks and Recreation Department provided input on projects that resulted in updated project listings in the proposed LRTP.

   The public review period on the Draft LRTP was held from September 22 to October 22, 2026, as required per the MPO's Public Participation Plan. All comments received are being forwarded to the Planning Commission

for their consideration in the final review of the LRTP.

The Planning Commission review and comments along with additional comments received at the public hearing will be forwarded to the MPO Technical Committee and MPO Officials Committee for review and approval. The LRTP must be approved by the end of the year to meet established federal timelines.

The Plan is available on the web at lincoln.ne.gov/city/departments/pds/planning/mpo/lrtp-update-lmp.

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Date: October 15, 2026

https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/MISC/26000/MISC26011 2050 LRTP Update.rkc.docx

Lincoln-Lancaster County
PLANNING AND
DEVELOPMENT

Memo

DATE: September 29, 2026
TO: Lincoln-Lancaster County Planning Commission
FROM: Lincoln-Lancaster County Planning and Development Services Department and Lincoln Metropolitan Planning Organization (MPO)
SUBJECT: 2050 Long Range Transportation Plan Update

This is application to review the Lincoln Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP).

The LRTP guides investments in the Lincoln metropolitan planning area's transportation system for the next 24 years. It defines a vision of the region's future transportation, establishes goals, objectives, and performance measures that will lead to achieving that vision, and allocates projected revenue to transportation programs and projects consistent with goals of the LRTP. The LRTP also supports the Transportation Goal, Element, and Policies of the Lincoln-Lancaster County 2050 Comprehensive Plan.

This plan is the result of a robust process that involved a consultant team, Lincoln MPO committees, Planning Commission, multiple city departments, focus groups, and other community stakeholders.

This item will be scheduled for Planning Commission consideration at the October 28, 2026 public hearing. The tentative schedule is that the plan will be adopted by the MPO Officials Committee in December 2026.

The draft plan is available for review at lincoln.ne.gov/planforward.

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?	DEVELOPER/OWNER
Miscellaneous #26012 Lincoln Mobility Plan	No	N/A
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY ADDRESS/LOCATION**
October 28, 2026	MISC26011, CPA26002	City of Lincoln

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST
This is an application to review and approve the proposed Lincoln Mobility Plan (LMP), as well as advise the Lincoln Metropolitan Organization (MPO) Technical Committee and Officials Committee on the adoption of the LMP. This Plan proposes a strategy for enhancing the active transportation network in Lincoln while supporting growth and contributing to economic vitality.

JUSTIFICATION FOR RECOMMENDATION
The LMP makes recommendations for on-street facilities and land use strategies, to make Lincoln's active transportation system safer and more connected, helping achieve a vision of a low-stress network that improves modal choice, access, economic prosperity, and long-term resilience.

The LMP was developed in coordination with the Lincoln-Lancaster County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP), which included extensive community engagement, involvement of the Planning Commission, as well as support from the Mobility Plan Advisory Subcommittee of the LRTP Project Oversight Planning Committee.

APPLICATION & STAFF CONTACT
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COMPATIBILITY WITH THE COMPREHENSIVE PLAN
PlanForward, the Comprehensive Plan for the City of Lincoln and Lancaster County, provides the framework for achieving a future Lincoln and Lancaster County that is Livable, Equitable, Thriving, Resilient, and Innovative. The goals outlined in the Comprehensive Plan are meant to guide land use decisions, public and private investments, and other actions that will affect the future of the community. Policies in the Comprehensive Plan include action steps to support one or more of the goals.

The LMP supports the Comprehensive Plan's goals by focusing on equitable access to multimodal and active transportation options by improving the safety and connectivity of bicycle, pedestrian and transit infrastructure. The LMP also provides guidance for shifting away from traditional auto-oriented development to compact, mixed-use design that facilitates access to multiple transportation options, and incorporates opportunities for increased affordable housing and placemaking. The LMP aligns with several goals of the Comprehensive Plan, specifically:

G2: Complete Neighborhoods
Goal 2 of the Comprehensive Plan is to support complete neighborhoods within both developing and redeveloping areas of Lincoln. A complete neighborhood includes a variety of housing options and is one where residents are able to easily and efficiently access goods and services to meet their daily needs.

G6: Healthy, Active and Connected People
Goal 16 of the Comprehensive Plan is to ensure that Lincoln and Lancaster County will be a healthy community that continuously creates and improves both its physical and social environments where every person is free to make choices amid a variety of healthy, available, accessible, and affordable options.

G15: Transportation
Goal 15 of the Comprehensive Plan is to achieve a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community.

P63: Transportation Access and Opportunity. Prioritize transportation systems that facilitate freedom of movement for all community members, including for communities with limited transportation options.

- Expand and maintain infrastructure for all modes of transportation serving overburdened and underserved populations.
- Remove physical, temporal and language barriers to using the transportation network.
- Use public engagement methods that strive for representative input and full involvement of communities with limited transportation options. Broaden transit public input and validate priorities, alternatives and plans with diverse stakeholders.

P65: Complete Streets. Plan, design, build, and maintain streets to provide travel mode choice and to accommodate people of all ages and abilities.

- Implement and track the 3 percent multimodal investment requirement for street improvement projects, with progress evaluated annually and over the first five years following LRTP adoption.
- Add safe and accessible connections to transit, multiuse trails, sidewalks and bicycle facilities.
- Complete demonstration projects based on advisory input from Complete Streets Committee to accomplish Complete Streets objectives and gain public input by implementing lower cost solutions that address identified infrastructure challenges. Incorporate green infrastructure into Complete Streets where feasible.
- Identify supplemental funding sources for Complete Streets projects.

P66: Transportation and Managing Growth. Integrate land use and transportation decisions to ensure transportation infrastructure can support travel demands associated with growth.

- Increase multimodal connections within and between all neighborhoods and commercial centers.
- Support transportation options near infill development projects by developing Mobility Nodes as recommended in the Lincoln Mobility Plan.

P69: Transit. Enhance the community's public transportation operations to support the local economy and expand travel choice.

- Improve the transit experience by reducing the distance between the transit stop and traveler's destination (known as first/last mile connections) and adding amenities at transit stops as recommended by the Lincoln Mobility Plan.

P70: Active Transportation. Support active transportation through implementation of recommendations in the Lincoln Mobility Plan.

- Establish and maintain a dedicated annual funding pool for standalone bicycle and pedestrian projects that improve safety, close network gaps, and strengthen multimodal connectivity.
- Develop planning tools to support implementation of Mobility Oriented Development (MOD).
- Establish mobility nodes to support multimodal travel: Use redevelopment node concept from Comprehensive Plan to establish mobility nodes in existing city areas. Invest in sidewalks to improve the pedestrian environment and support Mobility Oriented Development (MOD). Integrate shared mobility/micromobility options, e.g., bike, scooter, into Mobility Oriented Development and incentivize such integration
- Incorporate wayfinding and sustainable lighting into pedestrian facilities.
- Support walking and bicycling education for elementary, middle and high school students, including content on electric/electric assist micromobility devices.
- Enhance connectivity for bicycle and pedestrian travel by prioritizing low-stress facilities, e.g., bicycle boulevards.

COMPATIBILITY WITH THE LONG RANGE TRANSPORTATION PLAN

The 2050 Lincoln Metropolitan Organization (MPO) Long Range Transportation Plan (LRTP) describes the vision, priorities and investment strategy for the multimodal transportation system in Lincoln and Lancaster County through the year 2050. The vision supported by the LRTP is one of a safe, efficient and sustainable transportation system that expands mobility choices, strengthens community connections and enhances quality of life and economic vitality for Lincoln and Lancaster County.

The LMP aligns with the LRTP in many areas, specifically:

Goals and Related Performance Measures

Livability & Travel Choice: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.

- Increase miles of trails, sidewalk, and on-street bike facilities
- Increase annual transit ridership per capita
- Increase percent of transit supportive areas served

Safety & Security: A safe and secure transportation system.

- Decrease number of non-motorized fatalities and serious injuries, including vulnerable road users such as pedestrians and cyclists

Environmental Sustainability: A transportation system that minimizes negative impacts on and strives to enhance the natural, cultural, and built environment.

- Increase the percent of non-SOV travel

Funding & Cost Effectiveness: Collaboration in funding transportation projects that maximizes user benefits and local funds while embracing innovative approaches.

- Increase annual value of grant or outside funding secured for transportation projects

Access & Opportunity: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

- Increase access to on-street bike lanes and trails across communities with varying levels of transportation options

ANALYSIS

1. This application is to review and approve the Lincoln Mobility Plan (LMP).

2. The LMP updates and consolidates Lincoln's past pedestrian and bicycle planning efforts, including the 2013 Pedestrian & Bicycle Capital Plan and the 2019 Lincoln Bike Plan. The LMP aims to coalesce previous multimodal planning work with a fresh approach, to create a single, comprehensive strategy and vision for the multimodal system. The LMP was developed in coordination with the Lincoln-Lancaster County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP). The LRTP constitutes the federally recognized transportation plan that identifies funding for priority projects in Lincoln and Lancaster County. The LRTP is developed in close coordination with the Lincoln-Lancaster County Comprehensive Plan.

The LMP contains recommendations and strategies that inform the LRTP by addressing non-vehicular mobility needs in greater depth. The development of the LMP began following an initial round of community engagement for the broader LRTP, which collected detailed input concerning multimodal travel in Lincoln. A thorough review of input was conducted as well as existing conditions related to multimodal safety, connectivity and travel patterns, after which development of the LMP began, following four main steps:

- Mobility node definition & identification
- Street typology definition
- Network visioning and project development
- Project evaluation, refinement and prioritization

3. Input from the public and community stakeholders helped shape the vision and goals of the LMP. The planning process for the LMP was guided by the Project Oversight Planning Committee (POPC), the Planning Commission, and input from the public. The Lincoln Mobility Plan Advisory Subcommittee was a group of professional staff that focused specifically on the Lincoln Mobility Plan while maintaining coordination with the LRTP, Vision Zero Action plan and other relevant initiatives. The vision statement of the LMP is:

A connected, low-stress city network that makes walking, biking, rolling, and transit safe, convenient, and practical for everyday trips, improving access citywide and supporting a healthy, resilient, and prosperous Lincoln.

Seven goals were developed for the LMP and were used during the project identification process were:

Safety: A safer multimodal network that supports walking, biking, rolling, and transit access in a manner that eliminates fatal crashes and reduces serious injury crashes.

Connected Network: A connected citywide network linking people – both in established areas and the growing edges – to goods, services, and amenities such as jobs, schools, services, parks, and transit access.

Access & Opportunity: A reliable multimodal network that supports daily travel needs for all members of the Lincoln community through practical travel choices, especially in areas with limited transportation options.

Healthy, Active Lifestyle: A city designed to encourage active transportation and cultivate healthier, more livable

neighborhoods.

Sustainable Mobility: A transportation system that advances clean technologies, improves air quality, uses resources efficiently, and strengthens long-term resilience.

Economic Vitality & Access to Jobs: A multimodal system that builds a stronger economy through improved access to jobs, education, and key destinations, supporting talent attraction and long-term retention.

Implementation, Funding & Partnerships: Cost-effective implementation of the Mobility Plan through a coordinated 'dig once' approach, backed by reliable funding and strong partnerships.

Recurring themes in public and stakeholder input included pedestrian and bicycle safety, active transportation connectivity, transit and mobility choice, growth and accessibility, multimodal transportation, as well as funding and implementation strategies.

Residents are proud of the trail system and would like to see trail and bikeway connections to neighborhoods, parks, schools, other key destinations and Downtown. Although there was excitement about recent improvements to bicycle and pedestrian infrastructure, barriers to multimodal accessibility that were identified included missing links, uncomfortable on-street routes, stressful intersections and rail crossings.

4. In order to ensure that the LMP was developed with the needs of the community in mind, and to make recommendations with a clear impact on community mobility, community engagement was an essential component of the planning process. Public agency and stakeholder input began in Fall 2025 with a project kickoff meeting to confirm the project goals and objectives, as well as to identify critical concerns for the project.

Public engagement occurred in three phases. Phase 1, Listening and Discovery, took place in Fall 2025 and aimed to understand how people travel, identify barriers and needs, and raise awareness of the planning effort. Phase 2, Priorities and Tradeoffs, took place in Winter/Spring 2025-26, and aimed to share draft goals and strategies, as well as gather input on priorities for investments and tradeoffs. Phase 3 served to refine the draft LMP based on input from the public and stakeholders.

Community engagement occurred in concert with involvement efforts for the Long Range Transportation Plan update and the Comprehensive Plan update. This joint engagement effort was referred to as PlanForward, and had the following goals:

- Building awareness and transparency through the planning process
- Elevating public input as a foundation for both the Lincoln Mobility Plan and the 2050 LRTP Update
- Reaching historically underrepresented communities and incorporating lived experience
- Connecting engagement activities to meaningful outcomes and plan recommendations
- Supporting long-term community buy-in and understanding

To reach a wide range of stakeholders and facilitate understanding, a range of engagement methods were used:

- A project website was hosted on Social Point, an online public engagement tool. The site provided basic information about planning efforts, including contact information, public meeting materials, and opportunities to provide feedback or ask questions. Integrated into the website was an interactive commenting map that included layers representing transportation elements, such as existing infrastructure or potential future project locations, on which community members were able to comment.
- Ten focus group discussions, with one concentrating on active mobility. Participants consisted of key community stakeholders who provided input on transportation opportunities, challenges and priorities. There were representatives from various sectors such as housing, health, business, education, services for the aging population and transportation.

- Pop-up events at various locations including parks, community events and the UNL campus.
- Social media posts, StarTran bus ads and information at library kiosks.
- Open House events for Phase 1 (Fall 2025), Phase 2 (Spring 2026) and Phase 3 (Fall 2026). These efforts corresponded with virtual options on the Social Point website.
- In-person events.
- Stakeholder outreach including briefings held for members of the Planning Commission.

Focus group input emphasized access to jobs, services and resources; safety and security; and efficient mobility that supports seamless travel across modes.

5. A key component of the LMP was the development of a concept for mobility nodes around the city. Mobility nodes are physical locations, at or near intersections, with amenities that facilitate transitions between different modes of transportation. They are meant to increase the feasibility and convenience of multimodal travel.

Two types of mobility nodes were created and have the added potential to support placemaking because of their strategic locations where people naturally gather. Growth Mobility Nodes are meant to be integrated into new development from the start, or into established areas as part of redevelopment projects. Intermodal Nodes represent locations where transit and active transportation modes intersect, without association with development or redevelopment. Radii of ¼ mile and ½ mile around each node were identified, representing areas of influence around each node and are typical distances for people to walk or bike. The 35 recommended node locations were distributed throughout the city.

6. The LMP establishes a new street typology framework that considers the unique character of different types of streets, particularly from the perspective of multimodal opportunities. The concept of street typologies serves to connect the proposed mobility nodes. Rather than focusing solely on a street's role in moving vehicles within the larger network, the concept of street typologies incorporates surrounding land use context and community transportation goals. The seven typologies include:

- Freeway/Expressway
- Major Arterial
- Minor Arterial
- Collector
- Bicycle Priority Street
- Transit Priority Street
- Neighborhood/Local Street

7. The concept of Mobility Oriented Development (MOD) is introduced in the LMP , in order to maximize the benefits of coordinating land use and transportation. MOD encourages higher density, mixed-use development alongside a high quality pedestrian realm in areas within walking distance of transit corridors, i.e., ¼ mile to ½ mile from stations. Sidewalks, build-to-zones, ground-floor transparency, site and building access, on-site pedestrian circulation, shared mobility, parking, both vehicle and bicycle, zoning and housing affordability are all important considerations of MOD. MOD is integrated into the Comprehensive Plan Update as part of the Infill and Redevelopment Element.

The Transportation and Managing Growth policy recommendation in the LRTP is relevant to the LMP since it encourages the integration of land use and transportation decisions to ensure that transportation infrastructure can support travel demands associated with growth. Infill development can maximize the value of existing infrastructure and support transit and active transportation while reducing travel distances and creating a more connected community. This policy recommendation encourages multimodal connections within and between all neighborhoods and commercial centers, as well as the development of mobility nodes to support transportation options near infill development and the identification of supplemental funding for Complete Streets projects.

The Active Transportation policy recommendation in the LRTP is relevant to the LMP. It recommends establishing and maintaining a dedicated annual bicycle and pedestrian project funding pool for projects not directly tied to roadway capital improvements. This program would provide a predictable source of funding for smaller-scale, standalone bicycle and pedestrian projects that improve safety, connectivity and accessibility. This policy also encourages the development of planning tools to support the implementation of Mobility Oriented Development (MOD).

8. The LMP aimed to develop a safe and continuous bicycle network across Lincoln by identifying recommended projects that would enhance and expand upon existing on- and off-street infrastructure. Bicycle projects were recommended that build upon existing facilities and facilities proposed in the 2019 Lincoln Bike Plan, while keeping the vision of a low-stress, safe, and connected network in mind. Public and stakeholder input was also an important factor in the early stages of network development.

After initial development of a draft proposed network, the LMP was refined into a final set of recommended projects through several rounds of review and discussion with the core project team and the Lincoln Mobility Plan Advisory Committee, the consultant team, as well as input from the public. This refinement resulted in a set of 207 recommended bicycle projects to establish a comprehensive, high-quality on-street bicycle network throughout Lincoln. Proposed facilities, depending on the context and need, included shared use paved trails, bike lanes and boulevards, as well as neighborhood routes. Projects were sorted into Low (less than $100,000), Medium ($100,000 - $500,000) and High (over $500,000) cost ranges to help with prioritization, with cost being incorporated into implementation for evaluation purposes.

Evaluation criteria were directly aligned with LMP goals. Crash data analysis performed during development of the City of Lincoln's Vision Zero Action Plan identified High Injury Networks (HINs) that were used to inform project prioritization and evaluation.

Each project received a score ranging from 0.0 (least favorable) to 1.0 (most favorable) for each goal of the LMP. Each goal was assigned a weighting factor based on the priorities established in the LMP.

Proposed projects that received strong public support focused on closing network gaps and creating safer, more comfortable routes for walking and bicycling. Results from a funding activity pertaining to the LRTP update, that allowed participants to prioritize categories of projects, indicated strong support for expanding transportation options, particularly trails, bicycle facilities and transit service. Although transit service itself is not a focus of the LMP, it aims to facilitate the use of transit, especially by improving first- and last-mile connections for trips made without the use of a private vehicle.

The Safety policy recommendation in the LRTP is relevant to the LMP. It prioritizes the protection of vulnerable road users such as bicyclists and pedestrians; recommends identifying policies that prioritize walkability and safety near mobility nodes, employment centers, commercial corridors and high-density residential areas; encourages safe intersection crossings for bicyclists and pedestrians; and promotes the incorporation of safety enhancements for bicyclists and pedestrians during development or land use changes.

9. The LMP outlines strategies, tools and processes for implementation, organized around four components: infrastructure investments, programs and initiatives, policies and standards, and operations and maintenance.

The LMP is intended to serve as a decision-making tool for transportation and land use decisions in Lincoln. To be effective, the concepts presented in the LMP must be consistently applied across planning, design and implementation processes. The LMP is intended to guide the prioritization and development of projects included in the CIP and TIP.

Implementation will require coordination with the LRTP, the Comprehensive Plan, other modal and neighborhood

plans, as well as future iterations of the StarTran Transit Development Plan, Vision Zero Action Plan, redevelopment plans and subarea studies, and capital and maintenance programming efforts. Implementation of the Lincoln Mobility Plan will occur incrementally over time, influenced by funding availability, project opportunities, and evolving community needs. To support implementation, it will be necessary to clearly define agency roles and responsibilities, identify performance measures related to plan goals, monitor progress and make updates to reflect new data and evolving priorities. A framework for accountability and continuous improvement will ensure that the LMP serves the City well in the years ahead.

10. It is important to note that the LMP is a long-range plan that will be carried out over an extended planning period, making a strategic and flexible approach to funding essential. Funding will come from a variety of sources, some of which have already been used for mobility-related projects:

- Local funding sources
    - General Fund
    - Trail Impact Fees
    - Tax Increment Financing (TIF)
- State and regional funding sources
    - Lower Platte South Natural Resources District (LPSNRD)
    - NDOT Highway Safety Office (NDOT-HSO): These funds are particularly well-suited for bicycle and pedestrian safety campaigns and education initiatives.
- Federal funding sources
    - Surface Transportation Block Grant (STBG)
    - Transportation Alternatives Program (TAP)
    - Recreational Trails Program (RTP)
    - Highway Safety Improvement Program (HSIP)
    - Federal Transit Administration (FTA)
    - Community Development Block Grant (CDBG)
- Other funding sources
    - Private donations: Trail construction and enhancements have historically been supported by private donations. Continued engagement with private partners can provide additional funding for both infrastructure and program strategies.
    - Collaborations with universities, school districts, major employers and healthcare organizations can support targeted improvements, particularly those that enhance access to key destinations.

The City of Lincoln has a strong track record of leveraging grant funding and partnerships to support the development of the trail system and on-street bicycle network. Building on this history of success, the funding strategy for the LMP focuses on maximizing existing resources, coordinating investments and pursuing a variety of funding opportunities. Specifically, the funding strategy for the LMP includes:

- Leveraging planned capital and maintenance projects
- Committing local funding resources
- Building partnerships
- Strategic pursuit of competitive funding
- Expanding non-governmental funding opportunities

Investments that provide the greatest benefits in terms of safety, connectivity and accessibility will be prioritized. As a strategy to reduce costs and accelerate implementation, mobility improvements will be coordinated with other planned investments such as roadway construction, resurfacing, utility projects and redevelopment activities. Consequently, bicycle and pedestrian improvements can be incorporated into projects already funded.

