



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

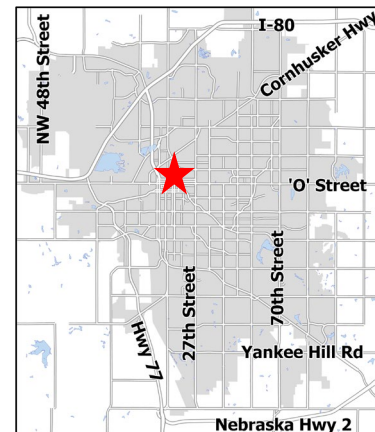
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER Change of Zone #22023A	FINAL ACTION? No	DEVELOPER/OWNER Lincoln Lumber Company
PLANNING COMMISSION HEARING DATE April 29, 2026	RELATED APPLICATIONS Street & Alley Vacation #26002	PROPERTY ADDRESS/LOCATION Generally located at N 24 th & Y Street

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request to amend Change of Zone #22023A Turbine Flats Planned Unit Development (PUD) to add an approximately 4.47 acres to the PUD with a change of zone from H-3 Highway Commercial to R-6 PUD. The existing PUD spans from Vine Street to Y Street along the north boundary, and between N Antelope Valley Parkway east to North 22nd Street. The amendment is along the east side of the PUD following the Lincoln Lumber Company railroad line including property on the east side of N 23rd Street. The new area will be classified as Area 1, allowing multifamily residential following the R-6 PUD standards with additional waivers requested to increase the allowed density and to reduce the required front yard setback within Area 1.



JUSTIFICATION FOR RECOMMENDATION

The proposed addition to the PUD is justified as it will support the redevelopment of land along the terminated railroad line and within an area that has long been used for intensive industrial and commercial uses. The amendment continues the goal of the PUD with reducing more intensive commercial uses, promoting a mix of residential and commercial uses near UNL and the downtown area. Waivers to modify the R-6 density, front setback and parking are consistent as they will be limited to Area 1 within the PUD but allow flexibility with redeveloping and additional residential infill.

APPLICATION CONTACT

REGA Engineering, Noah Chestnut,
(402) 413-1038

STAFF CONTACT

Ben Callahan, (402) 441-6360 or
bcallahan@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The proposed change of zone is consistent with the intent of the Comprehensive Plan. Specifically, the request is consistent with the goal of reducing the H-3 Commercial zoning area at this location as it is located near existing

residential uses. The Comprehensive Plan supports downzoning more intensive uses in close proximity to residential uses. The expansion of the PUD will meet goals encouraging additional residential infill within city limits and near the greater downtown area, along with supporting the redevelopment of existing industrial and commercial locations for new infill projects.

WAIVERS

1. To reduce the minimum lot area per unit requirement from 1,100 to 1,050 square feet in R-6. (Recommend Approval)
2. To reduce the R-6 front yard setback from 20 to 10 feet along N 23rd & N 24th Street. (Recommend Approval)
3. To allow parking located within the 10 foot front yard setback. (Recommend Denial)

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as future urban residential 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.

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.

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

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.

Existing Neighborhoods

The City’s primary strategy for residential infill and redevelopment outside of the Greater Downtown is to encourage the redevelopment and reuse of sites and buildings in commercial areas in order to create new mixed use centers that are compatible and complementary to adjacent neighborhoods.

Modest opportunities for redevelopment may also be appropriate along “neighborhood edges.”

Neighborhood edges include arterial streets and transition zones between lower density residential and commercial areas.

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.

Greater Downtown

The Plan envisions an additional 5,000 dwelling units in Greater Downtown by 2050. This area is the main hub of employment, entertainment, and higher education. Over the years, there have been significant public and private investments in new building construction, renovations, and infrastructure. In order to capitalize on these collective investments, further development in the Greater Downtown should be realized.

Mixed Use Redevelopment Nodes and Corridors

The City’s primary strategy for residential infill and redevelopment outside of the Greater Downtown is to encourage the redevelopment and reuse of sites and buildings in underutilized commercial and industrial areas.

Location Criteria

Mixed Use Redevelopment Nodes and Corridors should be located based on the following criteria:

- In areas where there is a predominance of commercial or industrial zoning and/or development, focusing on non-residential areas.
- In proximity to planned or existing neighborhoods and community services, to facilitate access to existing community services or to address a deficiency by providing services such as grocery stores, childcare centers, and restaurants.
- Where there is existing or potential for good access to transit, to enhance the public transit system by making it accessible to residents and to facilitate the development of neighborhood multimodal hubs where residents can drive, bike, or walk to a transit stop, go to work, and then shop for their daily needs before they return home.
- On at least one arterial street to help provide for traffic and utility capacity and access to transit.
- Outside of areas with existing or potential industrial use to avoid conflicts with health and safety.
- In areas that minimize floodplain and other environmental impacts. Areas within the floodplain that already have buildings and fill are appropriate for redevelopment; projects that receive public assistance should meet a higher standard to preserve flood storage. This criterion encourages redevelopment while protecting sensitive environmental areas. Preservation or restoration of natural resources within or adjacent to mixed use redevelopment areas should be encouraged

Policies Section

P5: Downtown - Continue to make Greater Downtown a major focus for mixed-use reuse, infill, and redevelopment.

