

Lincoln City - Lancaster County

PLANNING COMMISSION

AGENDA

PLANNING COMMISSION

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Laura Tinnerstet: Admin. Aide

September 16, 2026

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, September 16, 2026, at 1:00 p.m. in the City Council Chambers on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department at (402) 441-7491.

The Lincoln-Lancaster County Planning Department will meet with Planning Commission members on Wednesday, September 16, 2026, at 12:00 pm. in the City Council Chambers, for a pre-briefing of the Comprehensive Plan and Long-Range Transportation Plan. Public testimony will not be accepted at this briefing.

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 16, 2026

Approval of minutes of the regular meeting held [September 2, 2026](#).

1. CONSENT AGENDA
(Public Hearing and Administrative Action)

CHANGE OF ZONE:

- 1.1 CHANGE OF ZONE 19031D, to amend an existing Chateau at Yankee Hill PUD (Planned Unit Development), to reduce the required parking within the R-3 Apartment Area, generally located at S 40th Street & Yankee Hill Road.

Staff recommendation: Conditional Approval

Staff Planner: Ben Callahan, (402) 441-6360, bcallahan@lincoln.ne.gov

- 1.2 CHANGE OF ZONE 07060F, to amend the existing Wilderness Heights PUD (Planned Unit Development) to revise the lot layout for additional townhome lots with waivers to the Lot & Height requirements and increase the total allowed dwelling units within the PUD, generally located at S 40th Street and Wilderness Hills Boulevard.

Staff recommendation: Conditional Approval

Staff Planner: Ben Callahan, (402) 441-6360, bcallahan@lincoln.ne.gov

SPECIAL PERMIT:

- 1.3 SPECIAL PERMIT 26033, to allow the Containers on Vine Phase 2 Community Unit Plan (CUP) for up to 7 dwelling units, with associated waivers to setbacks and Design Standards, on property generally located at N 28th Street and Vine Street. **FINAL ACTION**

Staff recommendation: Conditional Approval

Staff Planner: Ben Callahan, (402) 441-6360, bcallahan@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 CONFORMANCE:

- 4.1 COMPREHENSIVE PLAN CONFORMANCE 26006, to review as to conformance with the 2050 Lincoln Lancaster County Comprehensive Plan, a proposed one and six year Lancaster County Road and Bridge Construction Program for Fiscal Years 2027 and 2028-2032.

Staff recommendation: In 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

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

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

The Planning Commission agenda may be accessed on the Internet at

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



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

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Change of Zone #19031D	No	Chateau Development LLC
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
September 16, 2026	None	Northeast corner of S 44 th Street & Yankee Hill Road.

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request to amend the Chateau at Yankee Hill Planned Unit Development (PUD) to reduce the required parking spaces for the R-3 PUD Apartment Area. The PUD is located at the northeast corner of South 40th Street and Yankee Hill Road. The PUD was approved in 2019 with a mix of H-4 Commercial, O-3, Office and R-3 zoning for both single and multifamily dwellings. This modification would reduce the required parking from 1.8 spaces per dwelling unit to 1.65 spaces only within the R-3 Apartment Area, which has an actively developing multifamily complex.



JUSTIFICATION FOR RECOMMENDATION

The request for a reduction to the minimum parking standard for multifamily dwellings is justified as the waiver will only be within the multifamily area, all owned by the same entity. The multifamily development, Chateau at Yankee Hill, is being constructed in phases with access to the local streets within the PUD but is providing the associated parking primarily within sublevel parking and shared surface parking lots between the buildings on the larger site.

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The amendment is compatible with the 2050 Comprehensive Plan as it will be limited within the multifamily residential area of the PUD. The waiver will provide additional flexibility with the site layout while still remaining under the allowed residential density approved in the PUD.

WAIVERS

1. To reduce the required minimum parking in the R-3 Apartment Area from 1.8 to 1.65 spaces per dwelling unit. (Recommend Approval)

APPLICATION CONTACT

Civil Design Group, Mike Eckert,
(402) 434-8494

STAFF CONTACT

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

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

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

Fundamentals of Growth in Lancaster County

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

The Community in 2050

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

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

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

Benefits of Well-Planned Growth

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

Goals Section

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

Elements Section

E1: Complete Neighborhoods and Housing

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

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

Policies Section

P3: Developing Neighborhoods - Accommodate and encourage growth that aligns with PlanForward's growth scenario and provides a mix of housing options with convenient access to parks, schools, shopping, jobs, and other community resources.

Action Steps

1. Provide for an adequate supply of land and timely infrastructure improvements that meet the demands of growth.
2. Structure incentives to encourage higher densities to make greater use of the community's infrastructure.
3. Encourage new development to achieve densities greater than five dwelling units per gross acre by zoning at least 20% of residentially zoned land in developing areas to allow greater than five dwelling units per acre by right.
4. Develop new design standards or zoning tools that encourage density, optimize infrastructure costs, and help lower the overall cost of property development.
5. Implement elements of Complete Neighborhoods for Developing Areas.
6. Develop and utilize a measurement tool to evaluate neighborhoods in terms of how well they achieve PlanForward's goals for design, sustainability, and Complete Neighborhoods goals.
7. Encourage public and private investment in neighborhood infrastructure and services to support economic diversity that improves the quality of life for all residents.
8. Include housing for a variety of incomes and households throughout the community that is integrated into neighborhoods and provides appropriate transitions, scale, and context.
9. Promote mixed-income neighborhoods.
10. Preserve areas designated for multi-family, and group living housing in approved plans to support a distributed choice in affordable housing.
11. Support addition of higher density development in existing multi-family development.
14. Promote neighborhood and community design that supports healthy and active lifestyles, such as the benefits of street trees.
16. 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.

P17: Predictability - Strive for predictability for neighborhoods and developers.

Action Steps

1. Continue to make updates as needed to zoning and subdivision ordinances, along with design standards, to support economic development, complete neighborhoods, and other PlanForward initiatives.
2. Support timely and efficient implementation of the growth tiers framework through the Capitol Improvement Program and other coordinated infrastructure enhancements.

CLIMATE ACTION PLAN SPECIFICATIONS:

p. 14 Key Initiative - Build a Decarbonized and Efficient Transportation System.

- Continue to encourage mixed-use development in the Comprehensive Plan.
- Consider Transit Oriented Development policies in the update of the Comp Plan 2050.

ANALYSIS

1. This is a request to amend the existing Chateau at Yankee Hill Planned Unit Development (PUD) located at the northeast corner of South 40th Street and Yankee Hill Road. The proposed amendment includes a wavier to the minimum parking requirement within the R-3 PUD Apartment from 1.8 to 1.65 parking spaces per dwelling unit. This modification would only be related to the multifamily area designated within the PUD. In addition, a note will be added allowing the required parking for the Apartment Area to be within outlots and to allow cross parking in this area, as the parking lots will be shared throughout the site.
2. The Chateau at Yankee Hill PUD was approved in 2019 as a redevelopment of the Yankee Hill Country Club golf course. The PUD includes multiple areas allowing H-4, Commercial and O-3, Office along South 40th Street and Yankee Hill Road. The R-3 PUD Apartments area is designated along the remainder of Yankee Hill Road. Within the north area of the PUD is R-3 zoning allowing attached and detached single family dwellings. This amendment would only affect the R-3 PUD Apartment Area which was approved for up to 860 dwelling units and is currently under development. The amendment does not propose an increase to the number of dwelling units previously allowed.
3. With the approval of the PUD in 2019, the minimum parking was set at 1.8 parking spaces required per unit within the R-3 Apartment Area. This would result in 1,548 parking spaces to be provided if all 860 dwelling units were built. The applicant is requesting a slight reduction to allow 1.65 spaces per unit, or 1,419 spaces for the full build out of the complex. Noted in the application letter, the wavier is being requested as future phases of the multifamily buildings look to provide more studio and one-bedroom units rather than two- or three-bedroom units, decreasing the number of expected parking spaces needed.
4. the Lincoln Municipal Code (LMC), multifamily dwellings within R-1 through R-6 zoning require 1.5 stalls per dwelling unit, making this R-3 Apartment Area still exceeding the minimum parking requirement at the proposed 1.65 spaces per unit.
5. In addition to the waiver, a note related to parking on site will be added to the PUD, specifically to allow cross-parking easements within outlots in the R-3 PUD Apartment Area. This will allow additional flexibility with placing parking spaces within outlots associated with the multifamily development. Currently, unless an outlot is final platted with the specific use of parking, a building permit cannot be issued for a parking lot within that outlot as it would be restricted.
6. The proposed amendment is compatible with the 2050 Comprehensive Plan and approved PUD as this area is developing for a higher density multifamily development. The wavier is consistent with the underlying R-3 Apartment Area as it is primarily designed as one large site that occupies the southeast area of this PUD. The multifamily complex will have varying sizes and styles of units but operate as one larger complex with both underground garage and shared surface lot parking for the residents. It is not expected the reduction in parking will have a negative impact on the surrounding areas as the PUD has no existing connections to the AGR zoned acreage properties to the east and only accessed from within this PUD.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Multifamily Residential, R-3 PUD

SURROUNDING LAND USE & ZONING

North: Developing Single & Two-Family Dwellings	R-3 PUD
South: Yankee Hill Road / Developing commercial lots	B-3 Commercial
East: Single family dwellings	AGR

West: Car dealership, Commercial & Residential lots H-4 & R-3 PUD

APPLICATION HISTORY

April 2020 – CZ#19031 approved the Chateau Planned Unit Development for up to 860 dwelling units over approximately 54 acres.

Dec 2021 – CZ#19031A approved an expansion of the PUD by 107 acres from AG to R-3, H-4, and O-3 PUD and included 148,000 square feet of commercial space and 221 residential dwelling units.

Oct 2023 – CZ#19031B approved modifications to the allowed signage within the R-3 Apartment Area for wall signs up to 180 square feet in size.

Oct 2023 – CZ#19031C approved a modification to allow “restaurant” as an allowed use in the O-3 PUD zoning.

APPROXIMATE LAND AREA: 50.81 acres, more or less

LEGAL DESCRIPTION: See Attached

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

Date: September 3, 2026

Applicant/
Contact: Civil Design Group
 Mike Eckert
 (402) 434-8494

Owner: Chateau Development, LLC

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CZ/19000/CZ19031D Chateau at Yankee Hill PUD.bmc.docx>

CONDITIONS OF APPROVAL – CHANGE OF ZONE #19031D

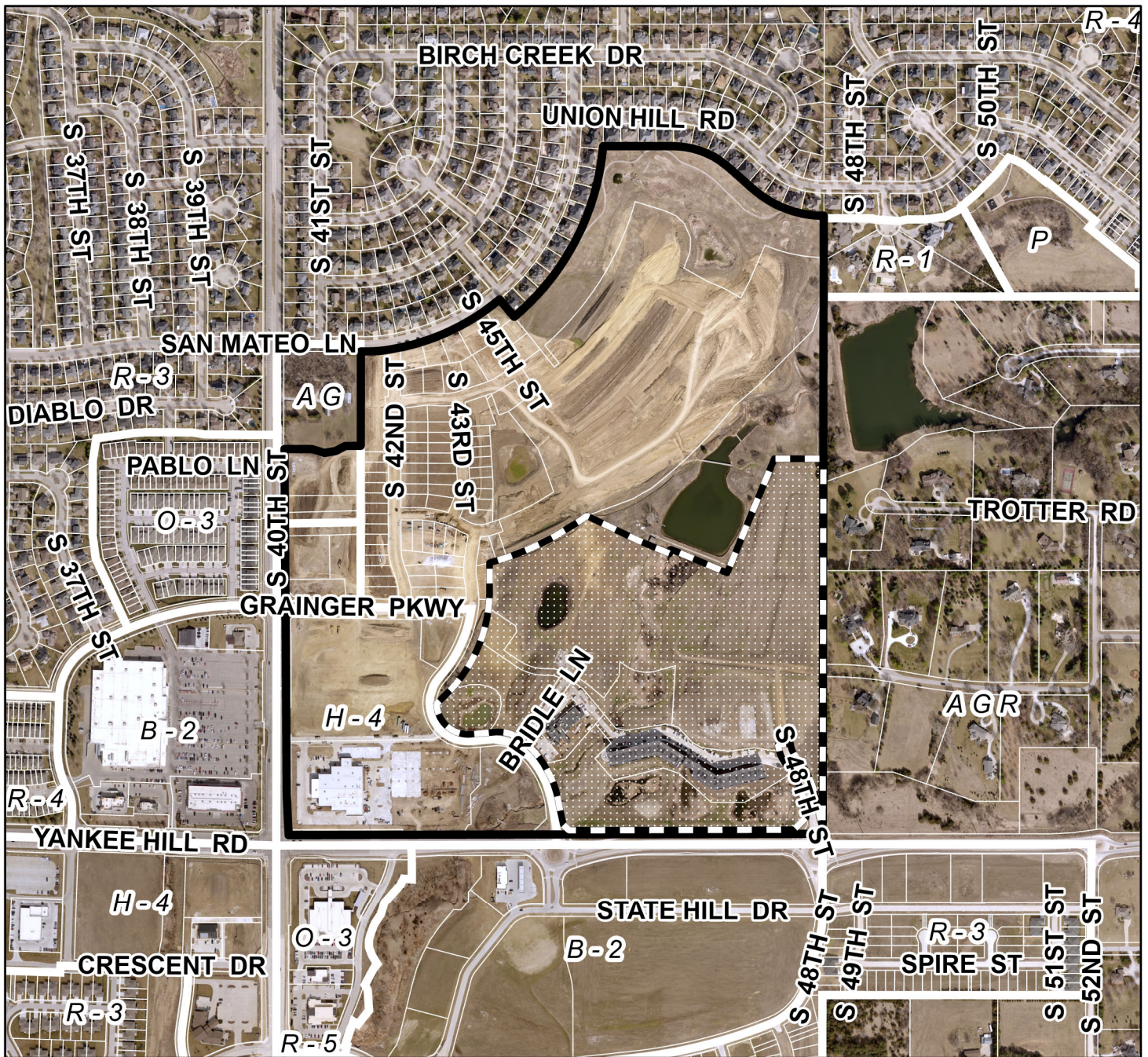
This approval permits reduction in the required parking within the R-3 Apartment Area from 1.8 spaces per dwelling unit to 1.65 spaces per dwelling unit.

Site Specific Conditions:

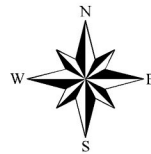
1. Before receiving building permits the developer shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including **2** copies with all required revisions and documents as listed below upon approval of the planned unit development by the City Council.

Standard Conditions:

2. The following conditions are applicable to all requests:
 - 2.1 Before occupying the dwelling units all development and construction shall substantially comply with the approved plans.
 - 2.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established homeowners association approved by the City Attorney.
 - 2.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.
 - 2.4 The terms, conditions, and requirements of the ordinance shall run with the land and be binding upon the developer, its successors and assigns.
 - 2.5 The site plan as approved with this ordinance voids and supersedes all previously approved site plans, however all ordinances approving previous permits remain in full force and effect unless specifically amended by this ordinance. This approval supersedes Change of Zone #19031C.



Change of Zone #: CZ19031D
Chateau at Yankee Hill PUD
S 40th St & Yankee Hill Rd

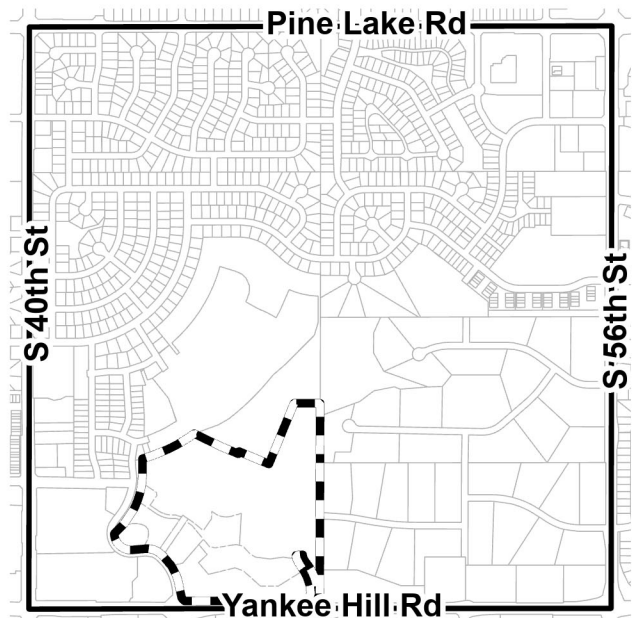
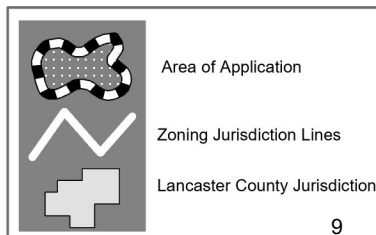


2024 aerial

Zoning:

