

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, March 4, 2020, 1:00 p.m., Hearing Room 112, on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Tom Beckius, Dick Campbell, Tracy Corr, Tracy Edgerton, Deane Finnegan, Cindy Ryman Yost, Cristy Joy and Dennis Scheer; Shams Al-Badry absent; David Cary, Steve Henrichsen, Brian Will, George Wesselhoft, Geri Rorabaugh and Rhonda Haas of the Planning Department; Dan Marvin and Hallie Salem of the Urban Development Department, media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission Hearing

Chair Corr called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Chair Corr requested a motion approving the minutes, as amended, for the regular meeting held February 19, 2020.

Clerk noted the minutes from February 19, 2020 meeting were amended to include a disclosure from Commissioner Finnegan on PESP 23I, on an email sent to Tom Cajka, regarding this application.

Campbell Motion for approval of the minutes made by Edgerton, seconded by and carried 8-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr voting 'yes'; Al-Badry absent.

CONSENT AGENDA

PUBLIC HEARING & ADMINISTRATIVE ACTION

BEFORE PLANNING COMMISSION:

March 4, 2020

Members present: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr; Al-Badry absent.

The Consent Agenda consisted of the following item: Special Permit 1151B.

There were no ex parte communications disclosed.

There was no ex-parte communications disclosed relating to site visits.

Item 1.1, Special Permit 1151B, was removed from the Consent Agenda to a separate public hearing.

SPECIAL PERMIT 1151B

**TO ALLOW AN EARLY CHILDHOOD CARE FACILITY WITH UP TO 115 CHILDREN, ON PROPERTY
GENERALLY LOCATED AT 4717 AND 4727 A STREET**

PUBLIC HEARING:

March 4, 2020

Members present: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr;
Al-Badry absent.

Staff Recommendation: Conditional Approval

Commissioner Finnegan disclosed that she had email George Wesselhoft, Planner, with questions.

Commissioner Edgerton disclosed that she had communications with a parent and board member of the applicant, before this agenda item came forward.

There was no ex-parte communications disclosed relating to site visits.

Staff Presentation: George Wesselhoft, Planning Department, came forward and stated this is a request for a special permit for an expansion of an early childhood care facility that will be located on the south side of A Street just west of S. 48th Street. The expansion includes demolishing an existing house and replacing it with a new building that has a residential appearance and is meant to be converted back into a house if necessary in the future. The special permit boundary includes an existing building with an early childhood care facility located to the east of the proposed new building. The two buildings combined will have a maximum occupancy of 115 children with 25 proposed employees on the largest shift. Existing access on A Street and existing parking off S. 48th Street will be utilized. The proposal for an early childhood care facility with up to 115 children is appropriate for this location. The buildings are located on A Street with the parking lot adjacent to S. 48th Street. These are both minor arterials, and facilities with thirty-one or more children are required to be located on an arterial street. The easternmost drive currently is not used. As part of the conditions of approval, the middle driveway will be removed with curb restored while the remaining western and eastern drives will be limited to right in and right out access only.

Corr inquired how they would ensure this would remain a right in and right out access.

Wesselhoft stated that Lincoln Transportation & Utilities (LTU) has said the right in and out

features will be physically designed to limit movement to turn from the east, and A Street at this location does have a double yellow line and no turning lane onto the property.

Finnegan asked if it is known what the impact will be on surrounding streets and if it will add considerably to the traffic congestion. Wesselhoft stated LTU has looked this and have indicated that there is a long-term plan with respect to intersection improvements, which are not related to this project. **Bob Simmering, Lincoln Transportation & Utilities (LTU)**, came forward and stated this site was looked at by LTU and any additional traffic at an already congested site is always a problem. This project is not a commercial type of operation that will increase traffic continuously; however, there will be morning and afternoon times impacted. The right in and right out will help, because typically it is the left turn, which congests traffic. A federal aid project is just in the planning stages that will address three intersections in the area.

Finnegan inquired if they had a timeline for the federal project. Simmering stated that it should be done within five-years. Finnegan inquired about the time of drop off for the children. Wesselhoft shared that the applicant would be able to answer this question. Edgerton stated that with some facilities parents are required to park and enter the facility when dropping of their child, and she asked if the parents would be using the parking lot for this. Wesselhoft stated just to clarify the access off A Street is supplemental and not required by ordinance. The existing parking and loading areas on east side of the school meet the requirements.

Corr inquired about the federal project asked if LTU was looking at round a bouts for the intersections. Simmering all options are being considered.

Applicant:

Nate Burnett, REGA Engineering, 601 Old Cheney Rd., Ste. A, came forward and stated they have been working with LTU on the right in and out to ensure that it will function the way that it is meant to, and referenced a schematic of the site map (see Exhibit '1'). The ingress side is angled and this makes left turns into the property difficult. For the exit onto A Street, the vehicles will be able to easily position to get out. The furthest east drive will be shifted to the west, primarily for future connectivity at the intersection. He mentioned the code only requires that there is enough stacking for four vehicles and this site provides stacking for five. There will be a maximum of 31 children at any one time and it is felt that it will be a minor impact to the area. **Jessica Greenwald, O'Neill, Heinrich, Damkroger, Bergmeyer, Schultz, PC, LLD, 121 S. 13th Street, Suite 800**, came forward on behalf of the Montessori School and stated that there will be two facilities at this site, which are not adjoined. The current facility, any children being dropped off will be using the parking lot to the east. The new facility will have only 18 students at any given time that would be dropped off. She shared they are confident there will not be any stacking of cars on A Street.