Over 1,600 dwelling units were permitted in Greater Downtown from 2011 to 2020. The Plan envisions an additional 5,000 dwelling units in this core area by 2050.

A strong downtown is important to the economic future of the community. Downtown is the main hub of employment, entertainment, government agencies and higher education.

Action Steps

1. Support development and implementation of the Downtown Master Plan, South Haymarket Neighborhood Plan, Antelope Valley Redevelopment Plan, Lincoln Center Redevelopment Plan, and South of Downtown Redevelopment & Strategic Plan.
2. Ensure that new development is compatible with the existing Downtown and is pedestrian-oriented.
3. Maintain the urban environment, including a mix of land uses with a major focus on residential uses, including a variety of types and affordable to diverse income levels.
4. Encourage higher density development with parking areas at the rear of buildings, below grade, or on upper floors of multi-use parking structures.
6. Continue to support Downtown as the entertainment center of the community through development of the Music District proposed in the Downtown Master Plan, continued enhancements and programming for public spaces such as the Railyard, Tower Square, Union Plaza and the future South Haymarket Park, along with maintaining Lincoln's successful Theater Policy.
8. Continue to preserve and enhance Downtown's role as the community's major office and employment center.

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

1. Encourage redevelopment of aging and underutilized commercial centers, along with other large sites in existing areas such as former schools and residential acreages, to add a variety of housing types that are affordable to diverse income levels. A mix of residential and commercial uses is desirable in locations with good visibility and access, such as most existing commercial centers, but in some cases redevelopment sites are more suited for exclusively residential uses.
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.
6. Encourage efforts to find new uses for abandoned, under-utilized or “brownfield” sites that are contaminated, through redevelopment and environmental mitigation.
7. Environmentally sensitive areas (i.e. floodplains, wetlands, native prairie) may not be appropriate for redevelopment. When redevelopment does occur, environmentally sensitive areas need to be considered and incorporated holistically as part of a redevelopment project.

P61: Industrial Zoning and Pipelines - Discourage residential land uses and buildings with vulnerable populations from locating near high-pressure pipelines and industrial zoning districts. Provide adequate separation between vulnerable populations and hazardous materials to protect and promote the public’s health.

Action Steps

1. Land uses with vulnerable populations should not be located within pipeline planning areas. For large high-pressure pipelines, pipeline planning areas are established based upon pipeline metrics or the United States Department of Transportation’s Emergency Response Guidebook. Most high-pressure pipelines have a planning area of approximately 150-250 feet from either side of the pipeline.
2. Land uses with vulnerable populations should not be located within 300 feet of an industrially-zoned district or heavy industrial use such as a rail line. Even if a given industrial site does not include hazardous materials at present, a hazardous use could be added in the future.
3. Do not support expansion of existing residential uses currently located within a pipeline planning area or within 300 feet of an industrial zoning district unless the pipeline is decommissioned, or downzoning is planned for the industrial area.
5. Continue strategic re-zonings of legacy industrial districts to less intensive commercial zoning districts when near residential uses.

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.

ANALYSIS

1. This is a request for an amendment to the existing Change of Zone #22023 for the Turbine Flats Planned Unit Development (PUD) for the expansion of approximately 4.47 acres, including a change of zone from H-3 Highway Commercial to R-6 Residential within the PUD. The existing 29.5 acre PUD was approved in 2022, primarily located between N Antelope Valley Parkway and N 22nd Street, between Y and Vine Street. The proposed expansion will be to the east of the existing boundary along the terminated railroad corridor to N 23rd Street.
2. The expansion area is surrounded by a mix of zoning districts and uses, with B-3 & R-6 PUD, and R-6 Residential to the north, with both existing commercial, multifamily residential and Allon Chapel Seventh-day Adventist Church zoned R-6. To the east there is a mix of H-3 Commercial zoning with existing commercial uses and R-6 Residential with a mix of single, two-family and multifamily residential. Additionally, to the east abutting this property is the MoPac Trail. To the south is R-6 with single family and multifamily residential. To the west is a small area of H-3 Commercial, along with property owned by the University of Nebraska zoned P Public and the existing Turbine Flats PUD.
3. The amendment to the PUD includes 4.47 acres of property owned by the Lincoln Lumber Company, all zoned H-3 Commercial. Much of this area is the previous location of the vacated Missouri Valley Railroad which was later used by the Lincoln Lumber Company for transport of lumber. With railroad line no longer in use, the applicant is requesting to add this area in to the PUD with a change of zone from H-3 to R-6 PUD which will be shown as Area 1 for future multifamily residential. In relation to this request, the applicant has also submitted a Street & Alley Vacation #26002 which will vacate an existing north-south alleyway on this site which has existed since 1886. The dead-end is used as part of the commercial site today as there is no active pedestrian or vehicular use of this right-of-way.
4. Submitted as Sheet 5 to the PUD plan set, the first area to be developed within Area 1 will be the property on the east side of N 23rd Street which shows two multifamily buildings with 42 units each and associated parking and site access from N 23rd Street. With this review it was noted as a Condition of Approval for the site to add a pedestrian sidewalk connection to the east, either north or south of the MoPac Trail for pedestrian connection to the site. With the proposed site plan the applicant has requested the following waivers that will apply to Area 1 of the PUD.
 - a. To LMC 27.72.020(b) to reduce the Lot Area per unit within R-6 from 1,100 to 1,050 square feet. This waiver is requested as the reduction in required lot area will be reduced for Area 1, all zoned R-6 and owned by the applicant. This waiver is compatible as the change is a minor reduction of 50 square feet and factored over the total Area 1 boundary. To the west within the PUD is B-3 zoning which allows a minimum of 700 square feet per unit.
 - b. To LMC 27.72.020(b) to reduce the front yard setback from 20 feet to 10 feet along N 23rd & N 24 Street. This waiver is justified as it will allow a 10-foot setback on all four sides of the property. With the lot having frontage on two public streets, it would require 20-foot front yard setbacks on both the east and west unless reduced. It is not appropriate to allow parking within this 10-foot front yard setback. This would allow parking up to the property line which is not considered compatible with the surrounding residential neighborhood.
 - c. To LMC 27.67.030 to allow parking to be located within the front yard setback. This waiver is not appropriate and is recommend for denial as the front yard setback will be reduced from 20 feet to 10 feet for both structures and parking. Allowing additional parking to encroach up to