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

One Square Mile:
 Sec.20 T09N R07E



GENERAL SITE NOTES

- SANITARY SEWER AND WATER LINES TO BE 6" PIPE UNLESS OTHERWISE SHOWN. STORM SEWER SHALL BE CONSTRUCTED USING APPROVED PIPE MATERIALS OF THE BUILDING AND SAFETY PLUMBING DEPARTMENT. PUBLIC AND PRIVATE UTILITIES TO BE BUILT TO CITY OF LINCOLN SPECIFICATIONS.
- ALL PAVEMENT RETURN RADI TO BE 20' (MIN) UNLESS OTHERWISE NOTED.
- SIDEWALKS SHALL BE CONSTRUCTED ON BOTH SIDES OF THE PUBLIC STREETS.
- ALL DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.
- DIRECT VEHICULAR ACCESS TO YANKEE HILL ROAD & SOUTH 40TH STREET SHALL BE REINQUISHED EXCEPT AS SHOWN.
- ALL ELEVATIONS ARE TO NAVD 1988.
- ALL OUTLOTS, MEDIANS, LANDSCAPING AND PEDESTRIAN CIRCULATION WITHIN THIS PUD TO BE MAINTAINED BY AN ASSOCIATION OF PROPERTY OWNERS.
- THE PROPOSED LOT LINES, BUILDING LAYOUT AND PARKING LOT LAYOUT ARE CONCEPTUAL AND MAY VARY IN THE FINAL PLAN & BUILDING PERMIT.
- TOTAL OUTLOTS - 16
- ALL EAVES, CANOPIES AND OTHER BUILDING PROJECTIONS MAY EXTEND OVER THE BUILDING SETBACK LINES BUT NOT LOT LINES.
- ALL DRIVES SHALL BE 24' WIDE TYPICAL UNLESS OTHERWISE NOTED. ALL PARKING STALLS SHALL BE 9' WIDE AND 18' DEEP (LESS 2' FOR VEHICLE OVERHANG) UNLESS OTHERWISE NOTED.
- FENCES, DECORATIVE STRUCTURES, AND ACCESSORY BUILDINGS ARE NOT SHOWN ON THE SITE PLAN BUT MAY BE CONSTRUCTED IF THEY ARE 20' X 20' OR SMALLER AND ARE CONSTRUCTED OUTSIDE OF SETBACKS, SIGHT TRIANGLES, EASEMENTS, AND REQUIRED MINIMUM PARKING, AND ARE BUILT ACCORDING TO ZONING ORDINANCE PROVISIONS, AND ARE IN CONFORMANCE WITH ALL OTHER APPLICABLE CODES.
- A COMMON ACCESS EASEMENT SHALL BE GRANTED OVER ALL DRIVES AND PARKING STALLS. CROSS PARKING EASEMENT SHALL BE GRANTED FOR ALL LOTS WITHIN THIS PUD.
- INTERNAL PEDESTRIAN SIDEWALKS TO BE PROVIDED IN COMPLIANCE WITH THE CITY OF LINCOLN DESIGN STANDARDS AT THE TIME OF BUILDING PERMITS.
- FINAL SITE LAYOUT AND INDIVIDUAL LANDSCAPE PLANS FOR BUILDINGS TO BE SUBMITTED AT TIME OF BUILDING PERMIT.
- SIGNS NEED NOT BE SHOWN ON THIS SITE PLAN, BUT NEED TO BE IN COMPLIANCE WITH CHAPTER 27.89 OF THE LINCOLN ZONING ORDINANCE, AND MUST BE APPROVED BY BUILDING AND SAFETY DEPARTMENT PRIOR TO INSTALLATION.
- SETBACKS SHALL BE AS SHOWN ON THE SITE PLAN.
- PROPERTY IS BEING REQUESTED TO BE REZONED FROM AG TO H-4 PUD, O-3 PUD & R-3 PUD.
- DWELLING UNITS, RESIDENTIAL HEALTH CARE FACILITIES, EARLY CHILDHOOD CARE FACILITIES AND PLACES OF ASSEMBLY ARE NOT PERMITTED IN THE PIPELINE PLANNING AREA.
- ADDITIONAL RIGHT-OF-WAY WILL BE REQUIRED TO BE DEDICATED TO ACCOMMODATE A 10' WIDE TRAIL AT LEAST 10 FEET BETWEEN BACK OF CURB AND TRAIL, EDGE AND 2' BETWEEN TRAIL EDGE AND RIGHT-OF-WAY LINE. NO VERTICAL OBSTRUCTION WITHIN 2' OF THE TRAIL EDGE ARE PERMITTED.

R-3 PUD (APARTMENTS) SITE NOTES

- RESIDENTIAL DWELLING UNITS SHALL NOT EXCEED 800 UNITS.
- THE USE ON THE EAST SIDE IS LIMITED TO A 9-PLEX OR FEWER UNITS PER BUILDING (LOT 1, BLOCK 1 & LOT 1, BLOCK 2).
- BUILDINGS ALONG THE EASTERN BOUNDARY OF THE R-3 PUD (APARTMENTS) ARE LIMITED TO A MAXIMUM OF 2-STORIES IN HEIGHT (LOT 1, BLOCK 1 & LOT 1, BLOCK 2).
- INTERNAL SETBACKS ADJUSTED TO 0'.
- WALL SIGNS NOT EXCEEDING A TOTAL OF 216 SQ. FT. ARE PERMITTED ON THE EAST, SOUTH, AND WEST MULTIFAMILY BUILDING ELEVATIONS. ILLUMINATED WALL SIGNS ARE NOT PERMITTED ON THE EAST BUILDING ELEVATIONS OF THE MULTIFAMILY BUILDINGS. NO MORE THAN TWO FACADES ARE PERMITTED TO HAVE WALL SIGNS ON EACH MULTIFAMILY BUILDING. UP TO SEVEN WALL SIGNS, EACH NO LARGER THAN 45 SQ. FT., ARE PERMITTED ON THE CLUBHOUSE. WALL SIGNS ON THE CLUBHOUSE ARE PERMITTED ON ANY ELEVATION.
- REQUIRED PARKING IS ALLOWED IN OUTLOTS. CROSS PARKING EASEMENTS ARE ALLOWED INCLUDING PARKING LOCATED IN OUTLOTS.

H-4 PUD SITE NOTES

- THE H-4 PUD AREA SOUTH OF GRAINGER PARKWAY IS SUBJECT TO THE REQUIREMENTS OF THE H-4 ZONING DISTRICT EXCEPT AS OTHERWISE NOTED.
- THE H-4 PUD AREA NORTH OF GRAINGER PARKWAY IS SUBJECT TO THE REQUIREMENTS OF THE B-2 ZONING DISTRICT EXCEPT AS OTHERWISE NOTED.
- INTERNAL SETBACKS ADJUSTED TO 0'.

O-3 PUD SITE NOTES

- THE O-3 PUD AREA IS SUBJECT TO THE REQUIREMENTS OF THE O-3 ZONING DISTRICT EXCEPT AS OTHERWISE NOTED.
- INTERNAL SETBACKS ADJUSTED TO 0'.
- RESTAURANTS ARE AN ALLOWED USE BY RIGHT IN THE O-3 PUD.

R-3 PUD SITE NOTES

- THE R-3 PUD AREA EXCLUDING THE APARTMENT AREA IS SUBJECT TO THE REQUIREMENTS OF THE R-3 ZONING DISTRICT EXCEPT AS OTHERWISE NOTED.
- OUTLOT I TO BE OWNED BY CHATEAU PROPERTIES NORTH LLC
- OUTLOT K TO BE OWNED BY HIMARK LAND INVESTMENTS LLC

SHEET INDEX

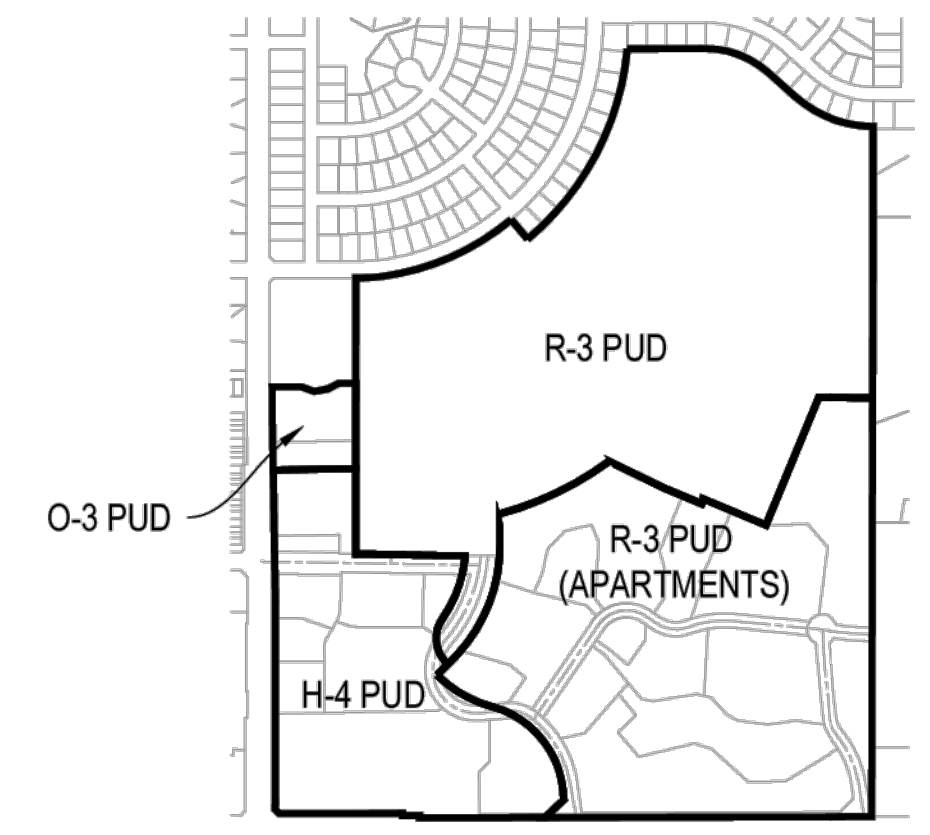
SITE PLAN	SHEET	1
EXISTING GRADING AND DRAINAGE PLAN	SHEET	2
PROPOSED GRADING AND DRAINAGE PLAN	SHEET	3
NORTH PROPOSED GRADING AND DRAINAGE PLAN	SHEET	4
SOUTH PROPOSED GRADING AND DRAINAGE PLAN	SHEET	5
R-3 PUD APARTMENTS GRADING & DRAINAGE CALCULATIONS	SHEET	6
H-4 PUD COMMERCIAL GRADING & DRAINAGE CALCULATIONS	SHEET	7
O-3, O-3, AND H-4 PUD GRADING & DRAINAGE CALCULATIONS	SHEET	8
STREET PROFILES	SHEETS	9-11

LEGEND

WATER MAIN	—W—W—W—W—W—W—
SANITARY SEWER	—SS—SS—SS—SS—SS—SS—
FIBER OPTICS LINE	—FO—FO—FO—FO—FO—FO—
OVERHEAD ELECTRIC LINE	—OE—OE—OE—OE—OE—OE—
SANITARY SEWER MANHOLE	—○—
FIRE HYDRANT	—●—
WATER VALVE	—X—
EXISTING STORM SEWER	—S—S—S—S—S—S—S—S—
PROPOSED RIGHT OF WAY	—R—R—R—R—R—R—R—R—
LIGHT POLE	—○—
UTILITY POLE	—○—
GLW WIRE	—G—G—G—G—G—G—G—G—
FENCE	—F—F—F—F—F—F—F—F—
ADDITIONAL DEDICATION OF MINIMUM FLOOD CORRIDOR	—F—F—F—F—F—F—F—F—
ALTERNATE STORMWATER QUALITY AREA TO BE PLANTED TO NATIVE GRASS OR DRAINAGE WAY PLANTINGS	—F—F—F—F—F—F—F—F—
DAM BREACH INUNDATION AREA	—F—F—F—F—F—F—F—F—

R-3 PUD (APARTMENTS) PHASING

- UP TO 288 UNITS MAY BE BUILT WITH ONLY ONE ACCESS, WHICH MAY BE FROM EITHER S. 44TH OR S. 48TH STREET. THE DETAILS REGARDING A SECONDARY EMERGENCY ACCESS TO BE WORKED OUT WITH THE PLANNING DEPARTMENT AND LINCOLN FIRE AND RESCUE.
- CONSTRUCTION ACCESS TO YANKEE HILL ROAD AT S. 48TH STREET IS ALLOWED IN THE FIRST PHASE.
- CONSTRUCTION OF ADJACENT STREETS WILL BE REQUIRED AS PART OF A FINAL PLAN FOR ANY LOT. HOWEVER, THE FIRST PHASE MAY POSTPONE THE FINAL PLATTING OF THE ADJACENT S. 44TH STREET OR S. 48TH STREET (WHICH EVER IS NOT BEING USED FOR PERMANENT ACCESS) UNTIL A NEXT PHASE.



ZONING MAP

NO SCALE

WAIVERS

- PARKING RATIO SHALL BE REDUCED TO 1.65 PARKING STALL/UNIT.
- ALLOW TANDEM PARKING TO COUNT TOWARDS PARKING COUNT.
- WAIVE HEIGHT OF RESIDENTIAL BUILDINGS TO 65' FOR THE BUILDINGS IN EXCESS OF 275' FROM EAST PROPERTY LINE.
- SETBACKS AS SHOWN ON THE SITE PLAN.
- BLOCK LENGTH REQUIREMENTS ARE WAIVED IN THE H-4 PUD ZONING DISTRICT.
- LIGHT TRESPASS ACROSS INTERNAL LOT LINES FOR THE O-3, H-4, AND R-3 (APARTMENTS) PUD ZONING AREAS. LIGHT TRESPASS ALLOWED UP TO 1 FOOTCANDLES VERTICALLY AND 2 FOOTCANDLES HORIZONTALLY. LIGHT TRESPASS ALLOWED UP TO 4.7 FOOTCANDLES VERTICALLY AND 4.0 FOOTCANDLES HORIZONTALLY ACROSS THE INTERNAL LOT LINES BETWEEN LOTS 1, 2, & 6 OF BLOCK 4.
- AN AVERAGE MAINTAINED ILLUMINANCE OF 75 FOOTCANDLES AT THE TIME OF 100% OCCUPANCY DETECTION FOR AN OUTDOOR AREA UNDER A LIGHTED CANOPY ON LOT 1, BLOCK 4, PROVIDED THERE ARE OVER 100 MOTION SENSORS, SO IT IS UNLIKELY THAT ALL LIGHTS WILL BE ON SIMULTANEOUSLY.



OWNERSHIP MAP

NO SCALE

LAND USE TABLE

ZONING	COMMERCIAL AREA	DWELLING UNITS
H-4 PUD (SOUTH OF GRAINGER)	135,000 SF	0
H-4 PUD (NORTH OF GRAINGER)	12,500 SF	0
O-3 PUD	22,500 SF	0
R-3 PUD (APARTMENTS)	0 SF	860
R-3 PUD	0 SF	218
TOTAL	170,000 SF	1078

- CHATEAU PROPERTIES NORTH LLC
- MBH LANDHOLDINGS LLC
- A W GRAINGER LLC
- HIMARK LAND INVESTMENTS LLC

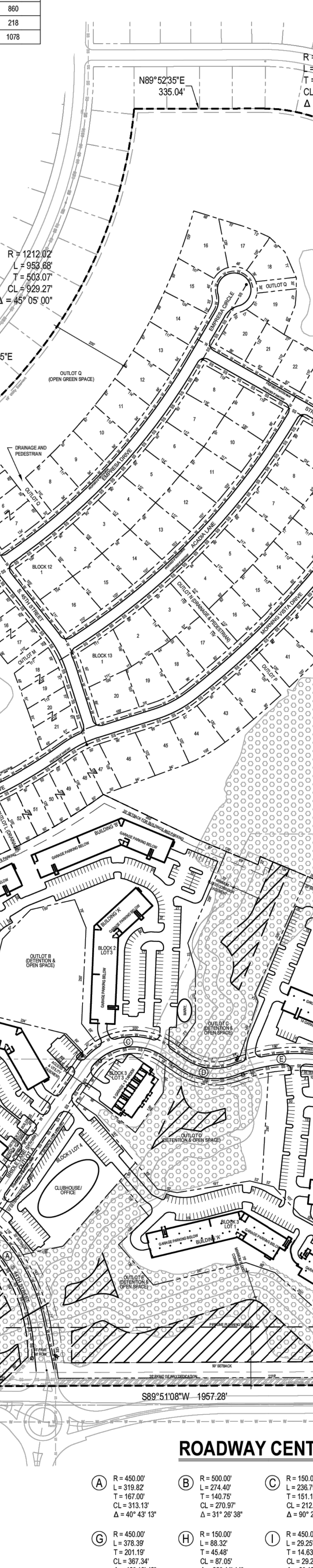
R-3 PUD APARTMENT PARKING

TOTAL UNITS: 860 DWELLING UNITS
TOTAL PARKING: 1,419 PARKING STALLS

ENGINEER & PREPARER
CLARK & ENERSEN
1010 LINCOLN MALL, SUITE 200
LINCOLN, NE 68508
CONTACT: TIM GERGEN
PHONE: 402-477-9291

ENGINEER'S CERTIFICATE
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF NEBRASKA. THESE PLANS MEET THE REQUIREMENTS OF THE CITY ENGINEER'S OFFICE DESIGN REQUIREMENTS.

