

Lincoln City - Lancaster County

PLANNING COMMISSION AGENDA

PLANNING COMMISSION

Cristy Joy: Chair

Cindy Ryman Yost: Vice Chair

Lorenzo Ball

Dick Campbell

Maribel Cruz

Brett Ebert

Gloria Eddins

Bailey Feit

Richard Rodenburg

PLANNING STAFF

David R. Cary: Director

Shelli Reid: Administrative

Officer Laura Tinnerstet: Admin.
Aide

September 3, 2025

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, September 3, 2025, at 1:00 p.m. in the City Council Chambers on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department, (402) 441-7491.

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

AGENDA
WEDNESDAY, September 3, 2025

Approval of minutes of the regular meeting held [August 20, 2025](#).

**1. CONSENT AGENDA
(Public Hearing and Administrative Action)**

COMPREHENSIVE PLAN CONFORMANCE

1.1 COMPREHENSIVE PLAN CONFORMANCE 25007, for The Bridges Conservation Easement to review as to conformance with the 2050 Lincoln Lancaster County

[Page 13](#) Comprehensive Plan, a request for a permanent conservation easement from Rezac Properties LLC to the City of Lincoln, to preserve the flood storage capacity and natural features, on property generally located at SW 33rd Street and W Bow Bridge Road.

Staff recommendation: In Conformance with the Comprehensive Plan

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

TEXT AMENDMENT

1.2 TEXT AMENDMENT 25010, amending the Lincoln Municipal Code, Chapter 27.06.020 (b) under Classification of Use Types to allow a lot or tract in the AG or AGR District to have up

[Page 24](#) to three main buildings or uses if one of the main buildings is a dwelling and all height and lot requirements are met.

Staff recommendation: Approval

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

MISCELLANEOUS

1.3 MISCELLANEOUS 25011, for an amendment to the 2050 Long Range Transportation Plan to update the costs for rural road projects (Project ID 171) and updated limits for

[Page 33](#) (Project ID 102) due to completed paving under the Fiscally Constrained Rural Road & Bridge Capital Projects.

Staff recommendation: Approval

Staff Planner: Ayden Johnson, (402) 441-6334, ajohnson@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 25004, to amend the 2050 Lincoln-Lancaster County Comprehensive Plan to adopt the "Belmont Neighborhood Subarea Plan" which

[Page 41](#) includes a strategic vision for enhancements to the Belmont and Landon's neighborhoods and a framework for achieving that vision. The Subarea Plan is generally bounded by I-180 on the west, Superior Street on the north, North 27th Street on the east, and Cornhusker Highway on the south.

Staff recommendation: Approval

Staff Planner: Andrew Thierolf, (402) 441-6371, athierolf@lincoln.ne.gov

4.2 COMPREHENSIVE PLAN CONFORMANCE 25008, To review as to conformance with the 2050 Lincoln Lancaster County Comprehensive Plan, a proposed one and six year

[Page 53](#) Lancaster County Road and Bridge Construction Program for Fiscal Years 2026 and 2027-

Staff recommendation: In General Conformance with the Comprehensive Plan

Staff Planner: Rachel Christopher, (402) 441-7603, rchristopher@lincoln.ne.gov

5. CONTINUED PUBLIC HEARING AND ADMINISTRATIVE ACTION

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

Adjournment

PENDING LIST: No items

Planning Department Staff Contacts:

David Cary, *Director* 402-441-6364
dcary@lincoln.ne.gov

Stephen Henrichsen, *Development Review Manager* 402-441-6374
shenrichsen@lincoln.ne.gov

Paul Barnes, *Long Range Planning Manager* 402-441-6372
pbarnes@lincoln.ne.gov

Benjamin Callahan, <i>Planner</i> <u>bcallahan@lincoln.ne.gov</u>	402-441-6360
Collin Christopher, <i>Planner</i> <u>cchristopher@lincoln.ne.gov</u>	402-441-6370
Rachel Christopher, <i>Transportation Planner</i> <u>rchristopher@lincoln.ne.gov</u>	402-441-7603
Jill Dolberg, <i>Planner</i> <u>jdolberg@lincoln.ne.gov</u>	402-441-6373
Steve Dush, <i>Planner</i> <u>sdush@lincoln.ne.gov</u>	402-441-5662
Arvind Gopalakrishnan, <i>Planner</i> <u>agopalakrishnan@lincoln.ne.gov</u>	402-441-6361
Ayden Johnson, <i>Planner</i> <u>ayden.johnson@lincoln.ne.gov</u>	402-441-6334
Emma Martin, <i>Planner</i> <u>emartin@lincoln.ne.gov</u>	402-441-6369
Jacob Schlange <u>jschlange@lincoln.ne.gov</u>	402-441-6362
Andrew Thierolf, <i>Planner</i> <u>athierolf@lincoln.ne.gov</u>	402-441-6371
George Wesselhoft, <i>County Planner</i> <u>gwesselhoft@lincoln.ne.gov</u>	402-441-6366

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>

MEETING RECORD

Advanced public notice of the Planning 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 Tuesday, August 12, 2025.

NAME OF GROUP:	PLANNING COMMISSION
DATE, TIME, AND PLACE OF MEETING:	Wednesday, August 20, 2025, 1:00 p.m., Hearing Room 112, on the first floor of the County-City Building, 555 S. 10 th Street, Lincoln, Nebraska.
IN ATTENDANCE:	Lorenzo Ball, Maribel Cruz, Gloria Eddins, Bailey Feit, Cristy Joy, Rich Rodenburg, Cindy Ryman Yost; David Cary, Steve Henrichsen, Shelli Reid, and Laura Tinnerstet, of the Planning Department, media, and other interested citizens.
STATED PURPOSE OF MEETING:	Regular Planning Commission Hearing

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

Chair Ryman Yost requested a motion approving the minutes for the regular meeting held August 06, 2025.

Motion for approval of the minutes made by Eddins, seconded Joy.

Minutes approved 6-0: Ball, Cruz, Eddins, Feit, Joy, and Ryman Yost voting "yes". Campbell and Ebert absent. Rodenburg abstained.

Ryman Yost asked for Election of Chair and Vice-Chair for 2-year term.

Eddins moved for Cristy Joy be elected as Chair for the Planning Commission. Second by Rodenburg.

There were no other nominations.

Eddins moved to elect Joy by acclamation, seconded by Rodenburg.

Cristy Joy has been nominated to serve as Chairperson of the Planning Commission for a two-year term.

Motion carried 7-0: Ball, Cruz, Eddins, Feit, Joy, Rodenburg and Ryman Yost voting "yes". Campbell and Ebert absent.

Cristy Joy has elected to serve as Chairperson for the Planning Commission for a two-year term.

Chairperson Joy stated that she is honored to sit in the position of Chairperson of the Planning Commission. She shared that she looks forward to working with each of the members as they continue to make thoughtful, forward-looking decisions in the community. She encouraged the commission to continue the work ahead.

Chairperson Joy asked if there was a nomination for a Vice-Chair. Eddins moved to nominate Maribel Cruz as Vice Chair for the Planning Commission. Second by Rodenburg.

There were no other nominations.

Eddins moved to close nominations and elect Maribel Cruz as Vice Chair for the next two years; seconded by Rodenburg.

Motion carried 7-0: Ball, Cruz, Eddins, Feit, Joy, Rodenburg and Ryman Yost voting "yes". Campbell and Ebert absent.

Cruz has elected to serve as Vice Chairperson for the Planning Commission for a two-year term.

Cruz thanked everyone and expressed hope to be a strong support for the entire Planning Commission, as well as for the City of Lincoln and Lancaster County.

Chair Joy asked the Clerk to call for the Consent Agenda Items.

CONSENT AGENDA

PUBLIC HEARING & ADMINISTRATIVE ACTION

BEFORE PLANNING COMMISSION:

August 20, 2025

Members present: Ball, Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost. Campbell and Ebert absent.

The Consent Agenda consisted of the following items: Comprehensive Plan Amendment 25003, Change of Zone 25017, Annexation 25004, Special Permit 25019A and Use Permit 25005.

There were no ex parte communications disclosed.

There were no ex parte communications disclosed relating to site visit.

Eddins moved for approval of the Consent Agenda; seconded by Rodenburg

Consent Agenda approved 7-0: Ball, Cruz, Eddins, Ebert, Feit, Rodenburg, and Ryman Yost, voting "yes". Campbell and Ebert absent.

Note: This is **Final Action** on the following item: **Special Permit 25019A unless** appealed by filing a Notice of Appeal with the **County Board within 14 days.**

MISCELLANEOUS 25010 A REQUEST FOR REASONABLE ACCOMMODATIONS UNDER THE FAIR HOUSING ACT AND CHAPTER 1.28 OF THE LINCOLN MUNICIPAL CODE TO THE ZONING CODE DEFINITION OF 'FAMILY' TO ALLOW TEN UNRELATED PERSONS TO RESIDE TOGETHER AS A FAMILY ON PROPERTY GENERALLY LOCATED AT 1007 S 16TH STREET.
PUBLIC HEARING AND ACTION:

AUGUST 20. 2025

Members present: Ball, Cruz, Eddins, Feit, Joy, Rodenburg and Ryman Yost. Campbell and Ebert absent.

Staff Recommendation:

There were no ex parte communications disclosed.

There were no ex parte communications disclosed relating to site visits.

Staff Presentation-

David Cary, Director of the Planning Department, 555 S. 10th Street, Lincoln, NE, came forward and provided an overview of the request for reasonable accommodation at 1007 South 16th Street. Cary explained that the request was submitted under Chapter 1.28 of the Lincoln Municipal Code, as well as by both the Nebraska and Federal Fair Housing Acts. The applicant seeks an accommodation to the definition of "family" under Chapter 27 to allow up to 10 unrelated individuals with disabilities to reside at the dwelling known as Oxford House Orison.

Cary outlined that Oxford Houses are sober living homes for individuals recovering from alcohol or drug addiction and are democratically self-run and financially self-supporting. Cary emphasized that the Fair Housing Act prohibits discrimination based on disability and requires reasonable accommodations to allow equal opportunity to housing.

The subject property is zoned R-7 and could qualify as a Collaborative Living Facility, which is conditionally permitted in residential zoning districts. By right, the property could house up to six unrelated individuals, based on lot size. The applicant is requesting an accommodation to allow 10 residents. Cary noted that while the house does not meet the definitions of a group home or transitional living facility, it could potentially be approved under Collaborative Living, though parking requirements (one space per two residents) would need to be addressed. The property currently provides four spaces, while five would be required.

Cary reviewed the criteria for reasonable accommodation, stating that the residents qualify as disabled under the Fair Housing Act. The applicant indicated that communal sober living is therapeutically necessary. An alternative under Collaborative Living could provide an equivalent benefit, but only for six residents without further accommodation.

Cary confirmed that the proposed use aligns with the Comprehensive Plan, which designates the area as Urban Residential. No physical changes are proposed to the property. Regarding public services, the Lincoln Police Department reported 14 service calls to the address since January 1, 2023—lower than several nearby properties—indicating no undue burden. Cary concluded that the staff does not believe the request would constitute a fundamental alteration of zoning or safety codes. If approved, the property would trigger a 500-foot spacing requirement for future Collaborative Living Facilities in the area.

Cary offered to answer questions and noted the applicant was present to provide further details. No questions were raised by commissioners at that time.

Applicant-

Mark Fahleson, Attorney with Remboldt Lutke LLP, 1128 Lincoln Mall, Suite 300, Lincoln, NE, came forward and stated he was present on behalf of the applicant, Oxford House, and Oxford House Orison. He was accompanied by his colleague, Nicole Miller, who serves as local counsel for the applicant. The property under consideration is located at 1007 South 16th Street. Fahleson stated that any technical or program-specific questions would be addressed by Dan Hahn and Jackie Alba of Oxford House, both of whom have extensive familiarity with the program. Fahleson noted that Hahn is currently a resident of an Oxford House.

Fahleson explained that the application was submitted under both the Nebraska Fair Housing Act and the Federal Fair Housing Act, and that it is undisputed that the residents of the subject property qualify as disabled under these laws. Fahleson emphasized that the request for reasonable accommodation demonstrates the necessity of communal sober living and is consistent with existing zoning regulations and the Comprehensive Plan. He further stated that allowing up to ten individuals to reside at the property would not violate any building codes or other applicable requirements. Fahleson expressed support for the staff's recommendation to designate the property as a collaborative living facility with reasonable accommodation for up to ten unrelated persons.

In regards to the parking, Fahleson noted that it has not been an issue at this location. He stated that four on-site parking spaces are available, with ample additional parking in the surrounding area. Fahleson assured the commission that, should any parking concerns arise, they would be addressed appropriately. He concluded by inviting questions from the commission.

Staff Questions-

Rodenburg asked for clarification, noting that while it is acknowledged that the residents are self-professed recovering addicts, he inquired whether there is any formal certification process. Specifically, he asked if there is any requirement for court orders, doctor approval, or health department certification for the residents. Rodenburg questioned whether the process simply involves individuals raising their hands and declaring themselves as recovering addicts, and if, hypothetically, ten people could just do so and start an Oxford House without any formal verification.

Fahleson responded by expressing doubt that any formal certification exists for being a recovering alcoholic or drug addict. However, he acknowledged the validity of the commissioner's question and suggested that Dan Hahn come forward to provide a more specific answer. He then invited any other questions before concluding.

Daniel Hahn, 1401 Pioneer Road, Ponca City, Oklahoma 74604, appeared and addressed questions regarding the certification process and acceptance of residents at Oxford House. Hahn explained that Oxford House has operated as a peer-run best practice model since 1975, with over 4,000 houses nationwide. Admission to an Oxford House requires an 80% vote of approval by the existing residents. He noted that the organization maintains strong connections with drug courts, treatment centers, probation and parole offices, and post-incarceration services, and frequently receives referrals from these entities.

Hahn described the organization's democratic process, in which applicants must openly express their desire to stop using substances, like the traditions followed by Alcoholics Anonymous and Narcotics Anonymous. While there is no formal certification for identifying as a recovering addict, Hahn stated that Oxford House has developed an effective system for determining an individual's commitment to recovery. Based on his 18 years of experience, Hahn shared that he has never encountered someone living in an Oxford House who does not openly identify as an alcoholic or drug addict.

Regarding the property in question, Hahn expressed confidence in its suitability, citing the size of the home, available parking, and proximity to important resources such as probation and parole offices. He noted that, although the home could accommodate more residents, the number has been limited to ten. Hahn also mentioned that police activity in the area is typically related to the apartment complex across the street, rather than the Oxford House. Hahn concluded his remarks by inviting any additional questions from the commission.

Rodenburg noted that in his few years on the Commission, they have seen many applications for accommodations. He pointed out that in this case, the operation has already been active for three years, and there are others like it. Rodenburg questioned why these cases are not packaged together and brought to the Commission proactively, rather than waiting for complaints to arise and addressing them one at a time.

Hahn responded that he would not be able, nor qualified, to answer that question, as it falls outside his area of responsibility. He explained that his role is more operational — a "field general," as he described it — focused on ensuring that the houses are healthy. Hahn stated that the question posed was a legal one and therefore not within his purview.

Fahleson stated that he would attempt to address the question, noting that there is a legal issue involving federal preemption — specifically, whether federal law overrides local law in matters such as this. He explained that Oxford House has generally demonstrated a willingness to come forward when issues arise. Nationally, in most jurisdictions, Oxford House is not required to obtain prior approval, and this approach is based on legal opinions indicating that federal law effectively supersedes local regulations in these cases. Fahleson emphasized,

however, that they are present in a cooperative spirit and are committed to doing what is necessary to be a good citizen and good neighbor in Lincoln.

Cruz asked a clarifying question, noting that the existing Oxford House is, she believed, located approximately two streets away from McPhee Elementary School.

Hahn acknowledged that the house is located near a school and noted that many Oxford Houses across the Midwest are close to schoolyards, with some even directly connected. He explained that proximity to schools or churches has not historically been an issue and has not deterred Oxford House from establishing locations. Hahn stated that while the organization does not mandate background checks—acknowledging the houses as single-family residences—most houses conduct due diligence during their interview process. He emphasized that although he does not police this process in his role, he knows that it is being done. Hahn explained that the individuals accepted into the houses are those who are committed to recovery and want to rebuild their lives. While final acceptance decisions are made at the house level, there are common parameters followed across the organization. He added that in this specific case, and others like it, new houses are started carefully with residents who have successfully lived in another Oxford House and understand its structure. These houses also receive outreach support to ensure a strong foundation. Hahn concluded by saying that without such support and structure, he would understand the concerns raised about proximity to schools.

Ball stated that he wanted to add a brief comment. Referring to the staff report, he noted that over two years, there had been several calls to the police department related to the home. Without going into specific details, Ball asked what general categories of issues those calls involved and what types of concerns might typically arise with this type of residence.

Hahn responded that he did not know of any incidents occurring at that house. He explained that he is required to complete incident reports and, based on the system in place for tracking such matters, there have been no reports submitted from that location. While acknowledging that a health issue or other event may have occurred, he stated that if so, it was not reported through the organization's channels and remains unknown to them.

Fahleson stated that he would defer to the Lincoln Police Department regarding whatever their records may show. However, based on the information that was publicly available to them, he noted that most of the calls appeared to be welfare checks.

Rodenburg acknowledged the presence of City Ordinances in Lincoln that address issues such as proximity between homes like this one and limitations on square footage. He then asked whether the proposal suggests that these regulations should not be taken into consideration.

Fahleson stated that in this application, they have satisfied both the proximity and square footage requirements and therefore are following the city's ordinances.

Rodenburg replied by referencing the recommendation that the size of the house would limit occupancy to six residents.

Fahleson stated that they are requesting a reasonable accommodation to allow up to ten residents, which is the accommodation that federal law requires a body such as the Commission to consider.

Proponents:

No one approached in support.

Neutral:

No one approached in a neutral capacity.

Opposition:

No one approached in opposition.

Staff Questions-

Chair Joy requested clarification regarding the size of the home, as well as the connection to and requirements related to its proximity to a school within the district.

Cary explained that the physical size of the home is not regulated under the collaborative living provisions or the basic family definition. He clarified that the applicant has indicated a willingness to proceed under the collaborative living designation, requesting a reasonable accommodation for up to ten residents. Cary noted that regulations base occupancy limits on the size of the lot, not the house itself, and that the lot could conditionally allow approval for up to six residents. The current request is for consideration of the reasonable accommodation to allow up to ten residents under collaborative living. Cary also mentioned coordinating with the applicant regarding a related request to reduce the parking requirement from five spaces to four.

Fahleson stated that there are four parking spots available on the property, and while they are requesting five spaces, they are amenable to categorizing the home as collaborative living with a reasonable accommodation for up to ten residents.

Cary clarified, for the benefit of himself and the commissioners, that the request is to require only four parking spaces on site. Fahleson confirmed that the request is to require only four parking spaces on site.

Cary responded that he just wanted to ensure everyone was clear on that point. Cary stated that if the motion to approve includes the reduced parking requirement, it should be included in the motion to ensure clarity for the record and to confirm what the Commission is approving.

Chair Joy responded, thanking Cary for the clarification.

MISCELLANEOUS 25010

ACTION BY PLANNING COMMISSION:

AUGUST 20, 2025

Eddins moved to close the public hearing; seconded by Rodenburg.

Eddins moved to approve Miscellaneous 25010, a Request for Reasonable Accommodation to the City Zoning Ordinance for collaborative living with a maximum occupancy of ten (10) individuals, including a waiver to reduce the required on-site parking from five (5) spaces to four (4) spaces, pursuant to Miscellaneous Code Section 25010; seconded by Ryman Yost.

Eddins stated that the law is clear in recognizing individuals in sober living homes as persons with a disability under federal law, making them eligible for reasonable accommodation. Eddins noted that, regardless of whether the application should have been submitted earlier, the Commission is obligated to grant the request once it is made, unless further legal clarification is provided. Denial could expose the city to costly litigation while still allowing the home to operate. She also clarified that concerns related to proximity to schools, such as restrictions on registered sex offenders, are governed by separate laws and do not apply to this case. Eddins concluded by emphasizing that, regardless of personal opinions on the effectiveness of the home, the law supports granting the accommodation under current zoning regulations.