Table 27 in the LRTP identifies projects recommended in the LMP that could potentially be associated with fiscally constrained roadway projects.

Given the rough correspondence between cost category and project complexity, projects classified as Low Cost, e.g., signing and pavement markings, can likely be built quickly in the near-term (0-5 years), as part of maintenance projects; projects classified as Medium Cost, e.g., signal upgrades and crossing improvements, are more likely to occur in the mid-term (5-10 years); and High Cost projects, e.g., reconfiguration to include curb-separated facilities, will occur with major roadway reconstruction, redevelopment or regional investments, in the long-term (10+ years).

The Trails, Bicycle and Pedestrian Program, described in the LRTP, combines federal and local funding sources to support construction and rehabilitation of trails, sidewalks and other bicycle and pedestrian improvements. These revenues may be supplemented by other transportation funding sources when bicycle and pedestrian improvements are incorporated into larger roadway projects. A total of $72.61 million is anticipated in this category from 2031 to 2050. Sources of funds include the federal TAP, the LPSNRD, City of Lincoln impact fees, private contributions, Keno/Gambling revenues and City of Lincoln general revenues.

The LRTP funding strategy includes, among other recommendations, incremental increases in funding for safety improvements for all transportation users, as well as expanded investment in multimodal transportation and the new mobility node program identified in the LMP. Specifically, the Recommended Funding Plan includes an additional $30 million to support implementation of the VZAP and other safety-focused initiatives, $10 million to support expansion of the trail system, $10 million to support maintenance of the trail system, $16 million to support transit, $1.63 million to support mobility nodes, and $10 million to support other bicycle and pedestrian projects that strengthen multimodal connectivity.

Relevant to the LMP, the resource allocation used to develop the Fiscally Constrained Plan in the LRTP includes funding, for FY 31-50, in the Alternative Modes category as follows: $59,980,000 for trails projects; $774,350,000 for transit; $1,630,000 for mobility nodes and connecting corridors; and $88,340,000 for bicycle and pedestrian projects, for a total of $924,300,000 that helps strengthen connections for pedestrians, bicyclists and those using transit.

Together, the $1.6 million allocated to mobility nodes and the $88.3 million allocated to bicycle and pedestrian projects improve first- and last-mile connections, bridge gaps in the multimodal network and enhance the safety and convenience of walking and bicycling. Also relevant to the LMP is the allocation of $133.4 million to safety projects under the Lincoln Construction Activities category, to support recommendations from the Vision Zero Action Plan.

Note: Phase 3 public engagement for the LMP will end on October 22, 2026. A memo with a summary of this phase of public engagement will be shared prior to the October 28, 2026, Planning Commission meeting.

The Lincoln Mobility Plan is available on the web at 2050 Long Range Transportation Plan Update & Mobility Plan – City of Lincoln, NE.

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Date: October 16, 2026

https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/MISC/26000/MISC26012 LMP.mh.docx

Memo

DATE: October 9, 2026
TO: Lincoln-Lancaster County Planning Commission
FROM: Lincoln-Lancaster County Planning and Development Services Department and Lincoln Metropolitan Planning Organization (MPO)
SUBJECT: Lincoln Mobility Plan

This is an application to review the Lincoln Mobility Plan (LMP).

The Lincoln Mobility Plan leverages the City of Lincoln's highly regarded trail network while recommending a variety of on-street and land use strategies, to make the active transportation system more robust, safe, connected and resilient.

The LMP was developed in coordination with the Lincoln-Lancaster County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) and included extensive community engagement, involvement of the Planning Commission, as well as support from the Mobility Plan Advisory Subcommittee of the LRTP Project Oversight Planning Committee. The LMP provides a framework and recommendations for integrating all modes of travel while enhancing safety, connectivity, access, sustainable mobility and economic vitality.

The development of the LMP included the updating and combination of two previously adopted, relevant documents: the 2019 Lincoln Bike Plan and the 2013 Pedestrian and Bicycle Capital Plan. Incorporating previous efforts to improve multimodal choices optimized the planning process and development of the current strategy.

This item will be scheduled for Planning Commission consideration at the October 28, 2026 public hearing. The tentative schedule is that the LMP will be considered by the City Council on November 2, with a public hearing on November 23, and adopted by the MPO Officials Committee in December 2026.

The draft Lincoln Mobility Plan is available for review at lincoln.ne.gov/planforward.

-Thank you

Lincoln-Lancaster County
PLANNING AND
DEVELOPMENT

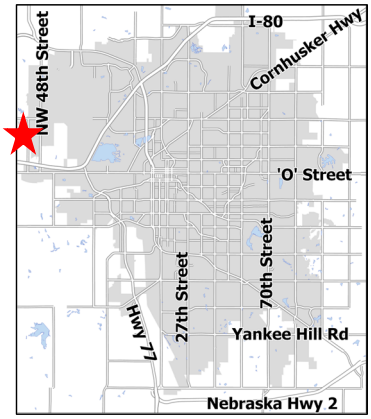
LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Comprehensive Plan Amendment 26003 Growth Tier and Land Use Amendment	No	Arbor Farms, LLC
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY ADDRESS/LOCATION**
October 28, 2026	AN26010, CZ26024, PP26002	NW 57th St and W Thatcher Lane

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request to adjust the Priority Growth Areas Map,2050 Future Service Limit, and Future Land Use Map. This Comprehensive Plan Amendment (CPA) request is related to AN26010, CZ26024 and PP26002 applications which are for Hennessey Heights. This is a proposed single family residential development on 50.76 acres generally located near NW 57th Street and W Thatcher Lane in northwest Lincoln. The annexation area is approximately 47 acres.



A summary of the changes is below:

- Revise the Priority Growth Areas Map to change property from Tier III to Tier I Priority A for the proposed annexation area.
- Revise the 2050 Future Service Limit to match the revised Tier I boundary.
- Revise the 2050 Future Land Use Map to change from Agricultural to Urban Density Residential for the proposed annexation area.

JUSTIFICATION FOR RECOMMENDATION

The proposal is justified as per the Comprehensive Plan any land with approved development plans that includes immediate or future city infrastructure should be Tier 1A. All Tier I properties become part of the 2050 Future Service Limit. The future land use change is consistent with the growth tier change and proposed preliminary plat.

APPLICATION CONTACT
Rick Onnen (402) 420-7217

STAFF CONTACT
George Wesselhoft, (402) 441-6366 or
gwesselhoft@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN
The Comprehensive Plan allows for the Priority Growth Area maps to be flexible and respond to development.

COMPREHENSIVE PLAN SPECIFICATIONS:

Introduction Section: Growth Framework

Benefits of Well-Planned Growth

Predictable and efficient provision of new infrastructure. The City's policy of contiguous growth anchored by a gravity-flow wastewater system provides a cost-effective, predictable, and efficient way to construct and maintain urban infrastructure and services necessary to serve new growth areas.

Land Use Plan

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).

Urban Residential. Residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. All types of housing are appropriate here, from detached single family, duplex and missing middle, to higher density multi-family. Undeveloped areas shown as Urban Residential may also include neighborhood-scale commercial and other compatible uses that will be added to the map after approval of development plans.

Future Growth Tier Map

Figure GF.c: 2050 Priority Growth Areas - This site is shown as future Tier III on the 2050 Future Land Use Plan.

(Descriptions of applicable growth tiers begin on page 1.15)

Guidelines for Amending Priority Areas:
- Infrastructure should generally be provided in different directional growth areas, depending upon limited financial resources and if there is development interest in the area.
- The community should only approve development proposals that can be adequately served by initial urban improvements such as electricity, water, sewer, pedestrian facilities and roads, and by all urban improvements and services in the long term. Initially, roads may not be built to the full capacity; for example, rural asphalt roads may continue to be used for some period, or a two lane urban street may be built and later expanded to four lanes with turn lanes when conditions warrant. Public safety

services and schools may be provided to an area by facilities that are more distant and new facilities phased in over time.

- Generally, adequate infrastructure improvements should be completed in all Priority A areas where there is development interest prior to beginning infrastructure in Priority B and C areas.
- It is anticipated that there may be unique circumstances that may warrant consideration of development of land in Priority B prior to the full completion of improvements in Priority A. In addition it is expected that there will be proposals to change land from Priority C to B. Proposals for changes from Priority C to B should be evaluated and considered through a review process that should consider the following items:
    - The project is contiguous to the City and proposed for immediate annexation (for Priority A), and is consistent with principles of the Comprehensive Plan.
    - The developer provides information demonstrating how the necessary infrastructure improvements to serve the area would be provided and financed. The City should contact other public agencies to obtain their report on the infrastructure necessary to serve the area, including utilities, roads, fire service, public safety, parks, trails, schools and library needs.
    - The impacts that development in the area will have on capital and operating budgets, level of service, service delivery and Capital Improvement Programs are addressed, including impact of financing, utility rates and other revenue sources and to what degree the developer is willing to finance improvements. In order to maintain a fiscally constrained plan, acceleration of one project may mean other planned projects must be removed from the list of future facilities.
    - There is demonstrated substantial public benefit and circumstances that warrant approval of the proposal in advance of the anticipated schedule.

COMPREHENSIVE PLAN SPECIFICATIONS:

Introduction Section: Growth Framework

Future Growth Tier Map

Tier I

Tier I reflects the "Future Service Limit," approximately 50 square miles of developing areas and beyond the existing city limits where urban services and inclusion in the city limits are anticipated within the 30-year planning period. This area should remain in its current use in order to permit future urbanization by the City.

Priority A of Tier I — 18.1 square miles

Priority A is comprised of undeveloped land within the City limits, as well as areas that are not yet annexed but which have approved preliminary plans such as preliminary plats, use permits, community unit plans, or planned unit developments, or areas outside city limits that will have immediate infrastructure access upon annexation.

Priority B of Tier I — 16.8 square miles

Areas designated for development in the first half of the planning period (to 2036) are generally contiguous to existing development and should be provided with basic infrastructure as they develop. Some of the

infrastructure required for development may already be in place. Some infrastructure improvements may be made in the near term while others, such as road improvements that are generally more costly, may take longer to complete. In certain cases, areas in Priority B have special agreements that include some level of commitment to build future infrastructure. These areas move into Priority A upon approval of development plans.

Priority C of Tier I — 18.8 square miles

The next areas for development, after 2036, are those which currently lack almost all infrastructure required to support urban development. In areas with this designation, the community will maintain present uses until urban development can commence. Infrastructure improvements to serve this area will not initially be included in the City's Capital Improvement Program (CIP), but will be actively planned for in the longer term capital improvement planning of the various city and county departments.

Tier II

Tier II is an area of approximately 19 square miles that defines the geographic area the city is assumed to grow into immediately beyond Tier I. It shows areas where long term utility planning is occurring today and acts as a secondary reserve should Tier I develop faster than anticipated. Tier II should remain in its current use in order to allow for future urban development.

Guidelines for Amending Priority Areas

- Infrastructure should generally be provided in different directional growth areas, depending upon limited financial resources and if there is development interest in the area.
- The community should only approve development proposals that can be adequately served by initial urban improvements such as electricity, water, sewer, pedestrian facilities and roads, and by all urban improvements and services in the long term. Initially, roads may not be built to the full capacity; for example, rural asphalt roads may continue to be used for some period, or a two lane urban street may be built and later expanded to four lanes with turn lanes when conditions warrant. Public safety services and schools may be provided to an area by facilities that are more distant and new facilities phased in over time.
- Generally, adequate infrastructure improvements should be completed in all Priority A areas where there is development interest prior to beginning infrastructure in Priority B and C areas.
- It is anticipated that there may be unique circumstances that may warrant consideration of development of land in Priority B prior to the full completion of improvements in Priority A. In addition it is expected that there will be proposals to change land from Priority C to B. Proposals for growth tier changes should be evaluated and considered through a review process that should consider the following items:
    - The project is contiguous to the City and proposed for immediate annexation (for Priority A), and is consistent with principles of the Comprehensive Plan.
    - The developer provides information demonstrating how the necessary infrastructure improvements to serve the area would be provided and financed. The City should contact other public agencies to obtain their report on the infrastructure necessary to serve the area, including utilities, roads, fire service, public safety, parks, trails, schools and library needs.
    - The impacts that development in the area will have on capital and operating budgets, level of service, service delivery and Capital Improvement Programs are addressed, including impact of financing, utility rates and other revenue sources and to what degree the developer is willing to

finance improvements. In order to maintain a fiscally constrained plan, acceleration of one project may mean other planned projects must be removed from the list of future facilities.
    - There is demonstrated substantial public benefit and circumstances that warrant approval of the proposal in advance of the anticipated schedule.
- Growth into most of the Priority C areas is comparatively inefficient in terms of required capital investment as compared to the Priority B areas.

Tier III

Tier III provides an approximately 128.4 square mile area for Lincoln's longer term growth potential — beyond 50 years. This area is based upon the drainage basins located within the 3-mile extraterritorial jurisdiction, excluding the area identified as Salt Creek Tiger Beetle habitat. Little active planning of utilities or service delivery is likely to occur in the near term in Tier III. However, it should also remain in its present use in order to provide for future urban development.

Policies Section

Policy 53: Gravity Flow Collection System - The City's wastewater collection system, in general, will continue to be a gravity flow system that is designed to use gravity as the main energy source to convey wastewater from the community to the water resource recovery facilities.

A gravity flow wastewater collection system encourages orderly growth within the natural drainage basin boundaries and is an efficient and reliable way to serve urban areas. This policy encourages urban growth from the lower portion of the drainage basin to the upper and discourages pumping of wastewater across basin boundaries.

CLIMATE ACTION PLAN SPECIFICATIONS:

p. 8 Strategic Vision – Lincoln will reduce net greenhouse gas emissions 80% by 2050 (relative to 2011 levels). This ambitious goal will serve as a guiding target for municipal operations, the Lincoln Electric System, local businesses and institutions, and our entire community in the years to come. Lincoln joins scores of cities across the country who have set a similar "80x50" goal to reduce emissions. A myriad of strategies in the plan speak to achieving this target, from increasing energy efficiency, generating more electricity from renewable energy, switching to electric vehicles and active commuting modes, and employing natural climate solutions.

p. 11 Key Initiative – Transition to Low-Carbon Energy.
- Continue incentive-based (residential, commercial, or industrial) programs promoting the installation of renewable energy systems. Incentives may include offering rebates on purchasing equipment, attractive net metering pricing, tax incentives, height allowances, setback, and area-based incentives, expedited permitting, and others.

p. 14 Key Initiative - Build a Decarbonized and Efficient Transportation System.
- Continue to encourage mixed-use development in the Comprehensive Plan.
- Consider Transit Oriented Development policies in the update of the Comp Plan 2050.

p. 19 Key Initiative – Improve Protections for and with Lincoln Residents
- Maintain the Community Rating System (CRS) rating that allows for a 25% reduction in flood

insurance premiums for property owners in floodplains.

- Continue to encourage installation of green infrastructure strategies where appropriate, to include grants and incentives. Examples of green infrastructure strategies include rain gardens, bioswales, and permeable pavement to reduce stormwater runoff.

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 request is to add approximately 47 acres to the Tier I Priority A growth tier and change the future land use designation from agricultural to urban density residential. Elements of the proposed change include:
   a. Priority Growth Areas Map: Change from Tier III to Tier I Priority A. Also revise the 2050 Future Service Limit to match the Tier I boundary.
   b. Future Land Use Map: Change from Agricultural to Urban Residential.
2. A summary of the growth tiers included in this proposal:
   a. Tier I, Priority A includes areas outside city limits that will have immediate infrastructure access upon annexation.
   b. Tier III includes areas expected to be developed after 2050 with little active planning of utilities or services likely to occur in the near term.
3. All Tier I land is within the 2050 Future Service Limit. There are currently approximately 53.7 square miles (34,368 acres) in the overall Tier I growth area. Lincoln typically adds approximately one square mile to the City per year.

4. Proposed changes to the Future Service Limit and growth tiers such as Tier III to Tier I are uncommon. Tier III is reserved for development beyond 50 years. Typically, the separations between growth tiers or the Future Service Limit are upheld due to insurmountable circumstances such as grading for gravity flow sewer, natural features, water pressure districts, or other man-made obstacles. However, on a case-by-case basis, some areas may be able to demonstrate that a revision of growth tiers is appropriate based on adherence to city development policies, workable terrain, and potentially available services.

5. This request is consistent with the "Guidelines for Amending Priority Areas" in the Growth Framework of the Comprehensive Plan. Relevant guidelines are listed below.

   The community should only approve development proposals that can be adequately served by the initial urban improvements such as electricity, water, sewer, pedestrian facilities and roads and by all urban improvements and services in the long term.

   The areas included in this CPA can be served with utilities now or in the near future, this assumes the possibility of a lift station for sanitary sewer if policy criteria are met for the western part of the property.

   Generally, adequate infrastructure improvements should be completed in all Priority A areas where there is development interest prior to beginning infrastructure in Priority B and C areas.

   These parcels can be served with utilities without impacting infrastructure availability in other existing Tier I Priority A areas.

6. Associated with this request is annexation AN26010, CZ26024 and PP26002.

   The annexation request is to annex 47.84 acres of area that is adjacent to the City limits on the east.

   The change of zone request is to change the zoning for 5.13 acres of area from AG to R-3 as part of the first phase of the development on the east next to existing R-3 zoning and existing urban residential development.

   The preliminary plat application is to plat 207 single family lots on 59.76 acres.

7. The proposed Hennessey Heights development includes three phases. Phase 1 includes the area that can be gravity sewered to the existing sanitary sewer located with W Redberry Lane and W Thatcher Lane. Phase 2 includes the area that can be gravity sewered to the proposed sanitary sewer connection to the recently approved development to the south. Phase 2 will be scheduled for development with the completion of that sanitary sewer connection. Phase 3, the westernmost part of the development, will be developed with a future sanitary sewer main. A possible lift station with force main is an option with the surrounding properties to meet the minimum areas required.
8. This CPA is consistent with the City's annexation policy (Policy 80 of the Comprehensive Plan).

EXISTING LAND USE & ZONING: Vacant AG Agriculture R-3 Residential

SURROUNDING LAND USE & ZONING

North:	Agriculture/Undeveloped	AG Agriculture/R-3 Residential
South:	Agriculture/Pasture	AG Agriculture/R-3 Residential
East:	Single family	R-3 Residential
West:	Agriculture	AG Agriculture

APPROXIMATE LAND AREA: 47 acres

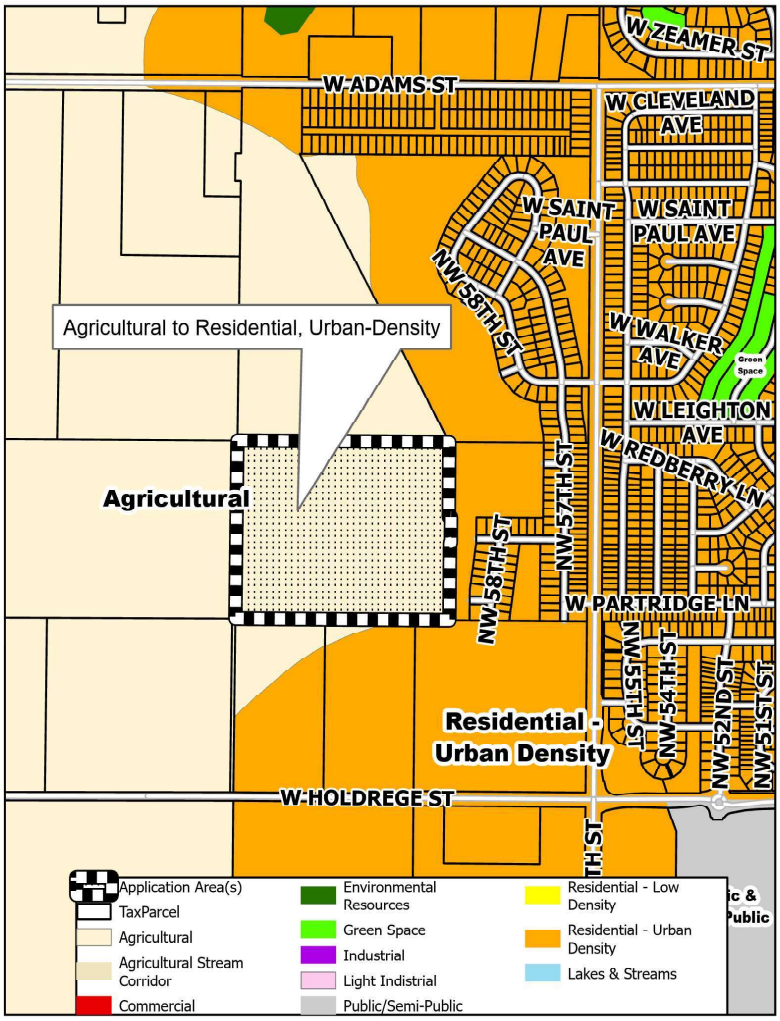
PROPOSED AMENDMENT

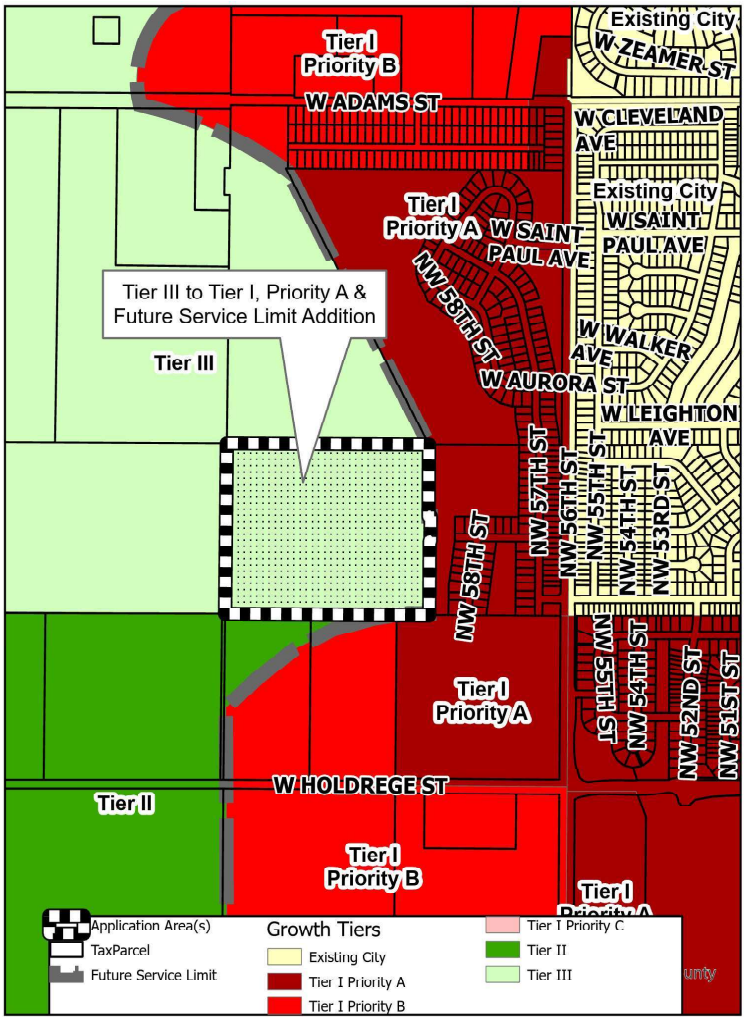
Amend the 2050 Lincoln-Lancaster County Comprehensive Plan as follows:

1. Figure GF.b: 2050 Future Land Use: updates as shown on the attached figure
2. Figure GF.c: 2050 Priority Growth Areas: updates as shown on the attached figure
3. Update Future Service Limit on the following maps:
   a. Introduction Section: Gf.a
   b. Goals Section: G5.a, G5.c, G6.a
   c. Elements Section: E1.c, E2.d, E3.e, E4.b, E5.a, E5.f, E6.a, E6.b, E6.c, E7.a, E7.b, E8.d, E8.e, E8.g, E9.a
4. Update area listed in text for the "Priority A of Tier I" and "Tier III" sections of the Growth Framework

Prepared by George Wesselhoft, Planner
(402) 441-6366 or gwesselhoft@lincoln.ne.gov
Date: October 15, 2026

Owner: Arbor Farms, LLC
Applicant/Contact: Rick Onnen





CPA # 26003 - NW 57th St & W Thatcher Ln

Proposed Future Land Use, Future Service Limit & Growth Tier Changes

LINCOLN - LANCASTER COUNTY PLANNING DEPARTMENT

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E & A CONSULTING GROUP, INC.
Engineering Answers

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September 30, 2026

Mr. David Cary
Planning Director
George Wesselhoft, Planner
City of Lincoln Planning Department
555 South 10th Street, Suite 213
Lincoln, NE 68508

RE: HENNESSEY HEIGHTS – Preliminary Plat
Comprehensive Plan Amendment
Change of Zone from AG to R-3
Annexation

E & A File: P2025.246.003

Dear Mr. Cary,

On behalf of McCune Development and Arbor Farms, LLC, we are submitting a preliminary plat on property located west of NW 57th Street and W. Thatcher Lane. The property currently is known as Lot 23 of Irregular Tracts, located in the Southeast Quarter of Section 13, Township 10 North, Range 5 East and includes 59.76 acres. The preliminary plat is a single family development that has been shown with 3 phases. The project is being proposed as a Community Improvement District (CID).

A related administrative amendment to Hartland's Cardinal Heights 2nd Addition Special Permit #2045A has been submitted to the City Planning Department. That application is removing a portion of the special permit from the boundary, which is now shown within this preliminary plat application.

Currently the property is zoned AG and R-3. We are requesting a change of zone to R-3 on that portion that falls within Phase 1 that is not already zoned R-3. A portion of the property is annexed. With this application, we request for the entire development to be annexed. A portion of the proposed development is shown in the Comprehensive Plan as Agricultural and in Tier III. Our request is to amendment the Comprehensive Plan to bring the entire development into Residential – Urban Density and Tier I.

Phase 1 includes the area that can be gravity sewered to the existing sanitary sewer located within W. Redberry Lane and W. Thatcher Lane. Phase 2 includes the area that can be gravity sewered to the proposed sanitary sewer connection to the recently approved development to the south. Phase 2 will be scheduled for development with the completion of that sanitary sewer connection. Phase 3 shall be developed with a future sanitary sewer main. A possible lift station with force main is an option with the surrounding properties included to meet the minimum acres required.

The following waivers are being requested to the design and subdivision standards:

1. Sanitary sewer to run opposite street grade. (Design Standards, Title 2, Chapter 2.00, Section 3.5)
   The existing grades of the development along with the existing sanitary sewer elevations, does not allow the sanitary sewer to always run in the same direction as the street grade.

2. Dead-end street without a 60' diameter turn-around or temporary turn-around at the east end of W. Kingfisher Drive. (Subdivision Ordinance 26.23.080)
   The east end of W. Kingfisher Drive is a dead-end that is 90 feet in length. There are two lots

that are proposed to access the dead-end. Due to the limited area and the configuration of the existing development to the east and south, the proposed street configuration provides a design that minimizes the need to request additional waivers of street requirements.

3. Lot lines to be non-radial and non-perpendicular to the street right-of-way. (Subdivision Ordinance 26.23.140c)
   The configuration of lot lines to the street are shown non-radial and non-perpendicular only when the build foot print can be improved. This occurs within Blocks 1, 5 and 7. However, we request for this waiver to apply to the entire preliminary plat, since the lot configuration may change at time of final plat.

4. Block length to exceed 1320 feet for Blocks 2, 8, 15 & 16. (Subdivision Ordinance 26.23.130a)
   Within Blocks 8, 15 & 16 there is substantial drainage that runs through the block. To utilize as much street with lot access, these blocks are longer than the maximum length. Block 2 has existing developed lots along the east and south of the block. With the existing lots and the configuration of the drainage on the west portion of the development, the street layout makes Block 2 approximately 43 feet over the maximum block length.

5. No pedestrian sidewalk through Blocks 1 & 2. (Subdivision Ordinance 26.23.125)
   There is the approved development to the north and existing developed property to the east and south which prevent a sidewalk connection to be placed.

Proposed grading and drainage design for the development includes construction of two detention cells positioned along the southern boundary of the development within existing drainage ways. Both drainage ways have been determined to be non-jurisdictional by the US Army Corps of Engineers. The cells will be constructed with overall site grading and will initially serve as sedimentate basins. The basins will be converted to provide stormwater detention and post construction stormwater treatment following completion of street paving and upstream site stabilization. The eastern basin will serve Phases 1 and 2 of the development and the western basin will serve Phase 3.

If you have any questions regarding the application, please contact me at 402-420-7217 or by email at mkinning@eacg.com.

Sincerely,
E & A Consulting Group, Inc.

Marcia L. Kinning

CC: McCune Development, LLC
Enclosed: Application Form
Preliminary Plat Application Fee of $5,411.00
Comprehensive Plan Amendment Application Fee of $490.00
Change of Zone Application Fee of $1,176.00
Preliminary Plat Description
Annexation Exhibit & Description
Change of Zone Exhibit & Description

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?	DEVELOPER/OWNER
Annexation #26010 and Change of Zone #26024	No	Arbor Farms, LLC
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY ADDRESS/LOCATION**
October 28, 2026	CPA26003, PP26002	NW 57th St and W Thatcher Lane

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST
This is a combined request for annexation and a change of zone from AG Agricultural to R-3 Residential for property located in the vicinity of NW 57th Street and W Thatcher Lane. The annexation request includes 47.84 acres. The change of zone request includes 5.13 acres. This is for the Hennessey Heights development which will include up to 207 single family residential lots.



JUSTIFICATION FOR RECOMMENDATION
The request for annexation is supported as the property is adjacent existing city limits to the east and services can be provided other than gravity sanitary sewer in the west part of the development. The change of zone to R-3 is compatible with the adjacent developed areas to the east and with related Comprehensive Plan Amendment (CPA26003) will match the future land use of the Comprehensive Plan.

APPLICATION CONTACT
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ronnen@eacg.com

STAFF CONTACT
George Wesselhoft (402) 441-6366 or
gwesselhoft@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN
Both the annexation and change of zone areas are identified for agricultural but with related CPA26003 will be changed to urban density residential. These areas are identified as Tier III but with related CPA26003 will be designated Tier 1, Priority A. These requests, subject to approval of CPA26003, comply with the requirements of the Zoning Ordinance and Comprehensive Plan.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as 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).

Urban Residential. Residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. All types of housing are appropriate here, from detached single family, duplex and missing middle, to higher density multi-family. Undeveloped areas shown as Urban Residential may also include neighborhood-scale commercial and other compatible uses that will be added to the map after approval of development plans.

Figure GF.c - The site is shown as Tier III but with CPA26003 and PP26002 will become Tier 1, Priority A.

Fundamentals of Growth in Lancaster County
Multi-directional contiguous growth. Lincoln's future urban growth should generally occur in multiple directions around the existing city. Lincoln will continue to have managed and contiguous growth, including strengthening our Downtown core. Lincoln's sense of community has been based on incremental, compact growth built on the foundations of established neighborhoods. Future growth will continue this traditional pattern and be linked to both the level of demand in the market and to the orderly extension of public improvements and services.

Concurrency
The key to a successful community is the concurrent development of infrastructure proportionate to the development and need of the community — a balance between the need for infrastructure and the need to conserve resources.

Policies Section

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.

UTILITIES & SERVICES

A. Sanitary Sewer: Phase 1 of the development includes the area that can be provided with gravity sanitary sewer service from W Redberry Lane and W Thatcher Lane. Phase 2 of the development includes the area that can be gravity-sewered to the proposed sanitary sewer to the approved development to the south. The Phase 3 area, which is at the west end of the property, does not have sanitary sewer available by gravity, but a possible lift station with force main could be an option if the surrounding properties are included to meet the minimum acres required.

B. Water: Public water is available by way of existing infrastructure to the east, with extensions done to the west for the three phases of development. Due to concerns about water pressure in the area, it is a condition of approval of the preliminary plat that a study be submitted with hydraulic gradients and proposed grades.

C. Roads: Developer will make connections to the existing urban residential areas to the east by way of W Redberry Lane, W Thatcher Lane and W Partridge Lane. Future street connections to the north, west and south are also proposed once those adjacent areas develop. The development area does not include any arterial streets.

D. Parks and Trails: There are no parks or trails in the proposed application area.

E. Fire Protection: The proposed annexation area is currently in the Malcolm Fire District. Following annexation, fire protection will be provided by Lincoln Fire and Rescue (LFR) with an estimated response time of 2 minutes and 35 seconds. The distance to the nearest fire station (Fire Station #11 at 4600 W Adams St) is 1.44 miles.

ANALYSIS

1. This is a combined request for annexation of 47.84 acres and a change of zone from AG Agricultural to R-3 Residential for 5.13 acres of property located in the vicinity of NW 57th Street and W Thatcher Lane. The annexation and change of zone applications allow for the development of 207 single family detached lots as part of Hennessey Heights preliminary plat (PP26002).
2. The related PP26002 preliminary plat includes three phases:

   Phase 1 (71 lots): This phase includes the area that can be gravity sewered to the existing sanitary sewer located with W Redberry Lane and W Thatcher Lane. This is the area on the east closest to existing urban development and is already partly annexed.

   Phase 2 (71 lots): This phase includes the area that can be gravity sewered to the proposed sanitary sewer connection to the recently approved development to the south.

   Phase 3 (65 lots): This phase on the west side of the property will be developed with a future sanitary sewer

main. A possible lift station with force main is an option with the surrounding properties to meet the minimum acres required.

3. The areas proposed for annexation and change of zone are located within Tier III on the 2050 Growth Tier Map. This includes undeveloped areas where urban utilities are not anticipated for the near term. However, with the existing urban development to the east, new development to the south and the possibility for sanitary sewer lift station, it is proposed to change the designation from Tier III to Tier 1A as part of related CPA26003. As part of the annexation agreement, it will be acknowledged that sanitary sewer service by gravity sewer is not available for the west part of the development in the area shown as Phase 3.
4. Related Comprehensive Plan Amendment (CPA) 26003 will change the designation for the property which is currently shown as Agricultural to Urban Density Residential. Urban Residential areas are selected for residential uses of varying densities, with all housing types appropriate.
5. The proposed R-3 zoning with related CPA26003 will be compatible with the Future Land Use designation and adjacent land uses. There is an existing R-3 district abutting the subject property to the east. The overall density is close to 3.5 dwelling units/acre. The Comprehensive Plan goal for growth areas is 4-5 dwelling units/acre. Additional housing types would be supported by the Comprehensive Plan.
6. The property is in the Malcolm Rural Fire District. The City calculated that $2,061.46 is owed to the Rural Fire District because of the annexation. This pertains to their liabilities, which is their total bonded indebtedness. There was a bond for a new fire station in 2025. Prior to scheduling with City Council a signed annexation agreement is necessary that will require the developer pay the $2,061.46 plus court costs, if applicable, for the cost of the RFD reimbursement.
7. The property is currently located within the Lincoln School District and will be served by Lincoln Public Schools upon annexation. The development location is adjacent to existing urban residential to the east and is approximately ½ mile from Lincoln Northwest High School.

EXISTING LAND USE & ZONING: Agriculture AG Agricultural

SURROUNDING LAND USE & ZONING

North:	Agriculture	AG Agricultural
South:	Agriculture/Pasture/West View Ridge Plat	AG Agricultural/R-3 Residential
East:	Undeveloped	R-3 Residential
West:	Agriculture	AG Agricultural

APPROXIMATE LAND AREA: Annexation 47.84 acres, more or less; Change of Zone 5.13 acres, more or less

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: Council District #4

LEGAL DESCRIPTION: See attached.

Prepared by George Wesselhoft, Planner
(402) 441-6366 or gwesselhoft@lincoln.ne.gov
Date: October 15, 2026

Owner: Arbor Farms, LLC
Applicant/Contact: Rick Onnen

CONDITIONS OF APPROVAL – ANNEXATION #26010, CZ26024

Before the annexation and change of zone applications are scheduled with the City Council, revised legal descriptions must be submitted and approved by the County Assessor, County Engineer and GIS Survey.

Before the annexation application is scheduled with the City Council:

The applicant signs an annexation agreement, which will include the acknowledgement that gravity sanitary sewer is not currently available for the proposed Phase 3 of the development.

The applicant deposits money to the City of Lincoln equivalent to what the City would owe the Malcolm Rural Fire District in the amount of $2061.46. The annexation agreement will include responsibility for the developer to also pay the court cost, if applicable, for the RFD reimbursement.



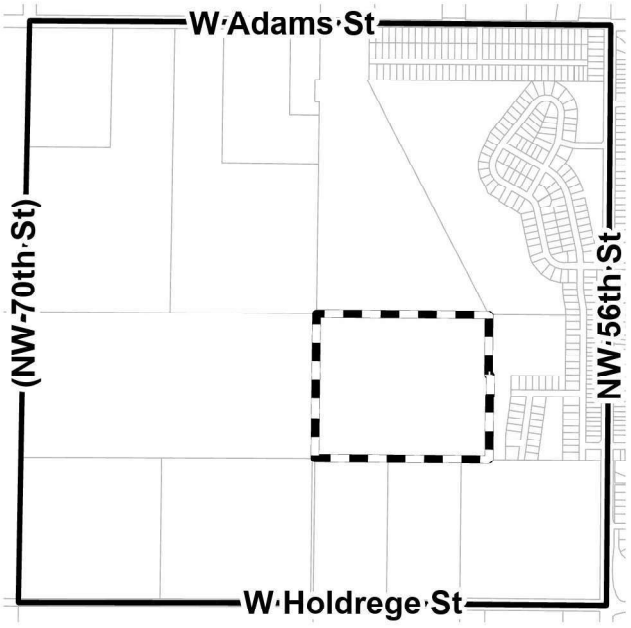
2026 aerial

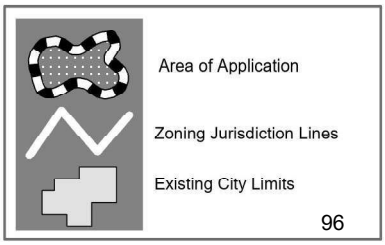
Annexation #: AN26010
Hennessey Heights
NW 57th St & W Thatcher Ln

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

One Square Mile:
Sec.13 T10N R05E





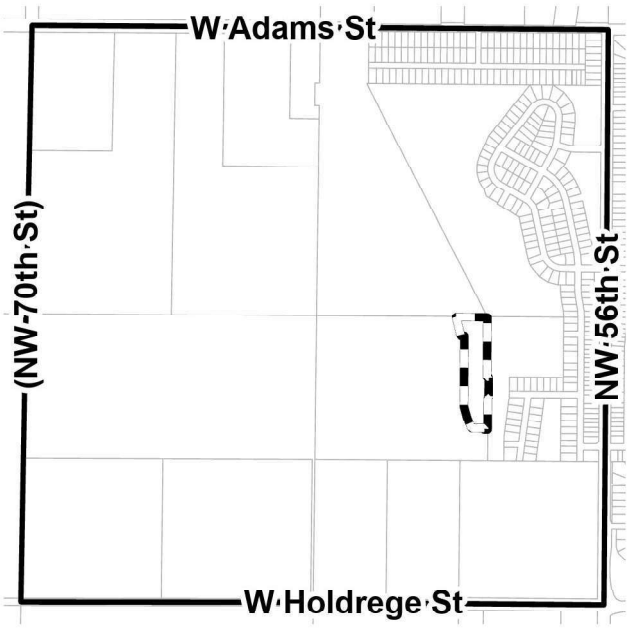
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2026 aerial

Change of Zone #: CZ26024 (AG to R-3)
Hennessey Heights
NW 57th St & W Thatcher Ln

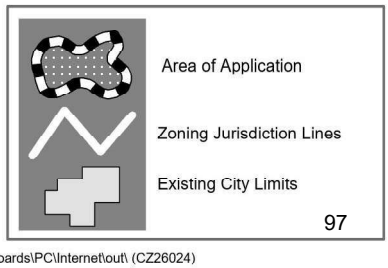




Zoning:

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

One Square Mile:
Sec.13 T10N R05E



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HENNESSEY HEIGHTS
ANNEXATION

LEGAL DESCRIPTION

A PORTION OF LOT 23, IRREGULAR TRACT LOCATED IN THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 05 EAST OF THE 6TH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS PER SURVEYOR:

BEGINNING AT THE CENTER QUARTER CORNER OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 05 EAST OF THE 6TH PRINCIPAL MERIDIAN, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 23, IRREGULAR TRACT OF SAID SECTION 13, SAID POINT ALSO BEING THE NORTHEAST CORNER OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 24, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 21, IRREGULAR TRACT, OF SAID SECTION 13; THENCE S89°36'33"E, (BASIS OF BEARING: LANCASTER COUNTY LOW DISTORTION PROJECTION) ALONG THE NORTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING THE SOUTH BOUNDARY LINE OF SAID LOT 21, IRREGULAR TRACT, A DISTANCE OF 1571.11 FEET TO THE SOUTHEAST CORNER OF OUTLOT A, HARTLAND'S VIEW POINTE WEST 3RD ADDITION; THENCE S00°26'47W, A DISTANCE OF 555.12 FEET; THENCE S89°33'13"E, A DISTANCE OF 16.40 FEET; THENCE S00°26'47"W, A DISTANCE OF 190.00 FEET; THENCE N89°33'13"W, A DISTANCE OF 6.34 FEET; THENCE S00°26'30"W, A DISTANCE OF 574.12 FEET TO A POINT ON THE SOUTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID POINT ALSO BEING A POINT ON THE NORTH BOUNDARY LINE OF LOT 28, IRREGULAR TRACT, OF SAID SECTION 13; THENCE N89°33'42"W, ALONG THE SOUTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG THE NORTH BOUNDARY LINE OF SAID LOT 28, IRREGULAR TRACT, AND ALSO BEING ALONG THE NORTH BOUNDARY LINE OF LOT 14, IRREGULAR TRACT, OF SAID SECTION 13, AND ALSO BEING ALONG THE NORTH BOUNDARY LINE OF LOT 12, IRREGULAR TRACT, OF SAID SECTION 13, A DISTANCE OF 1586.48 FEET TO THE SOUTHWEST CORNER OF SAID LOT 23, IRREGULAR TRACTS, SAID POINT ALSO BEING THE NORTHWEST CORNER OF SAID LOT 12, IRREGULAR TRACTS, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 1, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13; THENCE N00°40'31"E, ALONG THE WEST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG THE EAST BOUNDARY LINE OF SAID NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13, A DISTANCE OF 1317.95 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 2,084,019.02 SQUARE FEET OR 47.84 ACRES.

