



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

APPLICATION NUMBER
Comprehensive Plan Amendment 25006

FINAL ACTION?
No

DEVELOPER/OWNER
R.C. Krueger Development Company

PLANNING COMMISSION HEARING DATE
October 29, 2025

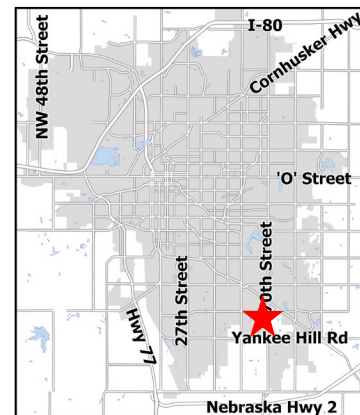
RELATED APPLICATIONS
AN25008 & CZ05068I

PROPERTY ADDRESS/LOCATION
S 70th & Yankee Hill

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for a Comprehensive Plan Amendment to change the Future Land Use designation on approximately 13 acres from Residential - Low Density to Commercial and change the Future Growth Tier designation from Tier 1, Priority C, to Tier 1, Priority A. This application is associated with Annexation #25008 and Change of Zone #05068I, which would amend The Woodlands at Yankee Hill Planned Unit Development (PUD) to add the subject property and approve a commercial development, generally located southwest of the intersection of S 70th Street and Yankee Hill Road.



JUSTIFICATION FOR RECOMMENDATION

The request for a Comprehensive Plan Amendment to change the Future Land Use Designation to Commercial is compatible with the ongoing development already approved at this node and the adjacent residential uses. The proposed commercial development is consistent with approved plans on the northwest and northeast corners of the intersection at S 70th Street & Yankee Hill Road. There are several factors making this location less appropriate for residential development, including the presence of the Pipeline Planning Area at the north end of the property, and challenges presented by the grade of the property. The current Future Growth Tier designation is Tier 1, Priority C. However, a designation of Tier 1, Priority A is appropriate, as the site can be served with City services.

APPLICATION CONTACT
E & A Consulting Group, Inc.

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan calls for commercial centers to be located within the City of Lincoln, where urban services can be provided and supported by adequate road capacity, in areas compatible with existing residential uses. If approved alongside Annexation #25008 and Change of Zone #05068I, CPA#25006 will enable commercial development in this location that is compatible with the existing PUD, adjacent residential uses and will support elements of commercial development articulated in the Comprehensive Plan. The Comprehensive Plan also allows for the Future Land Use and Priority Growth Area maps to be flexible and responsive to development needs and further refinements.

COMPREHENSIVE PLAN SPECIFICATIONS:

Introduction Section: Growth Framework

Benefits of Well-Planned Growth

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

Land Use Plan

Figure GF.b: 2050 - This site is shown as future Residential - Low Density on the 2050 Future Land Use Plan. If approved, this Comprehensive Plan Amendment would change the Future Land Use Designation to Commercial.

Land Use Plan - Low Density Residential: Residential areas, often referred to as acreages, having densities ranging from 1 to 5 acres per dwelling unit, with a typical density of 3 acres per dwelling unit. Existing Low Density Residential areas within the Future Service Limit with urban utilities available may also be appropriate for future Urban Residential development.

Commercial: Areas of retail, office, service and residential mixed uses. Commercial uses may vary widely in their intensity of use and impact. Individual areas designated as commercial in the land use plan may not be appropriate for every commercial zoning district.

Future Growth Tier Map

Figure GF.c: 2050 Priority Growth Areas - This site is shown as Tier 1 Priority C.

Future Growth Tier Map

Tier I

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

Priority A of Tier I

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

Priority B of Tier I

Areas designated for development in the first half of the planning period (to 2036) are generally contiguous to existing development and should be provided with basic infrastructure as they develop. Some of the infrastructure required for development may already be in place. Some infrastructure improvements may be made in the near term while others, such as road improvements that are generally more costly, may take longer to complete. In certain cases, areas in Priority B have special agreements that include some level of commitment to build future infrastructure. These areas move into Priority A upon approval of development plans.

