

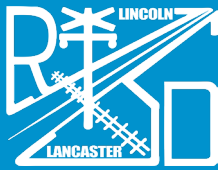


NORTH 33RD & CORNHUSKER

SUBAREA PLAN

Adopted December 21, 2020

RAILROAD TRANSPORTATION SAFETY DISTRICT
CITY OF LINCOLN



The **Railroad Transportation Safety District**, or RTSD, is a political subdivision that was created by Nebraska Legislature in 1971. The cause for this legislation was an alarmingly high rate of fatalities in train-to-vehicle/pedestrian collisions. The RTSD provides funding for railroad safety-related projects throughout Lincoln and Lancaster County, including the North 33rd and Cornhusker project discussed in this Subarea Plan.

The Lincoln/Lancaster County RTSD identifies crossings in need of improvements, prioritizes projects, and conducts studies to plan future work. For more information, visit Lincoln.ne.gov keyword-RTSD.

ACKNOWLEDGMENTS

Thank you to all participants in the subarea planning process. Your time, technical expertise, and guidance was critical to developing the North 33rd and Cornhusker Subarea Plan.

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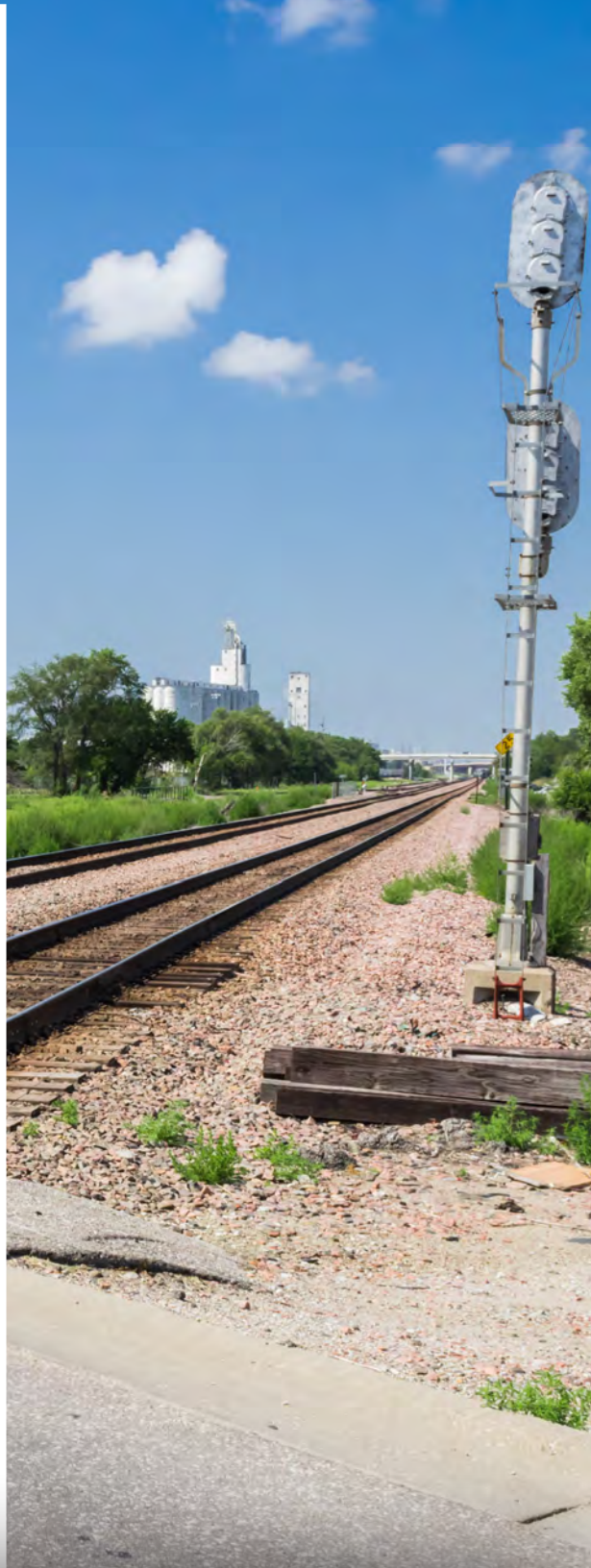
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Introduction



OVERVIEW

SECTION 1 INTRODUCTION

The Introduction sets the scene for the Plan, detailing the North 33rd and Cornhusker subarea's regional and local setting and a history of related future and past projects and studies. The Introduction answers why this Plan was necessary and how the Plan will be used, and it describes the complete planning process.

Finally, the Introduction lays out the vision for the North 33rd and Cornhusker subarea and discusses the guiding principles that are integrated into the Plan's recommendations.

PURPOSE AND BACKGROUND

This document presents the North 33rd and Cornhusker Subarea Plan (Plan) for the City of Lincoln, Nebraska. The Plan outlines the city's plans for improvement, beautification, and overall revitalization of the subarea. The Plan includes (1) an analysis of the subarea's existing physical, regulatory, demographic, and economic conditions and planning influences and (2) recommendations regarding land use, development and redevelopment, transportation and utility infrastructure, mobility, economic sustainability, and aesthetic enhancements.

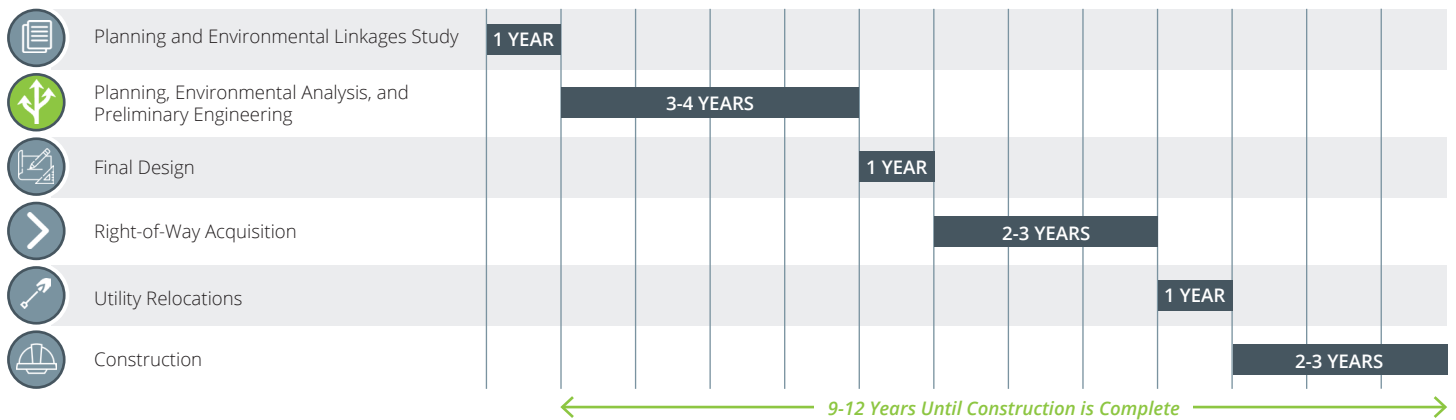
The Plan addresses the subarea's immediate needs and current issues, but it also provides recommendations for future improvements and redevelopments over the next 10 to 20 years. Overall, the Plan seeks to preserve and protect important existing features and resources in the subarea and coordinate new growth and development.

The Plan was developed with substantial community input and participation from city residents, elected officials, staff members, and stakeholders from the local business community and adjacent neighborhoods.

The Plan came to be through the efforts of the Railroad Transportation Safety District (RTSD) and the City of Lincoln. Recognizing the safety, mobility, and congestion concerns caused by the at-grade BNSF railroad crossings along the 1.8-mile rail corridor between North 27th and North 48th streets, the RTSD and the city undertook a multiyear transportation improvement project. The project began with the Planning and Environmental Linkages (PEL) study that was completed in 2016. The PEL process, as summarized later in this section in *Existing Plans and Studies*, is a decision-making process that develops engineering solutions that address the most pressing transportation needs of an area in a manner that avoids or minimizes and mitigates potential impacts to the community and natural resources. This process resulted in planning-level roadway alignment concepts for the project area, which is bound by North 27th, Superior, North 48th, and Holdrege streets.

In early 2017, the RTSD, with support from the city, concluded that it would be prudent to take a more comprehensive look at the future of Northeast Lincoln while also closing the at-grade crossings before conducting an environmental study of the project area and preliminary engineering. Therefore, it was decided to include a subarea planning process in the overall transportation improvement project.

Figure 1.1 Estimated North 33rd and Cornhusker Transportation Project Timeline



This subarea planning process falls into the second phase of the larger transportation project timeline, as shown in Figure 1.1 above. The following section describes what a subarea plan is and why a subarea plan was necessary for the project area, prior to continuing with the larger transportation project.

What is a subarea plan?

A subarea plan is a type of long-range plan that is developed for a specific geographic area within a community; it provides a blueprint for the future of that area. Subarea plans can be focused on a neighborhood, corridor, downtown, or any special district. In general, a subarea plan is consistent with a community's comprehensive plan, but it provides a higher level of detail in the analysis of existing conditions and recommendations.

The subarea planning process results in a set of policies that directs future growth within the area in question. These policies lay the groundwork for future zoning regulations. Subarea plans can also lead to potential strategies that will guide city leaders in making substantive and appropriate investments in the subarea.

Why was the PEL study necessary?

As described in the PEL study, Cornhusker Highway (U.S. Highway 6) is a principal arterial that serves, in part, Northeast Lincoln. The BNSF railroad parallels Cornhusker Highway. Working together, Adams Street (a minor arterial) and Cornhusker Highway provide the only direct east-west street connection for Interstate 80 (I-80) and Interstate 180 (I-180) to North 84th Street between Superior Street/Havelock Avenue and "O" Street. With possible delays caused by train traffic at the Adams Street crossing, drivers between I-180 and North 84th Street must travel north one mile or south two miles for another direct east-west connection. These train traffic delays then create substantial delays in some of Lincoln's largest employment and commercial areas.

Five BNSF railroad crossings are between North 48th and North 27th streets, but two of them - North 27th and North 48th - cross at grade-separated crossings. Given the high volume of conflicting vehicular and train traffic at at-grade railroad crossings, these crossings have

been a primary concern of the RTSD and the city. Thus, the recent transportation planning effort has been focused on the at-grade crossings at North 33rd Street, Adams Street, and North 44th Street.

In fact, six fatalities and two disabling injuries have occurred between BNSF trains and vehicles or pedestrians over the last 30 years at the North 33rd and Adams streets crossings. No fatalities or injuries have happened at the North 44th Street crossing. Based on 2015 information provided by the city and BNSF, an average of 65 trains travel through the subarea every day, and approximately 20,200 vehicles cross the railroad at North 33rd Street and Adams Street combined. Daily exposure ratings are used to understand the severity of potential conflicts between trains and vehicles. This rating is calculated by multiplying the daily trains by the number of vehicle crossings per day. This calculation shows that approximately 1,313,000 potential conflicts could occur between trains and vehicles every day at the North 33rd and Adams streets crossings, as shown in Table 1.1 below.

Table 1.1 Future (2040) No-Action Exposure Factors

Crossing	2015 Trains/Day	2015 Vehicles/Day	2015 Exposure Factor	2040 Trains/Day	2040 Vehicles/Day	2040 Exposure Factor	Greater than 50,000
N. 33rd St.	65	9,300	604,500	88	9,300	818,400	Yes
Adams St.	65	10,900	708,500	88	12,700	1,117,600	Yes
N. 44th St.	65	1,500	97,500	88	1,600	140,800	Yes

Source: 33rd & Cornhusker Planning and Environmental Linkages Study (2016)



To put this into context, the Nebraska Department of Transportation's Rail and Public Transportation Division requires a minimum daily exposure rating of 50,000 to justify construction of a grade-separated crossing. The daily exposure rating is expected to increase at each crossing because of more rail freight traffic.

Furthermore, the city and RTSD acknowledged the mobility issues caused by the current roadway alignment, as well as the lack of alternative transportation accommodations in the subarea. The lack of alternative transportation facilities is troublesome, especially with the subarea's close proximity to the Murdock Trail, Fleming Fields, University of Nebraska-Lincoln (UNL) East Campus, Nebraska Wesleyan University, and the Nebraska Innovation Campus.

Therefore, the RTSD and the city sought to improve safety for all users along the railroad by eliminating or reducing the potential conflict points, reducing delays, accommodating existing and future traffic, improving mobility across the railroad, and improving multimodal connectivity in Northeast Lincoln. As described later in this section in *Existing Plans and Studies*, the PEL process generated 10 alternative roadway alignments to meet the stated purposes. A three-tiered screening process eliminated all but two of the roadway alternatives.

Why was this subarea plan developed?

While these stated issues necessitated a PEL study, they also caused the city and RTSD to acknowledge the linkages between land use and transportation planning. The two roadway alternatives that came out of the PEL process were not finalized at that time as the city had not undertaken any significant nor recent planning effort in Northeast Lincoln. Decision-makers expressed the desire to first conduct a comprehensive analysis of the subarea to ensure that any major transportation investments were aligned with the future vision of the subarea.

Intersection of North 33rd Street and BNSF Railroad



Intersection of Adams Street and BNSF Railroad



Intersection of North 44th Street and BNSF Railroad



Figure 1.2 Regional Setting

REGIONAL SETTING AND STUDY AREA

The City of Lincoln is located in southeastern Nebraska, approximately 200 miles northwest of Kansas City, Missouri, and 55 miles southwest of Omaha, Nebraska, as shown in Figure 1.2 above. The city is bisected in its northwestern corner by I-80. Lincoln is the capital of Nebraska and is the county seat of Lancaster County. It is the second largest city in Nebraska, second only to Omaha. The population of Lincoln is 284,736, per the U.S. Census Bureau's 2017 Annual Estimate of Resident Population.

Lincoln is home to the UNL, the largest university in Nebraska. Nebraska Wesleyan University, Union College, and Southeast Community College are also located in Lincoln.

The subarea boundary in Northeast Lincoln, as shown on the following page, includes a portion of and is bisected by Cornhusker Highway. The subarea plan boundary includes Cornhusker Highway from North 27th Street to North 48th Street. The overall transportation project led by the RTSD and the City of Lincoln will include the development of a Cornhusker Highway Corridor Enhancement Plan (CEP), which will present aesthetic and functional enhancements to Cornhusker Highway and its right-of-way from North 11th Street to North 56th Street/L-55X.

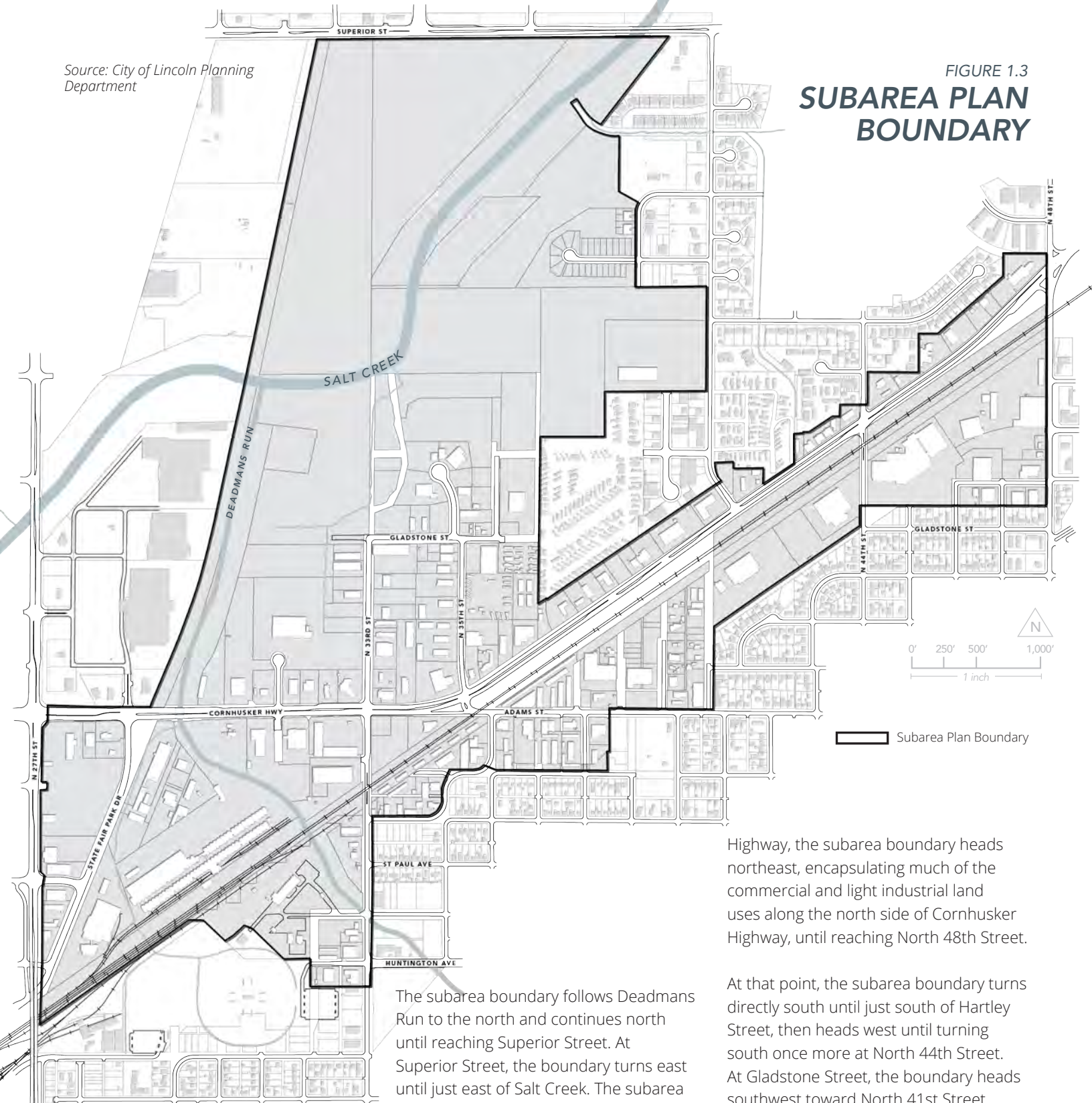
Cornhusker Highway bisects Northeast Lincoln and continues northeast toward Omaha. Cornhusker Highway, as noted previously, is a principal arterial. This classification means that the roadway carries traffic between major activity and population centers.

Through Northeast Lincoln, Cornhusker Highway functions as an industrial and auto-centric commercial corridor with a significant amount of truck traffic. A wide range of old and new commercial buildings that cater to motorists (hotels, gas stations, and fast food restaurants) and the corridor's light industrial uses are befitting given the proximity to major industrial infrastructure, such as railroads and an interstate highway.

Other roadways of interest in the study area include North 27th Street, North 33rd Street, and North 48th Street. Per the Lincoln/Lancaster County 2040 Comprehensive Plan, North 27th Street is classified as a principal arterial north of Cornhusker Highway, and a minor arterial south of Cornhusker Highway. Both North 33rd and North 48th streets are classified as minor arterials. More information about the vehicular network is provided in the Existing Conditions section.

Source: City of Lincoln Planning Department

FIGURE 1.3
SUBAREA PLAN BOUNDARY



The subarea boundary is irregularly shaped and includes approximately 590 acres. To the west, it aligns with North 27th Street from the BNSF railroad on the south to Cornhusker Highway on the north. From the intersection of North 27th Street and Cornhusker Highway, the boundary turns east, and then north when it reaches Deadmans Run.

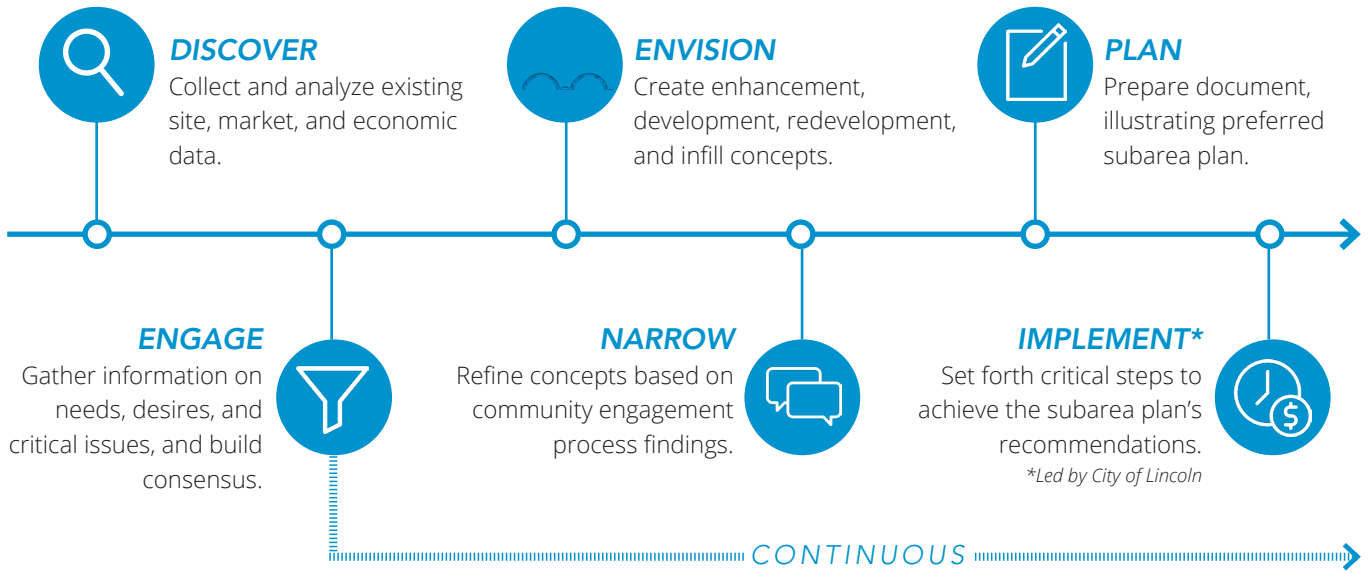
The subarea boundary follows Deadmans Run to the north and continues north until reaching Superior Street. At Superior Street, the boundary turns east until just east of Salt Creek. The subarea boundary then turns southwest, and follows the parcel lines, generally moving southward until reaching the south end of Frederick Street, at which point, the subarea boundary turns directly east. The boundary stays east until reaching North 40th Street, where it moves south until Gene Street, and then turns back west, wrapping around the western border of much of the residential mobile home park. Before reaching the intersection of North 37th Street and Cornhusker

Highway, the subarea boundary heads northeast, encapsulating much of the commercial and light industrial land uses along the north side of Cornhusker Highway, until reaching North 48th Street.

At that point, the subarea boundary turns directly south until just south of Hartley Street, then heads west until turning south once more at North 44th Street. At Gladstone Street, the boundary heads southwest toward North 41st Street, turns south until Adams Street, heads west until just west of North 39th Street, and then turns south until Cleveland Avenue. The subarea boundary follows Cleveland Avenue to the west until reaching North 33rd Street, at which point it turns south until just south of Huntington Avenue. To close, it heads west toward North 27th Street and the BNSF Railroad, avoiding Fleming Fields Recreational Sports Park.

FIGURE 1.4

THE PLANNING PROCESS



SUBAREA PLANNING PROCESS

The North 33rd and Cornhusker Subarea planning process used a five-step program that included assessing existing conditions in and directly surrounding the subarea, identifying issues and opportunities facing the subarea, formulating a clear vision for the future of the subarea, establishing guiding principles, developing and evaluating alternative plans and policies, and preparing the final subarea plan recommendations in the form of this document.

Figure 1.4 above demonstrates this subarea planning process. Note that a final step, “Implement,” is included in the graphic. Implementation is a critical stage for any planning process; it sets forth next steps to turn plans into reality. As stated in Figure 1.4, implementation of this Plan will be led by the City of Lincoln. The first implementation step is to adopt the Plan.

While this Plan ultimately provides a blueprint for many aspects of the subarea, the continued development and selection of a roadway alternative is a separate project sponsored by the RTSD that will follow a process independent of this Plan.

USING AND MAINTAINING THE PLAN

The North 33rd and Cornhusker Subarea Plan is not a static document. While it was compiled as a reflection of existing conditions and the public’s and stakeholders’ interests in the subarea at the time, the Plan will have important implications for future public and private reinvestment within the subarea.

As attitudes or economic and demographic conditions continue to adapt and change, the Plan must be revisited to ensure its continued appropriateness, usability, and progress. By reviewing the Plan, and the context in which it was written, the subarea’s revitalization and development will continue to align with current aspirations.

Efforts to educate the public on the Plan’s recommendations should be prioritized. This effort may be simplified by making the Plan available online or in a public gathering space. Contact information should be available in association with the Plan to assist community members in understanding the various aspects of the Plan. This organic public review process, complemented by a formal and incremental review process by city staff members, will create a “living document” that is proactive and relevant.



EXISTING PLANS AND STUDIES

In order to more fully understand the planning context in which the Plan will work, the following subarea-related plans and studies were reviewed.

Each plan and study is outlined as follows with a focus on recommendations, goals, and findings specifically related to the subarea. This Plan takes steps to address the common issues and incorporate the common themes that arose throughout the existing plans and studies. It should be noted that several of the existing plans and studies reveal the need for this subarea planning effort.

Planning and Environmental Linkages Study (2016)

The purpose of the Planning and Environmental Linkages Study (PEL) is fully described in “Why was the PEL study necessary?” under *Purpose and Background*. To summarize, the RTSD and City of Lincoln undertook a PEL process because of the dangerous at-grade BNSF railroad crossings at North 33rd Street, Adams Street, and North 44th Street. The PEL’s Needs Assessment revealed the following needs for the study area (bounded by North 27th Street, Superior Street, North 48th Street, and Holdrege Street):

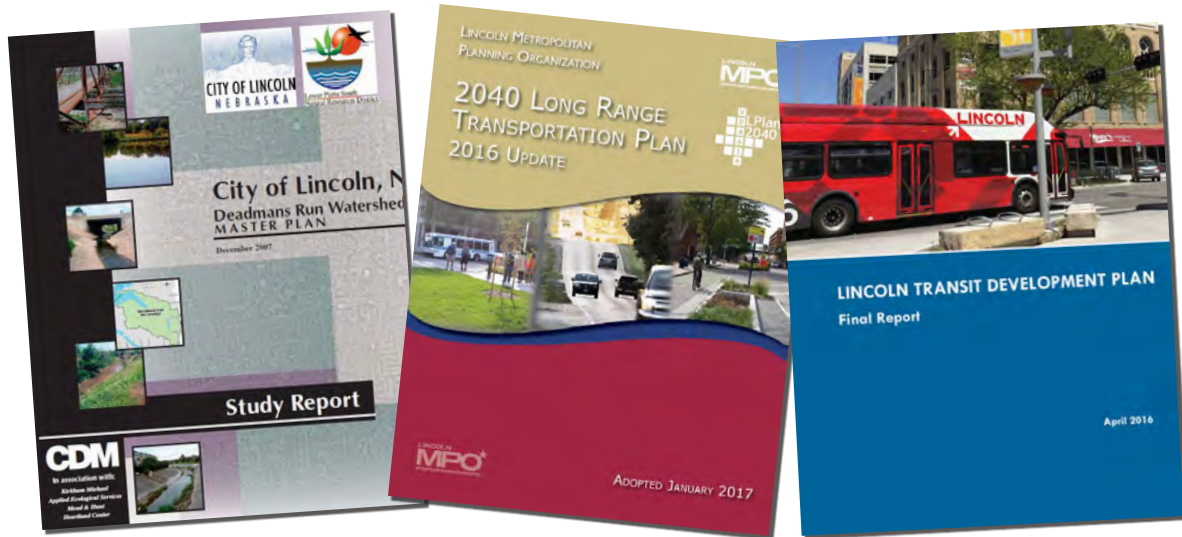
- **Safety:** Current daily railroad exposure rating (daily trains multiplied by the number of vehicles per day) is approximately 1,313,000 for the North 33rd Street and Adams Street’s crossings combined. The NDOT – Rail and Public Transportation Division generally requires a minimum exposure rating of 50,000 for possible construction of grade-separated structures.
- **Traffic Congestion and Delay:** Traffic operations are inadequate, and delays are excessive because of passing trains for 15 percent of each day, or a cumulative 3.6 hours.
- **Mobility:** Demand for connectivity across the rail corridor is expected to increase over the next 25 years because of local and regional population and employment growth.
- **Lack of Bus, Bicycle, and Pedestrian Accommodations:** The existing crossings at North 33rd Street and Adams Street have no provisions for pedestrians or bicycles despite proximity to attractions, such as the Murdock Trail, Fleming Fields, UNL East Campus, and Nebraska Innovation Campus. The North 44th Street at-grade crossing has a sidewalk on the east side of the street. StarTran currently has no bus routes that cross the rail corridor at North 33rd Street, Adams Street, or North 44th Street because of the unpredictability of delays caused by trains.

Ten roadway alternatives were identified as part of the PEL, which included a broad range of ideas and improvements focused on the North 33rd Street, Adams Street, and Cornhusker Highway intersection area. Each alternative included a grade-separated crossing of the rail corridor and the closure of the at-grade crossings of North 33rd Street and Adams Street with the rail corridor.

A three-tiered screening process was developed to identify the recommended alternatives. Two alternatives were eventually recommended and will continue to be included in the discussion of roadway alternatives in this planning effort.

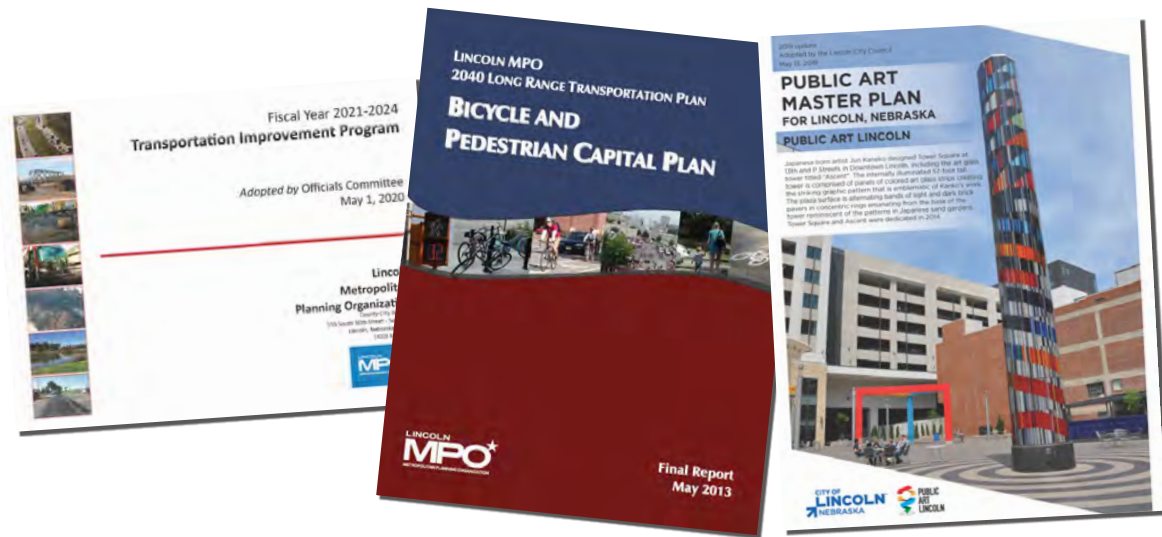
Capital Improvement Program (Fiscal Year 2020/2021-2025/2026)

The city’s most recent Capital Improvement Program (CIP), adopted in August 2020, covers six fiscal years, 2020/2021 to 2025/2026, and represents approximately \$1.2 billion of investment within Lincoln. The CIP identifies citywide capital projects and equipment purchases, provides a planning schedule, and identifies options for financing the projects and plans. The CIP covers multiple areas, as it serves all departments, from libraries to parks and recreation to public works and utilities.