Finnegan inquired where the 115 children listed on the staff report comes from. Greenwald shared that they may be serving 115 children at anyone given time, although they will not all be at the facility at the same time, because of different schedules.

There was no testimony in support or opposition.

Campbell moved to close the public hearing on this item, seconded by Joy and carried 8-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr voting 'yes'; Al-Badry absent.

SPECIAL PERMIT 1151B

ACTION BY PLANNING COMMISSION:

March 4, 2020

Campbell moved approval, seconded by Finnegan.

Campbell stated that his concerns with this site and the traffic have been answered. He shared this intersection is a mess and they have come up with a good solution.

Finnegan agreed, and thanked George Wesselhoft for his quick response at the last minute.

Corr shared this is in her neighborhood and she drives this area frequently and knows that they have put time in this project. She thanked the Montessori for designing a building to fit in the neighborhood, even if they were to leave. She stated that she is in full support of this project and knows the intersection is crazy, but with the federal aid project, there will be some relief.

Beckius concurred with his fellow Commissioners, and he shared for years the Montessori School has illustrated a dedication to making sure the students are safe at this location and making sure that the impact of their facility is not overly burdensome upon the existing neighborhood.

Motion carried 8-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr voting 'yes'; Al-Badry absent.

Note: This is FINAL ACTION on Special Permit 1151B, unless appealed by filing a letter in the Office of the City Clerk within 14 days.

COMPREHENSIVE PLAN CONFORMANCE 20001

TO REVIEW AS TO CONFORMANCE WITH THE 2040 LINCOLN-LANCASTER COMPREHENSIVE PLAN, A PROPOSED AMENDMENT TO THE LINCOLN CENTER REDEVELOPMENT PLAN, TO ADD THE "13TH & O REDEVELOPMENT PROJECT", TO INCLUDE RENOVATION AND REHABILITATION OF EXISTING BUILDINGS TO ADD UPPER FLOOR HOUSING, ON PROPERTY GENERALLY LOCATED AT 1317, 1319 AND 1325 O STREET

PUBLIC HEARING:**March 4, 2020**

Members present: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr; Al-Badry absent.

Staff Recommendation: In Conformance with the Comprehensive Plan

There were no ex parte communications disclosed.

There was no ex-parte communications disclosed relating to site visits.

Staff Presentation: Dan Marvin, Urban Development Director, came forward and stated this is a review as to conformance with the 2040 Lincoln-Lancaster County Comprehensive Plan, a proposed amendment to the Lincoln Center Redevelopment Plan that identifies the 13th & O Streets/Central Hotel Redevelopment Project. The project includes the renovation and rehabilitation of three buildings on the project site to add 22 residential units on the upper floors. The project also includes restoration of the three building facades to their original historical condition. The existing first floor retail space in each building would remain. The project is consistent with the Comprehensive Plan, Downtown Master Plan, and the Lincoln Center Redevelopment Plan. It will preserve historic structures and meet the desire for a mix of uses including residential and an active first floor. This 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. The Urban Design Committee has recommended approval of this project.

Applicant:

Tom Huston, Cline Williams Wright Johnson & Oldfather, 233 S. 13th Street, #1900, came forward on behalf of O Street Holdings. Huston provided the clerk with a Cost Benefit Analysis handout, and further explained this analysis pertains to the question presented to the Commissioners (see Exhibit '2'). The question is, if this amendment to the redevelopment plan is consistent with the general plan of development with the community. This plan is consistent with the Comprehensive Plan, Downtown Master Plan, and the Lincoln Center Redevelopment Plan. This will allow for additional housing of 22 units, which will all be under one housing unit. They will be smaller and more affordable in the downtown area. The 2018, Downtown Lincoln Master Plan also emphasizes increasing the availability of housing types and price points in Downtown Lincoln. This project demonstrates that there is a lot of interest in O Street. Since 2017, the Planning Commission must consider the cost analysis benefits, for all redevelopment plan amendments and if it is consistent with the Comprehensive Plan. The owner anticipates

that the total investment of this project will total \$2.5 million, and believes that the incremental value created by the 22 apartments will be approximately \$2 million. The incremental tax amount on an annual basis for the 22 apartments would be \$42,000, which would be divided and paid to the redeveloper for reimbursement for eligible expenses. The cost benefit analysis also looks at other impacts of the project within the community, impact on employment and examines if there is any impact on the student population.

Campbell asked if the apartments would have sprinklers. Huston said yes.

Edgerton asked if all the buildings are vacant. Huston said yes.

Corr asked about affordable housing and if they would be doing, market rates for rent and asked what is expected. Huston stated that they would be marked rate units, and because they are smaller, they will be more affordable for downtown workers. Corr asked if it is being called the "Hotel Project" because it used to be a hotel. Huston shared that they could not agree on a name and 13th and O Street seemed too generic, and that is why they decided on hotel. Corr asked if the entry is on O Street or the backside. Huston stated there are two entry in the front of the building.

Finnegan asked if the existing businesses would be displaced. Huston said no.

Joy inquired if there was a parking agreement with nearby garages in place or if it will be worked out in the future. Huston said that they would be working on the redevelopment agreement, and the City has acquired the leasehold interest on the Eagle garage at 14th and N Street. This development is looking to reserve 22 stalls in the Eagle garage for tenant parking.

There was no testimony in support or opposition.

Campbell moved to close the public hearing on this item, seconded by Joy and carried 8-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr voting 'yes'; Al-Badry absent.

COMPREHENSIVE PLAN CONFORMANCE 20001

ACTION BY PLANNING COMMISSION:

March 4, 2020

Campbell moved In Conformance with the Comprehensive Plan, seconded by Finnegan.