Cruz stated that she wanted to clarify her understanding that, since the individuals in question are in recovery, they would not be consuming drugs or alcohol around children. Therefore, she considered that concern to be a moot point.

Eddins affirmed that individuals should be taken at their word when they state they are pursuing a sober lifestyle. She shared a personal perspective, noting that her disability is now visibly apparent, but even before using a wheelchair, it was not always obvious. Eddins emphasized that people are not always asked to prove their disabilities, and that the same standard should apply in this context. She stated that she stands firmly behind supporting individuals in recovery who are seeking to live sober lives.

Ryman Yost stated that she was not present for the last Oxford House case brought before the Planning Commission and acknowledged that the Commission has been reviewing similar cases over the past few years. She shared that the process has been an incredible learning opportunity for her, particularly given her background in child welfare, juvenile justice, and working with people with disabilities. Ryman Yost noted that she has gained a deeper understanding of substance use disorder and the recovery journey. Ryman Yost emphasized the importance of community care in supporting recovery and stated that, when done well, it is something worth supporting.

Eddins added one final comment, noting that the house in question is approximately 3,000 square feet. She shared a personal comparison, stating that she once had eight individuals living in a 1,000-square-foot home, and commended this house for maintaining a reasonable occupancy. With five bedrooms and two people per room, she described it as one of the more

reasonable sober living arrangements she has seen. Eddins acknowledged that while the house sits on a smaller lot—making the collaborative living designation appear like a stretch—the size of the house itself is appropriate and commendable. Eddins concluded by thanking the applicant.

Chair Joy thanked the commissioners for their thoughtful discussion and stated that they had done a good job of thoroughly examining the issue. She also expressed appreciation to everyone who provided testimony and to the planning staff for their hard work.

Cary came forward and took a moment to thank Cindy Ryman Yost for her service as Chair, noting that she did an excellent job in the role. He stated that he wanted to formally acknowledge her work on the record and expressed appreciation for her contributions. Cary concluded by saying they look forward to working with the new Chair and Vice Chair.

Ryman Yost thanked Cary and took a moment to express her appreciation to the staff of the Planning Department, stating that their support made serving as Chair a manageable and rewarding experience. Ryman Yost shared that it had been an incredible learning opportunity and that she was grateful to be part of the work being done in the city and to serve alongside the other commissioners. She concluded by expressing appreciation once more and noted that she looks forward to Chair Joy's leadership.

Chair Joy thanked Ryman Yost and expressed appreciation for her service.

Rodenburg moved to adjourn the Planning Commission meeting of August 20, 2025; seconded Eddins.

Motion to adjourn carried 7-0: Ball, Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voted "yes." Campbell and Ebert absent.

There being no further business, the meeting was adjourned at 1:38 p.m.

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
 FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Comprehensive Plan Conformance 25007 <i>The Bridges Conservation Easement</i>	FINAL ACTION? No	OWNER Rezac Properties LLC
PLANNING COMMISSION HEARING DATE September 3, 2025	RELATED APPLICATIONS None	PROPERTY ADDRESS SW 33 rd Street and W Bow Bridge Road

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

BRIEF SUMMARY OF REQUEST

The purpose of this application is to find that the acquisition of a permanent conservation easement by the City of Lincoln conforms to the 2050 Comprehensive Plan. This easement is being acquired to preserve flood storage capacity and other natural features on a tract of land that is near SW 33rd Street and W Bow Bridge Road in The Bridges First Addition Community Unit Plan. The property is identified as Greenspace on the Future Land Use map in the Comprehensive Plan.



JUSTIFICATION FOR RECOMMENDATION

The proposed easement does not conflict with any plans for the property and will preserve flood storage capacity in the flood plain.

STAFF CONTACT
 Tim Zach, (402) 441-7589 or
tzach@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan supports protecting and preserving floodplains, including flood storage. The area is identified as Green Space on the Future Land Use map in the Comprehensive Plan.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as Greenspace on the 2050 Future Land Use Plan. Green Space. Public or privately-owned areas predominantly used for recreation, such as parks, golf courses, soccer or ball fields, and trails. Many green space areas also serve functions such as buffers between incompatible uses and as stormwater management areas. In some cases, privately-owned Green Space such as golf courses may also be appropriate for future Urban Residential development.

Goals Section

G7: Environmental Stewardship and Sustainability

PlanForward commits Lincoln and Lancaster County to a sustainable growth framework that will conserve and efficiently utilize our economic, social, and environmental resources so that the welfare of future generations is not compromised.

Elements Section

E4: Environmental Resources

Maintaining a balance between the natural and human built environment is always delicate. The policies of PlanForward should strive to incorporate such uses in the full range of urban and rural landscapes. As cities and villages expand, establishing corridors and districts of green should be part of the growth process. This often requires the advance delineation of these areas and the means for securing their ongoing protection and maintenance. Securing the long-term permanence of green space is a basic dilemma in natural resources planning. The use of “green space development incentives” (e.g., setting aside non-buildable areas, creating green space preserves, density bonuses) should be a primary consideration in implementing this plan.

Policies Section

P21: Floodplains and Riparian Areas - Protect and preserve floodplains and other riparian areas for flood storage, conveyance and other natural resource benefits.

ANALYSIS

1. This proposed conservation easement is being granted by Rezac Properties LLC to the City of Lincoln. This easement, comprising 8.83 acres will be in the western part of The Bridges First Addition Community Unit Plan, generally located west of SW 33rd Street and W Bow Bridge Road. This is in the Lincoln 3 Mile jurisdiction south of W Denton Road. The easement is being acquired to preserve flood storage capacity and natural resources.
2. As noted in Policy 21 of the Comprehensive Plan, Floodplains and Riparian Areas - it is a policy to protect and preserve floodplains and other riparian areas for flood storage, conveyance and other natural resource benefits. The retention of conservation easements to protect flood storage is consistent with this policy.
3. This easement will preserve flood storage capacity and natural resources and includes the following major provisions in summary:
 - **Compatible uses:** The uses will be limited to open space and recreational purposes. Certain other uses are compatible including agriculture; roadway or utility crossings; public sanitary sewer lines; stream rehabilitation, water quality projects, protection/restoration of other nature resources; storm drain improvements; native and non-native plants; maintenance of the easement area; removal of dead, diseased or dangerous trees or bushes; control or removal of insects, pest and other matters that are danger to the public health.
 - **Non-Compatible uses:** The following uses are prohibited including construction or placement of fill material, buildings or mobile homes; filling, excavating, dredging, mining or drilling, removal of topsoil, sand, gravel, rock, minerals, or other materials; dumping of ashes, trash, garbage, or other unsightly or offensive material; changing the topography of the land; residential development; the broadcast application of pesticides; changing the hydrology of the easement area; sedimentation; any other use or practice that would adversely impact or interfere with the flood storage capacity.
 - **Protection and Maintenance of the Easement Area:** The owner at their expense will maintain the easement

area including routine mowing, harvesting of crops, weed and brush control, routine removal of trash and debris.

- Inspections and Access by the City: The City has the right to access the easement area from public roads and streets and from adjacent properties for inspections and maintenance.

4. The Nebraska Conservation and Preservation Easement Act (Nebraska Revised Statute §§ 76-2,111 to 76-2,118) requires that the acquisition of conservation easements be referred to the local planning commission having jurisdiction over the properties prior to the acquisition. The Planning Commission must provide comments regarding the conformity of the proposed acquisition to comprehensive planning for the area. (Nebraska Revised Statute §76-2,112).
5. The SP06068B The Bridges First Addition Community Unit Plan approved by the Planning Commission in October 2023 included the outlots in question with designation for open space and floodplain conservation.
6. The Bridges 6th Addition Final Plat which is based on SP06068B includes 21 lots and 8 outlots, including 3 outlots for the proposed conservation easement. This Final Plat will be approved and filed after the approval of the proposed conservation easement.
7. This request, if approved, would find the potential conservation easement to be in Conformance with the Comprehensive Plan.

EXISTING LAND USE & ZONING: Agriculture, AGR Agricultural Residential

SURROUNDING LAND USE & ZONING

North: Agriculture	AGR Agricultural Residential
South: Agriculture	AGR Agricultural Residential
East: Agriculture	AGR Agricultural Residential
West: Agriculture	AGR Agricultural Residential

APPROXIMATE LAND AREA: 8.83 acres

LEGAL DESCRIPTION: Portions of Outlots A and B, The Bridges 5th Addition, Lancaster County, Nebraska
(To be platted as Outlots B, C and D, The Bridges 6th Addition)

Prepared by George Wesselhoft
(402) 441-6366 or gesselhoft@lincoln.ne.gov

August 21, 2025

Contact: Tim Zach, LTU Watershed Management
555 S 10th Street, Suite 203
Lincoln, NE 68508
(402) 441-7589
tzach@lincoln.ne.gov

Owner: Rezac Properties LLC



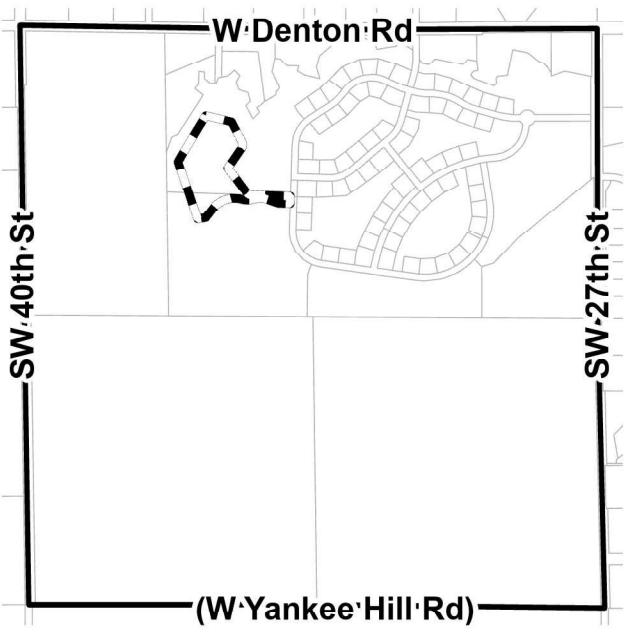
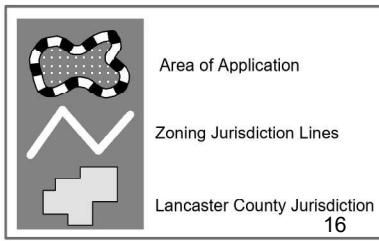
Comp Plan Conformance #: CPC25007
SW 33rd St & W Denton Rd



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.20 T09N R06E



CONSERVATION EASEMENT AGREEMENT
(Preservation of Flood Storage Capacity)

THIS CONSERVATION EASEMENT AGREEMENT is entered into as of the 31 day of July, 2025, by and between **REZAC PROPERTIES, LLC, a Nebraska Limited Liability Company** ("Owner"), and the **CITY OF LINCOLN, NEBRASKA, a Municipal Corporation** ("City").

RECITALS

I.

Owner is the owner in fee simple of Outlots B, C, and D, The Bridges 6th Addition, Lancaster County, Nebraska (the "Easement Area").

II.

The City desires to acquire and Owner is willing to convey a permanent Conservation Easement to preserve the flood storage capacity within the Easement Area.

NOW, THEREFORE, in consideration of the approval of The Bridges 6th Addition Final Plat, Owner hereby grants and conveys to City for its benefit and the benefit of the public, a conservation easement over the Easement Area to restrict the use of the Easement Area to open space and to protect and preserve the floodplain/floodprone area and the flood storage capacity of the Easement Area, to protect other water resources and biologic resources of the floodplain/floodprone area, and to allow Owner to maintain and manage the Easement Area.

The terms, conditions, and covenants of the conservation easement hereby created are as follows:

1. Use of Easement Area.

A. Compatible Uses. The Easement Area shall be used only for purposes compatible with open space and recreational purposes. Notwithstanding subsection B, "Non-Compatible Uses," below, the following uses are compatible with the purposes of the Easement Area:

- i. Agriculture use, including, but not limited to, gardening, grazing of animals, haying, use of a livestock loafing shed, provided the loafing shed meets all applicable local, state, and federal floodplain regulations, and cultivation, planting or drilling of row crops, small grains, and forages, such as alfalfa and forage sorghum, and harvesting of such.
- ii. Roadway or utility crossings necessary for the functional use of adjacent lands constructed in accordance with the flood regulations.
- iii. Public sanitary sewer lines necessary for the functional use of adjacent lands, as approved in advance by the Director of Public Works & Utilities, provided the corridor is restored following disturbance to the maximum extent practicable.

- iv. Stream rehabilitation, water quality projects, or protection/restoration of other natural resources.
- v. Storm drain and outlet improvements conforming to the City's design standards necessary for the functional drainage of adjacent lands.
- vi. Introduction of native and non-native plants, flowers, grasses and other plant materials and permanent landscape features associated with the recreational use of the Easement Area.
- vii. Protection, maintenance, and enhancement of the Easement Area.
- viii. Removal of dead, diseased, or dangerous trees or bushes.
- ix. Control or removal of insects, pests and other matters that are a danger to public health while conserving the function of the Easement Area.

B. Non-Compatible Uses. The following uses and practices, although not an exhaustive recital of the inconsistent uses and practices, are inconsistent with the purposes of this Conservation Easement and shall be prohibited within the Easement Area:

- i. Construction or placement of fill material, buildings, or mobile homes.
- ii. Filling, excavating, dredging, mining or drilling, removal of top soil, sand, gravel, rock, minerals, or other materials.
- iii. Dumping of ashes, trash, garbage, or other unsightly or offensive material.
- iv. Changing the topography of the land by placing of soil or other substances or materials such as landfill or dredging spoils.
- v. Residential development of any nature.
- vi. The broadcast application of pesticides at any time, except for that which is needed for areas in agricultural use.
- vii. Changing the hydrology of the Easement Area or the land upstream in a way that negatively impacts the Easement Area.
- viii. Sedimentation of the Easement Area due to grading or construction activities outside the Easement Area.
- ix. Any other use or practice that would adversely impact or interfere with the flood storage capacity of the Easement Area.

2. Term. The term of this Conservation Easement will be in perpetuity unless earlier terminated by the City through the approval of the City Council. The parties agree that termination of this Agreement may be total and affect the entire Easement Area, or may be

partial and result in the termination of the easement over only a portion of the Easement Area.

3. Condition of the Easement Area at Time of Grant. The condition of the Easement Area without limiting the generality of the terms is defined to mean the open space, flood storage capacity of the Easement Area, and the functional integrity of other water resources and biologic resources of the floodplain/floodprone area, as evidenced by reports, photographs, and scientific documentation on file with the City's Planning Department and Watershed Management Division.

4. Protection and Maintenance of the Easement Area.

A. Owner agrees to pay any real estate taxes, estate taxes, or assessments levied by competent authorities on the Easement Area, including but not limited to any tax or assessment affecting the easement granted herein. Owner retains the right to challenge the assessed value of the property and to challenge the validity of any such tax or assessment.

B. Owner shall cooperate with and assist the City at the City's cost in applying for, obtaining, protecting, maintaining, and enhancing any and all surface water and ground water rights and privileges related to the Easement Area by signing applications which the City deems necessary or desirable for the management, maintenance, or development of the Easement Area for the purposes provided for herein.

C. Owner shall, at Owner's sole cost and expense, maintain the Easement Area. Maintenance shall consist of routine mowing, harvesting of crops, weed and brush control, routine removal of trash and debris. If Owner fails to maintain the Easement Area, the City may carry out such maintenance and bill the cost thereof to Owner. Owner shall pay said cost within thirty days from receipt of said billing.

5. Inspections and Access by City. The City shall have the right of reasonable ingress and egress to and from the Easement Area from public roads and streets and from adjacent properties for its employees, contractors, vehicles, and equipment for the purpose of revegetating and for inspecting, maintaining, protecting, or enhancing the floodplain/floodprone area within the Easement Area as the City may deem necessary or desirable. To the fullest extent practicable, any such access from the Owner's adjacent properties shall use public right-of-way or private streets and shall be used so as to not damage said properties or crops or improvements which are now or may hereafter be located upon the Owner's adjacent properties.

6. Enforcement. Owner agrees that the City may enforce the provisions of this Conservation Easement by any proceeding at law or in equity. Owner further agrees that should Owner undertake any activity requiring approval of the City without or in advance of securing such approval, or undertake any activity in violation of the terms of this Conservation Easement that the City shall have the right to enforce the restoration of that portion of the Easement Area affected by such activity as agreed to herein. In such case, the cost of restoration and the City's cost of suit, including reasonable attorney fees, shall be paid by Owner to the extent allowed by law.

7. Title to Easement Area. Owner covenants that Owner is the owner of marketable title to all of the Easement Area, has legal right, title, and capacity to grant the Conservation Easement granted herein subject to easements and restrictions of record.

8. Transfer of Interest.

A. Owner's Title to Easement Area. If the land subject to this Conservation Easement Agreement or any interest therein is subsequently transferred by Owner to a third party, Owner shall use its best effort to notify the City in writing prior to the transfer of the land and the document transferring the interest shall be made subject to this Conservation Easement Agreement.

B. City's Conservation Easement. The City shall have the right to transfer this Conservation Easement to any public agency, charitable organization, or trust that, at the time of transfer, is an organization legally qualified to assume the responsibility imposed on the City by this Conservation Easement Agreement.

9. Binding Affect. The Conservation Easement granted herein shall run with the land and shall inure to the benefit of and be binding upon the heirs, successors and assigns of Owner, City.

10. Approvals. Any approval required under this Agreement shall not be unreasonably withheld.

11. Recordation. The parties agree that this Agreement shall be duly filed by the City with the Lancaster County Register of Deeds upon execution and acceptance by the City.

12. Severability. If any provision of this Conservation Easement or the application thereof to any person or circumstance is found to be invalid, the remainder of the provisions of the Conservation Easement and the application of such provisions to persons or circumstances other than those to which it is found to be invalid shall not be affected thereby.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date set forth above.

REZAC PROPERTIES, LLC, a Nebraska
Limited Liability Company

By:


Michael J. Rezac, Manager

STATE OF NEBRASKA)
COUNTY OF LANCASTER)
) ss:
)

On 31st of July, 2025, before me, the undersigned, a Notary Public duly
commissioned for and qualified in said County, personally came Michael J. Rezac, Manager of
Rezac Properties, LLC, a Nebraska Limited Liability Company, on behalf of the Limited Liability
Company.





Notary Public

Attest:

**CITY OF LINCOLN, NEBRASKA, a
Municipal Corporation**

City Clerk

By: _____
Leirion Gaylor Baird, Mayor

STATE OF NEBRASKA)
) ss:
COUNTY OF LANCASTER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by Leirion Gaylor Baird, Mayor of the **City of Lincoln, Nebraska, a Municipal Corporation**, on behalf of the municipal corporation.

Notary Public



LINCOLN
Transportation and Utilities

August 4, 2025

David Cary, Director
Lincoln-Lancaster County Planning Department
555 S. 10th St., Suite 213
Lincoln, NE 68508

Re: Comprehensive Plan Conformance request for conservation easement for property owned by Rezac Properties LLC located west of SW 33rd St and W Bow Bridge Road in The Bridges development.

David,

This is a Comprehensive Plan Conformance request for a conservation easement of 8.83 acres (more or less) located west of SW 33rd St and W Bow Bridge Road in the Bridges development. The City is acceptable to this easement for preserving existing flood storage capacity and natural resources in this area.

Please include this Comprehensive Plan Conformance request as a Planning Commission agenda item on the September 5, 2025 hearing.

Sincerely,

Tim Zach, PE, CFM
Superintendent of Stormwater | Watershed Management
City of Lincoln Transportation and Utilities
O: 402-441-7589 | M: 531-530-7601





LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Text Amendment #25010	FINAL ACTION? No
PLANNING COMMISSION HEARING DATE September 3, 2025	RELATED APPLICATIONS None

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

The proposed application is to amend Lincoln Municipal Code (LMC) Chapter 27.06.020 (b) under Classification of Use Types to allow a lot or tract in the AG or AGR District to have up to three main buildings or uses when one of those main buildings is a dwelling and provided all height and lot requirements are met. The applicant submitted the text amendment to allow a dwelling on the lot at 6305 W Adams Street. This property has two special permits, including SP1653 for a community hall and SP12002 for a farm winery. The zoning for this property is AG Agricultural. The current regulation will not allow a dwelling on this lot because only one additional main use or building is permitted, and the lot has the two special permits.