Priority C of Tier I

The next areas for development, after 2036, are those which currently lack almost all infrastructure required

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

Tier II

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

Guidelines for Amending Priority Areas:

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

Goals Section

G4: Economic Opportunity. Lincoln and Lancaster County will have high-quality jobs in an economic environment that supports business creation, innovation, and expansion. Quality-of-life attributes, such as diverse and accessible housing, good shopping, restaurants and entertainment, quality schools and healthcare, a sense of safety, and amenities such as parks and trails are important to ensuring that skilled individuals want to remain or relocate to our community.

Elements Section

E3: Business, Economy, and Workforce

Commercial and Industrial Development

Commercial and Industrial Centers in Lancaster County should be located:

- Within the City of Lincoln or incorporated villages.
- Outside of saline wetlands, signature habitat areas, native prairie and floodplain areas (except for areas of existing commercial and industrial zoning).
- Where urban services and infrastructure are available or planned for in the near term. In sites supported by adequate road capacity – commercial development should be linked to the implementation of the transportation plan.
- In areas compatible with existing or planned residential uses.
- In areas accessible by various modes of transportation (i.e. automobile, bicycle, transit, and pedestrian).
- So that they enhance entryways or public way corridors, when developing adjacent to these corridors.

ANALYSIS

1. This is a request to change the Future Land Use Designation from Residential - Low Density to Commercial and to adjust the Future Growth Tier on approximately 13 acres southwest of S 70th Street and Yankee Hill. This application is associated with requests for Annexation and Change of Zone, to add the subject property to The Woodlands at Yankee Hill Planned Unit Development (PUD).
2. The subject property is currently located within Tier 1, Priority C on the 2050 Growth Tier Map. This tier is generally reserved for areas intended for development after 2036, and which currently lack almost all infrastructure required to support urban development. It is possible to provide City services to this property, and so an adjustment of the Future Growth Tier is appropriate. Priority A includes undeveloped land within the City Limits, as well as areas associated with an approved preliminary plan, such as a PUD. If the associated applications for annexation and amending The Woodlands at Yankee Hill PUD are approved, then reassigning this property to Tier 1, Priority A is appropriate.
3. While the property is currently shown with a Future Land Use Designation of Residential - Low Density, there are several factors that make this site less than ideal for residential development. There is a significant change in grade from the east side of the property to the west side, which would make constructing a street connection to the low density residential to the west at Marlyn Lane difficult; the proposed layout in the PUD amendment does not include this street connection.
4. Another factor that makes this site less suitable for residential development is the location of the Pipeline Planning Area (PPA) along Yankee Hill Road. The Lincoln-Lancaster County Health Department does not support dwellings, schools, early childhood care facilities, or healthcare facilities within the PPA, but other commercial uses would be permitted.
5. To minimize the impact on residential neighbors to the west, the developer has indicated an intention to limit commercial buildings in this area to one story, with pitched roofs to create a softer transition to abutting residential properties.
6. The Comprehensive Plan supports the location of commercial developments within the City of Lincoln, outside of saline wetlands, floodplain, or other natural resources, where urban services and infrastructure are available or planned for in the near term, and compatible with existing or planned residential uses. This area will be bounded on the north and east by additional commercial development and will be compatible with those uses. For these reasons, a change from low-density residential to commercial could be supported at this location.