The following items include plans and projects that are either citywide in scope and may affect the subarea, or are plans and projects that directly fall within the subarea:

- **Lincoln Electric System Operations Facility:** Construct a second operations facility at 98th Street and Rokeby Road to provide an increased level of service reliability, mitigate the risk of having all materials at one location downtown, and prepare for growth.
- **Backflow Prevention Compliance Program:** Provides for improvements in operational efficiencies for below-grade backflow prevention equipment, reduces overall maintenance concerns, and ensures compliance with City standards.
- **Drainage Channel Stabilization/Erosion Control/Dams:** Restore and stabilize channels against future degradation and loss of park land across the city.
- **Public Art Preservation:** Preserve the community's public art inventory through maintenance, repairs, and restoration.
- **Prairie in the Parks Seeding Program:** Low traffic/passive use parkland, drainage way corridors, and open spaces are being converted to more drought tolerant native prairie grasses.
- **Commuter/Recreation Trails:** Ongoing program to rehabilitate the existing community-wide trail network. Program funds are used as matching funds to federal Recreational Trails Program grants to complete large-scale repair/ replacement projects.
- **Hard Surfacing:** Repair and/ or replace concrete/asphalt/rock associated with the existing hiker/ biker trails, parking lots, roads, park pathways, and play courts.
- **Winnett Trust Fund:** Established for improvements and enhancements to the city's public art, fountains, and permanent decorations.
- **Street Tree Replacements:** Maintain and preserve the community's existing street tree infrastructure. Funds are used in part to infill the current deficit of street trees in the estimated 12,000 "gaps" generally located in the community's older neighborhoods along public streets.
- **Parks and Recreation Livable Neighborhoods:** Plan, design, engineer, and construct improvements in the public right-of-way, and other measures resulting in Livable Neighborhoods such as park improvements, trails, and street trees.
- **Wetlands/Open Space Acquisition, Easements, Restoration:** Conserve and restore natural resources in the Salt Creek watershed for the purposes of ecological preservation, protection, management, and enhancement as well as flood water management.
- **Cornhusker Highway Entryway Corridor Improvements:** Streetscape project including design work, landscaping, and other enhancements to the entryway corridor along Cornhusker Highway from I-80 to North 48th Street.
- **Neighborhood Park Land Acquisition and Development:** Funding to reach the Lincoln Lancaster County Comprehensive Plan service standard of one neighborhood park per square mile of residential development.
- **Broadband Infrastructure:** Upgrade and expansion of the city's communication system infrastructure.
- **Multimodal Transit Transfer Center (MTTC):** Funding for a facility to improve transit options to central business district destinations, enhance connections between different travel modes, and create better bus passenger amenities.
- **Autonomous Shuttles:** Pilot project to deploy and test autonomous shuttles.



- Transit Development Plan Update:** The updated study will guide StarTran operations, services, facilities, and public outreach efforts over a five- to six-year period.
- Transportation Livable Neighborhoods:** Funding for the planning, design, engineering, and construction in the public right-of-way, and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails, and street trees.
- City Street Lights:** Annual contribution for city-wide street lights.
- Transportation Sidewalk Program:** Maintenance and repair of sidewalk infrastructure, program delivery, and priority sidewalk needs. Projects include panel replacement and leveling, grinding, curb ramp construction (to comply with the Americans with Disabilities Act [ADA]), and segment sidewalk replacement.
- Transportation System Optimization:** Focuses on enhancement of transportation system assets. Projects include new intersection modifications (turn lanes and roundabouts), new signal system hardware, adding lanes to existing streets, access improvements, bicycle and pedestrian improvements, signing, and transportation system management infrastructure. One of the representative projects is at the 33rd & Cornhusker / Adams crossings with the BNSF Rail Corridor.
- Transportation System Preservation:** Focuses on preservation of transportation system assets. Projects include concrete repair, asphalt mill and overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, and facility improvements.
- Transportation System Growth:** Funding to support the continued growth of the transportation system. Projects include new streets and transportation right-of-way improvements, new bridges and support structures, roundabouts, signal system hardware, facilities and sites, and major upgrades to the fringe area street network.
- Facilities Plan Update:** Funding for updating the Comprehensive Facilities Master Plan for the City of Lincoln.
- Stream Stability and Revitalization:** Stabilization and revitalization projects for public urban areas that experience known and ongoing stream bank and bed issues, including scour protection, grade controls, composite revetments, bank and toe armoring, and bank stabilization.
- Urban Storm Drainage Projects:** Design and/or construction projects at various urban locations where no system exists or to replace or improve deficient open and closed drainage systems.
- Watershed Studies:** Funding to update the FEMA maps based on national best practices rainfall records and updated stream records.

Complete Streets Annual Report (2017)

On September 12, 2013, a policy for the development of Complete Streets was established. Per the policy, the City of Lincoln Planning Department, in conjunction with other departments, prepares an annual report that reviews all current street standard plans, guides, regulations, and standard drawings, and identifies the barriers to the development of Complete Streets. "Complete Streets" are public and private streets that include some combination of appropriate infrastructure as determined by the surrounding context, that accommodate all modes of transportation, including private vehicles, public transportation, walking, and bicycling.

The Complete Streets Annual Report documents the work and accomplishments of the Complete Streets Committee. The following items were accomplished and worked on in 2017, with relevance to the subarea:

- **Gap Analysis:** A Gap Analysis Study was completed in January 2015 to get a snapshot of the current transportation network and outlines where gaps (in sidewalk, transit, trails, etc.) in the system are currently located. An online interactive map was created as a tool. The map has been updated with the new StarTran routes implemented in November 2016.
- **Project Selection:** The CIP, since fiscal year plan 2014/15 to 2019/20, has included a Pedestrian and Bicycle Capital Program. This program has appropriated \$50,000 for "Complete Streets" projects. Examples include bike route signage, trail/neighborhood connections, and bike racks. Within and surrounding the subarea, the need for bike route signage has been identified along Adams Street, Holdrege Street, and North 20th Street.
- **2017 Priority Work Items:** The Complete Streets Committee plans to emphasize on-street bicycle facilities and a robust bicycle share program, which is now active.

Complete Streets Gap Analysis and Prioritization Strategy (2015)

As previously stated, the Complete Streets Committee performed a gap analysis to outline where gaps in the pedestrian, sidewalk, and transit system exist, and created a prioritization strategy to ensure improvements to the network are methodically ranked. This included an evaluation of the sidewalk network, trails, on-street bicycle routes, bicycle route signage, bus routes and stops, and bicycle parking.

As part of the prioritization strategy, crash data, project impact, project location, and traffic volumes were evaluated. Within the subarea, evidence of bicycle crashes along Cornhusker Highway was found, with a potential hot spot just south of North 48th Street and Cornhusker Highway. There was also evidence of pedestrian crashes along Cornhusker Highway, with a potential hot spot at North 27th Street and Cornhusker Highway.

Additionally, the city has focused heavily on and dedicated funding to the backlog of sidewalk repairs around the city, including the repair or installation of sidewalk curb ramps. The latest CIP increased the annual amount for sidewalk repair from \$500,000 to \$1,000,000.

Applicable prioritized gaps in and surrounding the subarea include sidewalk-to-school connections along Cornhusker Highway from North 11th Street to North First Street and bicycle route signage along Cleveland Avenue beginning close to North 36th Street. Though, only bicycle route signage along priority routes and bicycle racks around the community have been prioritized for the current round of funding.

LPlan 2040 (2016) (Lincoln/Lancaster County 2040 Comprehensive Plan)

LPlan 2040 is the Lincoln-Lancaster County 2040 Comprehensive Plan. LPlan 2040 embodies Lincoln and Lancaster County's shared vision for the future, out to the year 2040. It outlines where, how, and when the community intends to grow, how to preserve and enhance the things that make it special, and strategies for implementing the vision. LPlan 2040 is organized into a series of planning factors, which are outlined below. If a factor applies to the subarea, the applicable recommendations are included.

Environmental Resources

- **Salt Valley Greenway:** The Salt Valley drainage basin that wraps around the City of Lincoln is fed by numerous tributaries. The effect is that of a large loop primarily made up of Salt Creek and Stevens Creek. This loop comprises the Salt Valley Greenway, which is envisioned to include parks and open space, trails, both active and resource-based recreation, riparian and stream corridors, floodplains, and more. The envisioned portion of the Salt Valley Greenway within the subarea is shown in Figure 2.19 Pedestrian and Bicycle Network.
- **Freshwater Wetlands:** Some freshwater wetlands are located within the subarea. LPlan 2040 states that stormwater management practices that protect the quality and quantity of water near wetland should be pursued, as well as buffer areas along wetlands' perimeters.
- **Floodplains:** LPlan 2040 encourages streams and creeks' vegetative buffers to be preserved and enhanced to protect the natural functions of the floodplain. Areas for future urban development should be outside of the floodplain and floodway.

Placemaking

The Placemaking planning factor emphasizes the need to study, protect, and enhance Cornhusker Highway as a way to create and express community pride along this major entryway to Lincoln. “The corridors along I-180 from Interstate 80 to the entry to Downtown, and from Lincoln Municipal Airport along Cornhusker Highway to the interchange with I-180 should be a special focus for public/private partnerships to identify special themes and appropriate sites for public art” (page 4.7).

Business and Economy

The Business and Economy planning factor emphasizes the following applicable development strategies:

- Commercial and industrial centers should be developed in existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently use existing infrastructure.
- Commercial centers should be located where they will have access to arterial streets with adequate capacity and be supported by transit, trails, sidewalks, and local streets.
- Regional centers (one million square feet or larger) should include a blend of commercial and other compatible land uses. The scale of the center can offer a unique character or cohesive theme.
- Community centers (250,000-600,000 square feet) should be dominated by retail and service activities, but can also serve as campuses for corporate office facilities and should include a mix of residential uses. One or two “big box” retail operations are acceptable.
- Neighborhood Centers (50,000-150,000 square feet) provide services and retail goods oriented to the neighborhood level, with significant pedestrian orientation and access. Numerous smaller shops and offices and one or two anchor stores are appropriate. Residential mixed use is encouraged.

Parks, Recreation, and Open Space

Given generational shifts in recreation interests and activities, the Parks and Recreation Department will monitor and respond to emerging interests. Current examples of emerging recreation activities include: skate parks, BMX cycling, cyclo-cross, mountain biking, geocaching, adventure racing, pickle ball, foot golf, flying disk golf and bike parks. The city plans to establish a bike park at the North 48th Street landfill.

Transportation

Applicable transportation network-related information is provided in the summary of the 2040 Long Range Transportation Plan (2016), Lincoln Transit Development Plan (2016), Bicycle and Pedestrian Capital Plan (2013), and the Transportation Improvement Program (Fiscal Year 2018-2021), which function as supplements to LPlan 2040.

Energy and Utilities

As an energy conservation strategy, LPlan 2040 recommends that incentives be provided for projects that use green building codes or green rating systems and that higher density housing be provided in or near large commercial development, redevelopment nodes, corridors, and employment centers. Additionally, buildings and landscaping should be retrofitted and weatherized with energy efficient technologies.

Note that a major update to the Lincoln-Lancaster County Comprehensive Plan is currently underway. Known as PlanForward 2050, the new comprehensive plan will embody Lincoln and Lancaster County’s shared vision for the future, out to the year 2050. This effort is being coordinated with the update of the Long Range Transportation Plan. The update will be completed over the next year with final approval anticipated by the end of 2021. For more information, please visit www.planforward2050.com.

Deadmans Run Watershed Master Plan (2007)

Deadmans Run is a right-bank tributary of Salt Creek; its main channel flows northwest, ultimately draining into Salt Creek just north of Cornhusker Highway. Its watershed encompasses part of the subarea. The Deadmans Run Watershed Master Plan developed planning tools and comprehensive improvement projects that reduce the potential for street and building flooding, address existing erosion problems, and improve water quality.

The Master Plan consists of three main elements: (1) floodplain management tools, (2) capital improvement projects, and (3) benefit-cost analysis. Project one shown in the Master Plan lies within the subarea. Project one recommended widening and reshaping the main channel from the Salt Creek confluence to Huntington Avenue. In addition, a portion of a west tributary near State Fair Park Drive should be improved. The improvements also include significant upgrades to several stream and railroad crossings.

The first part of project one (from Salt Creek to Cornhusker Highway) is flooding improvements and geomorphic interventions to alleviate erosion problems north of Cornhusker Highway. Part two (Deadmans Run west tributary) includes using open space to widen the channel. In areas that have been encroached by development and widening is not possible, an increase in channel conveyance can be achieved by flood benching. Additionally, the tributary invert should be gradually lowered to achieve a constant slope over the project extents.

Lastly, part three (main channel from the railroad crossings to north of Cornhusker Highway) recommends drainage structure modifications, channel widening, and a flood bench channel (including a low flow natural channel). The existing lined channel should be removed and replaced with a rock grade control base to encourage aquatic habitat, limit hydraulic movement of the surface, and provide a stable lining for the stream bed. The flood channel bottom will be widened to tie into the gradual side slopes. The proposed channel must be widened by 100 feet on the right bank to accommodate the flood bench.

Deadmans Run Section 205 Integrated Feasibility Report and Environmental Assessment (2018 Draft)

While this flood risk management study is in draft form at the point of this Plan's creation, it should be used as the guiding document for Deadmans Run watershed flood risk reduction projects. The purpose of the study was to quantify the flood risks and related flood problems associated with the Deadmans Run watershed; formulate and evaluate alternative plans to address those flood threats; compare those plans against one another based on costs, benefits, and impacts; and select a recommended plan that reduces the existing flood risk.

The selected plan includes the following:

- A widened channel from Cornhusker Highway upstream to just east of North 48th Street
- Replacement of the existing concrete mat and gabions with riprap sized to mitigate streambed erosion
- Reconfiguration of the access road and underlying culvert to a series of commercial properties along the bank of the channel
- Construction of a concrete flume under the BNSF railroad bridges
- Environmental mitigation throughout the project footprint to ensure there is no negative impact on the local ecosystem

These improvements will increase the channel capacity to convey the flows associated with the 1 percent Annual Chance Exceedance event. Project costs are estimated to total just over \$14.2 million.

The recommended plan will reduce flood risks for 487 structures in the Deadmans Run 1 percent Annual Chance Exceedance floodplain, creating a benefit to cost ratio of 2.69.

2040 Long Range Transportation Plan (2016)

The 2040 Long Range Transportation Plan (LRTP) functions as the Transportation chapter in LPlan 2040 and provides a blueprint for the city's transportation planning process over the next 24 years. This document outlines the various existing conditions and issues facing Lincoln-Lancaster County's transportation network and then provides a plan to meet the needs of Lincoln-Lancaster County's projected 2040 population.

The LRTP includes two overarching transportation plans that cover all modes of surface transportation, including roadway, transit, bicycling, walking, and rail. One such plan is the Needs-Based Plan, which includes transportation projects and programs that could be implemented to realize the comprehensive vision of transportation for Lincoln-Lancaster County. The Fiscally Constrained Transportation Plan, on the other hand, satisfies the federal rules that require LRTPs to be fiscally constrained. The Fiscally Constrained Transportation Plan spells out projects to be constructed during the planning period that do not exceed the revenue estimates that will support the operations, maintenance, and construction cost.

2040 Needs Based Plan

Candidate roadway capital projects within or surrounding the subarea include the following:

- Expand Cornhusker Highway from North 20th Street to North 33rd Street to be six lanes and have intersection improvements.
- Expand Cornhusker Highway from North 11th Street to North 20th Street to be six lanes and have intersection improvements.
- Expand North 48th Street from Adams Street to Superior Street to be four lanes and have intersection improvements.
- Expand North 33rd Street from Cornhusker Highway to Superior Street to be four lanes and have intersection improvements and a bridge.
- Construct an interchange at North 14th Street at Cornhusker Highway.

The intersection improvements could include additional right or left turn lanes, intersection geometric modifications, and signal modifications or roundabout construction.

Fiscally Constrained Plan

The city's Two Plus Center Turn Lane Projects have been successful in increasing the capacity of two-lane roadways by approximately 50 percent and minimizing traffic congestion, while improving safety and preserving the character and vitality of existing neighborhoods. The city has been adding a center left turn lane as part of programmed street rehabilitation along two-lane minor arterials and some collectors. Adams Street from North 39th Street to North 46th Street and North 40th Street from Cornhusker Highway to Superior Street are planned to be improved in this way.

The Fiscally Constrained Plan also identifies “Alternative Approach Corridors.” These are corridors improved to increase the efficiency of traffic flow through traffic signal coordination and intersection improvements, rather than through major widening. The Fiscally Constrained Plan recommends this alternative approach for Cornhusker Highway between North 20th Street and North 33rd Street. Cornhusker Highway from North 20th Street to North 33rd Street plans to use traffic signal coordination and key intersection improvements to address bottlenecks, rather than a wider roadway.

Candidate trail projects include the North 48th Street Trail (Murdock Trail to Superior Street) and the North 33rd and Adams trails (Murdock Trail to Cornhusker Highway).

Note that an update of the LRTP is currently underway. The new LRTP will guide the investments in the region’s transportation priorities and support mobility needs of our community over the next 30 years. This effort is being coordinated with the update of the Lincoln-Lancaster County Comprehensive Plan and is anticipated to be completed in 2021. Final approval of the LRTP is anticipated by the end of 2021. For more information, please visit www.lrtplincolnmpo.com.

Lincoln Transit Development Plan (2016)

The Lincoln Transit Development Plan’s purpose was to determine the best approach for improving and expanding transit services. The initial phase of the project evaluated the entire transit network and the area it serves to determine how best to allocate services. By comparing the location of existing ridership and where demand for transit is at its highest, route alignments and schedules were modified to better fit the needs of current and potential riders.

In addition to policy recommendations for bus stop guidelines and service standards, the fiscally-constrained preferred alternative recommendations began implementation in 2017, with five additional phases of recommended service expansions to be completed when funds are made available. Some of the key benefits of the recommendations described in the plan included the following:

- Increased service span to help those working late shifts or attending evening classes
- Improved downtown connections to increase transfer options and reduce average wait times
- Added frequent service to support areas with higher transit demand
- Limiting the number of turns and the use of local roads to improve travel times and reliability
- Eventually adding service on Sundays so all regular routes are available seven days a week

While there are currently no routes crossing the subarea either by way of local roads or Cornhusker Highway, the current alignments for routes 21, 41, 48, and 49 all operate adjacent to the subarea boundary. As soon as future phases of service expansion are implemented, these routes will provide equal service on Saturdays and Sundays and operate on weekdays with 30-minute headways all day.

Transportation Improvement Program (Fiscal Year 2021-2024)

The Transportation Improvement Program (TIP) is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the metropolitan area over a four-year period. The projects use, or expect to use, Federal Highway Administration or Federal Transit Administration funding or state funds, and include other projects that have significant system impacts.

The TIP is updated annually and coordinated with the 2040 Transportation Plan, LPlan 2040, the Lincoln Transit Development Plan, the RTSD’s Railroad Transportation Studies, State Transportation Plans and Needs Studies, and with recommendations from local governments and citizens. In the TIP’s fiscal year 2021-2024 update, the projects programmed adjacent to the subarea include the following:

- BNSF railroad crossing grade separation project at North 33rd Street and Cornhusker Highway
- Transportation System Optimization (TSO) along Adams Street, from 36th to 48th Streets
- Transportation System Preservation (TSP) on the 27th Street and West O Street bridges

The TIP not only serves as a necessary programming document to support requirements involving the procurement of federal and state transportation funds, but it is also a tool the metropolitan area can use to effectively prioritize projects, as the demand for transportation improvements far exceed the needs of the area and its residents.

Bicycle and Pedestrian Capital Plan (2013)

This document supports the 2040 Long Range Transportation Plan. It identifies strategies and activities to develop a comprehensive bicycle and pedestrian network, to increase the use, safety, and convenience of bicycling and walking within and around the city and county. The Plan includes an assessment of existing conditions, as they relate to bicycling and pedestrian infrastructure, and also includes a capital needs assessment. The actual capital incorporates and further implements existing and proposed trails, bicycle lanes, and bicycle routes for the Bicycle Plan and continues policies requiring sidewalks on the both sides of the roadway, pedestrian easements where needed, and landscaped buffer zones between the roadways and sidewalks for the Pedestrian Plan.

The Bicycle Plan includes the use of recreational trails and shared use paths, both of which have a hard surface pathway of at least 10 feet in width.

Bicycle Plan

- **At-Grade Trail Crossings:** While the preferred solution for trails is grade-separated crossings, lower cost solutions (pavement markings, appropriate signage, mid-block crossings with median refuge islands, and Pedestrian Actuated Rectangular Rapid Flashing Beacons) are more feasible during the planning period. This applies to trail crossings over Cornhusker Highway at North 27th and North 48th streets.
- **On-Street Bicycle Routes:** These should be located on residential streets and low volume collector roadways where vehicles and bicyclists share the travel lane. These routes are signed with bicycle route signs on both sides of the road at approximately five signs per mile. Bicycle Activated Signals should be considered where any designated bike routes intersect with signalized intersections.

- **Bicycle Lanes:** These should be five feet or wider, but should be limited in use because of the necessary additional 10 feet or more of right-of-way. Bicycle lanes have very little applicability in the subarea.
- **Bicycle Parking and Storage:** Private developments with bicycle parking should provide bicycle racks and lockers that are highly visible with adequate lighting and surveillance. Bicycle lockers should be provided at park and ride lots, parking garages, transit centers, and employment centers.

Additional solutions include protected bikeways and paved shoulders, both of which are not applicable to the subarea.

Pedestrian Plan

Lincoln has a strong pedestrian network because of its longstanding policies of requiring sidewalks on both sides of the roadways and limiting block lengths or requiring pedestrian easements if the block exceeds 1,000 feet in length. Pedestrian projects that may apply to the subarea or are in the subarea's vicinity include the following:

- **Completing Missing Gaps:** Gaps in the arterial street sidewalk network is a priority along Cornhusker Highway from North 11th Street to North First Street.
- **Pedestrian Countdown Signal Heads:** All signalized intersections should have pedestrian countdown signal heads, which are most applicable along Cornhusker Highway.
- **Intersection Traffic Control:** Pedestrian Actuated Rectangular Rapid Flashing Beacon and Pedestrian Hybrid Beacon-High Intensity Activated Crosswalk (HAWK) can be installed where traffic volumes do not warrant signals, but there are high levels of pedestrian activity.

It should be noted that an updated On-Street Bicycle Facilities Plan ("Lincoln Bike Plan") is currently under development. Lincoln Bike Plan will serve as the primary source of on-street bicycle plan recommendations for the city. This Plan and its recommendations are being coordinated with the updated On-Street Bicycle Facilities Plan where possible.

Public Art Master Plan for Lincoln, Nebraska (2019)

The Public Art Master Plan (PAMP) was developed by in conjunction with Public Art Lincoln with a mission to provide a process and framework for the development of a public art collection of national significance within the city. In general, the PAMP developed and recommended a governance/legal structure to foster the selection, funding, acquisition, siting, installation, display, maintenance, and preservation of public art and identified appropriate locations for public art in public spaces.

A public artwork inventory is updated from time to time by the Lincoln Arts Council at publicart.artscene.org. The Lincoln Parks and Recreation Department has initiated the development of an inventory of public property on which public artworks may be located within the city. The following areas in or near the corridor have been identified as opportunity areas for public art:

- North 33rd and Cornhusker Highway Corridor Entrances: I-80, Highway 34, Cornhusker Highway
- West Haymarket
- Civic Plaza
- Centennial Mall

The Parks and Recreation Department will generally be responsible for coordinating maintenance and conservation of public artworks located in parks and open spaces. The City of Lincoln Public Works and Utilities Department will coordinate maintenance and conservation of public artworks located in public right-of-way areas.

VISION AND GUIDING PRINCIPLES

Based upon the input gathered throughout the public engagement process on the issues, concerns, and opportunities facing the subarea, as detailed in Section 4 Public Engagement, the project team crafted a short vision narrative for the North 33rd and Cornhusker subarea. The vision narrative is an expression of future aspirations and paints a picture of what the subarea is hoped to be. Identifying the vision is critical to the planning process, as it can be referred to as a guide for recommendations that will define the Plan. Each recommendation put forth in the Plan aims to achieve the vision, at least in part. The ability to articulate and visualize the possible future state of the subarea is a vital component for its successful revitalization. The vision for the North 33rd and Cornhusker subarea is as follows:

The Vision

Building upon its history, culture of strong work ethic, and location, the North 33rd and Cornhusker subarea aspires to:

- be a **thriving employment center** for the city spurred on by innovation and taking advantage of the proximate work force and supporting local businesses
- provide a **mixture of market-supported complementary land uses** that serve the local businesses and residents and also draw visitors from the citywide population
- **provide for the fundamental needs** of its residents and businesses and **responsibly use and protect its land, water, and air resources**
- **support all modes of transportation** through a safe, thoughtful, and well-connected transportation network
- **build up the surrounding neighborhoods** with continued reinvestment and enhanced quality of life
- become a **citywide destination** brimming with people and activity

Guiding Principles

Achieving such a vision is a complex process that requires a multi-layered approach. To help guide this process, the following guiding principles have been developed:



Safety

All modes of transportation (bicyclists, pedestrians, transit riders, rail, and automobiles) need a safe and efficient transportation network that (1) optimizes circulation and traffic flow effectively decreasing traffic congestion and (2) minimizes conflict points among pedestrians, bicyclists, buses, automobiles, and rail. Cornhusker Highway specifically should be highly accessible and inviting.



Connectivity

The subarea should be both internally and externally connected. Externally, the subarea should be clearly connected to other areas of Lincoln, including the UNL East Campus, Downtown Lincoln, Antelope Valley, and more through all modes of transportation. Internally, clear and safe multimodal connections among primary roadways, neighborhoods, and destinations should be present and accessible, with a focus on (1) a North 33rd Street connection between Cornhusker Highway and Superior Street and (2) a subarea connection to State Fair Park Drive/Salt Creek Roadway.



Economic Sustainability

A balance must be struck between elevating the subarea's market potential and encouraging reinvestment in the subarea by private property owners and businesses. Long term economic sustainability must be secured for local property owners, businesses, and the community as a whole, which will require a mixture of development and redevelopment.



Identity and Quality of Life

A welcoming, distinctive, and cohesive environment with an improved streetscape, building architecture, site development, and branding elements for the subarea should be developed. Subarea quality of life should be enhanced through both passive and active recreational opportunities, capitalizing on the existing trail network, Salt Creek, and open space.



Environmental Sustainability

The subarea's environmental resources should be responsibly managed through a balance of preservation and environmentally sustainable retrofitting/redevelopment, site development techniques, and public infrastructure.



Existing Conditions



OVERVIEW

SECTION 2 EXISTING CONDITIONS

Long range planning must be founded on an understanding of the community in the present. Existing Conditions represents the summary of the analysis of the current state of the subarea. This section acknowledges the importance of well-informed recommendations and strategies that properly respond to the existing realities of the subarea.

Existing Conditions provides an overview of the current population demographics and the state of land use; zoning; building, site, and streetscape conditions and character; the transportation network; infrastructure; and the natural environment. Collectively, this information paints a picture of the North 33rd and Cornhusker subarea and the influences that shaped the development of the Plan.

SUBAREA PROFILE

An analysis of the subarea's demographic conditions was conducted to guide planning discussions and provide the necessary background information to develop market-viable recommendations. This section presents and assesses current trends, and serves as a base for market implications, as further described in Section 3 - Market Positioning Strategy.

Demographic and market data was gathered from both the 2000 and 2010 U.S. Census and the 2012-2016 American Community Survey. The 2012-2016 American Community Survey data reflects a five-year estimated average based on surveys conducted by the U.S. Census Bureau during that time period. The 2012-2016 American Community Survey data is labeled as 2016 data throughout this section, so as to not confuse "2012-2016" with a data trend over time.

General demographic characteristics for the subarea follow and are detailed in Table 2.1 Subarea Profile Summary.

For the purposes of this document, said demographic characteristics are compiled from five U.S. Census block groups, which are part of three different U.S. Census tracts, including:

- Block Group 1 and 4 of Tract 3
- Block Group 1 of Tract 4
- Block Group 1 and 2 of Tract 29

To be clear, these block groups encompass the entirety of the subarea, but also include additional land primarily to the north, northeast, and south. With that in mind, the block groups are not a representation of just the subarea, but a slightly larger area that shares many of its defining characteristics. This larger area is shown in Figure 2.1 Subarea Profile Block Groups on the following page.

General Demographics

The following section focuses on basic demographic characteristics such as population and age.

Population

The subarea's population is increasing.

From 2000 to 2016, the subarea grew by approximately 3,000 residents (or by 56.1 percent), compared to a 21.0 percent increase in the City of Lincoln's population.

Age

The subarea's population is relatively young.

From 2000 to 2016, the subarea's median age decreased to 29.5 (from 31.8 in 2000), compared to the city's median age increasing to 32.3 (from 31.3 in 2000). Both the subarea's and the city's median age is noticeably lower than the national median age of 37.7. This is not entirely surprisingly given Lincoln's status as a "college town," and the subarea's proximity to the UNL East Campus and Nebraska Wesleyan University.

FIGURE 2.1
**SUBAREA PROFILE
BLOCK GROUPS**

Source: City of Lincoln Planning
Department and U.S. Census Bureau

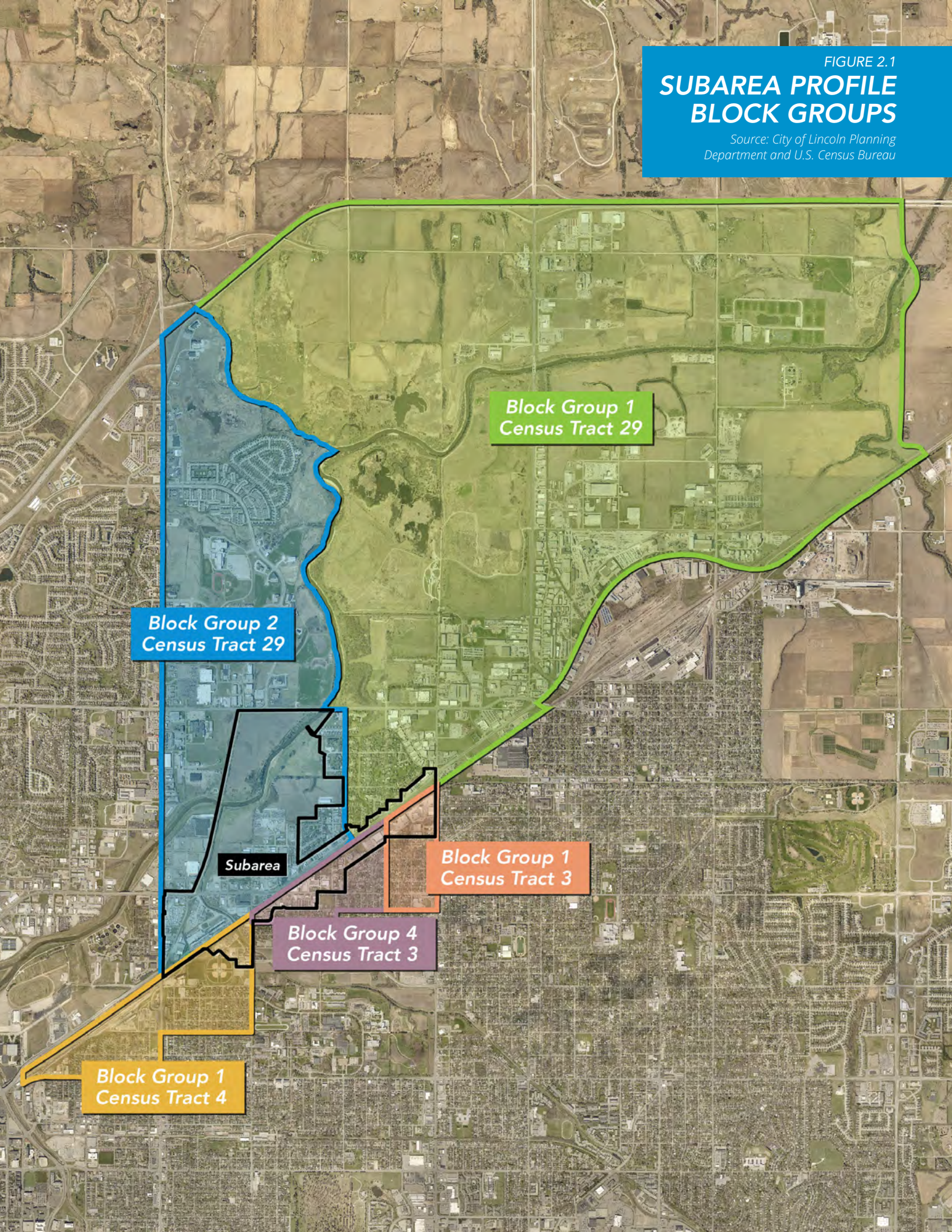


Table 2.1 Subarea Profile Summary

	2000 Subarea	2000 City of Lincoln	2016 Subarea	2016 City of Lincoln	Actual Change		Percent (%) Change	
					Subarea	City of Lincoln	Subarea	City of Lincoln
Total Population	5,293	225,581	8,261	273,018	2,968	47,437	56.1	21.0
Median Age	31.8	31.3	29.5	32.3	-2.3	1	-7.1	3.2
Total Households	2,347	90,485	3,904	109,203	1,557	18,718	66.3	20.7%
Average Household Size	2.31	2.36	2.29	2.38	-0.01	0.02	-0.60	0.80
Median Household Income	\$48,407	\$60,051	\$40,549	\$51,126	\$7,858	\$8,925	-16.2	-14.9

Source: 2000 U.S. Census and 2012-2016 American Community Survey

When comparing age cohorts, it is clear that the subarea has a high number of 20- to 29-year olds, compared to the city as a whole. Additionally, the senior population (60 to 80+ years old) makes up a smaller percentage of those persons living within the subarea, compared to Lincoln in its entirety. Refer to Figure 2.2 Population by Age to understand such age cohort differences.