JUSTIFICATION FOR RECOMMENDATION

The proposed text amendment by the applicant meets the intent of the zoning regulations. The proposed amendment is to address instances where there is more than one special permit on a property by allowing a dwelling in addition to two other main uses. The current text allows one additional main use or building but assumes only one special permit.

APPLICATION CONTACT

Elli White, (402) 540-3508

STAFF CONTACT

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

This proposed text amendment is compatible with the Comprehensive Plan as it makes the zoning regulations more flexible to allow a dwelling on a property zoned AG or AGR when there are two other main uses without affecting the height and lot requirements or any special permits.

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.

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.

ANALYSIS

1. This is a request to amend the Lincoln Municipal Code (LMC) 27.06.020 (b) under Classification of Use Types to allow a lot or tract in the AG or AGR District to have up to three main buildings or uses when one of the main buildings is a dwelling and provided it meets all height and lot requirements. Chapter 27.06 is the Use Groups Chapter which in addition to classifying uses of buildings and properties into Use Groups establishes the number of allowable uses that are allowed on a property. The text amendment was submitted by Elli White on the behalf of Ben and Nancy Sand who own the property at 6305 W Adams Street. This property is in the Lincoln 3 Mile jurisdiction and is zoned AG Agricultural.
2. The current text of LMC 27.06.020(b)(2) is as follows:

More Than One Main Building or Use on a Lot or Tract in R-5, R-6, R-7, R-8, O-1, O-2, O-3, R-T, B-1, B-2, B-3, B-4, B-5, H-2, H-3, H-4, I-1, I-2, or I-3 District. A lot or tract located in the R-5, R-6, R-7, R-8, O-1, O-2, O-3, R-T, B-1, B-2, B-3, B-4, B-5, H-2, H-3, H-4, I-1, I-2, or I-3 district may have more than one main building or use, but only when such buildings or uses conform to all open space requirements for the district in which the lot or tract is located. The exception is that no more than two single-family dwellings may be on a lot or tract in the R-5, R-6, R-7, and R-8 districts. A lot or tract in the AG or AGR District may have one additional main building or use but shall still be limited to one single-family dwelling per lot or tract.

3. The proposed amendment would allow multiple uses, up to three main buildings or uses, as long as one of the main buildings is a dwelling and all height and lot requirements are met. This would include additional flexibility such that there may be multiple uses or special permits on a property. This request would allow for the construction of a dwelling on the applicant property, which is currently not permitted due to the regulations. The owners of 6305 W Adams Street also own 6301 W Adams Street to the east which has an existing single-family home. The applicant agreed to modify their original request to reference the uses generally instead of multiple special permits. The proposed text still meets their goal while providing a more generalized ordinance for the AG and AGR zoning districts.
4. The special permits on the applicant's specific property at 6305 W Adams Street (Lot 2, Sand Addition) include SP1653 approved in October 1996 for a community hall and SP12002 approved in February 2012 for a farm winery. AA12001 to SP1653 reduced the special permit area to 20 acres by removing a portion of the lot from the permitted area. The purpose of the AA12001 request was to modify the boundaries of SP1653 to exclude from the community hall area the operations and activities of the farm winery. The property in question thus has two special permits on it, but these have mutually exclusive boundaries.
5. The proposed text amendment would not affect the individual conditions of special permits. A special permit allows a specific use. While not common, in some cases there are two special permits affecting a property. In these cases, each special permit is considered its own use. A permitted use in the zoning district for the property, such as a single-family dwelling in AG zoning in the applicant's case, would be considered its own use separate and distinct from the special permits.
6. The proposed text amendment is compatible with the Comprehensive Plan and is an appropriate update to address the circumstances of multiple special permits and uses on a property.

Prepared by George Wesselhoft, Planner
 (402) 441-6366 or gesselhoft@lincoln.ne.gov
 Date: August 21, 2025

Applicant/ Elli White
 Contact:

ORDINANCE NO. _____

1 AN ORDINANCE amending Lincoln Municipal Code Section 27.06.020 Classification
2 Use Types, paragraph b. More Than One Main Use to allow for up to three main buildings or uses
3 on a lot or tract in the AG or AGR District provided all buildings and uses satisfy the lot and height
4 requirements; and repealing Section 27.06.020 as hitherto existing.

5 BE IT ORDAINED by the City Council of the City of Lincoln, Nebraska:

6 Section 1. That Section 27.06.020 of the Lincoln Municipal Code be amended to read
7 as follows:

8 **27.06.020 Classification of Use Types.**

9 a. Considerations.

10 1. Main uses of a building or premises (sometimes referred to in this Title as “use types”) are
11 assigned to the Use Group whose description most closely describes the nature of the main use.
12 The main use may have one or more accessory uses. The use of a building or premises for more
13 than one main use is addressed in subsection (b) below. Accessory uses are addressed in
14 subsection (c) below.

15 2. The Building Official shall prepare and maintain an up-to-date list of common uses included within
16 each use group (“List of Use Group Types”). When any proposed use is not listed on the List of
17 Use Group Types, the Building Official shall make a determination as to what Use Group the
18 proposed use will be assigned to. If a building or premises is used for two or more main uses, each
19 use shall be classified in the Use Group whose description most portrays the nature of
20 such uses. The Building Official’s classification of a use is subject to the right of appeal to the Board
21 of Zoning Appeals pursuant to Section [27.75.030](#). The following items shall be considered when

1 determining what Use Group a main use is classified in, and whether the activities associated with
2 the main use constitute an accessory use:

3 i. The description of the activity in relationship to the characteristics of each use group;

4 ii. The relative amount of site or floor space and equipment devoted to the activity;

5 iii. Relative amounts of sales from each activity;

6 iv. The customer type for each activity;

7 v. The relative number of employees in each activity;

8 vi. Hours of operation;

9 vii. Building and site arrangement;

10 viii. Vehicles and/or machinery used with the activity;

11 ix. The relative number of vehicle trips generated by the activity;

12 x. Whether the activity would be likely to be found independent of the other activities on
13 the site.

14 xi. Off-site impacts

15 b. More Than One Main Use.

16 1. When a building or premises has more than one main use, each main use shall comply with the
17 regulations of the zoning district in which the use is located.

18 2. More Than One Main Building or Use on a Lot or Tract in R-5, R-6, R-7, R-8, O-1, O-2, O-3, R-T, B-
19 1, B-2, B-3, B-4, B-5, H-2, H-3, H-4, I-1, I-2, or I-3 District. A lot or tract located in the R-5, R-6, R-7,
20 R-8, O-1, O-2, O-3, R-T, B-1, B-2, B-3, B-4, B-5, H-2, H-3, H-4, I-1, I-2, or I-3 district may have more
21 than one main building or use, but only when such buildings or uses conform to all open space
22 requirements for the district in which the lot or tract is located. The exception is that no more
23 than two single-family dwellings may be on a lot or tract in the R-5, R-6, R-7, and R-8 districts. **A**

1 ~~lot or tract in the AG or AGR District may have one additional main building or use but shall still~~
2 ~~be limited to one single family dwelling per lot or tract.~~

3 **2.3.** More than One Main Building or Use on a Lot or Tract in the AG or AGR District. A lot or
4 tract located in the AG and AGR district may have up to two main building or uses, but only when
5 such buildings or uses conform to all height and lot requirements for the district in which the lot
6 or tract is located. Notwithstanding this provision, a lot or tract in the AG or AGR District may
7 have up to three main buildings or uses, if one of those main buildings is a dwelling, providing all
8 buildings and uses satisfy the lot and height requirements.

9 **3.4.** Place of Religious Assembly, More than One Building or Main Use on a Lot or Tract in the
10 R-1, R-2, R-3, or R-4 District. A lot or tract located in the R-1, R-2, R-3, or R-4 district occupied by
11 a place of religious assembly may have more than one main building or use, provided the
12 additional use or uses are a dwelling for members of religious orders, early childhood care facility,
13 private school, urban garden, or a use allowed by special permit.

14 **4.5.** Two or More Buildings for Two-family Dwellings, Multiple-family, or Institutional
15 Purposes. In the event that a lot or tract located in the R-1 through R-4 zoning district is to be
16 occupied under a special permit or planned unit development by a group of two or more buildings
17 to be used as a unit for any combination of two-family dwellings, multiple-family dwelling, or
18 institutional purposes, there may be more than one main building on the lot; provided, however,
19 that the open space between buildings shall have a minimum dimension of twenty feet, unless
20 modified by the approval of a special permit or planned unit development. In addition, the lot or
21 tract must meet the height and area regulations in said district for each main building or use
22 except yards, average lot width, and height may be modified by approval for such use under the
23 special permit or planned unit development.

1 5.6. Multiple Dwelling Considered as One Building. For the purpose of the side yard
2 regulations, a two-family dwelling or a multiple dwelling shall be considered as one building
3 occupying one lot.

4 c. Accessory Uses.

5 1. Accessory uses permitted in each district are accessory buildings and uses customarily incident to
6 any of the permitted uses, permitted conditional uses, or permitted special uses in the district
7 unless stated otherwise in the regulations.

8 2. Construction and Use of Accessory Buildings. No accessory buildings shall be constructed upon a
9 lot until the construction of the main building has been commenced, and no accessory buildings
10 shall be used for dwelling purposes, except as otherwise provided herein.

11 3. In R-1 through R-4 zoning districts, an accessory building may be used as an accessory dwelling in
12 conformance with the requirements of Section [27.62.040](#), and in AG and AGR zoning districts, an
13 accessory building may be used for dwelling purposes by not more than two domestic employees
14 employed entirely on the premises if a special permit for such use has been obtained in
15 conformance with the requirements of [Chapter 27.63](#).

16 4. Unless otherwise stated, accessory uses are subject to all applicable regulations of the main use.

17 5. Production, manufacture, distribution, and storage of toxic, radioactive, flammable, or explosive
18 materials, including chemicals and gases, fireworks, and explosives, except fireworks, shall be
19 allowed in connection with a permitted commercial, business, or industrial purpose as incidental
20 to the referenced permitted use without the requirement of obtaining a special permit.

21 6. Early childhood care facilities and schools are not a permitted accessory use to a place of religious
22 assembly in the I-1 Industrial District.

23 7. Solar Energy Conversion Systems (SECS) and Wind Energy Conversion Systems (WECS) are
24 permitted accessory uses associated with a primary use on the lot or premises in all zoning

1 districts provided they are in conformance with the provisions of [Chapter 27.72](#) and any other
2 applicable regulations of this title and are generally consistent with the energy demand of the
3 premises.

4 i. SECS and WECS that are considered part of the main building shall comply with the height,
5 front, side, and rear yard requirements of the main building except as otherwise allowed under
6 Sections [27.63.420](#), [27.72.060\(n\)](#), and [27.72.110\(a\)](#) and (b).

7 ii. SECS and WECS not part of the main building shall comply with the height and setback
8 requirements applicable to accessory buildings as described in Section [27.72.120\(c\)](#).

9 8. The sale of alcohol for consumption on the premises, off the premises, or both on and off the
10 premises shall be allowed as an accessory use as part of a residential health care facility or an
11 elderly and retirement housing facility where said facilities are allowed as a permitted use, a
12 conditional use, or a special permitted use.

13 d. Occupancy of Basements and Cellars. No basement or cellar shall be occupied for residential
14 purposes until the remainder of the building has been substantially completed.

15 e. Access for Uses. The means of access to any use may pass through land which is in a different
16 zoning district as long as that land has been approved for access via a public access easement to and
17 from a public street or private roadway. If the access is for a commercial or industrial use, it may pass
18 through a different commercial or industrial zoning district via a driveway, with or without a public
19 access easement, or via a public street or private roadway. If the access is for a commercial use
20 approved by special permit in a residential zoning district which is adjacent to commercial use, it may
21 take access through that residential zoning district.

22 Section 2. That Section 27.06.020 of the Lincoln Municipal Code as hitherto existing
23 be and the same is hereby repealed.

1 Section 3. This ordinance shall be published, within fifteen days after the passage
2 hereof, in one issue of a daily or weekly newspaper of general circulation in the City, or posted on
3 the official bulletin board of the City, located on the wall across from the City Clerk's office at
4 555 S. 10th Street, in lieu and in place of the foregoing newspaper publication with notice of
5 passage and such posting to be given by publication one time in the official newspaper by the City
6 Clerk. This ordinance shall take effect and be in force from and after its passage and publication
7 or after its posting and notice of such posting given by publication as herein and in the City Charter
8 provided.

Introduced by:

Approved as to Form & Legality:

City Attorney

Approved this ____ day of _____, 2025:

Mayor

To whom it may concern,

We would like to apply for a text amendment to allow for a home to be built on our lot in which there are two overlapping special permits. The current zoning regulations for this property are in the Lincoln 3 mile jurisdiction limiting this property to one additional main use besides a single- family dwelling. We would like to amendment to allow a dwelling and multiple uses on one lot when there are one or more special permits. The new text would read from Title 27 Zoning, Chapter 27.06 Use Groups, 27.06.020 Classification of Use Types. B. More Than One Main Use (strikeout deleted, underlined new text):

1. More Than One Main Building or Use on a Lot or Tract in R-5, R-6, R-7, R-8, O-1, O-2, O-3, R-T, B-1, B-2, B-3, B-4, B-5, H-2, H-3, H-4, I-1, I-2, or I-3 District. A lot or tract located in the R-5, R-6, R-7, R-8, O-1, O-2, O-3, R-T, B-1, B-2, B-3, B-4, B-5, H-2, H-3, H-4, I-1, I-2, or I-3 district may have more than one main building or use, but only when such buildings or uses conform to all open space requirements for the district in which the lot or tract is located. The exception is that no more than two single-family dwellings may be on a lot or tract in the R-5, R-6, R-7, and R-8 districts. A lot or tract in the AG or AGR District may have one additional main building or use but shall still be limited to one ~~single-family~~ dwelling per lot or tract. When one or more special permits are approved on one lot, there may be multiple uses on one lot.

Thank you for
your time and
consideration,

Ben &
Nancy Sand



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Miscellaneous #25011	FINAL ACTION? No	DEVELOPER/OWNER N/A
PLANNING COMMISSION HEARING DATE September 3 rd , 2025	RELATED APPLICATIONS None	PROPERTY ADDRESS/LOCATION N. 162 nd Street from Ashland Road to US-6

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

On behalf of Lancaster County Engineering, the Lincoln Metropolitan Planning Organization (MPO) is requesting an amendment to the 2050 Long Range Transportation Plan (LRTP). The changes would reflect increases in cost estimates for the paving of N. 162nd Street from Ashland Road to US-6 (Project ID 171) that would be programmed in the Lincoln MPO [Transportation Improvement Program \(TIP\)](#). This amendment is required by Nebraska Department of Transportation (NDOFT) and will allow the TIP and LRTP to remain in conformance.

The cost for 98th Street from Holdrege to Adams Street (Project ID 102) was adjusted to maintain fiscal constraint within the LRTP. Since 98th Street has now been paved from Holdrege to Adams, the project limits were updated to reflect this complete paving.

JUSTIFICATION FOR RECOMMENDATION

The LRTP discusses the need for conformity between the LRTP and the TIP. Project cost estimates in the LRTP are updated as necessary to conform with cost increases programmed in the TIP.



STAFF CONTACT

Ayden Johnson, (402) 441-6334 or ayden.johnson@lincoln.ne.gov

COMPATIBILITY WITH THE LONG RANGE TRANSPORTATION PLAN

Page 8-35 Relationship to Transportation Improvement Program: The Lincoln MPO Transportation Improvement Program [TIP] documents the prioritized list of federally funded and/or regionally significant transportation projects and improvements for the next four-year period. After adoption for a four-year period, the TIP can be amended or modified administratively to account for changes in funding or project needs. Amendments to the TIP must be made in conformance with the LRTP, a requirement that retains the publicly supported prioritization process for projects and assignment of funding.

ANALYSIS

1. NDOT environmental review staff require that project costs in the LRTP match the costs in the four-year Transportation Improvement Program (TIP) before they will allow the projects to proceed through the federal approval process. Therefore, a review was done by MPO staff to identify projects with significant cost differences between the two documents that would need an LRTP amendment.

2. Federal Transportation Planning Process

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

3. Lincoln Metropolitan Planning Organization (MPO)

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

4. Long Range Transportation Plan (LRTP)

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

5. Long Range Transportation Plan (LRTP) Amendment

In accordance with the amendment process outlined in the 2050 LRTP, page 8-35, "Changes to the Fiscally Constrained Plan are to be made by a formal plan amendment through the MPO planning process". This request to update project costs requires review by the MPO Technical Committee and the Planning Commission. Formal approval of the amendment will be requested of the MPO Officials Committee on September 12, 2025.

6. A concurrent amendment is being processed to the Lincoln MPO FY 2026-2029 Transportation Improvement Program (TIP) to add the N. 162nd Street project.

7. Application Request

This application is to amend the 2050 LRTP to update several project costs to conform with the costs identified in the TIP.

- Rural Roads & Bridges
 - N. 162nd Street, Ashland Road to US-6 - Increase cost from \$5.53 million to \$12.2 million and update project description as described. In addition, revise the YOE from 2040 to 2026 in accordance with the proposed schedule for the first year of funding obligation for Professional Engineering in the TIP, and revise the Year of Expenditure (YOE) cost to the same as project cost (\$12.2 million). There will also be a revision to the Cumulative Cost (YOE) from \$113,238,474 to \$105,091,472.

8. LRTP Revisions for the Proposed Amendment:

- Increase the project costs, Year of Expenditure, and update the description for the N. 162nd Street to Ashland Road project (ID 171) in Table 7.5 on Page 7-9.
- Increase the project costs, Year of Expenditure costs, and update the description for the N 98th Street from Holdrege to US-6 project (ID 102) in Table 7.5 on Page 7-9.
- Change Limits of Project (ID 102) in Table 7.5 on Page 7-9 from Holdrege Street to Adams Street due to paving completed between the two streets.

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

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

PROJECT REVIEW AND COMMENTS:

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

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

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

- August 19, 2025, at 2 p.m. MPO Technical Committee meeting
- September 12, 2025, at 2 p.m. MPO Officials Committee meeting

APPLICATION HISTORY

November 15, 2021

The Bipartisan Infrastructure Law (BIL) (federal transportation bill), also known as the Infrastructure, Investment and Jobs Act (IIJA), was signed into law.

December 15, 2021

The Lincoln MPO adopted the 2050 LRTP.