EXISTING LAND USE AND ZONING: Residential - Low Density (Single Family Detached)

AGR

SURROUNDING LAND USE AND ZONING:

North: Vacant/Undeveloped

South: Residential - Low Density

B-2 Planned Neighborhood Business District

AGR Agricultural Residential District

East: Vacant/Undeveloped and Residential - Urban Density
West: Residential - Low Density

R-3 PUD
AGR Agricultural Residential District

APPROXIMATE LAND AREA: 13 acres

PROPOSED AMENDMENT

Amend the 2050 Lincoln-Lancaster County Comprehensive Plan as shown on the attached exhibits as follows:

1. Change the Future Growth Tier designation at this location from Tier 1, Priority C, to Tier 1, Priority A.
2. Change the Future Land Use designation at this location from Residential - Low Density to Commercial

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

Date: October 16, 2025

Applicant: R.C. Krueger Development Company

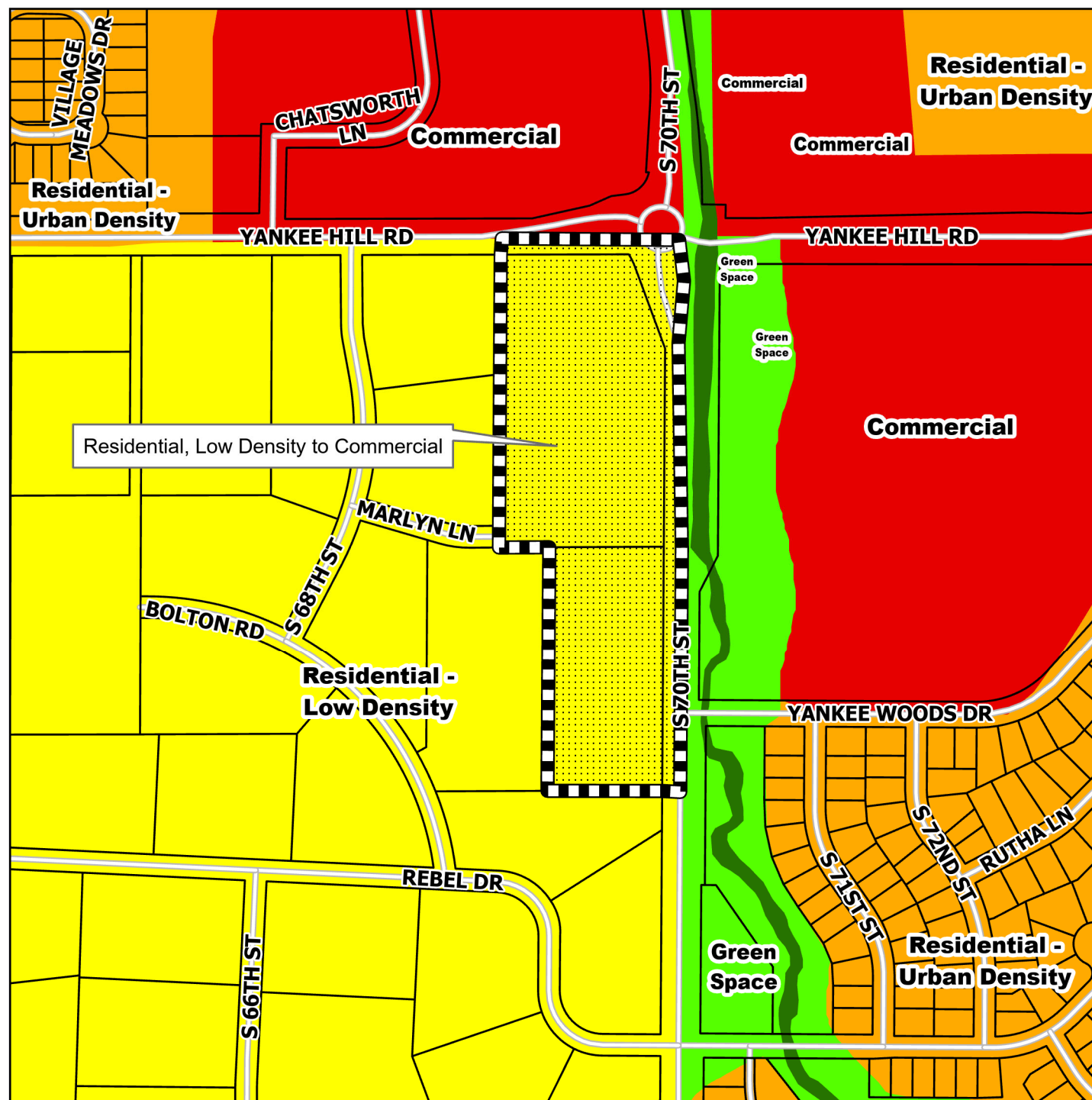
Contact: E & A Consulting Group, Inc.