the property lines along both the east and west sides is not considered to be compatible with the existing residential neighborhood to the north and south. Parking will be permitted with the new setback of 10 feet, providing additional flexibility with the site layout but will also keep a 10-foot front yard area for greenspace along the street and sidewalks.

5. With this area being proposed for redevelopment of existing commercial sites for new infill, City utilities including both water and sewer are available for connection. The area of expansion spanning from N 22nd Street to N 24th Street will utilize access along the local residential streets and exiting alleyways, as the area does not abut any arterial roadways. The land within Area 1 is not located within the floodplain.
6. The proposed amendment to the existing PUD and addition of Area 1 following the R-6 PUD zoning is compatible with the surrounding area and initial goal of the Turbine Flats PUD. With the original approval, the PUD was created in an effort to downzone this existing area from I-1 Industrial and H-3 Commercial which have existed for numerous years. With the removal of the railroad line and redevelopment within this area, the R-6 PUD is consistent in removing the H-3 and allowing for future multifamily residential, as Area 1 will abut existing R-6 to the north and south. The associated waivers to increase the allowed R-6 density and to reduce the front yard setbacks from 20 to 10 feet will provide flexibility in redeveloping the site from the existing commercial use to provide additional residential dwelling units.
7. The amended area with the change of zone to R-6 PUD is compatible with the 2050 Comprehensive Plan as this area is shown for future urban residential on the Future Land Use map. The change of zone will support a continued effort of downzoning the existing industrial and commercial area for less intensive uses as the area is surrounded by residential neighborhoods. The proposed redevelopment of this site and future locations with Area 1 align with goals within the Comprehensive Plan supporting new residential infill and additional dwelling units being added near the downtown area. The site is compatible for higher density multifamily with close proximity to the University of Nebraska and downtown, with established pedestrian and bicycle connectivity options with adjacent trails and sidewalks, along with vehicular access to arterial roadways including Vine Street and N Antelope Valley Parkway.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Lincoln Lumber Company H-3 Highway Commercial

SURROUNDING LAND USE & ZONING

North: Commercial/Multifamily/Church	B-3 PUD / R-6 PUD & R-6
South: Single, Two-Family, Multifamily Residential / UNL	R-6 & P Public
East: Commercial / Single Family / MoPac Trail	H-3 / R-6 & P Public
West: Turbine Flats PUD / UNL	B-3 PUD & P Public

APPLICATION HISTORY

Sep 2022 City Council approved Change of Zone #22023 for the Turbine Flats PUD including a change of zone from I-1, H-3, & R-6 to B-3 PUD & R-6 PUD on 29.5 acres with associated waivers to density, parking, height and allowed land uses in B-3.

APPROXIMATE LAND AREA: 4.47 acres, more or less

LEGAL DESCRIPTION: See Attached

Prepared by Ben Callahan, Planner
(402) 441-6360 or bcallahan@lincoln.ne.gov

Date: April 16, 2026

Applicant/

Contact: REGA Engineering
Noah Chestnut
(402) 413-1038

Owner: Lincoln Lumber Company

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CZ/22000/CZ22023A Turbine Flats PUD.bmc.docx>

CONDITIONS OF APPROVAL – CHANGE OF ZONE #22023A

This approval permits the expansion to the Turbine Flats Planned Unit Development from H-3 to R-6 PUD with the following waivers:

- a. To LMC 27.72.020(b) to reduce the R-6 lot area minimum per unit to 1,050 square feet.
- b. To LMC 27.72.020(b) to reduce the front yard setback from 20 feet to 10 feet.