12/22/2022
DATE
TIM GERGEN E-10344



ROADWAY CENTERLINE CURVE DATA

A	R = 450.00' L = 519.82' T = 178.59' CL = 212.97' Δ = 31° 28' 34"	B	R = 500.00' L = 274.40' T = 140.78' CL = 212.97' Δ = 31° 28' 34"	C	R = 150.00' L = 238.79' T = 115.18' CL = 212.97' Δ = 31° 28' 34"	D	R = 150.00' L = 238.79' T = 115.18' CL = 212.97' Δ = 31° 28' 34"	E	R = 450.00' L = 519.82' T = 178.59' CL = 212.97' Δ = 31° 28' 34"	F	R = 1000.00' L = 143.28' T = 74.27' CL = 148.12' Δ = 8° 29' 41"
G	R = 450.00' L = 378.39' T = 201.19' CL = 387.34' Δ = 48° 10' 42"	H	R = 150.00' L = 238.79' T = 115.18' CL = 212.97' Δ = 31° 28' 34"	I	R = 450.00' L = 238.79' T = 115.18' CL = 212.97' Δ = 31° 28' 34"	J	R = 150.00' L = 238.79' T = 115.18' CL = 212.97' Δ = 31° 28' 34"	K	R = 185.00' L = 143.28' T = 74.27' CL = 148.12' Δ = 8° 29' 41"	L	R = 625.00' L = 402.92' T = 208.74' CL = 386.58' Δ = 38° 56' 13"

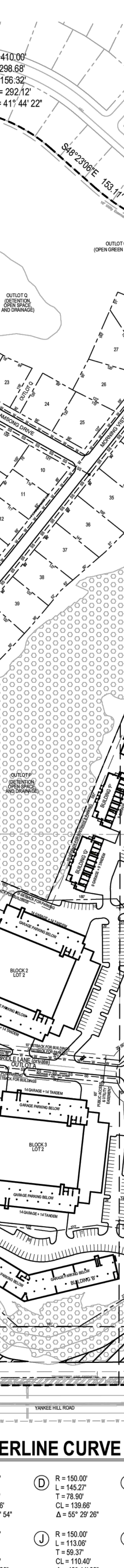
CHATEAU AT YANKEE HILL

AMENDMENT TO THE
PLANNED UNIT DEVELOPMENT

ENGINEER & PREPARER
CLARK & ENERSEN
1010 LINCOLN MALL, SUITE 200
LINCOLN, NE 68508
CONTACT: TIM GERGEN
PHONE: 402-477-9291

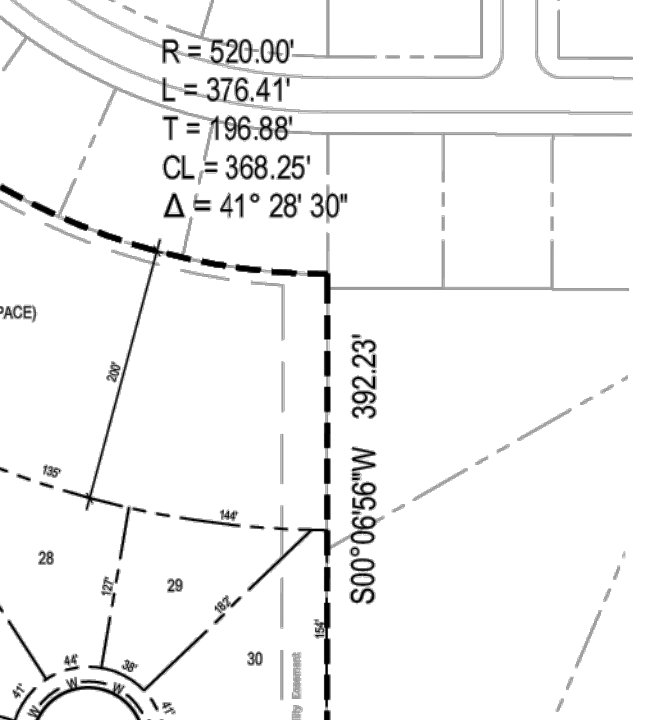
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12/22/2022
DATE
TIM GERGEN E-10344



PUD BOUNDARY LEGAL DESCRIPTION

LOT 1 & 2, OUTLOT A, B & C, CHATEAU YANKEE HILL ADDITION
LOT 1, BLOCK 1 & OUTLOT 'A' & OUTLOT 'F', CHATEAU YANKEE HILL 1ST ADDITION
LOTS 1 & 2, BLOCK 1, LOT 1, BLOCK 2, OUTLOT 'A' AND OUTLOT 'C', CHATEAU YANKEE HILL 2ND ADDITION
LOT 1, CHATEAU YANKEE HILL 3RD ADDITION
LOT 1 AND OUTLOT 'A', CHATEAU YANKEE HILL 4TH ADDITION
OUTLOT 'A' & 'B', CHATEAU YANKEE HILL 5TH ADDITION
LOTS 1 & 2, CHATEAU YANKEE HILL 6TH ADDITION
LOTS 1-14, BLOCK 1; LOTS 1-14, BLOCK 2; LOTS 1-14, BLOCK 3; LOTS 1-7, BLOCK 4; LOTS 1-2, BLOCK 5 AND OUTLOTS 'A' AND 'C', YANKEE HILL ESTATES ADDITION
LOTS 1-4, BLOCK 1; LOTS 1-9, BLOCK 2; LOT 1-3, BLOCK 3; LOTS 1-4, BLOCK 4; OUTLOTS 'A', 'B' & 'C', YANKEE HILL ESTATES 1ST ADDITION



LEGAL DESCRIPTION CHANGE OF ZONE AG TO H-4 PUD

THAT PART OF LOT 2, SPEIDEL 1st ADDITION, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 9th PRINCIPAL MERIDIAN, LINCOLN, LANCASTER COUNTY, NEBRASKA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE WESTERMOST CORNER OF OUTLOT D, CHATEAU YANKEE HILL ADDITION, A POINT ON THE NORTH 33' RIGHT OF WAY OF 44TH STREET; THENCE S44°41'22"W 66.00', TO A POINT ON THE SOUTH 33' RIGHT OF WAY OF 44TH STREET; SAID POINT BEING A POINT ON A CIRCULAR CURVE ON SAID SOUTH RIGHT OF WAY LINE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 533.00', A CENTRAL ANGLE OF 28°40'14" AND AN ARC LENGTH OF 276.01'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 80°08'45"E 27.84', TO A POINT ON A CIRCULAR CURVE ON SAID RIGHT OF WAY LINE TURNING IN A CLOCKWISE DIRECTION, HAVING A RADIUS OF 417.00', A CENTRAL ANGLE OF 78°08'47" AND AN ARC LENGTH OF 546.67'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 37°25'29"E 58.35'; THENCE S46°11'00"W 109.70' TO A POINT ON THE NORTH 50' RIGHT OF WAY OF YANKEE HILL ROAD; THENCE WESTERLY ON SAID RIGHT OF WAY LINE, S89°51'08"W 542.53'; THENCE NORTHERLY ON THE SAID NORTH RIGHT OF WAY LINE, N 0°00'52"W 10.00'; THENCE WESTERLY ON THE SAID NORTH RIGHT OF WAY LINE, S89°51'08"W 73.32'; THENCE NORTHERLY ON THE SAID NORTH RIGHT OF WAY LINE, N00°00'52"W 10.00'; THENCE WESTERLY ON THE SAID NORTH RIGHT OF WAY LINE, S89°51'08"W 532.47'; THENCE NORTHWESTERLY ON THE NORTH RIGHT OF WAY LINE FOR YANKEE HILL ROAD AND THE EAST RIGHT OF WAY LINE FOR LINCOLN 40TH STREET, S44°41'22"W 25.45'; THENCE NORTHERLY ON THE SAID EAST RIGHT OF WAY LINE, N00°00'52"E 861.68'; THENCE NORTHERLY ON THE SAID EAST RIGHT OF WAY LINE, N00°51'21"W 585.39'; THENCE N 89°02'48"E 356.48'; THENCE S 0°01'28"W 368.80'; THENCE S89°58'14"E 408.80'; THENCE N 89°58'56"E 62.14'; THENCE S 0°00'04"E 11.78'; TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 586.00', A CENTRAL ANGLE OF 28°59'10" AND AN ARC LENGTH OF 282.29'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 20°28'10"W 279.29', TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 70.61', A CENTRAL ANGLE OF 47°27'59" AND AN ARC LENGTH OF 201.32'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 14°15'15"E 185.95', TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 467.00', A CENTRAL ANGLE OF 146°24' AND AN ARC LENGTH OF 14.45'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 44°25'28"W 14.45', TO THE POINT OF BEGINNING, SAID TRACT CONTAINING AN AREA OF 1,180,016.60 SQUARE FEET OR 27.09 ACRES, MORE OR LESS.

LEGAL DESCRIPTION CHANGE OF ZONE R-3 TO R-3 PUD

LOT 1, SPEIDEL 1st ADDITION, LOCATED IN THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 9th PRINCIPAL MERIDIAN, LINCOLN, LANCASTER COUNTY, NEBRASKA, SAID TRACT CONTAINING AN AREA OF 206,575.51 SQUARE FEET OR 4.72 ACRES, MORE OR LESS.

LEGAL DESCRIPTION CHANGE OF ZONE AG TO R-3 PUD

THAT PART OF LOT 2, SPEIDEL 1st ADDITION AND LOT 1, SPEIDEL ADDITION, LOCATED IN THE SOUTH HALF OF THE NORTHWEST QUARTER AND IN THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 9th PRINCIPAL MERIDIAN, LINCOLN, LANCASTER COUNTY, NEBRASKA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 9, RANGE 7 EAST, THENCE S0°07'42"W 779.90', THENCE N 89°51'23"W 238.93'; THENCE S 22°27'29"W 596.77'; THENCE N67°13'51"W 284.95'; THENCE S 15°36'18"W 22.17'; THENCE N 67°13'51"W 176.02'; THENCE N64°18'59"W 284.95'; TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 149.00', A CENTRAL ANGLE OF 21°15'12" AND AN ARC LENGTH OF 524.90'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 64°15'08"W 521.95'; THENCE S 0°00'04"E 133.84'; TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 70.61', A CENTRAL ANGLE OF 47°27'59" AND AN ARC LENGTH OF 579.19'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 23°33'32"W 562.98'; TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 467.00', A CENTRAL ANGLE OF 146°24' AND AN ARC LENGTH OF 14.45'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 44°25'28"W 14.45', TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 586.00', A CENTRAL ANGLE OF 28°59'10" AND AN ARC LENGTH OF 282.29'; THENCE ON SAID CURVE, HAVING A CHORD OF 5' 20°28'10"W 279.29'; THENCE N 0°00'04"E 11.78'; THENCE S 89°58'56"W 62.14'; THENCE N 89°58'14"E 408.80'; THENCE N 0°01'28"E 1193.98' TO A POINT ON THE SOUTH 50' RIGHT OF WAY LINE OF SAN MATEO LANE; THENCE EASTERLY ON SAID SOUTH RIGHT OF WAY LINE, S 89°58'52"E 35.21'; TO A POINT ON A CIRCULAR CURVE FOR SAID SOUTH RIGHT OF WAY LINE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 680.00', A CENTRAL ANGLE OF 8°01'41" AND AN ARC LENGTH OF 84.07'; THENCE ON SAID CURVE, HAVING A CHORD OF N89°58'41"E 84.07', TO A POINT ON A CIRCULAR CURVE ON SAID SOUTH RIGHT OF WAY LINE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 1102.00', A CENTRAL ANGLE OF 0°01'11" AND AN ARC LENGTH OF 175.41'; THENCE ON SAID CURVE, HAVING A CHORD OF N72°29'15"E 175.22'; THENCE S 0°00'12"W 491.18'; THENCE S89°58'34"E 104.35'; THENCE N 45°08'29"E 490.01'; THENCE N 00°01'28"E 287.93'; TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 1512.00', A CENTRAL ANGLE OF 47°00'00" AND AN ARC LENGTH OF 593.88'; THENCE ON SAID CURVE, HAVING A CHORD OF N 27°33'35"E 929.27'; THENCE N 89°52'35"E 335.04'; TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 410.00', A CENTRAL ANGLE OF 41°14'22" AND AN ARC LENGTH OF 268.89'; THENCE ON SAID CURVE, HAVING A CHORD OF S 69°15'15"E 292.12'; THENCE S48°23'03"E 153.11'; TO A POINT ON A CIRCULAR CURVE TURNING IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 520.00', A CENTRAL ANGLE OF 41°28'30" AND AN ARC LENGTH OF 39.41'; THENCE ON SAID CURVE, HAVING A CHORD OF S89°03'57"E 388.29'; THENCE S00°08'56"W 382.23' TO THE POINT OF BEGINNING, SAID TRACT CONTAINING AN AREA OF 3,170,532.50 SQUARE FEET OR 72.79 ACRES, MORE OR LESS.

LEGAL DESCRIPTION CHANGE OF ZONE AG TO O-3 PUD

THAT PART OF LOT 2, SPEIDEL 1st ADDITION, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 9th PRINCIPAL MERIDIAN, LINCOLN, LANCASTER COUNTY, NEBRASKA, BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 1, SPEIDEL ADDITION, THENCE S89°58'34" E 12.28' TO THE POINT OF BEGINNING, SAID POINT BEING ON THE EAST 33' RIGHT OF WAY LINE FOR SOUTH 40TH STREET; THENCE S89°58'34" E 23.80'; THENCE S01°16'15"E 99.48'; THENCE N 89°29'57"E 60.00'; THENCE N89°15'42"E 53.97'; THENCE S01°01'26"W 368.80'; THENCE S89°02'50"W 368.48' TO A POINT ON THE EAST 33' RIGHT OF WAY LINE FOR SOUTH 40TH STREET; THENCE NORTHERLY ON THE SAID EAST RIGHT OF WAY LINE, N01°01'12"W 198.48'; THENCE NORTHERLY ON THE SAID EAST RIGHT OF WAY LINE, N01°01'12"W 160.90'; TO THE POINT OF BEGINNING, SAID TRACT CONTAINING AN AREA OF 127,789.97 SQUARE FEET OR 2.93 ACRES, MORE OR LESS.

Civil Design Group, Inc.
1010 LINCOLN MALL, SUITE 200
LINCOLN, NEBRASKA 68508
Ph: 402-334-9494
NE Certificate of Authorization: CA-1648

CONSULTING ENGINEERS • LAND USE PLANNERS
CIVIL DESIGN • SITE DEVELOPMENT • PLANNING AND ZONING

REVISIONS

NO.	DATE	DESCRIPTION
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SITE PLAN

CHATEAU AT YANKEE HILL
AMENDED P.U.D. C-2#19031D

drawn by: ---
checked by: ---
approved by: ---
project no.: 2026-0002
date: 8/19/2026

SHEET
1 OF 1

Chateau at Yankee Hill

Legal Description

Lot 1 & 2, Outlot A, B & C, Chateau Yankee Hill Addition

Lot 1, Block 1 & Outlot 'A' & Outlot 'F', Chateau Yankee Hill 1st Addition

Lots 1 & 2, Block 1; Lot 1, Block 2, Outlot 'A' and Outlot 'C', Chateau Yankee Hill 2nd Addition

Lot 1, Chateau Yankee Hill 3rd Addition

Lot 1 and Outlot 'A', Chateau Yankee Hill 4th Addition

Outlot 'A' & 'B', Chateau Yankee Hill 5th Addition

Lots 1 & 2, Chateau Yankee Hill 6th Addition

Lots 1-14, Block 1; Lots 1-14, Block 2; Lots 1-14, Block 3; Lots 1-7, Block 4; Lots 1-2, Block 5 and Outlots 'A' and 'C', Yankee Hill Estates Addition

Lots 1-4, Block 1; Lots 1-9, Block 2; Lot 1-3, Block 3; Lots 1-4, Block 4; Outlots 'A', 'B' & 'C', Yankee Hill Estates 1st Addition



Civil Design Group, Inc.

Consulting Engineers & Land Use Planners
Civil Design • Site Development • Planning & Zoning

August 19, 2026

Mr. David Cary, Director of Planning & Development Services
City of Lincoln/Lancaster County
555 South 10th Street, Room 213
Lincoln, NE 68508

Re: Amendment to the Chateau at Yankee Hill PUD, CZ19031C
CDG Project # 2026-0002

Dear Mr. Cary:

On behalf of Chateau Development, LLC we submit the enclosed application for an amendment to PUD CZ19031C. We are requesting a waiver to reduce the parking ratio for the R-3 PUD Apartment area from 1.8 stalls per unit to 1.65 stalls per unit. This change is due to the evolving changes in the unit mix for recent and proposed phases that are predominately comprised of studio and one-bedroom units with no three-bedroom units. We feel this waiver is appropriate given the unit mix and the self-contained area of the PUD that contains the apartment units.

There are also minor changes to the site plan notes regarding cross-parking easements and the ability to put parking in platted outlots of the R-3 PUD Apartment area.

In conjunction with this submittal we submit the following information:

Application for a PUD Amendment
PUD Application fee of \$1,176.00
Site Plans will be uploaded via Project Dox.

I hope that this letter in conjunction with the plans assists you in reviewing this application. Please feel free to call me at (402) 434-8494 so that I can address any questions you may have.

Sincerely,

Mike Eckert, AICP

cc: Chateau Development, LLC



Lincoln-Lancaster County
**PLANNING AND
DEVELOPMENT**

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

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Change of Zone #07060F	No	Lincoln Federal Bancorp, Inc.
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
September 16, 2026	None	Southeast corner of S 40 th Street & Yankee Hill Road.

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for an amendment to Change of Zone #07060E for the Wilderness Heights Planned Unit Development (PUD). to revise a portion of undeveloped residential lots from single family to townhome lots and decrease lot area requirements for single family detached lots. The amendment includes an increase in the allowed PUD density by 64 additional dwelling units for a new total of 385 single family dwelling units, with associated waivers to lot area, lot width, and setbacks associated with providing townhome and smaller detached single-family lots. It is generally located at the southeast corner of S 40th Street and Yankee Hill Road



JUSTIFICATION FOR RECOMMENDATION

The amendment within the PUD is justified as the modification is related to an undeveloped area of the PUD . The associated waivers are consistent with revising lots to serve for additional townhome lots, increasing the density of the overall PUD but still compatible with the surrounding mix of multifamily, townhome, and single family detached lots.

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The 2050 Comprehensive Plan designates this area as future urban residential on the 2050 Future Land Use Map. This designation allows for residential uses with varying densities, and it is appropriate to have more than fifteen dwellings per acre. The additional townhome lots are consistent with the R-3 PUD area and developing single family and townhome lots within the PUD.

WAIVERS

1. To reduce the minimum lot area to 5,000 square feet for single family dwellings and to 2,300 square feet for two-family & townhome lots. (Recommend Approval)
2. To reduce the minimum lot width to 23 feet for two-family & townhome lots. (Recommend Approval)

APPLICATION CONTACT

Olsson, Elizabeth Potter,
(531) 365-4608

STAFF CONTACT

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

3. To reduce the side yard setback to 0 feet if party wall for two-family & townhome lots. (Recommend Approval)
4. To reduce the rear yard setback to 20 feet for two-family & townhome lots. (Recommend Approval)

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

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

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

Fundamentals of Growth in Lancaster County

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

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

The Community in 2050

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

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

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

Goals Section

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

Elements Section

E1: Complete Neighborhoods and Housing

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

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

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

1. Encourage a mix of compatible land uses to develop more complete neighborhoods:
 - a. Similar uses on the same block face: residential faces residential.
 - b. Similar housing densities developed near each other: single-family and “missing middle” residential (3-12 units) scattered throughout with higher density residential (more than 12 units) near the neighborhood edge or clustered near commercial centers.
 - c. Non-residential uses, including parking lots, should be screened from residential areas.
 - d. Locate Commercial Centers so as residents can safely access essential goods and services (i.e. not located across arterial streets) and no more than a 15-minute walk from all residences.
2. Require sidewalks on both sides of all streets.
3. Encourage locations within neighborhoods to grow local food.
4. Plan for residences to be located within 1 mile to an existing or planned multi-use trail.
5. Plan for residences to be located within 1/2 mile to an existing or planned neighborhood park.
6. Integrate transit stops into developing neighborhoods and within a ½ mile distance from residences.
7. Encourage employment areas to be within a 15-minute walking distance to residences.
8. Plan for elementary or middle schools to be within a 15-minute walking distance to residences.
9. Encourage pedestrian orientation with parking at rear of residential and neighborhood commercial uses.
10. Develop shorter block lengths to provide multiple connections across residential and commercial areas.
11. Provide pedestrian connections when maximum block lengths are exceeded.
12. Encourage shared City and School facilities (aka SPARKS).
13. Provide adequate curb space to allow for on-street parking.
14. Encourage alley access and shared driveways to reduce interruptions to pedestrians, to preserve on street parking capacity, and to reduce automobile conflict points.
15. Support preservation or restoration of natural areas, and limit stream or drainageway crossings.

Developing Neighborhoods

Developing neighborhoods should have a variety of housing types and sizes, plus commercial and employment opportunities.