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPA/25000/CPA25006 The Woodlands at Yankee Hill.jrs.docx>

CPA25006

S 70th St & Yankee Hill Rd

Proposed Future Land Use



-  Application Area(s)
-  TaxParcel
-  Agricultural
-  Agricultural Stream Corridor
-  Commercial
-  Environmental Resources
-  Green Space
-  Industrial
-  Light Industrial
-  Public/Semi-Public
-  Residential - Low Density
-  Residential - Urban Density
-  Lakes & Streams



Feet
0 205 410 820

CPA #25006
S 70th St & Yankee Hill Rd

Proposed Growth Tier Change



Application Area(s)



TaxParcel

Growth Tiers



Existing City



Tier I Priority A



Tier I Priority B



Tier I Priority C



Tier II

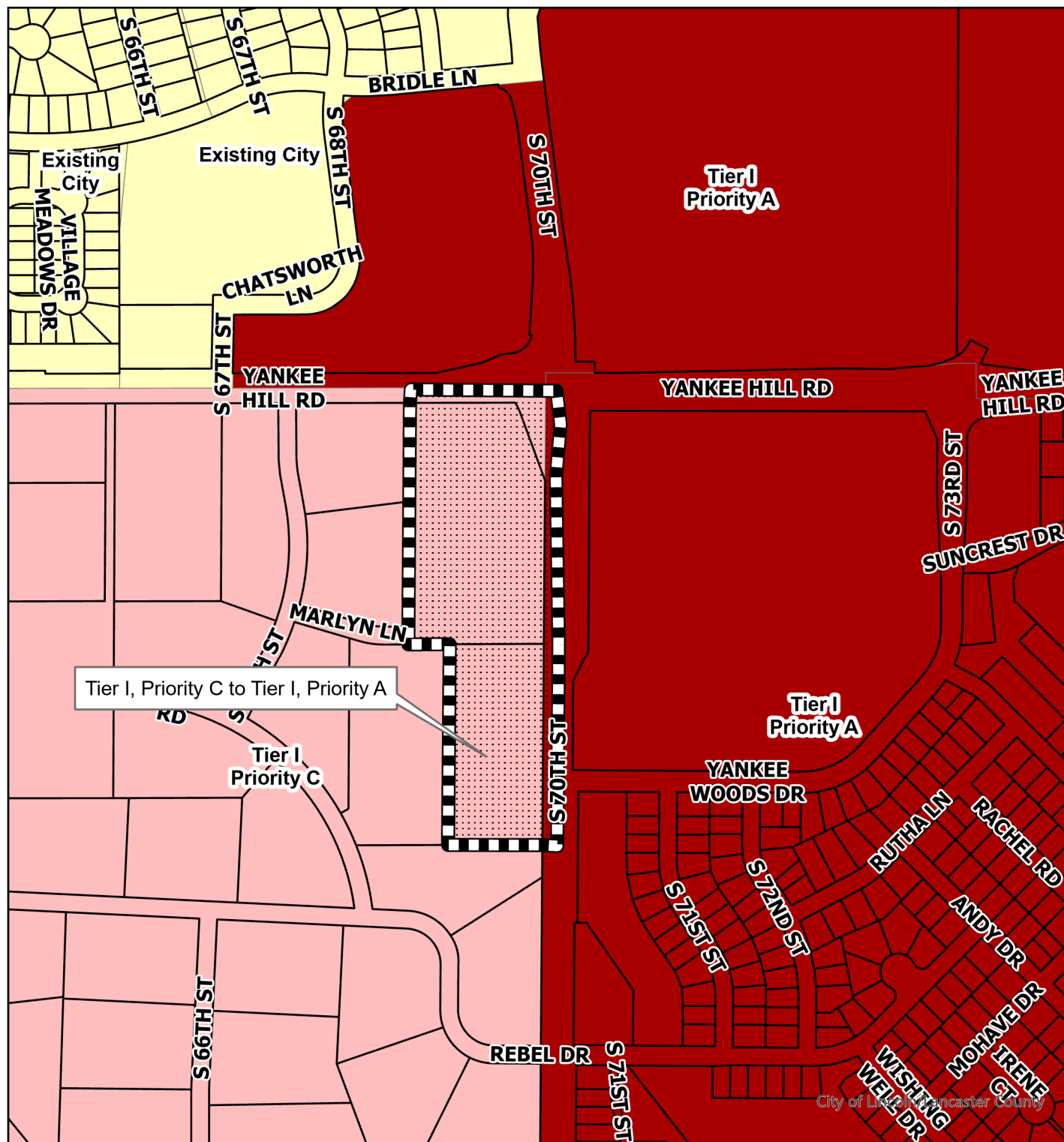


Tier III



0 310 620 1,240 Feet

_GIS\Projects\DevReview \CompPlanAmendment.aprx





E & A CONSULTING GROUP, INC.

Engineering Answers

2077 N Street, Suite 400 • Lincoln, NE 68510-1068

P 402.420.7217

www.eacg.com

October 1, 2025
October 15, 2025 (Updated)

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

RE: The Woodlands at Yankee Hill – Comprehensive Plan Amendment
Amendment to PUD CZ#05068H
Annexation

E & A File: P2022.255.004

Dear Mr. Cary,

On behalf of R.C. Krueger Development Company, we are requesting an amendment to the Comprehensive Plan for the property located in the southwest corner of South 70th Street and Yankee Hill Road. Currently the property is zoned AGR and shown in the Comprehensive Plan as Residential – Low Density. Our request is to amend the Comprehensive Plan to show 13.12 acres as Commercial. The property is also being requested to be annexed.

An amendment to the planned unit development of The Woodlands at Yankee Hill, Change of Zone #05068H is also being requested. The Woodlands at Yankee Hill development is currently located between South 70th and South 84th Streets, South of Yankee Hill Road. This amendment is proposing the addition of the same 13.12 acres within the Comprehensive Plan amendment to be added to the existing planned unit development.