E & A CONSULTING GROUP, INC.
Engineering • Planning • Environmental & Field Services
2077 N Street, Suite 400 Lincoln, NE 68510-1068
Phone: 402.420.7217
State of NE Certificate of Authorization #CA0008

Job No.: M2025.246.003		Date: 09/30/2026	
Drawn by: MLK	Scale: NONE	98	Sht: 1 of 2

ANNEXATION
LEGAL DESCRIPTION

LINCOLN, NEBRASKA

CHANGE OF ZONE
FROM AG TO R-3

LEGAL DESCRIPTION

A PORTION OF LOT 23, IRREGULAR TRACT LOCATED IN THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 05 EAST OF THE 6TH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS PER SURVEYOR:

COMMENCING AT THE CENTER QUARTER CORNER OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 05 EAST OF THE 6TH PRINCIPAL MERIDIAN, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 23, IRREGULAR TRACT OF SAID SECTION 13, SAID POINT ALSO BEING THE NORTHEAST CORNER OF OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 24, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 21, IRREGULAR TRACT, OF SAID SECTION 13; THENCE S89°36'33"E, (BASIS OF BEARING: LANCASTER COUNTY LOW DISTORTION PROJECTION) ALONG THE NORTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING THE SOUTH BOUNDARY LINE OF SAID LOT 21, IRREGULAR TRACT, A DISTANCE OF 1283.28 FEET TO THE POINT OF BEGINNING; THENCE S89°36'33"E, ALONG THE NORTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING THE SOUTH BOUNDARY LINE OF SAID LOT 21, IRREGULAR TRACT, A DISTANCE OF 287.83 FEET TO THE SOUTHEAST CORNER OF OUTLOT A, HARTLAND'S VIEW POINTE WEST 3RD ADDITION; THENCE S00°26'47W, A DISTANCE OF 555.12 FEET; THENCE S89°33'13"E, A DISTANCE OF 16.40 FEET; THENCE S00°26'47"W, A DISTANCE OF 190.00 FEET; THENCE N89°33'13"W, A DISTANCE OF 6.34 FEET; THENCE S00°26'30"W, A DISTANCE OF 285.04 FEET; THENCE N89°32'10"W, A DISTANCE OF 29.93 FEET; THENCE N00°25'29"E, A DISTANCE OF 12.10 FEET; THENCE N89°32'10"W, A DISTANCE OF 116.46 FEET; THENCE N24°10'30"W, A DISTANCE OF 105.82 FEET; THENCE N16°46'59"W, A DISTANCE OF 101.42 FEET; THENCE N00°27'50"E, A DISTANCE OF 653.15 FEET; THENCE SOUTHWESTERLY ON A CIRCULAR CURVE TO THE LEFT HAVING A RADIUS OF 270.00 FEET, WITH AN ARC DISTANCE OF 30.97 FEET, A CENTRAL ANGLE OF 06°34'17", AND WHOSE LONG CHORD BEARS S78°50'20"W, A DISTANCE OF 30.95 FEET; THENCE N14°26'49"W, A DISTANCE 183.92 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 223,368.52 SQUARE FEET OR 5.13 ACRES.

E & A CONSULTING GROUP, INC.
Engineering Answers

E & A CONSULTING GROUP, INC.
Engineering • Planning • Environmental & Field Services
2077 N Street, Suite 400 Lincoln, NE 68510-1068
Phone: 402.420.7217
State of NE Certificate of Authorization #CA0008

Job No.: M2025.246.003		Date: 09/30/2026	
Drawn by: MLK	Scale: NONE	99	Sht: 1 of 2

CHANGE OF ZONE
LEGAL DESCRIPTION

LINCOLN, NEBRASKA

E & A CONSULTING GROUP, INC.
Engineering Answers

2077 N St, Ste 400 | Lincoln, NE 68510
402.420.7217
eacg.com

September 30, 2026

Mr. David Cary
Planning Director
George Wesselhoft, Planner
City of Lincoln Planning Department
555 South 10th Street, Suite 213
Lincoln, NE 68508

RE: HENNESSEY HEIGHTS – Preliminary Plat
Comprehensive Plan Amendment
Change of Zone from AG to R-3
Annexation

E & A File: P2025.246.003

Dear Mr. Cary,

On behalf of McCune Development and Arbor Farms, LLC, we are submitting a preliminary plat on property located west of NW 57th Street and W. Thatcher Lane. The property currently is known as Lot 23 of Irregular Tracts, located in the Southeast Quarter of Section 13, Township 10 North, Range 5 East and includes 59.76 acres. The preliminary plat is a single family development that has been shown with 3 phases. The project is being proposed as a Community Improvement District (CID).

A related administrative amendment to Hartland's Cardinal Heights 2nd Addition Special Permit #2045A has been submitted to the City Planning Department. That application is removing a portion of the special permit from the boundary, which is now shown within this preliminary plat application.

Currently the property is zoned AG and R-3. We are requesting a change of zone to R-3 on that portion that falls within Phase 1 that is not already zoned R-3. A portion of the property is annexed. With this application, we request for the entire development to be annexed. A portion of the proposed development is shown in the Comprehensive Plan as Agricultural and in Tier III. Our request is to amendment the Comprehensive Plan to bring the entire development into Residential – Urban Density and Tier I.

Phase 1 includes the area that can be gravity sewered to the existing sanitary sewer located within W. Redberry Lane and W. Thatcher Lane. Phase 2 includes the area that can be gravity sewered to the proposed sanitary sewer connection to the recently approved development to the south. Phase 2 will be scheduled for development with the completion of that sanitary sewer connection. Phase 3 shall be developed with a future sanitary sewer main. A possible lift station with force main is an option with the surrounding properties included to meet the minimum acres required.

The following waivers are being requested to the design and subdivision standards:

1. Sanitary sewer to run opposite street grade. (Design Standards, Title 2, Chapter 2.00, Section 3.5)
   The existing grades of the development along with the existing sanitary sewer elevations, does not allow the sanitary sewer to always run in the same direction as the street grade.

2. Dead-end street without a 60' diameter turn-around or temporary turn-around at the east end of W. Kingfisher Drive. (Subdivision Ordinance 26.23.080)
   The east end of W. Kingfisher Drive is a dead-end that is 90 feet in length. There are two lots

that are proposed to access the dead-end. Due to the limited area and the configuration of the existing development to the east and south, the proposed street configuration provides a design that minimizes the need to request additional waivers of street requirements.

3. Lot lines to be non-radial and non-perpendicular to the street right-of-way. (Subdivision Ordinance 26.23.140c)
   The configuration of lot lines to the street are shown non-radial and non-perpendicular only when the build foot print can be improved. This occurs within Blocks 1, 5 and 7. However, we request for this waiver to apply to the entire preliminary plat, since the lot configuration may change at time of final plat.

4. Block length to exceed 1320 feet for Blocks 2, 8, 15 & 16. (Subdivision Ordinance 26.23.130a)
   Within Blocks 8, 15 & 16 there is substantial drainage that runs through the block. To utilize as much street with lot access, these blocks are longer than the maximum length. Block 2 has existing developed lots along the east and south of the block. With the existing lots and the configuration of the drainage on the west portion of the development, the street layout makes Block 2 approximately 43 feet over the maximum block length.

5. No pedestrian sidewalk through Blocks 1 & 2. (Subdivision Ordinance 26.23.125)
   There is the approved development to the north and existing developed property to the east and south which prevent a sidewalk connection to be placed.

Proposed grading and drainage design for the development includes construction of two detention cells positioned along the southern boundary of the development within existing drainage ways. Both drainage ways have been determined to be non-jurisdictional by the US Army Corps of Engineers. The cells will be constructed with overall site grading and will initially serve as sedimentate basins. The basins will be converted to provide stormwater detention and post construction stormwater treatment following completion of street paving and upstream site stabilization. The eastern basin will serve Phases 1 and 2 of the development and the western basin will serve Phase 3.

If you have any questions regarding the application, please contact me at 402-420-7217 or by email at mkinning@eacg.com.

Sincerely,
E & A Consulting Group, Inc.

Marcia L. Kinning

CC: McCune Development, LLC
Enclosed: Application Form
Preliminary Plat Application Fee of $5,411.00
Comprehensive Plan Amendment Application Fee of $490.00
Change of Zone Application Fee of $1,176.00
Preliminary Plat Description
Annexation Exhibit & Description
Change of Zone Exhibit & Description

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?	DEVELOPER/OWNER
Preliminary Plat #26002	Yes	Arbor Farms, LLC
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY ADDRESS/LOCATION**
October 28, 2026	AN26010, CZ26024, CPA26003	NW 57th St and W Thatcher Lane

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST
This is a request for a preliminary plat to develop 207 single-family residential lots and six outlots on 59.76 acres generally located at NW 57th Street and W Thatcher Lane. The applicant has requested waivers for sanitary sewer to run opposite grade, lot lines to be non-radial/non-perpendicular to the street, dead end street, maximum block length and pedestrian sidewalk.

Related applications include annexation (AN26010), change of zone (CZ26010), Comprehensive Plan Amendment (CPA26003).



JUSTIFICATION FOR RECOMMENDATION
The proposed layout is consistent with the surrounding uses, neighborhood patterns, and the internal connections match with the existing street layouts. The proposed use of single family residential is consistent with the area and urban density residential.

The requested waivers are all justified. The sanitary sewer and lot line waivers are typical waivers and justified due to the layout. The dead-end street waiver which is for 90 feet of length is due to the limited area. The waivers to block length are justified due to drainage areas and the pedestrian sidewalk waiver is due to adjoining approved development.

APPLICATION CONTACT
Rick Onnen (402) 420-7217
ronnen@eacg.com

STAFF CONTACT
George Wesselhoft (402) 441-6366 or
gwesselhoft@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN
This request with related Comprehensive Plan Amendment 26003 is compatible with the 2050 Comprehensive Plan as the Future Land Use Map will show the entire site as future Urban Residential. All types of housing are appropriate under this classification, including single-family dwellings. CPA26003 will also amend the Future Service Limit to change Growth Tier III to Tier 1a for the property that is to be annexed as part of the development.

WAIVERS

1. Waiver to allow for sanitary sewer to flow opposite of street grade (Design Standards, Title 2, Chapter 2.00, Section 3.5). (Recommend Approval)
2. Dead-end street without a 60' diameter turn-around or temporary turn-around at the east end of W. Kingfisher Drive (Subdivision Ordinance 26.23.080). (Recommend Approval)
3. Lot lines to be non-radial and non-perpendicular to the street right-of-way (Subdivision Ordinance 26.23.140c). (Recommend Approval)
4. Block length to exceed 1,320 feet for Blocks 2, 8, 15 and 16 (Subdivision Ordinance 26.23.130a). (Recommend Approval)
5. No pedestrian sidewalk through Blocks 1 & 2 (Subdivision Ordinance 26.23.125). (Recommend Approval)

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

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

Land Use Plan – Urban Residential. Residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. All types of housing are appropriate here, from detached single family, duplex and missing middle, to higher density multi-family. Undeveloped areas shown as Urban Residential may also include neighborhood-scale commercial and other compatible uses that will be added to the map after approval of development plans.

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).

The Community in 2050

The following assumptions provide the framework for growth in the 2050 plan.

Lancaster County is projected to add approximately 53,000 households by 2050, with 48,000 of those new households in Lincoln (roughly 1,600 new households per year).

25 percent of all new dwelling units in Lincoln will be infill, meaning they will be located within the existing city. This equates to roughly 12,000 infill units over the next 30 years.

New growth areas will have an average gross residential density of 4.0 du/acre.

The population age 65 and above is projected to increase from 45,600 (14.2 percent of total) in 2020 to 74,900 (17 percent of total) in 2050.

Benefits of Well-Planned Growth

Continued investment within the city ensures that our existing neighborhoods and commercial areas remain vibrant and desirable locations. More "rooftops" near existing commercial areas help to support continued commercial investment.

Goals Section

G1: Safe, Affordable, and Accessible Housing. Lincoln and Lancaster County will support the development of safe, affordable, and accessible quality housing that meets the diverse needs of the community. PlanForward understands the ongoing need for affordable housing and supports development of 5,000 affordable units by the year 2030.

G2: Complete Neighborhoods. Lincoln and Lancaster County will support complete neighborhoods within both developing and redeveloping areas of Lincoln. A complete neighborhood is one where residents are able to get the goods and services to meet daily needs within 15 minutes of their residence including a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options, and civic amenities. Housing variety should include townhomes, senior living facilities, low/no maintenance condominiums, accessory dwelling units, multi-family development, and even small lot single-family.

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.b: Strategies for Design, Sustainability and Complete Neighborhoods in Existing 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 mixed-use 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.
    e. Support existing Commercial Centers and encourage inclusion of essential goods and services.
    f. Infill and redevelopment projects should meet or exceed Neighborhood or Commercial Design Standards.
2. Require sidewalks on both sides of all streets or in alternative locations as allowed through design standards or review process.
4. Strive for residences to be located within 1/2 mile to an existing or planned neighborhood park.

8. Infill development should balance expanding housing options and neighborhood character by complementing the character of the existing neighborhood and providing appropriate transitions, scale and context. Encourage pedestrian orientation with parking at rear of residential and neighborhood commercial uses.
13. Maintain existing pattern of streets for connectivity.
14. Maintain arterial streets that are compatible with the existing neighborhood character with two through lanes and a center turn lane where applicable.
15. Utilize streets for commercial and residential parking.
16. Encourage shared parking whenever possible: permit minor incursions of accessory parking for public/ semi-public uses into neighborhoods if properly screened.

ANALYSIS

1. This is a request for a preliminary plat generally located at NW 57th Street and W Thatcher Lane. The property is approximately 59.76 acres. The purpose of the preliminary plat is to permit 207 single-family detached lots and six outlots. The property is adjacent to the existing City limits on the east and southeast with Hartland's Cardinal Heights and West View Ridge developments. The former development is existing while the latter has an approved preliminary plat with a final plat application pending.
2. The development will have street connections to the east including W Redberry Lane, W Thatcher Lane and W Partridge Lane. Other future street extensions are shown to the north, west and south. There are no arterial streets that adjoin the preliminary plat.
3. Related AN26010 is the annexation of 47.84 acres which includes the west part and majority of the preliminary plat.
4. Related CZ26024 is the change of zone to rezone 5.13 acres from AG Agricultural to R-3 Residential for the part of the first phase of the development on the east which is not already annexed.
5. Related CPA26003 is the Comprehensive Plan amendment to the Future Service Limit from Tier III to Tier 1a for that part of the property which is being annexed and to the Future Land Use map from AG Agricultural to Urban Density Residential for the same area.
6. There is also Administrative Amendment (AA26055) to the Community Unit Plan for Hartland's Cardinal Heights 2nd Addition (SP2045A) to remove the west portion that is included in the proposed Hennessey Heights and is not yet developed. This was approved on October 13, 2026.
7. The proposal includes three phases. In Phase 1 there are 71 lots, in Phase 2 there are 71 lots and in Phase 3 there are 65 lots. Phase 1 includes the area that can be gravity sewered to the existing sanitary sewer located with W Redberry Lane and W Thatcher Lane. Phase 2 includes the area that can be gravity sewered to the proposed sanitary sewer connection to the recently approved development to the south. Phase 2 will be scheduled for development with the completion of that sanitary sewer connection. Phase 3 will be developed with a future sanitary sewer main. A possible lift station with force main is an option with the surrounding properties to meet the minimum areas required.
8. Water infrastructure is available nearby from the existing development to the east, but due to concerns with low water pressure in the area it is a condition of approval that a study be submitted that includes hydraulic gradients and proposed grades.
9. There is a Pipeline Planning Area (PPA) that is located on the far western part of the preliminary plat. No lots are shown in the PPA. This is for a petroleum pipeline that is currently not in use.
10. As part of this project, the applicant is requesting five waivers:
    a. Waiver to allow for sanitary sewer to flow opposite of street grade (Design Standards, Title 2,

Chapter 2.00, Section 3.5). This is a common waiver and is justified because the existing grades of the development along with the existing sanitary sewer elevations, do not allow the sanitary sewer to always run in the same direction as the street grade.

b. Dead-end street without a 60' diameter turn-around or temporary turn-around at the east end of W. Kingfisher Drive (Subdivision Ordinance 26.23.080). This waiver is justified due to the limited area and the configuration of the street system. In this case, the dead end is 90 feet in length. Waivers have been approved for dead end streets 150 feet in length.

c. Lot lines to be non-radial and non-perpendicular to the street right-of-way (Subdivision Ordinance 26.23.140c). This is another common waiver and is justified due to the street configuration and lot layout.

d. Block length to exceed 1,320 feet for Blocks 2, 8, 15 and 16 (Subdivision Ordinance 26.23.130a). This waiver is justified as Blocks 8, 15 and 16 have open space and detention areas. In the case of Block 2 the request is only about 43 feet over the maximum block length.

e. No pedestrian sidewalk through Blocks 1 & 2 (Subdivision Ordinance 26.23.125). This is justified as the approved developments to the north and east prevent the pedestrian sidewalk.

11. Proposed grading and drainage design for the development includes construction of two detention cells located along the south boundary of the development within the existing drainageways. The cells will be constructed with overall site grading and will initially serve as sediment basins. The eastern basin will serve Phases 1 and 2 of the development and the western basin will serve Phase 3.

12. The proposed preliminary plat is compatible with the 2050 Comprehensive Plan. City services are available to service the property except for gravity sanitary sewer in the Phase 3 area, and the proposed use is compatible with the existing uses and the future land use with related CPA26003. The proposed preliminary plat is adjacent to existing urban residential to the east and is approximately ½ mile from Lincoln Northwest High School.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Vacant AG Agriculture R-3 Residential

SURROUNDING LAND USE & ZONING

North:	Agriculture/Undeveloped	AG Agriculture/R-3 Residential
South:	Agriculture/Pasture	AG Agriculture/R-3 Residential
East:	Single family	R-3 Residential
West:	Agriculture	AG Agriculture

APPROXIMATE LAND AREA: 59.76 acres, more or less **LEGAL DESCRIPTION:** See attached

Prepared by George Wesselhoft, Planner
(402) 441-6366 or gwesselhoft@lincoln.ne.gov
Date: October 15, 2026

Owner: Arbor Farms, LLC Applicant/Contact: Rick Onnen

https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/PP/26000/PP26002 Hennessey Heights.gjw.docx

CONDITIONS OF APPROVAL – PRELIMINARY PLAT #26002

Approval of the following waivers:

a. Waiver to allow for sanitary sewer to flow opposite of street grade (Design Standards, Title 2, Chapter 2.00, Section 3.5).
b. Dead-end street without a 60' diameter turn-around or temporary turn-around at the east end of W. Kingfisher Drive (Subdivision Ordinance 26.23.080).
c. Lot lines to be non-radial and non-perpendicular to the street right-of-way (Subdivision Ordinance 26.23.140c).
d. Block length to exceed 1,320 feet for Blocks 2, 8, 15 and 16 (Subdivision Ordinance 26.23.130a).
e. No pedestrian sidewalk through Blocks 1 & 2 (Subdivision Ordinance 26.23.125).

Site Specific Conditions:

1. The subdivider shall complete the following instructions and submits the documents and plans and 2 copies to the Planning Department office:

    1.1 Revise the preliminary plat to:

        1.1.1 Add PP26002 to the title information.

        1.1.2 Delete Notes 2, 3 and 13 from the General Notes.

        1.1.3 Add a note to the General Notes that the area is subject to Airport Height and Airport Noise requirements.

        1.1.4 Update the Utility Sheets per LTU Engineering Services 10/2/26 comments.

        1.1.5 Adjust the phasing so that Phase 1 ties into W Partridge Lane for water main.

        1.1.6 Submit a study that includes hydraulic gradients and proposed grades information for pressure determination to the satisfaction of LTU Water.

        1.1.7 Add pedestrian easement to the identified uses for Outlots B, C and D.

        1.1.8 Provide outlet structure details for the drainage report to the satisfaction of LTU Watershed.

2. Final Plats will be approved by the Planning Director after:

    2.1 The required improvements are completed or a surety is posted to guarantee the completion of the public streets, private roadway improvements, sidewalks, sanitary sewer system, water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs.

    The subdivider has signed an agreement that binds the subdivider, its successors and assigns:

    to complete the street paving of public streets shown on the final plat within two (2) years following the approval of this final plat.

to complete the installation of sidewalks along both sides of streets and along as shown on the final plat within four (4) years following the approval of this final plat.

to construct the sidewalk in the pedestrian way easement in Outlots B, C and D at the same time as the adjacent streets are paved.

to complete the public water distribution system to serve this plat within two (2) years following the approval of this final plat.

to complete the public wastewater collection system to serve this plat within two (2) years following the approval of this final plat.

to complete the enclosed public drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of this final plat.

to complete land preparation including storm water detention/retention facilities and open drainageway improvements to serve this plat prior to the installation of utilities and improvements but not more than two (2) years following the approval of this final plat.

to complete the installation of public street lights along streets within this plat within two (2) years following the approval of this final plat.

to complete the planting of the street trees along streets within this plat within six (6) years following the approval of this final plat.

to complete the installation of the street name signs within two (2) years following the approval of this final plat.

to complete the installation of the permanent markers prior to construction on or conveyance of any lot in the plat.

to timely complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance which have not been waived but which inadvertently may have been omitted from the above list of required improvements.

to keep taxes and special assessments on the outlots from becoming delinquent.

to maintain the outlots and private improvements in a condition as near as practical to the original construction on a permanent and continuous basis.

to maintain the sidewalks in the pedestrian way easements in Outlots B, C and D and all of its elements in a condition as near as practical to the original or as constructed condition in order to provide the user with a safe and convenient facility on a permanent and continuous basis.

to retain ownership of and the right of entry to the outlots in order to perform the above-described maintenance of the outlots and private improvements on a permanent and continuous basis. However, Subdivider(s) may be relieved and discharged of such maintenance obligations upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance subject to the following conditions:

(1) Subdivider shall not be relieved of Subdivider's maintenance obligation for each specific private improvement until a register professional engineer or nurseryman who supervised the installation of said private improvement has certified to the City that the improvement has been installed in accordance with approved plans.