Scheer stated these findings check many boxes as discussed by Dan Marvin, regarding the planning processes that happened previously. This includes, many Master Plan related studies and redevelopment for Downtown Lincoln and is in support.

Corr stated that she agrees with Commissioner Scheer and that it checks off many boxes. She shared that she is excited that the historical façade will be brought back. This will help keep O Street active with this added activity and is in support.

Motion carried 8-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr voting 'yes'; Al-Badry absent.

COMPREHENSIVE PLAN CONFORMANCE 20002

TO REVIEW AS TO CONFORMANCE WITH THE 2040 LINCOLN-LANCASTER COMPREHENSIVE PLAN, A PROPOSED AMENDMENT TO THE LINCOLN CENTER REDEVELOPMENT PLAN, TO ADD THE "GREATER DOWNTOWN PRINCIPAL CORRIDORS REDEVELOPMENT PROJECT", TO ENHANCE STREETSCAPE AND OTHER AMENITIES TO THE PRINCIPAL CORRIDORS IN DOWNTOWN, ON PUBLICALLY- AND PRIVATELY-OWNED PROPERTY GENERALLY LOCATED FROM N TO P STREETS FROM 9TH TO 28TH STREETS, AND 9TH TO 10TH STREETS FROM M TO S STREETS

PUBLIC HEARING:

March 4, 2020

Members present: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr; Al-Badry absent.

Staff Recommendation: In Conformance with the Comprehensive Plan

There were no ex parte communications disclosed.

There was no ex-parte communications disclosed relating to site visits.

Staff Presentation: Dan Marvin, Urban Development Director, came forward and stated this is to make improvements to the downtown area and entryway corridors. Hallie Salem, Urban Development, came forward and provided the clerk with a slide presentation (see Exhibit '3'). Marvin explained this project would primarily use Tax Increment Financing (TIF) to fund these improvements. TIF funds will be generated by the natural increase of property values and private redevelopment, which may occur within the project area. Salem shared that there are several reasons for creating a Greater Downtown TIF District. The 2018 Downtown Master Plan, which public support has helped to identify improvements, these improvements would help establish an identity to key entryways. Other reasons include, high traffic intersection crossings, revitalize deteriorating sidewalks, crosswalks, alleys, landscape beds and irrigation systems, which are in need of significant repairs. The hope is that this revitalization will help encourage more redevelopment along O Street. Marvin stated some of the improvements would help with the replacement of sidewalks, crosswalks, pavers, landscaping, trees and other amenities. Salem stated some of the priorities would be key entryway enhancements, street crossing improvements, streetscape improvements, strategic alley rehabilitation for appropriate public and private uses and enhance the interaction between building faces and the streetscape to

encourage redevelopment. Marvin shared this district runs off the I-180 Bridge to the City campus between the 9th and 10th Street corridor and then starting at 9th Street and it will go out just past 28th Street to include the 27th Street intersection.

Corr inquired about the slide just shown (see Exhibit '3') of the district area, and she asked what the difference between the blue and yellow areas shown on the district map were. Salem explained the different colors show two different redevelopment areas. The Lincoln Center Redevelopment area and Antelope Valley Redevelopment Plan area.

Edgerton stated there would actually be two districts. Salem stated they would be together, and the funding would be proportioned out between them. Marvin explained that each district would pay for its own improvements and the Master Plan will be able to do the entire area and to implement a common vision for the entire area. Other sources of funding are available that could go into this area and they would be expected to assist with some of the entryway dollars.

Scheer asked if this happens, would Urban Development have an opportunity during the redevelopment negotiation process to identify things they would want to do for this, out of the new project TIF funding. Marvin said yes. They would come up with a common plan and then they would be able to portion out the cost of doing the plan into the individual properties that come out of the district. Salem shared as an example, 9th and O Street already has money dedicated in the project for O Street and for 9th Street. Scheer asked if it could transfer over to the specific project. Salem said yes, it could transfer over to complete the goals of the project. Marvin stated the last item is assessment of districts for alley and/ or other improvements and further stated the City does not have line items to pay for alley improvements. There is also a tremendous backlog for sidewalks.

Salem stated that this is in conformance with the 2040 Comprehensive Plan, the Lincoln Center Redevelopment Plan, Antelope Valley Redevelopment Plan, North 27th Street Corridors and Environs Plan, South Haymarket Neighborhood Plan, and Downtown Master Plan. The O Street Redevelopment District needs to be created within 18 months of its adoption of the Downtown Master Plan, which is a short-term project.

Marvin stated that they have had a number of meetings to inform people of where they are at in the process. They want to have this before City Council by spring and start the district in June 2020.

Scheer asked about the funding of maintenance, because TIF dollars cannot be used for maintenance. Marvin stated the downtown area has a BID District that covers much of the downtown area and they have a great maintenance program. One element, they believe will happen, is as the Telegraph District opens up the BID District will expand to the east. As the BID grows, the ability to maintain this area will also be enhanced.

Scheer inquired if endowments could have a role with redevelopment type projects. Salem said yes, it would be something where they would rely on a contribution from an outside source, other than TIF.

Corr inquired about the cultural amenities mentioned in the staff report. Salem shared that entryway signage might be a good location for those types of cultural amenities, as well as streetscape enhancement. She explained that the Lumberworks block, there were plaques put in along the streetscape that discussed its history and interesting aspects of the neighborhood in the area. Corr asked about the conflict free pedestrian connections and she asked for examples. Salem shared that there is a goal being discussed within the City as part of the 2050 Comprehensive Plan for no traffic fatalities and reduction of injuries. They would look at ways to reduce the pedestrian, vehicle conflicts by looking at reducing cross-distances, doing a pedestrian scramble at certain intersections and look at different technologies for pedestrian improvements.