The amendment to the PUD is requesting 161,000 square feet of commercial area to be added to the planned unit development. The additional square footage is proposed to be H-4 uses within Blocks 60 and 61. The proposed overall commercial area is shown as 984,500 square feet for the entire development. The underlying zoning of the PUD is R-3 zoning with designated commercial zones throughout the development along with zoning modifications. To clarify where the zones are located along with commercial square footage and zoning particulars, the zoning plan sheet has been added to the set of drawings, Sheet 1A of 14.

The proposed buildings within Blocks 60 and 61 are shown within their individual lots. The parking lot, private roadway, open space and drainage areas are within adjacent outlots of Outlots GG and HH respectively. No buildings will be constructed within the outlots, which provides the ability to have buildings closer to lot lines than 10 feet. The setbacks are being requested to be zero feet for front, side and rear lot lines. The buildings are shown at least 10 feet from lot lines that are shared by another lot, however the distance is reduced when shared by an outlot.

Yankee Woods Drive is shown to extend to the west of South 70th Street as a public street with a 72' wide right-of-way and 35' wide pavement from back-to-back of curb. A private roadway, South 69th Street, with perpendicular parking is being proposed with a 66' wide public access, sanitary sewer, water, storm sewer, utility and pedestrian easement. An additional 5' wide pedestrian easement is being shown on the east side of the private roadway to provide a sidewalk on one side of the private roadway. The private roadway dead-ends at Yankee Hill Road, however does connect with the adjacent parking lot driveway which allows for adequate turnaround ability. A right-turn in is being shown at the private roadway from Yankee Hill Road. A deviation request has been submitted to LTU for the access. Associated waivers are being requested and stated within this letter.