Prepared by Ayden Johnson, Planner
(402) 441-6334 or ayden.johnson@lincoln.ne.gov

Date: August 21st, 2025

Contact: Ayden Johnson, 402-441-6334, ayden.johnson@lincoln.ne.gov

Table 7.5 Fiscally Constrained Rural Road & Bridge Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	165	N 148th Street	Holdrege Street	Intersection improvements	\$1,751,100				1
Committed	98	S 98th Street	Old Cheney Road to US-34	Programmed Paving	\$17,195,600				1
Committed	92	Saltillo Road	S 27th Street to S 68th Street	Two Lane Widening	\$14,804,000				1
	234	S. 68 th Street	Firth Road to Stagecoach Road	Two Lane Widening With Shoulders	\$10,780,700	2025	\$10,780,700	\$10,780,700	3
	235	N. 14 th Street	Alvo Road to Ashland Road	Pavement and Two Lane Widening with Shoulders	\$12,076,200	2025	\$12,076,200	\$22,856,900	4
1	104	S 120th Street	Bennet Road North 0.5 Miles	Potential Paving	\$650,000	2026	\$1,046,832	\$23,903,732	
2	156	NW 56th Street	W O to W Holdrege Street	Potential Paving	\$2,292,000	2026	\$2,292,000	\$26,195,732	
3	100	SW 14th Street	NE-33 to W Bennet Road	Programmed Paving	\$1,300,000	2026	\$2,093,663	\$28,289,395	
4	103	W Van Dorn Street	SW 112th Street to SW 84th Street	Programmed Paving	\$1,300,000	2027	\$2,240,219	\$30,529,614	
5	105	Arbor Road	N 27th Street to US-77	Paving and Bridge Replacement of Bridge F-201 near N 27 th Street	\$5,930,000	2029	\$11,699,558	\$42,229,172	
6	101	Fletcher Avenue	N 84th Street to N 148th Street	Programmed Paving	\$5,000,000	2032	\$11,858,824	\$54,087,996	
7	95	NW 27th Street	Hwy-34 to W Waverly Road	Potential Paving	\$4,550,000	2034	\$11,897,661	\$65,985,657	
8	93	W A Street	SW 84th Street to SW 52nd Street	Programmed Paving	\$2,600,000	2035	\$7,138,597	\$73,124,254	
9	206	SW 16th Street	Bridge O-1 near W Calvert Street	Replace CB	\$168,000	2035	\$461,263	\$73,585,517	

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
10	94	Havelock Avenue	Stevens Creek to N 112th Street	Potential Paving	\$1,820,000	2036	\$5,246,869	\$78,832,386	
11	207	SW 15th Street	Bridge O-140 near W Stockwell Street	Replace CB	\$168,000	2036	\$484,326	\$79,316,712	
12	201	S 120th Street	Bridge J-138 near A Street	Replace with CBC	\$612,000	2037	\$1,852,548	\$81,169,261	
13	111	N 1st Street	Alvo Road to McKelvie Road	Potential Paving	\$1,300,000	2037	\$3,935,152	\$85,104,412	
14	181	Saltillo Road	S 68th Street to S 120th Street	Two Lane Widening	\$2,450,000	2038	\$7,787,059	\$92,891,472	
15	171	N 162nd Street	US-6 to Ashland Road	Potential Paving	\$5,530,000 \$12,200,000	2041 2026	\$20,347,002 \$12,200,000	\$105,091,472 \$113,238,474	
16	200	S 112th Street	Bridge J-135 near A Street	Replace with CBC	\$612,000	2042	\$2,364,373	\$107,455,845 \$115,602,847	
17	114	W Adams Street	NW 84th Street to NW 56th Street	Potential Paving	\$2,600,000	2043	\$10,546,959	\$118,002,804 \$126,149,806	
18	91	S 68th Street	Hickman to Roca Road	Two Lane Widening with Shoulders	\$2,000,000	2044	\$8,518,698	\$126,521,501 \$134,668,504	
19	115	Van Dorn Street	S 120th Street to S 148th Street	Potential Paving	\$2,600,000	2046	\$12,209,423	\$138,730,924 \$146,877,927	
20	215	Pine Lake Road	S 112th Street to S 134th Street	Grading and Pavement; bridge Q-110 near S 134th St	\$3,188,000	2048	\$16,505,121	\$155,236,045 \$163,383,048	
21	102	N 98th Street	Holdrege-Adams Street to US-6	Potential Paving	\$4,453,684 \$5,880,996	2050	\$25,421,340 \$33,568,352	\$188,804,388	2

¹Committed projects are included in the 2022-2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

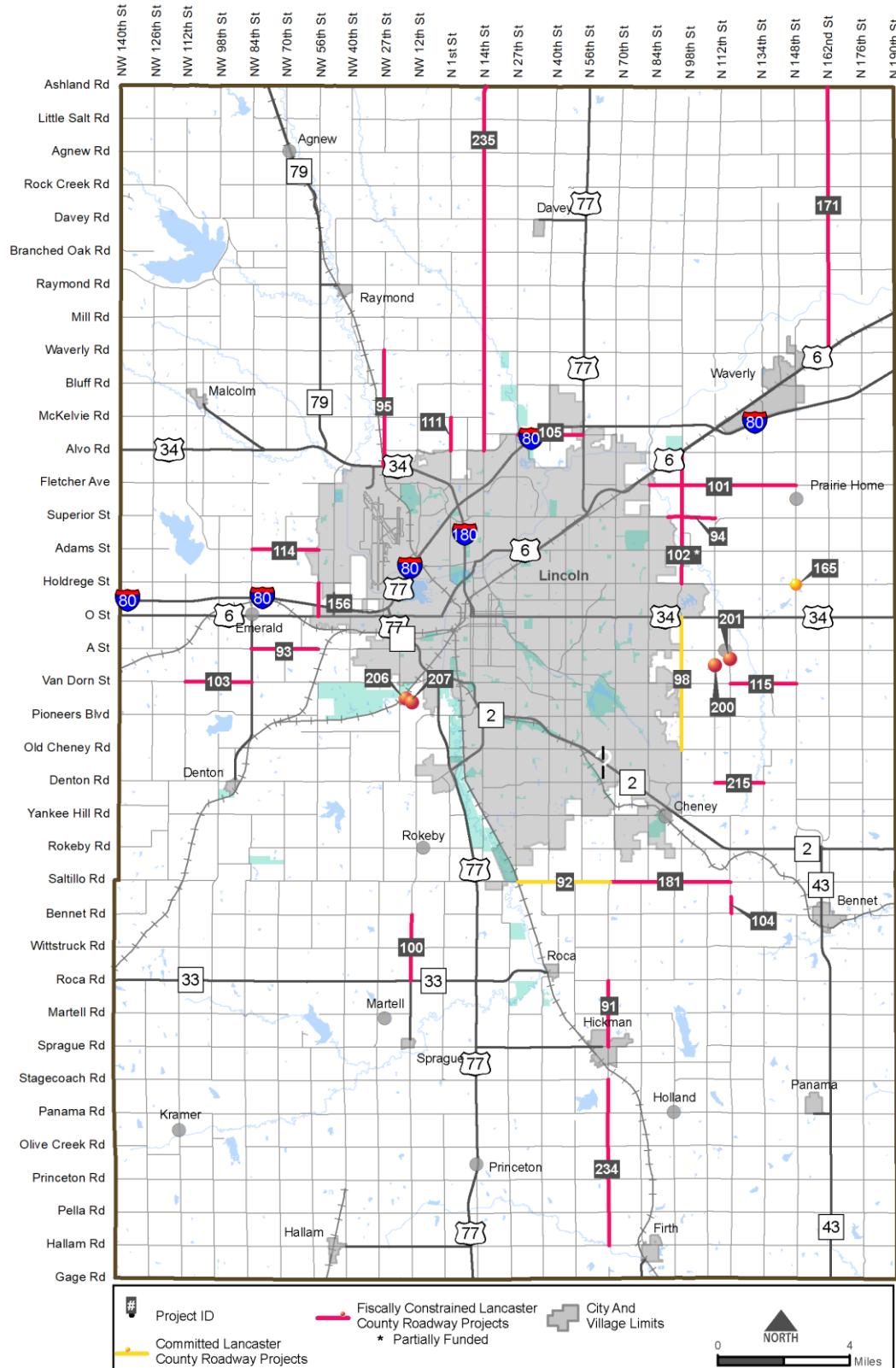
² Project ID 102 is partially funded (approximately 36.27%) within the Fiscally Constrained Plan.

³ Project ID 234 added to the Fiscally Constrained Plan via MISC22002.

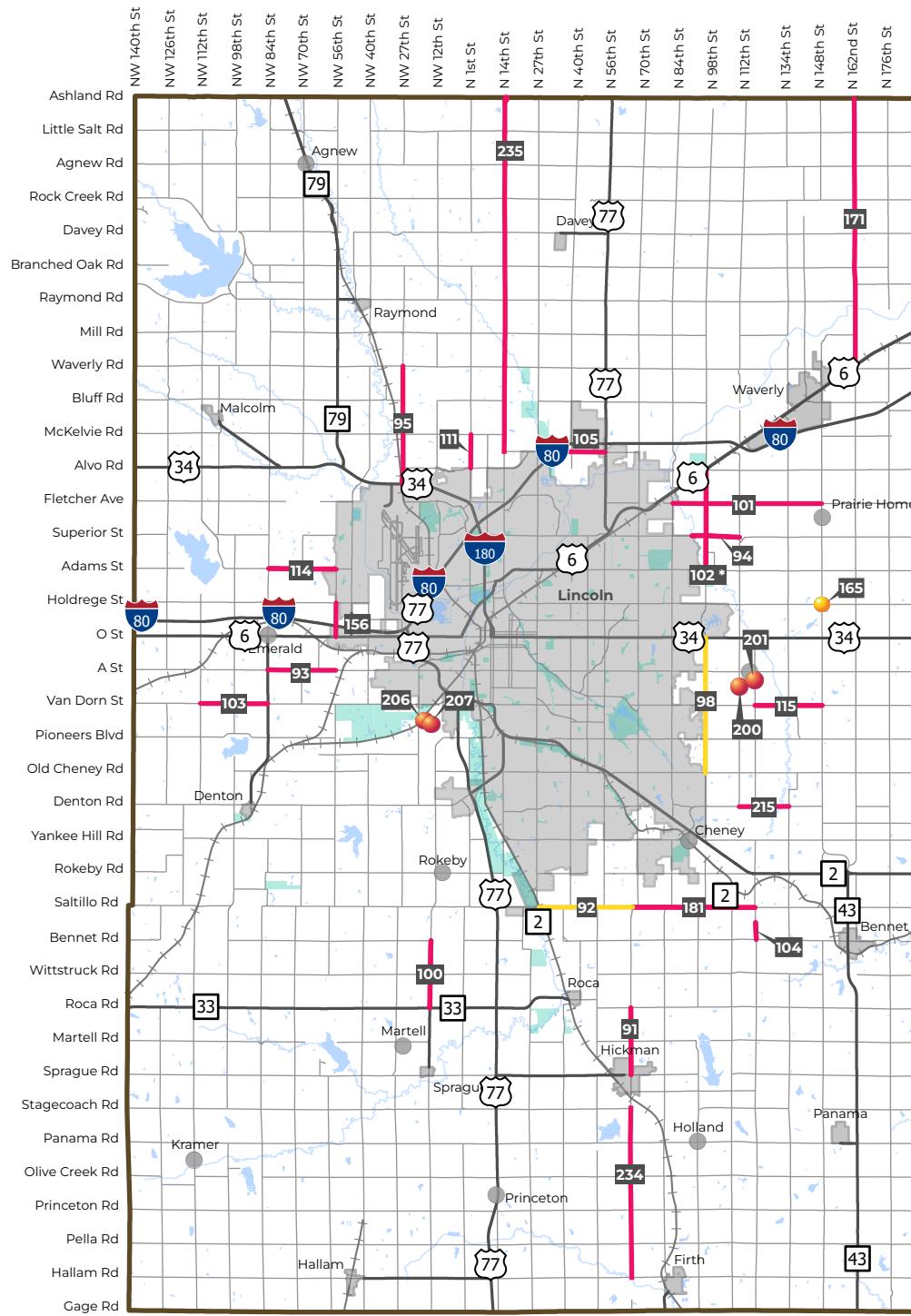
⁴ Project ID 235 added to the Fiscally Constrained Plan via MISC22012.

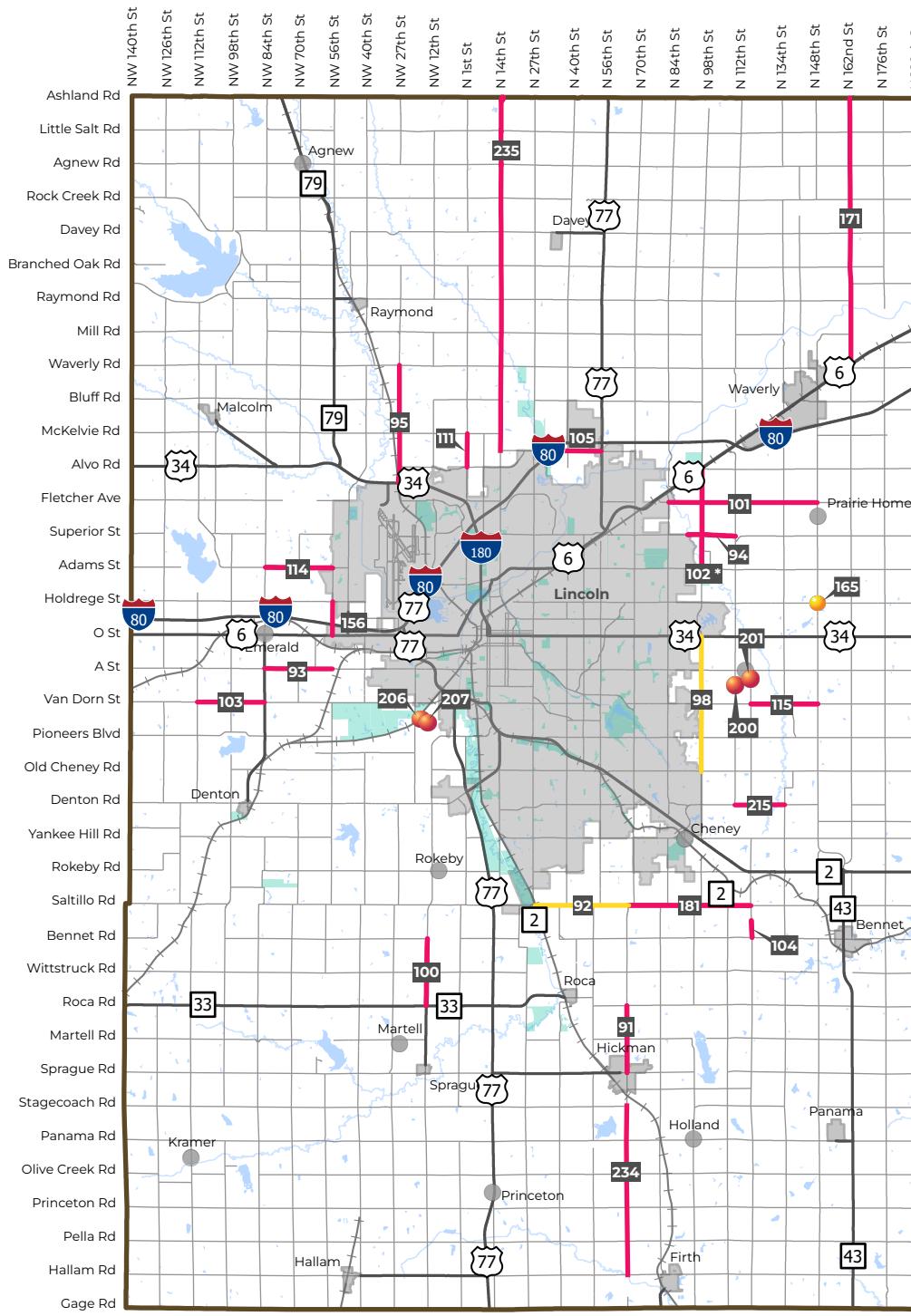
Amended ~~February 2024~~ September 2025

Figure 7.1 Fiscally Constrained Rural Road & Bridge Capital Projects



Amended November 2022







LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER
Comprehensive Plan Amendment 25004
Belmont Neighborhood Subarea Plan

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
September 3, 2025

RELATED APPLICATIONS
None

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request from the Planning Department to amend the 2050 Lincoln-Lancaster County Comprehensive Plan to add the Belmont Neighborhood Subarea Plan. The Subarea Plan presents a strategic vision for the Belmont and Landon's neighborhoods and provides a framework for achieving that vision. It addresses a variety of topics including land use, housing, transportation, economic development, appearance and placemaking, and other community enhancements.

The draft Subarea Plan is available for review at:

lincoln.ne.gov/BelmontPlan



JUSTIFICATION FOR RECOMMENDATION

The Belmont Neighborhood Subarea Plan is the result of a public engagement process that incorporates input from residents, business owners, and community leaders. The Subarea Plan is a critical step in identifying priorities and needs for the Belmont neighborhood. Once adopted, the Subarea Plan provides a guide for decision-makers when making investments in the neighborhood.

APPLICATION CONTACT

Jennifer Hiatt
Urban Development Department
(402) 441-7857
jhiatt@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Mixed use redevelopment, adaptive reuse, and well-designed and appropriately-placed infill development, including residential, commercial and retail uses, are encouraged throughout the Comprehensive Plan. The Comprehensive Plan also supports the preservation and stewardship of the unique character found in Lincoln's existing neighborhoods.

COMPREHENSIVE PLAN SPECIFICATIONS:

Introduction Section: Growth Framework

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.

New commercial and industrial development should be located in Lincoln and other incorporated communities. Lincoln has ample land area and infrastructure availability for commercial and industrial development.

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.

Land Use Plan

[Figure GF.b: 2050](#) - The land use recommendations of the Subarea Plan align with the Future Land Use Map in the Comprehensive Plan.

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.

G4: Economic Opportunity - Lincoln and Lancaster County will have high-quality jobs in an economic environment that supports business creation, innovation, and expansion.

G12: History and Culture - Lincoln and Lancaster County will celebrate the community's history and diverse cultures and build upon the benefits they provide to civic health, economic vitality, and quality of life.

G13: Community Appearance - Lincoln and Lancaster County will have a high-quality physical environment that creates a strong sense of place and community pride.

Elements Section

E2: Infill and Redevelopment

Infill and Redevelopment Approach

The Infill and Redevelopment Approach seeks to fulfill the following objectives:

1. To provide flexibility to the marketplace in siting future redevelopment locations;
2. To offer existing neighborhoods, present and future residents, developers, other businesses, and infrastructure providers a level of predictability as to where such redevelopment concentrations might be located;
3. To promote high-quality, durable design for redevelopment projects, including TIF projects, that enhances the surrounding neighborhood;
4. To encourage and provide incentives for residential mixed use in redeveloping commercial and industrial areas.

Existing Neighborhoods

Infill of housing in existing neighborhoods should respect the existing pattern of development. Infill redevelopment should include housing for a variety of incomes and households and should complement the character of the existing neighborhood by including appropriate transitions, scale, and context.

Examples of infill redevelopment in existing neighborhoods includes:

- Replacement of blighted and deteriorating structures.
- Conversion of single-family homes, or vacant single-family parcels, to duplexes or other low-to-moderate density options when allowed by zoning.
- Adding an accessory dwelling unit (ADU) to a single family home.
- Redevelopment of large parcels, including former school sites, church sites, and acreage homes.
- Residential conversion of small-scale legacy commercial uses.

Policies Section

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

Action Steps

1. Promote the preservation, maintenance, and renovation of existing housing and supporting neighborhood uses throughout the City, with special emphasis on low and moderate income neighborhoods.
2. Maintain and enhance infrastructure and services, commensurate with needs, in existing neighborhoods.
3. Encourage well-designed and appropriately placed density, including within existing apartment and group living complexes and in redeveloping commercial or industrial centers, where there is land available for additional buildings or expansions. Provide flexibility to the marketplace in siting future residential development locations. This includes appropriately placed infill in prioritized Nodes and Corridors, neighborhood edges, and underutilized commercial or industrial sites.
4. Recognize that broad economic diversity within existing neighborhoods encourages reinvestment and improves quality of life for all residents while acknowledging the need for affordable housing.
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.
7. Implement the housing and neighborhood strategies as embodied in the Affordable Housing Coordinated Action Plan, City of Lincoln Consolidated, Annual Action Plans, and subsequent housing and neighborhood plans. These plans provide the core for affordable housing and neighborhood preservation actions for public and private agencies.
8. Retain and encourage a mix of housing in existing and new neighborhoods in order to provide a mix of housing types at a variety of price points.
11. Encourage public and private investment in neighborhood infrastructure and services to support economic diversity that improves the quality of life for all residents.
12. Balance expanding housing options and neighborhood character. Infill development should include housing for a variety of incomes and households and should complement the character of the existing neighborhood by including appropriate transitions, scale, and context.
13. Preserve areas designated for multi-family and group living housing in approved plans to support a distributed choice in affordable housing.
17. Promote neighborhood and community design that supports healthy and active lifestyles.
19. Encourage creation of rental rehab programs to improve the quality of affordable rental housing and support the City's Lead Hazard Control and Healthy Homes programs.
20. Examine current residential zoning districts and propose modifications to encourage 'missing middle' units

(single-family attached, cottage courts, townhomes, live-work, and a variety of three- and four-plex configurations), including affordable units, to people with a range of incomes. Neighborhood edges in particular present an opportunity for missing middle housing.

21. Encourage a variety of housing types including townhomes, senior living facilities, low/no maintenance condominiums, accessory dwelling units, multi-family development, and small lot single-family units.
24. Explore economic development incentives to attract grocery stores to neighborhoods lacking access to fresh food.