(2) The maintenance agreements are incorporated into covenants and restrictions in deeds to the subdivided property and the documents creating the association and the restrictive covenants have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

to inform all prospective purchasers and users of land located within the Airport Environs Noise District that the land is located within the Airport Environs Noise District, that the land is subject to an avigation and noise easement granted to Lincoln Airport Authority, and that the land is potentially subject to aircraft noise levels which may affect users of the property and interfere with its use.



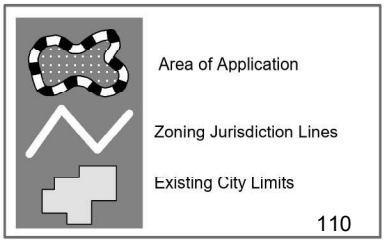
2026 aerial

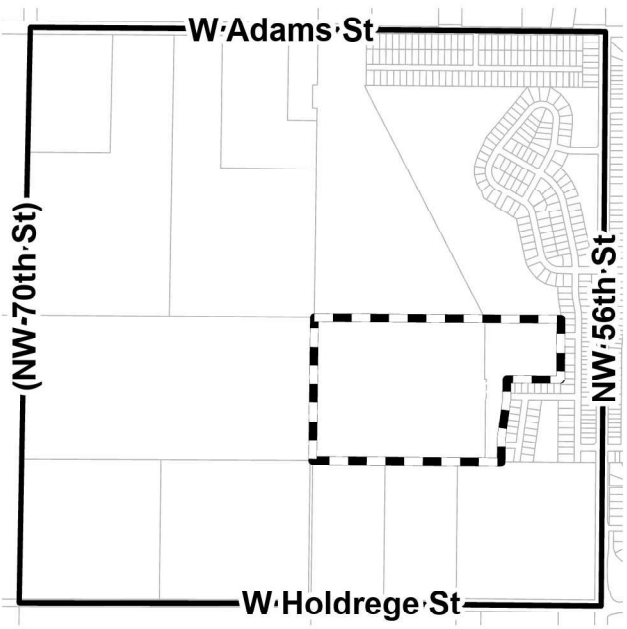
Preliminary Plat #: PP26002
Hennessey Heights
NW 57th St & W Thatcher Ln

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

One Square Mile:
Sec.13 T10N R05E

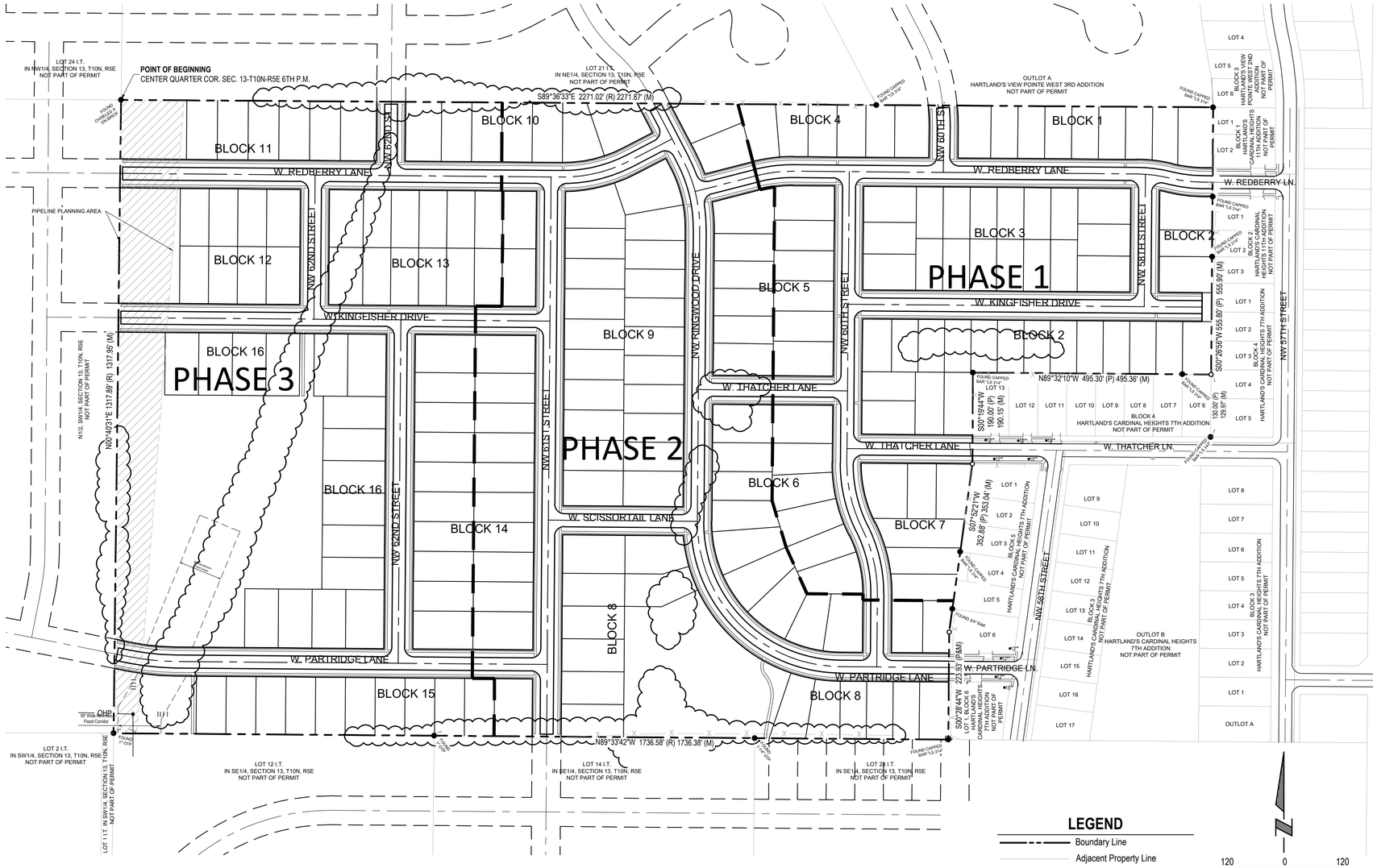


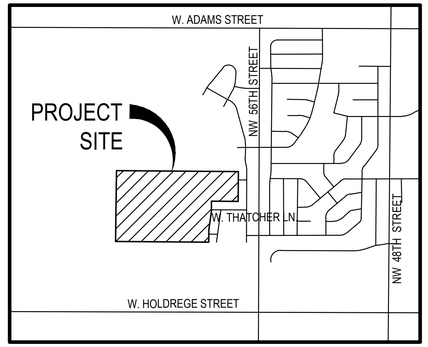


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HENNESSEY HEIGHTS

PRELIMINARY PLAT





VICINITY MAP

OWNER:
ARBOR FARMS LLC
1917 COUNTY ROAD B
CERESCO, NE 68017

DEVELOPER:
McCUNE DEVELOPMENT, LLC
11550 I STREET, SUITE 200
OMAHA, NE 68137
402-558-2200

ENGINEER:
E & A CONSULTING GROUP, INC.
RICHARD ONNEN
2077 N STREET, SUITE 400
LINCOLN, NE 68510
402-420-7217

SURVEYOR:
E & A CONSULTING GROUP, INC.
WILLIAM THOMAS
2077 N STREET, SUITE 400
LINCOLN, NE 68510
402-420-7217

LEGAL DESCRIPTION

A TRACT OF LAND BEING ALL OF LOT 23, IRREGULAR TRACT LOCATED IN THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 05 EAST OF THE 6TH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS PER SURVEYOR:

BEGINNING AT THE CENTER QUARTER CORNER OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 05 EAST OF THE 6TH PRINCIPAL MERIDIAN, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 23, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE NORTHEAST CORNER OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 24, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 21, IRREGULAR TRACT, OF SAID SECTION 13; THENCE S89°36'33"E, (BASIS OF BEARING: LANCASTER COUNTY LOW DISTORTION PROJECTION) ALONG THE NORTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING THE SOUTH BOUNDARY LINE OF SAID LOT 21, IRREGULAR TRACT, ALSO BEING THE SOUTH BOUNDARY LINE OF OUTLOT A, HARTLAND'S VIEW POINTE WEST 3RD ADDITION, A DISTANCE OF 2271.87 FEET TO THE NORTHEAST CORNER OF SAID LOT 23, IRREGULAR TRACTS, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF SAID OUTLOT A, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 6, BLOCK 3 AS SHOWN ON HARTLAND'S VIEW POINTE WEST 2ND ADDITION, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 1, BLOCK 1, HARTLAND'S CARDINAL HEIGHTS 11TH ADDITION; THENCE S00°26'56"W, ALONG AN EAST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG THE WEST BOUNDARY LINE OF SAID BLOCK 1, HARTLAND'S CARDINAL HEIGHT 11TH ADDITION, AND ALSO BEING THE WEST RIGHT-OF-WAY LINE OF WEST REDBERRY LANE, AND ALSO BEING THE WEST BOUNDARY LINE OF BLOCK 2, SAID HARTLAND'S CARDINAL HEIGHTS 11TH ADDITION, AND ALSO BEING THE WEST BOUNDARY LINE OF BLOCK 4, AS SHOWN ON HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, A DISTANCE OF 555.90 FEET TO A POINT ON THE EAST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID POINT ALSO BEING ON THE WEST BOUNDARY LINE OF LOT 4, BLOCK 4, HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 6, BLOCK 4, SAID HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION; THENCE N89°32'10"W, ALONG A SOUTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG A NORTH BOUNDARY LINE OF BLOCK 4, HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, A DISTANCE OF 495.36 FEET TO THE NORTHWEST CORNER OF LOT 13, BLOCK 4, HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION; THENCE S00°19'44"W, ALONG AN EAST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING THE WEST BOUNDARY LINE OF SAID LOT 13, BLOCK 4, ALSO BEING THE WEST RIGHT-OF-WAY LINE OF WEST THATCHER LANE AS SHOWN ON SAID HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, A DISTANCE OF 190.15 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID WEST THATCHER LANE, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 1, BLOCK 5, AS SHOWN ON SAID HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION; THENCE S01°52'21"W, ALONG THE WEST BOUNDARY LINE OF SAID BLOCK 5, A DISTANCE OF 353.04 FEET TO A POINT ON THE WEST BOUNDARY LINE OF LOT 6, SAID BLOCK 5; THENCE S00°28'44"W, ALONG A WEST BOUNDARY LINE OF SAID BLOCK 5, AND ALSO BEING ALONG THE WEST RIGHT-OF-WAY LINE OF WEST PARTRIDGE LANE, AND ALSO BEING ALONG THE WEST BOUNDARY LINE OF LOT 1, BLOCK 6 AS SHOWN ON SAID HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, A DISTANCE OF 223.93 FEET TO THE SOUTHEAST CORNER OF SAID LOT 23, IRREGULAR TRACT, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SAID LOT 1, BLOCK 6; THENCE N89°33'42"W, ALONG THE SOUTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG THE NORTH BOUNDARY LINE OF LOT 28, IRREGULAR TRACT, OF SAID SECTION 13, AND ALSO BEING ALONG THE NORTH BOUNDARY LINE OF LOT 14, IRREGULAR TRACT, OF SAID SECTION 13, AND ALSO BEING ALONG THE NORTH BOUNDARY LINE OF LOT 12, IRREGULAR TRACT, OF SAID SECTION 13, A DISTANCE OF 1736.38 FEET TO THE SOUTHWEST CORNER OF SAID LOT 23, IRREGULAR TRACTS, SAID POINT ALSO BEING THE NORTHWEST CORNER OF SAID LOT 12, IRREGULAR TRACTS, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 1, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13; THENCE N00°40'31"E, ALONG THE WEST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG THE EAST BOUNDARY LINE OF SAID NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13, A DISTANCE OF 1317.95 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 2,603,331 SQUARE FEET OR 59.76 ACRES.

LEGEND

- Boundary Line
- Adjacent Property Line
- Proposed Property Line
- Centerline
- Right-of-Way Line
- 1160 Existing Major Contours
- 1156 Existing Minor Contours
- 1160 Proposed Major Contours
- 1153 Proposed Minor Contours
- Tree Mass
- X Fence Line
- W Water Line
- SS Sanitary Sewer Line
- G Gas Line
- OHP Overhead Electrical
- UGP Underground Electrical
- ST Storm Sewer
- UFO Fiber Optic Line
- Monument Set (As Noted)
- Monument Found (As Noted)
- (M) Measured Distance
- (P) Platted Distance
- (R) Recorded Distance
- (D) Deeded Distance

120 0 120

1 inch = 120 ft.

GENERAL NOTES

1. EXISTING ZONING IS AG AND R-3. PROPOSED ZONING IS R-3.
2. THE OWNER/DEVELOPER RESERVES THE RIGHT TO BUILD ANYWHERE WITHIN THE SETBACKS AS PER R-3 ZONING DISTRICT.
3. EAVES, OVERHANGS, CANOPIES, PATIOS, WINDOW SWINGS, DOOR SWINGS, AIR CONDITIONER UNITS, ETC., MAY ENCROACH OVER THE SETBACK LINES. ENCROACHMENTS ARE NOT ALLOWED OVER PROPERTY LINES.
4. ALL OUTLOTS SHALL BE MAINTAINED BY AN ASSOCIATION OF HOMEOWNERS.
5. EXISTING AND PROPOSED EASEMENTS SHALL BE SHOWN AT TIME OF FINAL PLAT. UTILITY EASEMENTS SHALL BE PROVIDED AS REQUIRED BY LINCOLN ELECTRIC SYSTEM.
6. ALL PAVEMENT RADII TO BE 20' AND PAVEMENT WIDTH TO BE 27', MEASURED BACK TO BACK OF PAVEMENT, UNLESS NOTED OTHERWISE.
7. TEMPORARY TURNAROUNDS WILL BE CONSTRUCTED AT ALL DEAD-END STREETS, UNLESS OTHERWISE SPECIFIED WITHIN THE WAIVERS HEREIN.
8. SIDEWALKS SHALL BE LOCATED ON BOTH SIDES OF ALL INTERIOR STREETS. SIDEWALKS TO BE 5 FEET MINIMUM WHERE RIGHT-OF-WAY ABUTS OPEN SPACE OR DOES NOT ABUT RESIDENTIAL LOTS. SIDEWALKS SHALL BE 4 FEET WIDE WHERE ABUTTING RESIDENTIAL LOTS. SIDEWALKS SHALL BE MINIMUM OF 4 INCHES THICK CONCRETE, 5 INCHES THICK AT DRIVEWAY LOCATIONS.
9. ALL SANITARY SEWER AND WATER LINES TO BE PUBLIC AND TO BE 8" AND 6" PIPE RESPECTIVELY UNLESS SHOWN OTHERWISE AND TO BE BUILT TO THE CITY OF LINCOLN SPECIFICATIONS.
10. TOPOGRAPHIC GRADING CONTOURS ARE AT NAVD 1988.
11. ALL LOT LINES ARE CONCEPTUAL AND FINAL PLATS MAY SHOW DIFFERENT LOT DIMENSIONS.
12. ALL CURVILINEAR DIMENSIONS ARE CHORD LENGTHS.
13. SIGNS NEED NOT BE SHOWN ON THIS SITE PLAN, BUT NEED TO BE IN COMPLIANCE WITH CHAPTER 27.69 OF THE LINCOLN ZONING ORDINANCE, AND MUST BE APPROVED BY BUILDING & SAFETY DEPARTMENT PRIOR TO INSTALLATION. NO ADMINISTRATIVE AMENDMENTS ARE REQUIRED TO SPECIFY THE LOCATION.

WAIVERS

1. DESIGN STANDARDS, TITLE 2, CHAPTER 2.00, SECTION 3.5: TO ALLOW THE SANITARY SEWER TO RUN OPPOSITE STREET GRADE.
2. SUBDIVISION ORDINANCE 26.23.080: TO ALLOW A DEAD-END STREET WITHOUT A 60' DIAMETER TURN-AROUND OR A TEMPORARY TURN-AROUND AT THE EAST END OF W. KINGFISHER DRIVE.
3. SUBDIVISION ORDINANCE 26.23.140c: TO ALLOW LOT LINES TO BE NON-RADIAL AND NON-PERPENDICULAR TO THE STREET RIGHT-OF-WAY.
4. SUBDIVISION ORDINANCE 26.23.130a: TO ALLOW THE BLOCK LENGTH TO EXCEED 1320 FEET FOR BLOCKS 2, 8, 15 & 16.
5. SUBDIVISION ORDINANCE 26.23.125: TO ALLOW NO PEDESTRIAN SIDEWALK THROUGH BLOCKS 1 & 2.

Sheet List Table

Sheet Title	Sheet Number
COVER SHEET	1
SITE PLAN	2
UTILITY SHEET	3
UTILITY SHEET	4
GRADING SHEET	5
GRADING SHEET	6
DRAINAGE SHEET	7
PROFILE SHEET	8
PROFILE SHEET	9
PROFILE SHEET	10
PROFILE SHEET	11

Preliminary Plans Not for Construction

E & A CONSULTING GROUP, INC.
Engineering • Planning • Environmental & Field Services
2077 N Street, Suite 400 Lincoln, NE 68510-1068
Phone 402.420.7217
www.eacg.com
State of NE Certificate of Authorization #CA0008

E & A CONSULTING GROUP, INC.
Engineering Answers

HENNESSEY HEIGHTS
PRELIMINARY PLAT
LINCOLN, NEBRASKA

COVER SHEET

Revisions

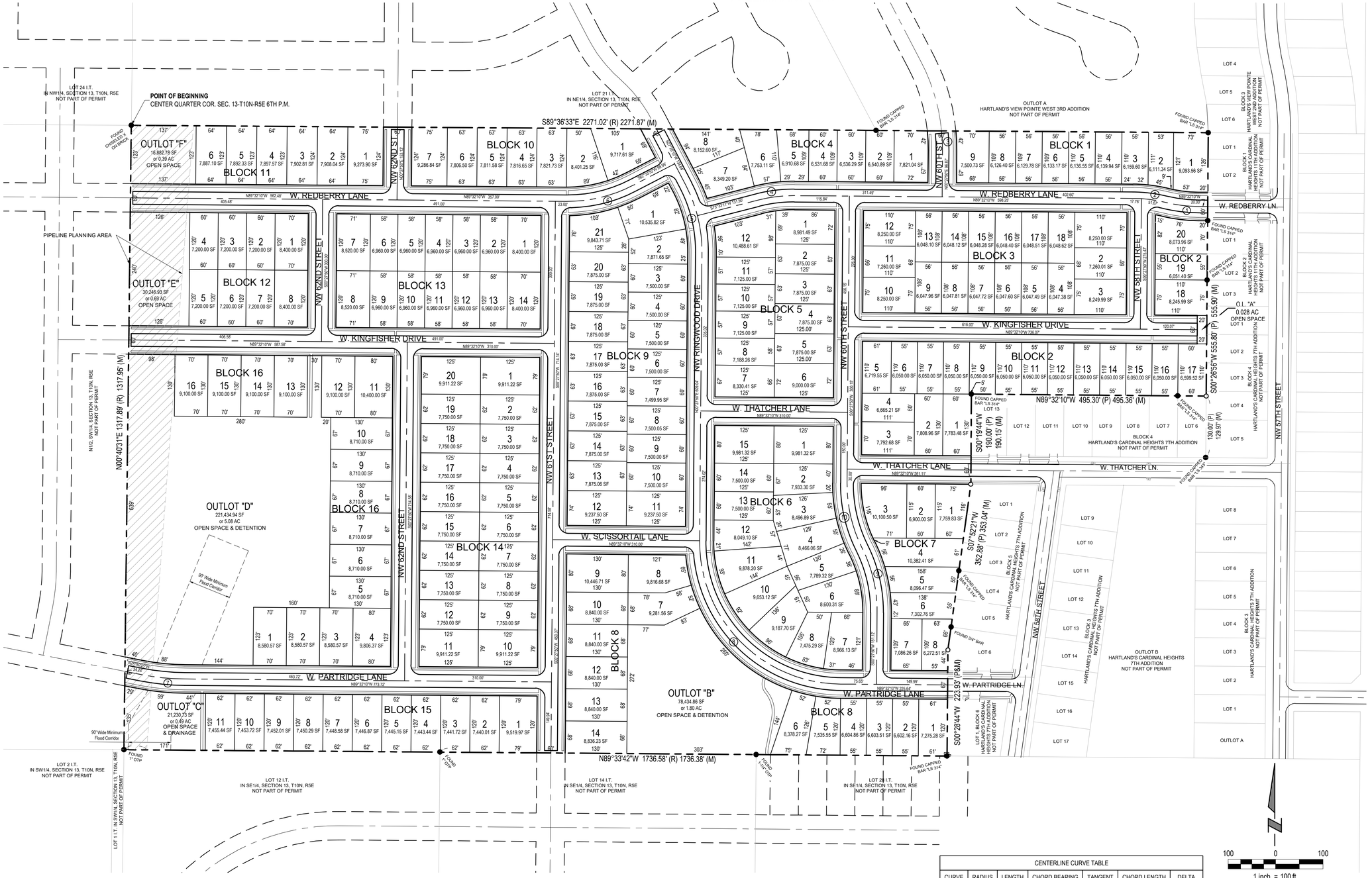
	Date	Description
1		

Proj No:	M2025.246.003
Date:	09/30/2026
Designed By:	JDB, SJV
Drawn By:	SJV, MLK
Scale:	AS SHOWN
Sheet:	1 of 11