Beckius stated when thinking of data driven decision-making, he asked if the department has any resource the public could look at, which would show the improvements made and what followed after the improvements were made. Salem shared that there is one key example with P Street where there was a Landscape Architect Association. Scheer shared the associations was called the Landscape Architect Foundation under the American Society Landscape Architect (ASLA). Salem stated that the ASLA did a study on P Street, which was a summary of information before and there was an evaluation after. This was to show that there was an increase in activity, pedestrian activity, façade improvements and street frontage along the use of P Street corridor. Wanting to spend dollars on the projects for the biggest bang, they do not want to spend money to do these evaluations. Instead, they use the recommendations they get from consultants, that these things do make a difference in terms of pedestrian activity and connectivity. A substantial increase in investments has been seen in districts when there is public infrastructure invested into.

Beckius stated that in the future, he would love to see the outcome of the P Street study incorporated into some of these.

{Beckius did disclose that he had attended a meeting given by Dan Marvin, Urban Development, at the Bourbon Theater many months ago, that he had forgotten about.}

Beckius shared that some of the feedback from that meeting was how to quantify the return on an investment. For some members of the community, if TIF funds are used as the mechanism of finance, what is the result in terms of increased value seen? How much more of an increase would be seen if no improvements were done in the area? Salem shared when evaluated they tend to be more qualitative in nature than quantitative and how they qualify versus quantify these activities gets into more of a difficult area. Beckius inquired if there was anything potentially beyond the lighting and signage improvements mentioned, and he asked if a private partner in the community wanted to invest into their building, he asked if there might be public funding available to help with façade improvements. Salem said that there is an interface or crossover between the private and public realm where improvements could be done. Marvin stated that they do have estimates of total amounts that could come in through this district, and the low-end estimate is \$5 million. They do not want to start promising more than can be done, because of the limited funds.

Beckius shared that there was a reference to the “Music Corridor” on 14th Street from O Street to P Street. The potential of this area, and that it could be used for economic development and could be a hot spot for those dollars, and this area could be used on a regular basis. Salem stated that she agrees and the “Music District” is part of the design.

No one came forward in support or opposition.

Campbell moved to close the public hearing on this item, seconded by Edgerton and carried 8-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr voting ‘yes’; Al-Badry absent.

COMPREHENSIVE PLAN CONFORMANCE 20002

ACTION BY PLANNING COMMISSION:

March 4, 2020

Campbell moved In Conformance with the Comprehensive Plan, seconded by Finnegan.

Scheer stated he is in support and this checks many of the boxes. He shared another thing that is important as part of the discussion, is that he recalls the core blocks of O Street where done when the ash trees were planted and the crosswalks where done with brick, which was in 1975 or 1976. This is almost a 50-year improvement, which is still in place. In 1990’s, there was some

slight modifications done with planting beds being done. This is a 50-year old project, which is in need of new funding. This is great for Lincoln and he is in support.

Corr stated that O Street is vital to the City and many recognize this when they are coming into town. It is important to keep it up to date and looking good and this will help.

Joy shared that looking at the study that was performed there was a reduction in carbon, storm water runoff, reduced crossing times over 40 percent, valuations over 10 percent, increase the perception of safety and reduced the vacancy rates. This brings a lot to the City of Lincoln and she is in support.

Scheer stated that he wanted to add that the P Street Study, which Commissioner Joy, referred to, is currently available.

Motion carried 8-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Scheer, Beckius and Corr voting 'yes'; Al-Badry absent.

Scheer declared a Conflict of Interest on Items 4.3a and 4.3b and exited the chambers.

SPECIAL PERMIT 2046B

TO ALLOW FOR THE REMOVAL OF THE LAND USE/TRIP GENERATION TABLE, ON PROPERTY GENERALLY LOCATED AT SOUTH 84TH STREET AND HIGHWAY 2

AND

USE PERMIT 150C, TO REMOVE THE LAND USE/TRIP GENERATION TABLE, ON PROPERTY GENERALLY LOCATED AT SOUTH 84TH STREET AND HIGHWAY 2

PUBLIC HEARING:

March 4, 2020

Members present: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Beckius and Corr; Scheer declared a Conflict of Interest; Al-Badry absent.

Staff Recommendation:

Special Permit 2046B

Approval

Use Permit 150C

Approval

There were no ex parte communications disclosed.

There was no ex-parte communications disclosed relating to site visits.

Staff Presentation: Brian Will, Planning Department, came forward and stated this is an identical request for the two zoning overlays covering the Appian Way Regional Center Phase II southeast of the intersection of South 84th Street and Highway 2 – Use Permit #150 and Special Permit #2046. There are two permits involved and they simply cover different portions of the same commercial development. The request seeks to delete the land use/trip generation table from the site plans of both permits. This is the same land use/trip generation table that was the

subject of Administrative Amendment #19070, an amendment that was approved by the Planning Director but appealed to the Planning Commission. At their February 5, 2020 hearing, the Planning Commission voted to approve the amendment. The land use/trip generation table dates back to the original traffic study associated with the annexation agreement approved when the property was annexed in 2004. The intent of the table was to ensure the development did not exceed the extent of the applicant's financial participation in public improvements, which was largely based upon traffic generation data drawn from the traffic study. As a result, the uses listed in the table often relate more closely to the Institute of Transportation Engineers (ITE) Trip Generation Manual than the Zoning Ordinance. Since all required public improvements have been installed in the area, there is no value today for the City to track uses and their traffic impact. While useful at one time, the table no longer serves the original purpose and only impedes development. The table is no longer necessary for implementation of the Zoning Ordinance or annexation agreement, and requires updating every time a user changes in the center. The updates delay businesses openings, and cost time and effort on the part of applicants and City staff. The commercial center is zoned both H-4 and B-5, zoning which allows a wide range of commercial uses. Simplifying the implementation of the Zoning Ordinance to encourage development when it is not otherwise detrimental is consistent with the Comprehensive Plan.