Policies Section

P3: Developing Neighborhoods - Accommodate and encourage growth that aligns with PlanForward’s growth scenario and provides a mix of housing options with convenient access to parks, schools, shopping, jobs, and other community resources.

Action Steps

1. Provide for an adequate supply of land and timely infrastructure improvements that meet the demands of growth.
2. Structure incentives to encourage higher densities to make greater use of the community's infrastructure.
3. Encourage new development to achieve densities greater than five dwelling units per gross acre by zoning at least 20% of residentially zoned land in developing areas to allow greater than five dwelling units per acre by right.
4. Develop new design standards or zoning tools that encourage density, optimize infrastructure costs, and help lower the overall cost of property development.
5. Implement elements of Complete Neighborhoods for Developing Areas.
6. Develop and utilize a measurement tool to evaluate neighborhoods in terms of how well they achieve PlanForward's goals for design, sustainability, and Complete Neighborhoods goals.
7. Encourage public and private investment in neighborhood infrastructure and services to support economic diversity that improves the quality of life for all residents.
8. Include housing for a variety of incomes and households throughout the community that is integrated into neighborhoods and provides appropriate transitions, scale, and context.
9. Promote mixed-income neighborhoods.
10. Preserve areas designated for multi-family, and group living housing in approved plans to support a distributed choice in affordable housing.
11. Support addition of higher density development in existing multi-family development.
14. Promote neighborhood and community design that supports healthy and active lifestyles, such as the benefits of street trees.
16. 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.

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 Change of Zone #07060E for the Wilderness Heights Planned Unit Development (PUD) to modify areas of undeveloped single-family lots to also include townhome lots. This amendment increases the overall density allowed in the PUD by 64 dwelling units, totaling 385 single family lots. The 152.8-acre Wilderness Heights PUD was approved in 2008 located at the southeast corner of S 40th Street & Yankee Hill Road allowing a mix of B-2 Commercial, O-3 Office along Yankee Hill Road and S 40th Street. The PUD includes a mix of residential dwelling types including R-3 PUD with single family and townhome lots, along with multifamily residential zoned R-5 PUD along S 40th Street.
2. The proposed amendment would modify an existing area which is not yet developed and still within a larger Outlot C but primarily surrounded by the developing residential within this PUD to the north, east and west. To the south is the Southwood Lutheran Church zoned R-4 Residential and not within this PUD boundary.
3. With this amendment, the approved layout for the existing Outlot C, which includes multiple blocks was originally designed for single family lots, now revised for various blocks to include smaller single family

detached and townhome lots. The amendment is specifically related to Blocks 4-7, 13, 15-16 on the approved PUD site plan, but propose waivers will be for all R-3 lots in the PUD. With this, the shown R-3 lots in the PUD would be increased from 279 to 358. The applicant includes an additional 64 units to meet this density and includes 27 additional unassigned lots for the future, totaling 385 R-3 single family lots. This increase brings the total allowed dwelling units within the entire PUD to 1,516 including both single and multifamily dwelling areas. There is no proposed increase in multifamily dwelling units with this amendment.

4. With the amendment for lot revisions the applicant is requesting the following waivers:

- a. To LMC 27.62.020(a) to reduce the minimum lot area from 6,000 to 5,000 SF for single family dwellings and 2,300 SF for two-family & townhome lots.

This waiver is justified as the request is to provide both smaller detached single family and townhome lots which would not be permitted without a decrease in the minimum lot area. Since townhomes are not allowed by right in R-3, a waiver is needed to allow the proposed lot area for townhome dwellings. This waiver is consistent with the surrounding urban residential within the PUD and allows for a variety of housing styles and sizes with the development.

- b. To LMC 27.62.020(a) to reduce the minimum lot width to 23 feet for two-family & townhome lots.

This waiver is consistent with a townhome lot layout and typical for townhome lots found across the city as the lot is often as wide as the dwelling unit with shared party walls. The proposed width is compatible with standard townhome lots and layouts within this PUD and developing neighborhoods.

- c. To LMC 27.62.020(a) to reduce the side yard setback to 0 feet if party wall for two-family & townhome lots.

This waiver is justified as an attached single-family dwelling is classified as a two-family in the LMC or for townhomes which do not provide a side yard setback along the shared common lot line with other units. With the allowed use for a townhome in R-3 zoning, this requires the side yard setback to be 0 feet for the shared property lines.

- d. To LMC 27.62.020(a) to reduce the rear yard setback to 20' for two-family & townhome lots.

The proposed waiver to the rear yard setback is consistent for both two-family and townhome layouts and will match the existing R-3 single family detached rear yard setback, which is 20% of the lot depth or 20 feet, which ever is less. The proposed waiver is compatible with the existing setbacks already developed within this neighborhood for single family and townhome dwellings.

- 5. The requested amendment to the existing PUD is compatible as this area of the PUD is shown for future urban residential on the Future Land Use map and part of a larger PUD which consists of not only commercial space but residential of various lot types and densities. The subject area related to the amendment is primary surrounded by the PUD on three sides. The increase to the number of R-3 dwelling units allowed is appropriate as the existing roadway and block layout will continue to be used as approved, which will fill in the remaining undeveloped portion of this PUD. The requested waivers and revisions to provide additional townhome lots and smaller single family detached lots are compatible with the PUD as it already includes a mix of approved multifamily, townhome and single-family lots today, all considered a compatible mix of residential dwelling types and sizes.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Undeveloped Land & R-3 PUD

SURROUNDING LAND USE & ZONING

North: Single Family Residential	R-3 PUD
South: Southwood Lutheran Church	R-4 Residential
East: Single Family / Townhome Lots	R-3 PUD
West: Single & Multifamily Residential	R-3 & R-5 PUD

APPLICATION HISTORY

Sept. 2006	Use Permit #06005 for Yankee Hill Plaza was approved by the Planning Commission for 216,000 square feet of office and commercial floor area and change of zone to B-2. The applicant requested the project not be forwarded to City Council and rescinded the application in April 2009.
Oct. 2007	Special Permit #07046 was approved to allow soil mining on this site for a period of three years.
Apr. 2008	The City Council approved Annexation #07003 and Change of Zone #07060 from AG to R-3 and B-2 PUD for Wilderness Heights. Preliminary Plat #07004 was approved by the Planning Commission for 309 single family lots and a 225,000 square foot commercial center.
Jul. 2013	The City Council approved Change of Zone #07060A to rezone a small area from B-2 PUD to R-3 and remove the area from the PUD and allow vehicle sales and service as a permitted use.
Nov. 2015	Administrative Amendment #15109 to Change of Zone #07060A approved a change of use from vehicle sales and service to commercial and revised lot layout.
Aug. 2016	Administrative Amendment #16057 to Change of Zone #07060A established architectural design standards for the commercial blocks.
Aug. 2018	CZ#07060B to expand the boundary of the PUD and revise the site plan was approved by the City Council.
Mar. 2021	CZ #07060C was approved to increase to 1,404 dwelling units and up to 214,000 square feet of commercial with associated waivers to block length, pedestrian ways, and maximum building height of 55' for multifamily.
May. 2024	CZ #07060D was approved to revise two areas within the PUD for townhome lots and increase of 46 lots in the R-3 PUD area. This amendment also included an additional 17,000 square feet of commercial space in the B-2 PUD area.
Dec. 2024	CZ #07060E was approved for the .5 acre expansion of the PUD and increase in the allowed single family dwelling units from 270 to 279, for a total of 1,541 dwelling units within the PUD.

APPROXIMATE LAND AREA: 152.87 acres, more or less

LEGAL DESCRIPTION: See Attached

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

Date: September 3, 2026

Applicant/

Contact: Olsson
Lizzy Potter
(402)

Owner: Lincoln Federal Bancorp, Inc.

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CZ/07000/CZ07060F Wilderness Heights PUD.bmc.docx>

CONDITIONS OF APPROVAL – CHANGE OF ZONE #07060F

This approval permits revisions to add townhome lots with an increase in density from 279 to 385 allowed single family dwellings for a new total of 1,516 dwelling units with the following waivers:

- a. To LMC 27.62.020(a) to reduce the minimum lot area from 6,000 to 5,000 SF for single family dwellings and 2,300 SF for two-family & townhome lots.
- b. To LMC 27.62.020(a) to reduce the minimum lot width to 23 feet for two-family & townhome lots
- c. To LMC 27.62.020(a) to reduce the side yard setback to 0 feet if party wall for two-family & townhome lots.
- d. To LMC 27.62.020(a) to reduce the rear yard setback to 20' for two-family & townhome lots.

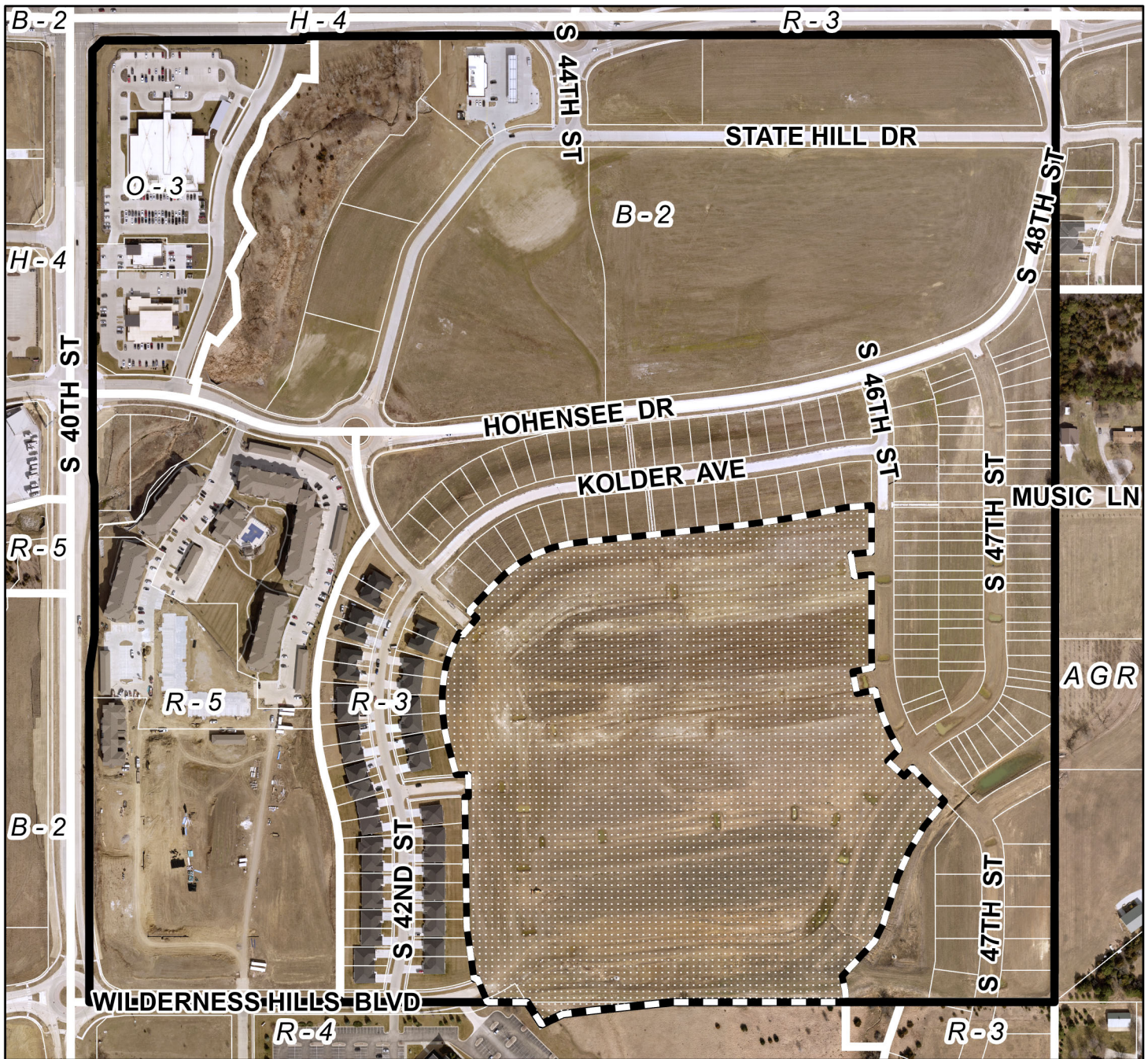
Site Specific Conditions:

1. Before a final plat is approved the developer shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including **2** copies with all required revisions and documents as listed below upon approval of the planned unit development by the City Council.
 - 1.1 Revise wavier list on Sheet 1 to match waivers listed in the Conditions of Approval above.
 - 1.2 Revise the location of Outlot M on Block 7, moving it between Lots 12 & 13 and 43 & 44 to better align with the existing pedestrian way outlots in Block 6 & 14.
 - 1.3 Prior to the final plat, Lincoln Transportation & Utilities must confirm that Outlot G, M & N conform to ADA standards for sidewalks.
 - 1.4 Relocate the manholes to intersecting sewer mains to the satisfaction of Lincoln Transportation & Utilities.
 - 1.5 Verify sewer main distance meets the required setback from back of curb along Clearwater Road.
 - 1.6 Label “Yankee Hill Road” & “S 40th Street” on the Cover Sheet.

Standard Conditions:

2. The following conditions are applicable to all requests:
 - 2.1 Before occupying the dwelling units all development and construction shall substantially comply with the approved plans.
 - 2.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established homeowners association approved by the City Attorney.
 - 2.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.

- 2.4 The terms, conditions, and requirements of the ordinance shall run with the land and be binding upon the developer, its successors and assigns.
- 2.5 The site plan as approved with this ordinance voids and supersedes all previously approved site plans, however all ordinances approving previous permits remain in full force and effect unless specifically amended by this ordinance. This approval supersedes Change of Zone #07060E.

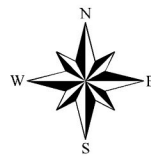
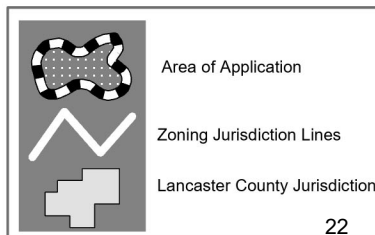


Change of Zone #: CZ07060F
Wilderness Heights PUD
S 46th St & Hohensee Dr

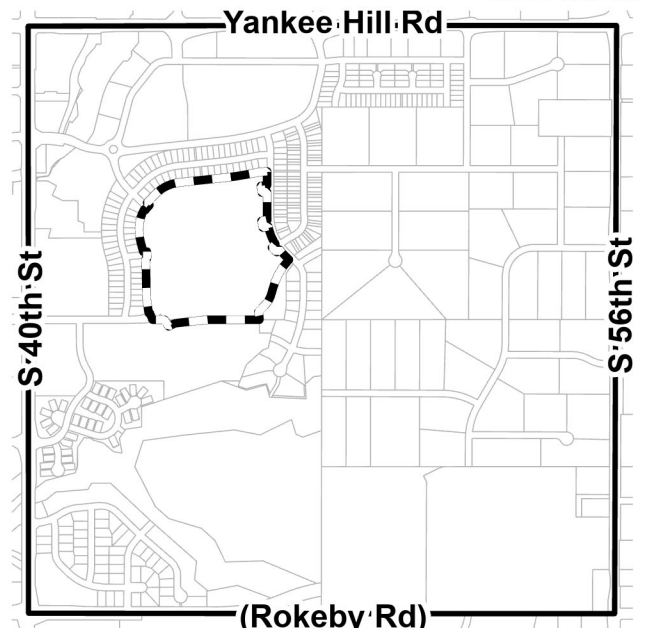
Zoning:

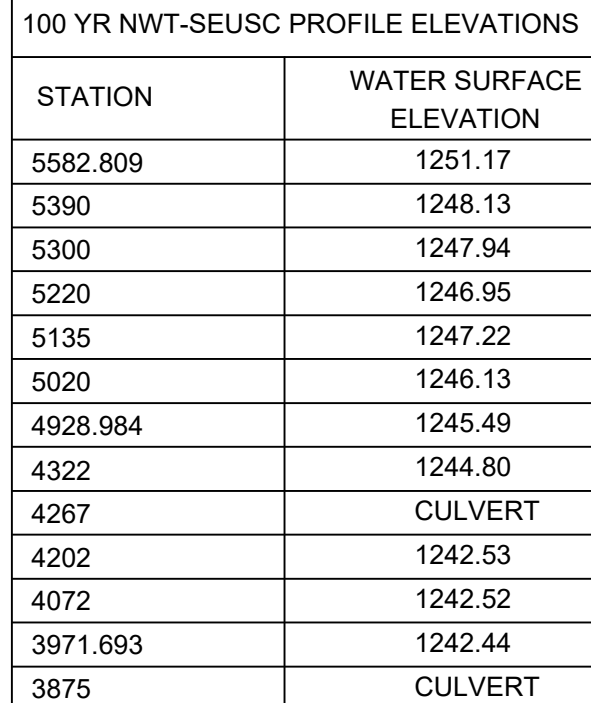
- R-1 to R-8** Residential District
AG Agricultural District
AGR Agricultural Residential District
O-1 Office District
O-2 Suburban Office District
O-3 Office Park District
R-T Residential Transition District
B-1 Local Business District
B-2 Planned Neighborhood Business District
B-3 Commercial District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