Though, it is important to note that when comparing 2016 to 2000, the subarea has seen an increase in persons age 50 to 59 (now at 12.1 percent, up from 9.2 percent), and a decrease in those persons aged 30 to 39. The largest difference seen between 2000 and 2016 was a 5.7 percent increase in subarea residents age 20 to 29.

Racial/Cultural Composition

The subarea's population is more racially diverse than the city as a whole, and is becoming increasingly so. While the subarea is predominantly white (77.4 percent in 2016 and 81.2 percent in 2010), it is home to a higher percentage of African American residents (10.4 percent) than the city as a whole (4.3 percent) and the State of Nebraska (4.7 percent), but not the United States (12.6 percent). African American, Asian, and those persons who report two or more races are the largest minority resident groups within the subarea.

In general, the subarea has a higher percentage of Lincoln's minority population, when compared to the entire city's racial percentage breakdown.

Educational Attainment

The subarea's population is slightly less educated than the city as a whole and the State of Nebraska. The percentage of those with a bachelor's degree or higher is 19.0 percent, which is considerably lower than the city's 23.9 percent, but only slightly lower than the statewide percentage of 20.1 percent.

Poverty Status

The subarea's population faces a higher level of economic hardship than the citywide households. When compared with the city (15.1 percent), a higher percentage of households in the subarea (21.9 percent) fall below the poverty line. This is increasingly true when compared to the percentage of impoverished United States households (14.1 percent) and Nebraska households (12.1 percent).

Housing Characteristics

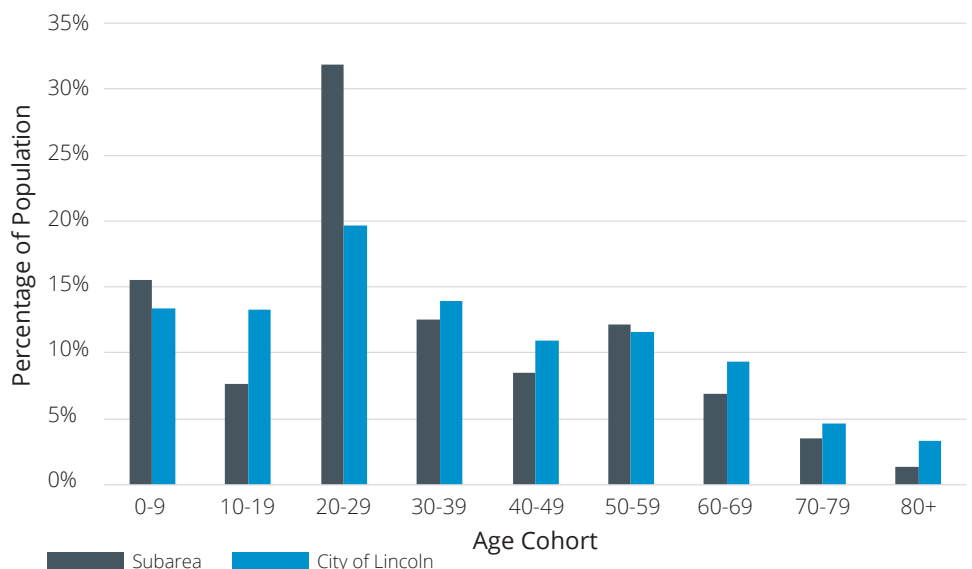
The following section describes the housing within the subarea. **It is important to note that few residences are located within the subarea boundary. The following sections describe the housing in the block groups listed previously.**

Housing Units and Structures

The number of housing units within the block groups increased by 57.2 percent from 2000 to 2016, compared to moderate increases in the number of housing units in Lincoln (20.4 percent), Nebraska (12.8 percent), and the United States (15.7 percent). Of all housing structures in the subarea, 52.1 percent have multiple units, compared to 32.7 percent for the city as a whole.

Source: 2012-2016 American Community Survey

Figure 2.2 Population by Age (2016)



This is likely because of block groups one and two of Census tract 29, which have experienced much multi-family and single family residential growth.

Housing Occupancy and Vacancy

The housing vacancy rate has decreased in the subarea from 11.7 percent in 2000 to 6.1 percent in 2016, whereas the city's vacancy rate (4.7 percent) has remained relatively stable and the State of Nebraska and the United States have both increased their housing vacancy rates.

Home Values

The median owner-occupied home value in the subarea is \$111,260, compared to \$150,200 for the city, \$137,300 for the State of Nebraska, and \$184,700 for the United States.

Age of Housing Structures

Largely because of the multi-family and single family residential development in Block Group 2 of Census tract 29, the majority (64.2 percent) of homes within the subarea were built after 1980, compared to the 44.9 percent of citywide homes that were built after 1980. The subarea witnessed an increase in home construction between 2000 and 2009, but then a sharp decline in subsequent years. This similar theme is found in citywide housing construction numbers because of the national recession.

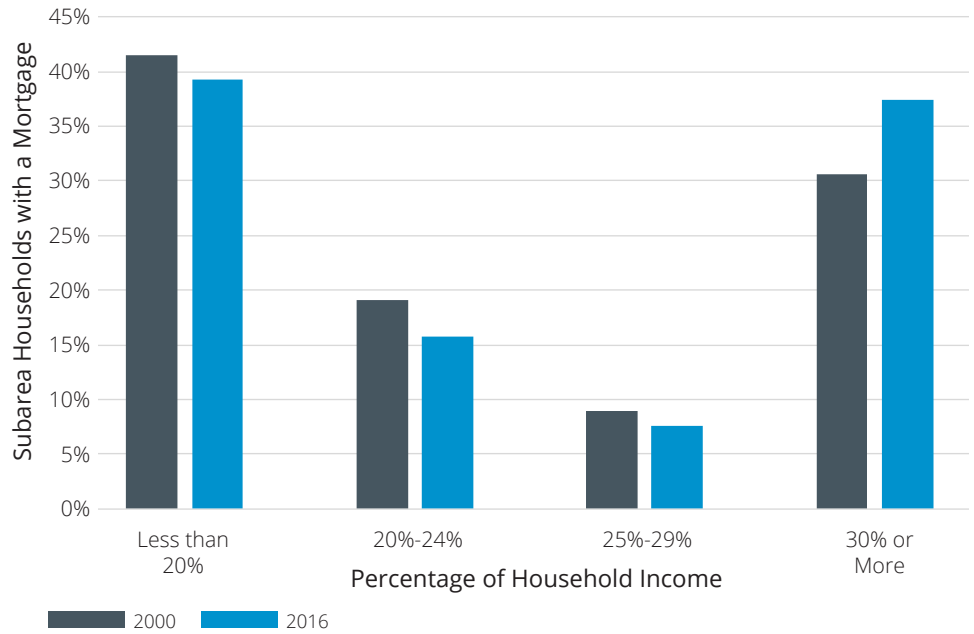
Household Characteristics

The following section describes the households within the subarea. As previously noted, remember that few residences are located within the subarea boundary. The following sections describe the households in the block groups listed previously that best define the subarea.

Total Households and Sizes

Coinciding with an increase in housing units, the number of subarea households increased by 67.8 percent since 2000, which is significantly higher than the citywide increase of 20.7 percent.

Figure 2.3 Subarea Monthly Owner Costs as Percentage of Household Income



Average household size in the subarea has remained relatively constant since 2000, only decreasing to an average of 2.29 persons per household in 2016 compared to 2.30 in 2000. Looking deeper, the slight decrease in average household sizes can be attributed more to a decrease in average sizes of owner-occupied households, rather than renter-occupied. In fact, renter-occupied average household sizes increased from 2.31 to 2.38 from 2000 to 2016, respectively.

Subarea households are smaller than the citywide average of 2.38 persons.

Types of Households

Family households in the subarea have increased by 36.6 percent since 2000, while non-family households have more than doubled since 2000 (104.6 percent).

Household Income

Adjusted for inflation, the median household income for the subarea has decreased since 2000 from \$48,502 to \$40,548, representing a 16.4 percent decrease. Similarly, the citywide median household income decreased 12.9 percent to \$51,126 over the same time frame.

Monthly Homeowner and Renter Costs

For those housing units with a mortgage, the majority of homeowners are paying between \$1,000 and \$1,249 per month for their mortgage and selected monthly owner costs. The same finding applies at the citywide level. For 37.4 percent of homeowners with a mortgage (up from 2000 as shown in Figure 2.3 Subarea Monthly Owner Costs as Percentage of Household Income), their mortgage and selected monthly owner costs represent at least 30 percent of their monthly household income, compared to only 20.1 percent citywide.

The majority of subarea rental properties cost between \$800 and \$1,249 per month, with the largest percentage of rental properties costing between \$1,000 and \$1,249 per month. This is mirrored by citywide rents. For 41.8 percent of renters, their rent represents at least 30 percent of their monthly household income, compared to 49.7 percent citywide.

Employment Characteristics

The following section describes the subarea's working population.

Employment Status

The unemployment rate for the subarea is estimated at 3.7 percent, similar to the citywide unemployment rate of 3.4 percent. This also represents a 2.1 percent decrease from 2000. The percentage of the subarea's population deemed to be part of the labor force is essentially the same as the citywide rate (71.7 percent versus 71.6 percent respectively).

Occupation

The majority of the subarea workforce is employed through management, business, science, and arts occupations. Of that majority, (1) management, business, and financial occupations and (2) education, legal, community services, arts, and media occupations employ the greatest amount of the subarea workforce. This occupational characteristic aligns with citywide data.

Industry

The industries employing the highest percentage of the subarea workforce are educational services, health care, and social assistance at 22.0 percent, followed by retail trade at 16.1 percent. Of the educational services, health care, and social assistance industry majority, 12.2 of the subarea workforce is employed by the educational services industry.

Class of Worker

Within the subarea, 80.8 percent of the workforce works in the private sector, while 16.5 percent work in the public sector, and 2.7 percent are self-employed. These percentages are generally comparable to citywide estimates.

Table 2.2 Subarea Work Commute Means of Transportation

	2000	2016	Change
Working Population (Age 16+)	2,862	4,426	1,564
Drove Alone	79.7%	85.1%	5.5%
Carpooled	16.5%	10.4%	-6.1%
Public Transportation	0.8%	0.8%	0.0%
Bicycled	0.2%	1.5%	1.3%
Walked	2.2%	0.0%	-2.2%
Other Means	0.2%	1.1%	0.9%
Worked from Home	0.5%	1.1%	0.6%

Source: 2000 U.S. Census and 2012-2016 American Community Survey

Commuting and Mobility Characteristics

The following section describes the way in which the subarea population travels to work and their mobility.

Work Commute Patterns

Most subarea residents have a work commute between 15 to 24 minutes, whereas the majority of citywide residents have a work commute between 10 and 19 minutes.

Currently, 85.1 percent of subarea residents drive alone to work, compared to 79.7 percent in 2000. The number of single drivers has risen steadily since 2000. The percentage of subarea residents that carpool to work is still over 10.0 percent, but has decreased by 6.1 percent since 2000. The number of subarea residents using public transportation during their commute to work has remained the same since 2000, though the percentage of commuters biking to work has increased from 0.2 percent to 1.5 percent.

Available Vehicles per Household

The percentage of households without a vehicle available for use has decreased in the subarea from 5.8 percent to 3.8 percent of total households, from 2000 to 2016. As such, the percentage of households with one or more vehicles available for use has increased since 2000.

Citywide, households experienced a moderate 0.5 percent decrease in vehicle availability since 2000.

Analysis

The subarea is increasing in population, while slightly decreasing in age. This growing younger population (specifically 20- to 29-year olds) is likely because of the proximity of the UNL East Campus. The younger population growth may indicate the need for increased walkability.

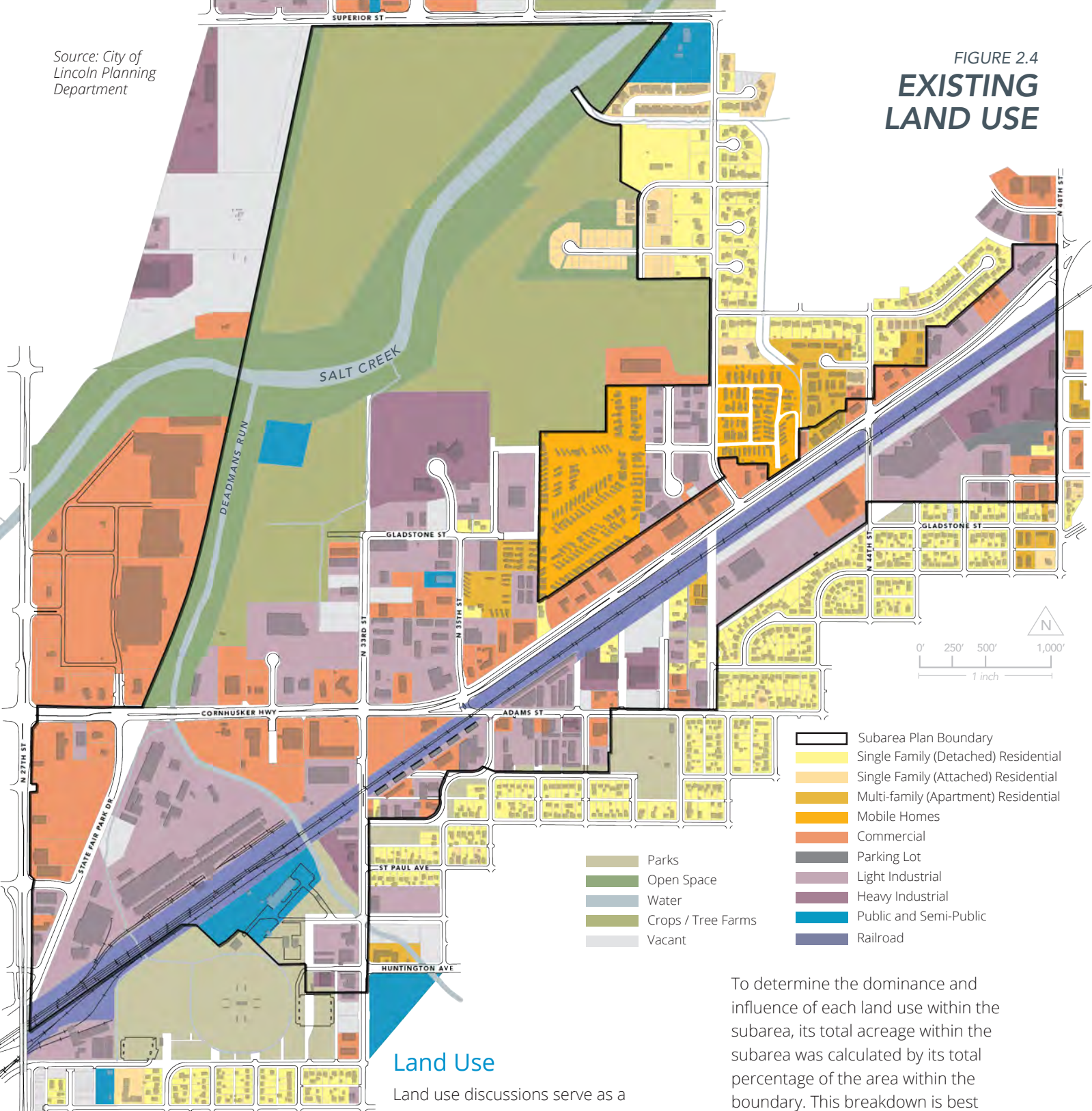
The subarea is increasingly racially diverse and less educated and wealthy than the City of Lincoln as a whole. This slight change in culture and education level presents opportunities to supplement education through diverse cultural events and the call to consider the specific needs of different cultures and races during community events.

The percentage of workers commuting to work via alternative transportation has made meager advances since 2000, indicating either the lack of desire to change transportation habits or a lack of adequate infrastructure to do so. This is not surprising given the increase in households with one or more vehicles.

Given the decreasing median household income and the high percentage of housing cost-burdened households, an opportunity for increased use of transit, bicycling, and walking may be arising, as they are less expensive forms of transportation.

Source: City of Lincoln Planning Department

FIGURE 2.4
EXISTING LAND USE



LAND USE AND ZONING

While the subarea is certainly defined by the commercial- and industrially-focused Cornhusker Highway, a closer look reveals that the subarea is in fact made up of a rather diverse mix of uses.

Land Use

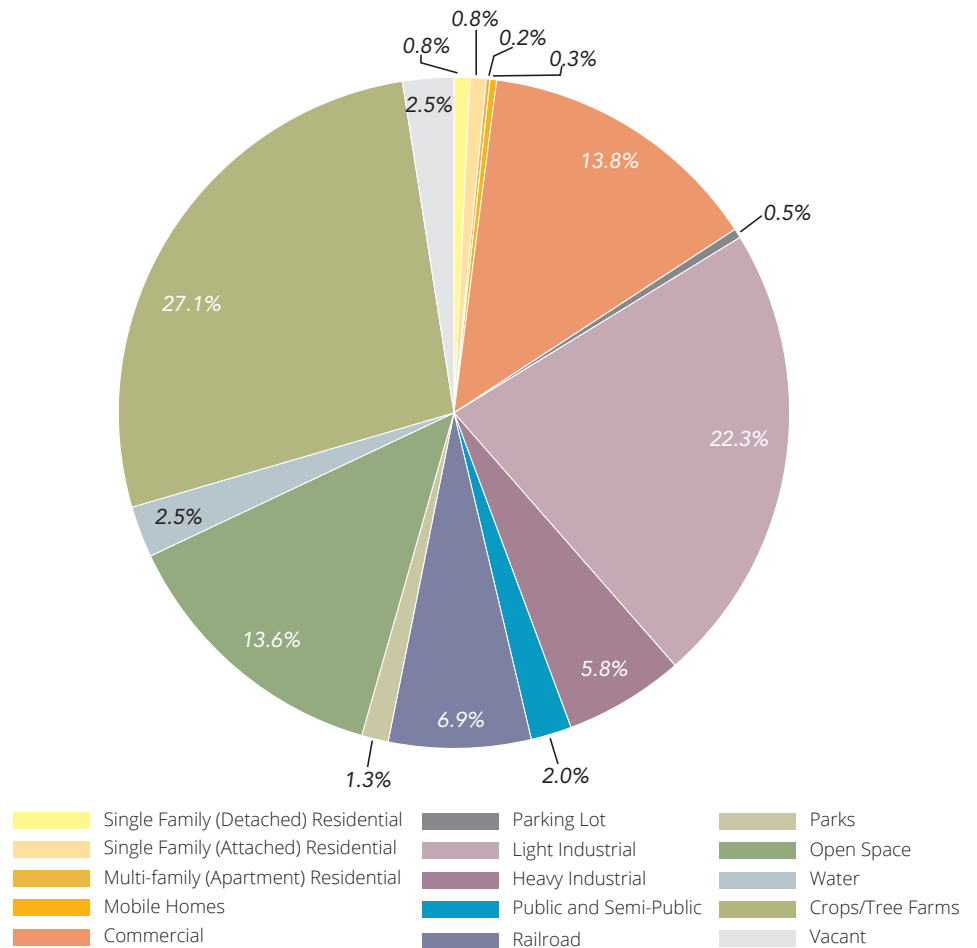
Land use discussions serve as a precursor to updating and aligning the city's development regulations, capital improvements, services, and investments within the subarea (by both the city and other agencies and organizations). It is within this context that the Plan lives.

To determine the dominance and influence of each land use within the subarea, its total acreage within the subarea was calculated by its total percentage of the area within the boundary. This breakdown is best represented in Figure 2.5 Subarea Existing Land Use Types Breakdown.

Understanding the differences between land uses and how they do and do not work together is important when analyzing a subarea. Therefore, a definition of each land use is provided prior to the description and analysis of land uses.

- **Single Family (Detached) Residential**
Single family homes.
- **Single Family (Attached) Residential**
Single family attached homes, such as townhomes and duplexes.
- **Multi-family Residential**
Multi-family homes, such as apartments.
- **Mobile Homes**
Single family mobile homes.
- **Commercial**
Retail, service, and entertainment uses.
- **Parking Lot**
Parcel completely used for vehicle parking purposes.
- **Light Industrial**
Low intensity manufacturing, processing, fabrication, packaging, assembly of goods, and/or storage or movement of goods.
- **Heavy Industrial**
High intensity manufacturing, processing, fabrication, packaging, assembly of goods, and/or storage or movement of goods.
- **Public and Semi-Public**
Governmental, utilities, religious assemblies, and educational uses.
- **Railroad**
Railroad tracks, infrastructure, related buildings, and right-of-way.
- **Parks**
Neighborhood, community, and mini parks or land adjacent to trails.
- **Open Space**
Undeveloped land, largely abutting Salt Creek and Deadmans Run, typically within the floodway and with few to no structures.
- **Water**
Bodies of water, such as Salt Creek.
- **Crops/Tree Farms**
Open agricultural uses or tree masses.
- **Vacant**
Undeveloped land without a primary use.

Figure 2.5 Subarea Existing Land Use Types Breakdown

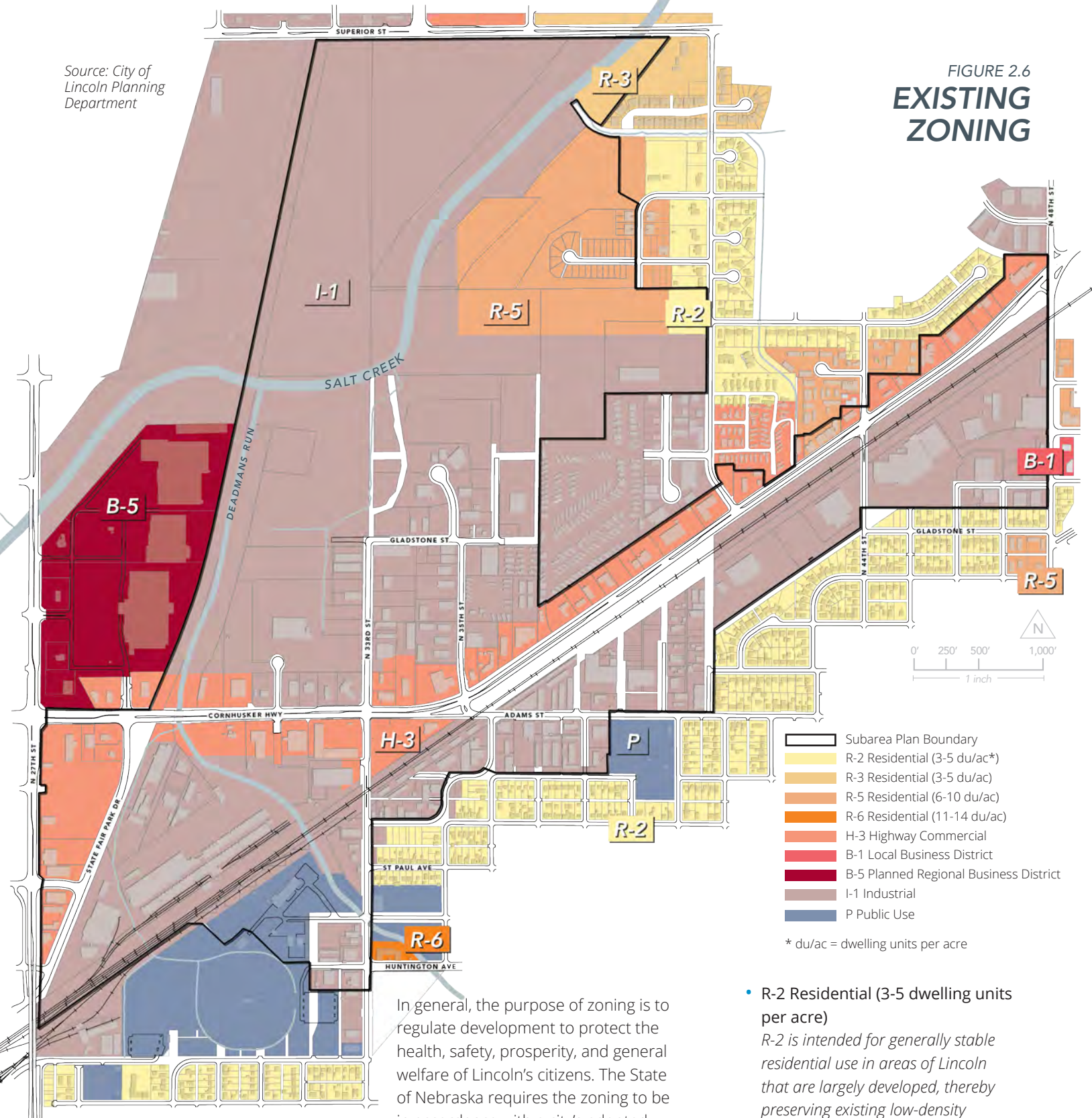


When reviewing Figure 2.4 and Figure 2.5, the following observations can be made:

- A wide variety of land uses exist within the subarea, though the most prominent is crops and tree farms, covering 27.1 percent of the subarea. Most of this land is within the floodplain, which begins to explain why the land has remained undeveloped.
- Similarly, open space covers 13.6 percent of the subarea. This land is undeveloped and predominantly falls within the floodway so to serve as a natural flood storage area.
- While little residential uses fall within the subarea (only a combined 2.1 percent), the subarea abuts longstanding and primarily single family residential neighborhoods.
- An increasing number of multi-family residential homes (primarily duplexes) are being constructed within and adjacent to the subarea.
- Light and heavy industrial uses define the subarea, as they make up 28.1 percent of the subarea, both north and south of Cornhusker Highway.
- Commercial uses (retail, services, and dining) cover a notable 13.8 percent of the subarea, primarily adjacent to Cornhusker Highway.
- Vacant parcels are interspersed throughout the subarea and make up 2.5 percent of the subarea.
- The railroad tracks and right-of-way cover a noteworthy portion of the subarea (6.9 percent) and diagonally divides the subarea.

Source: City of Lincoln Planning Department

FIGURE 2.6
EXISTING ZONING



- Subarea Plan Boundary
- R-2 Residential (3-5 du/ac*)
- R-3 Residential (3-5 du/ac)
- R-5 Residential (6-10 du/ac)
- R-6 Residential (11-14 du/ac)
- H-3 Highway Commercial
- B-1 Local Business District
- B-5 Planned Regional Business District
- I-1 Industrial
- P Public Use

* du/ac = dwelling units per acre

Zoning

The City of Lincoln maintains an official zoning ordinance that sets how land can be used, the intensity of those uses, and the relationships between various land uses. The city's zoning ordinance is presented in Title 27 of the Lincoln Municipal Code.

In general, the purpose of zoning is to regulate development to protect the health, safety, prosperity, and general welfare of Lincoln's citizens. The State of Nebraska requires the zoning to be in accordance with a city's adopted comprehensive plan.

The following zoning districts, as described in the City of Lincoln's zoning ordinance, lie within and are adjacent to the subarea:

- **R-2 Residential (3-5 dwelling units per acre)**
R-2 is intended for generally stable residential use in areas of Lincoln that are largely developed, thereby preserving existing low-density residential development. With a gross density of generally three to five dwelling units per acre, R-2 permits single- and two-family dwellings and supportive community services, such as parks, playgrounds, schools, libraries, and places of religious assembly.

- **R-3 Residential (3-5 dwelling units per acre)**
R-3 is intended to provide for developing areas of residential use with a gross density of three to five dwelling units per acre, with strong encouragement for the general use of community unit plans to foster improved and innovative design, a mix of housing types and socioeconomic groups, and improved energy and resource conservation.
- **R-5 Residential (6-10 dwelling units per acre)**
R-5 is intended to provide a redeveloping area of moderate residential density of between six and 10 dwelling units per acre. R-5 provides for single-family, two-family, and multiple and townhouse residential uses, plus support facilities, such as schools, parks, community buildings, and places of religious assembly.
- **R-6 Residential (11-14 dwelling units per acre)**
R-6 is intended to provide a redeveloping area of moderately high residential density of between 11 and 14 dwelling units per acre. R-6 provides for single-family, two-family, and multiple and townhouse residential uses, plus support facilities, such as schools, parks, community buildings, and places of religious assembly.
- **H-3 Highway Commercial**
H-3 is for a redeveloping area intended to provide for low-density commercial uses requiring high visibility and/or access from major highways. The uses permitted generally include those of the neighborhood and highway business areas.
- **B-1 Local Business District**
B-1 is intended to provide a stable area of local retail to serve existing neighborhoods. Dwellings are permitted only above the first floor.
- **B-5 Planned Regional Business District**
B-5 is for the development of regional retail shopping facilities and related activities to provide planned and controlled consumer services for all segments of the population.

- **I-1 Industrial**
I-1 is for a developing stable or redeveloping area representing light and heavy industrial uses and having a relatively high intensity of use and land coverage.
- **P Public Use**
P is intended to identify real property presently owned and used by any governmental entity, including local, state, or federal governmental units, and put to some form of public use.

When reviewing Figure 2.6, the following observations can be made:

- The zoning within the subarea is relatively homogeneous as the I-1 Industrial district makes up 74.1 percent of the subarea, and H-3 Highway Commercial covers 14.8 percent.
- As expected, H-3 Highway Commercial is concentrated along Cornhusker Highway. Note that no commercial uses exist south of Cornhusker Highway and east of the Adams Street intersection, due to the proximity of the railroad.
- The remaining land within the subarea is largely low to moderate density residential uses, including the following districts: R-2 Residential (3-5 dwelling units per acre); R-3 Residential (3-5 dwelling units per acre); and R-5 Residential (6-10 dwelling units per acre).
- It is important to understand the context in which the subarea exists. This can be understood, at least to a certain level, by reviewing the surrounding zoning districts. The subarea is surrounded by lower density single family residential uses to the southeast, which make up the University Place neighborhood.
- To the northeast, the subarea is surrounded by various densities of residential zoning districts, including R-2, R-3, and R-5, and additional I-1 and H-3 close to Cornhusker Highway.
- To the west, the subarea is bounded by additional I-1 and B-5.

Analysis

The mixture of land uses within the subarea is typical of older commercial and industrial highway corridors. However, the current uses, and specifically the location of those uses, may limit the subarea's ability to thrive in the future. Given the subarea's proximity to the UNL East Campus, Nebraska Wesleyan University, and residences, it is important that the uses within the subarea serve its closest residents, alongside the area businesses and employees. This requires a balance and mixture of land uses that currently do not exist or are not properly located.