Campbell stated if the City Council approved a resolution on this it is not an official action. Will stated what was approved by City Council related to the annexation agreement.

Beckius asked about the process as the improvements upon the land age and if years down the road a redevelopment were to occur and the impact and improvements that may be necessary on the roadways. Will stated this would occur like anywhere else. This developers' financial participation was in public improvements, which these improvement have now been accepted by the City of Lincoln. When this area was developed, there was nothing out in the area and it was in advance of projects like improving South 84th, Pine Lake Road and others. None of these were shown in the Comprehensive Plan and with no way to advance those projects that quickly there was a cautionary arrangement that was agreed to. Now, they are public improvements and the responsibility of the City, and if improvements were needed, they would need to go through the Capital Improvements Project.

Applicant:

DaNay Kalkowski, Seacrest and Kalkowski, PC, LLC 1128 Lincoln Mall, Ste. 105, came forward on behalf of Eiger Corp., who is the developer of this shopping center. There were discussions with the Planning Department over a year ago, about getting rid of the tables. Today, things are looked at from a zoning perspective with a zoning use and this trip table keeps having them look at a use category. This has become more cumbersome and there is more confusion with the use of the table. With the appeal of Gotcha Covered, and amendment to both Planning Commission and City Council, it has caused a three-month delay for this business to get their use permit. On Monday, City Council was asked to remove the trip cap from the annexation agreement, because all of the developer obligations to install infrastructure were completed.

There have been many mixed uses in this area over the past years and the intensity of the traffic and trips are not as high as expected. Doing this will help streamline the development process, because these uses have been in place for a long time. City Council held their public meeting on Monday, and vote 6-0, to remove the trip cap from the annexation agreement.

There was no testimony in support or opposition.

Staff Questions:

Beckius asked about other areas where the trip count will way under, and asked if there would be a proactive measure, and get rid of them. Will stated not that he knows of right now. Beckius asked if there was a reason of why not. Will asked if Commissioner Beckius meant developer or staff. Beckius said staff. Will stated that there is no proactive measure, which he is aware and it is not that common. Beckius asked if there was 15. Will said that it would be more like maybe five and a cap on floor area would be typical and more common.

Campbell shared that Village Gardens had their trip count removed. Will said that is correct.

Beckius shared the reason for asking is if there was some sort of mechanism or percentage standard, and if they will not be hitting the numbers, it would automatically go away. As opposed, to something that a developer or someone else has to do, because as Ms. Kalkowski pointed out, every time you change a use you need to go back through the process. It would provide some consistency on how this is approached.

Campbell stated if all improvements have been done, there is no need for trip count. Will said it is a timing issue and Village Gardens came up before others because the improvements were done and it made sense to eliminate it.

Joy inquired who would do the paperwork for the release on these. Will stated that the drafting would be by the Law Department and LTU would need to discuss the level of the improvements and if they were completed. Joy stated this could be a mechanism in the future that would trigger if they were hitting the numbers. Beckius stated that this would not be a good solution, and he further stated that just because the physical environment has been built doesn't mean that you couldn't go beyond what the trip generator is calculated for. Beckius asked if the City uses the trip generation any more. Will said no, they try to avoid using it for the most part.

Campbell moved to close the public hearing on this item, seconded by Finnegan and carried 7-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Beckius and Corr voting 'yes'; Scheer declared a Conflict of Interest; Al-Badry absent.

SPECIAL PERMIT 2046B**ACTION BY PLANNING COMMISSION:****March 4, 2020**

Campbell moved for approval, seconded by Beckius.

Campbell stated that it makes a great deal of since and this area is pretty well built-out. There are still some spots to fill in but it will not hit the trip count.

Beckius stated that he does agree and when it becomes evident that the development is not going to be hitting the top most threshold then the removal of the trip generation table makes since.

Motion carried 7-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Beckius and Corr voting 'yes'; Scheer declared a Conflict of Interest; Al-Badry absent.

Note: This is **FINAL ACTION** on **Special Permit 2046B**, unless appealed by filing a letter in the Office of the City Clerk within 14 days.

USE PERMIT 150C**ACTION BY PLANNING COMMISSION:****March 4, 2020**

Campbell moved for approval, seconded by Beckius and carried 7-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Beckius and Corr voting 'yes'; Scheer declared a Conflict of Interest; Al-Badry absent.

Note: This is **FINAL ACTION** on **Use Permit 150C**, unless appealed by filing a letter in the Office of the City Clerk within 14 days.