The previously approved waivers shall also apply to proposed Blocks 60 and 61, except when specifically referencing an individual property. The following is a list of all the previously approved waivers. An explanation has been shown with those existing waivers in which property within Blocks 60 and 61 fall within the waiver and should be noted that the waiver now applies:

1. Sanitary sewer from one drainage basin to another.
2. Sanitary sewer running against street grade in Patrick Drive, Mohave Drive, South 80th Street, Fairbanks Drive, Annabelle Avenue, Annabelle Circle and Kallum Drive.
3. Block length for Blocks 1, 2, 7, 40, 56 & **60**. (Subdivision Ordinance 26.11.020)
Block 60 is being added to this waiver request. The grade change between Block 60 and the adjacent property to the west is quite significant and does not feasibly allow a street connection. A street connecting to the west is shown at Yankee Woods Drive.
4. Sidewalks in standard location. (Subdivision 26.23.095)
With the private roadway of South 69th Street, perpendicular parking stalls will be constructed along the roadway. The sidewalk will be placed on the east side of the private roadway and placed adjacent to the curb of the parking stalls.
5. Landscape screening to be approved at time of building permits in compliance with Lincoln Municipal Code and the Design Standards. (Design Standards, Title 4, Chapter 4.20, Section 2)
Perimeter, parking and building screening will be submitted with future building permits.
6. Lots in commercial areas fronting upon/ taking access from public streets/ private roadways. (Subdivision 26.23.140(g))
Blocks 60 and 61, the additional property being added to the planned unit development, are utilizing a driveway for access with a public access and utility easement to supply utilities to the proposed lots.
7. The front, side and rear setbacks are adjusted to 0' for Lot 1, Block 1; Lots 1-9, Block 2; Lot 1, Block 7; Lots 1 & 26, Block 58; Lots 10-13; and all lots within Blocks 6, 11, 33, 34, 35, 46, 47, **60 & 61**; except as shown on the site plan. Otherwise, the 'R-3' zoning requirements and applicable Design Standards apply. (Zoning 27.72)
All lots within Blocks 60 and 61 are being added to this waiver. As per the other lots included in this waiver, these blocks contain commercial lots. The commercial area is shown with individual lots for the commercial buildings with an outlot surrounding those lots that include driveways, parking, open space and detention areas.
8. The rear yard setback is adjusted to 20' for Lot 1, Block 3.
9. Sidewalks along east side of S. 70 Street between Yankee Hill Road and Yankee Woods Drive **and west side of S. 70th Street**. (Subdivision 26.27.020)
Due to the drainage along the east side of S. 70th Street, the future pavement widening of the street will need to be shifted to the west. A bike trail has been shown along the east side of the drainage which provides for pedestrian traffic to travel from Yankee Woods Drive to Yankee Hill Road.
10. Lot width to depth ratio.
11. Lot area. (Zoning 27.72)
Lots 1 through 5, and 8 in Block 60 and Lots 1 and 2 in Block 61 do not meet the lot area requirement of 15,000 square feet in the H-4 zoning.
12. Lot width.
13. Building height to 55 feet for all multi-family buildings.

14. Lot lines being radial and perpendicular to street right-of-way. (Subdivision 26.23.140(c))
The lot lines of Lots 9 through 13, Block 60 are not perpendicular or radial to the proposed private roadway of South 69th Street. The proposed lots are configured in a manner to utilized the potential of the property.
15. Lots 2 through 16 of Block 48 shall have 15' rear yard setbacks.

The following are additional waivers being requested with this application.