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

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.

P14: Commercial Infill - Develop infill commercial areas to be compatible with the character of the area.

P15: Infrastructure and Economic Development - Seek to efficiently utilize investments in existing and future public infrastructure to advance economic development opportunities.

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.

AFFORDABLE HOUSING COORDINATED ACTION PLAN SPECIFICATIONS:

p. 87 Urban living opportunities, including downtown, mixed-use centers, and revitalization of older commercial corridors can be very appealing options for empty-nesters and newly retired professionals. Lincoln has seen some of this in the downtown condo market, but the vast majority of these units are not affordable to moderate-income households. Low-maintenance units close to services and entertainment allow individuals to live more active lifestyles. The demand for this type of unit by the nation's aging Baby Boomers is only growing. Adding these units to downtown, commercial centers like Havelock, or corridors like South 48th Street would mix housing with services already available to residents.

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. 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 application is to amend the Comprehensive Plan to incorporate the Belmont Neighborhood Subarea Plan. The Subarea Plan presents a strategic vision for the Belmont and Landon's neighborhoods and provides a framework for achieving that vision. It addresses a variety of topics including land use, housing, transportation, economic development, appearance and placemaking, and other community enhancements.
2. The Subarea Plan includes approximately 1,150 acres and is generally bounded by Interstate 180 on the west, Superior Street on the north, North 27th Street on the east, and Cornhusker Highway on the south.

3. A successful planning process begins with meaningful public engagement. The Belmont and Landon's neighborhoods contain a diverse range of stakeholders, and the public input process was designed to hear from all voices in the community. Major activities are summarized below. The complete public input process is described beginning on page 12 of the Subarea Plan document.
 - Three public open houses - These were co-located with existing community events and included interactive activities designed to determine neighborhood priorities. Combined attendance at the three open houses is estimated at 150 - 200 residents.
 - A stakeholder committee consisting of neighborhood residents, business owners, and other stakeholders was established to guide the process. The committee met four times between March and July.
 - A project website was established to provide updates throughout the process, host online surveys, and allow for review and comment on the draft plan (lincoln.ne.gov/belmontplan).
4. The community input results were organized into five themes that provide a broad template for the topics and recommendations found in the plan (beginning on page 46):
 - Community Building. This theme explains how the neighborhood appreciates the diversity of their neighbors and how most residents have a positive view of Belmont.
 - Health & Recreation. This theme is centered on support for healthy living in the neighborhood through access to healthy food, health care, recreation, and safe outdoor environments in the community.
 - Nature & Environment. This theme explains how Belmont residents want to spend more time outdoors, formally and informally. More opportunities to engage nature through outdoor activities were noted, especially when contributing to healthier and more sustainable lifestyles.
 - Mobility & Transportation. This theme explains the strong sense that neighborhood streets could be safer for pedestrians and bicyclists within the neighborhood and should better connect to other destinations in the City. A multi-modal transit approach would support safer pathways.
 - Housing & Development. This theme describes how the Belmont neighborhood might consider targeted locations that could be redeveloped to support a diversity of housing and businesses that are community-serving, even though there are a limited area of vacant lots. Programs and resources for homeowners are supported as well.
5. Recommendations from the Subarea Plan are organized into goals and strategies. There are 20 goals and 25 strategies. Eleven strategies were identified as priorities based on community feedback and for their potential to have a significant impact in the neighborhood (beginning on page 53):
 - Expand Belmont Community Center as a central community support center.
 - Improve outdoor lighting at parks, bus stops, and Belmont Community Center.
 - Establish a farmers' market in the neighborhood.
 - Upgrade Belmont Park into a hub of accessible, modern, and multi-use facilities.
 - Preserve and expand natural areas with walking trails.
 - Develop safe multi-modal access at bridges and major connection points. A near term priority is to improve pedestrian access on the 14th Street bridge crossing over Cornhusker Highway.
 - Implement street / sidewalk / crosswalk improvements throughout Belmont.
 - Improve bus stops in the neighborhood.
 - Establish minor home repair program.
 - Promote affordable housing initiatives.
 - Encourage new community-serving business development in existing retail zones.

6. This Subarea Plan is part of an integrated neighborhood revitalization effort that will potentially include Tax Increment Financing (TIF) to assist with public investments in the neighborhood. The TIF process includes this Subarea Plan, a Blight Study, and a Redevelopment Plan.

The Belmont Neighborhood was designated as blighted in 2021 with the Belmont Neighborhood Blight & Substandard Determination Study and Extreme Blight Study ([MISC21004](#), [MISC21005](#)).

Following approval of this Subarea Plan, a Redevelopment Plan will be submitted for Planning Commission and City Council review. The Redevelopment Plan will identify TIF priorities based on recommendations from this Subarea Plan.

APPROXIMATE LAND AREA: 1,150 acres

PROPOSED AMENDMENT:

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

Implementation Section, On-Going Comprehensive Plan Activities

Subarea plans considered part of this Comprehensive Plan include:

- ...
- Comprehensive Watershed Master Plan, October 2022
- Local Food System Plan, October 2023
- University Place Subarea Plan, May 2025
- Belmont Neighborhood Subarea Plan (approval date)

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

August 20, 2025

Applicant: Urban Development Department
555 S. 10th Street, Suite 205
Lincoln, NE 68508

Contact: Jennifer Hiatt
Urban Development Department
(402) 441-7857
jhiatt@lincoln.ne.gov



BELMONT NEIGHBORHOOD SUBAREA PLAN

Lincoln, Nebraska
20 August 2025

DRAFT



bnim



Executive Summary

THIS PLAN

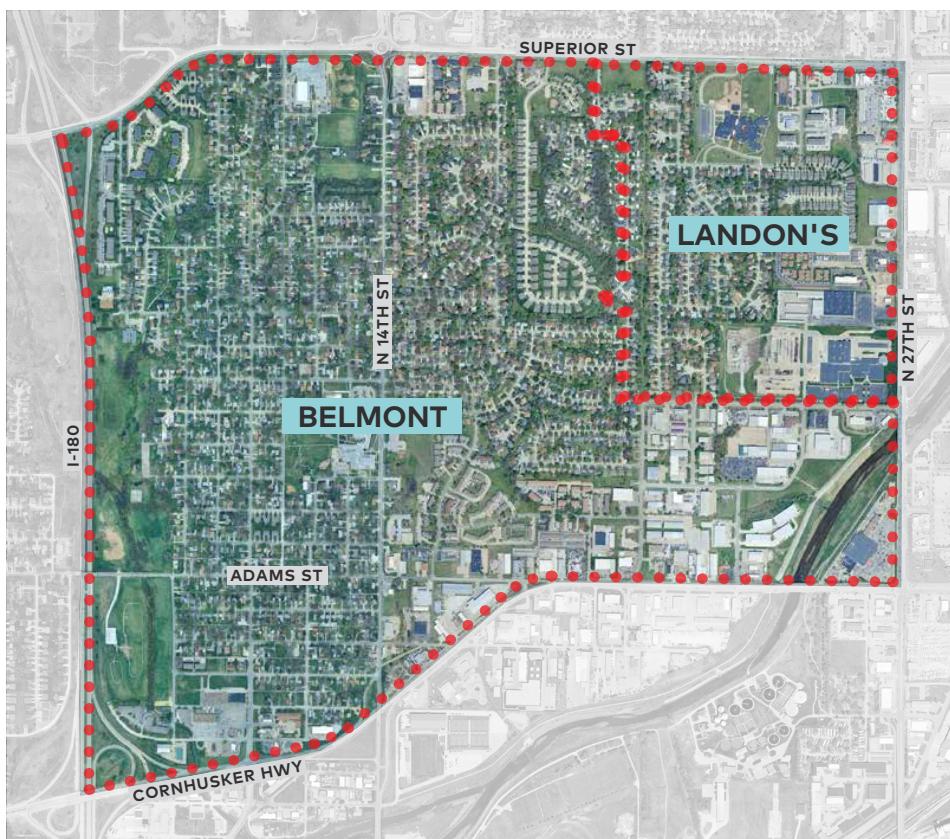
This Belmont Neighborhood Subarea Plan represents Belmont residents' voice in the future of their neighborhood. It is seen as an opportunity to build upon the existing social, natural, and constructed capital found in this place by imagining a better future that respects and supports the potential of this place. When the boundaries of both Belmont and Landon's neighborhoods were deemed blighted by the City of Lincoln, it provided an opportunity identify areas of improvement within the neighborhood that might benefit from financial and other support structures. This plan highlights themes that came up during the community engagement process, goals identified by the neighborhood, and implementable strategies that could happen immediately or over a number of years.

BELMONT NEIGHBORHOOD

Belmont and Landon's Neighborhoods

Belmont is located just north of Downtown Lincoln across the Salt Creek. It is bounded by vehicular infrastructure: I-180 to the west separating it from West Lincoln; Cornhusker Highway to the

south along which is the most commercial/industrial section of Belmont; N 27th Street to the east, a major north-south arterial; and Superior Street to the north.



Most of Belmont is residential with an even split of owner-occupied and renter-occupied residences. At the center of the neighborhood is the Belmont Campus, which is home to the Belmont Elementary School, Belmont Recreation Center, Belmont Community Center, and other important organizations and community amenities. Goodrich Middle School in Belmont and Campbell Elementary School in Landon's are just south of Superior Street. On the southwest corner of the neighborhood is Belmont Plaza, a once vibrant

retail center that is currently planned for redevelopment by a new property owner.

PLANNING APPROACH

This plan represents the neighborhood's goals and priorities for the future of the Belmont neighborhood. The process was broken down into four phases:

Discover

The community identifies treasures in the community and issues facing the neighborhood that need attention. Meanwhile, the Core Team gathered online census and mapping data related to the neighborhood. Site visits also informed another important perspective of the neighborhood.

Analyze

This phase involves reviewing and synthesizing the community input and online resources, including review of existing plans and initiatives relevant to this plan.

Plan

This part of the process pulls all the input together into recommendations for implementable strategies in and for Belmont.

Align

A review of the plan by stakeholders and other community members ensures alignment amongst all.

COMMUNITY ENGAGEMENT PROCESS

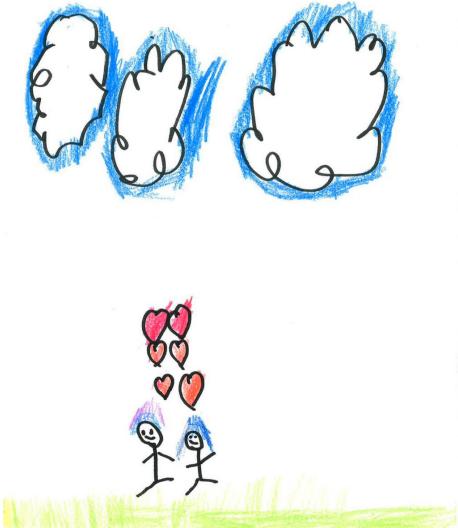
The Core Team used a variety of methods to reach out to the community, spread awareness about the plan, and facilitate a dialogue within the community. The Themes, Goals, and Strategies contained within this plan emerged directly from the ideas and feedback shared by the stakeholder group and community members. Community Open Houses allowed individuals to provide input through mapping,

PLANNING TIMELINE

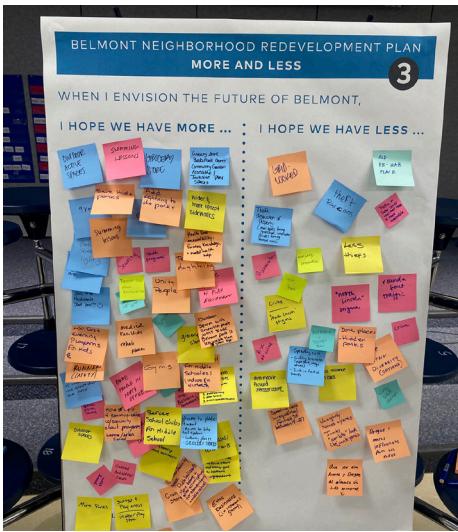
Dec 2024	Dec 2: Project Kickoff
Jan 2025	
Feb 2025	Jan 30: Community Open House
Mar 2025	Mar 7: Stakeholder Meeting Mar 13: Community Open House
Apr 2025	Apr 4: Stakeholder Meeting
May 2025	
Jun 2025	May 22: Community Open House May 28: Stakeholder Meeting / Site Tour
Jul 2025	Jul 10: Stakeholder Meeting
Aug 2025	Jul 25: Community Open House
Sep 2025	TBD: Submission to City Council TBD: Planning Commission Meeting
Oct 2025	TBD: City Council Public Hearing



Community Open House 1



"More Kindness" was one request from the students, plus many ideas for skate ribbons and pool slides



Community input on desires for MORE and LESS in the neighborhood

surveys, drawings, and post-it notes on boards. On two occasions, residents were able to help prioritize Goals, then Strategies at the Open House. School-age children participated through drawing and mapping activities as well. The Stakeholder Group provided more in-depth conversations with unique and critical perspectives within the neighborhood, representing residents, non-profit organizations, businesses, schools, and other community leadership. The City of Lincoln's website also allowed for online input for those unable to attend in-person meetings.

THEMES

Several themes emerged in the first Community House, which were supported throughout the rest of the planning process:

Community Building emphasizes how the neighborhood appreciates the diversity of their neighbors and how most residents have a positive view of Belmont.

Health + Recreation is centered on support for healthy living in the neighborhood through access to healthy food, health care, and safe outdoor environments.

Nature + Environment recognizes how Belmont residents want to spend more time outdoors, formally and informally, with more opportunities to engage nature through outdoor activities, especially when contributing to a healthier and more sustainable lifestyle.

Mobility + Transportation expresses a strong sense that neighborhood streets could be safer for pedestrians and bicyclists within the neighborhood and that they should better connect to other destinations in the City with a multi-modal transit approach.

Housing + Development acknowledges that, though there are not many vacant lots for additional development or housing in the neighborhood, there are opportunities for reinvestment that supports a diversity of housing and businesses that are community-serving.

GOALS

Goals specific to Belmont were then identified within each theme, derived directly from community feedback. These goals were prioritized in the second Community Open House.

STRATEGIES

Many implementable Strategies were derived from the community engagement process coupled with other data-gathering. All Strategies support multiple Goals and are organized within the framework of the five Themes, even though many Strategies support Goals in other Themes as well. Each strategy description includes an approximate time frame for implementation, relative costs, and other information, such as potential champions, resource opportunities, and demonstrated public support.

KEY CONCLUSIONS / TAKEAWAYS

Belmont has a strong foundation in its people, schools, and other organizations that care much about the place. The ideas presented in this plan are based in this reality and represent important ways in which the City and other partners can support the five themes that emerged from the beginning:

- Community Building
- Health + Recreation
- Nature + Environment
- Mobility + Transportation
- Housing + Development

From all the implementable Strategies that were identified and explored, several catalytic projects were recognized as having the most potential for impact. Though many received similar levels of support, these eleven were the most supported:

- Expand Belmont Community Center as a central community support center
- Improve outdoor lighting at parks, bus stops, and Belmont Community Center
- Establish a farmers' market in the neighborhood
- Upgrade Belmont Park into a hub of accessible, modern, and multi-use facilities
- Preserve + expand natural areas with walking trails
- Develop safe multi-modal access at bridges + major connection points
- Implement street / sidewalk / crosswalk improvements throughout Belmont
- Improve bus stops in the neighborhood
- Establish minor home repair program
- Promote affordable housing initiatives
- Encourage new community-serving business development in existing retail zones

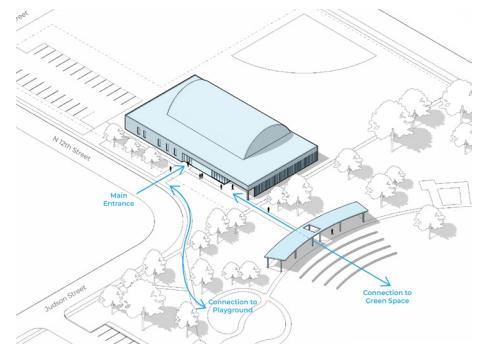
THEMES



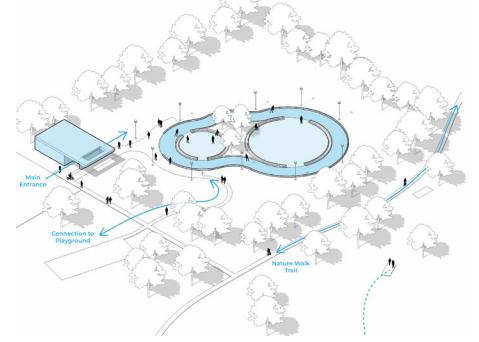
GOALS



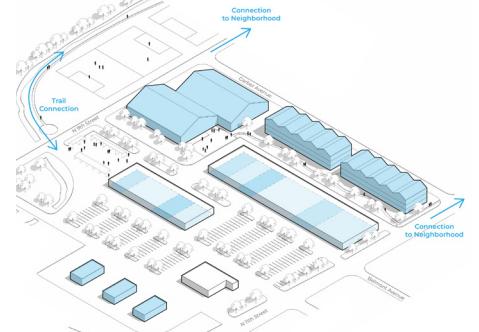
STRATEGIES



One idea for expanding Belmont Community Center and integrating with Belmont Park improvements (Strategy 01)



One idea for improving one section of Max E Roper Park East (Strategy 11)



Early input on redevelopment of Belmont Plaza (Strategy 24)



LINCOLN
Urban Development

August 6, 2025

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 the Belmont Subarea Plan. This subarea plan reflects the goals and priorities identified by the neighborhood during the planning and public input process to develop this subarea plan.

Once submitted through Project Dox, please forward the proposed amendment to the Planning Commission for their consideration for Comprehensive Plan compliance at the September 3, 2025 public hearing. We request that the redevelopment plan also be scheduled at City Council for introduction on September 22, 2025 and public hearing on September 29, 2025.

If you have questions or need additional information, please contact me at 402-441-7857 or jhiatt@lincoln.ne.gov.

Sincerely,

Jennifer Hiatt
Planner II | Economic Opportunity
Urban Development



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER
Comprehensive Plan Conformance #25008

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
September 3, 2025

RELATED APPLICATIONS

RECOMMENDATION: IN GENERAL CONFORMANCE WITH THE COMPREHENSIVE PLAN

PROPOSAL:

The *Lancaster County Road and Bridge Construction Program*, also called the *One and Six-Year Road and Bridge Construction Program*, is a program of road and bridge projects for Lancaster County. The *Program* includes projects that are completed or in progress for the current fiscal year as well as projects planned for the next six years. The *Program* is updated annually.

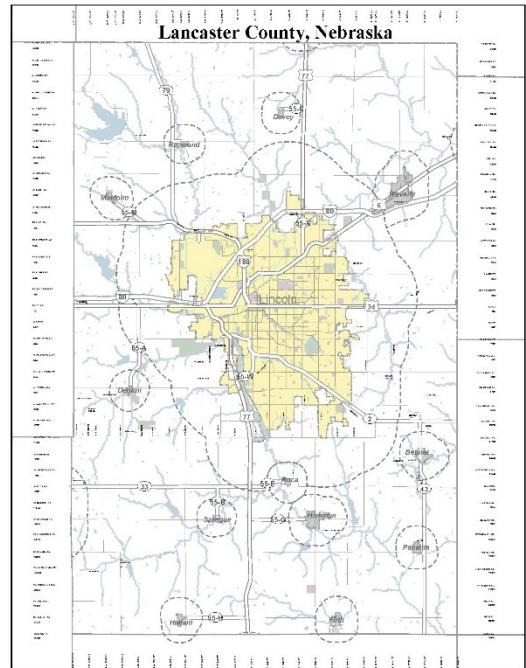
Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed *Lancaster County Road and Bridge Construction Program, Fiscal Years 2026 and 2027-2031* with regard to its conformity with the current 2050 Lincoln-Lancaster County Comprehensive Plan.

CONCLUSION:

Projects within the *Lancaster County Road and Bridge Construction Program* have been reviewed with regard to their compatibility with the Comprehensive Plan.