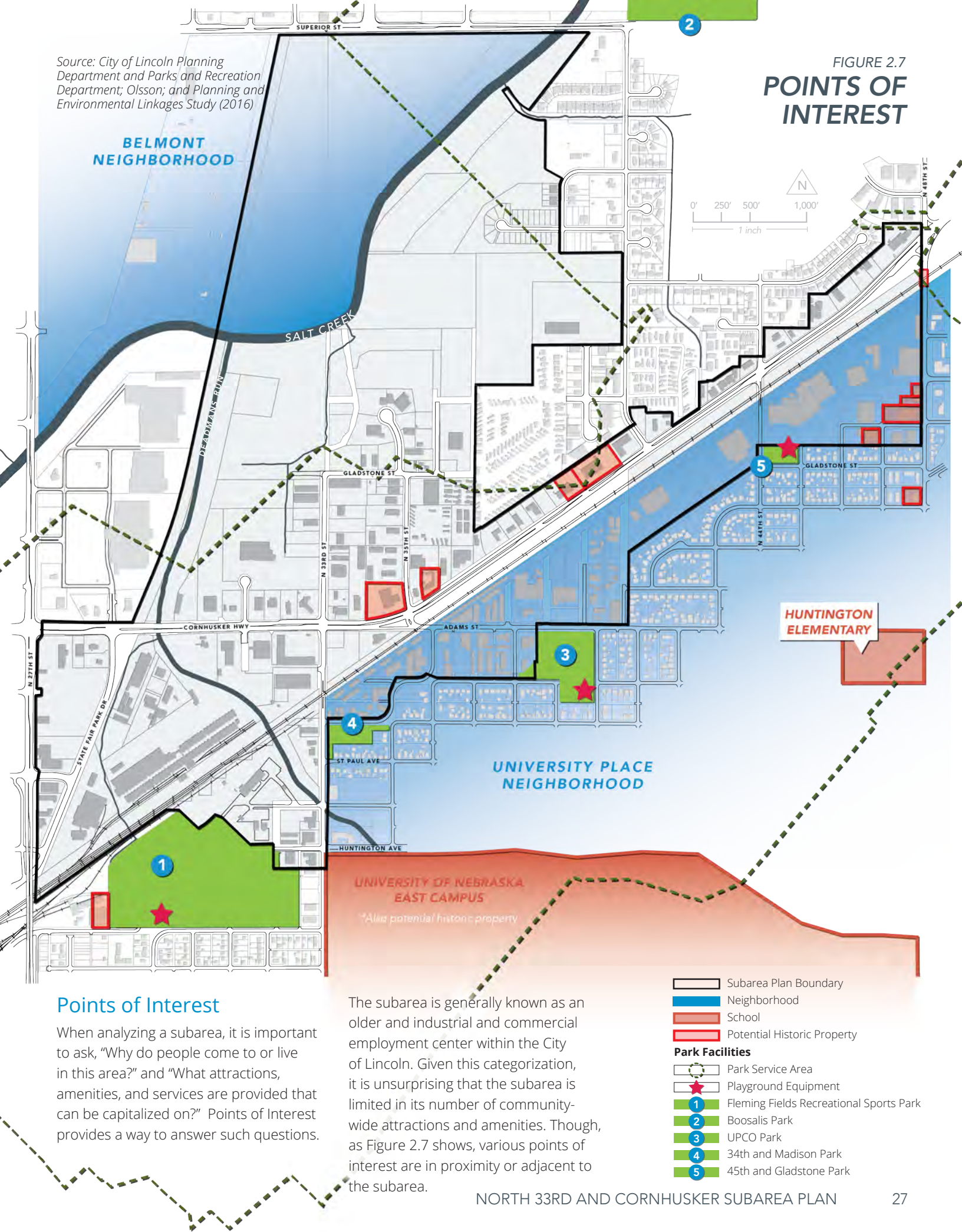
Opportunities for more moderate to high residential development may exist within the subarea, given the younger demographic as described in the Subarea Profile. Similarly, the residential uses require neighborhood commercial uses, such as pharmacies, grocery stores, banks, and professional offices, to conveniently provide daily goods and services. Accessible active and passive recreational options are key to neighborhood health and quality of life, as well. This will be an important consideration with any future residential development. Similarly, as an employment center, the subarea should provide convenient meal options and recreational uses to serve employees in the subarea throughout the day.

One of the dominant land uses (28.1 percent of the subarea) is industrial, which presents potential noise, light, and visual intrusions into surrounding and adjacent residential uses. While these uses can work together, proper measures must be taken (i.e., buffer zones, transitional land uses, etc.), especially to create a residential area that is desirable.

Finally, the zoning within the subarea does not fully align with the current land uses. The zoning sets up the subarea for further industrial development, rather than any preservation of open space or diversity of development. It is important to note that zoning, while regulatory, can be changed to best match the future vision for the subarea.

Source: City of Lincoln Planning Department and Parks and Recreation Department; Olsson; and Planning and Environmental Linkages Study (2016)

FIGURE 2.7
POINTS OF INTEREST



Points of Interest

When analyzing a subarea, it is important to ask, “Why do people come to or live in this area?” and “What attractions, amenities, and services are provided that can be capitalized on?” Points of Interest provides a way to answer such questions.

The subarea is generally known as an older and industrial and commercial employment center within the City of Lincoln. Given this categorization, it is unsurprising that the subarea is limited in its number of community-wide attractions and amenities. Though, as Figure 2.7 shows, various points of interest are in proximity or adjacent to the subarea.

- Subarea Plan Boundary
- Neighborhood
- School
- Potential Historic Property
- Park Facilities**
 - Park Service Area
 - Playground Equipment
 - Fleming Fields Recreational Sports Park
 - Boosalis Park
 - UPCO Park
 - 34th and Madison Park
 - 45th and Gladstone Park



3820 and 3900 Cornhusker Highway



3450 Cornhusker Highway



3510 Cornhusker Highway



48th Street BNSF Railroad Bridge

Two schools are in proximity to the subarea, including UNL East Campus and Huntington Elementary. These schools are intended for a younger demographic: families with children and young adults. Schools often function as community-wide or, at a minimum, neighborhood-wide spaces for events. Therefore, their use demographic is not limited.

Historic resources (buildings, railroads, bridges, archaeological sites, etc.) can be community attractors or points of interest, as well. Using the Secretary of the Interior's Standards and Guidelines for Identification and Evaluation and the Nebraska Historic Resources Survey and Inventory Manual (2010 Edition), the PEL study conducted a cultural resource and historic property evaluation during its initial existing conditions analysis. Through an existing records search and a reconnaissance level windshield level field survey of the project area bound by North 27th, Superior, North 48th Street, and Holdrege streets, which fully encompasses the subarea, the PEL identified 42 potential historic properties.

The field survey identified the potential historic properties with architectural significance and physical integrity.

These 42 potential historic properties, including UNL East Campus, are in addition to 13 previously identified historic properties as noted in records by the City of Lincoln, the Nebraska State Historic Preservation Officer, and the Nebraska State Historical Society's Highway Archeology Division. None of the 13 previously identified historic properties lie within the subarea.

As noted in the PEL study, further evaluation is necessary to determine the potential historic properties' eligibility for the National Register of Historic Places. A sampling of these potential historic properties is included in the photographs above. A complete list of the 12 potentially historic properties that lie within the subarea or are in proximity to the subarea include the following:

- 2800 Leighton Avenue
Concrete grain elevators
- 3450 Cornhusker Highway
Husker Electric; One story brick mid-century commercial building
- 3510 Cornhusker Highway
King's Inn Motel; Strip motel
- 3820 Cornhusker Highway
Virginia's Cafe; Mid-century brick commercial building
- 3900 Cornhusker Highway
Lincoln Patio and Awning; Two story brick mid-century commercial building
- 48th Street BNSF Railroad Bridge
Concrete bridge with Art Deco details
- 3545 North 48th Street
Brick Colonial Revival house
- 3533 North 48th Street
Brick bungalow house
- 3505 North 48th Street
Data Source; Lava rock façade with flat roof
- 4645 Hartley Street
Spectronics; One story metal building
- 3307 North 48th Street
2.5 story Foursquare with wrap around concrete block porch and Ionic columns
- UNL East Campus
Campus with multiple buildings, green spaces, and roadways



Fleming Fields Recreational Sports Park



34th and Madison Park



UPCO Park



45th and Gladstone Park

Five parks are located near the subarea, including the following:

- Fleming Fields Recreational Sports Park (Community Park)
- Boosalis Park (Conservancy)
- UPCO Park (Neighborhood Park)
- 34th and Madison Park (Mini Park)
- 45th and Gladstone Park (Mini Park)

Community parks often serve the entire community, as does Fleming Fields Recreational Sports Park. Conservancies often serve the entire community, as well, but do not provide ample recreational opportunities. Rather, they exist to preserve environmental features and wildlife.

Neighborhood parks, such as UPCO Park, serve a single neighborhood and function as a social and recreational focal point. They often include active recreational equipment, such as playgrounds and sport courts. UPCO Park provides tennis, basketball, and volleyball courts, as well as public restrooms.

Mini parks, including 34th and Madison and 45th and Gladstone, often only serve the immediate surrounding neighborhood. The activities offered are minimal due to size restrictions. 45th and Gladstone Park does have playground equipment, which is rare for a park of its size.

Both neighborhood and mini parks largely serve those persons within either a one-quarter or one-half mile walking distance. The area inside the Park Service Area shown in Figure 2.7 Points of Interest demonstrates those businesses and residences that are in walkable distance of UPCO, 34th and Madison, and 45th and Gladstone parks. It shows a one-half mile radius around the parks, but it takes into consideration natural and man-made features that limit walkability. As such, the Park Service Area was calculated using the street network. Once the City of Lincoln has a complete dataset for trails and sidewalks, the Park Service Area should be recalculated using the trails and sidewalk network instead, which would give a more accurate representation of the parks' true walkable radius.

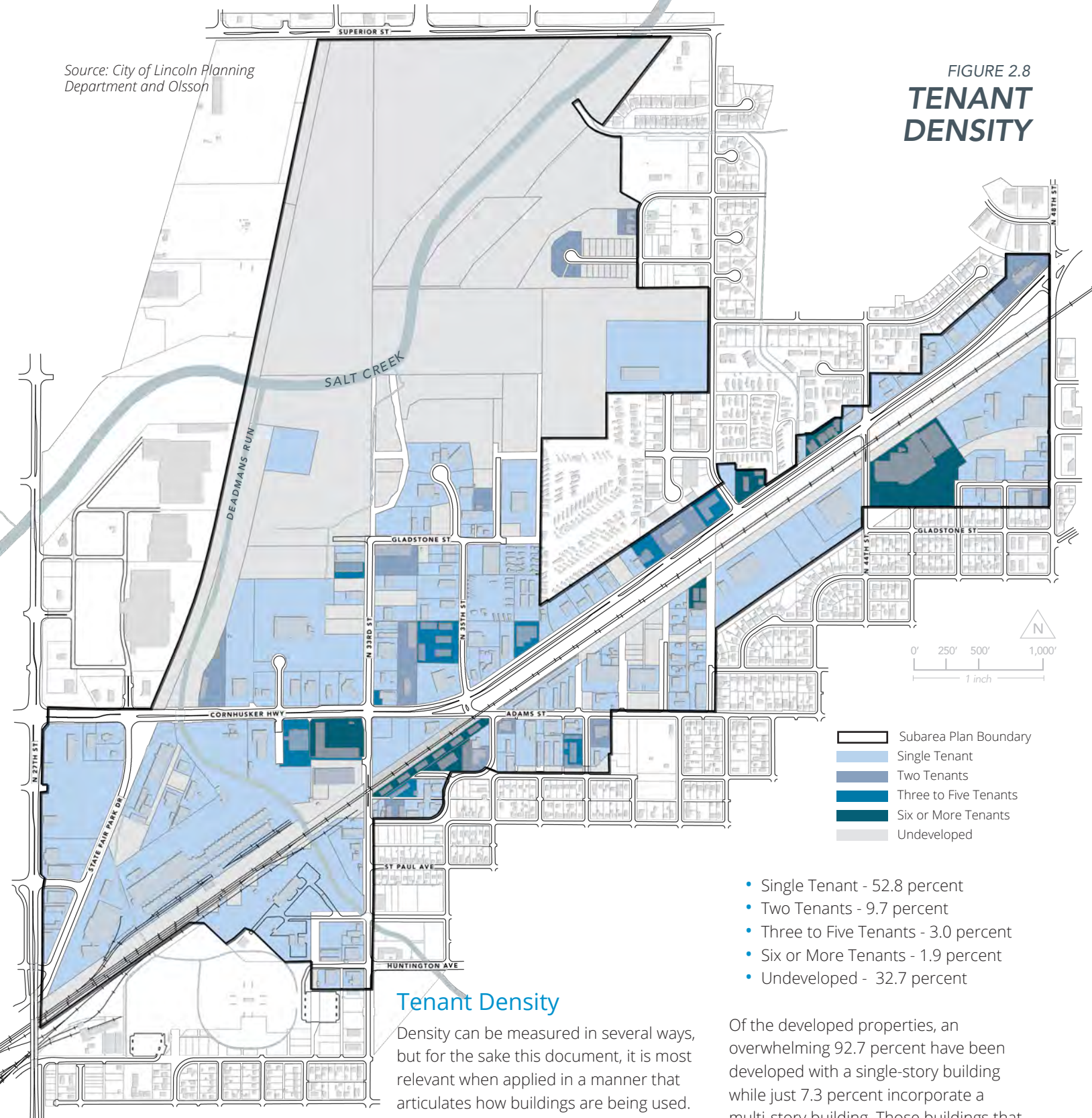
Analysis

Historic resources can define a section of a community, and the existing and potential historic resources within the subarea are no exception. As noted in the PEL study, the 42 potential historic properties (including the 12 within and in close proximity to the subarea) must be further evaluated to determine their eligibility for the National Register of Historic Places. Depending on the evaluation's results, careful consideration of development, redevelopment, and reuse sites will be vital so that any existing and desired historic character is preserved and/or complemented.

As each community desires different recreational opportunities, it is important to align any future parks and recreation enhancements or additions in the subarea with the findings from the public engagement process. This discussion is included in Section 4 Public Engagement. Most of the subarea is within walkable distance of a park. This standard should be maintained and met with any future residential development within the subarea.

Source: City of Lincoln Planning Department and Olsson

FIGURE 2.8
TENANT DENSITY



- Subarea Plan Boundary
- Single Tenant
- Two Tenants
- Three to Five Tenants
- Six or More Tenants
- Undeveloped

- Single Tenant - 52.8 percent
- Two Tenants - 9.7 percent
- Three to Five Tenants - 3.0 percent
- Six or More Tenants - 1.9 percent
- Undeveloped - 32.7 percent

Tenant Density

Density can be measured in several ways, but for the sake of this document, it is most relevant when applied in a manner that articulates how buildings are being used. Of all the properties within the subarea, 52.8 percent of them include a building occupied or intended to be occupied by a single tenant. The full breakdown, as depicted in Figure 2.8 Tenant Density is as follows:

Of the developed properties, an overwhelming 92.7 percent have been developed with a single-story building while just 7.3 percent incorporate a multi-story building. Those buildings that are multi-story are typically limited to two floors.

These two sets of data paint a clear picture of the subarea, and specifically Cornhusker Highway. Single tenant, single-story uses dominate the subarea.

TENANT DENSITY AND OCCUPANCY

Understanding density and occupancy, especially along a highway corridor, is important. Density and occupancy shed light on levels of traffic within a corridor, and also on the relative health of an area.



Multi-Tenant, Single Story Building



Single Tenant, Single Story Building



Multi-tenant, Multi-story Building



Single Tenant, Multi-story Building

Combined with other factors identified in *Site and Building Conditions and Character* and *Streetscape Conditions and Character*, they establish a visual aesthetic that is monotonous, spread out, and dated.

Tenant Occupancy

A review of the collected data suggests that the developed properties within the subarea are generally experiencing high occupancy. In fact, 90.8 percent of developed non-residential tenant properties are fully occupied. Approximately 3.9 percent of developed non-residential tenant properties are deemed to be wholly vacant. Occupancy rates were determined via visual surveys.

Though the majority of the properties within the subarea are easy to observe, office buildings and industrial parks proved more difficult in determining occupancy. When reviewing office uses and industrial parks, buildings were presumed to be fully occupied unless there was clear evidence to the contrary.

Despite any shortcomings detailed in this document, high occupancy is a clear indicator of the potential that the subarea possesses for future growth and revitalization.

Analysis

Perhaps surprisingly, vacancy levels are low within the subarea, demonstrating that there is a demand for the type and/or price of tenant spaces offered along Cornhusker Highway. Despite the low vacancy levels, a long-term mindset is necessary. Questions such as, "Will this model of development continue to flourish within the next five, ten, or twenty years?" must be asked.

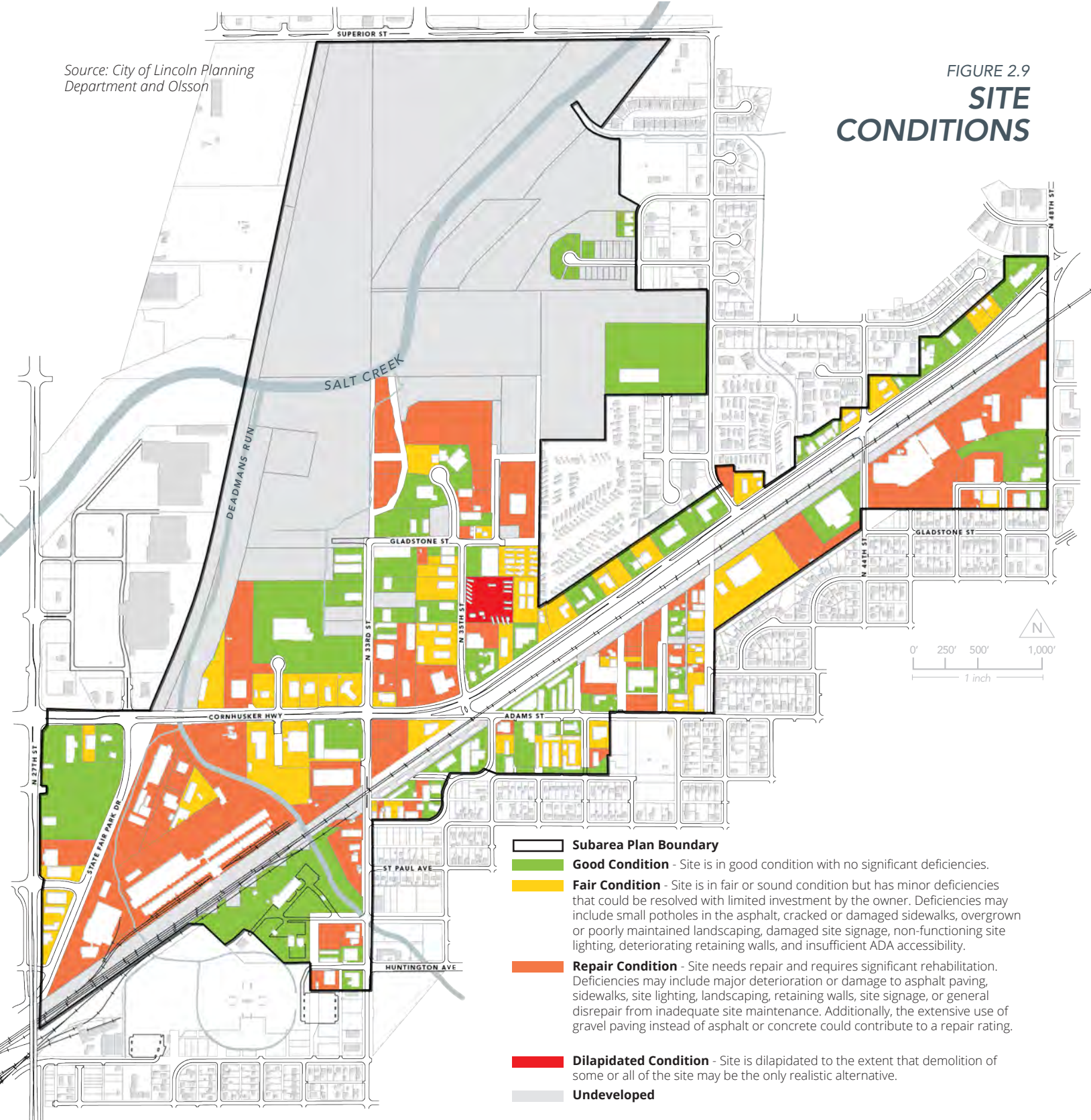
One of the key purposes of this document is to provide recommendations for improvement within the subarea that will align the subarea's future with the vision, as determined by the public and Advisory Committee. If single story, single tenant spaces are not going to compete well with the rest of the city in the future, different development models must be considered.

Development models that better utilize developed space within the City of Lincoln - rather than expanding services and development outside of the city or along the edges - should be considered. Single tenant, single story dated buildings and sites present opportunities for infill, which is a sustainable form of development in the long run.

Low vacancy rates do not mean that the subarea is not prime for redevelopment and infill, but rather demonstrates that the location is desirable for many businesses and industries. A balance must be struck between modernizing the development model of the subarea, while still providing adequate space for existing businesses and industries to thrive.

Source: City of Lincoln Planning Department and Olsson

FIGURE 2.9
SITE CONDITIONS



SITE AND BUILDING CONDITIONS AND CHARACTER

As part of the visual surveys that were conducted, the project team rated the condition of each developed property. These ratings were broken down into two

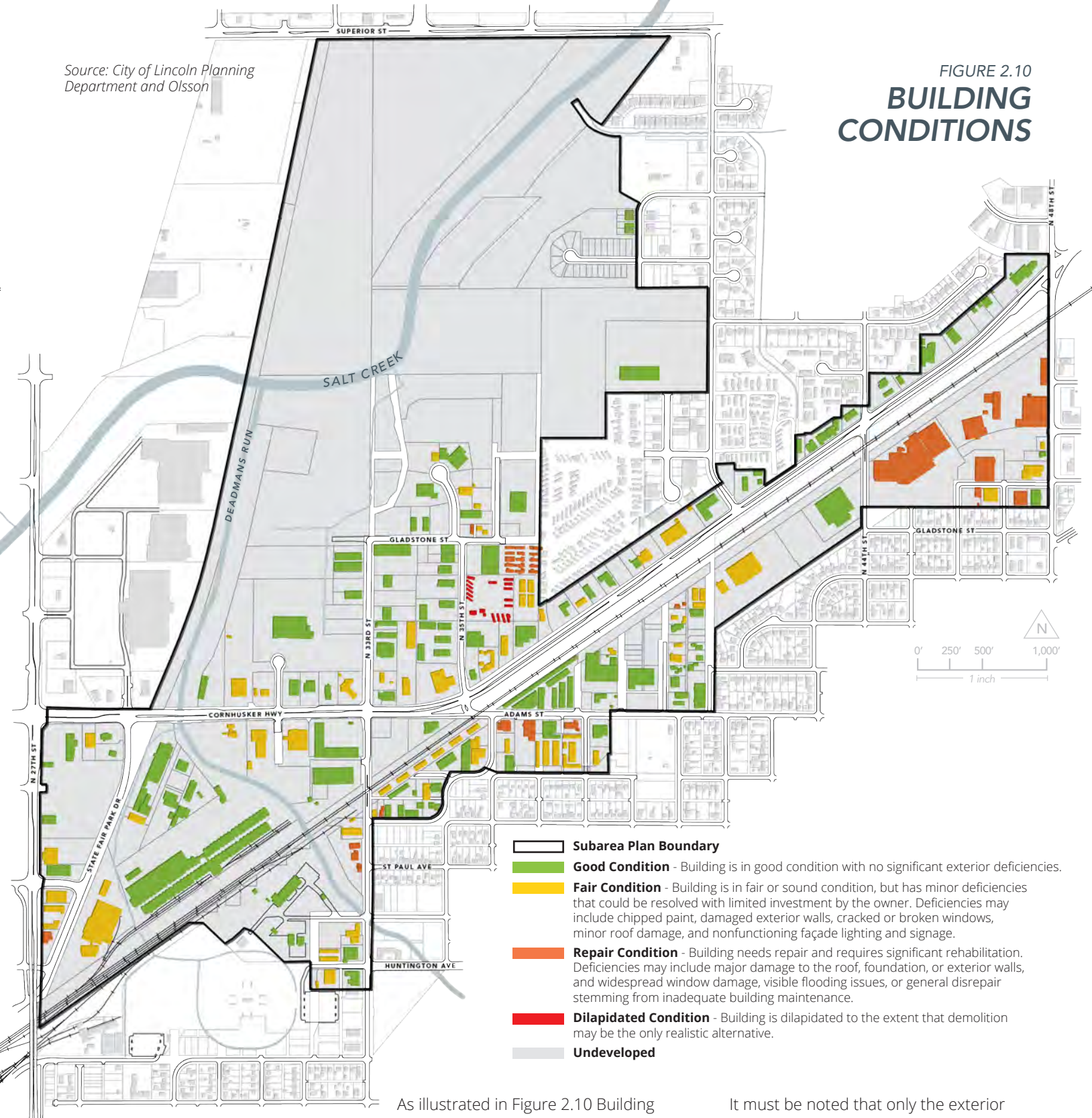
categories: (1) building condition and (2) site condition. A score was given for each category, based on a predetermined grading scale. The scale for both categories ranged from 1 (good) to 4 (dilapidated). The descriptions of each of the scores is provided in the legend above for sites and on the following page for buildings.

Site Conditions

Illustrated in Figure 2.9 Site Conditions, the majority of sites within the subarea are in good or fair condition. More specifically, 43.1 percent of the sites are in good condition, while 26.4 percent are in fair condition. 30.1 percent are considered to be in repair condition, which must be considered.

Source: City of Lincoln Planning Department and Olsson

FIGURE 2.10
BUILDING CONDITIONS



Building Conditions

Building conditions were identified by evaluating each site's primary and accessory buildings (as one singular rating) and determining where it best fits within the scale as described in the legend above.

As illustrated in Figure 2.10 Building Conditions, building conditions within the subarea are in predominately good to fair condition. More specifically, 65.9 percent of the buildings are deemed to be in good condition, while 28.5 percent are in fair condition. Only 5.0 percent are considered to be in repair condition and 0.6 percent of buildings have deteriorated to the point of dilapidation.

It must be noted that only the exterior portion of each building was evaluated for the purposes of this document. Additionally, this evaluation is solely based on the visual condition of the building. There has been no attempt to evaluate the architectural style or aesthetic of each building.



Minimal Landscaping



Cross Access Between Properties

Site and Building Character

The character of the sites and buildings within the subarea are best understood when using a wider perspective. Rather than focusing on specific properties, it is helpful to describe the characteristics properties have in common.

As mentioned previously, 92.7 percent of the developed properties within the subarea feature single story buildings. While this is not surprising for a commercial and industrial highway corridor like Cornhusker Highway, it does demonstrate that the subarea is struggling to keep up with current development trends that often favor higher densities.

The architectural styles of the commercial and industrial properties within the subarea are to be expected. It is difficult to assign an architectural style to the subarea, given the minimal distinctions that can be made building to building.

There are a few exceptions to the architectural monotony within the subarea. 3820 and 3900 Cornhusker Highway (Lincoln Patio and Awning and Virginia's Cafe, respectively) both feature mid-century styles that emphasize function and a minimalist aesthetic. Flat planes, clean lines, little ornamentation, and monochromatic brickwork are characteristics of this style. Examples of this style of architecture are scattered throughout the subarea.

Another development detail that often defines older highway commercial corridors is setbacks. The term setback refers to the distance between a street's public right-of-way and the building structures that front it. Commercial properties with large building setbacks often use this space for parking.

Based on the project team's visual survey of developed properties, 23.0 percent of the properties have a large setback, 44.8 percent have a medium setback, and 33.2 percent have a small setback.

These same properties were also categorized based on whether their parking was located on-site. Not coincidentally, 57.8 percent of the properties had parking in front of their building that ran adjacent to the right-of-way. Another 35.4 percent had parking to one or both sides of their building. Only 6.8 percent of the properties' primary parking was located behind the primary structure.

Site access, as discussed in *Streetscape Conditions and Character*, is a critical challenge for any high-traffic corridor, but cross access amongst adjacent properties is just as important. In fact, the two tend to have an inverse effect on one another. Added cross access typically leads to reduced site access points. Likewise, reduced cross access usually results in an increase in access points. This second situation causes drivers visiting multiple locations in close proximity to one another to unnecessarily enter and exit Cornhusker Highway. Fortunately, this is somewhat of an

uncommon situation along Cornhusker Highway. While access drives consolidation should be considered along high-traffic corridors, many of the commercial properties abutting Cornhusker Highway feature cross access between properties.

Lastly, landscaping internal to properties within the subarea is minimal and marginally maintained, with the exception of newly developed properties near the intersection of North 27th Street and Cornhusker Highway, such as Raising Cane's. The common case along Cornhusker Highway is overgrown grass only, with limited to no street trees or understory plantings.

Analysis

The results of the building and site conditions visual survey can be viewed from multiple perspectives. On one hand, 69.5 and 94.4 percent of the sites and buildings, respectively, are in good or fair condition, which seems to indicate a relatively stable and healthy condition. On the other hand, the number of sites in repair condition is an indicator of an area in decline. Gone unchecked, the sites and buildings in need of repair will become exceedingly difficult to improve.

Finally, given the lack of definable architectural and landscape detail within the subarea, or at least specifically along Cornhusker Highway, an opportunity exists to define a desirable and forward-thinking aesthetic and standard for development, redevelopment, and infill.



Pole Sign along Cornhusker Highway



Sidewalk in Need of Repair

The results of this rating system indicated nearly all facilities were in favorable condition, with only a few deficiencies. Streets in need of repair were mostly found at the railroad crossings, including North 33rd Street, Adams Street, and North 48th Street.

As previously explained, a two-point rating system was also used to analyze the sidewalk conditions. A good rating meant sidewalks were present, level, and largely free of cracks. A repair rating meant sidewalks were not level and had significant cracks. Where sidewalks were present, they were generally in good condition and located on both sides of the street with only a few locations in need of repair.

During the sidewalk assessment, the largest gaps in the sidewalk network were found along State Fair Park Road, the railroad crossings at North 33rd Street and Adams Street, the industrial businesses along North 35th Street and Gladstone Street, and the south side of Cornhusker Highway from Adams Street to North 44th Street.

Figure 2.11 illustrates the streetscape with their corresponding condition.

Streetscape Character

Street lighting standards observed in the subarea were primarily split between the major arterials and the local roads. Busier roadways such as Cornhusker Highway, Superior Street, and North 27th Street have a standard street light design and a consistent pole placement alternating on either side of the roadway. Local roads, either accessing residential neighborhoods south of the railroad or industrial businesses north of Cornhusker Highway, use a similar street light design, but often use the existing utility pole instead of its own support pole. Lighting is far less frequent along these roads. The only updated street lighting designs were found in some of the newer single family developments near North 40th Street. These designs are orientated more toward the sidewalk path than other street lighting in the area. Light poles in the area did not use any signage or banners during the time of the visual survey.

Little to no landscaping was found where commercial and industrial businesses are located. Some businesses in the residential areas made additional investments in their frontage landscapes, but that was more the exception than the rule. Along Cornhusker Highway, buffers on either side of street and the median were all covered with grass. The nature of the industrial uses in the area are inherently functional in their purpose. Businesses along the major arterials are also heavily auto-oriented and prefer limited buffers between passing traffic and their products.

In the future, if development standards are updated to increase enforcement on internal landscaping, screening requirements for the many parking lots, and the planting of street trees, the area once dominated by concrete and asphalt could entice additional investment.