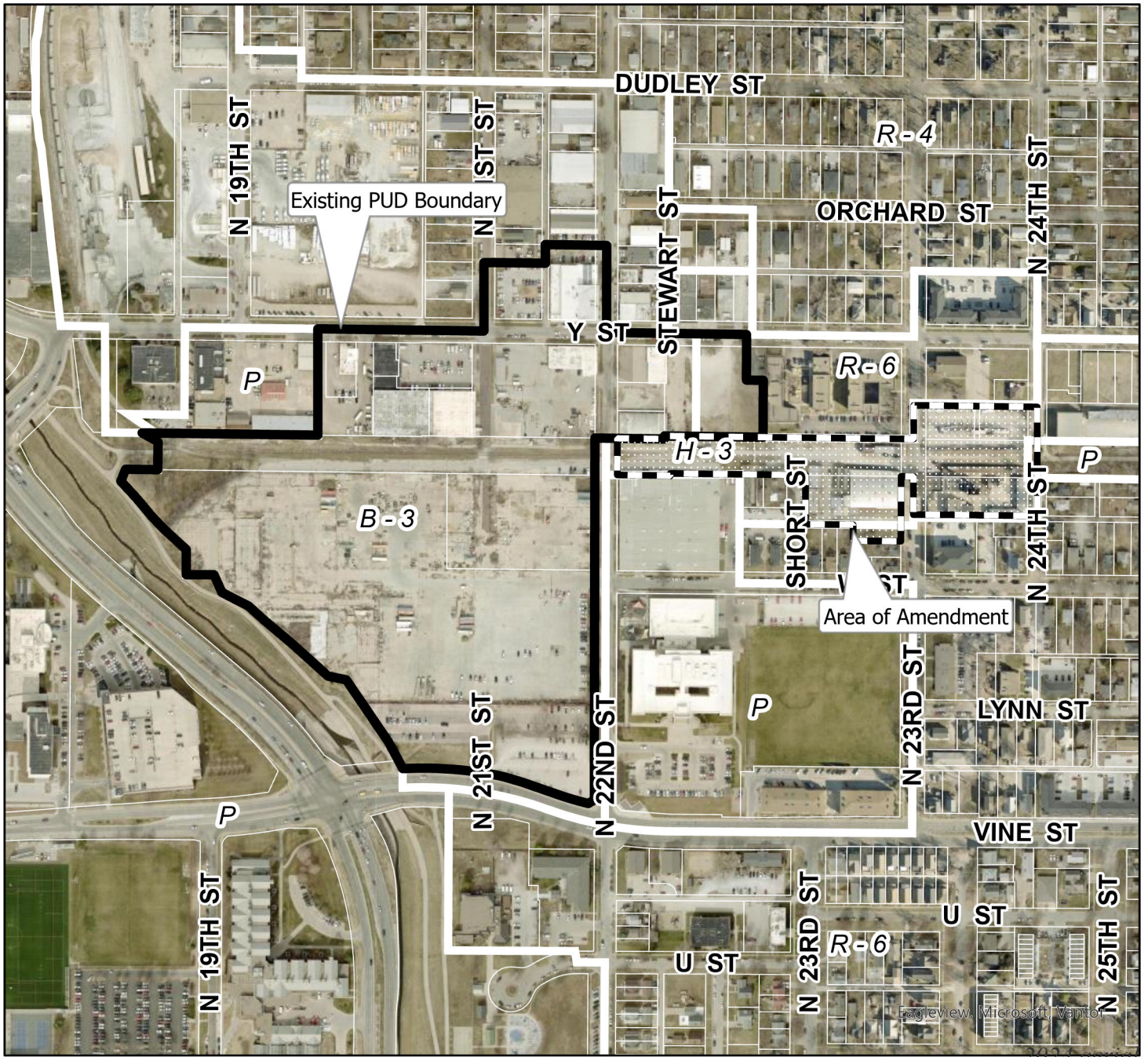
Site Specific Conditions:

1. The City Council approves associated request:
 - 1.1 Street vacation
2. Before receiving building permits or before a final plat is approved the developer 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 upon approval of the planned unit development by the City Council.
 - 2.1 Revise site plan to designate the 10' setback along N 23rd & N 24th Street as the 10' Front Yard Setback”
 - 2.2 Provide a 4' sidewalk connection from the apartments to the N 23rd Street property line to the public sidewalk.
 - 2.3 Label the site plan sheet as “Area 1”
 - 2.4 Remove the square foot and acre calculation from Sheet 2 and label it as Area 1.
 - 2.5 Bubble the new text added on the General Notes, specifically 3(b) & 5(c).
 - 2.6 Revise the PUD General Notes to remove 5(e) as the allowed density is stated in 3(b).
 - 2.7 Remove General Note 2(d) as parking is not allowed within the front yard.
 - 2.8 Remove General Note 5(d) as parking is not allowed in the required front or side yard setbacks.