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HENNESSEY HEIGHTS

PRELIMINARY PLAT



Minimum Opening Elevations			
Block	Lots	Pond Elevation (NAVD88)	Required Elevation (NAVD88)
8	6-14	1268.0	1269.0
16	1-16	1242.0	1243.0

CENTERLINE CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	TANGENT	CHORD LENGTH	DELTA
1	300.00'	69.49'	N82°54'01"W	34.90'	69.33	13°16'18"
2	300.00'	69.49'	N82°54'01"W	34.90'	69.33	13°16'18"
3	400.00'	42.39'	N02°34'20"W	21.22'	42.37	6°04'20"
4	300.00'	78.07'	S83°00'31"W	39.26'	77.85	14°54'39"
5	300.00'	146.08'	N13°29'10"W	74.52'	144.65	27°54'00"
6	300.00'	146.08'	S76°30'50"W	74.52'	144.65	27°54'00"
7	500.00'	93.34'	N84°11'17"W	46.81'	93.20	10°41'45"
8	300.00'	471.24'	N44°32'10"W	300.00'	424.26	90°00'00"
9	300.00'	141.65'	S13°03'46"E	72.17'	140.34	27°03'13"
10	300.00'	141.65'	S13°03'46"E	72.17'	140.34	27°03'13"

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E & A CONSULTING GROUP, INC. *Engineering Answers*

HENNESSEY HEIGHTS
PRELIMINARY PLAT
LINCOLN, NEBRASKA

SITE PLAN

Revisions		
	Date	Description

Proj No:	M2025.246.003
Date:	09/30/2026
Designed By:	JDB, SJV
Drawn By:	SJV, MLK
Scale:	AS SHOWN
Sheet:	2 of 11

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BLOCK 4
BLOCK 1
BLOCK 3
BLOCK 2
BLOCK 5
BLOCK 6
BLOCK 7
BLOCK 8
C-05 2.14 AC
C-06 1.61 AC
C-07 1.91 AC
C-08 1.85 AC
C-09 1.82 AC
C-10 2.70 AC
C-01 3.44 AC
C-02 3.55 AC
C-03 1.98 AC
C-11 1.56 AC
C-12 0.77 AC
N-01 0.99 AC
E-01 1.48 AC
E-02 1.07 AC
E-03 2.06 AC
E-04 2.88 AC
E-04a 0.39 AC
E-04b 1.07 AC
E-05 5.83 AC
E-05a 0.13 AC
E-06 1.94 AC
E-07 1.23 AC
NW 60TH ST
W. REDBERRY LANE
W. REDBERRY LN.
NW 58TH STREET
W. KINGFISHER DRIVE
NW RINGWOOD DRIVE
NW 60TH STREET
W. THATCHER LANE
W. THATCHER LN.
NW 57TH STREET
W. PARTRIDGE LANE
W. PARTRIDGE LN.
Existing Catch Basins
Existing Storm Outlet
130.00' (P)
129.97' (M)
20-Foot Broad Crested Emergency Overflow Weir

N

60 0 60

1 inch = 60 ft.

LEGEND

- 1120 Existing Contours
- 1170 Proposed Contours
- Drainage Subbasin
- Drainage TC Path
- Subbasin ID / Drainage Area
- Storm Drain
- Catch Basin

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HENNESSEY HEIGHTS
PRELIMINARY PLAT
LINCOLN, NEBRASKA

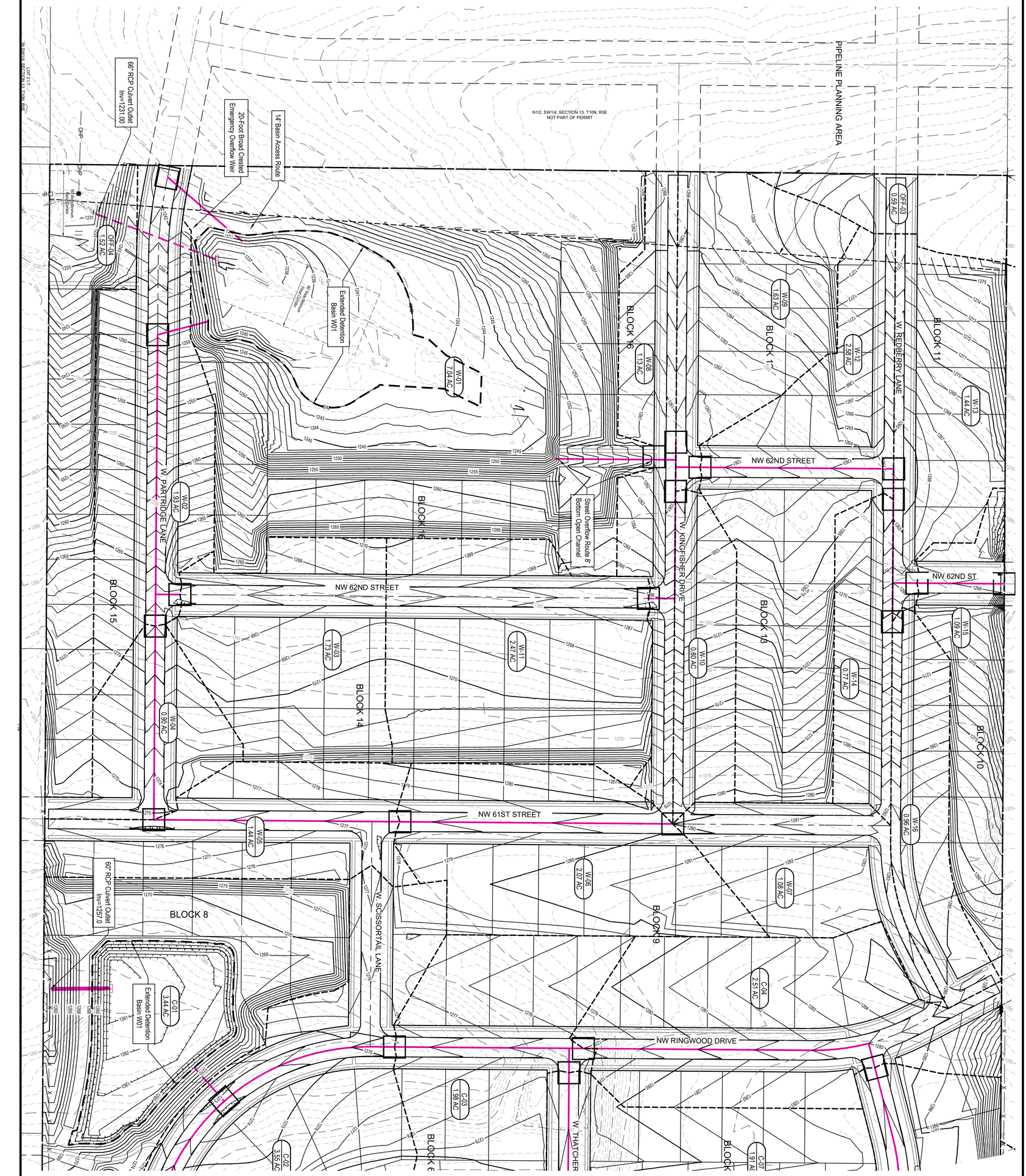
GRADING PLAN

Revisions

	Date	Description
1		

Proj No:	M2025.246.003
Date:	09/30/2026
Designed By:	JDB, SJV
Drawn By:	SJV, MLK
Scale:	AS SHOWN
Sheet:	5 of 11

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60 0 60
1 inch = 60 ft.

Proj No:	M2025.246.003
Date:	09/30/2026
Designed By:	JDB, SJV
Drawn By:	SJV, MLK
Scale:	AS SHOWN
Sheet:	6 of 11

Revisions		
	Date	Description

GRADING PLAN

HENNESSEY HEIGHTS
PRELIMINARY PLAT
LINCOLN, NEBRASKA

E & A CONSULTING GROUP, INC.
Engineering Answers

E & A CONSULTING GROUP, INC.
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State of NE Certificate of Authorization #CA0008

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LEGAL DESCRIPTION

A TRACT OF LAND BEING ALL OF LOT 23, IRREGULAR TRACT LOCATED IN THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 05 EAST OF THE 6TH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS PER SURVEYOR:

BEGINNING AT THE CENTER QUARTER CORNER OF SECTION 13, TOWNSHIP 10 NORTH, RANGE 05 EAST OF THE 6TH PRINCIPAL MERIDIAN, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 23, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE NORTHEAST CORNER OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 24, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 21, IRREGULAR TRACT, OF SAID SECTION 13; THENCE S89°36'33"E, (BASIS OF BEARING: LANCASTER COUNTY LOW DISTORTION PROJECTION) ALONG THE NORTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING THE SOUTH BOUNDARY LINE OF SAID LOT 21, IRREGULAR TRACT, ALSO BEING THE SOUTH BOUNDARY LINE OF OUTLOT A, HARTLAND'S VIEW POINTE WEST 3RD ADDITION, A DISTANCE OF 2271.87 FEET TO THE NORTHEAST CORNER OF SAID LOT 23, IRREGULAR TRACTS, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF SAID OUTLOT A, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 6, BLOCK 3 AS SHOWN ON HARTLAND'S VIEW POINTE WEST 2ND ADDITION, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 1, BLOCK 1, HARTLAND'S CARDINAL HEIGHTS 11TH ADDITION; THENCE S00°26'56"W, ALONG AN EAST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG THE WEST BOUNDARY LINE OF SAID BLOCK 1, HARTLAND'S CARDINAL HEIGHT 11TH ADDITION, AND ALSO BEING THE WEST RIGHT-OF-WAY LINE OF WEST REDBERRY LANE, AND ALSO BEING THE WEST BOUNDARY LINE OF BLOCK 2, SAID HARTLAND'S CARDINAL HEIGHTS 11TH ADDITION, AND ALSO BEING THE WEST BOUNDARY LINE OF BLOCK 4, AS SHOWN ON HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, A DISTANCE OF 555.90 FEET TO A POINT ON THE EAST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID POINT ALSO BEING ON THE WEST BOUNDARY LINE OF LOT 4, BLOCK 4, HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 6, BLOCK 4, SAID HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION; THENCE N89°32'10"W, ALONG A SOUTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG A NORTH BOUNDARY LINE OF BLOCK 4, HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, A DISTANCE OF 495.36 FEET TO THE NORTHWEST CORNER OF LOT 13, BLOCK 4, HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION; THENCE S00°19'44"W, ALONG AN EAST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING THE WEST BOUNDARY LINE OF SAID LOT 13, BLOCK 4, ALSO BEING THE WEST RIGHT-OF-WAY LINE OF WEST THATCHER LANE AS SHOWN ON SAID HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, A DISTANCE OF 190.15 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID WEST THATCHER LANE, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 1, BLOCK 5, AS SHOWN ON SAID HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION; THENCE S07°52'21"W, ALONG THE WEST BOUNDARY LINE OF SAID BLOCK 5, A DISTANCE OF 353.04 FEET TO A POINT ON THE WEST BOUNDARY LINE OF LOT 6, SAID BLOCK 5; THENCE S00°28'44"W, ALONG A WEST BOUNDARY LINE OF SAID BLOCK 5, AND ALSO BEING ALONG THE WEST RIGHT-OF-WAY LINE OF WEST PARTRIDGE LANE, AND ALSO BEING ALONG THE WEST BOUNDARY LINE OF LOT 1, BLOCK 6 AS SHOWN ON SAID HARTLAND'S CARDINAL HEIGHTS 7TH ADDITION, A DISTANCE OF 223.93 FEET TO THE SOUTHEAST CORNER OF SAID LOT 23, IRREGULAR TRACT, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SAID LOT 1, BLOCK 6; THENCE N89°33'42"W, ALONG THE SOUTH BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG THE NORTH BOUNDARY LINE OF LOT 28, IRREGULAR TRACT, OF SAID SECTION 13, AND ALSO BEING ALONG THE NORTH BOUNDARY LINE OF LOT 14, IRREGULAR TRACT, OF SAID SECTION 13, AND ALSO BEING ALONG THE NORTH BOUNDARY LINE OF LOT 12, IRREGULAR TRACT, OF SAID SECTION 13, A DISTANCE OF 1736.38 FEET TO THE SOUTHWEST CORNER OF SAID LOT 23, IRREGULAR TRACTS, SAID POINT ALSO BEING THE NORTHWEST CORNER OF SAID LOT 12, IRREGULAR TRACTS, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 1, IRREGULAR TRACT, OF SAID SECTION 13, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13; THENCE N00°40'31"E, ALONG THE WEST BOUNDARY LINE OF SAID LOT 23, IRREGULAR TRACT, SAID LINE ALSO BEING ALONG THE EAST BOUNDARY LINE OF SAID NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 13, A DISTANCE OF 1317.95 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 2,603,331 SQUARE FEET OR 59.76 ACRES.

E & A CONSULTING GROUP, INC.
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2077 N St, Ste 400 | Lincoln, NE 68510
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September 30, 2026

Mr. David Cary
Planning Director
George Wesselhoft, Planner
City of Lincoln Planning Department
555 South 10th Street, Suite 213
Lincoln, NE 68508

RE: HENNESSEY HEIGHTS – Preliminary Plat
Comprehensive Plan Amendment
Change of Zone from AG to R-3
Annexation

E & A File: P2025.246.003

Dear Mr. Cary,

On behalf of McCune Development and Arbor Farms, LLC, we are submitting a preliminary plat on property located west of NW 57th Street and W. Thatcher Lane. The property currently is known as Lot 23 of Irregular Tracts, located in the Southeast Quarter of Section 13, Township 10 North, Range 5 East and includes 59.76 acres. The preliminary plat is a single family development that has been shown with 3 phases. The project is being proposed as a Community Improvement District (CID).

A related administrative amendment to Hartland's Cardinal Heights 2nd Addition Special Permit #2045A has been submitted to the City Planning Department. That application is removing a portion of the special permit from the boundary, which is now shown within this preliminary plat application.

Currently the property is zoned AG and R-3. We are requesting a change of zone to R-3 on that portion that falls within Phase 1 that is not already zoned R-3. A portion of the property is annexed. With this application, we request for the entire development to be annexed. A portion of the proposed development is shown in the Comprehensive Plan as Agricultural and in Tier III. Our request is to amendment the Comprehensive Plan to bring the entire development into Residential – Urban Density and Tier I.

Phase 1 includes the area that can be gravity sewered to the existing sanitary sewer located within W. Redberry Lane and W. Thatcher Lane. Phase 2 includes the area that can be gravity sewered to the proposed sanitary sewer connection to the recently approved development to the south. Phase 2 will be scheduled for development with the completion of that sanitary sewer connection. Phase 3 shall be developed with a future sanitary sewer main. A possible lift station with force main is an option with the surrounding properties included to meet the minimum acres required.

The following waivers are being requested to the design and subdivision standards:

1. Sanitary sewer to run opposite street grade. (Design Standards, Title 2, Chapter 2.00, Section 3.5)
   The existing grades of the development along with the existing sanitary sewer elevations, does not allow the sanitary sewer to always run in the same direction as the street grade.

2. Dead-end street without a 60' diameter turn-around or temporary turn-around at the east end of W. Kingfisher Drive. (Subdivision Ordinance 26.23.080)
   The east end of W. Kingfisher Drive is a dead-end that is 90 feet in length. There are two lots

that are proposed to access the dead-end. Due to the limited area and the configuration of the existing development to the east and south, the proposed street configuration provides a design that minimizes the need to request additional waivers of street requirements.

3. Lot lines to be non-radial and non-perpendicular to the street right-of-way. (Subdivision Ordinance 26.23.140c)
   The configuration of lot lines to the street are shown non-radial and non-perpendicular only when the build foot print can be improved. This occurs within Blocks 1, 5 and 7. However, we request for this waiver to apply to the entire preliminary plat, since the lot configuration may change at time of final plat.

4. Block length to exceed 1320 feet for Blocks 2, 8, 15 & 16. (Subdivision Ordinance 26.23.130a)
   Within Blocks 8, 15 & 16 there is substantial drainage that runs through the block. To utilize as much street with lot access, these blocks are longer than the maximum length. Block 2 has existing developed lots along the east and south of the block. With the existing lots and the configuration of the drainage on the west portion of the development, the street layout makes Block 2 approximately 43 feet over the maximum block length.

5. No pedestrian sidewalk through Blocks 1 & 2. (Subdivision Ordinance 26.23.125)
   There is the approved development to the north and existing developed property to the east and south which prevent a sidewalk connection to be placed.

Proposed grading and drainage design for the development includes construction of two detention cells positioned along the southern boundary of the development within existing drainage ways. Both drainage ways have been determined to be non-jurisdictional by the US Army Corps of Engineers. The cells will be constructed with overall site grading and will initially serve as sedimentate basins. The basins will be converted to provide stormwater detention and post construction stormwater treatment following completion of street paving and upstream site stabilization. The eastern basin will serve Phases 1 and 2 of the development and the western basin will serve Phase 3.

If you have any questions regarding the application, please contact me at 402-420-7217 or by email at mkinning@eacg.com.

Sincerely,
E & A Consulting Group, Inc.

Marcia L. Kinning

CC: McCune Development, LLC
Enclosed: Application Form
Preliminary Plat Application Fee of $5,411.00
Comprehensive Plan Amendment Application Fee of $490.00
Change of Zone Application Fee of $1,176.00
Preliminary Plat Description
Annexation Exhibit & Description
Change of Zone Exhibit & Description

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 #26014	No
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS
October 28, 2026	None

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST
This application contains five proposed text amendments to various sections of the Zoning chapter in the Lincoln Municipal Code (LMC). These amendments offer moderate changes to sections of the LMC that have been identified as creating undue obstacles to the development community and needing improvement by staff. The following amendments are proposed:

- Amend LMC 27.63.160 to remove the requirement of the permittee submit to an annual inspection of the subject site under a special permit for excavation.
- Amend LMC 27.63.530 to allow the Planning Commission to vary setbacks for a residential healthcare facility by special permit.
- Amend LMC 27.69.030.a.20 to specify that signs are allowed on outlots if the outlot is within the use permit, special permit, preliminary plat or PUD as the associated use.
- Amend LMC 27.70.120 to specify that structures located within an outlot must have a minimum 20' separation from any property line.
- Amend LMC 27.72.060 to allow structures that are related to the use of outdoor recreation areas, such as sunshades, associated with early childhood care, non-residential and residential healthcare facilities to be allowed in any yard.

JUSTIFICATION FOR RECOMMENDATION
The changes proposed by the amendments in this application will bring improvements to the LMC that will increase the efficiency of implementing these regulations, remove barriers encountered by the development community, and enhance the overall development process.

APPLICATION CONTACT
David Cary, Director
Lincoln-Lancaster County Planning & Development Services

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN
The 2050 Comprehensive Plan supports exploring options for improving the zoning and building permitting process. The proposed amendments are consistent with the Plan as they are to clarify and improve the process for development.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

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

6. Explore additional opportunities for streamlining the zoning and building permitting processes.

ANALYSIS

1. A total of five (5) text amendments to the Lincoln Municipal Code are being proposed with the intent of improving the overall development process and eliminating specific barriers that have been identified by staff and the development community.
2. A summary of each proposed text amendment is below:

27.63.160 Special Permits; Excavation

The amendment to LMC 27.63.160 removes two requirements from the special permit for excavation. The first requirement that would be eliminated would remove the need for the permittee to prepare and submit an annual report to the Director of Building and Safety that addresses the status and extent of operations. Eliminating the second requirement removes the need for the permittee to submit to an annual inspection of the site by the Director of Building and Safety, which is be paid for by the permittee.

Staff has noted that these requirements have been rarely enforced and represent a comparatively large number of working hours for minimal benefit. The special permit process has been adequate in regulating excavation uses without needing the prescribed annual report and site inspection.

27.63.530 Special Permits; Healthcare Facilities, Residential

The amendment to LMC 27.63.530 adds language that allows setbacks for residential healthcare facilities to be modified under conditions of the required special permit. This change gives the Planning Commission the ability to increase or decrease the required setbacks for these facilities depending on the site conditions and overall neighborhood character. This would allow residential healthcare facilities greater flexibility in where they are located while also protecting neighboring properties from the potential impact of these facilities.

27.69.030 Signs; General Provisions

The proposed change to LMC 27.69.030 specifies when a sign may be erected and maintained in an outlot. The current section allows for a sign to be erected in an outlot without needing to be associated with a nearby use. The amendment would provide clarity to this, specifying that a sign can be erected and maintained in an outlot if the outlot is within the same use permit, special permit, preliminary plat, or planned unit development as the associated use.

27.72.060 Height and Lot Regulations; Uses Permitted or Prohibited Within Required Yards

The amendment to LMC 27.72.060 changes the minimum distance that accessory buildings located in outlots are required to be from any property line. The current language states that an accessory building in an outlot be at least six (6) feet away from any property line. The amendment would increase this required setback to 20 feet to align with changes to the building code.