While shared access is preferred along busy corridors, such as Cornhusker Highway, businesses have an obvious need to provide adequate access for their customers. Before access points are identified for consolidation, the impact on not only access to businesses, but also the improvement in traffic flow and the safety of all transportation users should be considered. Of the 269 properties assessed in the subarea, 64 (24 percent) of them have two or more direct points of access to the adjacent street. The full breakdown as a percent of the entire subarea is as follows (listed from lowest impact to highest):

- 26 percent of properties have no access drives
- 30 percent of properties have one access drive of their own
- 20 percent of properties have one shared access drive
- 1 percent of properties have two access drives, with at least one of those being a shared drive
- 10 percent of properties have two access drives of their own
- 10 percent of properties have two shared access drives
- 3 percent of properties have three access drives of their own



Attractive Landscaping



Double Billboard

Lastly, one of Cornhusker Highway's qualities is the proliferation of pole signs that line its streetscape. The lack of landscaping only adds to the impact that these signs have on the overall aesthetic.

Reviewing Figure 2.12 Signage Types, multiple properties have freestanding signage. Examining the map further, it can be determined that those properties with non-wall site signage fall into one of the following categories:

- One Pole Sign - 19.0 percent
- One Ground Sign - 3.7 percent
- One Awning Sign - 2.6 percent
- One Pole Sign and One Awning Sign - 0.4 percent
- Two Pole Signs - 0.4 percent
- N/A - 74.0 percent

Per the City of Lincoln's Zoning Ordinance, pole signs are defined as those 10 feet or more above grade, while ground signs are those signs less than 10 feet above grade. These freestanding signs feature little to no landscaping around their bases and similarly small amounts of masonry are used in the signs' designs.

Billboards are also prevalent along Cornhusker Highway, which also adds to the visual clutter within the streetscape.

Analysis

In general, the condition of the existing streetscape is favorable. Improvements to consider for the roadway, such as the at-grade railroad crossings at North 33rd Street and Adams Street, would offer the largest positive impact to the area. Like the roadways, the existing sidewalk network is in good condition with only a few poorly rated locations. Gaps in the sidewalk network were also identified, and the two busiest at-grade railroad crossings could especially benefit from a fully connected sidewalk segment to access on all sides. Once new facilities are introduced to the transportation network, it will be important to sustain the conditions standards followed to date.

Standards for street lighting in the area are kept mostly consistent within their roadway type. Improvements in pedestrian lighting coverage could be a point of emphasis to make it safer for both pedestrians and drivers to access the corridor, further enhancing the safety and comfort levels of the pedestrian network throughout the subarea.

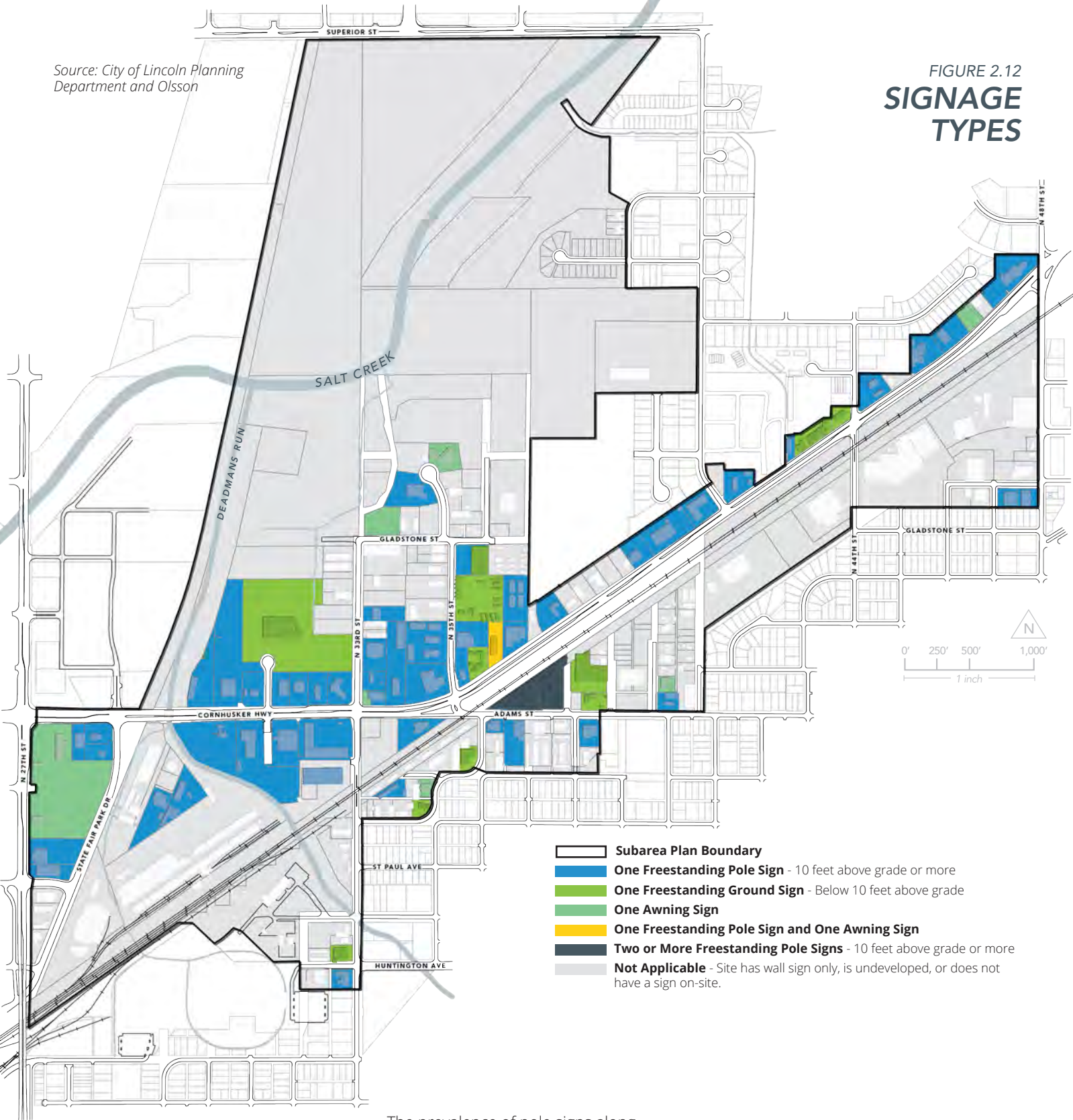
Efforts to implement additional landscaping were seldom made to nearby businesses, with the occasional exception. Future emphasis put towards improving this aspect of streetscape character could offer an opportunity to freshen up the look of the corridor at the smallest price point to all parties involved, when compared with the other elements discussed.

Based on the visual survey, access drive information is now available for every parcel included in the subarea. As future redevelopment may consolidate buildings and uses, opportunities for managing access points will be presented to support new investment and increase the safety of the corridor.

Approximately one-quarter of the parcels have multiple access drives, so there will be multiple occasions where access to businesses and residences can be simplified, generating benefits in traffic flow and safety for all modes and users. Access drive proliferation could be more substantial, but opportunities for improvements still exist.

Source: City of Lincoln Planning Department and Olsson

FIGURE 2.12
**SIGNAGE
TYPES**



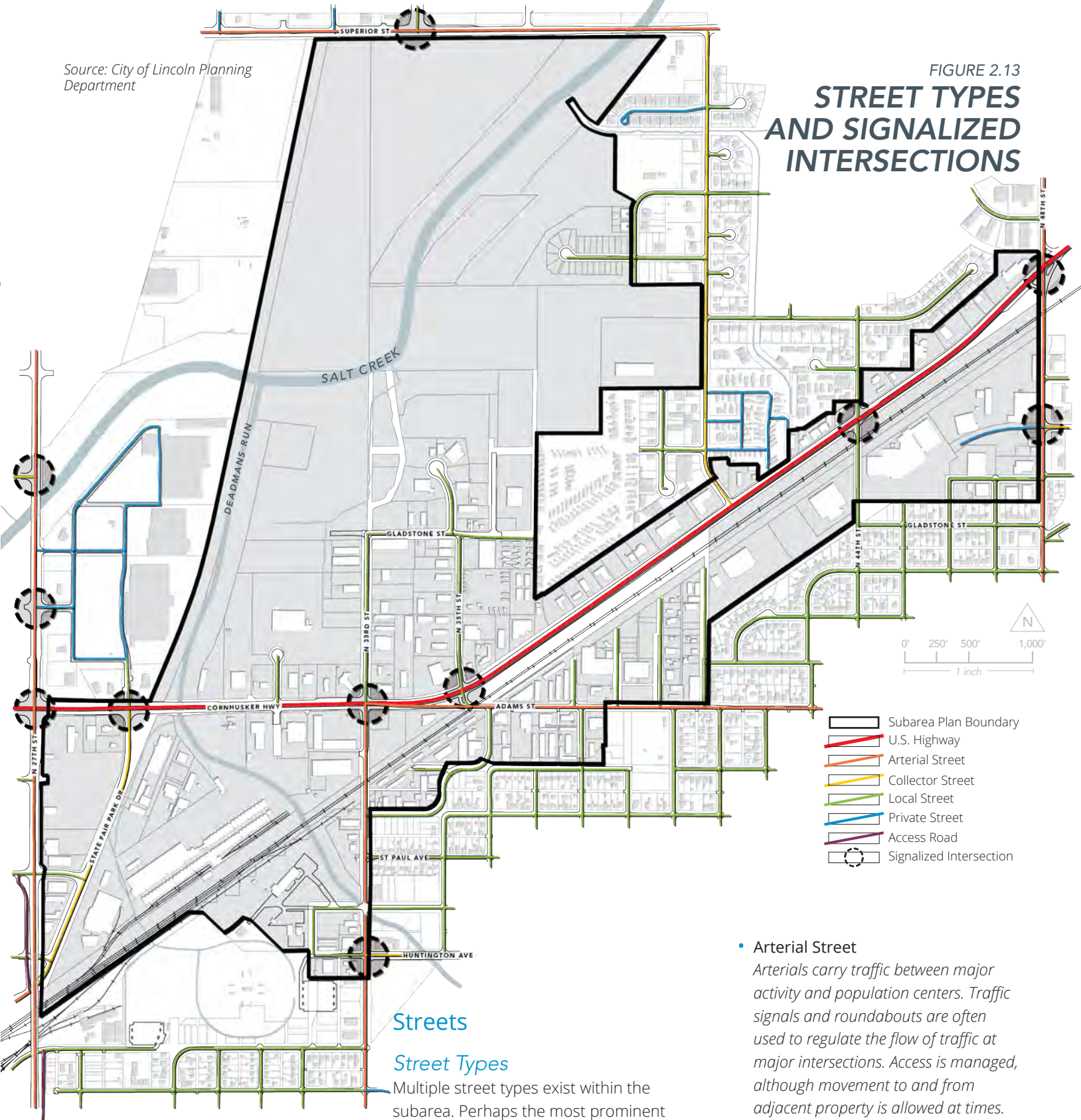
The freestanding signage along Cornhusker Highway creates the appearance of a dated highway corridor in need of a face lift. Of the properties with freestanding signage and/or an awning sign, the majority have at least one pole sign, which often features a single undecorated pole as the base for an elevated cabinet.

The prevalence of pole signs along Cornhusker Highway, in addition to the billboards, creates visual clutter. This clutter can distract drivers and is aesthetically displeasing. Signage improvements must be considered in order to heighten the aesthetic appeal of Cornhusker Highway, and of the subarea as a whole.

Source: City of Lincoln Planning Department

FIGURE 2.13

STREET TYPES AND SIGNALIZED INTERSECTIONS



Streets

Street Types

Multiple street types exist within the subarea. Perhaps the most prominent is Cornhusker Highway, which is a U.S. Highway. North 27th, North 33rd (south of Cornhusker Highway), North 48th, Superior, and Adams streets are each arterials. A description of street types follows:

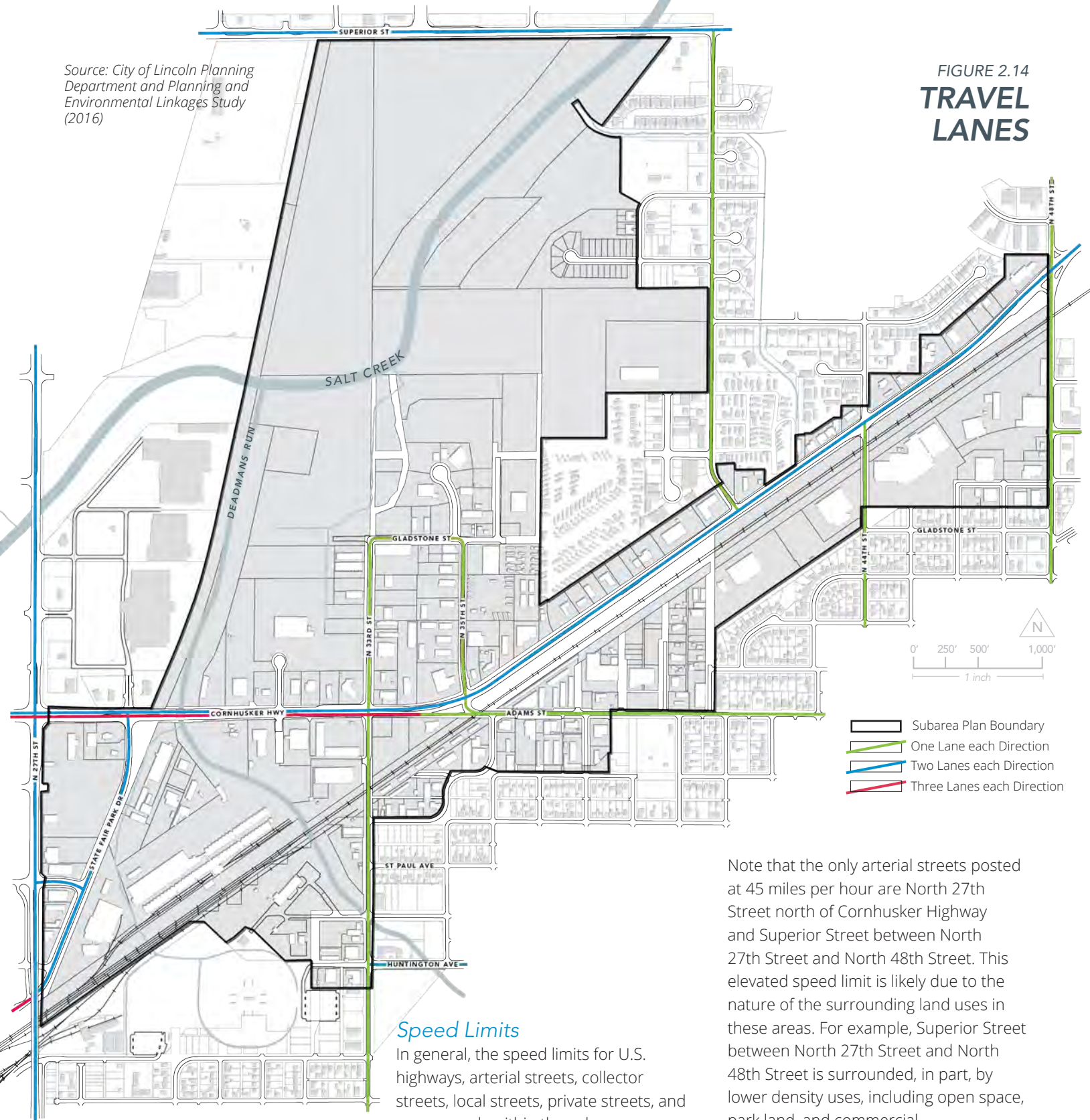
- **Arterial Street**
Arterials carry traffic between major activity and population centers. Traffic signals and roundabouts are often used to regulate the flow of traffic at major intersections. Access is managed, although movement to and from adjacent property is allowed at times.
- **Collector Street**
Collector streets provide a safe and convenient way to move from a neighborhood to the arterial street network. They are intended to “collect” traffic from residential or other destinations and move it to higher order streets. Direct access is more liberally granted compared to arterials.

VEHICULAR TRANSPORTATION

Vehicular transportation is a primary consideration of this planning effort. The subarea faces traffic flow issues because of the at-grade railroad crossings; thus, an understanding of the vehicular transportation network is necessary.

Source: City of Lincoln Planning Department and Planning and Environmental Linkages Study (2016)

FIGURE 2.14
TRAVEL LANES



- Subarea Plan Boundary
- One Lane each Direction
- Two Lanes each Direction
- Three Lanes each Direction

Note that the only arterial streets posted at 45 miles per hour are North 27th Street north of Cornhusker Highway and Superior Street between North 27th Street and North 48th Street. This elevated speed limit is likely due to the nature of the surrounding land uses in these areas. For example, Superior Street between North 27th Street and North 48th Street is surrounded, in part, by lower density uses, including open space, park land, and commercial.

Speed Limits

In general, the speed limits for U.S. highways, arterial streets, collector streets, local streets, private streets, and access roads within the subarea are as follows:

- U.S. Highway - 45 mph
- Arterial and Collector Streets - 35 mph to 45 mph
- Local and Private Streets and Access Roads - 25 mph

Local Street

Local streets provide the greatest level of access. These streets provide limited opportunities for through traffic. Their primary function is to provide access to adjacent properties.

Travel Lanes

As described in the PEL study, Figure 2.14 Travel Lanes demonstrates the number of vehicular travel lanes each way for major streets within the subarea. Cornhusker Highway and Superior Street are the primary east-west streets

within the subarea, each having at least two through lanes in each direction. Cornhusker Highway between North 20th Street and Adams Street also provides three through eastbound lanes.

North 33rd Street is generally one lane in each direction with a center painted two-way left turn lane from Cornhusker Highway south. North 33rd Street terminates as a residential/local street north of Cornhusker Highway. North of Superior Street, North 33rd Street extends north as a median-divided roadway with two lanes in each direction.

Adams Street is generally one lane in each direction, but between North 36th Street and North 41st Street a center two-way left turn lane is also provided. Adams Street widens to a four-lane median-divided street with a left turn lane at the intersection of North 48th Street, between North 48th Street and North 46th Street.

North 27th and 48th streets function as the primary north-south roadways in the subarea. North 27th Street has a viaduct over the BNSF railroad and, within and nearby the subarea, is median-divided with at least two lanes in each direction. North 48th Street crosses the BNSF railroad through an underpass immediately south of Cornhusker Highway. North of Knox Street, North 48th Street is a four-lane, undivided street with no left turn lanes. South of Knox Street, North 48th Street has northbound and southbound left turn lanes at the intersections of Adams Street, Leighton Avenue, and Holdrege Street.

Lastly, Salt Creek Roadway is a six-lane, median-divided street moving diagonally southwest from North 27th Street to the Nebraska Innovation Campus, slightly outside of the subarea. State Fair Park Drive is a four-lane, undivided street that connects Salt Creek Roadway with Cornhusker Highway.

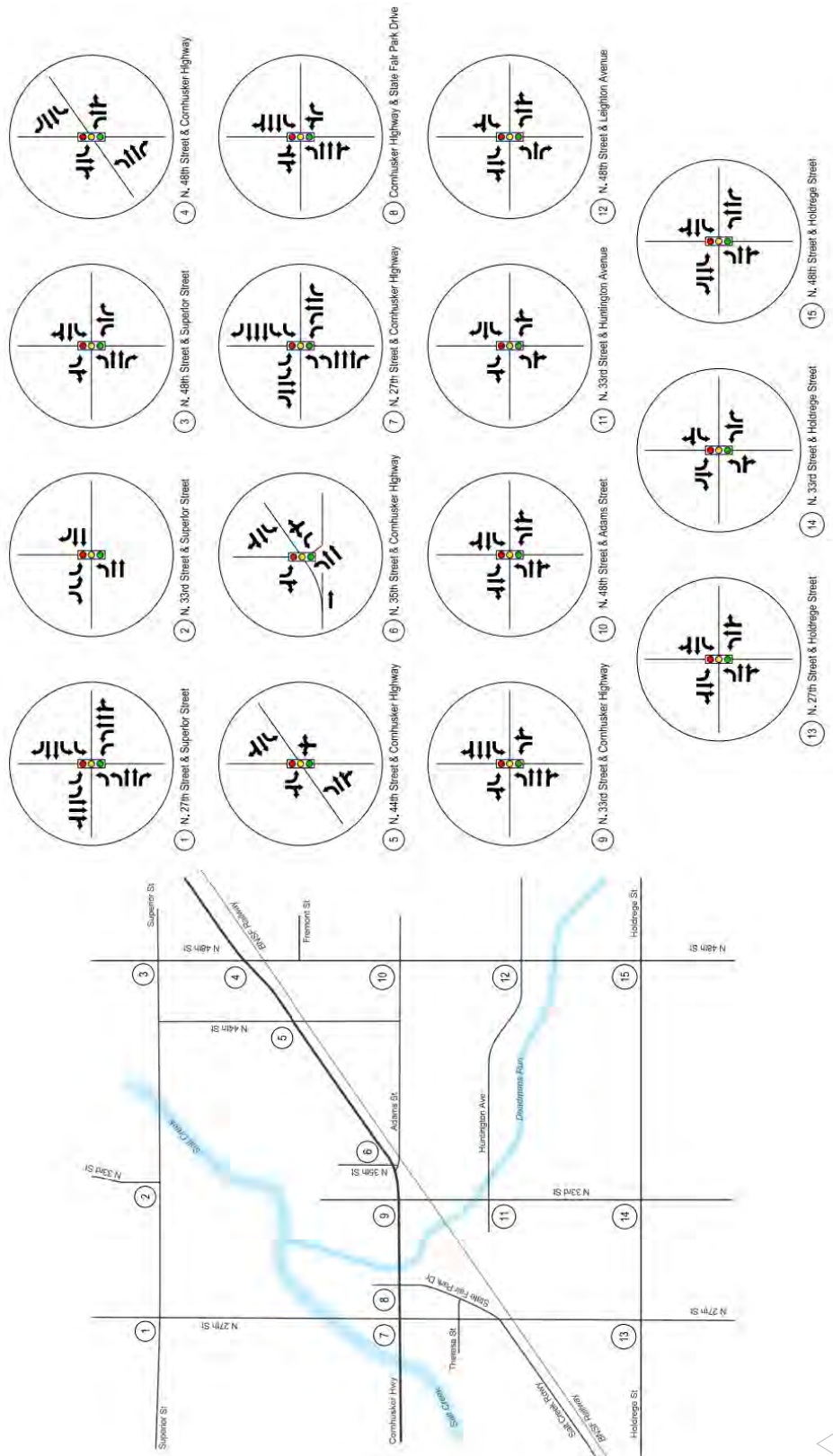


Figure 2.15 Existing (2015) Intersection Lane Configurations and Traffic Control

Source: Planning and Environmental Linkages Study (2016)

Intersections

Intersection Lane Configurations and Traffic Control

Major intersections that impact traffic within the subarea include one signalized intersection just north of the subarea, six along Cornhusker Highway, and one just south of the subarea boundary. Each major intersection's cross streets are as follows:

North Subarea Boundary

- North 33rd Street and Superior Street

Along Cornhusker Highway

- North 48th Street and Cornhusker Highway
- North 44th Street and Cornhusker Highway
- North 35th Street and Cornhusker Highway
- North 33rd Street and Cornhusker Highway
- State Fair Park Drive and Cornhusker Highway
- North 27th Street and Cornhusker Highway

South Subarea Boundary

- North 33rd Street and Huntington Avenue

The listed intersections are a subset of the intersections examined in the PEL study. Refer to Figure 2.15 where each intersection's existing lane configurations and traffic control type are illustrated.

Traffic Volumes

As described in the PEL study, Figure 2.16 describes the a.m. and p.m. peak hour turning movements for all signalized intersections, as well as existing average daily traffic (ADT) along the major roadway segments. The list below details each major roadway's ADT within the subarea, sorted from highest to lowest volume (in thousands of vehicles).

- (34.7 ADT) Cornhusker Highway between State Fair Park Drive and North 33rd Street

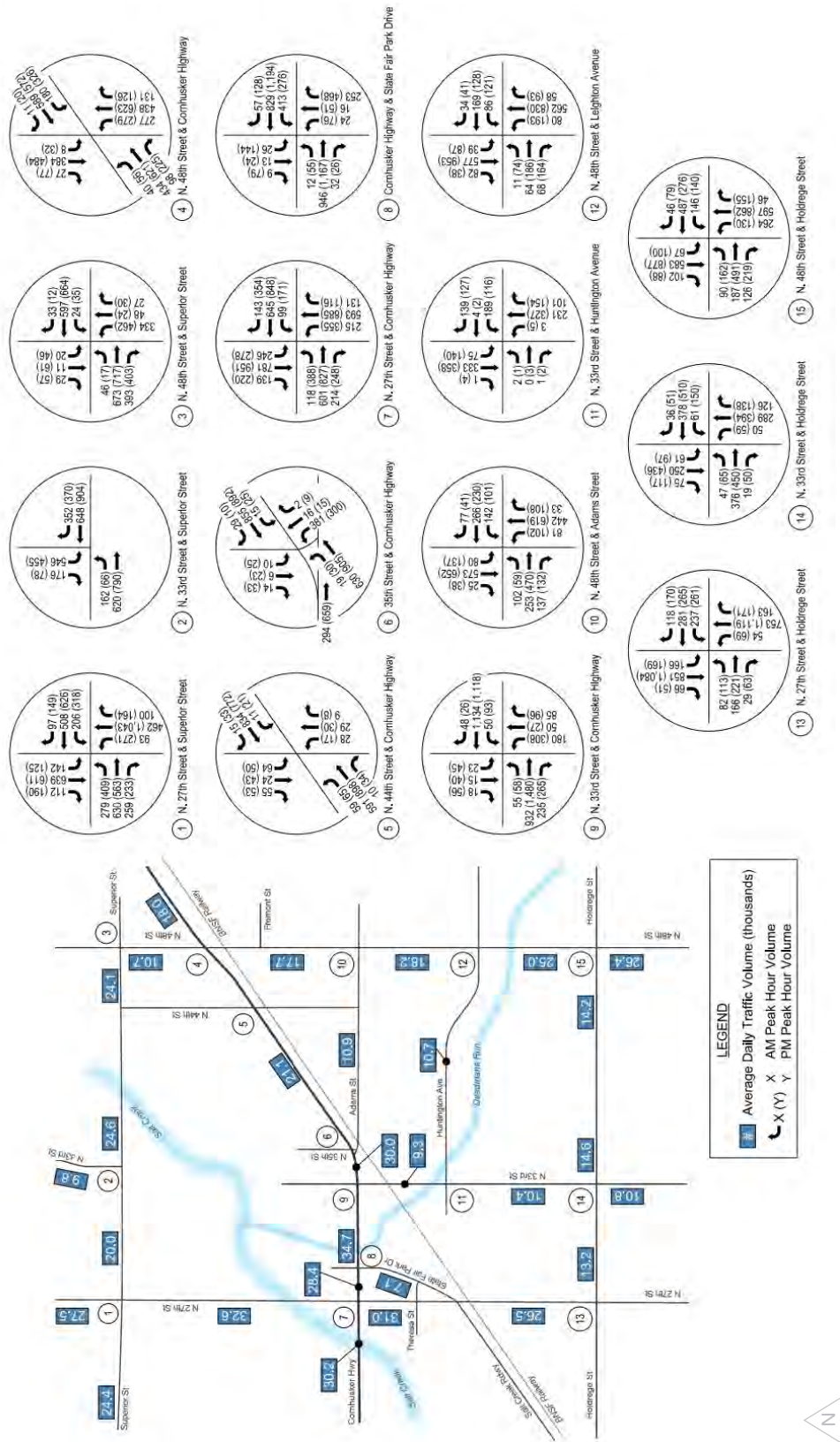


Figure 2.16 Existing (2015) Traffic Volumes

Source: Planning and Environmental Linkages Study (2016)

- (32.6 ADT) North 27th Street is consistently heavy, with a spike between Theresa Street and north to Superior Street
- (24.6 ADT) Superior Street at the northern boundary of the subarea, east of North 33rd Street
- (17.7 ADT) North 48th Street and Fremont Street, south of Cornhusker Highway
- (11 ADT) Adams Street east of Cornhusker Highway
- (9 ADT) North 33rd Street south of Cornhusker Highway

Regarding the major traffic generators of the area, only one of five attractions identified in the PEL project area are also located within the subarea: the Interstate Commodities, Inc. grain elevator. Other generators adjacent to the subarea include the retail centers along North 27th Street, UNL East Campus south of the subarea, and the Nebraska Innovation Campus located at the former State fairgrounds site southwest of the intersection of North 27th Street and Cornhusker Highway.

Intersection Level of Service

The PEL study performed a capacity and level of service (LOS) analysis for the project area's signalized intersections. LOS is a quantitative measure, ranging from LOS A to F, used to categorize different traffic delays. Each grade for LOS and its corresponding control delay per vehicle is explained in Table 2.3 on the following page.

For those intersections within the subarea, those with the longest weighted average traffic delay were at North 48th Street and Cornhusker Highway and North 48th Street and Adams Street. Both intersections experienced a LOS D for either the a.m. or p.m. peak period. As of 2015, delays associated with passing trains blocking intersections adjacent to at-grade crossings at North 33rd Street, Adams Street, and North 44th Street lasted for 3.6 hours, or approximately 15 percent of the day. The results of the LOS analysis for all signalized intersections is illustrated in Figure 2.17.

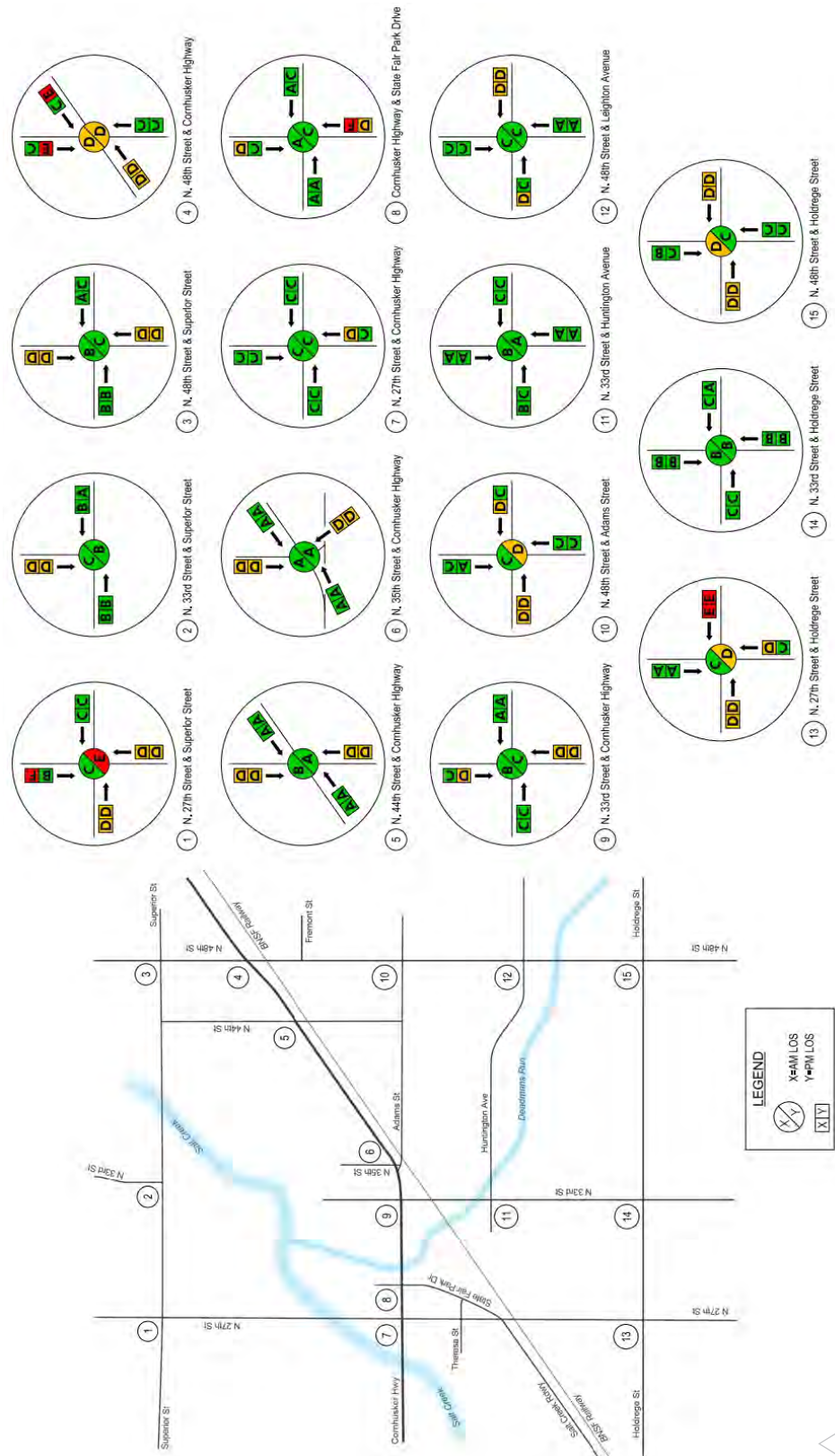


Figure 2.17 Existing (2015) Intersection Operations - Level of Service

Source: Planning and Environmental Linkages Study (2016)

Table 2.3 Level of Service Criteria

Level of Service	Control Delay per Vehicle (seconds)
A	< 10
B	> 10 and < 20
C	> 20 and < 35
D	> 35 and < 55
E	> 55 and < 80
F	> 80

Source: *Planning and Environmental Linkages Study (2016)*

Crash Rate by Intersection

According to train-involved crash data spanning from 1980 to 2014, there were 19 incidents in that 35-year period, four involving fatalities and two involving injuries. Of the 19 incidents, eight occurred at North 33rd Street and 11 at Adams Street.