Standard Conditions:

3. The following conditions are applicable to all requests:
 - 3.1 Before occupying the dwelling units all development and construction shall substantially comply with the approved plans.
 - 3.2 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.
 - 3.3 The terms, conditions, and requirements of the ordinance shall run with the land and be binding upon the developer, its successors and assigns.

- 3.4 The site plan as approved with this ordinance voids and supersedes all previously approved site plans, however all ordinances approving previous permits remain in full force and effect unless specifically amended by this ordinance. This approval supersedes Change of Zone #22023.

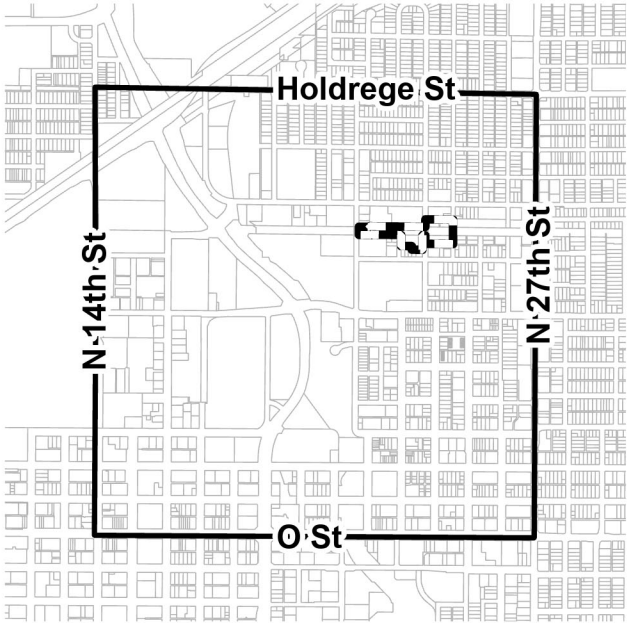


Change of Zone #: CZ22023A
Turbine Flats PUD
N 22nd St & Y St

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.24 T10N R06E



**Turbine Flats
Planned Unit Development
General Notes**

All properties within the boundaries of the Planned Unit Development (PUD) shall conform with the underlying B-3 or R-6 zoning except where modified by this Planned Unit Development (PUD) as follows:

1. Land Uses:

- (a) Dwellings are permitted on the 1st floor in B-3 PUD zoning.
- (b) Contractor Service uses are permitted in B-3 PUD zoning.
- (c) Warehouse uses are permitted in the B-3 PUD zoning.
- (d) Public and private elementary and secondary schools are permitted in the B-3 PUD zoning.

2. Parking:

- (a) All dwellings within the B-3 PUD zoning shall provide 1 parking stall per dwelling unit.
- (b) Hotel uses shall provide 1 parking space per guest room.
- (c) Non-residential uses within B-3 PUD zoning shall provide the lesser of 1 parking stall per 1,000 square feet of floor area or the parking stalls required by 27.67.040 "Parking Requirements; Special Conditions," whichever is less.
- (d) Parking to be allowed within front yard and perimeter setbacks within R-6 PUD zoning

3. Density:

- (a) A minimum of 700 square feet of lot area per unit shall be required for dwellings in the B-3 PUD zoning district.
- (b) A minimum of 1050 square feet of lot area per unit shall be required for dwellings in the R-6 PUD zoning district.