One Square Mile:
 Sec.29 T09N R07E



2024 aerial



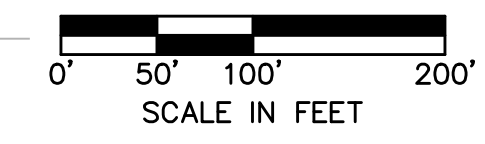




WILDERESS HEIGHTS AMENDMENT TO THE PLANNED UNIT DEVELOPMENT SITE PLAN

CURVE DATA

1	A=028°32'23" R=450.00 L=224.15 CL=221.84 TL=114.45	10	A=012°17'54" R=450.00 L=53.66 CL=291.07 TL=145.70	19	A=005°57'27" R=450.00 L=291.14 CL=291.07 TL=145.70	28	A=006°03'03" R=450.00 L=316.87 CL=316.87 TL=145.70	37	A=002°33'05" R=450.00 L=20.04 CL=20.04 TL=110.02	46	A=077°16'26" R=450.00 L=202.30 CL=187.31 TL=119.90
2	A=029°36'57" R=450.00 L=129.83 CL=129.83 TL=110.11	11	A=016°13'41" R=450.00 L=106.09 CL=106.09 TL=110.11	20	A=011°58'03" R=450.00 L=106.09 CL=106.09 TL=110.11	29	A=013°30'12" R=450.00 L=106.09 CL=106.09 TL=110.11	38	A=008°05'26" R=450.00 L=106.09 CL=106.09 TL=110.11	47	A=002°00'00" R=450.00 L=106.09 CL=106.09 TL=110.11
3	A=020°34'55" R=450.00 L=137.76 CL=137.76 TL=110.11	12	A=013°34'16" R=450.00 L=106.09 CL=106.09 TL=110.11	21	A=015°44'58" R=450.00 L=106.09 CL=106.09 TL=110.11	30	A=027°25'36" R=450.00 L=106.09 CL=106.09 TL=110.11	39	A=032°37'13" R=450.00 L=106.09 CL=106.09 TL=110.11	48	A=025°20'50" R=450.00 L=106.09 CL=106.09 TL=110.11
4	A=020°36'54" R=450.00 L=111.91 CL=111.91 TL=110.11	13	A=023°10'26" R=450.00 L=106.09 CL=106.09 TL=110.11	22	A=025°16'17" R=450.00 L=106.09 CL=106.09 TL=110.11	31	A=027°25'36" R=450.00 L=106.09 CL=106.09 TL=110.11	40	A=032°37'13" R=450.00 L=106.09 CL=106.09 TL=110.11	49	A=025°20'50" R=450.00 L=106.09 CL=106.09 TL=110.11
5	A=028°38'37" R=450.00 L=224.15 CL=221.84 TL=114.45	14	A=051°37'35" R=450.00 L=138.16 CL=138.16 TL=114.45	23	A=039°16'49" R=450.00 L=138.16 CL=138.16 TL=114.45	32	A=009°39'49" R=450.00 L=138.16 CL=138.16 TL=114.45	41	A=012°53'58" R=450.00 L=138.16 CL=138.16 TL=114.45	50	A=031°21'09" R=450.00 L=138.16 CL=138.16 TL=114.45
6	A=018°01'56" R=450.00 L=141.62 CL=141.62 TL=114.45	15	A=011°11'41" R=450.00 L=141.62 CL=141.62 TL=114.45	24	A=002°21'19" R=450.00 L=141.62 CL=141.62 TL=114.45	33	A=044°31'44" R=450.00 L=141.62 CL=141.62 TL=114.45	42	A=011°41'50" R=450.00 L=141.62 CL=141.62 TL=114.45	51	A=012°02'33" R=450.00 L=141.62 CL=141.62 TL=114.45
7	A=004°05'38" R=450.00 L=171.45 CL=171.45 TL=114.45	16	A=042°49'25" R=450.00 L=171.45 CL=171.45 TL=114.45	25	A=009°50'48" R=450.00 L=171.45 CL=171.45 TL=114.45	34	A=066°56'10" R=450.00 L=171.45 CL=171.45 TL=114.45	43	A=044°31'44" R=450.00 L=171.45 CL=171.45 TL=114.45	52	A=012°02'33" R=450.00 L=171.45 CL=171.45 TL=114.45
8	A=016°01'53" R=450.00 L=189.50 CL=189.50 TL=114.45	17	A=005°45'48" R=450.00 L=189.50 CL=189.50 TL=114.45	26	A=038°36'50" R=450.00 L=189.50 CL=189.50 TL=114.45	35	A=018°01'30" R=450.00 L=189.50 CL=189.50 TL=114.45	44	A=010°40'01" R=450.00 L=189.50 CL=189.50 TL=114.45	53	A=077°37'27" R=450.00 L=189.50 CL=189.50 TL=114.45
9	A=054°41'11" R=450.00 L=276.60 CL=276.60 TL=114.45	18	A=042°03'55" R=450.00 L=276.60 CL=276.60 TL=114.45	27	A=032°39'32" R=450.00 L=276.60 CL=276.60 TL=114.45	36	A=012°04'49" R=450.00 L=276.60 CL=276.60 TL=114.45	45	A=020°30'26" R=450.00 L=276.60 CL=276.60 TL=114.45	54	A=031°57'29" R=450.00 L=276.60 CL=276.60 TL=114.45



COMMERCIAL LAND USE TABLE - O-3 & B-2 USE AREA

LOT/BLOCK	ZONING (USE)	LOT AREA (ACRE)	BUILDING AREA (SQ FT) OPTION 1 PEDESTRIAN ORIENTATION
LOT 1/ BLOCK 1	COMMERCIAL	4.50	45,000
LOT 2/ BLOCK 1	COMMERCIAL	0.53	5,000
LOT 3/ BLOCK 1	COMMERCIAL	1.85	13,000
LOT 1/ BLOCK 2	COMMERCIAL	1.70	6,500
LOT 2/ BLOCK 2	COMMERCIAL	1.43	17,500
LOT 3/ BLOCK 2	COMMERCIAL	1.47	13,000
LOT 4/ BLOCK 2	COMMERCIAL	1.20	10,000
LOT 1/ BLOCK 3	COMMERCIAL	1.42	14,000
LOT 2/ BLOCK 3	COMMERCIAL	1.66	5,000
LOT 3/ BLOCK 3	COMMERCIAL	1.48	10,000
LOT 4/ BLOCK 3	COMMERCIAL	1.74	5,000
LOT 1/ BLOCK 4	COMMERCIAL	7.51	87,000
TOTAL O-3 & B-2 LOTS		26.29	231,000

P.U.D. RESIDENTIAL DENSITY ALLOWED

RESIDENTIAL ACRES	72.45 SINGLE FAM (R3)	38.96 MULTI FAM (R5 & B2)
MAX. DENSITY UNITS/ACRE	6.96	29.04
MAXIMUM RESIDENTIAL UNITS	504	1131
P.U.D. RESIDENTIAL DENSITY UTILIZATION AS SHOWN ON PLAN	358	960
SUBTOTAL	358	960
UNASSIGNED	27	171
APPROVED RESIDENTIAL UNITS	385	1131

* 171 UNASSIGNED MULTI-FAMILY UNITS MAY BE BUILT IN THE B-2 AREA OUTSIDE OF THE PIPELINE PLANNING AREA.

LEGEND

---	EASEMENT		PIPELINE PLANNING AREA
---	PROPOSED SETBACK (B2, O3, AND R5 AREAS SHOWN)		
---	PROPOSED ROW		
---	P.U.D. BOUNDARY		
---	LIMITS OF CONSERVATION EASEMENT		
---	HIGH-PRESSURE GAS PIPELINE		
---	EXISTING 100-YR FLOOD PLAIN		
---	PROPOSED 100-YR FLOOD PLAIN		
---	PROPOSED SANITARY SEWER		
---	PROPOSED WATER MAIN		

601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508

Olsson.com
TEL: 402.474.6311
FAX: 402.474.5063
Olsson - Engineering
Nebraska COA #CA-0638

REV.	DATE	DESCRIPTION
1	8/13/21	MULTI-FAMILY REVISION
2	8/13/21	LOT LAYOUT ON BLOCKS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54
3	8/13/21	LOT LAYOUT ON BLOCKS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54
4	8/13/21	LOT LAYOUT ON BLOCKS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54
5	8/13/21	LOT LAYOUT ON BLOCKS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54

designed by: JRM
checked by: EAC
project no.: 020-04933
date: 08.19.2026

SHEET
3 of 14

LEGAL DESCRIPTION

A TRACT OF LAND COMPOSED OF OUTLOTS 'A' AND 'B', WILDERNESS HEIGHTS ADDITION; LOT 1, AND OUTLOT 'B', WILDERNESS HEIGHTS 1ST ADDITION; LOT 1 AND THE REMAINING PORTION OF LOT 2, BLOCK 1, AND OUTLOT 'A', WILDERNESS HEIGHTS 2ND ADDITION; OUTLOT 'A', WILDERNESS HEIGHTS 3RD ADDITION; LOT 1, WILDERNESS HEIGHTS 4TH ADDITION; LOTS 1 THROUGH 22, BLOCK 1, LOTS 1 THROUGH 8, BLOCK 2, AND LOTS 1 THROUGH 9, BLOCK 3, WILDERNESS HEIGHTS 6TH ADDITION; LOTS 1 THROUGH 24, BLOCK 1, LOTS 1 THROUGH 20, BLOCK 2, LOTS 1 THROUGH 6, BLOCK 3, LOTS 1 AND 2, BLOCK 4, OUTLOTS 'A', 'B', 'C', 'F' AND 'H', WILDERNESS HEIGHTS 7TH ADDITION; OUTLOT 'A', WILDERNESS HEIGHTS 9TH ADDITION; LOTS 1, 2, AND 3, WILDERNESS HEIGHTS 10TH ADDITION; OUTLOTS 'A', 'B', 'D' AND 'F', A PORTION OF OUTLOTS 'C' AND 'E', WILDERNESS HEIGHTS 11TH ADDITION; LOTS 1 AND 2, WILDERNESS HEIGHTS 12TH ADDITION; LOT 1 AND OUTLOT 'A', WILDERNESS HEIGHTS 13TH ADDITION; LOTS 1 THROUGH 41 BLOCK 1, LOTS 1 THROUGH 12, BLOCK 2, LOTS 1 THROUGH 24, BLOCK 3, WILDERNESS HEIGHTS 14TH ADDITION; A PORTION OF LOTS 4 THROUGH 8, BLOCK 1, TOWER HEIGHTS ADDITION; ALL LOCATED IN THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., AND COMPOSED A PORTION OF OUTLOTS 'C' AND 'E', WILDERNESS HEIGHTS 11TH ADDITION, LOCATED IN THE SOUTHWEST QUARTER ALL IN SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M.; THENCE, EASTERLY, ON THE NORTH LINE OF SAID NORTHWEST QUARTER, ON AN ASSUMED BEARING OF N89°51'06"E, A DISTANCE OF 87.90' TO A POINT; THENCE S00°08'54"E, A DISTANCE OF 60.00' TO THE NORTHWEST CORNER OF OUTLOT 'A', WILDERNESS HEIGHTS 1ST ADDITION, SAID POINT BEING ON A SOUTH RIGHT-OF-WAY LINE OF YANKEE HILL ROAD, SAID POINT BEING **THE TRUE POINT OF BEGINNING**; THENCE N89°51'06"E, ON A LINE 60.00' SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 230.62' TO A POINT; THENCE S00°08'54"E, A DISTANCE OF 10.00' TO A POINT; THENCE N89°51'06"E, ON A SOUTH LINE OF SAID RIGHT-OF-WAY, SAID LINE ALSO BEING 70.00' SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 336.49' TO A POINT, THENCE N00°08'54"W, A DISTANCE OF 20.00' TO A POINT; THENCE N89°51'06"E, ON A LINE 50.00' SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 1,985.76' TO A POINT; THENCE S00°04'33"W, ON THE EAST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 2,592.30' TO THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE S89°59'32"W, ON THE SOUTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 410.18' TO A POINT; THENCE S18°48'28"W, A DISTANCE OF 122.37' TO A POINT; THENCE S12°20'27"W, A DISTANCE OF 3.86' TO A POINT; THENCE S89°51'24"W, A DISTANCE OF 108.77' TO A POINT; THENCE N00°00'54"W, A DISTANCE OF 119.86' TO A POINT; THENCE S89°59'32"W, ON THE SOUTH LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 463.60' TO A POINT; THENCE S83°59'24"W, A DISTANCE OF 216.80' TO A POINT; THENCE S83°00'15"W, A DISTANCE OF 79.82' TO A POINT; THENCE S64°24'40"W, A

DISTANCE OF 63.13' TO A POINT; THENCE N32°47'19"W, A DISTANCE OF 70.94' TO A POINT; THENCE S89°59'32"W, ON THE SOUTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 1,172.37' TO A POINT BEING 50.00' EAST OF THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE N00°02'40"W, ON A LINE BEING 50.00' EAST OF AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 884.77' TO A POINT; THENCE N08°33'29"E, A DISTANCE OF 100.28' TO A POINT BEING 65.00' EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE N00°02'40"W, ON A LINE BEING 65.00' EAST OF AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 334.05' TO A POINT; THENCE N89°55'19"E, A DISTANCE OF 5.00' TO THE SOUTHWEST CORNER OF SAID OUTLOT 'A', WILDERNESS HEIGHTS ADDITION; THENCE N00°02'40"W, ON A WEST LINE OF SAID OUTLOT 'A', SAID LINE BEING AN EAST LINE OF SOUTH 40TH STREET RIGHT-OF-WAY, SAID LINE ALSO BEING 70.00' EAST OF AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 215.37' TO A WEST CORNER OF SAID OUTLOT 'A'; THENCE N52°11'02"E, ON A NORTHWEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 67.00' TO A NORTHWEST CORNER OF SAID OUTLOT 'A', SAID POINT BEING ON A SOUTH RIGHT-OF-WAY LINE OF HOHENSEE DRIVE; THENCE N89°57'20"E, ON A SOUTH LINE OF SAID RIGHT-OF-WAY, A DISTANCE OF 57.98' TO A POINT OF CURVATURE FOR A CURVE IN A CLOCKWISE DIRECTION HAVING A CENTRAL ANGLE OF 13°13'09", A RADIUS OF 594.00', AN ARC LENGTH OF 137.05' ON A SOUTH LINE OF SAID RIGHT-OF-WAY, A CHORD LENGTH OF 136.74', A TANGENT LENGTH OF 68.83', AND A CHORD BEARING OF S83°26'06"E, TO A POINT; THENCE N13°10'29"E, A DISTANCE OF 108.00' TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 13°13'09", A RADIUS OF 702.00', AN ARC LENGTH OF 161.97', ON A NORTH LINE OF SAID RIGHT-OF-WAY, A CHORD LENGTH OF 161.61', A TANGENT LENGTH OF 81.34', AND A CHORD BEARING OF N83°26'06"W TO A SOUTH CORNER OF SAID LOT 1, WILDERNESS HEIGHTS 1ST ADDITION ; THENCE S89°57'20"W, ON A SOUTH LINE OF SAID LOT 1, WILDERNESS HEIGHTS 1ST ADDITION, SAID LINE BEING A NORTH LINE OF SAID RIGHT-OF-WAY, A DISTANCE OF 57.98' TO A SOUTHWEST CORNER OF SAID LOT 1, WILDERNESS HEIGHTS 1ST ADDITION, SAID POINT BEING ON A EAST RIGHT-OF-WAY LINE OF SOUTH 40TH STREET; THENCE N59°23'49"W, ON A SOUTHWEST LINE OF SAID LOT 1, WILDERNESS HEIGHTS 1ST ADDITION, SAID LINE BEING A NORTHEAST LINE OF SAID RIGHT-OF-WAY, A DISTANCE OF 65.58' TO A WEST CORNER OF SAID LOT 1, WILDERNESS HEIGHTS 1ST ADDITION , SAID POINT BEING 66.55' EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE N06°53'14"W, ON A WEST LINE OF SAID LOT 1, WILDERNESS HEIGHTS 1ST ADDITION , SAID LINE BEING AN EAST LINE OF SOUTH 40TH STREET RIGHT-OF-WAY, A DISTANCE OF 54.95' TO A WEST CORNER OF SAID LOT 1, WILDERNESS HEIGHTS 1ST ADDITION, SAID POINT BEING 60.00' EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE N00°02'40"W, ON A WEST LINE OF SAID LOT 1, AND ON AN EAST LINE OF SAID RIGHT-OF-WAY, SAID LINE ALSO BEING 60.00' EAST OF AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 477.56' TO A POINT; THENCE N89°57'20"E, ON A SOUTH LINE OF SAID RIGHT-OF-WAY, A DISTANCE OF 10.00' TO A POINT; THENCE N00°02'40"W, ON AN EAST LINE OF SAID RIGHT-OF-WAY, SAID LINE ALSO BEING 70.00' EAST OF AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A

DISTANCE OF 310.02' TO A POINT; THENCE N44°53'23"E, ON A SOUTHEAST LINE OF SAID RIGHT-OF-WAY, A DISTANCE OF 25.49' TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA 6,659,381.11 SQUARE FEET OR 152.87 ACRES, MORE OR LESS.

F:\2024\00001-00500\024-00050\40-Design\Survey\SRVY\Description\25-10-3 Wilderness Heighs PUD update.doc



August 19, 2026

Mr. David Cary
Planning Department, City of Lincoln
555 South 10th Street
Lincoln, Nebraska 68508

Re: Wilderness Heights 18th Addition
Amendment to the Wilderness Heights PUD
Olsson project no. 026-04933

Dear Mr. Cary:

On behalf of Lincoln Federal Bancorp, Inc., we are requesting an Amendment to the Wilderness Heights PUD CZ07060E located in the Northwest Quarter of Section 29 Township 09, Range 07 East of the 6th P.M., Lancaster County, Nebraska.

We are requesting a change to the lot configurations of blocks 6, 7, 15, and lots 19-44 in block 4 from single-family detached to townhome lots, and in blocks 13, 16, and lots 1-18 in block 4 to higher density single-family detached lots. With the increase in density, the total lot count increases from 279 to 358, exceeding the total unassigned units. With this amendment, we're requesting 64 additional units to bring the total unassigned units up to 27, which is an increase of 20% of the previously approved units.

We're also requesting the associated waivers in the townhome blocks that have been previously approved for the selected floorplan that will be used by the builder. The numbering below follows the numbering of the current final approved plan and updated with the townhome blocks. We'll also be requesting a reduction in lot square footage for the R-3 single-family detached to accommodate the proposed lot configuration and site layout.

6. Reduce the lot area minimum for R-3 other allowed uses to 2,300 square feet on blocks 6-10 & 14-15.
7. Reduce the minimum lot width for R-3 other allowed uses to 23 feet for blocks 6-10 & 14-15.
8. Reduce the side yard setback for R-3 other allowed uses to 0 feet if party wall for blocks 6-10 & 14-15.
9. Reduce the rear yard setback for R-3 other allowed uses to 20 feet on blocks 6-10 & 14-15.
10. Reduce the lot area minimum for R-3 single-family dwellings to 5,000 square feet on blocks 13, 14, & 16. (NEW)

Attached please find the following:

1. Application
2. Application fee in the amount of \$1,176.00

The revised plans will be uploaded when the ProjectDox folder has been created. Please contact me if you have any questions or require additional information.

Sincerely,



Elizabeth Potter, P.E.
(531) 365 – 4608
epotter@olsson.com

Encls. / Attachments

cc: File

August 19, 2026

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LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Special Permit #26033

FINAL ACTION?
Yes

DEVELOPER/OWNER
TJK Investments Inc.