The proximity of Cornhusker Highway to the at-grade crossings creates additional safety issues regarding the stacking of vehicles at North 33rd Street and Adams Street. A five-year review (2010 to 2014) of crashes resulted in the emphasis of nine key intersections to identify potential safety deficiencies. The total number and types of crashes are summarized for each intersection in Table 2.4.

Another way to examine potential crashes involves multiplying the average daily vehicle traffic by the number of trains each day (65), or the exposure factor. This is the most common indicator of crash potential at an at-grade crossing and both the Adams Street and the North 33rd Street crossings are well over Nebraska’s exposure factor threshold (50,000) to be considered for grade separation.

Analysis

Of the eight signalized intersections impacting the subarea, the heaviest traffic occurs west of Adams Street and Cornhusker Highway. North 27th Street is the second most commonly used segment, just south of Cornhusker Highway. Modifications to any of the three at-grade crossings may influence traffic toward or away from the segments experiencing the highest volumes to date.

The intersection at North 48th Street and Cornhusker Highway suffers the highest peak period of delay, with similar delays associated with the intersection due south at Adams Street.

While a level of service is represented for a.m. and p.m. peak periods, this does not consider off-peak delays adjacent to crossings associated with oncoming trains. The exposure factors for the effected crossings not only become worse as traffic volumes grow, but are also beyond Nebraska’s preferred threshold for grade separation.

Intersections not adjacent to crossings are also at risk of higher crash rates. Currently, the intersections along Cornhusker Highway at State Fair Park Drive and North 27th Street have considerably higher crash rates than other key intersections in the area.

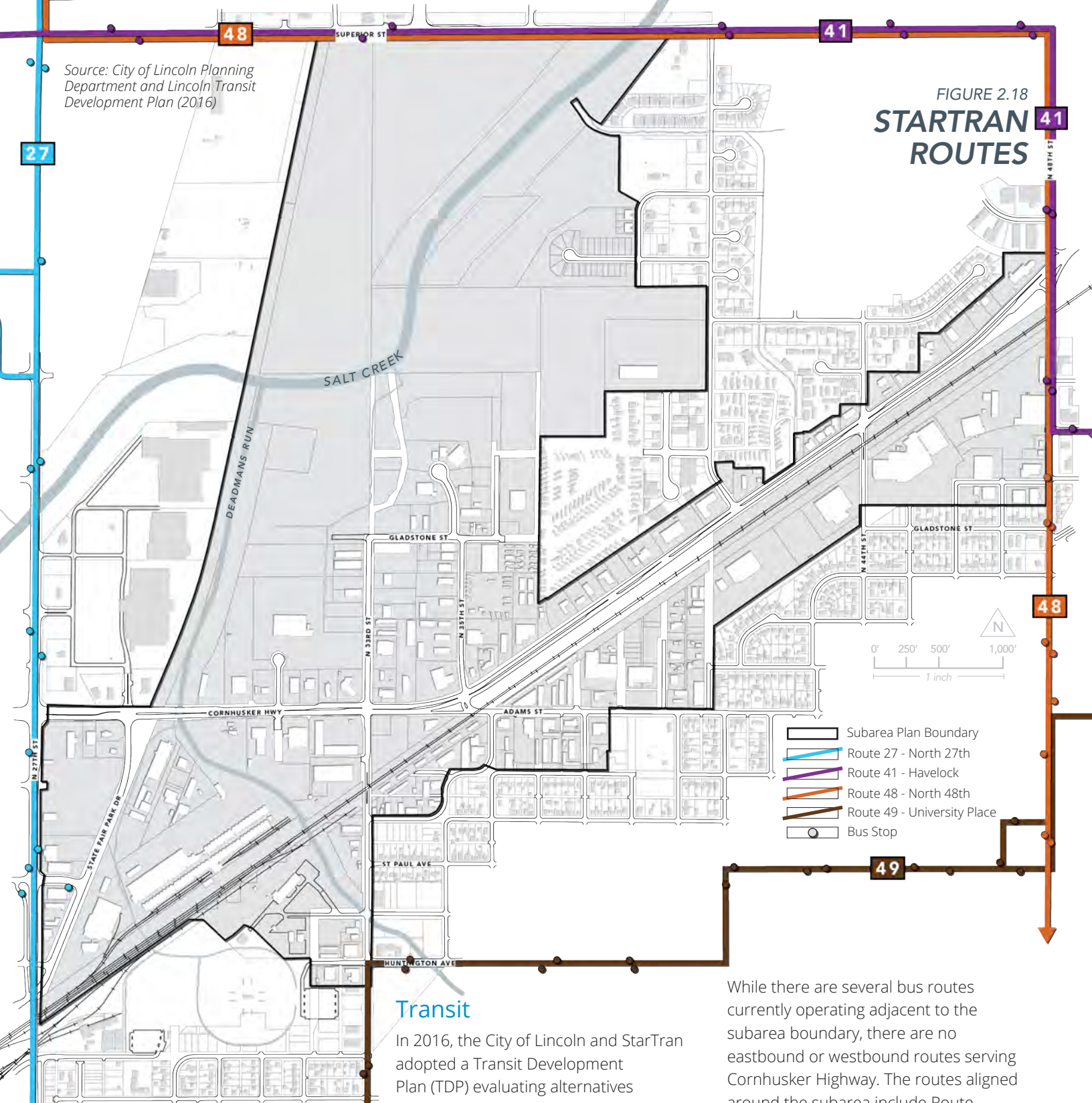
Table 2.4 Intersection Crash Summary

Intersection	Right Angle	Rear End	Turning	Side Swipe	Other	Total	ADT	Crash Rate (per million entering vehicles)
North 27th Street and Cornhusker Highway	10	167	26	15	7	225	62,280	1.98
State Fair Park Drive and Cornhusker Highway	13	49	25	4	4	95	26,170	1.99
North 33rd Street and Superior Street	1	33	5	1	2	42	28,860	0.80
North 33rd Street and Cornhusker Highway	7	40	17	3	5	72	38,370	1.03
North 33rd Street and Madison Avenue	1	1	0	0	2	4	10,670	0.21
North 33rd Street and Huntington Avenue	0	4	3	2	2	11	13,800	0.44
North 35th Street and Cornhusker Highway/Adams Street	6	20	15	2	7	50	38,370	0.71
North 36th Street and Adams Street	1	0	0	0	1	2	11,240	0.10
North 44th Street and Cornhusker Highway	9	19	2	0	1	31	22,470	0.76

Source: *Planning and Environmental Linkages Study (2016)*

Source: City of Lincoln Planning Department and Lincoln Transit Development Plan (2016)

FIGURE 2.18
STARTRAN ROUTES



- Subarea Plan Boundary
- Route 27 - North 27th
- Route 41 - Havelock
- Route 48 - North 48th
- Route 49 - University Place
- Bus Stop

ALTERNATIVE TRANSPORTATION

Alternative transportation includes all forms of mobility except personal vehicles. This document reviewed the existing transit network, the bicycle and pedestrian network, and the rail network within and surrounding the subarea.

Transit

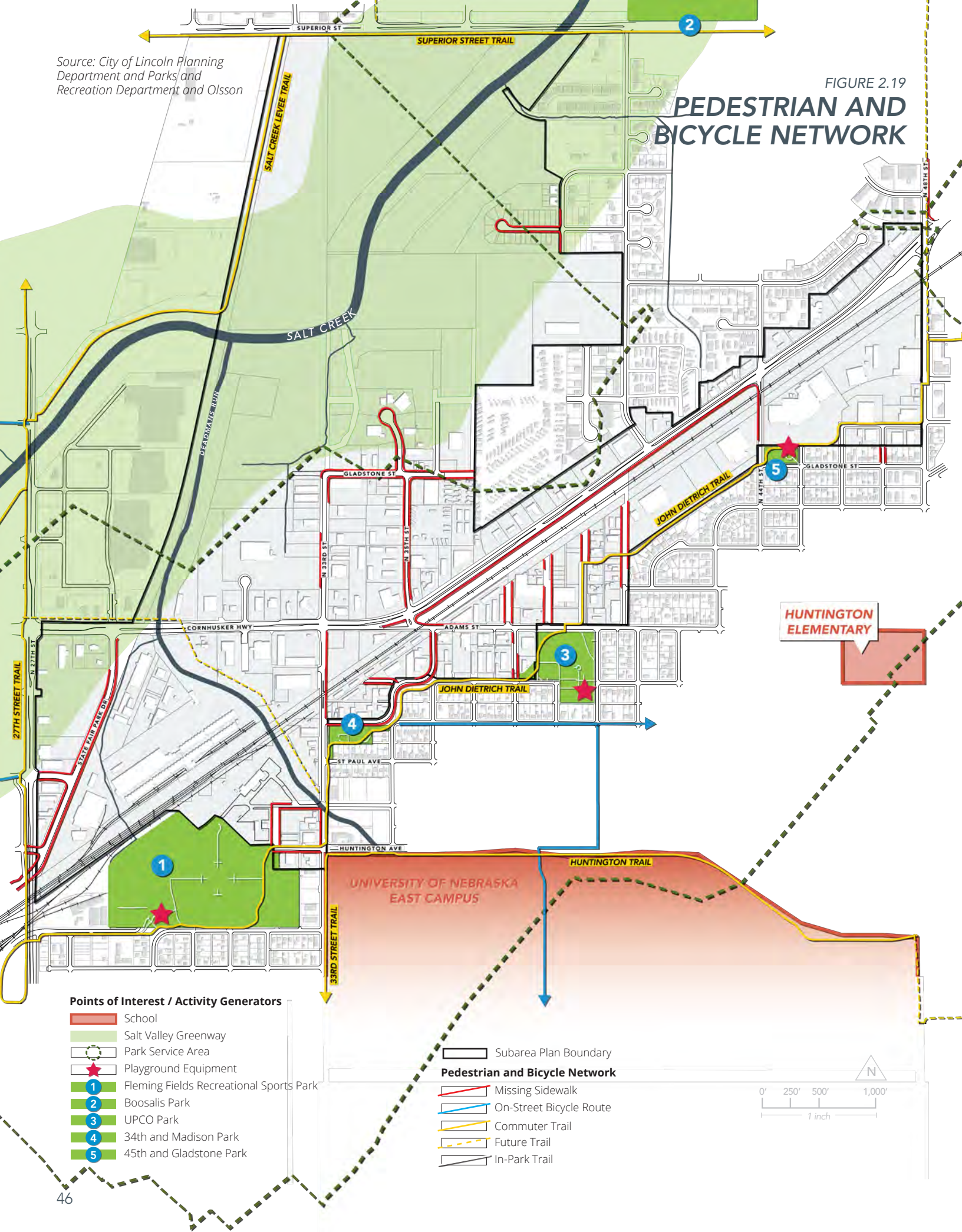
In 2016, the City of Lincoln and StarTran adopted a Transit Development Plan (TDP) evaluating alternatives for improving the bus service and operations. The associated restructuring of the network's design and schedule were implemented in 2017 as part of the cost-constrained preferred alternative. These improvements are reflected in the following existing operating characteristics. Recommendations for the expansion of services will also be considered in future phases.

While there are several bus routes currently operating adjacent to the subarea boundary, there are no eastbound or westbound routes serving Cornhusker Highway. The routes aligned around the subarea include Route 27 - North 27th, Route 41 - Havelock, Route 48 - North 48th, and Route 49 - University Place, illustrated in Figure 2.18. Existing services are generally offered for 14 hours per day during weekdays with 30-minute peak headways, excluding Route 48 at 60-minutes, and 10 hours on Saturdays with 60-minute headways.

Source: City of Lincoln Planning Department and Parks and Recreation Department and Olsson

FIGURE 2.19

PEDESTRIAN AND BICYCLE NETWORK



HUNTINGTON ELEMENTARY

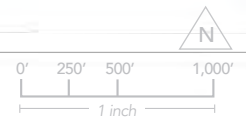
UNIVERSITY OF NEBRASKA EAST CAMPUS

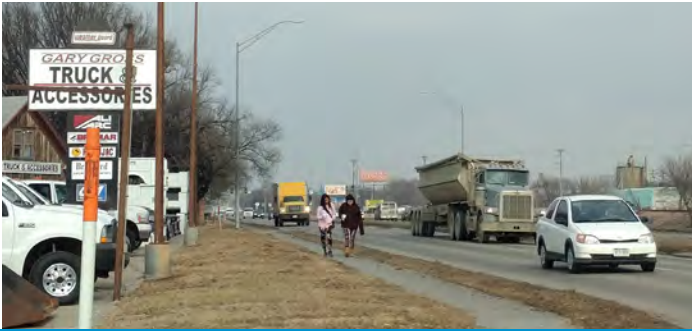
Points of Interest / Activity Generators

- School
- Salt Valley Greenway
- Park Service Area
- Playground Equipment
- 1 Fleming Fields Recreational Sports Park
- 2 Boosalis Park
- 3 UPCO Park
- 4 34th and Madison Park
- 5 45th and Gladstone Park

Pedestrian and Bicycle Network

- Missing Sidewalk
- On-Street Bicycle Route
- Commuter Trail
- Future Trail
- In-Park Trail





Pedestrians along Cornhusker Highway



Bicyclist using John Dietrich Trail

Bicycles and Pedestrians

Similar to the alignment of bus routes, bicycle facilities are located primarily on the boundary of the subarea. With that being said, off-street commuter trails nearly surround the entire subarea boundary. Existing trail facilities include the Superior Street Trail along the northern subarea boundary; the Salt Creek Levee Trail and the 27th Street Trail outlining the western half of the subarea; the John Dietrich Trail, which connects to the 27th Street Trail and stretches along the subarea's southern boundary from North 27th Street to North 48th Street; and the Dave Murdock Trail spanning from North 48th Street to the eastern city limits. A future east/west trail is also planned to connect from North 27th Street and Cornhusker Highway to the junction of Deadmans Run and North 33rd Street, as well as a north/south trail connecting Superior Street and Benton Street along North 48th Street.

Although much of the residential areas in the subarea have sidewalks on both sides of the road, many of the significant gaps found during the site assessment were along State Fair Park Drive, south of Cornhusker Highway from Adams Street to North 44th Street and the railroad crossings. Sidewalks at North 48th Street and North 44th Street include connected sidewalks, but are not well maintained. Crossings at North 33rd Street and Adams Street are without any consistent sidewalk facilities and require pedestrians to access the roadway. Refer to Figure 2.19 for the existing bicycle and pedestrian network.

Rail

Much of the rail activity affecting vehicular traffic occurs along the two mainline tracks in the subarea. Daily, there are 65 trains traveling by the three at-grade crossings at a maximum allowable speed of 60 miles per hour for BNSF freight trains and 79 miles per hour for the two daily Amtrak passenger trains. The total rail traffic translates to approximately 3.6 hours each day where the crossings are blocked. The three at-grade crossings in the subarea and one other (North 70th Street [not in the subarea]) are currently the only remaining crossings yet to be separated from vehicular traffic along this stretch of railroad in north Lincoln.

Given the frequency of train traffic through the at-grade crossings at North 33rd Street, Adams Street, and North 44th Street, modifications were made to improve the safety and well-being of travelers accessing each location. All three crossings are equipped with amenities such as gates, flashing lights, and bells. Constant warning time circuitry is also used to maintain a consistent train arrival time following the activation of gates and lights. In 2010, quiet zone treatments like silencing locomotive horns, implementing wayside horns, and raising medians improved the safety of area crossings. At both North 33rd Street and Adams Street, crossings are interconnected with traffic signals along Cornhusker Highway to prevent vehicle queues in the track area.

Analysis

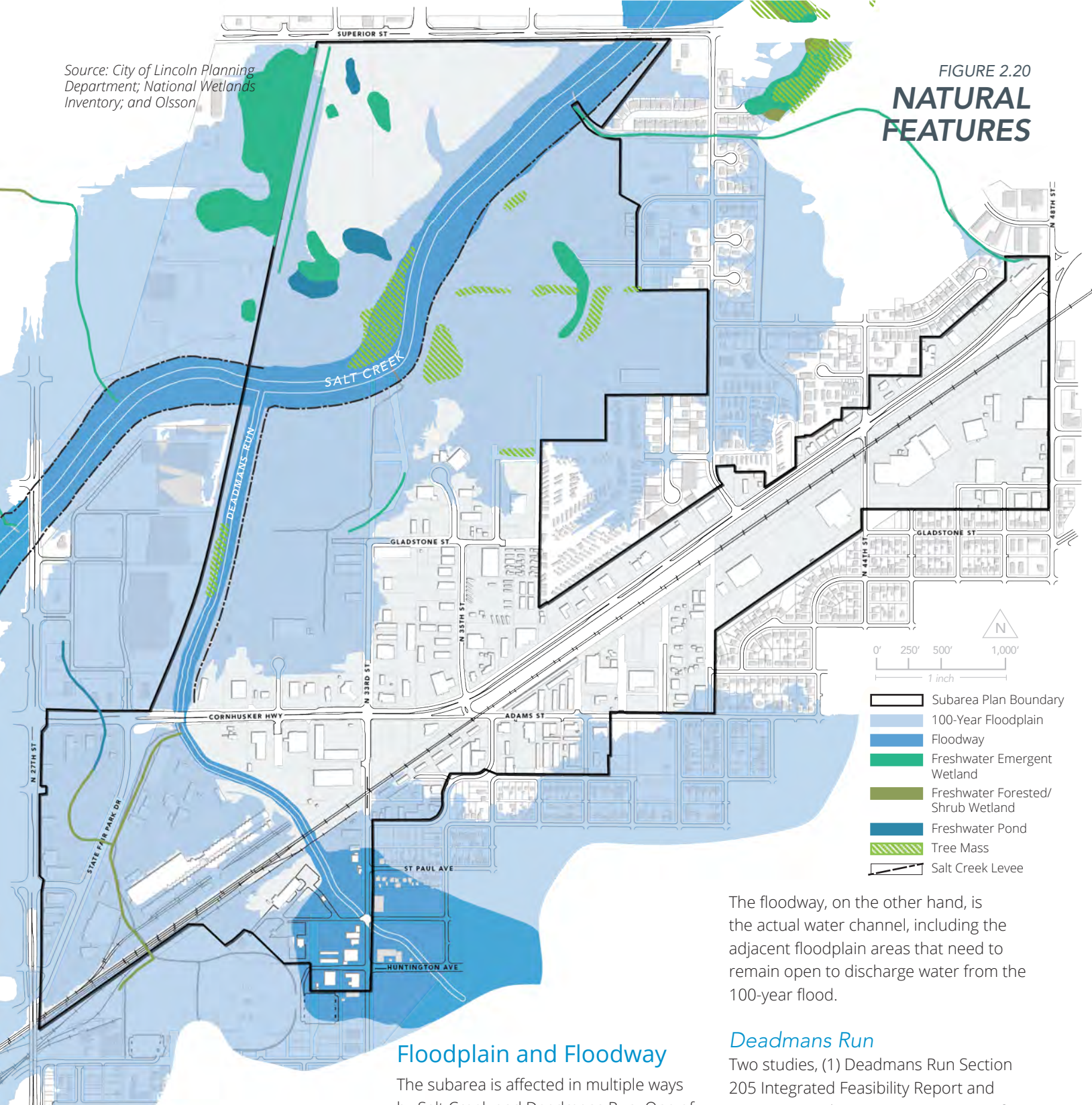
No StarTran routes cross the subarea's at-grade crossings or use Cornhusker Highway. The existing delays at the three crossings make it difficult for transit routes to maintain a reliable operating schedule. While service recommendations may not include service within the subarea with current development, additional trips may be scheduled during weekdays and Sunday service could be considered.

Bicycle and pedestrian trail options surround the subarea, with additional east/west and north/south connections planned in the future. But, as is the case for transit, similar facilities are not currently available within the subarea. The areas with the largest discrepancies between vehicle and bicycle and pedestrian access are at the three at-grade crossings. The quality of alternative facilities makes it difficult for any user without a car to access the crossings. That said, North 44th Street has the most connected sidewalk infrastructure of the three.

Eliminating all at-grade interactions with the railroad is the preferred method to guarantee all users are safe. In the event a future scenario includes something other than complete separation of the three crossings, anticipated growth in either rail or automobile traffic will eventually intensify the safety issues. As redevelopment continues in and around the subarea, the need for higher quality alternative transportation options grows greater.

Source: City of Lincoln Planning Department; National Wetlands Inventory; and Olsson

FIGURE 2.20
NATURAL FEATURES



NATURAL FEATURES

Figure 2.20 Natural Features demonstrates the wide range of environmental features affecting the subarea. The following sections detail the current state of each of those features. These features have much value on their own and require proper care and protection in most places.

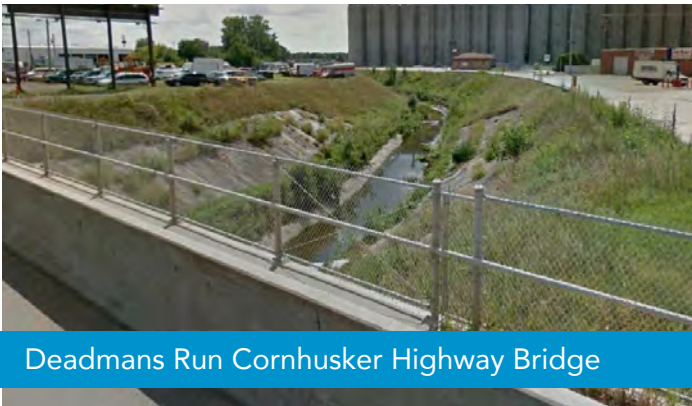
Floodplain and Floodway

The subarea is affected in multiple ways by Salt Creek and Deadmans Run. One of the most notable impacts is the subarea's presence within the 100-year floodplain. The 100-year floodplain is the land area covered by the floodwaters of the 100-year flood. The 100-year flood has a 1 percent chance of annual occurrence and is the standard for requiring the purchase of flood insurance and regulating development in flood prone areas.

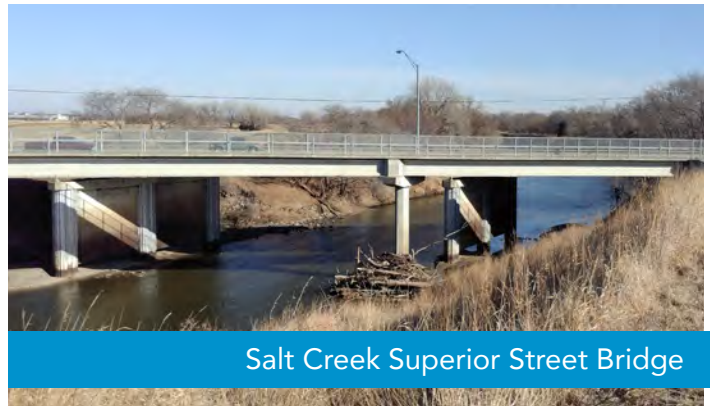
The floodway, on the other hand, is the actual water channel, including the adjacent floodplain areas that need to remain open to discharge water from the 100-year flood.

Deadmans Run

Two studies, (1) Deadmans Run Section 205 Integrated Feasibility Report and Environmental Assessment (2018 Draft) and (2) Deadmans Run Watershed Master Plan (2007), reported the flooding impacts from Deadmans Run. The 205 Report evaluated structural and nonstructural flood reduction measures in the study area, which includes much of the subarea, and recommended a plan that reduces the existing flood risk..



Deadmans Run Cornhusker Highway Bridge



Salt Creek Superior Street Bridge

The Deadmans Run Watershed Master Plan was developed as a planning tool to guide proposed development and future capital improvement projects. These studies have shown that Deadmans Run, a tributary of Salt Creek, is a leading cause of flooding in the subarea. Figure 2.20 shows the floodway's width increasing to 1,354 feet at the edge of the subarea between Huntington Avenue and the BNSF mainline bridge on Deadmans Run. Flooding upstream of the BNSF mainline bridge is caused predominantly by the storm flow from Deadmans Run, rather than Salt Creek.

Flooding from the 100-year event would have clear effects on nearby residential, commercial, and industrial properties. The event would also negatively impact the surrounding transportation network, including Cornhusker Highway, the BNSF railroad, and the nearby arterials, collector, and residential/local streets. For example, the Deadmans Run Watershed Master Plan found that 100-year event flood depths for the residential neighborhood between Adams Street and Huntington Avenue were 5-7 feet. In fact, 3,100 persons were found to reside in the 100-year floodplain.

The Deadmans Run Watershed Master Plan also found that the bridges in the area were overtopped during the 100-year event, with some overtopping during as low as a 10-year event (Huntington Avenue, North 33rd Street, North 38th Street, and North 48th Street).

Salt Creek

One of the most significant resource challenges in this planning effort is the Salt Creek floodplain. Figure 2.20 shows the large amount of the subarea that is within the 100-year floodplain north of Cornhusker Highway. Thus, there is a need to understand how potential future development within the floodplain will affect the regulatory floodplain.

As a way to properly manage the floodplain, the Salt Creek floodplain has been divided into Salt Creek Flood Storage Areas (SCFSA). Storage areas are portions of the floodplain where limits are placed on how much floodplain fill can be placed. The fill limits are set to preserve a portion of the floodplain storage volume, limit potential future increases to flood elevations, and keep the floodway confined within the Salt Creek levees.

Each storage area has a designated allowable fill limit. South of Salt Creek, the subarea is partially overlapped by SCFSA 18 and 20, which have allowable fill limits of 40 percent and 35 percent, respectively. SCFSA 18 covers approximately 290 acres and is bounded on the west by North 27th Street, extending east to approximately North 33rd Street and south to Fleming Fields. SCFSA 20 is approximately 210 acres in area and extends from North 33rd Street on the west, east past North 40th Street, and north to Superior Street. North of Salt Creek, SCFSA 19 is approximately 120 acres and covers the area from North 27th Street on the west to Superior Street on the north.

The Salt Creek Levee System, originally constructed in the 1960s, was built as part of the Salt Creek and Tributaries Flood Control Project. This included a system of dams, channel improvements, and levee construction. Within the subarea, the levee runs along the entire eastern edge of Salt Creek, and along the western edge west of the subarea. The levee runs along the eastern edge of Deadmans Run north of Cornhusker Highway.

Any proposed development within the levees' critical areas (generally within 500 feet of the landward toe of the levee) must be evaluated to determine if excavation and construction will impact the levees' stability or ability to act as a barrier to floodwaters.

The levee system offers substantial flood risk reduction, but Salt Creek still poses a flood risk to subarea residents and businesses, primarily during large storm events. The Salt Creek Levee System recently prevented widespread flood damages during the May 2015 storm. This storm filled the levees to within a foot of overtopping.

Freshwater Wetlands

Wetlands are those areas inundated or saturated by surface or groundwater at a duration or frequency sufficient to support a vegetation that has adapted to survive in saturated soil conditions. They provide habitat for plants, fish, and wildlife species; function as groundwater recharge areas; provide storage for storm and flood waters; function as natural water filtration areas; and protect from erosion and storm damage.

Wetlands are protected under Section 404 of the Clean Water Act and Title 117 of the Nebraska Administrative Code. The wetland data shown in Figure 2.20 is sourced from the National Wetlands Inventory maintained by the U.S. Fish and Wildlife Service.

Freshwater emergent wetlands (herbaceous marsh, fen, swale, or wet meadow) are present to the west and east of Salt Creek, north of Cornhusker Highway. These wetlands largely reside in the undeveloped and agricultural lands of the subarea. A freshwater forested/shrub wetland (woody wetlands; forested swamp and shrub bog) exists just east of North 40th Street, outside of the subarea boundary.

Tree Masses

Various masses of trees exist within the undeveloped agricultural land and open space within the subarea, primarily north of Cornhusker Highway. Trees provide a multitude of benefits: aesthetics, soil stabilization, habitat for wildlife, air purification, and more.

Topography

The subarea is relatively flat, ranging from 1,115 feet above sea level within Salt Creek in the far north reach of the subarea boundary to 1,170 feet above sea level just north of Fleming Fields. Most of the subarea falls between 1,140 and 1,150 feet above sea level. Unsurprisingly, the lowest elevations fall within the Salt Creek and Deadmans Run channels.

Analysis

While the subarea is generally flat, flooding is a major issue that should be considered for any future roadway improvements in and around the subarea. Flooding and flood risk can cause a series of issues, including decreased property values. An opportunity to recreate Salt Creek and Deadmans Run as a community recreational asset exists, which may help to reverse these disparities in property values in the future.

Future roadway improvements present a critical step toward the subarea's revitalization, in terms of flood risk reduction, improved traffic flow, mitigated safety concerns, and potential economic development opportunities.

It is important to follow the Salt Creek Flood Storage Area regulations that define the maximum allowable fill limits for areas of potential development and redevelopment in the subarea. For this planning effort, the No Adverse Impact philosophy that includes the No Rise and No Net Fill criteria for flood elevations and floodplain storage is used, which goes beyond the allowable fill limit regulations. This means that proposed floodplain fill must be offset with proposed flood storage mitigation areas. Proposed crossings of Deadmans Run or Salt Creek must be designed to maintain existing conveyance capacity for the channel and avoid increases to flood elevations.