The proposed *Program* is found to include projects that are explicitly listed or in general conformance with the Comprehensive Plan. The County Engineer and City of Lincoln are encouraged to continue to cooperate in administering all phases of the road and street programs. Coordination of project operations and construction improves efficiencies and economics and results in a better transition from county roads to city streets.

The overall finding and recommendation is that the Planning Commission find the proposed amendment to the *Lancaster County Road and Bridge Construction Program, 2026 and 2027-2031*, to be generally in conformance with the Comprehensive Plan.



APPLICATION CONTACT

Pam Dingman, County Engineer
(402) 441-7681
pdingman@lancaster.ne.gov

STAFF CONTACT

Rachel Christopher, Transportation Planner
Lincoln-Lancaster Planning Department and Lincoln MPO
(402) 441-7603
rchristopher@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

PlanForward is the Lincoln-Lancaster County [2050 Comprehensive Plan](#). The development of PlanForward was coordinated with the formulation of the Lincoln Metropolitan Planning Organization's (MPO) [2050 Long Range Transportation Plan \(LRTP\)](#). The LRTP supports the Transportation Goal, Element, and Policies of the Comprehensive Plan and is incorporated into the Comprehensive Plan by reference.

“A balanced transportation system that supports the community’s needs and equitable outcomes must include maintenance of the aging infrastructure, efficiencies to allow people to move from place to place without congestion, and availability of a wide variety of safe mobility options such as walking, biking, transit, and driving... The 2050 Lincoln Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) is one of the primary planning documents that guides the region’s transportation investments to accomplish this goal.” (2050 Comprehensive Plan, Goals Section, G15)

“The County prioritizes street resurfacing work to maintain more heavily traveled roads to receive State funding for street resurfacing. State highways are maintained by NDOT. Approximately 88% of interstate segments and 34% of National Highway System non-interstate segments were rated as Good pavement condition in 2019. The City, County, and State also track condition of more than 600 bridges to prioritize the maintenance and possible replacements that may be necessary. Approximately 69%, 39% and 73% respectively were rated to be in Good condition as of 2020.” (2050 Comprehensive Plan, Elements Section, E9)

The Rural Road Capital Projects on [Figure 5.2](#) (page 5-16) and [Table 5.4](#) (pages 5-17 through 5-20) of the 2050 LRTP show categories of projects which include paving, intersection improvements, bridge replacement and rehabilitation, and two-lane widening projects. County road improvements beyond the current Lincoln Urban Area are considered candidates for the Fiscally Constrained Rural Road & Bridge Capital Projects analysis, [Figure 7.1](#) (page 7-10) and [Table 7.5](#) (pages 7-8 through 7-9).

The emphasis of the *Lancaster County Road and Bridge Construction Program* is placed on the projects identified as funded/committed paving improvements over the life of the plan. While many of the projects in the *Program* are included in the LRTP Rural Road Capital Projects, additional bridge projects may be needed.

The Comprehensive Plan anticipates many changes over the planning period. Changing demographics and employment patterns will create challenges for provision of transportation services and facilities. At the same time, the Lancaster County Engineer faces significant financial challenges in the care and maintenance of an aging system as well as the changing demand for alternative transportation options.

“The County manages 1,383 miles of rural roadways that vary greatly in width, alignment, and surface. Approximately 1,052 miles are gravel surfaced, 286 miles are paved, and 45 miles remain dirt roads. In addition, this program includes box culvert and pipe repair and maintenance, and preventative maintenance for bridges.” (2050 LRTP, page 5-15)

The Comprehensive Plan recognizes that the needs of Lancaster County outweigh the capital resources that are available during the planning horizon. Improvements to the rural road system will occur throughout the County but the amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements.

County roads identified in the LRTP are identified as priority projects based upon a system wide priority setting analysis for the planning period. These roads function as arterials, collectors, or local roads. The program schedule for improvements depend largely upon the availability of funding and the determination of current system needs. Paving is based on daily vehicle counts, planning considerations, functions of roads, and identified deficiencies of roads.

“According to the 2018 Lancaster County Transportation Strategy, Lancaster County crews continually work on pavement preservation countywide throughout the year. The County currently does not specify performance measures for roadway condition. Crews are on the roadways with personnel and equipment evaluating existing roads and bridges for upgraded treatments as needed.” (2050 LRTP, page 4-24)

“Bridges are inspected at least once every 24 months. Bridges are considered to be in Good condition if all major National Bridge Inspection components (bridge deck, bridge superstructure and bridge substructure or culvert) are in good condition or better (9, 8, 7). Bridges are considered to be in Poor condition if one or more of the major components is in Poor condition or worse (4 or less). Bridges that do not meet the criteria for Good or Poor condition are considered to be in Fair condition (5 or 6)... Using structural ratings complies with federal standards and enables County bridge evaluations.” (2050 LRTP, page 4-25)

“Close coordination between the Lancaster County Engineer’s Office and MPO staff occurred during the development of the LRTP update to identify a needs based rural roads program. Safety is always a major concern. Population growth and increased recreational demands in the rural areas add to the volume of traffic. Grain trucks and other commercial vehicles are carrying heavier loads than ever before and create additional problems as roads experience greater transport weights. These pressures lead to increased maintenance demands and the demand for improved pavement and modifications to road foundations. This is also true of the rural bridge needs. The decision to make improvements to the road surface is based on several factors including:

- Role of the road in the overall system
- Number of vehicles traveling the road daily
- Increased maintenance or decreased driver safety
- Type of traffic and weight of vehicles on the roadway
- Spacing or proximity to other paved roads” (2050 LRTP, page 5-14)

“Rural road capital projects include paving projects, intersection improvements, major bridge rehabilitation, road rehabilitation, and two-lane widening projects to repair or rebuild currently paved roadways.” (2050 LRTP, page 5-15)

The Planning staff analysis provides a recommendation of conformance for each project in the amendment with the 2050 Comprehensive Plan using one of the three following categories: Conformance with Plan, General Conformance with Plan, and Not in Conformance with Plan. Conformance with Plan means that the project or program is explicitly identified in the Plan. General Conformance with Plan means that the project or program is partially in the Plan or meets the intent of the Plan. If a project is not considered regionally significant requiring an individual listing in the LRTP, will not use state or local funds, and is on a local road with moderate traffic then it is not required to be explicitly identified in the LRTP. Not in Conformance with Plan means that the project or program is not supporting a policy in the Plan or does not meet the intent of the Plan.

The following 2050 LRTP figures/tables were used for this review:

- Rural Roads Capital Projects, [Figure 5.2](#) (page 5-16) and [Table 5.4](#) (page 5-17 through 5-20) to review needs-based projects;
- Fiscally Constrained Rural Road & Bridge Capital Projects, [Figure 7.1](#) (page 7-10) and [Table 7.5](#) (page 7-8 through 7-9) to review roadway project programming priorities; and
- Fiscally Constrained Urban Roadway Capital Projects, [Figure 7.2](#) (page 7-16) and [Table 7.6](#) (page 7-13 through 7-15) to coordinate with urban area programming priorities.

Internet Access to Lancaster County Road and Bridge Construction Program

The current program is available at <https://www.lancaster.ne.gov/207/County-Engineer>. The proposed new program is included as an attachment to this staff report.

Review of Proposed Road Projects

The road projects contained in the *Lancaster County Road and Bridge Construction Program* include engineering, right-of-way and utilities, construction, grading, pavement, and maintenance. The first level of review involved reviewing any road projects proposed for pavement, 2nd-stage pavement, pavement maintenance, and pavement widening. These projects were reviewed with regard to conformity with the Comprehensive Plan.

2nd-stage pavement

Pavement on existing paved roads deteriorates due to use and weathering and requires regular maintenance to extend its life span. A technique County Engineering uses to add new life to older pavement or asphalt is called *2nd-stage pavement*. This process repairs any flaws in the existing surface and adds a new layer of an asphalt overlay to the top. This gives it a brand-new appearance and adds new life to older asphalt for less cost. With an asphalt overlay, the County Engineer is able to get more service out of the existing pavement or asphalt and avoid costly road rebuilding projects.

Second-stage paving projects are focused on existing paved roads that require an asphalt overlay and are maintenance projects. These are not specifically identified in the Comprehensive Plan but are system maintenance projects considered to be in general conformance with the Plan.

The second level of review involved reviewing all road projects that are scheduled for engineering, right-of-way, or grading and structures. This review was done to assure that county projects and city projects are coordinated and to assure that any improvements being proposed are in conformance with the Long Range Transportation Plan as reflected in the Comprehensive Plan.

Lancaster County Bridge Program

The bridge projects contained in the proposed *Lancaster County Road and Bridge Construction Program* include engineering, construction, repair, and maintenance.

One of the major functions of the Lancaster County Engineer is to build and maintain bridges in the county outside of the City of Lincoln incorporated area. The bridge program is responsible for monitoring the functional and structural integrity of all County bridges through regular inspection and reporting. The County Engineer continually seeks local, state and federal-aid funding to rehabilitate and replace deficient county public bridges.

Program Funding Summary

Funding Source	Completed or In Progress in FY 2025		FY 2026	
	Roads	Bridges	Roads	Bridges
County	\$ 4,815,273	\$ 7,299,614	\$ 1,909,000	\$ 5,143,480
State	\$ 0	\$ 0	\$ 0	\$ 500,000
Federal	\$1,379,374	\$ 0	\$ 10,203,000	\$ 2,139,200
Other Sources	\$ 0	\$ 842,441	\$ 0	\$ 0
TOTAL	\$ 6,194,647	\$ 8,142,055	\$ 12,112,000	\$ 7,782,680

Program Funding is primarily with Lancaster County funds through the County budgeting process. Other funds are obtained through the Nebraska Department of Transportation (NDOT) federal funds purchase program. In this program, the State purchases federal aid transportation funds from the County which allows the County to tailor projects to better meet their highway and bridge needs. Bridge replacement projects are costly, and the County Engineer applies for federal-aid funding along with local funds to rehabilitate and replace deficient county bridges. The City of Lincoln contributes funds when projects are being coordinated with the County. The State may provide partial funding for road safety projects, pavement projects, State Recreation Roads and NEMA Hazard Mitigation for county bridges. Lancaster County may apply for federal funding from the Lincoln Metropolitan Planning Organization for road and bridge projects.

Rural to Urban Transition Project Coordination

The City of Lincoln and Lancaster County implement public street right-of-way (ROW) and construction standards necessary to repair, maintain, and construct streets located within the 3-mile zoning jurisdiction of the City of Lincoln.

This mutually beneficial approach produces a longer useful life for County road investments while accommodating future growth of the City. Lancaster County capital project funding should be allocated to support the agreed upon standard when paving rural principal arterial, rural minor arterial, rural major collector, and rural minor collector roads in the Lincoln-Lancaster County Comprehensive Plan. The roadway should be graded to accommodate a functional future width and paved with an alignment to accommodate two lanes of rural paving. This approach allows future widening and urban improvements and extends the useful life of the County's capital investment. The expected result is to improve efficiencies and economics resulting from unified operations and construction and a better transition from county roads to city streets at the time of annexation into the City of Lincoln.

Environmental Compatibility

Environmental reviews need to be considered on all road and bridge projects in the *Lancaster County Road and Bridge Construction Program* to support and promote environmental stewardship. Project development needs to include consultation with local, state and federal environmental regulatory and coordinating agencies to identify potential environmental impacts and consider mitigation measures in the evaluation of alternative system improvements. Federal regulations state that the metropolitan planning organization (MPO) must document in the transportation plan how environmental protection, wildlife management, land management and historic preservation agencies are consulted within the transportation planning process. Agency Consultation needs to include, but not be limited to, the Lancaster County Ecological Advisory Committee, Nebraska Department of Environment and Energy, Nebraska Game and Parks Commission, the Lincoln Watershed Management Division, and the Army Corps of Engineers.

Prepared by:

Rachel Christopher, Transportation Planner
Lincoln MPO / Lincoln-Lancaster Planning Department
402-441-7603
rchristopher@lincoln.ne.gov

Date: August 20, 2025

Applicant: Pam L. Dingman, P.E.
County Engineer
Lancaster County Engineering
444 Cherry Creek Road, Bldg. C
Lincoln, NE 68528
402-441-7681
pdingman@lancaster.ne.gov

Road Projects Completed or In Progress in FY 2025

Engineering for future road improvements. These projects are in Conformance with Plan.

- N. 14th Street (Ashland Road to Alvo Road), 11.02 miles [Engineering]
- S. 68th Street (Hickman Village Limits to Roca Road), 1.5 miles [Engineering]

Right-of-way and/or grading. These projects are in Conformance with Plan.

- 148th and Holdrege Streets (Intersection Improvements), 0.5 miles [ROW]
- NW 19th Street (C-262) in Little Salt Township (IN-28) [ROW, Grading]

Pavement preservation/maintenance other than an asphalt overlay on an existing paved road are considered maintenance projects. These projects are not specifically identified in the Comprehensive Plan but is a system maintenance project and is in General Conformance with Plan.

- Pavement Preservation (Countywide)

Bridge Projects Completed or In Progress in FY 2025

Engineering for future bridge improvements. These projects are in General Conformance with Plan.

- S. 96th Street (X-84) in South Pass Township, W-1 [Engineering]

Bridge X-84 was built in 1974 and is located on S 96th Street just north of the intersection with Stagecoach Road. This bridge is listed as Structurally Deficient with a Deck and Superstructure rating of Poor with 113 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- W. Agnew Road (B-133) in Rock Creek Township, S-9 [Engineering]

Bridge B-133 was built in 1937 and is located on Agnew Road just east of Highway 77. This bridge is listed as Scour Critical, and the deck is rated as Fair due to delamination and spalling on the underside of the deck with a daily traffic count of 144 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. Deferring maintenance funding in the short term can lead to higher costs in the future, particularly if there is risk of undermining the structure. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Engineering for future bridge improvements. These projects are in Conformance with Plan.

- Hickman Road (R-213) in Nemaha Township, S-29 [Engineering]

Bridge deck and culvert maintenance and channel repair. Bridge structures are maintained with minor and major repairs. These projects are in General Conformance with Plan.

- General Culvert Maintenance (Phase IV), Location Varies [Construction]
- General Culvert Maintenance, Location Varies [Construction]

- Davey Road (A-113) in Mill Township, S-22 [Channel Repair]
- Various Locations [Channel Repair]
- Various Locations (D-143 & D-157) [Bridge Deck Repair]
- Various Locations [Bridge Maintenance]

Bridge/drainage structure construction. These projects are in General Conformance with Plan.

- W. Waverly Road (F-181) in Oak Township, S-8 [Construction]

Bridge F-181 was built in 1972 and is located on W Waverly Road between NW 40th Street and NW 33rd Street. This bridge is listed as Structurally Deficient with a Deck and Superstructure rating of Poor and is posted for load with 140 cars per day. Even though the bridge replacement project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Bridge/drainage structure construction. These projects are in Conformance with Plan.

- S. 120th Street (J-138) in Stevens Creek Township, W-32 [Construction]
- S. 12th Street (W-104) in Buda Township, W-24 [Engineering, Construction]
- S. 46th Street (S-59) in Saltillo Township, IN-8 [Construction]
- Old Cheney Road (O-37) in Yankee Hill Township, S-11 [Engineering, Construction]

Concrete box culvert improvement/replacement. These projects are in General Conformance with Plan.

- S. 176th Street (Q-217) in Stockton Township (W-12) [Box Culvert Replacement]
- SW 14th Street (T-166) in Centerville Township, W-15 [Concrete Box Culvert Improvement]

Road Projects Programmed for FY 2026

Pavement of an existing gravel road and pavement on no existing road surface. New pavement of an existing gravel road or on no existing road surface are projects that are specifically programmed in the Comprehensive Plan for paving require a finding of Conformance with the Plan. These projects are in Conformance with Plan.

- N. 162nd Street (Ashland Road to Davey Road), 4 miles [Engineering]
- N. 162nd Street (Davey Road to Hwy 6), 4 miles [Engineering]

Right-of-way, utilities, grading, and/or paving improvements. These projects are in Conformance with Plan.

- NW 56th Street (Holdrege Street to I-80), 0.7 miles [ROW]
- S. 68th Street (Hickman Village Limits to Roca Road), 1.5 miles [ROW]
- S. 98th Street (A Street to O Street), 1 mile [No Existing Road Surface - ROW/Utilities]

- East Beltway, 13 miles [ROW]
- S. 68th Street (Firth to Stagecoach), 5 miles [ROW/Utilities]
- Fletcher Avenue (84th Street to 148th Street), 4.5 miles [ROW/Utilities]
- 148th and Holdrege Streets (Intersection Improvements), 0.5 miles [Engineering, Construction]
- Saltillo Road (S. 27th Street to S. 68th Street), 2.75 miles [Pavement]

Bridge Projects Programmed for FY 2026

Engineering for future bridge improvements. These projects are in Conformance with Plan.

- S. 112th Street (J-135) in Stevens Creek Township, W-32 [Engineering]

Bridge replacement and bridge structures. These projects are in Conformance with Plan.

- Arbor Road (F-201) in Oak Township, IN-25 [ROW/Utilities and Construction]

Channel Repair. Bridge structures are maintained with minor and major repairs. These projects are in General Conformance with Plan.

- W. Rock Creek Road (D-203) in West Oak Township, S-13 [Channel Repair]

Bridge and/or concrete box culvert replaced and upgraded. These projects are in General Conformance with Plan.

- N. 98th Street (G-114, G-115, G-226) in North Bluff Township, W-24 [Bridge and Box Culvert Replacement]

Bridge G-114 (built in 1949), G-115 (built in 1949) and G-226 (built in 1930) are small box culverts. Bridge G-222 is in the County One and Six Plan as being replaced and with these three boxes in close proximity of G-222, it makes the most sense to bundle and let them together for replacement. This corridor has a daily traffic count of 119 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Bridge and drainage structure replacement. These projects are in Conformance with Plan.

- N. 98th Street (G-222) in North Bluff Township, W-24 [Bridge and Box Culvert Replacement]

Engineering and repair of existing bridge structures. These projects are in General Conformance with Plan.

- W. Branched Oak Road (C-250) in Little Salt Township, S-27 [Engineering, Repair]

Bridge C-250 was built in 1954 and is located on W Branched Oak Road between NW 12th Street and N 1st Street. This bridge is listed as Scour Critical, has timber backwalls, and is posted for load with 137 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Bridge deck repair at various locations. These projects are in Conformance with Plan.

- Various Locations (K-144) [Bridge Deck Repair]

Bridge maintenance at various locations. These projects are in General Conformance with Plan.

- Various Locations [Bridge Maintenance]

Road Projects Programmed for FY 2027-2031

Engineering and right-of-way for future road improvements. These projects are in Conformance with Plan.

- East Beltway, 13 miles [Engineering, ROW]

Right-of-way/utilities, and/or grading for widened turf shoulders. These projects are in Conformance with Plan.

- N. 14th Street (Alvo Road to Ashland Road), 11.02 miles [ROW/Utilities, Grading, and Widen Turf Shoulders]
- S. 68th Street (Hickman Village Limits to Roca Road), 1.5 miles [ROW/Utilities, Grading, Widen Turf Shoulders]

Pavement of an existing gravel road and pavement on no existing road surface. New pavement of an existing gravel road or on no existing road surface are projects that are specifically programmed in the Comprehensive Plan for paving require a finding of conformance with the Plan. These projects are in Conformance with Plan.

- N. 162nd Street (Ashland Road to Davey Road), 4 miles [Pavement]
- N. 162nd Street (Davey Road to Hwy 6), 4 miles [Pavement]
- S. 98th Street (A Street to O Street), 1 mile [No Existing Road Surface - Pavement]
- Fletcher Road (N. 84th Street to N. 148th Street), 4.42 miles [Pavement]
- W. Van Dorn Street (SW 84th Street to Seward County Line), 4 miles [Engineering, ROW, Pavement]
- Arbor Road (N. 27th Street to Hwy 77), 2 miles [Engineering, ROW, Pavement]

Improvements to an existing paved road. These projects are in Conformance with Plan.

- Saltillo Road (S. 27th Street to S. 68th Street), 3 miles [Pavement]
- S. 68th Street (Firth to Stagecoach), 5 miles [Pavement]

Paving at various locations. These projects are in General Conformance with Plan.