PLANNING COMMISSION HEARING DATE
September 16, 2026

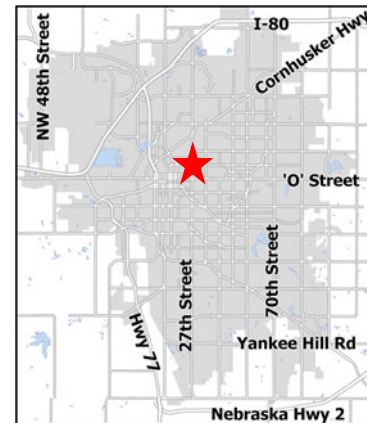
RELATED APPLICATIONS
None

PROPERTY ADDRESS/LOCATION
Southwest corner of N 28th Street &
Vine Street.

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for a Special Permit to allow the Containers on Vine Phase 2 Community Unit Plan (CUP) for up to 7 single family dwelling units on property zoned R-4 Residential. The site is located at the southwest corner of N 28th Street and Vine Street. The existing single family dwelling located at 745 N 28th Street will be included in the CUP as one of the seven dwellings allowed. The CUP includes waivers associated with reduced front and rear yard setbacks similar to the existing neighborhood, along with waivers the Design Standards related to building orientation and roof pitch.



JUSTIFICATION FOR RECOMMENDATION

The special permit is justified as the CUP proposes additional residential dwellings as infill within the existing neighborhood. The site will utilize a vacant and residentially zoned lot to provide smaller and more affordable dwelling units with associated parking on site. The requested waivers to setbacks are compatible with the existing residential neighborhood and provide flexibility with location of the six dwellings and parking on site.

APPLICATION CONTACT

Shive-Hattery, Codah Gatewood,
(402) 477-1666

STAFF CONTACT

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The proposed request is compatible with the 2050 Comprehensive Plan as this site is shown for future urban residential and commercial on the Future Land Use map. The designation as future urban residential encourages varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. All types of housing can be appropriate in this designation depending upon the location and circumstances. This could range from detached single family, duplex and missing middle, to high density multifamily. This project will accomplish goals of supporting residential infill within the existing city limits and providing additional housing options and styles.

WAIVERS

1. To LMC 27.72.020(a) to reduce the front yard setback from 25' to 20 feet. (Recommend Approval)
2. To LMC 27.72.020(a) to reduce the rear yard setback to 20 feet. (Recommend Approval)
3. To Design Standards Chapter 3 to allow a 3:12 pitch roof on dwellings. (Recommend Approval)
4. To Design Standards Chapters 3 for building orientation of residential dwellings. (Recommend Approval)

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as future urban residential and commercial on the 2050 Future Land Use Plan.

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

The Community in 2050

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

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

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

Benefits of Well-Planned Growth

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

Goals Section

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

G2: Complete Neighborhoods. Lincoln and Lancaster County will support complete neighborhoods within both developing and redeveloping areas of Lincoln. A complete neighborhood is one where residents are able to get the goods and services to meet daily needs within 15 minutes of their residence including a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational

facilities, affordable active transportation options, and civic amenities. Housing variety should include townhomes, senior living facilities, low/no maintenance condominiums, accessory dwelling units, multi-family development, and even small lot single-family.

Elements Section

E1: Complete Neighborhoods and Housing

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

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

Existing Neighborhoods

The diversity of architecture, housing types and sizes are central to what make existing neighborhoods great places to live. New construction should continue the architectural variety, but in a manner that is sensitive to the existing neighborhoods.

Infill and redevelopment is supported and must respect the street pattern, block sizes, and development standards of the area, such as parking at the rear and porches, windows, and doors on the front street side.

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

Modest opportunities for redevelopment may also be appropriate along “neighborhood edges.” Neighborhood edges include arterial streets and transition zones between lower density residential and commercial areas.

E2: Infill and Redevelopment

Infill and Redevelopment Approach

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

Neighborhood Edges

Neighborhood edges present an opportunity for missing middle housing, which can help expand affordable housing options and overall housing choice in the community. Missing middle housing includes “house-scale” buildings that provide typically 3 to 12 units and fit in with the character of single-family neighborhoods.

Criteria to consider when locating and designing neighborhood edge redevelopment should include:

- Provide direct or adjacent access to an arterial street to minimize traffic impacts on neighborhood streets.
- In some cases a transition zone may be needed when creating higher-density redevelopment adjacent to lower density neighborhoods.

- Target legacy commercial sites and abandoned, vacant, or blighted parcels for new missing middle housing.
- Consider the character of adjacent built environment in both the design and location of buildings.

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.

Policies Section

P1: Housing Affordability - Make available a safe residential dwelling for all residents.

Action Steps

1. Implement the housing and neighborhood strategies as embodied in the Affordable Housing Coordinated Action Plan, City of Lincoln Consolidated and 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.
2. Distribute and preserve affordable housing throughout the community to be near job opportunities and public transit and to provide housing choices within existing and developing neighborhoods.
3. Encourage public/private partnerships with housing entities such as Lincoln Housing Authority, Affordable Housing Initiatives, Habitat for Humanity, and NeighborWorks Lincoln.
4. Provide for more education of the public about affordable housing and code enforcement.
5. Promote the preservation, maintenance and renovation of existing housing and neighborhoods throughout the city, with special emphasis on low and moderate income neighborhoods.
6. Preserve the existing affordable housing stock, increase the supply of affordable owner and renter units, and add more variety in housing types.

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.
9. Implement elements of Complete Neighborhoods for existing neighborhoods. ...
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.

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

Action Steps

1. Encourage redevelopment of aging and underutilized commercial centers, along with other large sites in existing areas such as former schools and residential acreages, to add a variety of housing types that are affordable to diverse income levels. A mix of residential and commercial uses is desirable in locations with good visibility and access, such as most existing commercial centers, but in some cases redevelopment sites are more suited for exclusively residential uses.
2. Encourage redeveloped commercial centers to incorporate a variety of medium and high-density housing affordable to diverse income levels that could serve as a transitional use to less intensive residential development and benefit from walkable access to the commercial area and transit.
4. Provide a mechanism for adjustments in older zoning districts to lot area, height, setbacks, and parking standards, similar to the provisions already available for newer districts.
5. Strive for predictability for neighborhoods and developers for residential development and redevelopment.
6. Encourage efforts to find new uses for abandoned, under-utilized or “brownfield” sites that are contaminated, through redevelopment and environmental mitigation.
7. Environmentally sensitive areas (i.e. floodplains, wetlands, native prairie) may not be appropriate for redevelopment. When redevelopment does occur, environmentally sensitive areas need to be considered and incorporated holistically as part of a redevelopment project.

CLIMATE ACTION PLAN SPECIFICATIONS:

- p. 11 Key Initiative – Transition to Low-Carbon Energy.
- Continue incentive-based (residential, commercial, or industrial) programs promoting the installation of renewable energy systems. Incentives may include offering rebates on purchasing equipment, attractive net metering pricing, tax incentives, height allowances, setback, and area-based incentives, expedited permitting, and others.
- p. 14 Key Initiative - Build a Decarbonized and Efficient Transportation System.
- Continue to encourage mixed-use development in the Comprehensive Plan.
 - Consider Transit Oriented Development policies in the update of the Comp Plan 2050.

ANALYSIS

1. This is a request for a Special Permit for the Containers on Vine Phase 2 Community Unit Plan (CUP) located at the southwest corner of N 28th Street and Vine Street for up to 7 single family dwelling units. The property is zoned R-4 Residential with the total CUP area of 1.02 acres which is measured to the centerline of the abutting right-of-way line. The area of developable area within the CUP is .69 acres which is used for calculating the allowed density in R-4 zoning. The CUP proposes six new dwelling units and includes one existing dwelling unit for a total of 7 single family units.
2. The property is surrounded by both commercial and residential zoning. To the north and west is B-3 Commercial along both N 27th Street and Vine Street, consisting of a mix of multitenant commercial buildings and B-3 uses. The multitenant commercial building zoned B-3 abutting this property is also owned by the applicant, TJK Investments Inc. To the south and east is R-4 Residential consisting of both single and two-family residential.
3. The CUP is being proposed as an infill project as the second phase to the existing “container home” at 745 N 28th Street which is owned by the applicant. This existing dwelling is included within the CUP boundary, with six new single family dwellings located to the south along N 28th Street. The six dwellings will be arranged in a semi-circular layout on one larger lot. The lot will have two detached, three-car garages and parking areas shared by the units located off the existing north-south alleyway.
4. The proposed dwelling design is intended to match the existing container constructed home at 745 N 28th Street. The applicant submitted the residential elevations and layout which were discussed by the Urban Design Committee at the September 1st meeting. The project was unanimously supported by the Urban Design Committee. The six new units are proposed to be a 2-story design and approximately 980 square feet each.
5. Following the CUP density calculations, the R-4 zoning district would allow 13.93 dwellings per acre. The developable area within this CUP is approximately .69 acres, which would allow a maximum of 9 residential dwelling units. Since the existing home along Vine Street is within the CUP, this leaves 8 allowed units. The CUP only proposes six new dwelling units, for a total of seven units within the CUP boundary and below the allowed R-4 density.
6. The applicant has requested the following waivers with thin the CUP:

- a. To LMC 72.62.020(a) to reduce the front yard setback from 25’ to 20 feet.

This waiver is being added as the slight reduction will add flexibility in site layout, specifically to ensure the detached garages on the rear of the lot can meet spacing requirements to the shown dwelling units. A 20’ front yard setback is compatible with the surrounding neighborhood as many of the existing homes surrounding this site have varying setbacks ranging from 17’ to 25 feet approximately.

- b. To LMC 72.62.020(a) to reduce the rear yard setback to 20 feet.

This waiver is justified with the layout of the site and orientation of dwellings. Following the LMC this site would require a larger rear yard setback for All Other Uses at 30 feet. The reduction to 20 feet will allow the site to follow the single and two-family setback within R-4, similar to the surrounding homes on this street. A reduced setback is not expected to adversely impact the abutting commercial property to the west as the site is B-3 commercial also owned by the applicant with a shared alleyway separating the block.

- c. To Design Standards Chapter 3.75(4.1.1) to allow a roof pitch of 3:12.

This waiver is consistent with the overall design of this project as it will allow the six new dwelling units to also match the existing home to the north. With this, the dwellings will utilize prefabricated containers as the primary construction aspect for each dwelling with an intent to provide narrow dwellings with smaller floor areas.

- d. To Design Standards Chapter 3.75(4.1.2) to allow residential structures to be oriented away from the street.
This waiver is reflected on the site layout as the six dwelling units will be arranged in a semi-circular shape, open to N 28th Street. The six units will be placed to all face a common green space in the middle. The two residential units on each end will still meet Neighborhood Design Standards related to required openings and provide a front door and porch facing N 28th Street, helping match the character of the existing homes along N 28th Street.
7. The project is aligned with numerous goals within the 2050 Comprehensive Plan encouraging infill residential development on vacant sites within the city limits but also providing additional units that aid in affordability aspects and smaller floor areas. The associated waivers are compatible with the surrounding area while allowing for the infill project which provides a variety in dwelling styles and sizes.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: R-4 Residential, Single Family Dwelling

SURROUNDING LAND USE & ZONING

North: Multi-tenant commercial / single family dwellings	B-3 Commercial & R-4 Residential
South: Single family dwellings	R-4 Residential
East: Single family dwellings	R-4 Residential
West: Multi-tenant commercial	B-3 Commercial

APPROXIMATE LAND AREA: 1.02 acres, more or less

LEGAL DESCRIPTION: Remaining portions of Lots 1-4, Block 2, Houtz & Baldwins Subdivision, Lincoln, Lancaster County, Nebraska.

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

Date: September 3, 2026

Applicant/
Contact: Shive-Hattery Architecture
Codah Gatewood
(402) 477-1666

Owner: TJK Investments Inc.

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/SP/26000/SP26033 Containers On Vine CUP.bmc.docx>

CONDITIONS OF APPROVAL – SPECIAL PERMIT #26033

Per Section 27.63.65 this approval permits the Containers on Vine Phase 2 Community Unit Plan for up to seven dwelling units with the following waivers:

1. To LMC 27.72.020(a) to reduce the front yard setback from 25' to 20 feet. (Recommend Approval)
2. To LMC 27.72.020(a) to reduce the rear yard setback to 20 feet. (Recommend Approval)
3. To Design Standards Chapter 3 to allow a 3:12 pitch roof on dwellings. (Recommend Approval)
4. To Design Standards Chapters 3 for building orientation of residential dwellings. (Recommend Approval)

Site Specific Conditions:

1. Before receiving building permits (if no final plat is required) or before a final plat is approved (if final plat is required) the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including **2** copies with all required revisions and documents as listed below:
 - 1.1 Revise or provide a separate cover sheet to clearly show boundary of the CUP.
 - 1.2 Add legal description of the property within the CUP to the cover sheet.
 - 1.3 Revise to the property with six units as one large lot, with one large building envelope matching the requested setbacks.

Standard Conditions:

2. The following conditions are applicable to all requests:
 - 2.1 Before occupying the dwelling units all development and construction shall substantially comply with the approved plans.
 - 2.2 All privately-owned improvements, including landscaping and recreational facilities, shall be permanently maintained by the Permittee or an appropriately established homeowners association approved by the City.
 - 2.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.
 - 2.4 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.

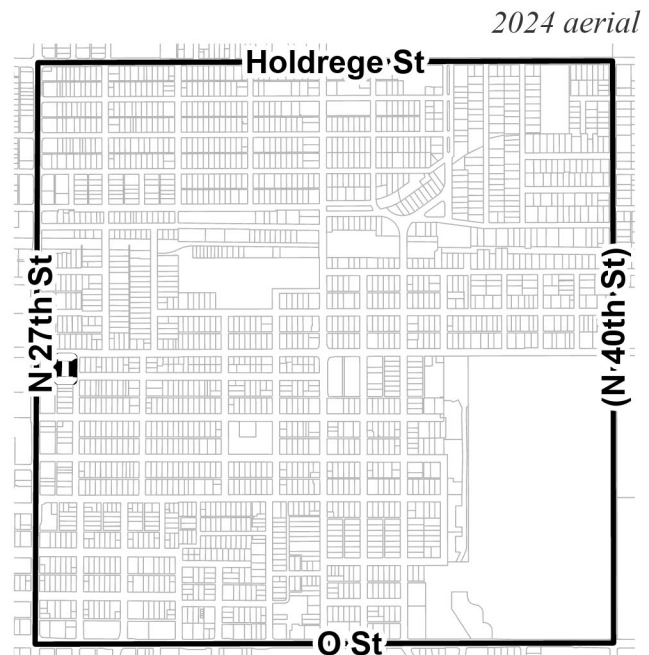
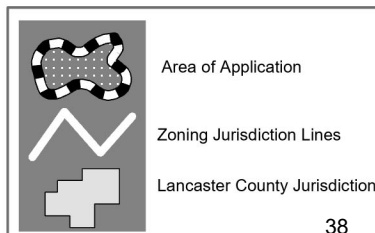
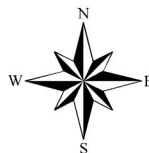


Special Permit #: SP26033
Containers on Vine Phase 2 CUP
N 28th St & Vine St

Zoning:

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

One Square Mile:
 Sec.19 T10N R07E



SITE PLAN
181'-0" x 249'-5"
44515 SF
1.02 ACRES

Vine Street

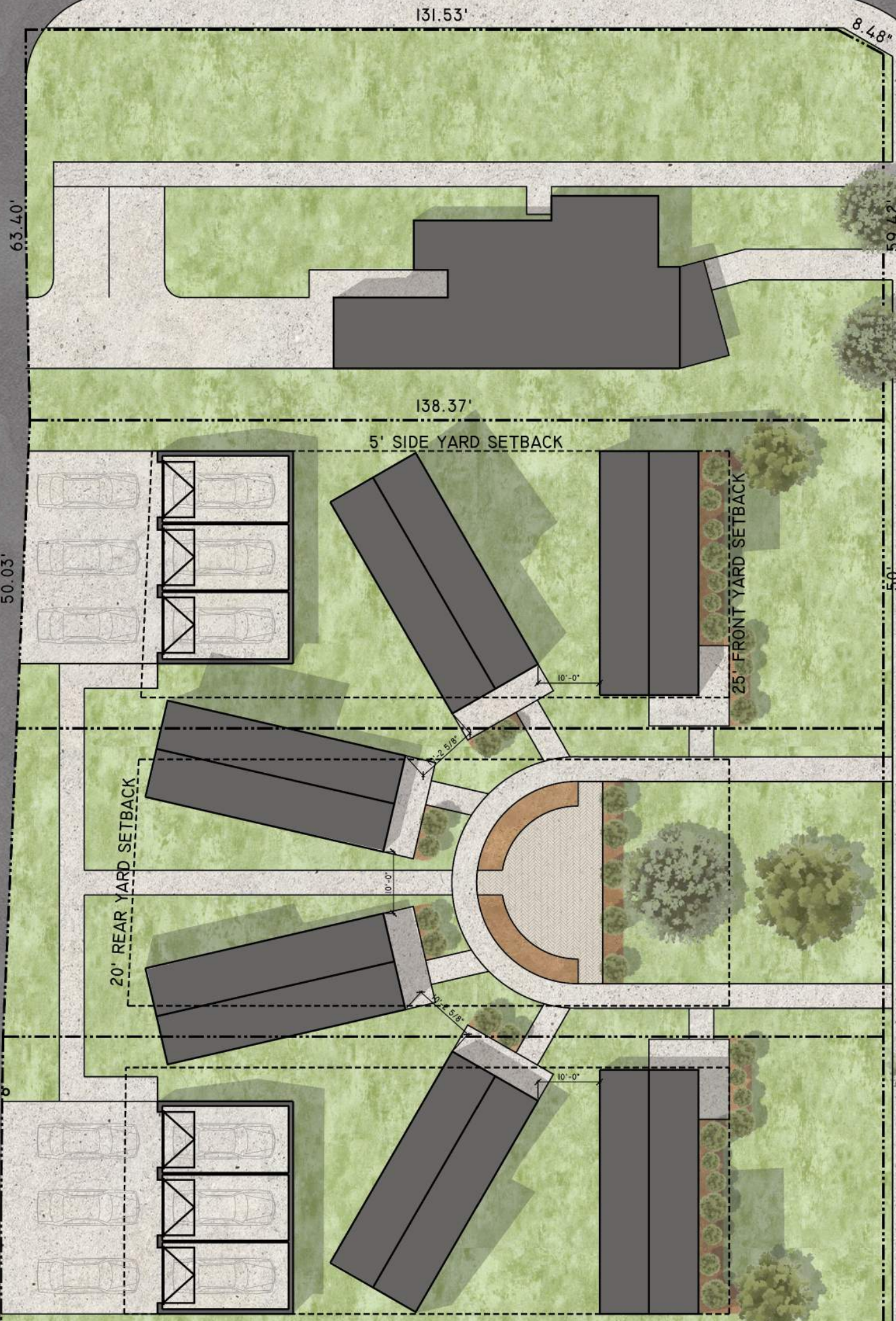
North 28th Street

NORTH 28TH STREET
CENTERLINE

Public Alleyway

CYCLEWORKS & MOOSE'S TOOTH TO WEST

ALLEYWAY
CENTERLINE



EXISTING STRUCTURE

EXISTING STRUCTURE

6 Driveway Stall
6 Garage Stalls
12 Total Stalls

6 single structures
6 units
6 - 2 BR

OPTION 01
1"=20'-0"

City of Lincoln Urban Design Committee
555 S. 10th St., Ste. 203
Lincoln, NE 68508

August 18, 2026

Special Permit Application – Container on Vine Phase 2 Project Letter

Mr. Callahan,

We have been working with TJK Investments on the Container on Vine project. The project was originally envisioned as a series of buildings similar in scope and form to the existing Containers on Vine structure at the corner of 28th and Vine.