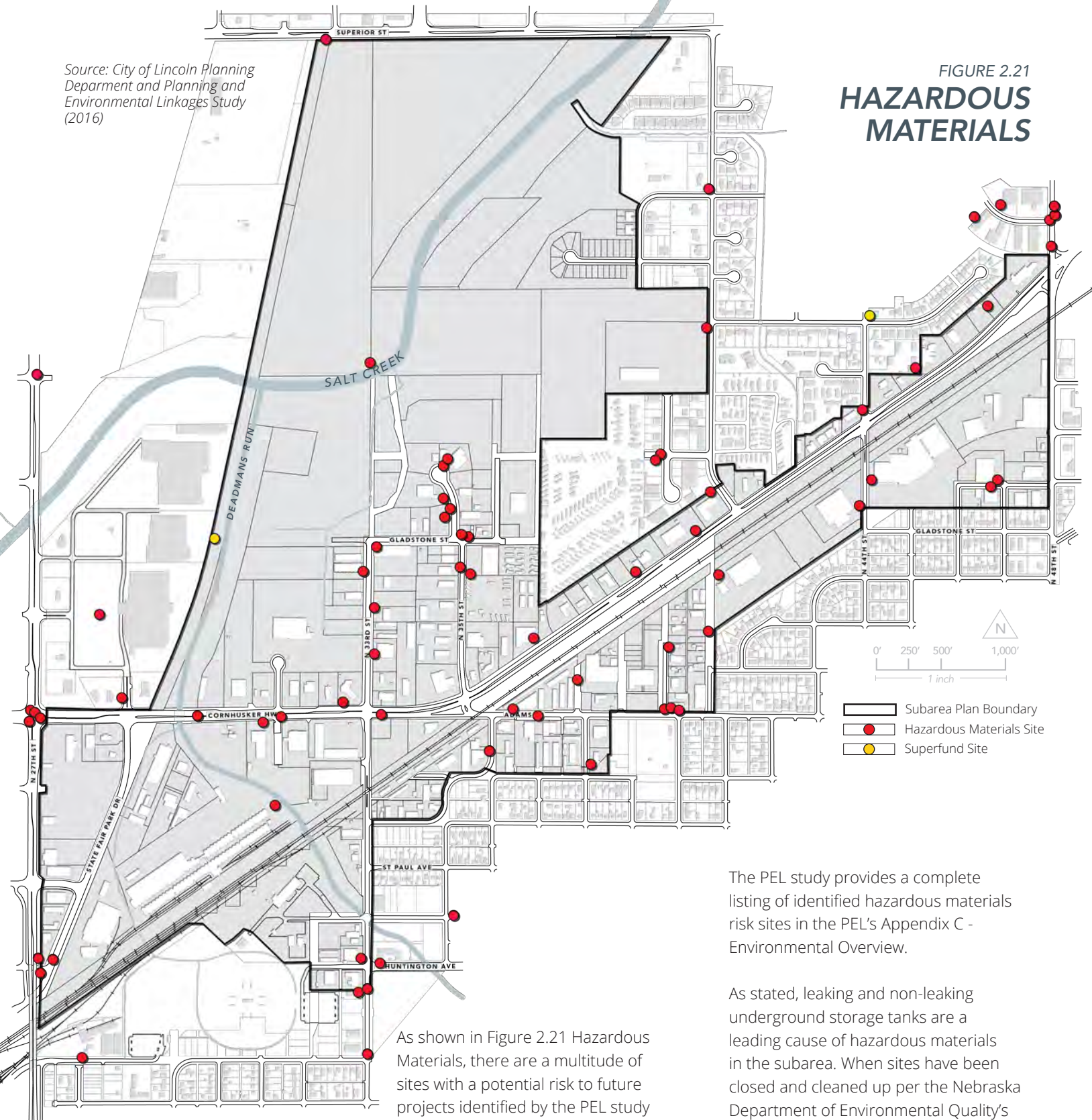
In addition to flood risk mitigation and healthy floodplain management, the need to protect the subarea's freshwater wetlands and tree masses exists. To this end, field surveys and additional mapping and analysis will be necessary to determine potential impacts on the wetlands and tree masses.

Efforts to be considered include Section 404 permits and continued use of appropriate wetland banking (preserving, enhancing, restoring, or creating a wetland conservation area which offsets, or compensates for, expected adverse impacts to similar nearby ecosystems). Section 404 of the Clean Water Act states that no discharge of dredged or fill material may be permitted if: (1) a less damaging practical alternative exists or (2) the aquatic system would be significantly degraded. If potential future development must apply for a Section 404 permit, it must first be shown that steps have been taken to avoid impacts to aquatic resources such as wetlands; that potential impacts have been minimized; and that compensation will be provided for all other unavoidable impacts.

Any efforts near the Salt Creek levee system (within 500 feet of the outside levee toe or the Deadmans Run 205 flood control project) will require Section 408 coordination with the Lower Platte South Natural Resources District and, in some cases, approval from the U.S. Army Corps of Engineers. Keeping the levee system in good repair and compliant with U.S. Army Corps of Engineers standards, ensures the levee system can continue to serve as a vital element of the city's flood control system and protect life and property and reduce flooding impacts to adjacent areas. This way, the levee can continue to serve as a vital element of the city's flood control system to protect life and property and reduce flooding impacts to adjacent areas.

Source: City of Lincoln Planning Department and Planning and Environmental Linkages Study (2016)

FIGURE 2.21
HAZARDOUS MATERIALS



HAZARDOUS MATERIALS

Hazardous material sites are not uncommon in aging corridors such as Cornhusker Highway. Given the current land uses, the likelihood of encountering properties with hazardous materials risks are high.

As shown in Figure 2.21 Hazardous Materials, there are a multitude of sites with a potential risk to future projects identified by the PEL study team within and surrounding the subarea. The majority of the potential hazardous material risk sites are linked to operating underground storage tanks and/or the use and/or storage of petroleum products and other hazardous substances.

The PEL study provides a complete listing of identified hazardous materials risk sites in the PEL's Appendix C - Environmental Overview.

As stated, leaking and non-leaking underground storage tanks are a leading cause of hazardous materials in the subarea. When sites have been closed and cleaned up per the Nebraska Department of Environmental Quality's (NDEQ) standards, residual surface and subsurface soil and/or groundwater contamination may still remain. This contamination may then be encountered on-site or down-gradient of the closed sites during subsurface construction activities.



Grain Elevators



BNSF Railroad

Industrial properties also present hazardous materials concerns. Historically, it is common for industrial uses to have petroleum storage tanks, fuel equipment, and/or small quantities of on-site chemical storage. Subsurface releases of hazardous substances into the soil and groundwater are possible, even if the results of these releases are not present on-site.

The railroad system (corridor and bridges) may also impact soil and groundwater quality through undocumented events and an accumulation of drips, leaks, spills, and hydrocarbon exhaust. As such, residual surface and subsurface contamination may be present particularly where spurs connect off-site with industrial sites.

The large grain elevator/farm cooperative is of concern because of unknown historical disposal activities and the use of pesticide control products such as carbon tetrachloride.

Lastly, building materials containing asbestos and lead-based paints may be present in older buildings within the subarea and/or bridge structures.

Two Superfund sites have been identified within and surrounding the subarea: (1) the North 27th Street and Cornhusker Highway regulated site for groundwater contamination circa 1990s and (2) the North 44th Street PWS site.

The Comprehensive Environmental Response Compensation and Liability Act (1980), informally known as Superfund, allows the Environmental Protection Agency (EPA) to clean up contaminated sites. Superfund also forces the responsible parties for the contamination to either perform or reimburse the government for EPA-led clean up work. If no viable responsible party can be identified, Superfund gives EPA the funds and authority to clean up the hazardous sites.

As an example, the North 44th Street PWS site is located at the junction of North 44th Street and Colfax Avenue. This site includes much of the residential and domestic well investigations in the area. The NDEQ plans to have an investigation conducted in this area, as environmental investigations have not been performed for this site since the early 2000s.

The site has been defined by a contaminated ground water plume, originating from an unknown source(s). The primary area of concern is private residences with wells located along a three-block segment of North 44th Street, near the Colfax Avenue intersection. Private well sampling conducted in 1990 identified 12 wells containing 11 volatile organic compounds.

Today, most of the residences in this vicinity use City of Lincoln water. Many of the domestic wells in that area have been decommissioned or are only used for irrigating lawns.

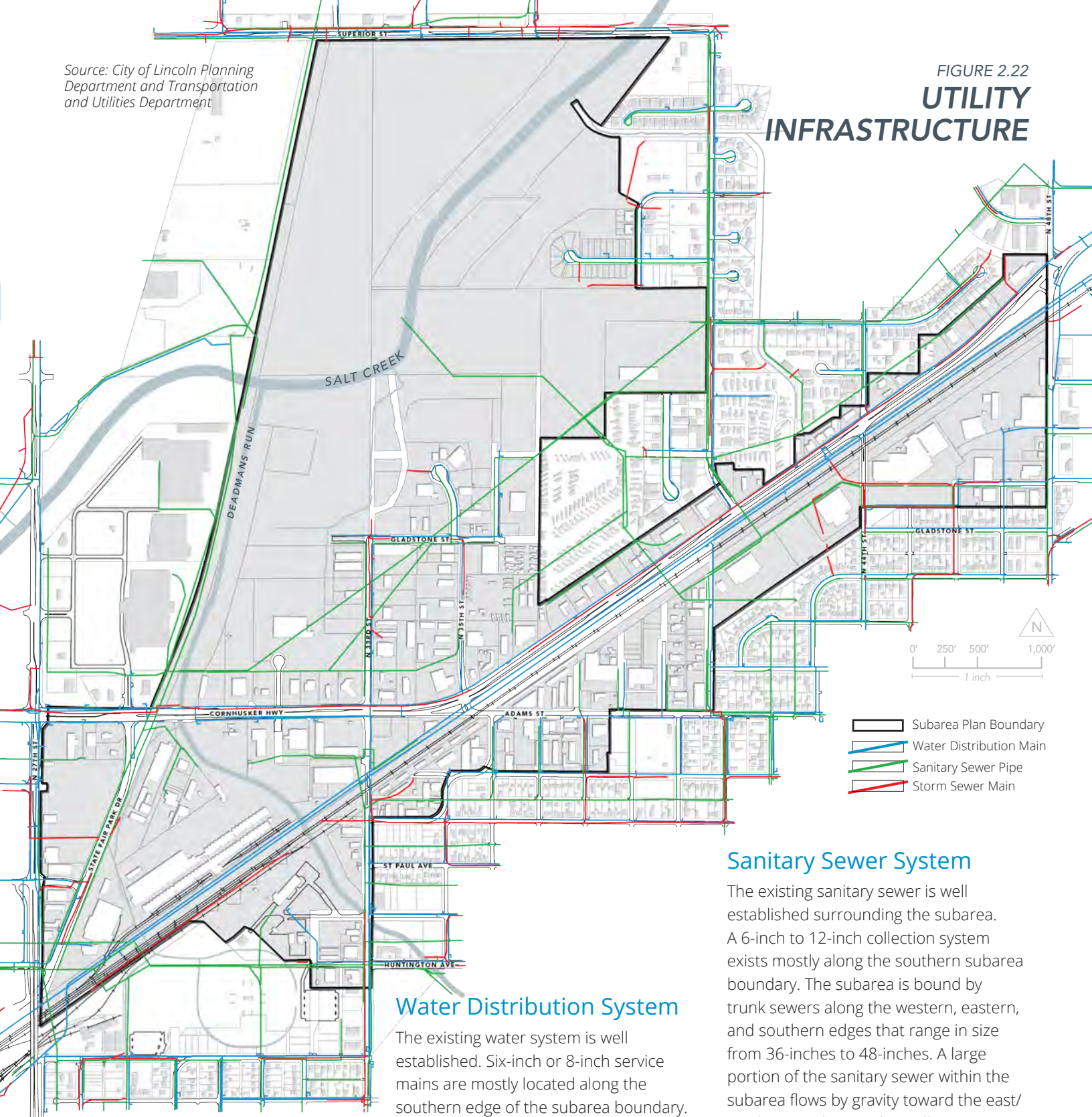
Analysis

While the presence of hazardous material sites is not uncommon in corridors similar to Cornhusker Highway, the seriousness of the potential contamination should not be taken lightly. Prior to any transportation improvements, and subsurface construction activities in general, a more detailed hazardous materials review, following the Nebraska Department of Transportation's Hazardous Materials Regulations Guidance (2015) would be necessary, as noted in the PEL study.

Note that if the proposed transportation network requires full acquisition of properties, further assessment in the form of a Phase I Environmental Site Assessment may be required.

Source: City of Lincoln Planning Department and Transportation and Utilities Department

FIGURE 2.22
**UTILITY
INFRASTRUCTURE**



UTILITY INFRASTRUCTURE

To ensure the proper infrastructure for future development or redevelopment, it is necessary to review the existing utility infrastructure within and surrounding the subarea, as shown in Figure 2.22.

Water Distribution System

The existing water system is well established. Six-inch or 8-inch service mains are mostly located along the southern edge of the subarea boundary. Sixteen-inch or 24-inch water mains currently reside in the North 27th, 33rd, 40th, and 48th street corridors. The railroad corridor is significant due to one 16-inch and two 36-inch parallel mains. Superior Street also contains a significant parallel 36-inch water main. The age, condition, and pipe materials within the subarea vary, but generally are in good condition.

Sanitary Sewer System

The existing sanitary sewer is well established surrounding the subarea. A 6-inch to 12-inch collection system exists mostly along the southern subarea boundary. The subarea is bound by trunk sewers along the western, eastern, and southern edges that range in size from 36-inches to 48-inches. A large portion of the sanitary sewer within the subarea flows by gravity toward the east/northeast with a much smaller portion flowing by gravity toward the south/southwest. The age, condition, and pipe materials within the subarea vary. Most of the system along the southern edge of the subarea boundary is much older than the remaining system within the subarea.



Stormwater Inlet along Cornhusker Highway



Overhead Electrical Distribution Network

Storm Sewer System

The existing storm sewer system mostly exists along the perimeter of the subarea, except for the developed areas along the southern boundary of the subarea. All storm sewer drainage areas collect run-off through stormwater inlets, connected by buried piping that flows into open drainage ditches, such as Deadmans Run. All the stormwater drainage ultimately outlets into Salt Creek at the north/northwest corner of the subarea. An existing stormwater pump station currently exists at the 48th Street undercrossing of the railroad. This pump station is along the eastern edge of the subarea where minimal improvements are anticipated.

Electrical System

At the time of this Plan's development, existing electrical system data is not available. However, from visual observations, the subarea is bound by an overhead electrical transmission system on its eastern and northern edges. An overhead distribution network also exists within the subarea to serve the current customers.

The closest Lincoln Electric System substations are located at (1) the southwestern corner of North 29th Street and Leighton Avenue and (2) along the northern edge at North 33rd Street and Superior Street. Although these two substations may not be directly impacted by changes in the subarea, both are connected by overhead power lines that do cross the subarea.

Private Utilities

At the time of this Plan's development, information related to the private utilities is not available. It is likely that all private facilities are located within public right-of-way through franchise agreements. One exception could occur within the railroad right-of-way, which would involve a fiber optic cable.

Analysis

In general, the subarea is well served by the existing utilities, or could be easily served by the utility network at the subarea's perimeter. If significant roadway improvements are desired within the subarea, the two water transmission mains parallel to the railroad should be further evaluated. The same is true for the sanitary trunk sewers along State Fair Park Drive that cross a portion of the southwest subarea. Within this same area, another sanitary trunk sewer along the southern edge of the subarea convenes at the southwest corner.

Flooding within the subarea may create localized flooding within the existing storm sewer system drainage areas during certain rain events. At a minimum, the existing drainage system outlets should be evaluated to ensure flap gates or similar features are in place to aide in the reduction of stormwater backing up into these localized drainage areas.

Like the sanitary sewer concerns previously mentioned at the southwestern corner of the subarea, an existing high voltage overhead power line also crosses a portion of this section of the subarea.



Market Positioning Strategy



OVERVIEW

SECTION 3 MARKET POSITIONING STRATEGY

Canyon Research Southwest prepared the Economic and Market Analysis report for the subarea. The Market Positioning Strategy Summary is a synthesis of the complete Economic and Market Analysis Report found in Appendix A. The report focuses on economic and demographic indicators, as well as the current retail, employment, and residential competitive status and future potential within the subarea. The purpose of this section is to provide guidance on economic growth opportunities.

The information presented is to assist in formulating a market positioning strategy designed to foster viable long-term revitalization and economic activity.

ECONOMIC AND DEMOGRAPHIC INDICATORS

The City of Lincoln is the heart of a growing metropolitan area that is the second largest in Nebraska. Lincoln is home to the University of Nebraska, Nebraska Wesleyan University, and the state capital, which are economic engines driving job and population growth. A community's changing population, household types, age composition, educational attainment, and income levels have a significant impact on the local housing and commercial real estate markets.

Since 1980, the Lincoln metropolitan statistical area (MSA) population has increased by nearly 124,000 residents, now boasting a population exceeding 332,000 residents. The Lincoln MSA, as defined by the U.S. Census Bureau, consists of both Lancaster and Seward counties. By 2022 the Lincoln MSA is forecast to add another 21,000 residents. Continued population growth will generate demand for additional commercial and industrial space as well as for-sale and rental housing.

Compared to statewide averages, the Lincoln MSA population possesses a below average number of one-person households and an above average number of married couple households with children present. These household composition characteristics would suggest a propensity for detached single-family housing and above average retail expenditures for household furnishings, groceries, clothing and accessories, sporting goods, books, and other family related goods and services.

The Lincoln MSA's large and growing millennial population generates demand for rental housing, clothing, electronics, entertainment, and eating and drinking establishments. Per Esri Business Analyst, in 2017 persons aged 20 to 34 (millennials) totaled 83,558 residents, accounting for 25.1 percent of the Lincoln MSA population.

Household income distribution levels for the Lincoln MSA closely mirror that for the state of Nebraska. Households with incomes of less than \$25,000 account for 20.6 percent of all Lincoln MSA households, suggesting a need for affordable housing. Conversely, high income households with annual incomes of \$75,000 and more account for 37.6 percent of Lincoln MSA households. These households represent potential demand for for-sale housing and retail goods and services.

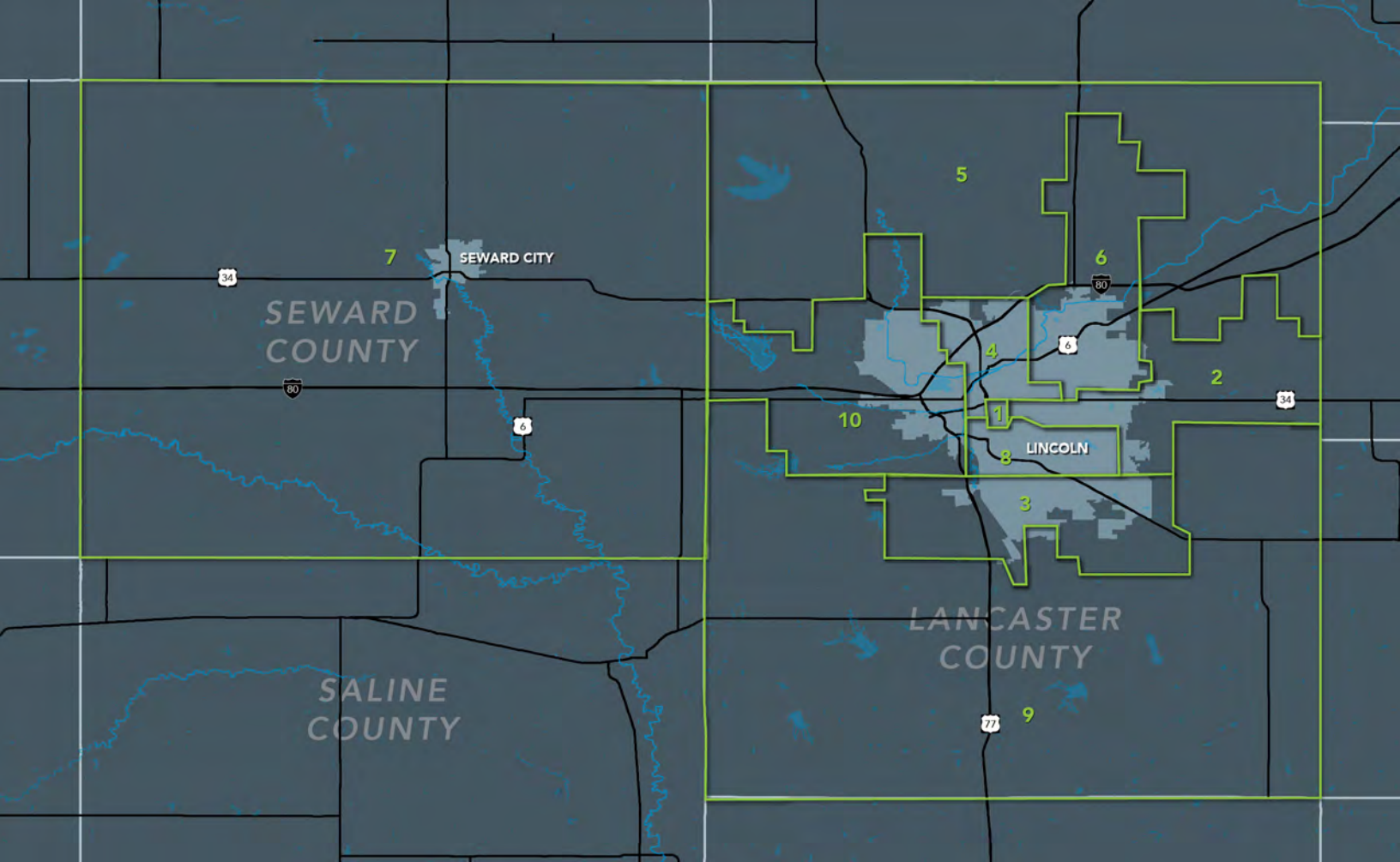


Figure 3.1 Lincoln Metropolitan Statistical Area CoStar Submarkets

The Lincoln MSA's above-average educational attainment levels create potential to support above average wages, retail expenditures, and spending on such retail categories as personal services, apparel, household furnishings, entertainment, dining out, automobiles, and healthcare. The educational attainment levels may also improve the Lincoln MSA's ability to meet the employment needs of the changing technology-based economy and increase the demand for professional office space.

From 2008 to 2017, the rate of employment growth in the Lincoln MSA nearly doubled that of Nebraska. Lancaster County's above average retail trade employment will play favorably in the future demand for commercial space while above average levels of employment in the information; finance, insurance and real estate; and professional, scientific and technical services sectors will have a positive impact on the need for professional office space.

Lagging manufacturing, wholesale trade, and transportation and warehousing employment reduces the need for light manufacturing and warehouse space.

From 2010 through 2017, office, retail, and industrial construction in Lincoln totaled \$862 million, peaking in 2013 at \$267 million. New commercial construction has rebounded, reaching \$179 million by 2017.

To conclude, the Lincoln MSA is a growing urban center experiencing strong employment and population growth in recent years. The real estate market has responded with continued construction and absorption activity for commercial and industrial space, for-sale housing, and rental apartments. Over the next five years and beyond, continued economic growth is forecast to create development opportunities within the commercial, industrial, and residential sectors.

Table 3.1 Lincoln MSA CoStar Submarkets by Number

Map Number	Submarket
1	Downtown Lincoln
2	East
3	Far South
4	North Central
5	North Lancaster County
6	Northeast
7	Seward County
8	South
9	South Lancaster County
10	West

The subarea's availability of land and proximity to the Nebraska Innovation Campus, UNL East Campus, Interstate 80, and the Lincoln Airport will provide the opportunity to capture commercial, industrial, and residential demand and the ability to support feasible new development.



Fort Tuff Job Site Outfitters



KwikShop Gas Station and Convenience Store

COMPETITIVE RETAIL MARKET

Retail sales in Lancaster County rose steadily from \$2.99 billion in 2009 to \$3.9 billion by 2016, before experiencing a slight decline in 2017 to \$3.89 billion. The City of Lincoln serves as the county's principal retail hub, now accounting for 98 percent of all taxable sales.

By the first quarter of 2018 the inventory of retail space in the Lincoln MSA totaled over 20.1 million square feet. With net absorption of 226,170 square feet of space through the first quarter of 2018 and the year-to-date addition of just 70,000 square feet of new space, the overall vacancy rate now stands at a healthy 3.8 percent. With just 24,220 square feet of space now under construction, market conditions throughout the remainder of 2018 are forecast to remain tight.

Over the past decade, the retail market dynamics in the Lincoln MSA have remained favorable with 1.85 million square feet of retail space constructed, met with net space absorption totaling over 2.0 million square feet. This supply and demand balance kept the overall vacancy rate well below market equilibrium and generated escalations in rents.

The subarea is located within the Northeast submarket (as shown in Figure 3.1 Lincoln MSA CoStar Submarkets), which serves as Lincoln's second largest submarket supporting 3.6 million square feet of retail space and an overall vacancy rate of 4.7 percent. Over the past decade, the Northeast submarket has added 215,611 square feet of new retail space, accounting for 11.7 percent of the Lincoln MSA's total inventory of new construction. Net absorption of retail space over the decade totaled 134,576 square feet. From 2008 through 2016, the Northeast submarket's retail vacancy remained well below market equilibrium ranging from 1.5 percent to 3.4 percent. In 2017, with 20,000 square feet of new supply and negative absorption of 117,536 square feet, the overall vacancy rate ballooned to 6.5 percent by year-end. During the first quarter 2018, the vacancy rate improved to 4.7 percent.

The North 27th Street corridor located immediately adjacent to the subarea serves as the Northeast submarket's principal retail corridor. The subarea supports a modest retail market with the bulk of space located along Cornhusker Highway and automobile-related businesses as the most prevalent retail use.

The Lancaster County retail market is currently operating at a below market equilibrium vacancy rate suggesting near-term additions to supply are feasible. Based on demographic and retail sales trends, it is forecast that Lancaster County can currently support over 530,000 square feet of retail space supply. By 2040, forecast population growth is sufficient to support 6.46 million square feet of new retail space, creating considerable retail development opportunities, particularly in the southern and eastern portions of Lincoln experiencing the strongest population growth.

Several prospective development sites in the subarea possess the necessary characteristics to support a variety of retail development formats. The 20-plus acre site at the southeast corner of North 27th Street and Cornhusker Highway offers the necessary size, visibility, accessibility, exposure, presence within a commercial corridor, and section-line corner location to support an anchored shopping center and big-box retailer development. The 21.1-acre site at the southeastern and southwestern corners of North 33rd Street and Cornhusker Highway is best suited for strip center and single tenant use or as part of a mixed-use development. The arterial street frontage for the 69.1-acre site on the south side of Superior Street at the North 33rd Street alignment is best suited for strip center and single tenant use, with professional office development also a possible alternative.



Warehouse along Gladstone Street



New Warehouse along North 35th Street

EMPLOYMENT-RELATED MARKET

When compared to the State of Nebraska, the Lincoln MSA supports an above average concentration of banking, securities brokers, real estate, and legal services businesses. These business lines offer the opportunity to support continued absorption and construction of new professional office space. Those business sectors where the Lincoln MSA supports a below average percentage of businesses include insurance, manufacturing, transportation, and wholesale trade.

Office-using employment in Lincoln has surpassed its pre-recession peak. By the first quarter of 2018 the Lincoln office market totaled 16.6 million square feet of space operating at a healthy vacancy rate of 4.1 percent, suggesting additional near-term additions to supply are feasible.

Lincoln's strong economy has translated into steady demand for office space, which has outpaced the inventory of new construction. Since 2010, the Lincoln office market has added over 1.1 million square feet of space and absorbed 1.43 million square feet. Net absorption of office space has been strong since 2014 yielding a steady decline in vacancies. Just 192,000 square feet of office space is currently under construction. With limited new supply over the near-term, vacancies are expected to remain stable.

The subarea is located within the Northeast submarket. The Northeast Lincoln office market is very small with 600,000 square feet of space, or just 3.6 percent of the entire MSA inventory. Since 2010, the overall vacancy rate for the Northeast submarket has consistently exceeded the MSA average while average rents are below average. By the first quarter of 2018, the overall vacancy rate of 6.4 percent, compared to the MSA average of 4.1 percent and the average rent of \$13.69 per square foot, is 16.6 percent below the MSA average. Since 2010, the Northeast office market has absorbed just 17,911 square feet of net space.

By year-end 2017, the Lincoln MSA industrial market supported 28.4 million square feet of space, led by 15.8 million square feet of warehouse space. From 2010 to 2017, net industrial space absorption outpaced new construction. Nearly 1.1 million square feet of new space was met with 1.9 million square feet of net absorption, yielding an overall vacancy rate under 4 percent since 2012.

By the first quarter of 2018, the Northeast Lincoln submarket supported the largest inventory of industrial space in the MSA market totaling 7.5 million square feet and an overall vacancy rate of 4.1 percent with 310,293 square feet of vacant space. From 2010 to 2017, the Northeast submarket absorbed 376,473 square feet of industrial space, or about 36 percent of the MSA total. New industrial construction since 2010

totaled just 187,937 square feet of space. This supply-demand balance yielded well below market equilibrium rates of 3.2 percent or lower from 2013 through 2017. The low vacancy rates suggest additional new industrial space supply is feasible.

From 2017 through 2040, employment-related job growth in Lancaster County is projected to support the demand for approximately 3.3 million to 4.0 million square feet of both owner-occupied and speculative office space and approximately 5.6 million to 7.1 million square feet of both owner-occupied and speculative industrial space. Further information is provided regarding this employment-related job growth in Appendix B Economic and Market Analysis Report.



New Duplex Development within Subarea



Countyshir Apartments on Cornhusker Highway

RESIDENTIAL HOUSING MARKET

The 2010 Census reported the Lincoln MSA housing stock at 127,750 dwelling units. According to the American Community Survey, from the 2010 Census through 2016, the Lincoln MSA's housing stock increased to 4,493 dwelling units.

While detached single family housing is the Lincoln MSA's most dominant housing product, its 61.5 percent share of the total inventory lags the statewide average of 72.7 percent. Meanwhile, multi-family housing with 10 or more dwelling units accounts for 17.9 percent of the Lincoln MSA housing stock compared to 11.3 percent for all of Nebraska. Lincoln's housing stock mix is influenced by the presence of the University of Nebraska, Nebraska Wesleyan University, and the demand for rental housing.

Owner-occupied housing in the Lincoln MSA accounts for 59.9 percent of the entire occupied housing stock with renter-occupied accounting for the remaining 40.1 percent. By comparison, owner-occupied housing accounts for 66.0 percent of Nebraska's total occupied housing stock with renter-occupied accounting for 34.0 percent.

From 2010 through 2017, the City of Lincoln experienced a boom in residential construction with a total of 11,286 housing units permitted for construction, averaging 1,410 units per year. Since 2010, new residential construction was

led by apartments with a total of 4,914 dwelling units permitted, equating to 43.5 percent of all housing units permitted in Lincoln. Detached single family housing construction has also been active with 4,566 dwelling units permitted for construction since 2010, for a 40.5 percent market share. Demand for single family housing has been particularly strong since 2014 in response to low interest rates and population growth.

By the first quarter of 2018, the Lincoln MSA apartment market supported 21,585 dwelling units and an overall vacancy rate of 4.1 percent. Since 2010, a total of 2,653 new apartment units have been built and 2,811 units absorbed. A total of 523 apartment units are now under construction. Over the past three years there has been an increased emphasis on infill development in Lincoln, accounting for 26 percent of apartment units constructed.

The subarea is located within the North Lincoln apartment submarket. The North Lincoln submarket benefits from proximity to the central business district and the University of Nebraska, now supporting the second largest apartment inventory with 127 properties totaling 7,062 units.

Since 2010, the construction of 375 new apartment units in North Lincoln has been met with net absorption of 485 units, yielding healthy vacancies. From a high of 6.3 percent in 2010, North Lincoln's overall vacancy rate has declined steadily, reaching a healthy 3.8

percent by 2016. With a new supply of 98 dwelling units and net absorption of just 48 dwelling units, at year-end 2017 the overall vacancy rate rose slightly to 4.4 percent. By the first quarter of 2018, the overall vacancy rate improved to 4.1 percent. Current healthy vacancy levels and strong rental rate escalations suggest additional near-term new supply is supportable within the North Lincoln submarket.

Four large-scale apartment properties built between 1996 and 2006 are located within the North 27th Street corridor north of the subarea. The apartment properties range in size from 174 to 448 units offering studio, one-, two-, and three-bedroom models. Monthly rents range from \$625 for studios, \$705 to \$1,029 for 1-bedroom, \$825 to \$1,395 for 2-bedroom, and \$1,240 for 3-bedroom units.

From 2017 through 2040, the Lancaster County population is forecast to increase by 98,642 residents, generating the demand for 41,101 new occupied housing units. The mix of new housing demand through 2040 is estimated at 24,661 owner-occupied units and 16,440 rental units.

By product type, through 2040 the growth in the inventory of occupied housing units in Lancaster County is forecast to be led by single family detached housing with 26,305 occupied housing units and multi-family housing with ten and more units with 8,220 dwelling units.

STUDY CONCLUSIONS

Based on the findings of the Market Feasibility Study, potential development opportunities for the subarea are discussed.

While these are the conclusions of the Market Feasibility Study, the final Plan development and redevelopment recommendations are in Section 5 Subarea Plan.