- Various Locations [Pavement]

Bridge Projects Programmed for FY 2027-2031

Bridge replacement and bridge structures. These projects are in General Conformance with Plan.

- SW 114th Street (V-033) in Olive Branch township, W-9 [Engineering, Bridge]

Bridge V-33 was built in 1929 and is located on SW 114th Street just north of the intersection with Olive Creek Road. This bridge is listed as Not Structurally Deficient with a Deck rating of Fair and carries 268 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects,

it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- W. Agnew Road (D-080) in West Oak Township, S-9 [Engineering, Bridge]

Bridge D-080 was built in 1936 and is located on West Agnew Road east of the intersection with NW 112th Street. This bridge is listed as Structurally Deficient with a Substructure rating of Poor and carries 102 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on another arterial road with moderate traffic.

- N. 112th Street (H-066) in Waverly Township, W-31 [Engineering, Bridge]

Bridge H-66 was built in 1964 and is located on N 112th Street just south of the intersection with Alvo Road. This bridge is listed as Not Structurally Deficient with a Substructure rating of fair and carries 224 vehicles per day. This is not a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- W. Rock Creek Road (C-220) in Little Salt Township [Engineering, Bridge]

Bridge C-220 was built in 1978 and is located on W Rock Creek Road east of the intersection with NW 40th Street. This bridge is listed as Not Structurally Deficient with a Superstructure rating of fair and carries 32 vehicles per day. This is not a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- NW 84th Street (E-108 in Elk Township) W-35 [Engineering, Bridge]

Bridge E-108 was built in 1932 and is located on NW 84th Street just south of the intersection with US 34. This bridge is listed as Not Structurally Deficient with a Deck rating of fair and carries 187 vehicles per day. This is not a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a collector road with moderate traffic.

- 120th Street (M-172) in Middle Creek Township, W-5 [Engineering, Bridge]

Bridge M-172 was built in 1964 and is located on NW 126th Street just north of the intersection with W Superior Street. This bridge is listed as Not Structurally Deficient with a Deck, Superstructure and Substructure rating of fair and carries 579 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- W. Agnew Road (B-133) in Rock Creek Township, S-9 [Engineering, Bridge]

Bridge B-133 was built in 1937 and is located on Agnew Road just east of Highway 77. This bridge is listed as Scour Critical, and the deck is rated as Fair due to delamination and spalling on the underside of the deck with a daily traffic count of 144 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. Deferring maintenance

funding in the short term can lead to higher costs in the future, particularly if there is risk of undermining the structure. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- S. 96th Street (X-084) in South Pass Township, W-1 [Bridge]

Bridge X-084 was built in 1974 and is located on S 96th Street just north of the intersection with Stagecoach Road. This bridge is listed as Structurally Deficient with a Deck and Superstructure rating of Poor with 113 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Bridge replacement and bridge structures. These projects are in Conformance with Plan.

- A Street (J-046) in Stevens Creek Township, S-29 [Engineering, Bridge]
- S. 112th Street (J-135) in Stevens Creek Township, W-32 [Bridge]
- Rokeby Road (O-044) in Yankee Hill Township, S-26 [Bridge Bypass]

Concrete box culvert replaced and upgraded. These projects are in General Conformance with Plan.

- W. Pioneers Boulevard (N-225) in Denton Township, S-2 [Engineering, Concrete Box Culvert]

Bridge N-225 was built in 1954 and is located on W Pioneers Blvd east of the intersection with SW 84th Street. This bridge is listed as Structurally Deficient with a Substructure rating of Poor and carries 124 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- Adams Street (J-099) in Stevens Creek Township, S-12 [Engineering, Concrete Box Culvert]

Bridge J-099 was built in 1938 and is located on Adams Street just west of the intersection with N 190th Street. This bridge is listed as Not Structurally Deficient with a Deck rating of Fair and carries 124 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Concrete box culvert replaced and upgraded. These projects are in Conformance with Plan.

- A Street (J-047) in Stevens Creek Township, S-29 [Engineering, Concrete Box Culvert]
- Hickman Road (R-213) in Nemaha Township, S-29 [Engineering, Concrete Box Culvert]

Bridge replacement/repair at various locations. These projects are in General Conformance with Plan.

- Various Locations (N-118, O-132) [Bridge Maintenance]

Concrete box culvert replacement/repair at various locations. These projects are in General Conformance with Plan.

- Various Locations (B-037, C-013, C-106, D-138) [Concrete Box Culvert Replacements]
- Various Locations [Concrete Box Culvert Replacement/Repair]

Approach slabs. Approach slabs are a transition surface between the bridge deck and roadway. These projects are in General Conformance with Plan.

- Approach Slabs (H-207, H-253, M-010, O-61, O-062) [Approach Slabs]



Pamela L. Dingman, P.E.
County Engineer

John V. Berry, P.L.S.
Deputy County Surveyor

444 Cherry Creek Road, Bldg. C
Lincoln, Nebraska 68528
Phone: 402-441-7681 Fax: 402-441-8692

August 6, 2025

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

To whom it may concern:

Please place the 2026 One and Six-Year Road and Bridge Construction Program on the Planning Commission's agenda for September 3, 2025.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Pamela L. Dingman, P.E.
Lancaster County Engineer

cc: Lancaster County Board

ONE AND SIX-YEAR ROAD AND BRIDGE CONSTRUCTION PROGRAM

2026 - 2031



444 CHERRY CREEK ROAD, BUILDING C • LINCOLN, NE 68528

(402) 441-7681

<http://lancaster.ne.gov/engineer> • coeng@lancaster.ne.gov

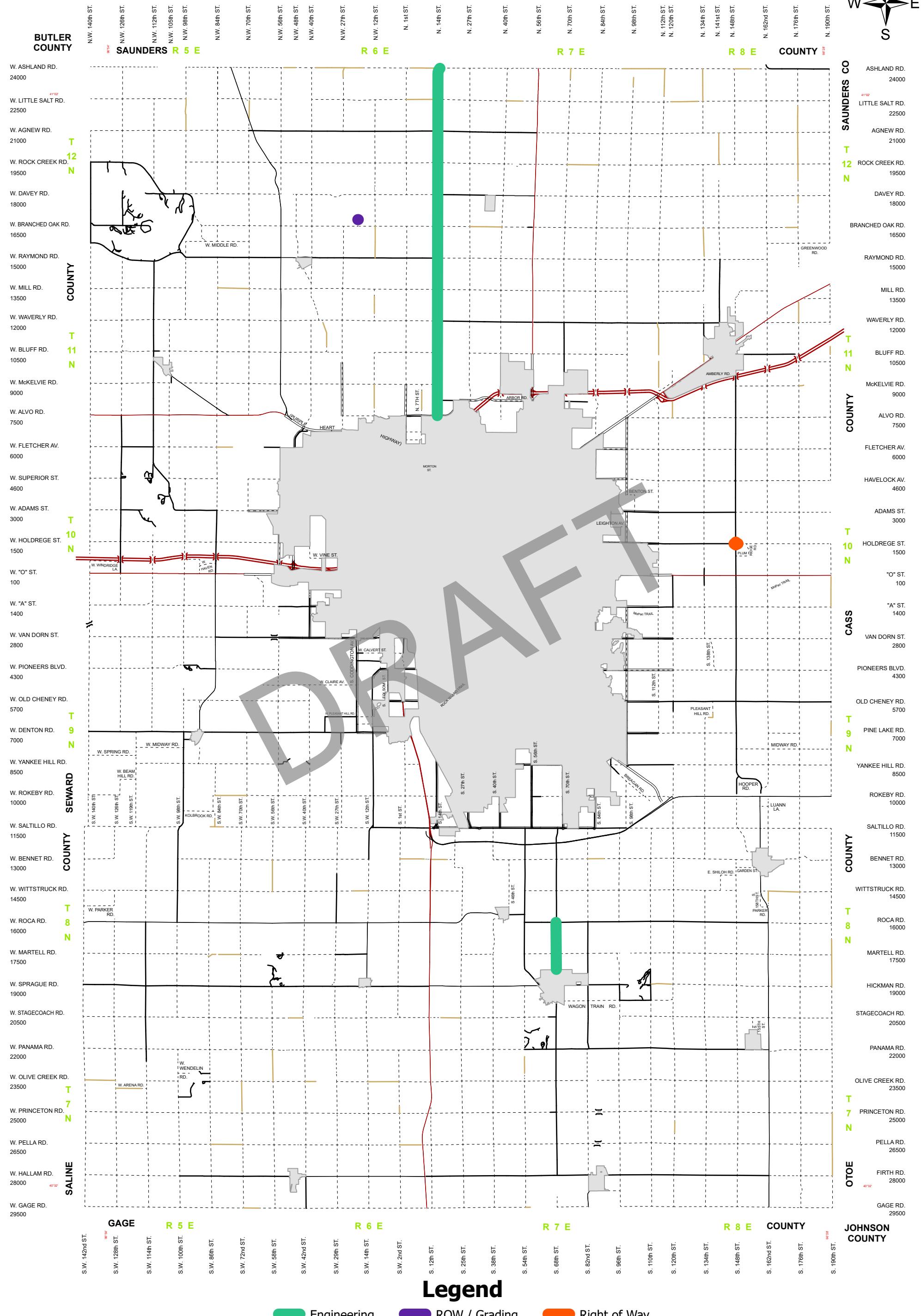
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Lancaster County, Nebraska

FY25 Road Projects



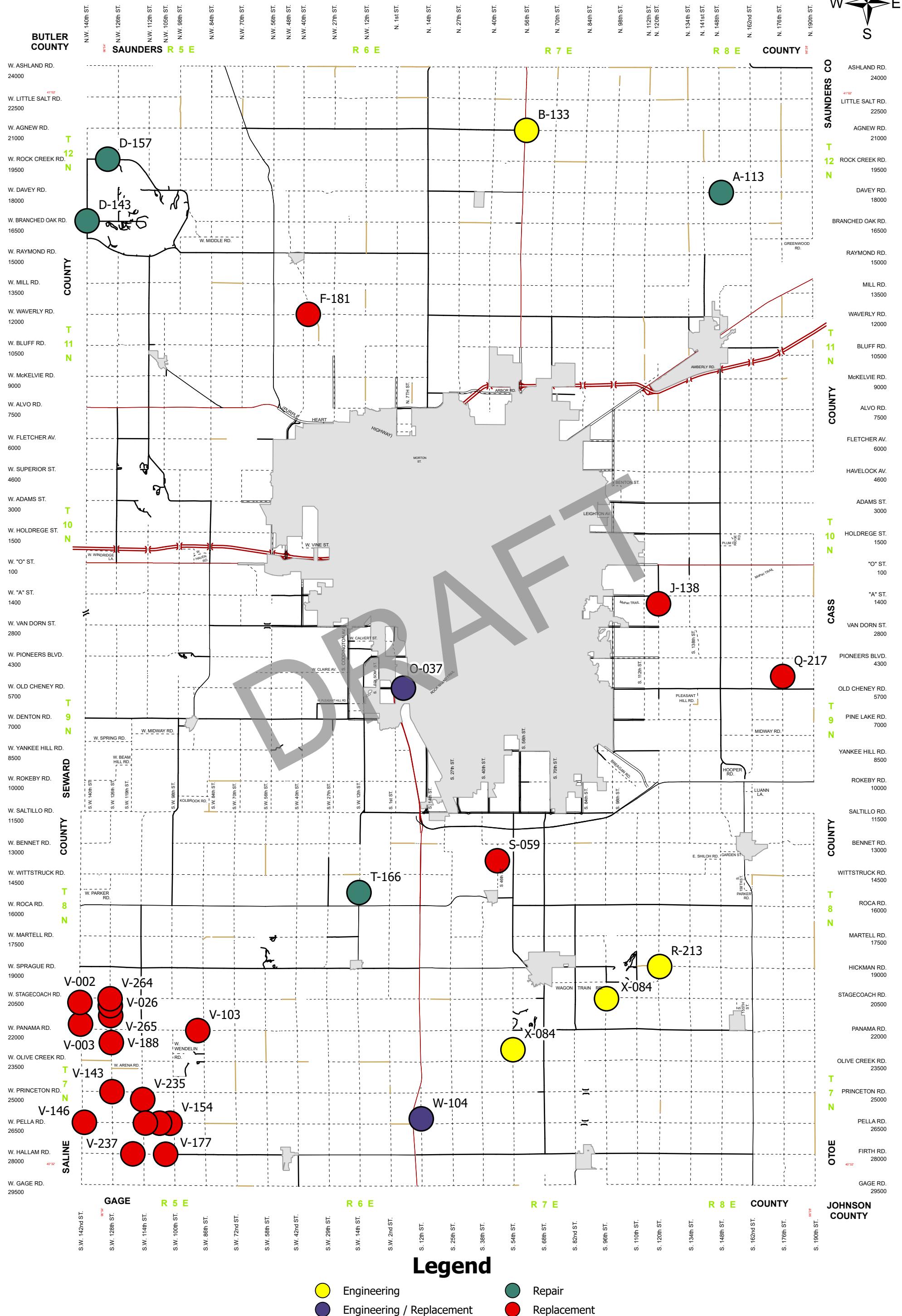
FY25 ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
N. 14th Street Ashland Rd to Alvo Rd	Little Salt W-1,12,13,24,25,36 Oak W-25, 24, 13, 12,1	23-03	Pavement	750 - 3700	11.02	Engineering	\$184,000
148th and Holdrege Intersection Improvements	Stevens Creek SW-15	21-03	ACSC	5000	0.5	ROW	\$9,922
S. 68th Street Hickman Village Limits to Roca Rd	Saltillo W-22,27	19-03	Pavement	6,160	1.5	Engineering	\$76,000
NW 19th Street C-262	Little Salt IN-28	22-45	-	33	-	ROW Grading	\$131,105
Pavement Preservation	Countywide	-	-	-	-	Construction	\$4,414,246
Below amounts are considered estimates and all funds have not been distributed to Lancaster County							\$4,815,273
N. 14th Street will receive approx., \$920,000 in LCLC funds. Lancaster County share is 20% (\$184,000)							
148th St and Holdrege will receive approx., \$79,374 in HSIP funds. Lancaster County share is 10% (9,922)							
S. 68th Street (Hickman to Roca) will receive approx., \$380,000 of LCLC & HSIP funds. Lancaster County share is 20% (\$76,000)							

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Lancaster County, Nebraska

FY25 Bridge Projects

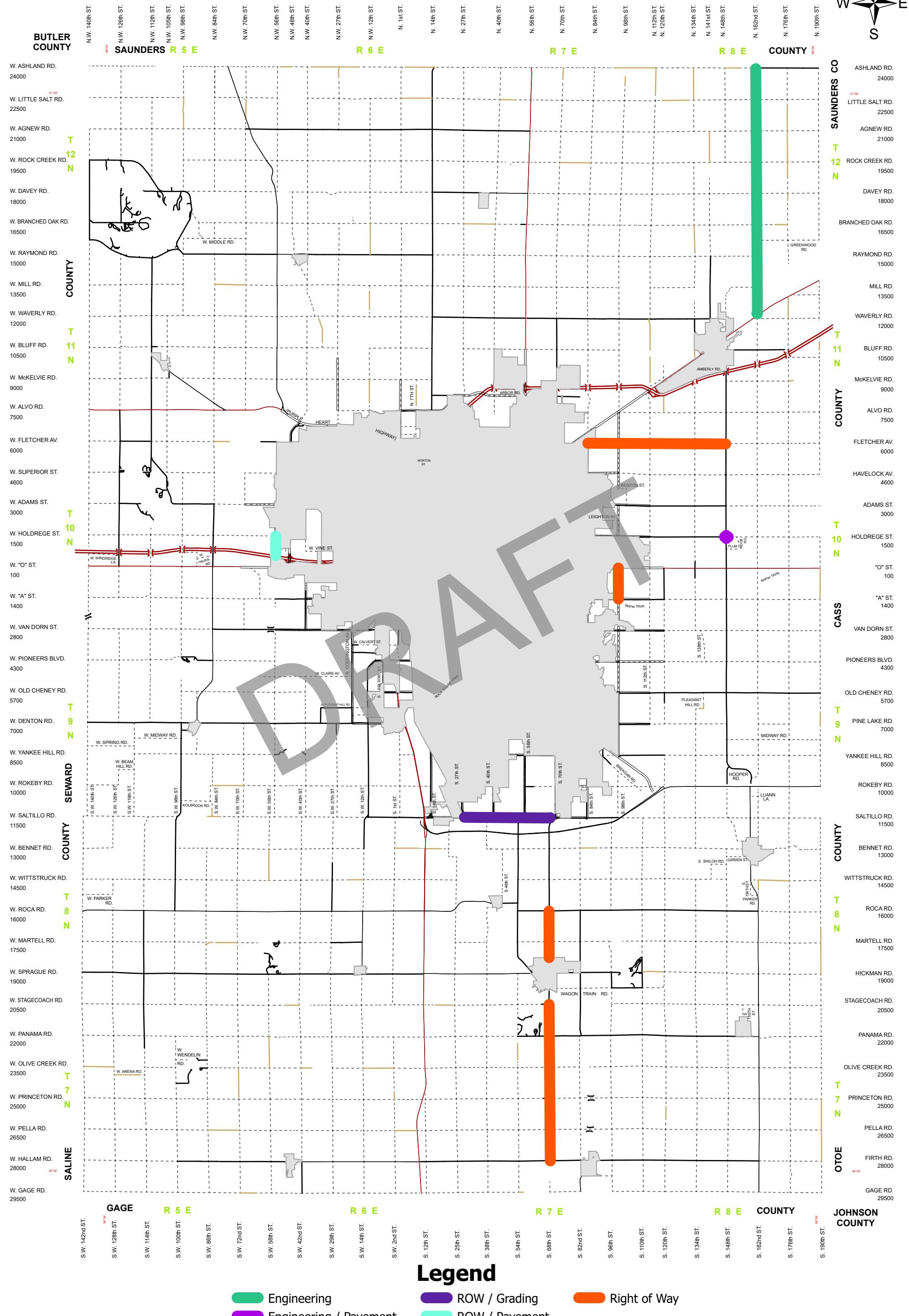


FY25 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
General Culvert Maintenance Phase IV	Varies	-	-	Construction (Phase IV)	\$700,000
S 120th Street J-138	Steven's Creek W-32	24-40	242	Construction	\$731,000
S 12th Street W-104	Buda W-24	24-41	57	Engineering Construction	\$409,419
S 46th St S-059	Saltillo IN-8	22-42	225	Construction	\$718,000
W Waverly rd F-181	Oak S-8	22-47	169	Construction	\$1,636,000
General Culvert Maintenance	Varies	-	-	Construction	\$1,400,000
S. 176th Street Q-217	Stockton W-12	23-54	35	Box Culvert Replacement	\$189,360
Davey Road A-113	Mill S-22	24-51	71	Channel Repair	\$469,427
Various Locations	Varies	-	-	Channel Repair	\$570,600
SW 14th St T-166	Centerville W-15	24-54	673	Concrete Box Culvert Improvement	\$179,000
S 96th St X-084	South Pass W-1	23-40	113	Engineering	\$215,317
Various Locations D-143 & D-157	-	-	-	Bridge Deck Repair	\$157,584
Hickman Road R-213	Nemaha S-29	-	28	Engineering	\$136,000
W Agnew Rd B-133	Rock Creek S-9	-	144	Engineering	\$215,900
Old Cheney Rd O-37	Yankee Hill S-11	-	11,095	Engineering Construction	\$89,857
Various Locations	-	-	-	Bridge Maintenance	\$182,150
Below amounts are considered estimates and all funds have not been distributed to Lancaster County					
D-143 will receive 50% from Seward County. Lancaster County will pay 50%					\$7,999,614
O-037 will receive 50% funding from NDOT. Lancaster County will pay 50%					