The site in question is Parcel ID 1719300030000, located within the Houtz and Baldwins Subdivision (W1/2 NW SW 19-10-7), Block 2, Lot 1.

Since the initial approval, we have revised our approach for the next phase of development on the remaining three adjacent lots. The updated proposal includes six single-family residential structures across the three lots, along with a limited number of detached garages to support these residences.

The 6 residential structures are to be 2 story, 980 square feet each. The 2 detached garage structures to be 760 square feet each accessible from the alley. Each of those garages will provide 3 stalls on the inside with room to provide 3 driveway stalls to the alley. This will bring a total of 6 garage stalls and 6 driveway stalls for the project.

The structures fit within the setbacks required within the R-4 Zoning, with the exception of the Rear Setback, which we are requesting to waive to be consistent with single- and two-family homes. This separation provides an appropriate buffer for fire safety while also maintaining a comfortable spacing between homes that is consistent with the character and development pattern of the surrounding neighborhood.

New trees, shrubs, grasses, etc. provide a more welcoming site that is cohesive with the surrounding neighborhood.

The structures are also provided with covered porches on each single-family home. This is provided to engage with the provided community space. The community space in this little pocket neighborhood utilizes some portions of the shipping containers that were not utilized during construction to provide shade structures for community sitting areas.

The slope of the roof is congruent to the adjacent Containers on Vine duplex to the north. We wanted to keep the single slope aesthetic that already exists, and ties these structures together.

Preliminary review of the Municipal Code shows that the project could be allowed in R-4 zoning, using a Special Permit through Community Unit Plan. Please see attached documentation for additional information and proposed waivers regarding the project and this proposed Community Unit Plan.

Thank you for your time and consideration.

Sincerely,
Codah L. Gatewood
Shive-Hattery Architecture



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

APPLICATION NUMBER Comprehensive Plan Conformance #26006	FINAL ACTION? No	DEVELOPER/OWNER N/A
PLANNING COMMISSION HEARING DATE September 16, 2026	RELATED APPLICATIONS None	PROPERTY ADDRESS/LOCATION Lancaster County

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

BRIEF SUMMARY OF REQUEST

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 are in progress for the current fiscal year as well as projects planned for the next six years. The Program is updated annually.

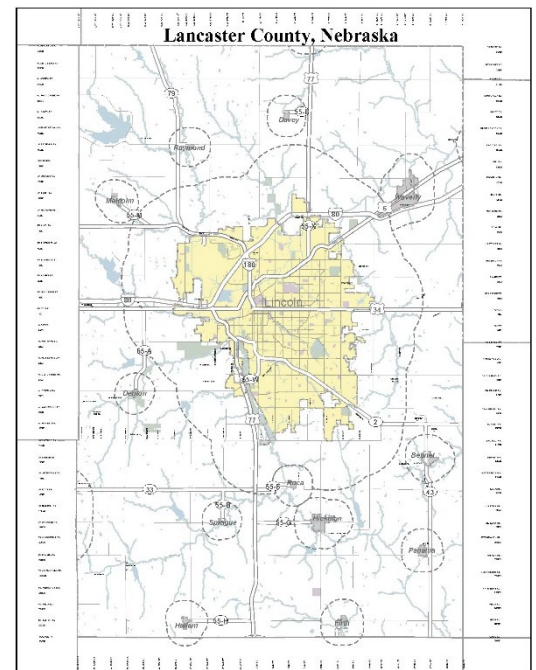
Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed *Lancaster County Road and Bridge Construction Program, Fiscal Years 2027 and 2028-2032* with regard to its conformity with the current 2050 Lincoln-Lancaster County Comprehensive Plan.

JUSTIFICATION FOR RECOMMENDATION

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, 2027 and 2028-2032*, to be generally in conformance with the Comprehensive Plan.



APPLICATION CONTACT

Pam Dingman, County Engineer
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pdingman@lancaster.ne.gov

STAFF CONTACT

Rachel Christopher, Transportation Planner
Lincoln-Lancaster Planning and Development Services Department and Lincoln MPO
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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 project programming priorities.

ANALYSIS

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 2026		FY 2027	
	Roads	Bridges	Roads	Bridges
County	\$6,296,868	\$11,736,324	\$2,600,600	\$1,139,000
State	\$0	\$0	\$0	\$0
Federal	\$1,300,000	\$0	\$14,570,400	\$2,664,000
Other Sources	\$0	\$1,162,287	\$0	\$0
TOTAL	\$7,596,868	\$12,898,611	\$17,171,000	\$3,803,000

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

Date: September 3, 2026

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

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPC/26000/CPC26006 County One and Six.rkc.docx>

Road Projects Completed or In Progress in FY 2026

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]

Intersection Improvements. This project is in Conformance with Plan.

- 148th and Holdrege Streets, [Construction]

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. This project is in Conformance with Plan.

- Pine Lake Road (S. 112th Street to S. 148th Street), 2.5 miles [Construction]

Bridge Projects Completed or In Progress in FY 2026

Engineering for future bridge improvements. This project is in Conformance with Plan.

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

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

- 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.

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

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.

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]
- NW 19th Street (C-262) in Little Salt Township (IN-28) [Removal]

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.

- N. 98th Street (G-114, G-115, G-226) in North Bluff Township, W-24 [Construction]

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.

Engineering for future bridge improvements and Bridge/drainage structure construction. This project is 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.

Culvert maintenance. This project is in General Conformance with Plan.

- General Culvert Maintenance, Location Varies [Construction]

Bridge maintenance at various locations. This project is in General Conformance with Plan.

- Various Locations [Bridge Maintenance]

Road Projects Programmed for FY 2027

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]
- NW 56th Street (Holdrege Street to I-80), 0.7 miles [Pavement]

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

- Saltillo Road (S. 27th Street to S. 68th Street), 2.75 miles [Utilities, Construction]
- S. 98th Street (A Street to O Street), 1 mile [Engineering, 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]
- S. 68th Street (Hickman Village Limits to Roca Road), 1.5 miles [ROW, Utilities]
- N. 14th Street (Alvo Road to Ashland Road), 11 miles [ROW]

Bridge Projects Programmed for FY 2027

Engineering for future bridge improvements. This project is in General Conformance with Plan.

- W. Van Dorn Street (M-010) in Denton Township, S-36 [Engineering]

Bridge replacement and bridge structures. This project is in General Conformance with Plan.

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

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

- Various Locations [Bridge Maintenance]

Road Projects Programmed for FY 2028-2032

Engineering and right-of-way for future road improvements. This project is 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, 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]
- 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]

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

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

Improvements to an existing paved road. This project is in General Conformance with Plan.

- W. Van Dorn Street (Lincoln City Limits to SW 84th Street), 3.5 miles [Engineering, ROW, Pavement Widening]

Trench widening and overlay involves excavating a narrow trench along the edges of an existing road, filling it with stable base materials, and then placing an overlay of road material across the entire width of the roadway. The project is in General Conformance with Plan because it supports the LRTP goals of maintenance, safety, and funding and cost effectiveness.

Pavement Maintenance. Pavement is maintained with minor and major repairs. These projects are in General Conformance with Plan.

- Various Locations [Pavement Maintenance]

Bridge Projects Programmed for FY 2028-2032

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

- Various Locations [Bridge/Box Culvert Maintenance]

Bridge Standby Projects for FY 2028-2032

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

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

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.

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

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.

Concrete box culvert replaced and upgraded. This project is in Conformance with Plan.

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

Unfunded Future Grant Requests for FY 2028-2032

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.

- Arbor Road (N. 27th Street to Hwy 77), 2 miles [Engineering, ROW, Pavement]
- N. 162nd Street (Davey Road to US-6), 4 miles [Pavement]
- W. Van Dorn Street (SW 84th Street to Seward County Line), 4 miles [Engineering, ROW, Pavement]
- N. 98th Street (Adams Street to US-6), 2.8 miles [engineering, ROW, Pavement]



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 18, 2026

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

To whom it may concern:

Please place the 2027 One and Six-Year Road and Bridge Construction Program on the Planning Commission's agenda for September 16, 2026.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Dingman', written over a faint, larger signature.

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

cc: Lancaster County Board

ONE AND SIX-YEAR ROAD AND BRIDGE CONSTRUCTION PROGRAM

2027 - 2032



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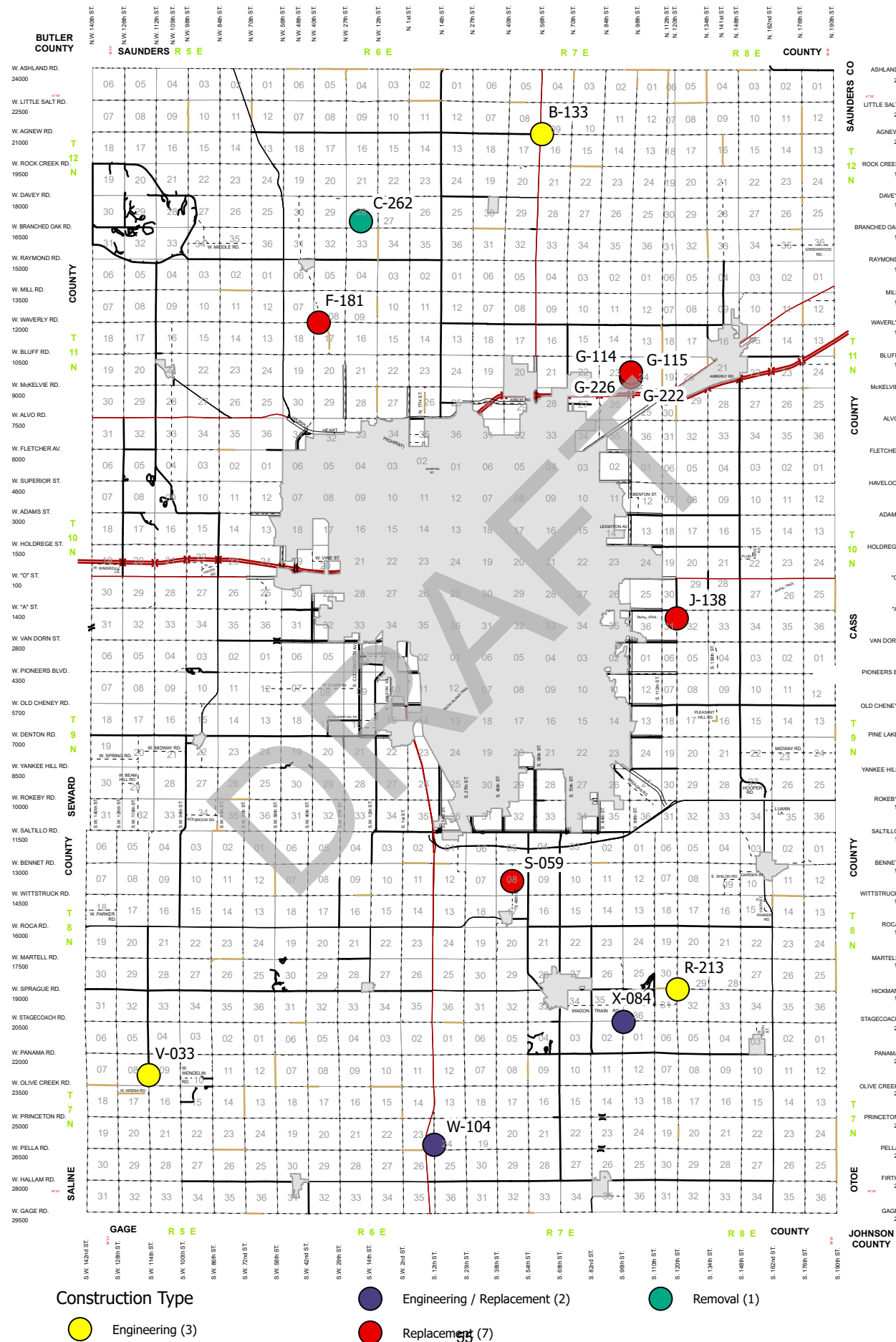


FY26 ROAD PROJECTS

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
Pine Lake S. 112th St to S. 148th St	Stockton S-18, S-17,S-16	24-03	ACSC	100 - 169	2.5	Construction	\$2,047,000
S. 68th Street Hickman Village Limits to Roca Rd	Saltillo W-22, W-27	19-03	Pavement	6,160	1.5	Engineering	\$76,000
148th Street / Holdrege Intersection	Stevens Creek S-16	21-03	-	-	-	Construction	\$82,031
Pavement Preservation	Countywide	-	-	-	-	Construction	\$3,989,868
Below amounts are considered estimates and all funds have not been distributed to Lancaster County							\$6,378,899
N. 14th Street will receive approx., \$920,000 in LCLC funds. Lancaster County share is 20% (\$184,000)							
S. 68th Street (Hickman to Roca) will receive approx., \$380,000 in federal funds. Lancaster County share is 20%							
148th and Holdrege will receive approx., \$738,277 in funding. Lancaster County share is 10%							

Lancaster County, Nebraska

FY 26 Bridge Projects

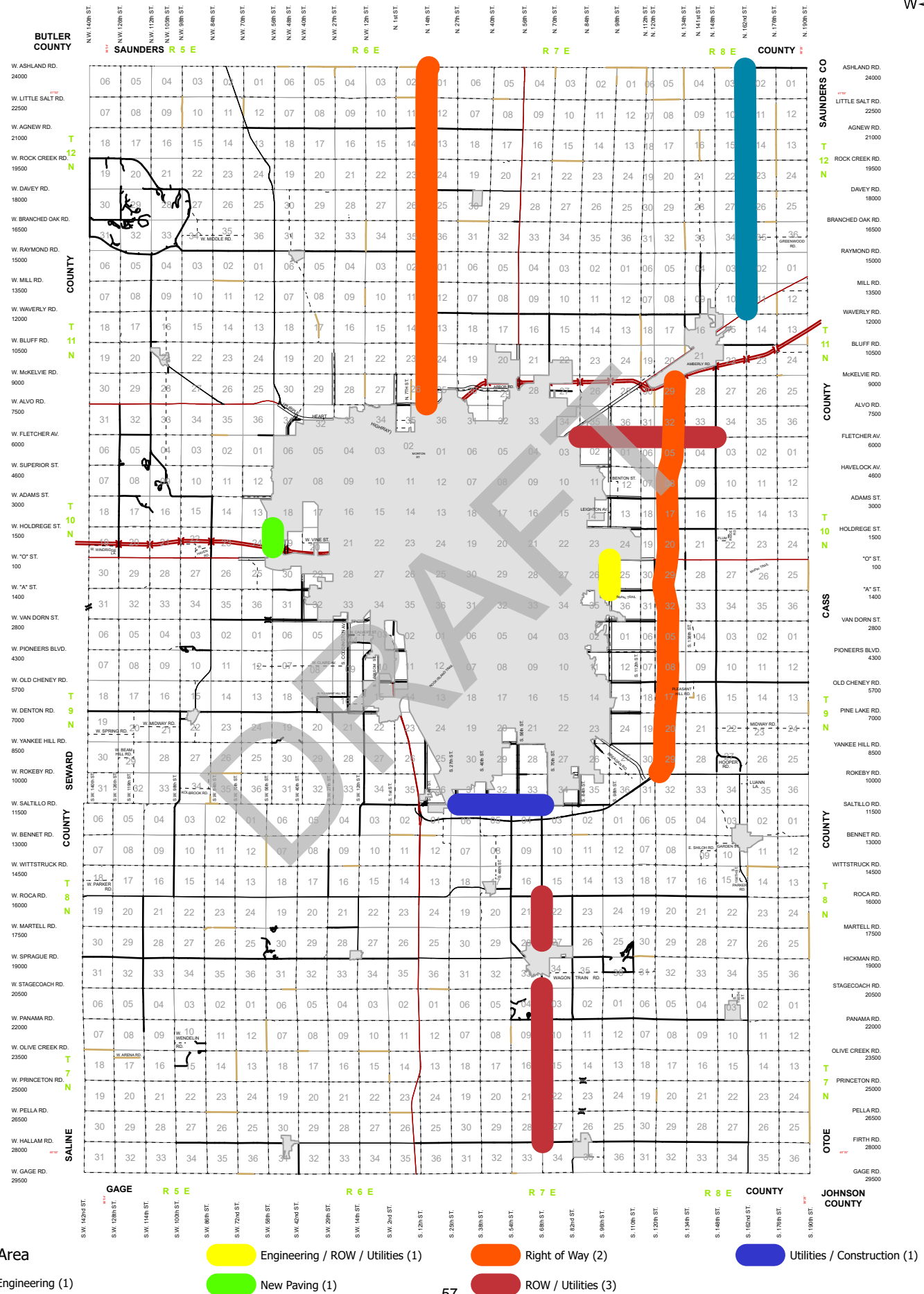


FY26 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
S 120th Street J-138	Steven's Creek W-32	24-40	242	Construction	\$731,015
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	\$706,503
W Waverly rd F-181	Oak S-8	22-47	169	Construction	\$1,635,546
General Culvert Maintenance	Varies	25-23 25-24	-	Construction	\$879,000
S 96th St X-084	South Pass W-1	25-42	113	Engineering Construction	\$219,800 \$704,924
NW 19th Street C-262	Little Salt IN-28	25-42	-	Removal	\$8,184
Hickman Road R-213	Nemaha S-29	25-41	28	Engineering	\$136,000
W Agnew Rd B-133	Rock Creek S-9	25-40	144	Engineering	\$215,900
N. 98th Street G-222, G-114, G-115, G-226	North Bluff W-24	21-41	119	Construction	\$2,575,680
SW 114th Street V-033	Olive Branch W-9	25-44	268	Engineering	\$241,812
Various Locations	-	-	-	Bridge Maintenance	\$2,991,852
Below amounts are considered estimates and all funds have not been distributed to Lancaster County					\$11,455,635
D-143 (listed under Bridge Maintenance) will receive 50% from Seward County. Lancaster County will pay 50%					
O-037 (listed under Bridge Maintenance) will receive 50% funding from NDOT. Lancaster County will pay 50%					
C-262 & X-84 will receive \$500,000 total in County Bridge Match funds - C-262 is a removal. X-084 is a replacement					
Bridge G-222 will receive \$500,000 in County Bridge Match funds.					