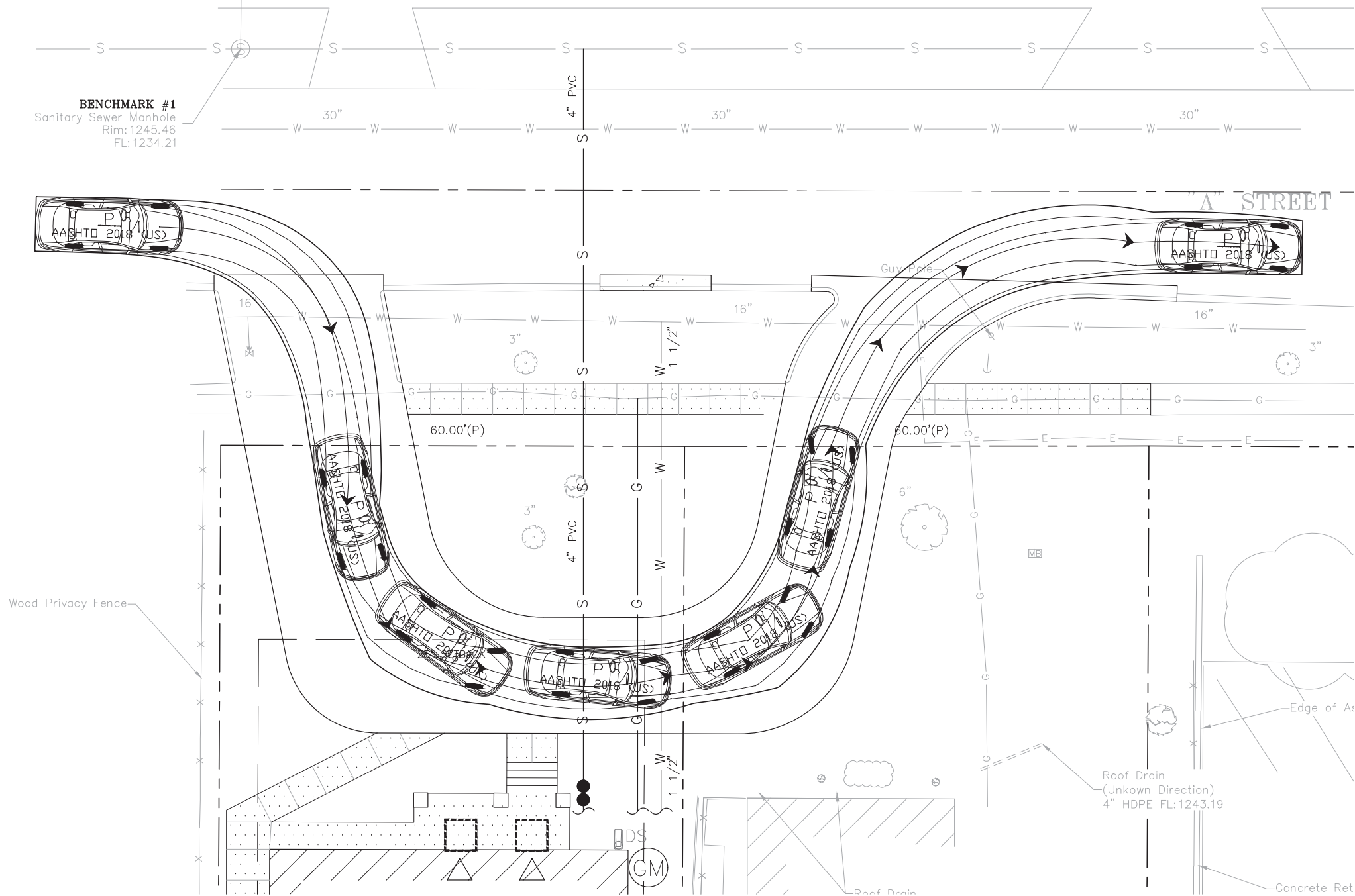
Chair stated that anyone wishing to speak on an item not on the agenda, may come forward and do so; no one came forward.

Beckius moved to adjourn the Planning Commission Meeting of March 4, 2020, seconded by Edgerton and carried 7-0: Campbell, Edgerton, Finnegan, Joy, Ryman Yost, Beckius and Corr voting 'yes'; Scheer and Al-Badry absent.

Meeting adjourned 2:24 p.m.

Note: The Planning Commission will not formally approve these minutes until their next regular meeting on Wednesday, March 18, 2020.

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BENCHMARK #1
Sanitary Sewer Manhole
Rim: 1245.46
FL: 1234.21

4" PVC

30"

30"

"A" STREET

Guy Pole

60.00'(P)

60.00'(P)

Wood Privacy Fence

4" PVC

1 1/2"

Roof Drain
(Unkown Direction)
4" HDPE FL: 1243.19

Edge of As

Concrete Ret



**ATTACHMENT TO THE AMENDMENT TO THE LINCOLN CENTER
REDEVELOPMENT PLAN FOR THE
13TH AND "O" STREETS REDEVELOPMENT PROJECT**

**COST BENEFIT SCHEDULE
(13th and "O" Streets Redevelopment Project)**

• **Public Tax Revenues:**

13th & "O" Streets Redevelopment Project		Amount
(a) Base Value		\$1,140,300
(b) Estimated New Assessed Value		\$3,237,760
(c) Increment Value	$= (b) - (a)$	\$2,097,460
(d) Annual TIF Generated (Estimated)	$= (c) \times 2.015115\%$	\$42,266
Funds Available	$= (d) \times 15 \text{ years @ } 5.00\%$	\$385,000

Upon completion of the Project, the assessed value of the Project Site will increase by an estimated \$2,097,460 as a result of the private investment for the Project. This will result in an increase in estimated annual property tax collections during the 15 year TIF period of approximately \$42,266, which will be available to finance the costs of construction of the eligible redevelopment improvements related to the Project. The public investment of a sum of approximately \$385,000.00 in TIF funds will leverage approximately \$2,500,000 in private sector financing. The TIF funds shall be subject to adjustment as the project costs are further defined.