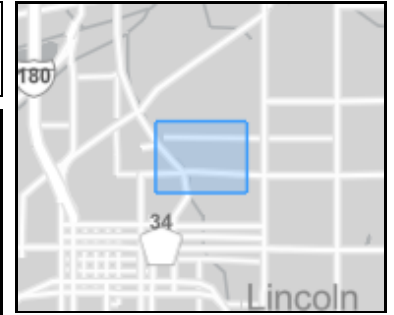
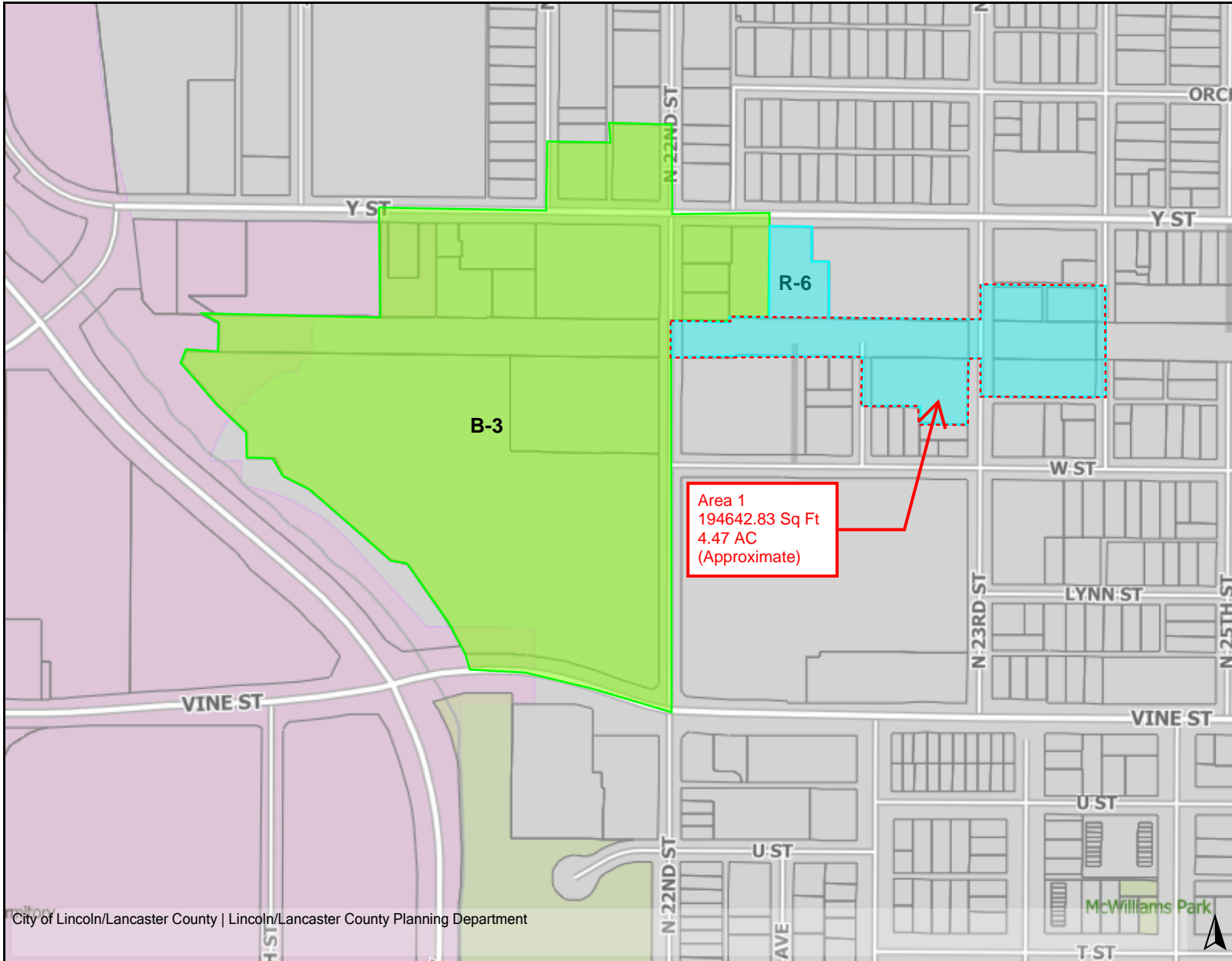
4. Height:

- (a) The maximum height allowed shall be 75 feet in the B-3 PUD zoning district.
- (b) The maximum height allowed shall be 55 feet in the R-6 PUD zoning district

5. Waivers:

- (a) Waive stormwater detention for Lot 1 and Outlot A in the B-3 PUD zoning district. (see sheet 4)
- (b) Waive light trespass across internal lot lines for Lot 1 and Outlot A in the B-3 PUD zoning district. (see sheet 3)
- (c) Waive requirement of front yard setback setbacks in R-6 zoning to 10' Perimeter setback from all non-internal lot lines.
- (d) Waive restriction not allowing parking in proposed setbacks in R-6 zoning.
- (e) Waive requirement for R-6 density requirements of 1,100 sq ft of lot per unit to be 1,150 sq ft of lot per unit.

Turbine Flats PUD Area Map



Legend

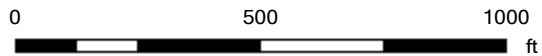
-  B-3
-  R-6
-  New Area (area 1)

REGA ENGINEERING

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
 - PLANNING
 - LANDSCAPE ARCHITECTURE
 - LAND SURVEYING
 - IRRIGATION
- REGA CA*1678

City of Lincoln/Lancaster County | Lincoln/Lancaster County Planning Department



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Sheet 2

TURBINE FLATS

ADMINISTRATIVE AMENDMENT TO THE PLANED UNIT DEVELOPMENT

NO.	REVISIONS			PROJECT
	DESCRIPTION	DATE	BY	
				REGA ENGINEERING <small>601 OLD CHENEY RD., SUITE A LINCOLN, NEBRASKA 68512 (402) 484.7342</small> <ul style="list-style-type: none"> ● ENGINEERING ● PLANNING ● LANDSCAPE ARCHITECTURE ● LAND SURVEYING ● IRRIGATION

LEGEND

- — — — — PROPERTY LINE (PER PROPOSED TRESTERS 1ST ADDITION FINAL PLAT)
- - - - - PROPOSED SETBACK
- — — — — PROPOSED LOT LINE

WAIVERS:

1. SETBACKS R-6 ZONING. LMC 27.72.020, 27.72.020(b); PROPOSED PERIMETER SETBACK.
2. PARKING REQUIREMENTS R-6 ZONING. LMC27.67.030(a); ALLOW PARKING WITHIN PROPOSED PERIMETER SETBACK.
3. DENSITY REQUIREMENT R-6 ZONING. LMC 27.72.020, 27.72.020(b); REDUCE DENSITY TO 1050 SQ FT PER UNIT.