16. The side and rear yard perimeter setbacks adjacent to residential from 50 feet to 30 feet for Blocks 60 and 61. (Zoning 27.72.040)
The narrow configuration of the parcel as well as the drainage which flows through the property limits the buildable area to construct an affordable development.
17. Sidewalk along west side of South 69th Street between Yankee Hill Road and Yankee Woods Drive. (Subdivision 26.27.020)
The proposed private roadway is shown with parking along both sides of the roadway. A sidewalk is shown on the east side of the private roadway which provides pedestrian access adjacent to the proposed buildings.
18. No 60 foot radius turnaround at dead-end of the private roadway of South 69th Street. (Subdivision 26.23.080)
The proposed private roadway is shown with only a right-in turn off of Yankee Hill Road. The access point does not meet the access standards for distance between intersections. To provide a vehicular turnaround, the private roadway connects to an internal drive which circles back to the south.
19. Length of dead-end to exceed 1,000 lineal feet for the private roadway of South 69th Street. (Subdivision 26.23.080)
The proposed private roadway is shown with only a right-in turn off of Yankee Hill Road. The access point does not meet the access standards for distance between intersections. The private roadway is a dead-end to traffic going north. However, to provide a vehicular turnaround, the private roadway connects to an internal drive which circles back to the south.
20. Access requirement of 660 linear feet of frontage on a major street and distance of cross street being less than 660 linear feet for right-in access at South 69th Street from Yankee Hill Road. (Subdivision 26.23.140(f))
Along Yankee Hill Road the parcel west of S. 70th Street has approximately 147 feet of frontage. The parcel is shown with an access to Yanke Woods Drive. The commercial development will be limited to only one access without the ability to have the access from Yankee Hill Road.
21. Typical roadway cross-section of a private roadway. (Design Standards Chapter 2.25, Section 3.6)
The private roadway has been designed more as a parking lot with parking on both sides. A crown in the pavement hinders the ability to adequately shed the water from the parking stalls.
22. Pavement width for commercial zoning roadway shall be 27 feet for the private roadway of South 69th Street. (Design Standards Chapter 2.15, Section 3.5)
Commercial zoned paving width for a private roadway is not clearly defined in the design standards. Commercial paving standard width is 35 feet. A private roadway width is shown as 27 feet in the design standards.
23. Street trees in standard location along South 69th Street. (Subdivision 26.27.090)
The private roadway has parking along both sides of the roadway. The street trees will be located outside of the parking and sidewalk locations and may need to be located inside the proposed lots.

24. Street lighting in standard location along South 69th Street. (Subdivision 26.27.070)

The private roadway has parking along both sides of the roadway. The street lights may need to be placed in an alternate location to provide adequate lighting for the street.

Additional waivers may be required regarding the intersection improvements at S 70th Street and Yankee Woods Drive.

A minimum flood corridor has been shown along the north side of the proposed Yankee Woods Drive with an easement of 65 feet wide. Stormwater runoff will be attenuated and treated with two extended dry detention basins located in Outlot "GG" between the private roadway and the parking lot to the west. The south pond drains to the north pond before discharging to an existing low point west of S 70th Street. A new 24" culvert will be added to convey the ditch along the south side of Yankee Hill Road. A new 30" culvert will be needed for Yankee Woods Drive connection to S 70th Street. To accommodate a proposed southbound right turn lane, the existing twin 42" culverts under S 70th Street will need to be extended west.

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

Sincerely,
E & A Consulting Group, Inc.



Marcia L. Kinning

Cc: Rick Krueger

Enclosed: Application Form
Comprehensive Plan Amendment Application Fee of \$490.00
Change of Zone (R-3 PUD) Application Fee of \$3,773.76
Annexation Description
Annexation Exhibit
Overall PUD Description
Change of Zone Description
Change of Zone Exhibit

LEGAL DESCRIPTION (WEST OF SOUTH 70TH STREET)