27.72.120 Height and Lot Regulations; Accessory Buildings

The final amendment is a change to LMC 27.72.060 which expands what outdoor recreation structures and facilities are allowed to be located in any yard when associated with an early childhood care facility, non-

residential healthcare facility, or residential healthcare facility. As it is written and enforced today, this section of code only allows structures that are directly used for outdoor recreation, such as playgrounds, in the required yard. The expanded language would include structures and facilities that are related to such uses (e.g. sunshades, drinking fountains) to also be in any yard. The inclusion of these additional structures allows these care facilities to provide outdoor recreation that better meets the needs of those in their care.

3. This request is compatible with the Comprehensive Plan by addressing issues that have been identified and by improving the development process.

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

Date: October 14, 2026

Applicant: David Cary, Director
Lincoln-Lancaster County Planning & Development Services

Contact: Tanner Hiemer, Planner
Lincoln-Lancaster County Planning & Development Services

1. Amend 27.63.160 to remove the requirement of the permittee to submit to an annual inspection of the subject site.

27.63.160 Excavation.

Excavation may be allowed by special permit in the AG, AGR, R-3, B-2, H-2, H-3, H-4, I-1, and I-2 zoning districts under the conditions below. The special permit may include and permit stone milling to be conducted as an accessory use to the excavation operation. For purposes of this section, excavation shall mean the removal of clay, soil, limestone, sandstone, sand, or gravel from the earth on a project site in excess of one acre by excavating, stripping, leveling, or any other process together with all other types of mining and quarrying operations for material that is removed from the earth. Excavation shall not include grading of land in accordance with an approved preliminary plat, building permit, or normal farming practices. Stone milling shall mean the crushing, cutting, grinding, or otherwise processing of minerals associated with an excavation operation. Not all of the conditions will apply to pre-existing, long-term excavation sites.

a. An application for a special permit for excavation shall be accompanied by the following information:
    1. A legal description of the proposed site;
    2. A site plan drawn to scale that includes but is not limited to identifying proposed vehicle and equipment storage areas and entrance and exit locations to the operation;
    3. A map showing the site location and the location of private access roads, existing or proposed, and public roads and highways adjacent to the site which will be affected by the operation;
    4. A grading map showing existing contours, proposed excavation contours, proposed final grade contours, and excavation volumes;
    5. A full and adequate description of all phases of the contemplated operation and the specific listing of the type of machinery and equipment which will be or might be used to carry on the operation;
    6. A groundwater report from a groundwater hydrologist in cases where proposed operations are: (i) within 1,000 feet of any off-site private well, (ii) within 2,000 feet of a community well, or (iii) designed to result in an excavated area that does not drain to a lower area (i.e. a “hole”). The report should demonstrate that the operation and ultimate grading will not negatively impact nearby wells by draw-down or contamination, and/or that monitoring wells will be installed to provide early warning of any such impact;
    Where a pond or lake is proposed, the groundwater report shall also demonstrate that adequate water will be supplied via runoff and/or wells to maintain it as a functioning and attractive year-round water feature.
b. Erosion controls, including retention and sediment basins shall be provided during excavation in conformance with state and federal standards and City land erosion and sediment control regulations to prevent a change in the character of runoff onto adjacent land.
c. No more than twenty (20) acres of the site shall be open for operations at any one time. The surface shall be maintained in such a manner that surface waters do not collect and pond,

unless specifically approved by the City. Underground drainage may be supplied if it connects to an existing drainage facility and is satisfactory to the City.

d. Topsoil shall be collected and stored for redistribution on the site at the termination of the operation or termination of each phase.

e. Excavation shall be conducted in such a way as not to constitute a hazard to any persons, nor to the adjoining properties. Dust shall be controlled on-site to meet Lincoln-Lancaster County Air Pollution Control Program Regulations. In addition, the Health Department may require dust control on unpaved perimeter roads.

f. Safety screening may be required at the outer boundary of the site. Visual screening through setbacks, berming and other techniques may also be required where said boundary is adjacent to residential or park land, school property, or at major entryways/corridors into a city, town or village.

g. Operating hours shall be limited to daylight hours, Monday through Saturday.

h. A sign shall be posted and maintained at the entrance to the site. The sign shall be:

    1. Clearly visible from the adjacent road;
    2. At least 32 square feet in area;
    3. Lettering shall be at least two inches in height, black on a white background;
    4. The sign shall list:
        i. The approved Special Permit Number;
        ii. The name, contact phone, and email address for the land owner;
        iii. The name, contact phone, and email address for the operator/ contractor;
        iv. The Building and Safety Department contact number.

i. The County or City Engineer may require installation of traffic signs to warn motorists of excavation operations and truck traffic.

j. The applicant will take appropriate measures, such as street sweeping or “rumble bars” as specified by the County or City Engineer to minimize mud or dirt tracking onto streets and roads on a continuing (daily) basis during operation.

k. Upon completion of all terms, conditions and requirements of the special permit that are to be completed before beginning operations, the Permittee shall request the Director of Building and Safety to issue a certificate of operation. Permittee shall not begin operations until it has received said certificate of operation.
The certificate of operation shall not be issued by the Director of Building and Safety until the Director has inspected the premises covered by the special permit, reviewed documentation and evidence of completion of the conditions which shall be provided by the applicant, and has found that all terms, conditions and requirements of the special permit, that were to be completed before beginning operations, have been complied with.
Any amendment to a special permit approved subsequent to the issuance of a certificate of operation for such special permit shall require the issuance of a new certificate of operation which shall not be issued until the Director of Building and Safety has ascertained that any terms, conditions and requirements of the amendment to the special permit have been complied with.

l. Operations shall commence within one year from the date the special permit is approved or the special permit will automatically terminate and be considered null and void. All existing certificates of operation shall automatically terminate on the same date.

m. Prior to commencing operations, the Permittee shall provide the City with a penal bond in the amount of $525.00 per acre intended to be disturbed to assure compliance with the final reclamation plan, including but not limited to regrading, topsoil conditioning, and re-vegetation. A registered professional engineer must certify at closure of operations that grading and final reclamation has been completed in accordance with the approved plans before the bond may be released.

n. Within nine months after the completion of excavation on any portion of the site, all cuts shall be returned to a slope of less than three to one, the topography and soils shall be restored and stabilized, and the land shall be graded, seeded, and sodded so as to prevent erosion and siltation, and to protect the health, safety, and general welfare of the public.

o. A special permit may be approved for a maximum of three-years from the date the special permit is issued.

~~p. Permittee shall prepare and submit an annual report to the Director of Building and Safety addressing the status and extent of operations and each condition of the special permit. Failure to submit the annual report shall constitute just cause for the City Council to revoke the special permit.~~

~~q. Permittee shall be subject to an annual site inspection by the Director of Building and Safety. The cost of such inspection shall be paid for by the applicant. Cost shall be based upon the Department of Building and Safety's hourly rate in effect on the date of the application. Building and Safety shall:~~

~~1. Inspect the site to determine whether terms, special conditions and requirements imposed by the City in the approval of the special permit have be met and complied with; and~~

~~2. Review all complaints from public and other departments/agencies and report to the Planning Director.~~

r. The City Council may modify or adjust any of the above conditions or impose additional conditions to preserve the public health, safety, and general welfare or to allow the applicant use of the property, while at the same time, protecting the surrounding property. (Ord. 20749 §29; February 25, 2019 Ord. 20107 §1; November 3, 2014: Ord. 19224 §12; March 16, 2009: Ord. 12571 §319; May 8, 1979).

2. Amend 27.63.530 to allow the Planning Commission to vary setbacks for a residential healthcare facility by special permit.

27.63.530 Healthcare Facilities, Residential.

Residential healthcare facilities may be allowed by special permit in the AG, R-1, R-2, R-3, R-4, R-5, R-6, R-7, R-8, O-1, O-2, R-T, B-1, B-2, B-3, B-4, B-5, and H-2 zoning districts under the following conditions:

a. Parking shall be in conformance with Chapter 27.67 unless modified under the condition of the special permit, provided that no parking shall be permitted in the required front or side yards.

b. Residential healthcare facilities shall be licensed to comply with all state requirements.

c. The total number of client or employee residents shall not exceed the lot area ratio below except as provided for in this section:
    i. AG zoning district: One person for 5,000 square feet of lot area;
    ii. R-1 zoning district: One person per 3,000 square feet of lot area;
    iii. R-2 and R-3 zoning districts: One person per 2,000 square feet of lot area;
    iv. R-4 zoning district: One person per 1,000 square feet of lot area;
    v. R-5 through R-8 zoning districts: One person per 750 square feet of lot area.

d. Depending on the character of the development and impacts on adjacent land uses, the Planning Commission may grant an increase in the number of residents allowed in (d) above where the site plan and building plans comply with the barrier-free standards in the design standards as adopted by the City Council. Such increase shall not exceed fifty percent.

e. The height and lot requirements of the district in which the proposed use is located shall apply provided, however, that if the area of the lot is one acre or more, the height requirement of the district may be adjusted to provide flexibility in the design of buildings and to provide compatibility with surrounding uses except that solar access to adjacent buildings or potential buildings on land under other ownership shall not be reduced by such adjustment. In the AG zoning district, residential healthcare facilities shall be located on a lot having a minimum of five acres.

f. The sale of alcohol for consumption on and/or off the premises is allowed as a permitted accessory use as part of a residential healthcare facility otherwise approved according to this Section.

Setbacks shall be in conformance with Chapter 27.72 unless modified under conditions of the special permit.

3. Amend 27.69.030.a.20 to specify that signs are allowed on outlots if the outlot is within the same use permit, special permit, preliminary plat or PUD.

27.69.030 General Provisions.

Except as otherwise provided in this chapter or in any other applicable ordinance or regulation, no sign or part thereof shall be erected or maintained in any zoning district except in conformance with these General Provisions. The General Provisions apply to both on-premises and off-premises signs.

a. **Location, Height, Area, and Other General Requirements.**
    1. No sign shall be erected or maintained in a required yard except as otherwise provided in this chapter, or encroach upon or overhang any adjacent property or public right-of-way.
    2. No sign shall be erected upon or against a roof or on top of or above the parapet of a building, except for roof signs as permitted in Section 27.69.310.
    3. No sign shall exceed the maximum height permitted for buildings in the zoning district in which the sign is located.
    4. Every sign shall be permanently attached to the ground, or to a building or structure which is permanently attached to the ground, except for mobile signs and temporary signs as provided in this chapter and in Title 22 of the Lincoln Municipal Code.

5. No sign shall be painted on or attached to rocks, trees, or any other natural object.
6. No sign shall be erected, placed, or maintained in a location that violates the site obstruction regulations of the Department of Transportation and Utilities for street intersections or entrances or exits from private property.
7. No sign or part thereof shall be erected in those zoning districts which are adjacent to or within the area of the interstate and federal-aid primary road systems in contravention of the advertising controls of the State of Nebraska.
8. Every freestanding sign permitted on a "per frontage" basis shall be allocated to and be located proximate to the specific frontage which would authorize such sign.
9. The required space between the location of any sign and an abutting residential premises in a residential district shall be as follows:
    i. 50 feet if non-illuminated,
    ii. 100 feet if illuminated;
10. No sign shall move, rotate, revolve, or simulate animation by means of spinning, fluttering, or reflective devices or lighting, except a sign may rotate or revolve at a rate not to exceed six revolutions per minute.
11. In the area of the B-4 zoning district beginning 150 feet east of 17th Street and continuing to the western boundary of the B-4 District, on-premises signs may be animated, blink, flash, or simulate animation.
12. The sign regulations for location, height, and area of a sign may be modified by the City Council in connection with the granting of a special sign district, planned unit development, use permit, special permit for a community unit plan, or special permit for a planned service commercial development, provided such modification is in conformance with all other requirements of Title 27.
13. All freestanding signs must be spaced a minimum of 50 feet apart.
14. No sign shall be erected, placed, or maintained in any location in violation of the zoning regulations of the City of Lincoln.
15. No person shall permit the placement, construction, or erection of a swinging sign.
16. No person shall place, construct, or erect any sign which, by reason of its size, location, movement, content, coloring, or manner of illumination, may be confused with or construed as a traffic control sign, signal, or device, or the light of an emergency or road equipment vehicle.
17. No person shall place, construct, or erect any sign which hides from view any traffic control sign, signal, or device.
18. Minor reductions in the required setback and/or spacing requirements for a sign not to exceed five feet may be approved upon a finding that (i) such reduction is the minimum necessary to avoid interference with an existing utility line or to avoid a significant obstruction from view by an existing building, sign, or landscape feature, and (ii) such reduction will have no significant adverse effect on existing or reasonably anticipated future uses in the surrounding area. Any requests for modifications from the setback and/or spacing requirements for a sign shall be filed with the Planning Director. Such request shall set forth the specific modification requested and all supporting reasons and documentation as to why the modification should be granted, how the public

welfare will be preserved, and why the modification will not detract from the intent and spirit of these sign regulations. Within thirty days from the filing of the request for modification, the Planning Director shall approve or deny the request and shall notify the applicant in writing of the approval or denial of the request. Any council member, the Mayor, or any aggrieved person may appeal any approval or denial of the request for modification by the Planning Director in accordance with the Request for Waiver Procedure found in Chapter 1.00, Sections 2.1.1 and 2.1.2 of the City of Lincoln Design Standards.

19. Frontage for every center sign permitted on a "per frontage" basis shall mean only that frontage of the center adjacent to an arterial or collector street.
20. ~~Signs may be erected and maintained on an outlot~~ Signs related to any use within the area of a use permit, special permit, preliminary plat, or planned unit development may be erected and maintained on outlots within that use permit, special permit, preliminary plat, or planned unit development area.

4. Amend 27.70.120 to specify that structures located within an outlot must have a minimum 20' separation from any property line.

27.72.120 Accessory Buildings.

(*Only applies to accessory structures associated with a main dwelling)

a. Accessory buildings which are attached to or not located more than (1) six feet from the main building in the R-1 through R-8, O-1*, B-1*, and B-3* zoning districts and (2) 10 feet from the main building in the AG, AGR, O-2, O-3, B-4, B-5, all H, and I-2 zoning districts shall be considered a part of the main building and shall comply with the height, front, side, and rear yard requirements of the main building, except that an accessory building attached to the main building by an unenclosed deck, patio, ramp, open stair, or sidewalk and located in the rear yard shall not be considered part of the main building, nor subject to the height and yard requirements of the main building. Any accessory building separated from the main building by a breezeway shall meet the height and yard requirements for the main building.
b. In all commercial and industrial zoning districts, accessory buildings shall not extend into any required yard, except as otherwise stated in this chapter.
c. Accessory buildings which are not a part of the main building:
    1. May, if located not less than sixty feet from the front lot line, extend into the required side yard though not closer than two feet to the side lot line in the R-1 through R-8, O-1*, O-2, O-3, B-1*, B-3*, B-4, all H, and the I-2 zoning districts, provided that such accessory buildings shall not be more than fifteen feet in height.
    2. May, if located not less than 100 feet from the front line, extend into the required side yard, though not closer than five feet to the side lot line in the AGR zoning district, provided that such accessory buildings shall not be more than fifteen feet in hieght.
    3. May be located in the required rear yard, provided that such accessory buildings:
        i. Shall not be nearer than two feet to the side or rear lot line in the AG, AGR, R-1 through R-8, O-1*, O-2, O-3, B-1*, B-3*, B-4, B-5, all H, and the I-2 zoning districts.

ii. Shall not occupy more than the following percent of the required rear yard:
- Forty percent in the R-1 through R-6, O-1*, B-1*, and B-3* zoning districts.
- Thirty percent in the AG, AGR, R-7, R-8, O2, O3, B-4, B-5, all H, and the I-2 zoning districts.

iii. Shall not be more than fifteen feet in height in the R-1 through R-8, O-1*, O-2, O-3, B-1*, B-3*, B-4, B-5, all H, and the I-2 zoning districts;

iv. Notwithstanding the above, an accessory building used as a garage and taking access from an alley shall not be located closer than ten feet to the alley line in the R-1 through R-8, O-1*, O-2, O3, B-1*, B-3*, B-4, B-5, all H, and the I-2 zoning districts.

v. Shall not abut a residential district in the O-2, O-3, B-5, H-4, and I-2 zoning districts.

vi. In the AG zoning district on lots 20 acres or more, accessory buildings shall not be nearer than the lesser of a distance equal to ten percent of the average lot width from the side lot line or 60 feet.

4. May be located in the required front yard on double-frontage lots where at least one frontage is along a major street in R-1, R-2, and R-3, provided such accessory buildings:

i. Shall not occupy any portion of any required front yard along the local street.

ii. Shall not be closer than two feet to the side lot line, closer than two feet to the front lot line along the major street, or closer than two feet to an area specified as a building line district.

iii. Shall not occupy any portion of the required front yard along any major street except when a landscape screen is located along all front lot lines of such lot adjacent to any major street in conformance with the "Design Standards for Screening and Landscaping" adopted by the City of Lincoln.

iv. Shall not have direct vehicular access from any major street along any major street frontage in the block.

v. Shall not occupy more than 100 square feet for buildings and 600 square feet for structures of the required front yard along the major street.

vi. Shall not exceed fifteen feet in height and any accessory building or portion thereof within twenty feet of the front lot line along the major street shall not exceed eight feet in height.

5. Accessory buildings in the AG district are not permitted in the side yard unless also located in the rear yard.

d. Maximum and expanded maximum cumulative allowable floor area for all accessory buildings on single family or two family residential lots or tracts in AG, AGR, and R-1 to R-8 zoning districts:

1. The maximum and the expanded maximum cumulative allowable floor area for all accessory buildings are as set out in Table 27.72.120(d) below. The applicable maximum cumulative allowable floor area may be increased up to the expanded maximum allowable floor area as provided in Table 27.72.120(d) Notes *1-4 below:

Table 27.72.120(d)
Maximum and Expanded Maximum* Cumulative Allowable Floor Area for Accessory Buildings on Single Family or Two Family Residential Lots or Tracts

***#Expanded Maximum only applies in accordance with the applicable Note *# below (e.g. *1)**

		Lot or Tract Size				
		less than 7,500 sq. ft.	**7,500 sq. ft. to less than 20,000 sq. ft.**	**20,000 sq. ft. to less than 1 acre**		**1 acre or more**
R1- R-8 Accessory Building sq. ft.	Maximum	1,000	1,500	2,000		2,000
	Expanded Maximum	1,500*1	3,000*2	3,000*2		5,000*3
		less than 1 acre	**1 acre to less than 2 acres**	**2 acres to less than 4 acres**	**4 acres to less than 10 acres**	**10 acres or more**
AGR Accessory Building sq. ft.	Maximum	2,000	2,000	2,000	2,000	2,000
	Expanded Maximum	3,000*2	6,000*4	8,000*4	20,000*4	No maximum*4
AG Accessory Building sq. ft.	Maximum	2,000	2,000	2,000	2,000	No maximum
	Expanded Maximum	3,000*2	6,000*4	8,000*4	20,000*4	

Notes:

*1. In the R-1 to R-8 zoning districts, for lots or tracts less than 7,500 square feet in size, the maximum cumulative floor area square footage of all accessory buildings may be increased up to the above expanded maximum square feet provided:

i. Total floor area square footage for all accessory buildings does not exceed the total square footage, excluding basement, of the main building.

ii. The total floor area square footage for all accessory buildings does not exceed a cumulative total of 500 square feet in the side, rear, and front yard setbacks.

*2. In the R-1 to R-8 zoning districts for lots or tracts 7,500 square feet to less than 1 acre in size, and in AG and AGR zoning districts for lots or tracts less than 1 acre in size, the maximum cumulative square footage for all accessory buildings may be increased up to the above expanded maximum square feet provided:

i. The total floor area square footage for all accessory buildings shall not exceed the total floor area square footage, excluding basement, of the main building.

ii. The total floor area square footage for all accessory buildings does not exceed a cumulative 250 square feet in the side, rear, and front yard setbacks.

iii. Any individual accessory building with a floor area of over 250 square feet in area must be located outside of the side, rear, and front yard setbacks.

*3. In the R-1 to R-8 zoning districts, for lots or tracts of 1 acre or larger in size, the maximum cumulative floor area square footage for all accessory buildings may be increased up to the above expanded maximum square feet provided:

i. The total floor area square footage for all accessory buildings does not exceed a cumulative total of 250 square feet in the side, rear, and front yard setbacks.

ii. Any individual accessory building with over 250 square feet of floor area must be located outside of the side, rear, and front yard setbacks.

*4. In the AG zoning district for lots and tracts 1 acre to less than 10 acres, and in the AGR zoning district for lots or tracts 1 acre or greater, the maximum cumulative floor area square footage for all accessory buildings may be increased to the above expanded maximum square feet provided that the total floor area square footage of all accessory buildings does not exceed a cumulative total of 2,000 square feet in the rear setbacks.

5. Breezeways: The space between the garage wall and the dwelling that is covered shall be calculated and counted as floor area for the purpose of this section. Provided that the first 625 square feet of floor area under said breezeway shall not be counted toward the maximum or expanded maximum cumulative allowable floor area as set out in Table 27.72.120(d).

6. Patios, decks, and porches (covered or uncovered) that are unenclosed and attached to the dwelling shall not be counted as floor area and shall not be counted toward the maximum or expanded maximum cumulative allowable floor area as set out in Table 27.72.120(d).

e. Attached and detached accessory buildings having a conditioned area shall comply with the applicable height restrictions and setback requirements of an accessory dwelling unit.

1. Each room, except bathrooms, in the conditioned area shall provide an egress window or door opening directly to the outside. Conditioned area shall comply with energy code for a dwelling.