The Urban Development Department believes that the private and public improvements proposed in this plan amendment would not occur "but for" the utilization of tax increment financing in the Lincoln Center Redevelopment Area. It would not be economically feasible for the redeveloper to redevelop the Project without tax increment financing because the existing site conditions constitute a barrier to development that cannot be adequately remedied without the use of tax increment financing.

Public investment may assist with the costs of site acquisition, demolition, streetscape and public area enhancements, energy efficiency enhancements, façade enhancements, and other public improvements and enhancements permitted under the Community Development Law in the Lincoln Center Redevelopment Area.

• **Public Infrastructure and Community Public Service Needs Impacts:**

It is not anticipated that the Project will have an adverse impact on existing public infrastructure, nor that the Project will have an adverse impact on City services, but instead will generate additional revenue providing support for those services.

- ***Employment within the Redevelopment Project Area:***

It is not anticipated that the Project will have an adverse impact on employers and employees of firms locating or expanding within the boundaries of the area of the Project. It is anticipated that the construction of approximately 22 studio, one-bedroom, and two-bedroom apartment units as part of the Project will create additional housing options and types for employers and employees of firms locating or expanding within the Lincoln Center Redevelopment Area.

- ***Employment in the City outside the Redevelopment Project Area:***

The Project is not expected to adversely affect employment in the City outside the Lincoln Center Redevelopment Area. Instead, the removal of blight and substandard conditions through renovation and rehabilitation of the existing buildings on the Project Site is anticipated to attract further development in downtown Lincoln, which will both create and support additional jobs in the Lincoln Center Redevelopment Area and in the City of Lincoln as a whole. The Project should increase the need for services and products from existing businesses in and around the Lincoln Center Redevelopment Area.

- ***Impacts on the student populations of school districts within the City:***

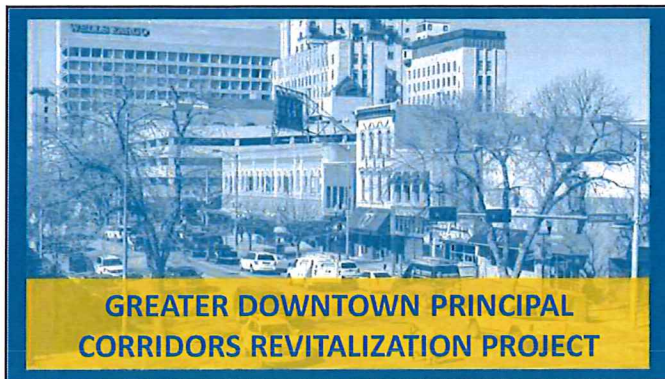
The Project is not expected to have a material impact on student populations of school districts within the City of Lincoln. The Project includes construction of approximately 22 studio, one-bedroom and two-bedroom apartment units, which are smaller in size and which will likely be attractive to young professionals and others who are employed in downtown Lincoln. Thus, the Project is unlikely to result in a material increase in student populations of local schools.

- ***Other Impacts:***

The development of the Project Site will eliminate the existence of blight and substandard conditions in the Lincoln Center Redevelopment Area and the City of Lincoln. The Project is consistent with LPlan 2040, the 2018 Lincoln Downtown Master Plan, and the Lincoln Center Redevelopment Plan.

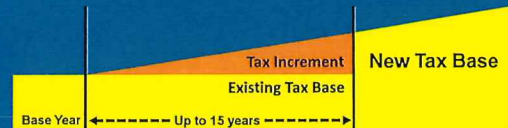
The Project should have a positive impact on private sector businesses in the Lincoln Center Redevelopment Area and in the City, and will attract additional private investment in and around the Lincoln Center Redevelopment Area. In furtherance of the goals of the Lincoln Center Redevelopment Plan, the Project will cause the rehabilitation and renovation of a vacant and underutilized structure and will increase the availability of diverse housing opportunities in downtown Lincoln.

While the use of tax increment financing will defer receipt of a majority of the incremental ad valorem real property taxes generated by the Project for up to 15 years, there will be additional revenue generated by the Project from, for example, sales taxes generated by the residents of the Project, who will purchase goods and services in downtown Lincoln. Upon completion of the 15 year TIF period, the Project will benefit the community through higher property tax revenue.



What is a TIF District?

- TIF Districts allow the use of increment generated from property tax increases in a specified area to fund public improvements and enhancements in that area.
- Valuation increases can come from reassessments and/or as a result of private investment.
- TIF Districts generally have a lifespan of up to 15 years.



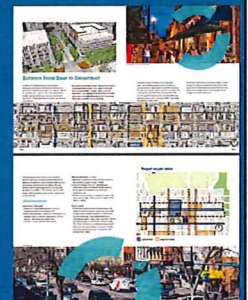
What is a TIF District?

- Districts can be based upon private redevelopment projects and/or more general redevelopment areas.
- Recent examples of Area TIF Districts include Historic Haymarket, North 27th Street, West O Street, Havelock, South Street, and North 48th Street.
- The North 27th Street TIF District collected more than \$7.6 million over a 15-year span; these dollars were used to pay for bus shelters, landscaped medians, the Elaine Hammer Trail Bridge and plaza, and other streetscape elements.



Why create a Greater Downtown TIF District?

- Public support helped to identify O Street as a catalyst project in the 2018 Downtown Master Plan.
- Improvements would help establish an identity for these key entryways into and within Greater Downtown.
- Replace removed ash trees along O Street (removal of 43 trees to occur in fall/winter 2020).

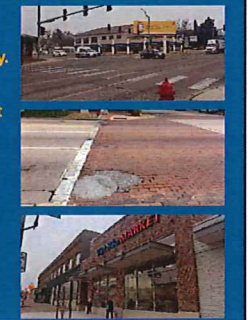


Why create a Greater Downtown TIF District?