PARKING REQUIREMENTS

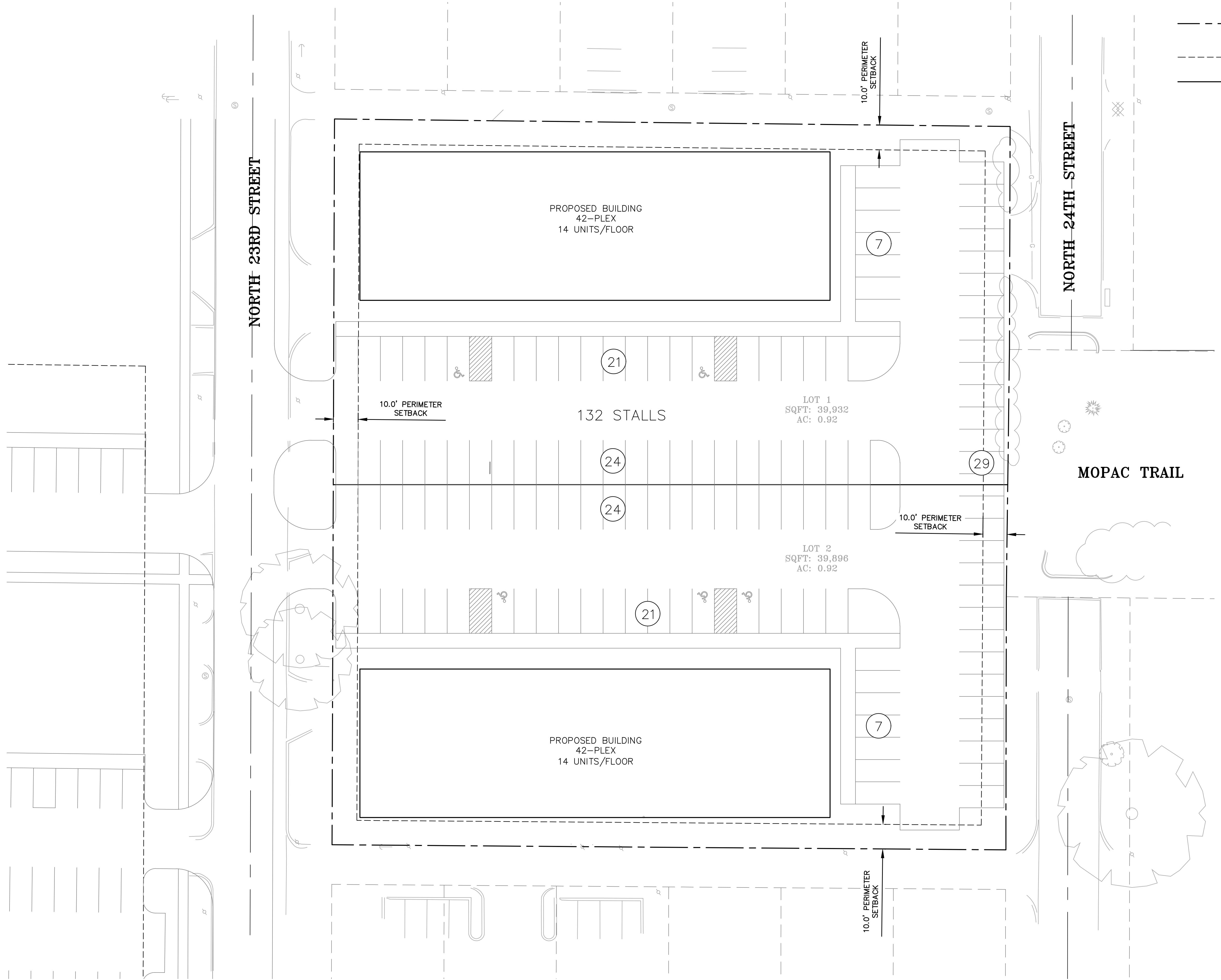
ZONING = PROPOSED R-6
 REQUIRED:

1.5 Stall per Dwelling Unit.

PROPOSED SITE: = 84 DWELLING UNITS
 TOTAL: 84 D.U. X 1.5 = 126 STALLS REQUIRED

SHOWN FOR THE PROJECT:

NON-ADA STALLS = 127 STALLS
 ADA STALLS (= 5 STALLS
 TOTAL STALLS = 132 STALLS



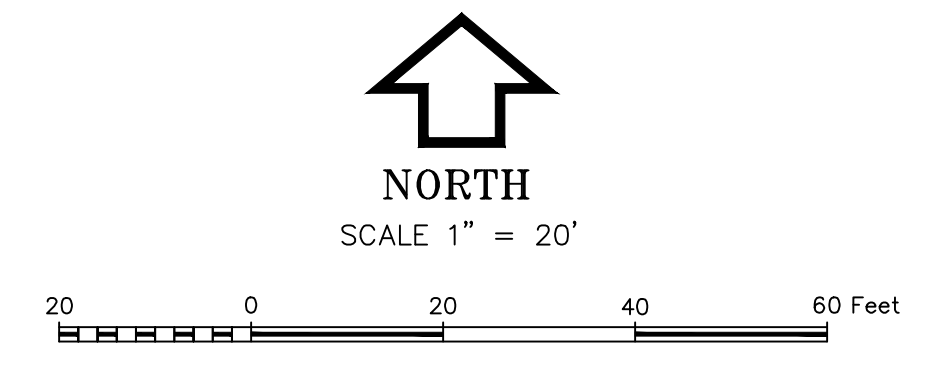
TURBINE FLATS PUD AMENDMENT
 CZ22023A
 SITE PLAN

DATE: 04-01-2026
 DESIGNED BY: NBC
 DRAWN BY: NBC
 CHECKED BY: NB



REGA ENGINEERING GROUP INC.
 NE. STATE CERTIFICATE OF AUTHORIZATION CA-1678

SHEET NO.
SHEET 5



Legal Description

Vacated Missouri Pacific Railroad Row Located West of the N 24th Street Row Line.

Cushman Condominium, Base Account Located on D D Muirs Sub Lots 1 Thru 5 & E87' Lots 20 Thru 24 (of J G Millers Sub Lot 21) & Vac 20th Adj & All Vac E/W All, Including Cushman Condominium Units #1-4.

Clark and Macfarlands Subdivision, Lot 20-29 & Vac N-S Alley Adj & Vac N 21st Adj Lots 25-29, Lot 1-2, & W1/2 Vac Alley Adj, Lot 3, & Lot 4 N26', Lot 4, S24' & Lot 5

Griffiths (AK) Addition, Lot 5, S152' N242' & W45' N90' & Lots 6&7 N242' & E1/2 Vac Alley Adj To N100' Lot 7 & All Vac Alley Adj To S142' N242' Lot 7

Lot 1 and Outlot A, Antelope Valley 7th Addition

Tresters Addition, Block 5, Lot 1 - 4, & vacated N-S alley row adjacent Lots 1-4

Tresters Addition, Block 4, Lot 7-10, & Vacated N-S Alley ROW adjacent to lots 7-10



April 1, 2026

David Cary
Ben Callahan, Planner II
City of Lincoln Planning and Development Services Department
555 South 10th Street, Suite 213
Lincoln, NE 68508

Reference: Turbine Flats PUD Amendment
REGA Engineering File: 251348

Dear Mr. Cary,

We are submitting this application on behalf of Lincoln Lumber Company. This amendment proposes to expand the boundary of the existing Turbine Flats Planned Unit Development (PUD) and to depict the proposed redevelopment of the included lots. Our goal is to provide much-needed residential infill for the local community. The proposed redevelopment will also rezone the additional area being added to the existing PUD from H-3 to R-6 to allow for multifamily housing.

With this amendment, we are incorporating approximately an additional 194,642.83 square feet (4.47 acres) into the PUD. This expansion will allow for additional residential units to be built in Area 1, which is highlighted and designated on the area map to be provided with the formal submittal. The underlying R-6 zoning establishes a minimum lot area requirement of 1,100 square feet per unit for multiple-family dwellings (Lincoln Municipal Code §27.72.020, Table 27.72.020(b)). This standard would limit the additional area to a maximum of 177 units. Accordingly, we request a waiver to reduce the minimum lot area to 1,050 square feet per unit, permitting a maximum of 185 units once the full buildout is completed.

We also request waivers to the setback and parking standards applicable to all R-6 zoned portions of the PUD (both existing and expanded). Specifically, we request waivers from the following R-6 standards in the underlying zoning (which the PUD development plan may modify per LMC §27.60):

- **Setbacks:** The existing setbacks for R-6 zoning are restrictive for the proposed development (LMC §27.72.020, Table 27.72.020(b)). We request a reduction to a 10-foot perimeter setback for the entire PUD to create a cohesive transition with the existing development. This represents a reasonable compromise between the primary B-3 zoning of the existing PUD and the proposed rezoning of the expansion area from H-3 to R-6.
- **Parking:** Prohibition on parking lots, parking areas, and driving aisles within the required front yard in R-6 zoning (LMC §27.67.030(a)(1)). We request permission to allow parking within the front-yard setback. The area proposed for addition is currently zoned H-3, which allows front-yard parking, as does the B-3 zoning that comprises the majority of the existing PUD.

The newly added area was previously zoned H-3 (which permitted front-yard parking), and the majority of the existing PUD is zoned B-3 (where front-yard parking is generally allowed with 0-foot setbacks except where abutting residential uses). Our request seeks a practical compromise between R-6 and B-3 standards to ensure unified development across the PUD while providing appropriate buffers to protect adjacent residential properties. We recognize the need for sensitivity to surrounding lots and respectfully request the flexibility necessary to deliver the additional housing identified as a City priority.

Sincerely,

A handwritten signature in cursive script that reads 'Noah Chesnut'.

Noah Chesnut
Land Development Planner

Cc: Lincoln Lumber Company

Enclosures: City Application
Application Fee of \$2061.06
Legal Description