2. A detached accessory building shall not have windows or wall openings within five feet of a rear or side lot line.

f. Accessory buildings on outlots, where allowed, shall maintain a minimum ~~six foot (6')~~ twenty foot (20') setback from all property lines.

5. Amend 27.72.060 to allow structures that are related to the use of outdoor recreation areas, such as sun shades, associated with early childhood care, non-residential and residential healthcare facilities to be allowed in any yard.

27.72.060 Uses Permitted or Prohibited Within Required Yards.

a. Every part of any required yard shall be open to the sky, unobstructed by a building, except:
    1. Eaves may project into a front or rear yard thirty-six inches, exclusive of gutters.
    2. Eaves may project into a side yard twenty-four inches, or two-fifths of the required side yard, whichever projection is greater, exclusive of gutters.
    3. Ordinary projection of sills, belt courses, cornices, vertical solar screens, and ornamental features may project twelve inches.
    4. In the R-4, R-5, R-6, R-7 and R-8 districts located in areas of the City annexed prior to January 31, 1949, up to twenty-five percent of the length of the principal street facade of a building may project up to two feet into the required front yard. Notwithstanding the above, a porch may not project into a required front yard beyond that otherwise allowed by subsection (d) below.

b. **Outdoor Recreation Areas.** Outdoor recreation areas including but not limited to outdoor uses such as playgrounds and walking paths, as well as structures and facilities related to such uses (e.g. sun shades, drinking fountains), associated with early childhood care facilities, non-residential healthcare facilities, and residential healthcare facilities, may be located in any yard provided all other structures requiring building permits meet setback requirements.

c. **Landscaping.**
    1. In the R-T, O-2, O-3, B-2, B-5, H-4, and all I zoning districts, the entire front yard shall be entirely landscaped in conformance with the landscape design standards adopted by the City of Lincoln, except for necessary paving of walkways and driveways to reach parking and loading areas, provided that any driveway in the front yard shall be substantially perpendicular to the street and shall not be wider than thirty feet;
    2. In all O, B, and H zoning districts, when a side and/or rear yard abuts a residential district, it shall be screened in conformance with the landscape design standards adopted by the City of Lincoln.
    3. In the R-T zoning district, the side and rear yard shall be devoted entirely to trees, shrubs, and grasses, and secondary sidewalks in conjunction with landscaping, unless the abutting property is occupied by a parking lot.
    4. In the I-2 zoning district, the required rear yard shall be entirely landscaped in conformance with the landscape design standards adopted by the City of Lincoln when the rear yard abuts a residential district.

d. **Porches.** An open, unenclosed porch may project into a required front yard for a distance not exceeding ten feet, however may not project into the required corner front yard under any situation; provided, however, such porches on residences in the R-1, R-2, R-3, R-4, R-5, R-6, R-7, and R-8 zoning districts which project into the required front yard no closer than ten feet from the street line may be enclosed under the following conditions:
    1. The enclosed porch shall not be served by a heating system, cooling system, or plumbing;

2. At least forty percent of the other residences on the same frontage in the same zoning district extend into the required front yard a distance equal to or greater than the applicant's porch (for the purpose of this section, extensions into the front yard may be a porch, balcony, vestibule, or the main part of the building);
3. The applicant's porch shall not be located within any building line district; and
4. At least fifty percent of each exterior wall shall be transparent.

e. **Balconies.**
   1. A balcony may project into a required front yard for a distance not exceeding six feet.
   2. In the R-6, R-7, and R-8 zoning districts, a balcony is permitted in the required side yard, but no closer than seven feet from the side lot line.

f. **Patios, Terraces, Decks and Ornamental Features.**
   1. Patios, terraces, uncovered decks and ornamental features in the B-1, B-3, B-4, H-2, and H-3 zoning districts may project into a required front yard.
   2. In the O-3, B-2, B-5, H-4, I-1, I-2, and I-3 zoning districts, patios and terraces may project into a required front yard for a distance not to exceed fifteen (15) feet.
   3. In all zoning districts, uncovered patios, terraces, uncovered decks, and ornamental features which do not extend more than three feet above or below the adjacent ground level may project into a required side and/or rear yard, provided that the projection shall be no closer than two feet from the adjacent side lot line.
   4. In all zoning districts, patios, terraces, decks, and ornamental features which extend more than three feet above or below the adjacent ground level may project into a required rear yard, provided the combined floor area of any patio, terrace, deck, and any accessory building located in the rear yard does not occupy more than 40% of the rear yard and that the patio, terrace, or deck:
      i. is uncovered;
      ii. projects off of the first story of the dwelling or below;
      iii. is no closer than ten feet from the rear lot line;
      iv. does not encroach into a required side yard;
      v. is a projection off of a single- or two-family structure.

g. **Vestibules.** An enclosed vestibule containing not more than forty square feet may project into a required front yard for a distance not to exceed four feet.

h. **Canopies**. In O-3, B-1, B-2, B-3, B-4, B-5, H-2, H-3, H-4, I-1, I-2, and I-3 zoning districts, canopies may project into a required front yard; provided, that a five foot setback shall be maintained from the property line, and such canopies shall not cover more than six square feet of ground area per each foot of frontage, and no portion of the canopy shall be lower than nine feet above grade.

i. **Outdoor Dining.**
   1. In the B-1, B-3, B-4, H-2, and H-3 zoning districts outdoor dining is permitted in the required front yard.
   2. In the O-3, B-2, B-5, H-4, I-1, I-2, and I-3 zoning districts, outdoor dining is permitted in the required front yard; provided, that a five foot setback shall be maintained from the property line.

j. **Loading Facilities.**

1. In the I-2 zoning district no loading facilities shall be provided in any front or side yard adjacent to any residential district.
2. In the I-3 zoning district no loading facility shall be located in any required yard.

k. **Walkways.** In the O-1, B-1, B-2, B-3, H-2, H-3, and I-1 zoning districts, enclosed walkways not more than one story in height nor eight feet in width are permitted in the required rear yard within two feet of the rear lot line.

l. **Accessory Buildings.** See Section 27.72.120.

m. **Air conditioners/heat pumps.**

1. In all zoning districts except the R-1, R-2, R-3, and R-4 zoning districts, air conditioners or heat pumps, not to exceed five ton units or parts thereof, may project into a required side yard, provided that such projection shall be distant at least two feet from the adjacent lot line and shall not extend more than four feet from the building. Such air conditioners may project into a required front yard but shall not extend more than three feet from the building, and such air conditioner or heat pump may extend into one side of a corner lot.
2. In R-1, R-2, R-3, or R-4 zoning districts, air conditioners or heat pumps not to exceed five tons or parts thereof may project into front and side yards not more than four feet from the building it serves, and in no event shall be closer than one foot to the adjacent lot line, and such air conditioner or heat pump may extend into one side of a corner lot.

n. **Solar Collectors.** Solar collectors which are a part of the main building may extend into a required rear yard for a distance not to exceed ten feet, and solar collectors may extend into a required side yard, provided that they have a minimum seven foot clearance from grade; and provided, further, that such extension shall be distant at least three feet from the adjacent lot line and may project into a side yard forty-eight inches, or two-fifths of the required side yard, whichever projection is greater.

o. **Ornamental siding and wall sheathing material.** Ornamental siding and wall sheathing material, not including brick veneer, may project a maximum of two inches into any required yard.

p. **Fire Escapes, Fireproof Outside Stairways, Balconies Opening upon Fire Towers, Chimneys, and Flues and Fireplaces.**

1. Open lattice enclosed fire escapes, fireproof outside stairways, and balconies opening upon fire towers, and the ordinary projections of chimneys and flues into the rear yard may be permitted by the building inspector for a distance of not more than three and one-half feet and where the same are so placed as not to obstruct light and ventilation of adjacent dwellings.
2. Chimneys, flues, and fireplaces may be permitted by the director of building and safety to project into any required yard for a distance of not more than two feet where the same are so placed as not to obstruct light and ventilation.
3. Fireproof outside stairways and fire escapes may project into the side yard not more than three and one-half feet.

q. **Light Wells and Egress Windows**. Any light well or egress window may be located in any required front, side, or rear yard, provided:

1. No such light well or egress window may be placed within two feet of any property line;

2. Any light well or egress window located in any required yard must have a safety railing that meets all requirements for safety railings of the International Building Code as adopted by the Lincoln Municipal Code if it is within five feet of any sidewalk, walkway, or driveway;
3. The construction of the light wells or egress windows meets the requirements of the International Building Code as adopted by the Lincoln Municipal Code;
4. The well does not extend more than one foot above the finished grade.
The requirements of (2) above may be waived by the City Council.

r. **Fences.** See Section 27.72.140.

s. **Building Line District.** See Section 27.72.170.

t. **Driveways and Vehicle Stacking**.

1. A driveway shall be permitted within the required front and side yards only if the driveway provides a connection to a parking space that is or will be located as permitted in this title, provided that in the O-2, O-3, B-2, B-5, H-4, I-1, I-2, and I-3 zoning districts the driveway shall be substantially perpendicular to the street and shall not be wider than thirty feet.
2. Vehicle stacking for drive-in/drive through facilities shall be permitted within the required front, side, or rear yard of zoning districts B-1, B-3, H-2, and H-3 if such front, side, or rear yard does not abut a residential district. All such facilities shall be constructed in accordance with applicable parking lot design standards.

u. **Yard Accessories in Required Yards**. Poles, posts, and other customary yard accessories, ornaments, and furniture may be located in any yard subject to requirements limiting obstruction of visibility and height limitations.

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?	OWNERS
Annexation #26005	No	See attached
PLANNING COMMISSION HEARING DATE	**RELATED APPLICATIONS**	**PROPERTY ADDRESS/LOCATION**
October 28, 2026	None	S 98th Street from A to South Street

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST
This is a request for annexation of ten properties which are located on the west side of S 98th Street generally between A Street and South Street. The annexation area includes approximately 67 acres. The proposal is consistent with the annexation policy of the Comprehensive Plan as the properties are in an area that is surrounded by the City limits and services are generally available.



JUSTIFICATION FOR RECOMMENDATION
The proposed annexation is consistent with the Comprehensive Plan and provides a consistent City boundary along the west side of S. 98th Street for the area.

APPLICATION CONTACT
George Wesselhoft, (402) 441-6366 or gwesselhoft@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN
The properties included in the annexation are designated for urban residential on the Future Land Use Map, and these requests comply with the requirements of the Zoning Ordinance and Comprehensive Plan.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

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

Urban Residential: Residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. All types of housing are appropriate here, from detached single family, duplex and missing middle to higher density multi-family. Undeveloped areas shown as Urban Residential may also include neighborhood-scale commercial and other compatible uses that will be added to the map after approval of development plans.

Fundamentals of Growth in Lancaster County

The City of Lincoln's present infrastructure investment should be maximized by planning for well-designed and appropriately-placed residential and commercial development in existing areas of the city with available capacity. This can be accomplished by redeveloping underutilized commercial centers into areas that include a mix of uses, and encouraging higher-density residential redevelopment in appropriate locations, including missing middle housing. New infrastructure investments to serve growth areas can be maximized by encouraging a higher density of both residential and commercial uses in these areas.

Benefits of Well-Planned Growth

Continued investment within the city ensures that our existing neighborhoods and commercial areas remain vibrant and desirable locations. More "rooftops" near existing commercial areas help to support continued commercial investment.

Annexation

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.

Information regarding annexation procedures can be found in the Annexation policy.

Annexation is a necessary and vitally important part of the future growth and health of Lincoln. The City of Lincoln has been successful with urban development occurring within its city limits. 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. It makes sense for the City to initiate annexation of adjacent properties that are already developed and require a minimal public investment to serve.

Reasons for City-initiated annexation include:

-Equity for taxpayers. Properties on the urban edge already benefit from many City services, such as streets, parks, trails, libraries, and snow removal on adjacent streets, without paying City taxes and fees.

-Annexation balances the provision of appropriate and reliable services with the "fair share" payment for those services.

-Clarity of service areas for maintenance and emergency response.

-Allow for continued growth of Lincoln in an efficient and orderly fashion.

Annexation generally implies the opportunity to access all City services within a reasonable period of time. Voluntary annexation agreements may limit or otherwise outline the phasing, timing or installation of utility services (e.g., water, sanitary sewer), and may include specific or general plans for the private financing of improvements to the infrastructure supporting or contributing to the land uses in the annexed area. The annexation of large projects may be done in phases as development proceeds.

The character of existing residential areas should be respected as much as possible during the annexation process. When low density "acreage" areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs that must be the responsibility of property owners.

Goals Section

G2: Complete Neighborhoods. Lincoln and Lancaster County will support complete neighborhoods within both developing and redeveloping areas of Lincoln. A complete neighborhood is one where residents are able to get the goods and services to meet daily needs within 15 minutes of their residence including a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options, and civic amenities. Housing variety should include townhomes, senior living facilities, low/no maintenance condominiums, accessory dwelling units, multi-family development, and even small lot single-family.

G4: Economic Opportunity. Lincoln and Lancaster County will have high-quality jobs in an economic environment that supports business creation, innovation, and expansion. Quality-of-life attributes, such as diverse and accessible housing, good shopping, restaurants and entertainment, quality schools and healthcare, a sense of safety, and amenities such as parks and trails are important to ensuring that skilled individuals want to remain or relocate to our community.

CLIMATE ACTION PLAN SPECIFICATIONS:

p. 11 Key Initiative – Transition to Low-Carbon Energy.

- Continue incentive-based (residential, commercial, or industrial) programs promoting the installation of renewable energy systems. Incentives may include offering rebates on purchasing equipment, attractive net metering pricing, tax incentives, height allowances, setback, and area-based incentives, expedited permitting, and others.

p. 14 Key Initiative - Build a Decarbonized and Efficient Transportation System.
-Continue to encourage mixed-use development in the Comprehensive Plan.
-Consider Transit Oriented Development policies in the update of the Comp Plan 2050.

UTILITIES & SERVICES:

A. Sanitary Sewer: Sanitary Sewer is available and is located in adjacent developments including Hlllcrest to the north, The Preserve at Hillcrest to the west and Wandering Creek to the south.

B. Water: Water is available in the adjoining streets of S 98th Street and A Street and in the adjacent developments.

C. Roads: The annexation area includes the adjoining S 98th Street right of way. This will provide for consistency in terms of jurisdiction with all of S 98th Street between A Street and South Street in the City limits.

D. Parks and Trails: The MoPac trail crosses the northeast corner of the proposed annexation area near the intersection of A Street and S 98th Street. The trail extends from the east side of S 98th Street to the northwest crossing A Street into the Hillcrest development.

E. Fire Protection: After annexation, fire protection will be provided by Lincoln Fire & Rescue (LFR). LFR Station 12 located at Pioneers Boulevard and S. 84th Street will serve this area. LFR will have a response time of 3 minutes and 48 seconds from Station 12, which is 2.86 miles away.

ANALYSIS

1. This is a request from the Planning and Development Services Department for annexation including ten properties consisting of approximately 67 acres. The annexation boundary is generally located between A Street and South Street on the south side of S 98th Street. The annexation includes two areas, one that is surrounded on three sides by the Wandering Creek Planned Unit Development (PUD) and one that is at the southwest quadrant of S 98th Street and A Street.
2. The annexation will provide a consistency for annexed areas along S 98th Street such that all properties on the west side of S 98th Street between A Street and South Street will be in the City limits along with the adjoining S. 98th Street right of way. Currently, it is a mixed pattern with some properties annexed and some still unincorporated. It should be noted that A Street on the north side of this application area is already completely in the City limits by way of prior Hillcrest annexation.
3. The proposed annexation is intended as a first phase for the remaining areas between S 84th Street and S 98th north of South Street and south of A Street. There are additional properties generally east and north of Messiah Lutheran Church on S 84th Street that are not yet annexed. These will be considered for a second phase under separate annexation application. The intent of this proposal is to focus on S 98th Street as the other area does not have the issue of an arterial street that is only partially in the City limits.
4. The recent Wandering Creek PUD expansion included annexation of around 30.73 acres as part of AN26004 application that included part of the area between A Street and South Street on the west side of S 98th Street. This included 314 feet of road frontage along S 98th Street.
5. The proposed annexation is consistent with the 2050 Comprehensive Plan as the site is shown as Tier 1, Priority B. Priority B Areas are designated for development in the first half of the planning period (to 2036) are generally contiguous to existing development and should be provided with basic infrastructure as they develop. Some of the infrastructure required for development may already be in place. Some infrastructure improvements may be made in the near term while others, such as road improvements that are generally more

costly, may take longer to complete. In certain cases, areas in Priority B have special agreements that include some level of commitment to build future infrastructure. These areas move into Priority A upon approval of development plans.

6. The annexation of these properties will provide a uniform pattern of incorporated properties on the west side of S 98th Street and uniformity for S 98th Street in the City limits. This will benefit emergency responders and the maintenance of S. 98th Street.
7. It should be noted that the property owners were sent early notification letters in the spring of 2026 to make them aware of the upcoming annexation proposal. These letters were sent in March and May. Then for the October 28 Planning Commission the public hearing notice was sent 30 days in advance to the owners.
8. The proposal is consistent with the annexation policy of the Comprehensive Plan and will provide a uniform City boundary along S 98th Street for the area in question. Both City water and sanitary sewer are available and Lincoln Fire and Rescue will respond at a high level of service for medical and fire calls.

EXISTING LAND USE & ZONING: Single Family Detached Homes, Undeveloped & AG Agriculture

SURROUNDING LAND USE & ZONING

North:	Hillcrest Development	R-3
South:	Wandering Creek Development	R-3
East:	Single Family Detached	AG
West:	Undeveloped, The Preserve at Hillcrest Development	R-3

APPROXIMATE LAND AREA: 67 acres, more or less

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: District #2

LEGAL DESCRIPTION: See Attached

Prepared by George Wesselhoft, Planner
(402) 441-6366 or gwesselhoft@lincoln.ne.gov
Date: October 15, 2026

Owners: City of Lincoln

Nicholas V and Donna J Vuko
1565 S 98th St, Lincoln, NE, 68520

Jeffrey S Booher and Jeanne V Vuko-Booher
1621 S 98th St, Lincoln, NE, 68520

Earthtone Property Management, LLP
9341 A St, Lincoln, NE, 68520

David L and Vera B Guittar

1731 S 98th St, Lincoln, NE, 68520

Timothy R Lieske Revocable Trust
1911 S 98th St, Lincoln, NE, 68520

Greg A and Cassidy L Bohac
2021 S 98th St, Lincoln, NE, 68520

Contact: George Wesselhoft
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gwesselhoft@lincoln.ne.gov

https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/AN/26000/AN26005 84th-98th and A Street.gjw.docx



2026 aerial

Annexation #: AN26005
S 98th St & A St

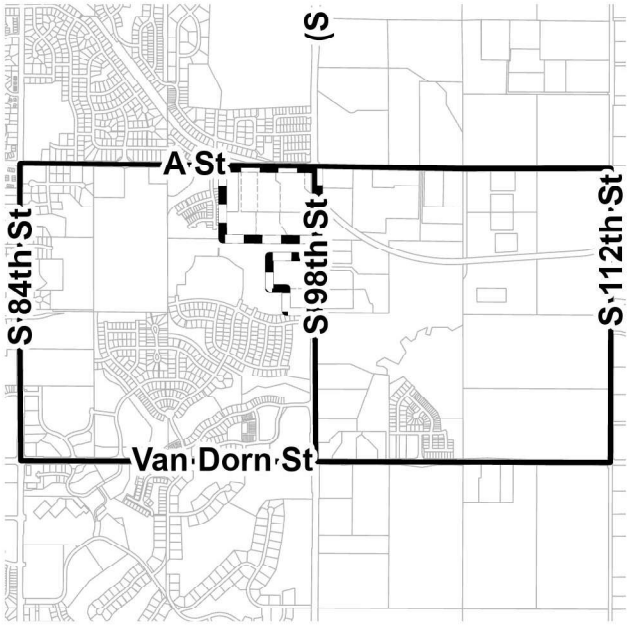
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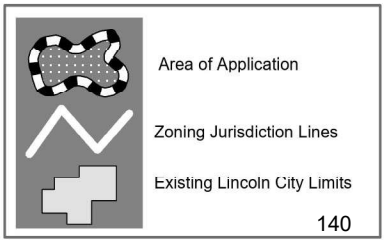
Zoning:

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.36 T10N R07E
Sec.35 T10N R07E





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File: D:_GIS\Projects\DevReview\AgendaDrawings\AgendaDrawings\AgendaDrawings_SDE.aprx (AN26005)

AN26005 LEGAL DESCRIPTIONS

Remaining Portion of Lot 3, Vuko N R D Addition along with adjoining S 98th Street right of way in Sections 35-10-7 and 36-10-7, Lot 36 in the NE ¼ of Section 35-10-7, Lot 37 in the NE ¼ of Section 35-10-7, Lot 75 in the NE ¼ of Section 35-10-7, Remaining Portion of Lot 1, Guittar Subdivision along with adjoining street right of way of S 98th Street in Sections 35-10-7 and 36-10-7, Remaining Portion of Lot 2, Guittar Subdivision along with adjoining street right of way of S 98th Street in Sections 35-10-7 and 36-10-7, Lot 1, Vuko N R D 1st Addition, along with adjoining street right of way of S 98th Street in Sections 35-10-7 and 36-10-7, Remaining Part of Lot 2, Vuko N R D 1st Addition , Lot 1 FBT Addition and Lot 1, FBT 1st Addition, along with adjoining street right of way of S 98th Street to the east in Sections 35-10-07 and 36-10-07, generally located between 84th & 98th Streets south of A Street, Lincoln, Lancaster County, Nebraska.