Lancaster County, Nebraska

FY 27 Road Projects



FY27 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	\$90,000
N. 162nd Street Davey to Hwy 6	Mill W-26,35 Waverly W-2, 11	25-06	Gravel	260	4	Engineering	\$90,000
NW 56th Street I-80 to W. Holdrege Street	West Lincoln W-19	22-03	Gravel	360	0.7	Pavement	\$360,000
Saltillo Rd (Phase I) S 27th Street to S 68th Street	Grant S-31, 32, 33	16-17	Pavement	6801	2.75	Utilities Construction	\$100,000 \$885,600
S 98 th Street A Street to O Street	Lancaster W-25	19-28	-	-	1	Engineering 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	\$520,000
Fletcher Ave N. 84th St to N. 148th St	North Bluff S-35, 36 Waverly S- 31, 32, 33	22-02	Gravel	-	4.5	ROW Utilities	\$120,000
S. 68th Street Hickman Village Limits to Roca Rd	Saltillo W-22,27	19-03	Pavement	6,160	1.5	ROW Utilities	\$165,000
N. 14th Street Alvo to Ashland	Stevens Creek SW-15	21-03	ACSC	750 - 3700	11	ROW	\$60,000
Below amounts are considered estimates and all funds have not been distributed to Lancaster County							\$2,600,600
N. 162nd Street (Davey to Ashland) is 100% County cost for Engineering							
N. 162nd Street (Davey to US 6) is 100% County cost for Engineering							
NW 56th St (Holdrege to I-80) will receive approx. 1,440,000 in LCLC funds. Lancaster county share is 20%							
Saltillo Rd will receive approx., \$7,970,400 in HSIP funding. Lancaster County will pay 10%							
S. 98th (A to O) 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., \$2,080,000 in LCLC & HSIP funds. Lancaster County share is 20%							
S. 68th Street (Hickman to Roca) will receive approx., \$660,000 in funding. Lancaster County share is 20%							
Fletcher Ave will receive approx. 480,000 in LCLC funds. Lancaster County share is 20%							
N. 14th Street will receive approx., 240,000 in federal funding. Lancaster County share is 20%							
Items highlighted in blue will be taken out of Federal Aid Sinking Fund							



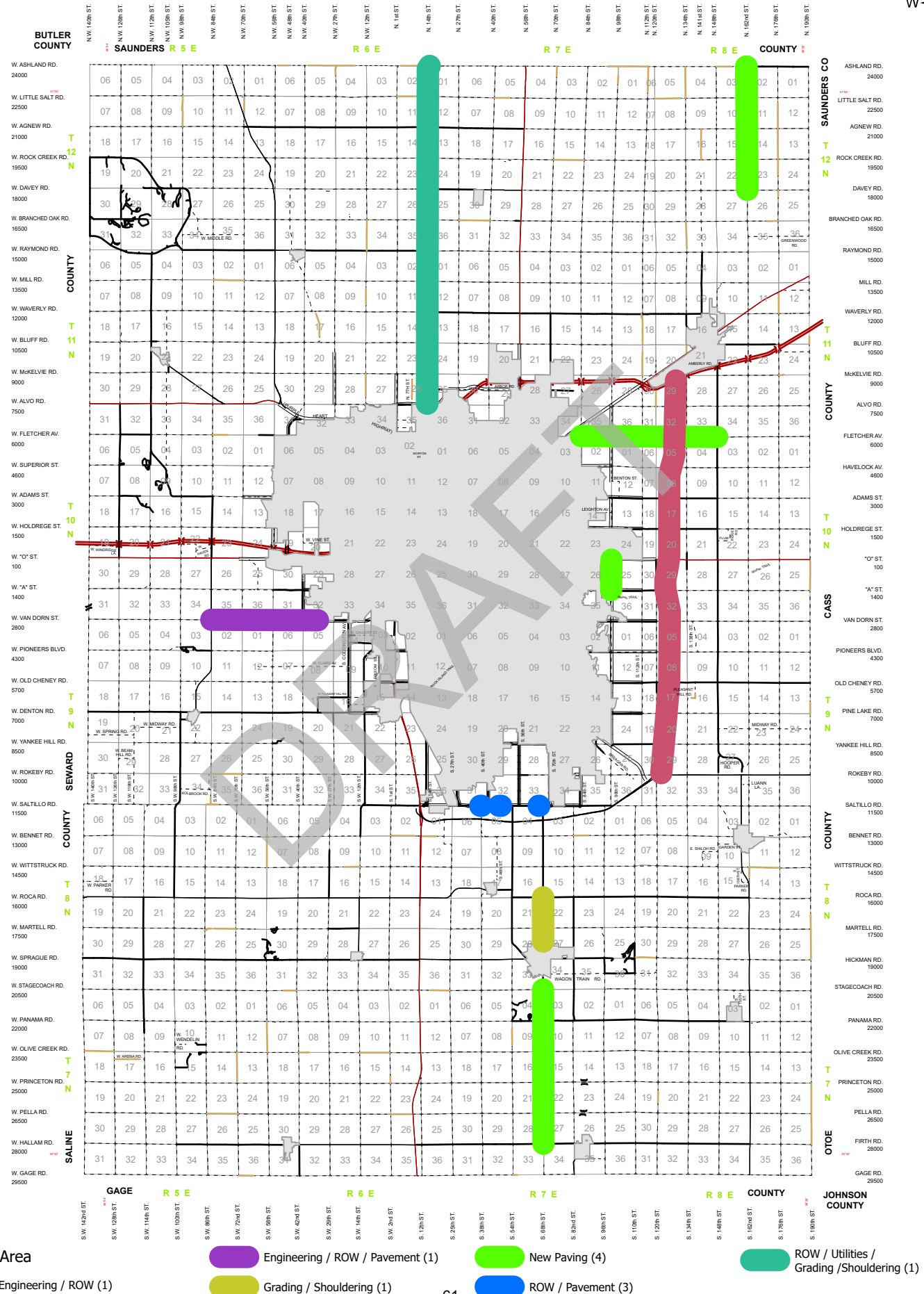
FY27 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
Arbor Road F-201	Oak IN-25	22-44	2674	ROW/ Utilities Construction	\$666,000
W. Van Dorn Street M-010	Denton S-36	24-45	2231	Engineering	\$48,000
Various Locations	-	-	-	Bridge Maintenance	\$675,000
Below amounts are considered estimates and all funds have not been distributed to Lancaster County					\$1,389,000
F-201 will receive approx., \$2,664,000 in federal funds. Lancaster County's share is 20%					
Items highlighted in blue will be taken out of Federal Aid Sinking Fund					

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Lancaster County, Nebraska

FY 28-32 Road Projects

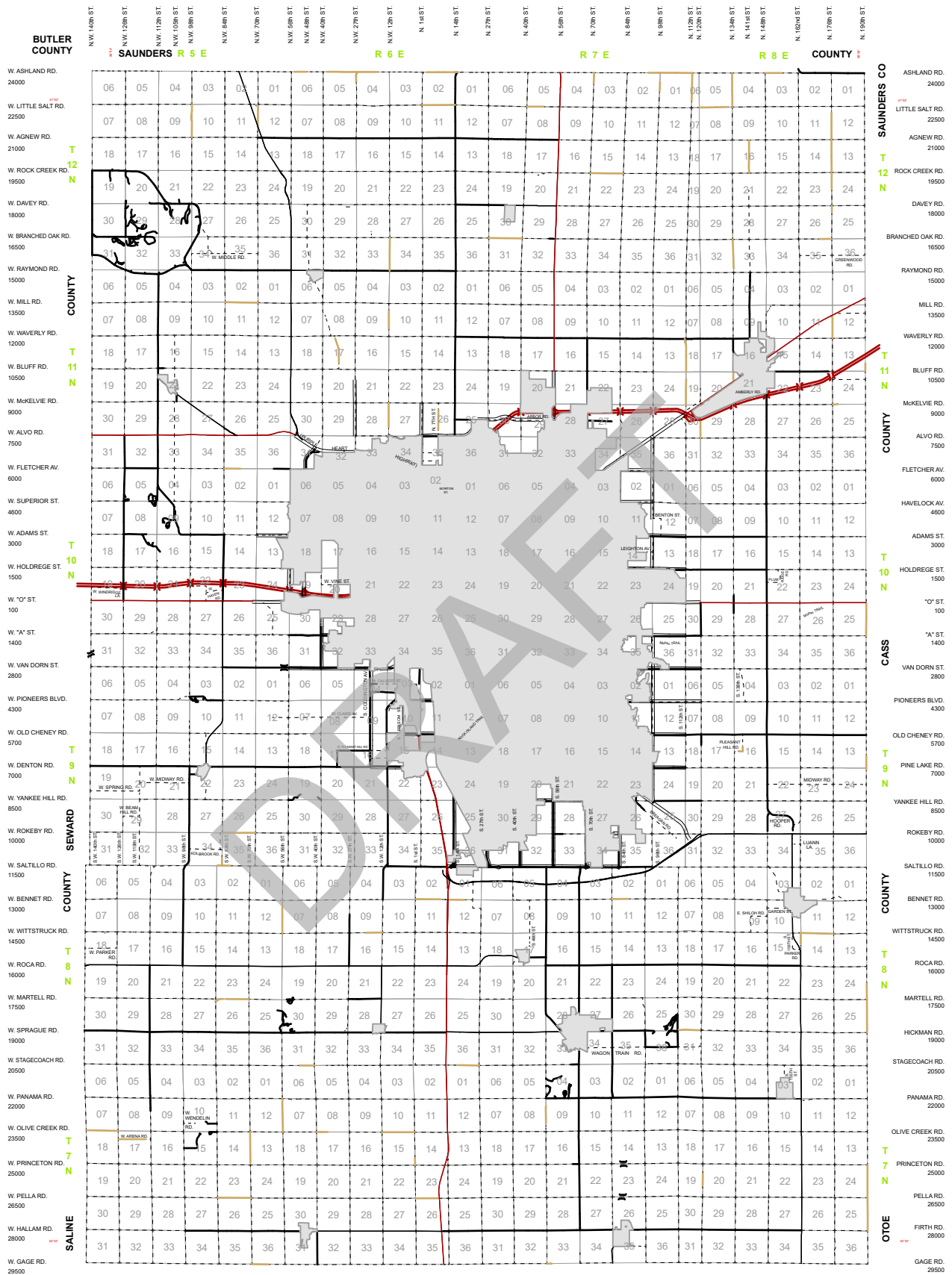


FY28-32 ROAD PROJECTS

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 162 nd Street Ashland Road to Davey Road	Mill W-02,11.14,23,26,35 Waverly W- 2,11	25-05	Gravel	260	4	Pavement	\$0
S 98 th Street A Street to O Street	Lancaster W-25	19-28	-	-	1	Pavement	\$1,000,000
Saltillo Road Phase II	Grant S-31, 32, 33	16-17A	Pavement	6,801	-	ROW/Pavement	\$0
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	ROW/Utilities and Grading Widen Turf Shoulders	\$2,480,000
S 68 th Street Hickman Village Limits to Roca Road	Saltillo W-27,22	19-03	ACSC	6160	1.5	Grading Widen Turf Shoulders	\$770,400
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	\$528,000
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 Lincoln City Limits to SW 84th Street	W. Lincoln/Garfield S -31,32 Middle Creek S-35, 36	-	Pavement	2231 - 4255	3.5	Engineering ROW Pavement Widening	\$180,000
Pavement Maintenance	Varies	-	Pavement	Varies	Varies	-	\$11,890,000
Below amounts are considered estimates and have not been distributed to Lancaster County.							\$22,011,598
N 162nd (Ashland to Davey) will be 100% HUD funded							
S 98 th Street (A to O) will receive approx., \$9,000,000 in LCLC and other funds. City of Lincoln share is 10%. Lancaster County's share is 10%							
Saltillo Road Phase II - Construction will be paid 100% by the City of Lincoln (LTU)							
N. 14th Street will receive approx., \$9,920,000 in federal funds. Lancaster County share is 20%							
S 68 th Street (Hickman limits to Roca Rd) will receive approx., \$3,081,600 in federal funds. Lancaster County share is 20%							
Fletcher Road (84th St to 148th St) will use \$5,280,000 in LCLC funds. County's share is \$2,600,000. (Appying 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

FY 28-32 Bridge Projects



FY28-32 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
Various Locations	Various	-	-	Bridge/Box Culvert Maintenance	\$3,375,000
Below amounts are considered estimates and have not been distributed to Lancaster County.					\$3,375,000

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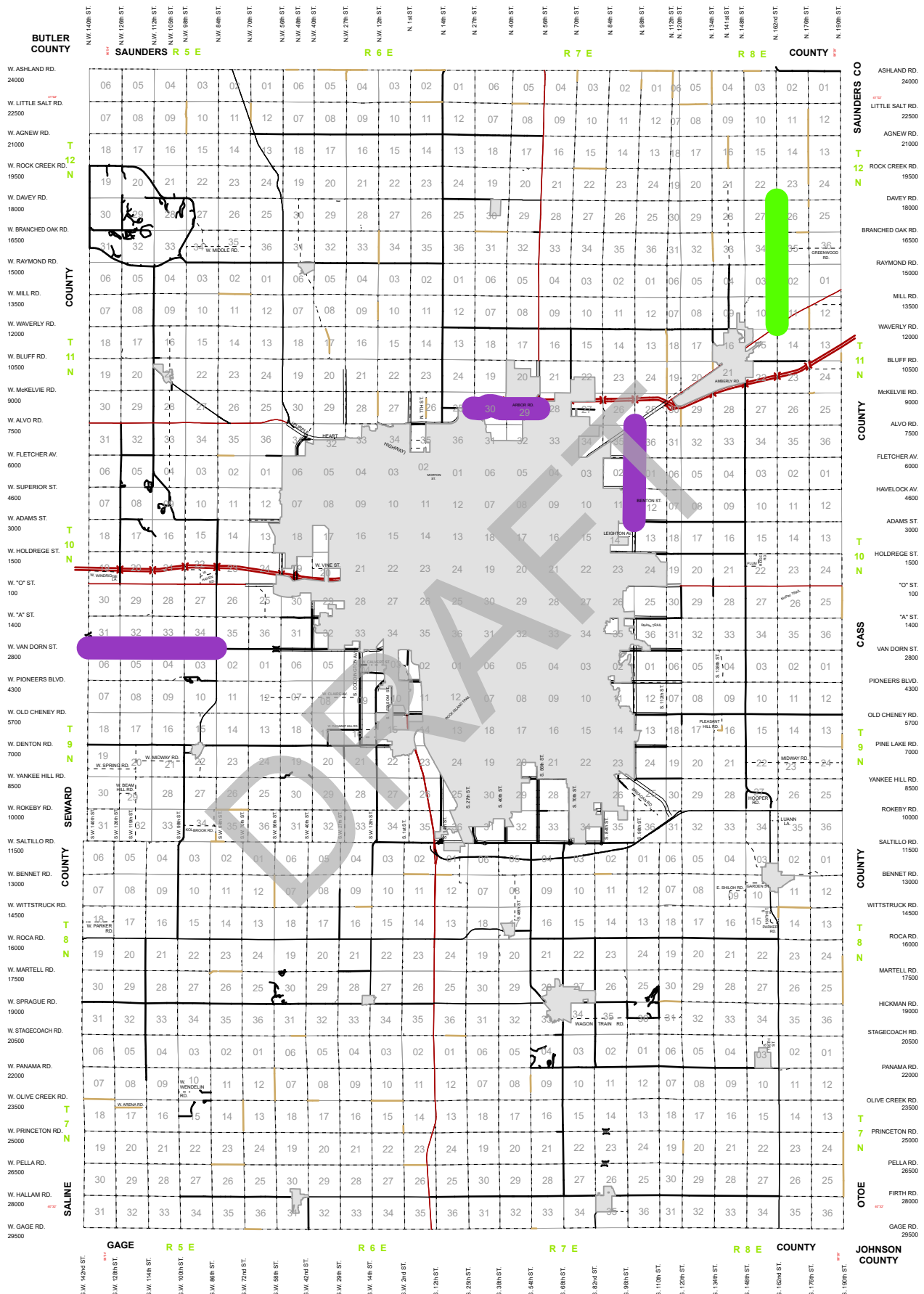
FY28-32 BRIDGE STANDBY PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
Hickman Road R-213	Nemaha S-29	25-41	28	Construction	\$780,000
W Agnew Rd B-133	Rock Creek S-9	25-40	144	Construction	\$1,630,000
SW 114th Street V-033	Olive Branch W-9	25-44	268	Construction	\$1,600,000
Above amounts are considered estimates					\$4,010,000

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Lancaster County, Nebraska

FY 28-32 Unfunded Future Grant Requests



FY28-32 UNFUNDED FUTURE GRANT REQUESTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
Arbor Road N. 27th Street to HWY 77	North Bluff IN - 29, 30	-	Gravel	295-342	2	Engineering ROW Pavement	\$2,400,000
N. 98th Street Adams to US-6	North Bluff W-36 Lancaster W-1,12	-	Gravel	153	2.8	Engineering ROW Pavement	\$10,300,000
N 162nd Street Davey Road to Hwy 6	Mill W- 02.11.14.23.26.35 Waverly W- 2,11	24-05	Gravel	233-561	4	Pavement	\$5,500,000
W. Van Dorn to County Line	Middle Creek S-31, 32, 33, 34	-	Gravel	135-451	4	Engineering ROW Pavement	\$6,000,000
The above listed projects will not be constructed unless direct funding is received for each project. Amounts listed above are total project costs as Lancaster County is unsure what the project match will be.							\$24,200,000

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