LOT 112, IRREGULAR TRACT, AND LOT 2, BLOCK 2, YANKEE RIDGE 2ND ADDITION, ALL LOCATED IN THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 112, IRREGULAR TRACT, SAID POINT ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF YANKEE HILL ROAD, SAID POINT ALSO BEING A POINT ON THE WEST RIGHT-OF-WAY LINE OF SOUTH 70TH STREET; THENCE ALONG THE EAST LINE OF SAID LOT 112 I.T., SAID LINE ALSO BEING THE WEST RIGHT-OF-WAY LINE OF SOUTH 70TH STREET FOR THE NEXT SEVEN (7) COURSES, (1) S32°25'39"E, A DISTANCE OF 6.16 FEET; (2) THENCE S29°44'10"E, A DISTANCE OF 7.96 FEET; (3) THENCE S27°16'53"E, A DISTANCE OF 7.94 FEET; (4) THENCE S24°26'06"E, A DISTANCE OF 8.06 FEET; (5) THENCE S21°27'51"E, A DISTANCE OF 8.00 FEET; (6) THENCE S20°10'23"E, A DISTANCE OF 240.98 FEET; (7) THENCE S00°18'18"W, A DISTANCE OF 548.67 FEET TO THE SOUTHEAST CORNER OF SAID LOT 112 I.T, SAID CORNER ALSO BEING THE NORTHEAST CORNER OF LOT 2, BLOCK 2, YANKEE RIDGE 2ND ADDITION; THENCE S00°22'37"W ALONG THE EAST LINE OF SAID LOT 2, BLOCK 2, SAID LINE ALSO BEING THE WEST RIGHT-OF-WAY LINE OF SOUTH 70TH STREET, A DISTANCE OF 676.75 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2, BLOCK 2, SAID CORNER ALSO BEING THE NORTHEAST CORNER OF LOT 1, BLOCK 2, YANKEE RIDGE 2ND ADDITION; THENCE S89°58'00"W ALONG THE SOUTH LINE OF SAID LOT 2, BLOCK 2, SAID LINE ALSO BEING THE NORTH LINE OF SAID LOT 1, BLOCK 2, A DISTANCE OF 317.88 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2, BLOCK 2, SAID CORNER ALSO BEING THE SOUTHEAST CORNER OF LOT 3, BLOCK 2, YANKEE RIDGE 2ND ADDITION; THENCE N00°26'02"E, ALONG THE WEST LINE OF SAID LOT 2, BLOCK 2, SAID LINE ALSO BEING THE EAST LINE OF SAID LOT 3, BLOCK 2, A DISTANCE OF 675.92 FEET TO THE NORTHWEST CORNER OF SAID LOT 2, BLOCK 2, SAID CORNER ALSO BEING THE NORTHEAST CORNER OF SAID LOT 3, BLOCK 2; THENCE S89°48'54"W, ALONG THE SOUTH LINE OF SAID LOT 112 I.T., SAID LINE ALSO BEING THE NORTH LINE OF SAID LOT 3, BLOCK 2, A DISTANCE OF 139.61 FEET TO THE SOUTHWEST CORNER OF SAID LOT 112 I.T., SAID CORNER ALSO BEING A POINT ON THE SOUTH AND EAST RIGHT-OF-WAY LINES OF MARLYN LANE; THENCE N00°21'45"E, ALONG THE WEST LINE OF SAID LOT 112 I.T., SAID LINE ALSO BEING THE EAST RIGHT-OF-WAY LINE OF MARLYN LANE AND THE EAST LINES OF LOTS 1 AND 2, BLOCK 3, YANKEE RIDGE 2ND ADDITION, A DISTANCE OF 809.47 FEET TO THE NORTHWEST CORNER OF SAID LOT 112 I.T., SAID CORNER ALSO BEING THE NORTHEAST CORNER OF LOT 1, BLOCK 3, YANKEE RIDGE 2ND ADDITION, SAID POINT ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF YANKEE HILL ROAD; THENCE N89°51'56"E, ALONG THE NORTH LINE OF SAID LOT 112 I.T., SAID LINE ALSO BEING THE SOUTH RIGHT-OF-WAY LINE OF YANKEE HILL ROAD, A DISTANCE OF 354.37 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 571,428.44 SQUARE FEET OR 13.12 ACRES, MORE OR LESS.