Why create a Greater Downtown TIF District?

- Construct improvements to address high-traffic intersection crossings that discourage connectivity.
- Revitalize deteriorating sidewalks, crosswalks, alleys, landscape beds, and irrigation systems that are in need of significant repairs.
- Create a vibrant streetscape where pedestrian amenities and safety measures are lacking.
- Vibrant streetscapes and connectivity would encourage redevelopment of private property adjacent to and within the project area.

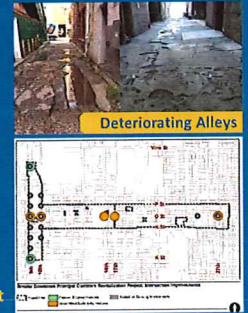


Why create a Greater Downtown TIF District?

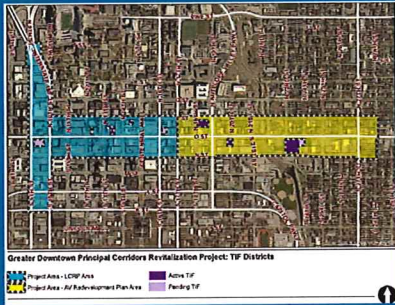


What will be the priorities for use of the District funding?

- Key entryway enhancements demarcating entrances to and within the Downtown
- Street crossing improvements to improve connectivity
- Street and streetscape improvements to address issues and create vibrancy
- Strategic alley rehabilitation for appropriate public and private uses
- Enhance the interaction between building faces and the streetscape to encourage redevelopment



What will the boundaries of the District be?

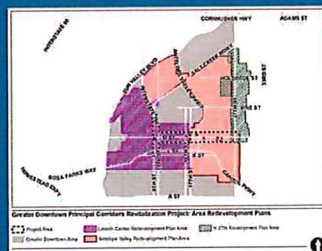


Are there other sources of funding available?

- Removal and replacement of ash trees funding
- Downtown Irrigation replacement CIP project
- Downtown improvements CIP project
- Potential street rehabilitation projects
- Existing and future redevelopment projects, like 9th and O
- Existing overlapping TIF Districts, like South Haymarket
- Assessment Districts for Alley and/or Other Improvements

Comprehensive Plan Conformance...

In addition to being central to the 2018 Downtown Lincoln Master Plan for Greater Downtown, the Project area overlaps the Lincoln Center Redevelopment Area, the adjacent Antelope Valley Redevelopment Area, and the North 27th Street Corridor Redevelopment Area.



Comprehensive Plan Conformance...

Comprehensive Plan: In addition to promoting a strong, central Downtown, the Project is identified in the Plan on page 4.8 as Primary Entryway Corridors of 9th, 10th, and O Street; invest in public infrastructure to enhance these entryways; and, creating a vibrant, walkable environment to encourage a mixed-use neighborhood for residents and commerce.

South Haymarket Neighborhood Plan: the 9th & 10th Street Corridors have the potential to create an enhanced transition between South Haymarket and Downtown, and should include landscaping and street trees, on-street parking, bump outs for shorter street crossings, and other intersection improvements.

Comprehensive Plan Conformance...

2018 Downtown Master Plan:

- The Greater Downtown Principal Corridors Revitalization Project is identified as the "Front Door to Downtown" Catalyst Project, one of five new catalyst projects.
- Project recommends a façade improvement program, streetscape enhancements, and general support of reuse and rehab of underutilized or vacant spaces.
- Short Term Project (0-18 months): Create an O Street Redevelopment District as a funding mechanism for improvements.

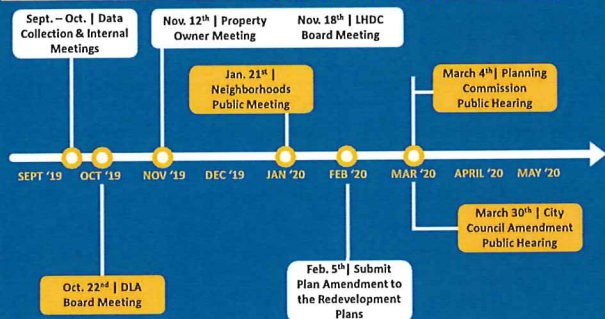
Comprehensive Plan Conformance...

Antelope Valley Redevelopment Plan: Streetscape and landscape elements should be used to: focus attention; screen; modify climate for pedestrian comfort; mitigate effects of large number of vehicles; and, create individual identity.

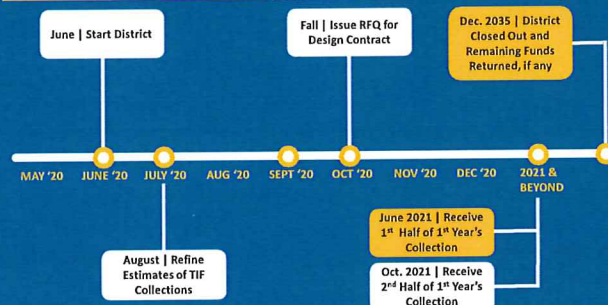
Lincoln Center Redevelopment Plan: use streetscape improvements to enhance vibrant retail presence; foster 24-7 activity and lively street; increase pedestrian convenience and visual interest; and, strengthen Downtown as Lincoln's central business and entertainment district.

North 27th Street Corridor & Environs Redevelopment Plan: revitalization needs public action; make 27th Street a link between neighborhoods; and, provide streetscape amenities, like pedestrian lighting and signage.

What will be the process for establishing the District?



What will be the process for establishing the District?



Questions?