Lancaster County, Nebraska

FY26 Road Projects

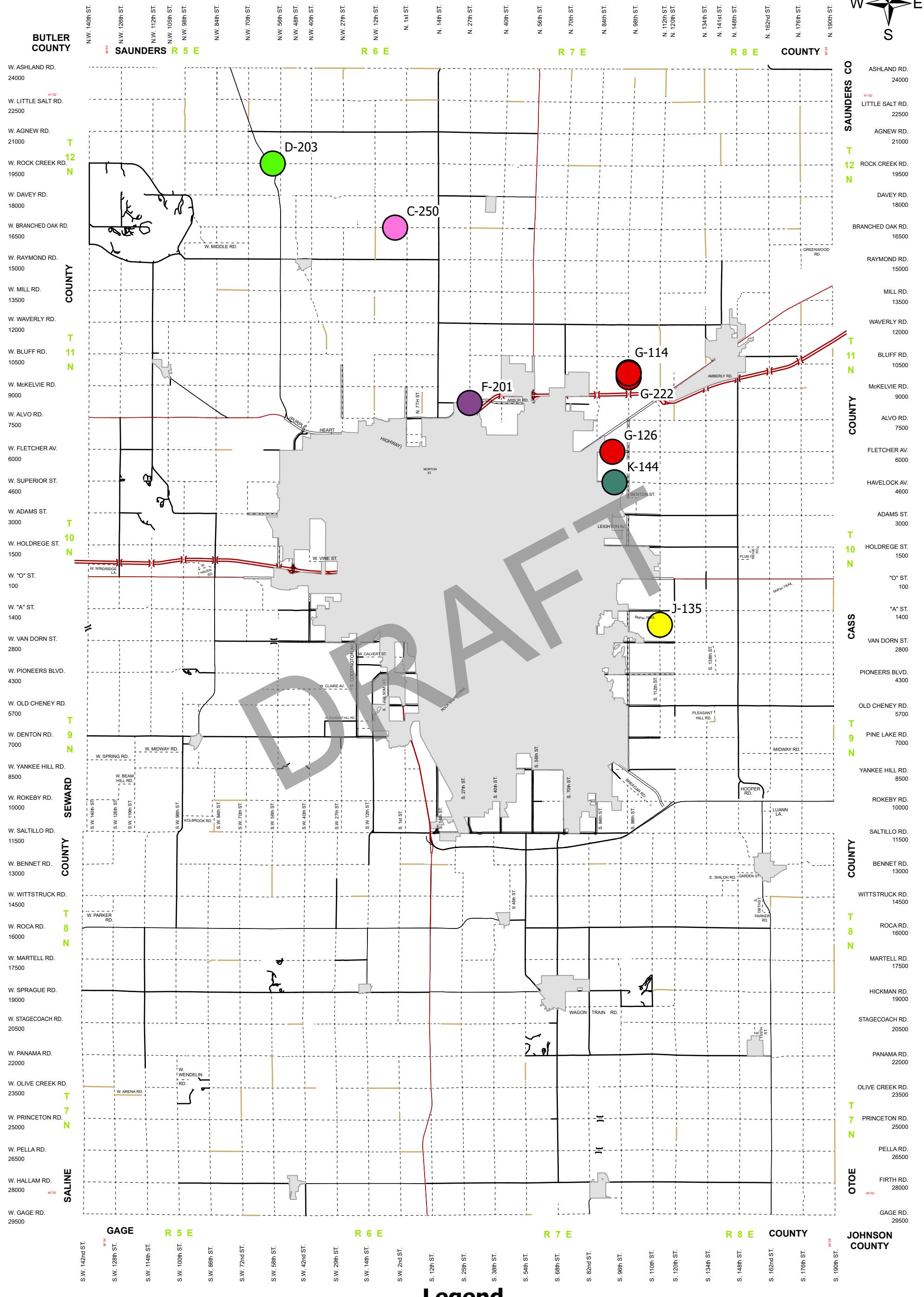


FY26 ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
N. 162nd Street Ashland to Davey	Mill W-2, 11, 14, 23	25-05	Gravel	260	4	Engineering	\$123,000
N. 162nd Street Davey to Hwy 6	Mill W-26,35 Waverly W-2, 11	25-06	Gravel	260	4	Engineering	\$129,000
NW 56th Street I-80 to W. Holdrege Street	West Lincoln W-19	22-03	Gravel	360	0.7	ROW Pavement	\$457,000
Saltillo Rd 27th Street to 68th Street	Grant S-31, 32, 33	16-17	Gravel	-	2.75	ROW/Utilities Engineering	\$554,000
S. 68th Street Hickman Village Limits to Roca Rd	Saltillo W-22,27	19-03	Pavement	6,160	1.5	ROW	\$20,000
S 98th Street A Street to O Street	Lancaster W-25	19-28	-	-	1	ROW/Utilities	\$160,000
East Beltway	Stockton IN-29,20,17,8,5 Stevens Creek IN-32,29,20,17,8,5 Waverly IN-32,29	- - - -	-	-	13	ROW	\$50,000
S. 68th Street Firth to Stagecoach	South Pass W-3,10,15,22,27	21-11	Pavement	4,685	5	ROW Utilities	\$240,000
Fletcher Ave 84th St to 148th St	North Bluff S-35, 36 Waverly S- 31, 32, 33	22-02	Gravel	-	4.5	ROW Utilities	\$56,000
148th and Holdrege Intersection Improvements	Stevens Creek SW-15	21-03	ACSC	5000	0.5	Engineering Construction	\$120,000
Below amounts are considered estimates and all funds have not been distributed to Lancaster County							
N. 162nd Street (Davey to Ashland) is 100% County cost for Engineering							
N. 162nd Street (Davey to US 6) will receive approx., \$516,000 in funding. Lancaster County share is 20%							
NW 56th St (Holdrege to I-80) will receive approx. 1,865,000 in LCLC funds. Lancaster county share is 20%							
Saltillo Rd will receive approx., \$3,906,000 in funding. Lancaster County will pay 10%							\$1,909,000
S. 68th Street (Hickman to Roca) will receive approx., \$80,000 in funding. Lancaster County share is 20%							
S. 98th Street will receive approx., \$800,000 in funding. City of Lincoln share is 10%. Lancaster County share is 10%							
S. 68th Street (Firth to Stagecoach) will receive approx., \$1,200,000 in LCLC & HSIP funds. Lancaster County share is 20%							
Fletcher Ave will receive approx. 224,000 in LCLC funds. Lancaster County share is 20%							
148th and Holdrege will receive approx., \$1,120,000 in funding. Lancaster County share is 10%							

Lancaster County, Nebraska

FY26 Bridge Projects



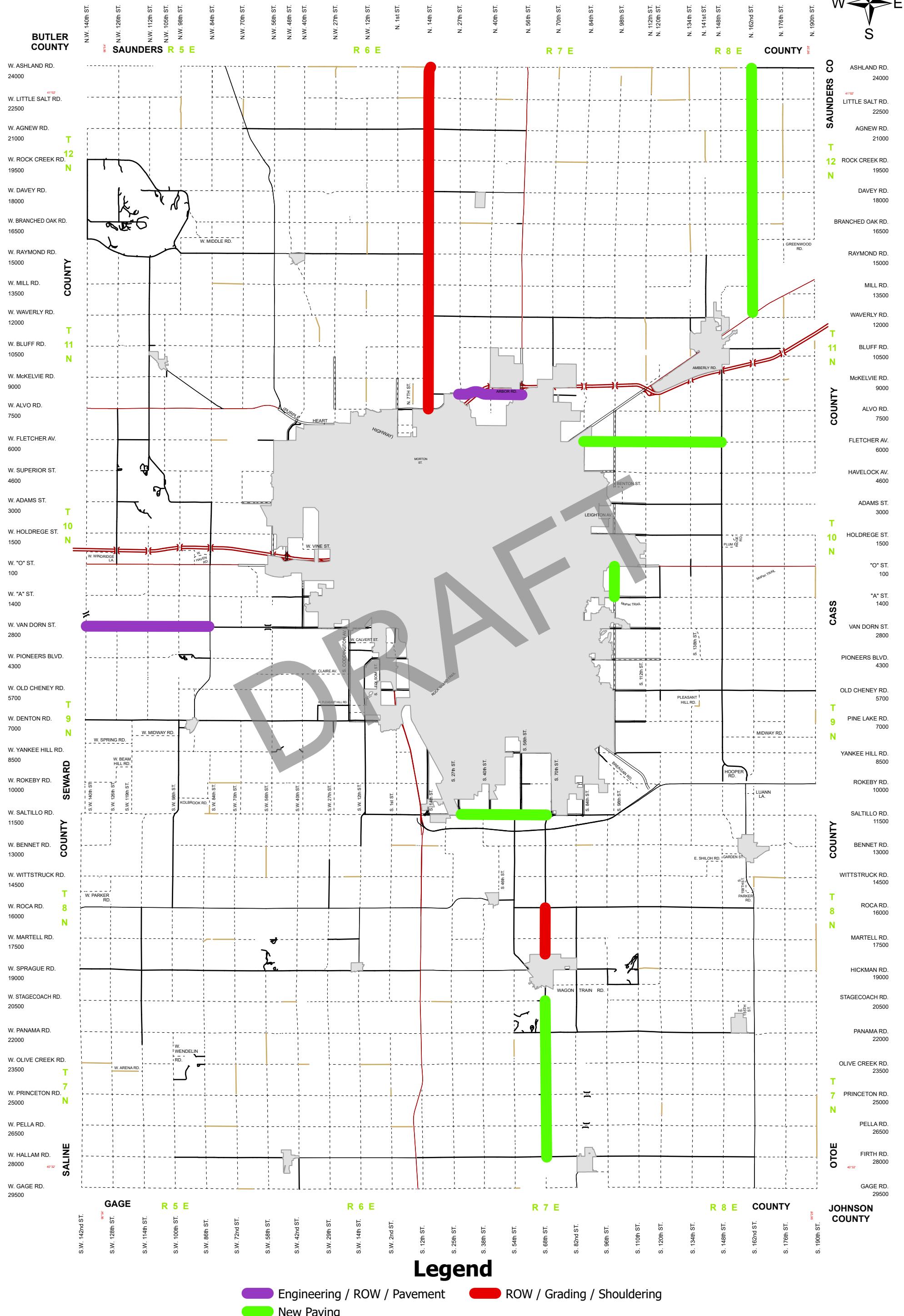
FY26 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
Arbor Road F-201	Oak IN-25	22-44	2674	ROW/ Utilities Construction	\$534,800
W Rock Creek Rd D-203	West Oak S-13	24-58	55	Channel Repair	\$300,000
N. 98th Street G-222, G-114, G-115, G-126	North Bluff W-24	21-41	119	Bridge and Box Culvert Replacement	\$3,075,680
Various Locations K-144	-	-	-	Bridge Deck Repair	\$373,000
S 112th St J-135	Steven's Creek W-32	22-57	269	Engineering	\$150,000
Various Locations	-	-	-	Bridge Maintenance	\$1,190,000
W Branched Oak Road C-250	Little Salt S-27	-	137	Engineering Repair	\$20,000
F-201 will receive approx., \$2,139,200 in LCLC funds. Lancaster County's share is 20%					\$5,643,480
Bridge G-222 will receive \$500,000 in County Bridge Match funds.					

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Lancaster County, Nebraska

FY27-31 Road Projects

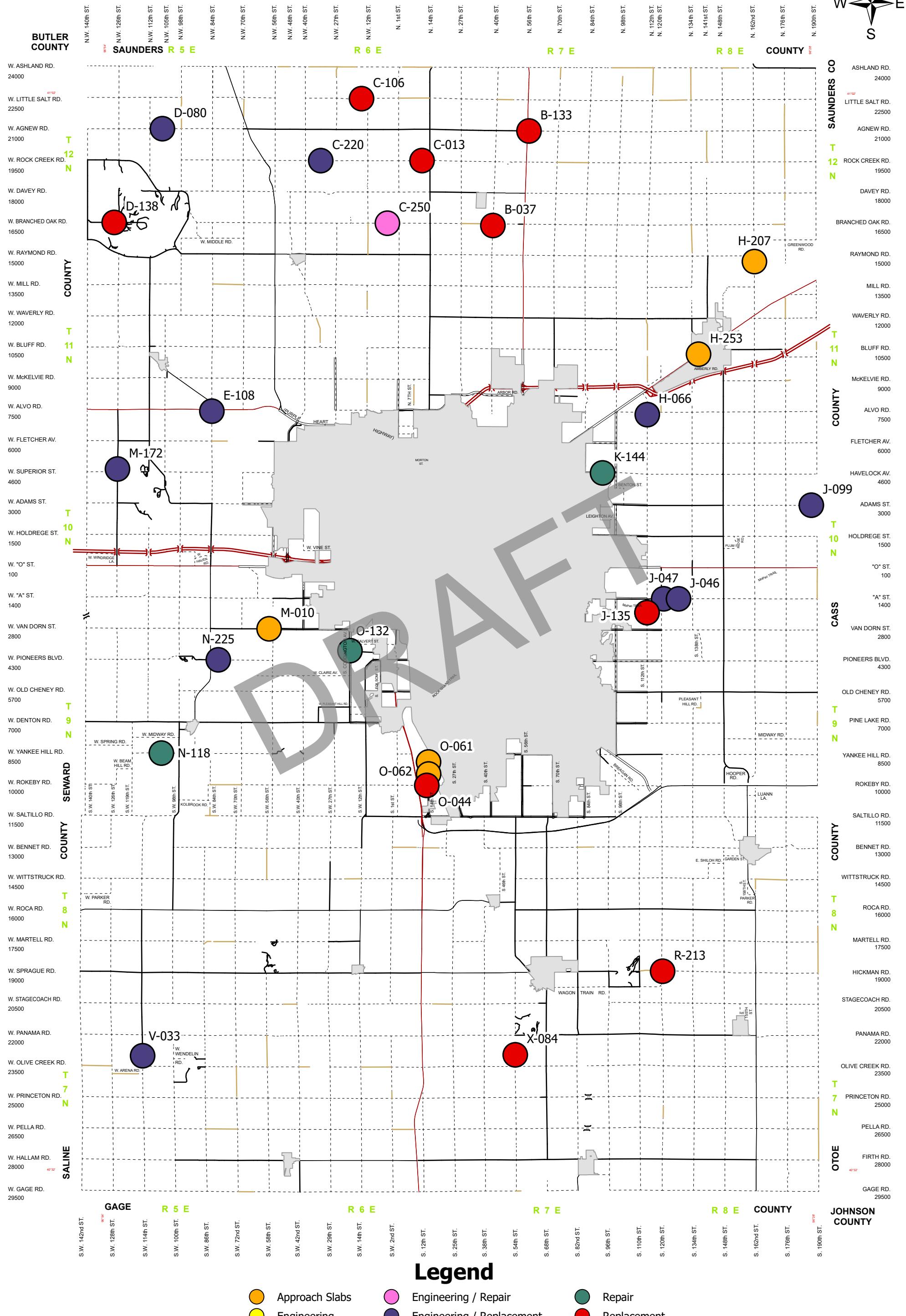


FY27-31 ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
East Beltway	Stockton IN-29,20,17,8,5 Stevens Creek IN-32,29,20,17,8,5 Waverly IN-32,29	-	-	-	13	Engineering ROW	\$3,100,000
N 162nd Street Ashland Road to Davey Road	Mill W-02,11,14,23,26,35 Waverly W- 2,11	24-05	Gravel	260	4	Pavement	\$0
N 162nd Street Davey Road to Hwy 6	Mill W-02,11,14,23,26,35 Waverly W- 2,11	24-05	Gravel	260	4	Pavement	\$1,400,000
S 98th Street A Street to O Street	Lancaster W-25	19-28	-	-	1	Pavement	\$1,000,000
Saltillo Road S 27th Street to S 68th Street	Grant S-31,32,33	16-17	Pavement	6,801	3	Pavement	\$1,204,000
N 14th Street Alvo Road to Ashland Road	Little Salt W-1,12,13,24,25,36 Oak W-25,24,13,12,1	23-03	Pavement	750 - 3700	11.02	ROW/Utilities and Grading Widen Turf Shoulders	\$2,302,900
S 68th Street Hickman Village Limits to Roca Road	Saltillo W-27,22	19-03	ACSC	6160	1.5	ROW/ Utilities and Grading Widen Turf Shoulders	\$278,100
Fletcher Road N 84 th Street to N 148th Street	Lancaster N-2, 1 Stevens Creek N-6,5,4	22-02	Gravel	272	4.42	Pavement	\$600,000
S. 68th Street Firth to Stagecoach	South Pass W-3,10,15,22,27	21-11	Pavement	4,685	5	Pavement	\$2,063,198
W. Van Dorn Street SW 84th to Seward County	Middle Creek S-31, 32, 33, 34	-	Gravel	120	4	Engineering ROW Pavement	\$800,000
Arbor Road N. 27th Street to HWY 77	North Bluff IN - 29, 30	-	Gravel	-	2	Engineering ROW Pavement	\$340,000
Various Locations	Varies	-	Pavement	Varies	Varies	-	\$8,000,000
Below amounts are considered estimates and have not been distributed to Lancaster County.							\$21,088,198
N 162nd (Ashland to Davey will be 100% HUD funded							
N 162nd (Davey to Hwy 6) will be 80% federal funded. Lancaster County share is 20%							
S 98 th Street (A Street to O Street) will receive approx., \$9,000,000 in LCLC and other funds. City of Lincoln share is 10%. Lancaster County's share is 10% approximately \$1,000,000.							
N. 14th Street will receive approx., \$5,523,800 in HSIP funds & approx., \$3,409,500 in LCLC funds. Lancaster County share is 20% (\$2,232,900)							
Saltillo Road (S 27 th Street to S 68 th Street) will receive approx., \$10,936,000 in HSIP funds. Lancaster County's share is 10% (\$1,204,000).							
S 68 th Street (Hickman limits to Roca Rd) will receive approx., \$434,300 in HSIP funds & \$678,100 in LCLC funds. Lancaster County share is 20%							
W. Van Dorn Street will not be completed unless we receive federal funding.							
Fletcher Road (84th St to 148th St) will use \$5,280,000 in LCLC funds. County's share is \$2,600,000. (Applying for a \$4.4 million HUD grant)							
S 68 th Street (Firth to Stagecoach) receive approx., \$6,870,600 in HSIP & approx., \$1,382,190 in LCLC funds. Lancaster County share is 20%							

Lancaster County, Nebraska

FY27-31 Bridge Projects



FY27-31 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
SW 114th Street V-033	Olive Branch W-9	-	268	Engineering Bridge	\$100,000 \$550,000
A Street J-046	Stevens Creek S-29	-	206	Engineering Bridge	\$120,000 \$750,000
W Agnew Rd D-080	West Oak S-9	-	102	Engineering Bridge	\$80,000 \$450,000
A Street J-047	Stevens Creek S-29	-	206	Engineering Concrete Box Culvert	\$80,000 \$500,000
Approach Slabs H-207, H-253, M-010, O-61, O-62	-	-	-	Approach Slabs	\$1,000,000
W Pioneers Blvd N-225	Denton S-2	-	124	Engineering / Concrete Box Culvert	\$530,000
N 112th St H-066	Waverly W-31	-	224	Engineering Bridge	\$100,000 \$550,000
W Rock Creek Rd C-220	Little Salt S-17	-	32	Engineering Bridge	\$150,000 \$600,000
NW 84th St E-108	Elk W-35	24-53	187	Engineering Bridge	\$100,000 \$600,000
Adams St J-099	Stevens Creek S-12	-	141	Engineering Concrete Box Culvert	\$80,000 \$600,000
120th St M-172	Middle Creek W-5	-	579	Engineering Bridge	\$150,000 \$1,200,000
Various Locations B-037, C-013, C-106, D-138	Various	-	-	Concrete Box Culvert Replacements	\$400,000
Various Locations N-118, O-132	Various	-	-	Bridge Maintenance	200,000
S 112th St J-135	Steven's Creek W-32	22-57	269	Bridge	\$650,000
Rokeby Road O-44	Yankee Hill S-26	21-44	18	Bridge Bypass	\$200,000
Hickman Road R-213	Nemaha S-29	25-41	28	Concrete Box Culvert	\$825,555
W Agnew Rd B-133	Rock Creek S-9	25-40	144	Bridge	\$1,315,540
S 96th St X-084	South Pass W-1	23-40	113	Bridge	\$1,000,000
Various Locations	Various	-	-	Concrete Box Culvert Replacement /Repair	\$2,000,000
Below amounts are considered estimates and have not been distributed to Lancaster County.					\$14,881,095