Prospective Development Sites

The subarea features several large tracts of vacant land and underdeveloped properties that offer a unique opportunity to promote comprehensive planning and mixed use development. The priority of the Plan should be to foster economic development through attracting more value-added enterprises and jobs. Seven prospective development sites have been identified and land use recommendations discussed based on site and location characteristics, as well as competitive market conditions. Note that some of the sites fall into the floodplain. This is a development constraint that will have to be overcome. The prospective development sites are detailed as follows:

Site #1

Southeast Corner of North 27th Street and Cornhusker Highway

This site totals approximately 20 acres currently zoned H-3 Highway Commercial with existing land uses including a RV sales business, restaurants, and commercial and industrial buildings. Prospective development options include an anchored shopping center, big-box retailer, or several freestanding commercial buildings. An alternative option for a portion of the site would be a suburban-style apartment community.

Site #2

Southwest Corner of North 33rd Street and Deadmans Run

This site is zoned I-1 Industrial and currently houses several industrial buildings. Given the North 33rd Street frontage and proximity to a large inventory of apartments along Huntington Avenue, the University of Nebraska East Campus, and Fleming Fields Recreational Sports Park, high density rental apartments are a suitable development format.

Site #3

Realigned Intersection of North 33rd Street and Cornhusker Highway

This site surrounds the existing intersection of North 33rd Street and Cornhusker Highway and is zoned I-1 Industrial and H-3 Highway Commercial. Existing land uses include a strip shopping center, convenience store, freestanding commercial and industrial buildings, and automotive sales and service uses. Relocation of North 33rd Street at Cornhusker Highway would create the opportunity to support redevelopment efforts with a differing mix of land uses.

The southwestern corner and southeastern corner of the realigned intersection total approximately 21 acres that are ideal for higher-density mixed use development featuring upper story rental apartments with ground floor commercial space like University Place at the northwestern corner of North 48th Street and Leighton Avenue and Square at Forty-Eight at the northeastern corner of North 48th Street and Holdrege Street. Development at the scale of four to five stories would be appropriate.

Potential land uses for the northeastern and northwestern corners of the realigned intersection include suburban-style apartments and freestanding commercial buildings. The portion of the site bordering Salt Creek could accommodate open space, trails, or park land.

Site #4

Northwest Corner of North 33rd Street and Gladstone Street

This approximately 32-acre vacant parcel is zoned I-1 Industrial. Salt Creek borders the northern and western sides of the property and it is impacted by the floodplain. Existing industrial uses are located to the east and south. The portion of the site bordering Salt Creek could be transformed into open space, trails, or park land, which would elevate the overall site as a prospective development site.

Extension of North 33rd Street north to Superior Street is necessary to achieve the site's highest-and-best use. The property is best suited for industrial uses, such as warehouse or light manufacturing. An alternative land use for a portion of the site would be a conventional suburban-style apartment community. At an average density of 18 to 20 dwelling units per acre a 10- to 12-acre site is ideal. Another option is to develop the entire 32-acre site into a recreational park including such facilities as baseball and soccer fields, basketball and tennis courts, a playground, a dog park, and a trail network.

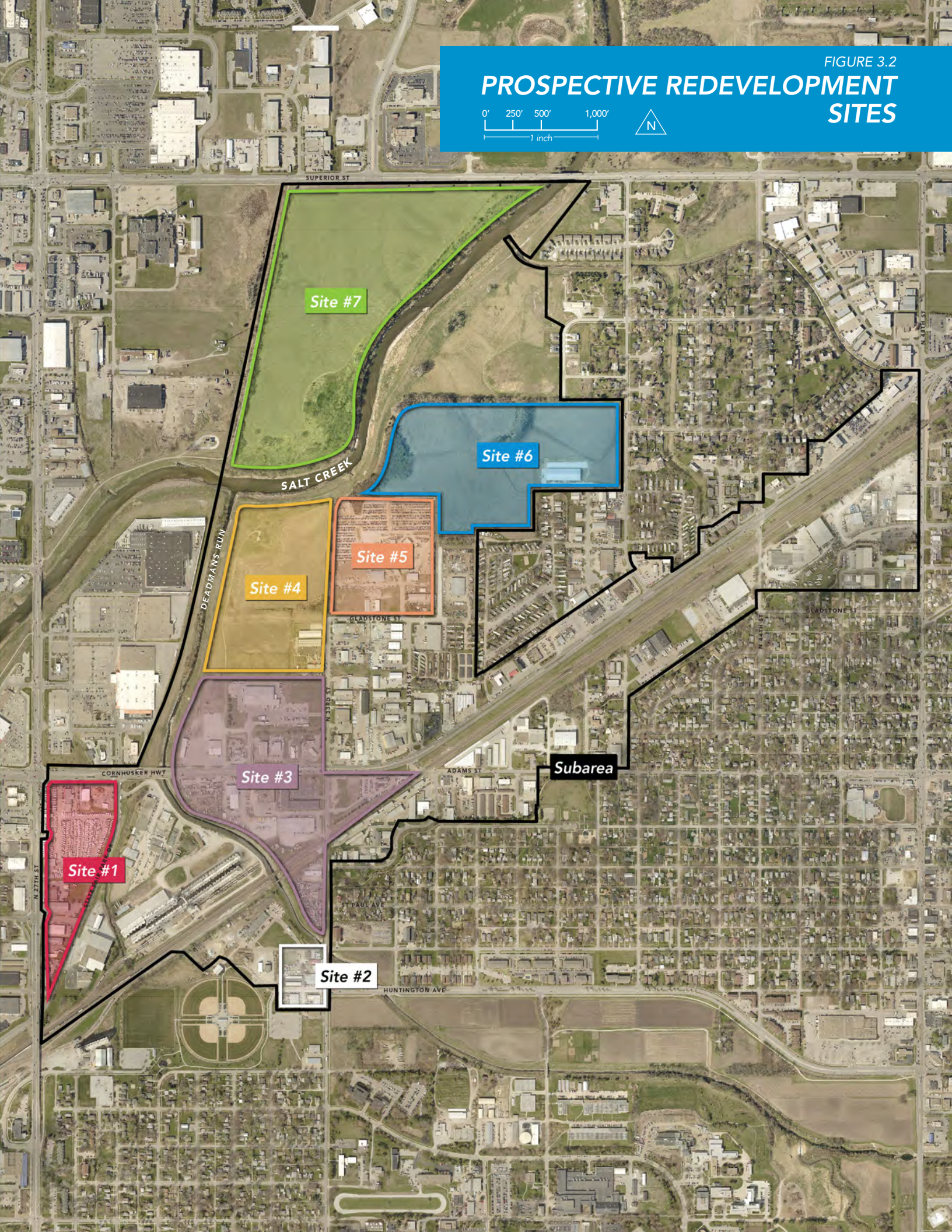
Site #5

Northeast Corner of North 33rd Street and Gladstone Street

This approximately 21-acre site is zoned I-1 Industrial and currently houses an automobile salvage yard and several industrial buildings fronting Gladstone Street. Existing industrial uses are located to the east and south. In conjunction with Site #6, the property is best suited for business park development featuring warehouse, light manufacturing, and office uses.

FIGURE 3.2

PROSPECTIVE REDEVELOPMENT SITES



Site #6

Southwest Corner of North 40th Street and Colfax Avenue

This site is zoned I-1 Industrial and is currently vacant land. Salt Creek borders the western side of the property and it is impacted by the floodplain. The property is best suited for business park development featuring warehouse, light manufacturing, and office uses. The portion of the site bordering Salt Creek could accommodate open space, trails, or park land.

An alternative land use for the portion of the site along the North 40th Street frontage would be a conventional suburban-style apartment community. At an average density of 18 to 20 dwelling units per acre a 10- to 12-acre site is ideal.

Site #7

Southwest Corner of Superior Street and Salt Creek

This approximately 69-acre vacant parcel is zoned I-1 Industrial. Much of the site is located outside of the floodplain, though some floodplain mitigation would be required prior to development. This site offers the size and major arterial frontage to support mixed use development.

Potential uses include rental apartments and commercial development along the Superior Street frontage and medium density for-sale housing at the southern half of the site. An open space network and/or park land could be incorporated along the Salt Creek frontage, elevating the desirability of the site for both for-sale and rental housing.

Additional Development Opportunities

Assemblages of Commercial Properties on North Side of Cornhusker Highway

Commercial properties on the northern side of Cornhusker Highway between North 33rd and North 48th streets feature strip zoning with shallow lot depths. As a result, individual properties generally support single tenant buildings with a heavy concentration of automotive-related uses. Redevelopment opportunities include the assemblage of two or more properties to create larger development sites suitable for larger single tenant commercial buildings. The shallow lot depths will place constraints on the ability to support multi-tenant shopping centers.

Assemblages of Industrial Properties along South Side of Cornhusker Highway

Properties on the south side of Cornhusker Highway between North 33rd and North 48th streets are zoned I-1 Industrial and support a mix of warehousing, light industrial, and automotive-related uses. The absence of frontage onto Cornhusker Highway due to the presence of a rail line precludes the potential to support retail uses.

Areas with the potential to assemble larger tracts include along Adams Street between North 35th and North 41st streets as well as the southwestern corner of North 48th Street and Cornhusker Highway. Larger assembled properties are best suited for industrial use such as warehouse or light manufacturing.

To conclude, the presence of three vacant parcels totaling approximately 145 acres of land affords the opportunity to facilitate mixed use development within a cohesive master planned environment. Incorporating a trail system and/or municipal parks into the Plan will assist in improving the subarea's perception and elevate the development potential of adjoining properties.

Given the site characteristics of these properties, prospective development formats include commercial, industrial, and for-sale and rental housing. Extending North 33rd Street north to Superior Street is necessary for these properties to achieve each sites' highest-and-best use. In addition, several underused sites are present within the subarea that are capable of supporting more intensive commercial and residential development.

Projected Absorption

Based on site and location characteristics, the extension of North 33rd Street north to Superior Street, and the completion of other street improvements, through 2040 the subarea is forecast to absorb an estimated 517,000 to 679,000 square feet of commercial and industrial space as well as 750 to 825 rental apartments.

Table 3.2 Subarea Forecast Absorption (2017-2040)

	Moderate Scenario	Optimistic Scenario
Retail	135,000 sqft.	158,000 sqft.
Professional Office	20,000 sqft.	24,000 sqft.
Light Industrial	362,000 sqft.	497,000 sqft.
Rental Apartments	750 units	825 units

Assuming an average floor area ratio of 0.2 to 0.4 for the retail, office, and industrial space and an average density of 18 dwelling units per acre, through 2040 an estimated 80 to 94 acres of land will be developed within the subarea.

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Public Engagement



OVERVIEW

SECTION 4 PUBLIC ENGAGEMENT

Just as long-range planning must be founded on a clear understanding of the current state of an area, public engagement provides the consensus and “steam” to propel plans forward. This section represents the summary of the various engagement activities that took place throughout the subarea planning effort and recognizes and describes the integral role of public and stakeholder engagement in the Plan’s development.

Online engagement, public open houses, the Visioning Session, the Charrette, and the final Subarea Plan Presentation are outlined, and the common themes are noted. It is through these activities that key improvement priorities were identified and described. These priorities guided the recommendations of the Plan.

Meaningful public engagement lies at the heart of every successful planning effort. At its most basic level, engagement is a conversation between one group of people that has the technical knowledge to help problem solve and another group of people that has the on-the-ground real world knowledge of a place. The conversation must be collaborative in nature, engaging, personal, and involve much listening. In the end, a strong plan is developed with the community, not just for it.

As a blueprint for the subarea, it was critical that as many subarea residents and users were involved in the development of the Plan as possible. Through multi-phased engagement efforts, the project team collaborated with the community on the ideas and priorities that became the recommendations put forth in this Plan. The following section summarizes both that process and its outcomes.

Each engagement activity provided attendees with the opportunity to share their desires for the future of the subarea. After each activity, the project team analyzed the comments received and discussed the conversations that took place. This information then shaped and reshaped the Plan’s priorities and recommendations. The entire public engagement process is described in Appendix A. Complete Public Engagement Process.

QUICK FACTS

1 PUBLIC OPEN HOUSE #1

WHEN: February 22, 2018

WHERE: Center for People in Need (3901 North 27th Street)

WHAT: Video, stations, and exercises

WHO: 110 attendees

2 VISIONING SESSION

WHEN: April 4, 2018

WHERE: Lancaster County Extension (444 Cherrycreek Road)

WHAT: Presentation and exercises

WHO: 50 attendees

3 CHARRETTE + PUBLIC OPEN HOUSE #2

WHEN: May 8-10, 2018 (Charrette); May 9, 2018 (Public Open House #2)

WHERE: Nebraska Innovation Campus (2021 Transformation Drive) and Center for People in Need (3901 North 27th Street).

WHAT: Presentations, stations, and exercises

WHO: 44 Charrette attendees; 100+ Public Open House #2 attendees

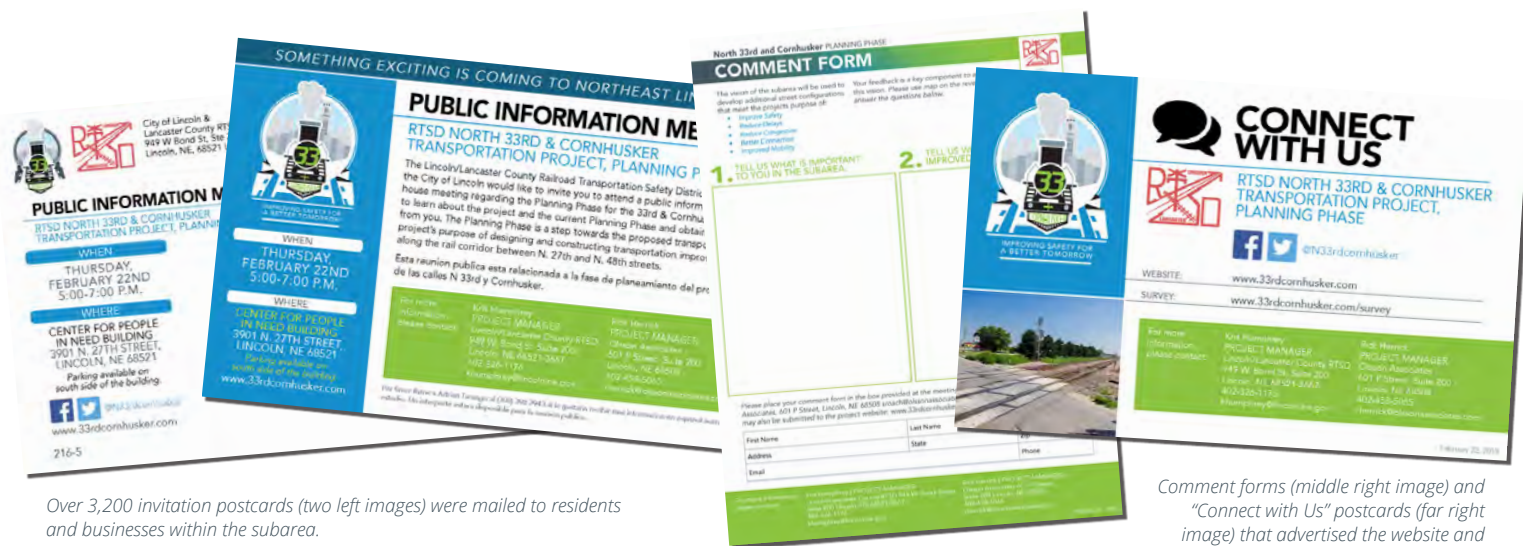
4 PUBLIC OPEN HOUSE #3

WHEN: January 17, 2019

WHERE: Center for People in Need (3901 North 27th Street)

WHAT: Stations, and exercises

WHO: 100+ attendees



Over 3,200 invitation postcards (two left images) were mailed to residents and businesses within the subarea.

Comment forms (middle right image) and "Connect with Us" postcards (far right image) that advertised the website and public survey were available at Public Open House #1.

PUBLIC OPEN HOUSE #1

Purpose and Overview

The first public open house was held early in 2018 to reintroduce the project, generate excitement, and gather initial and general input from the public. Over 3,200 invitation postcards were mailed, in addition to information boxes set up on the John Dietrich Bike Trail and near UPCO Park. Prior to the public open house, information was also shared with the neighborhood associations within the subarea, personnel of each elementary school and middle school in close proximity to the subarea, and the Advisory Committee.

The public open house was attended by 110 people in total, including 21 Advisory Committee members, landowners and operators in the subarea, residents of Northeast Lincoln, interested agencies, and the project team. A Spanish interpreter was also available during the event.

The public open house was set up in stations. Station one included a short, informational looping video that provided a brief overview of the past, present, and future phases of the project, delivered by Cyndi Lamm, Kris Humphrey, and David Cary. Following the video, the public was instructed to make their way through the remaining stations, first introducing

them to the project and explaining the completed PEL process. Next, the public moved into a station describing the Subarea Plan and Corridor Enhancement Plan, followed by the project timeline. Then, the public was able to take a survey (described in *Online Engagement*) and leave comments on maps describing what is important to them in the subarea and what needs to be improved. Finally, the public could visit a station to learn more about ways to stay involved in the planning process, such as joining the Advisory Committee or visiting the project website.

Outcomes

Many comments were gathered on the comment wall during the public open house and through conversations between the project team, Advisory Committee, and the public. A few common themes emerged:

- The subarea is in need of redevelopment and safety updates.
- Property owners questioned if they should invest in their properties in the coming years given the uncertainty of future roadway alignments.
- Questions arose regarding the project's overall timeline and specific roadway alternatives (that were generated during the PEL process).

ONLINE ENGAGEMENT

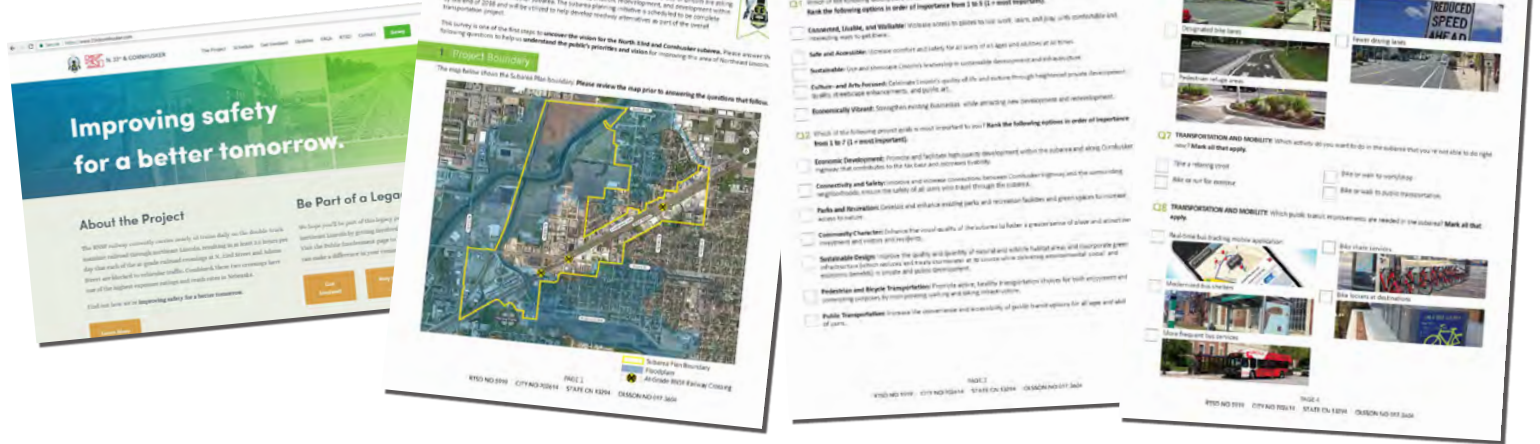
Online engagement provides a unique opportunity to reach persons that may not typically enjoy participating in traditional in-person public engagement activities. Additionally, it allows for a greater level of transparency throughout the entire planning process, as updates are posted on a website and/or social media accounts periodically and comments can easily be submitted. Online engagement techniques utilized in this subarea planning process are summarized as follows.

Website

A project website (www.33rdcornhusker.com) was developed to provide a "one stop shop" for anyone that wants to learn about the project, now or in the future. It should be noted that the website is planned to be maintained over the entirety of the North 33rd and Cornhusker project, not just the subarea planning phase.

All project updates and public meeting materials were and will continue to be uploaded to the website. The website will also serve as a mode for gaining public comment through periodic surveys or other interactive features and a "Contact Us" page.

Three pages of the six-page survey are shown as the right three images. Paper copies were available for those that did not prefer the online version.



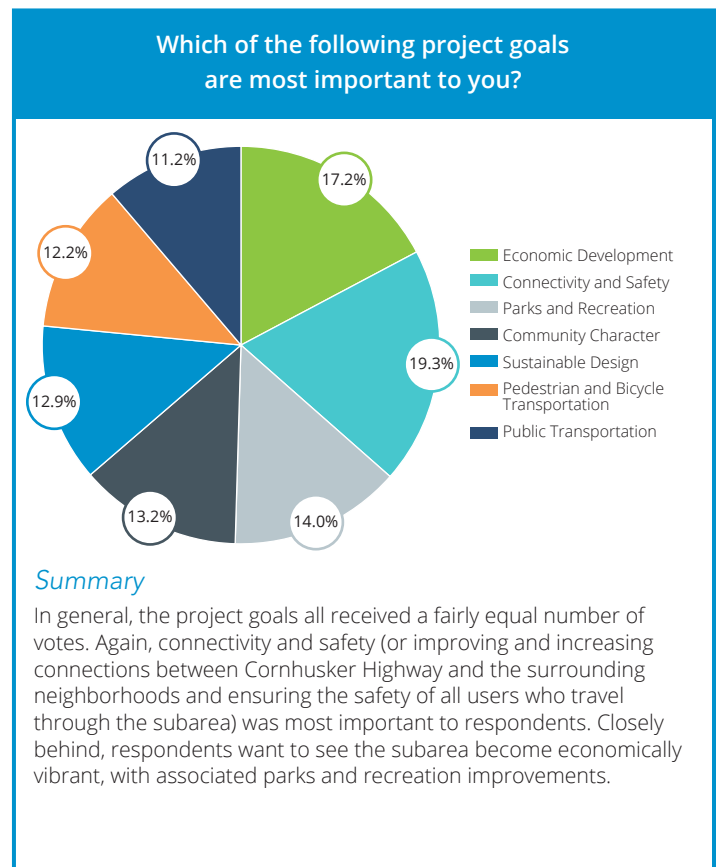
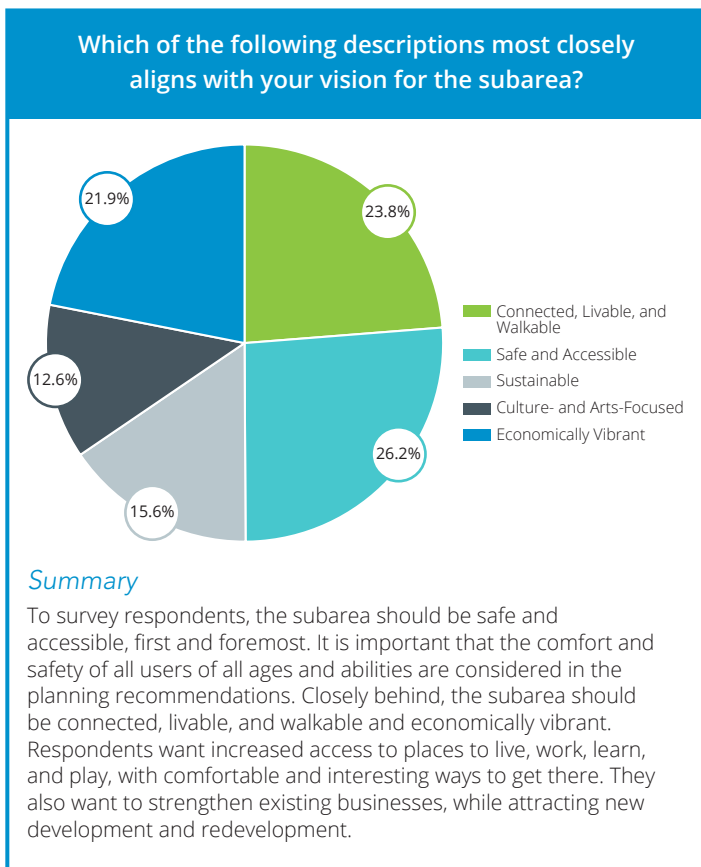
Social Media

Facebook and Twitter social media accounts (@N33rdCornhusker) were developed to supplement the project website. Both social media accounts point back to the website, but will allow for active and on-going communication with the general public. By utilizing social media, the project team was able to reach a wider audience, compared to the singular use of a website.

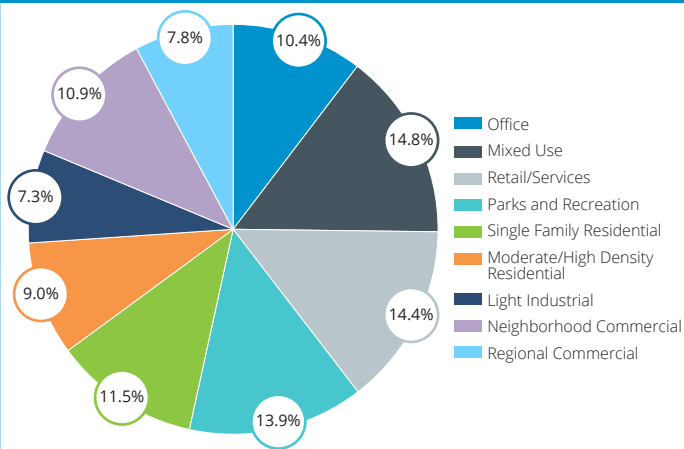
Public Survey

A public survey was developed as an initial informative public engagement exercise. The survey findings provided context for the stakeholders and the public when discussing the issues and opportunities facing the subarea at the Charrette and Public Open House #2. The survey was available both online and via paper copies.

In total, 115 surveys were completed. The survey contained 11 project-related questions, and five demographic questions to better understand the survey respondents. Each of the questions is outlined below, providing a graphic and a summary of what the graphic means.



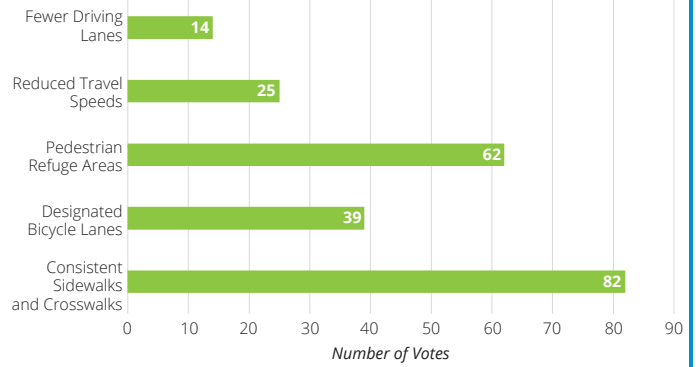
Which of the following land uses do you want to see in the North 33rd and Cornhusker subarea?



Summary

A mixture of uses is preferred within the subarea, closely followed by more retail and service offerings. As previously stated, respondents are looking for additional parks and recreational opportunities within the subarea, as well. Perhaps surprising is the low percentage of survey respondents that hope to see additional light industrial land uses. When analyzing residential uses, single family residential is slightly more preferred than multi-family residential.

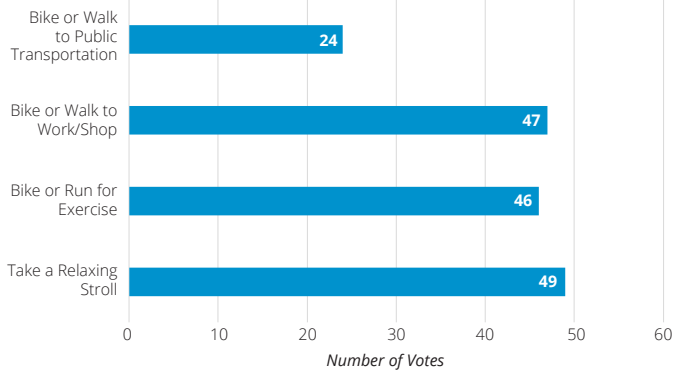
Which improvements listed below are needed in the subarea?



Summary

A consistent pedestrian network (sidewalks and crosswalks) is a necessary improvement within the subarea, according to over 92 percent of survey respondents. Similarly, pedestrian refuge areas are also desired, which would contribute to an even stronger pedestrian network. Respondents generally do not want fewer driving lanes nor reduced travel speeds within the subarea. In fact, only approximately 16 percent of respondents desire fewer driving lanes.

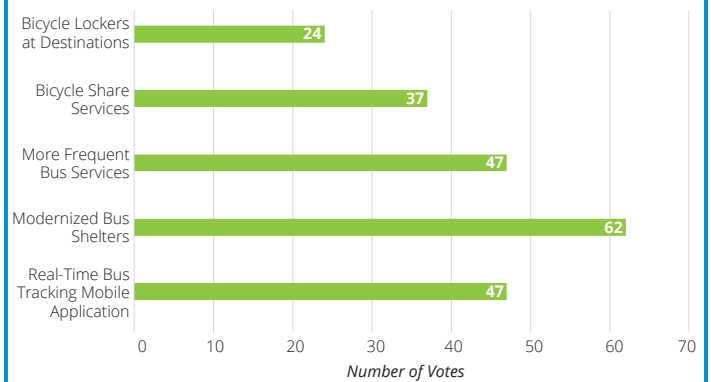
Which activity do you want to do in the subarea that you're not able to do right now?



Summary

Most survey respondents want to be able to recreate and exercise via foot or bicycle within the subarea. Additionally, most respondents want to be able to safely and directly walk or bike to their place of employment or shopping centers. Fewer survey respondents, yet still a significant number, want to be able to safely and directly bike or walk to a StarTran stop.

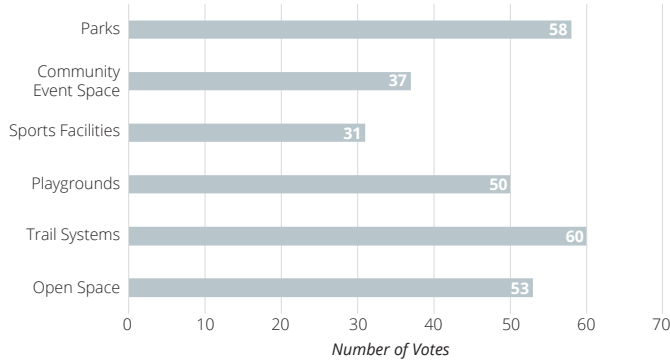
Which public transit improvements are needed in the subarea?



Summary

By and large, survey respondents feel that modernized bus shelters are the most important public transit improvement needed within the subarea. The modernized bus shelter shown in the survey showed a covered bus shelter with a nearby trash receptacle and informational kiosk. More frequent bus services serving the subarea and a way to track where buses are in real-time (which is now available) are also preferred improvements by survey respondents.

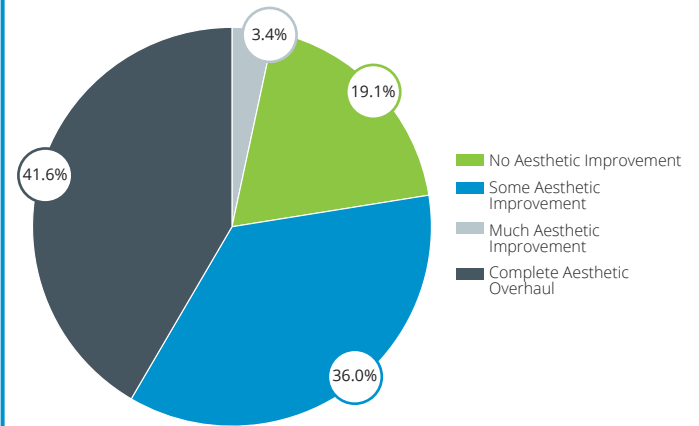
Which amenities are needed within the subarea?



Summary

Unsurprisingly, the most needed amenities, according to survey respondents, include parks, trail systems, open space, and playgrounds. This aligns with responses from other survey questions, which prioritized parks and recreation enhancements and land uses within the subarea. Sports facilities were noted the fewest number of times, which hints at survey respondents preferring passive recreational opportunities more so than active recreation opportunities to improve the subarea.

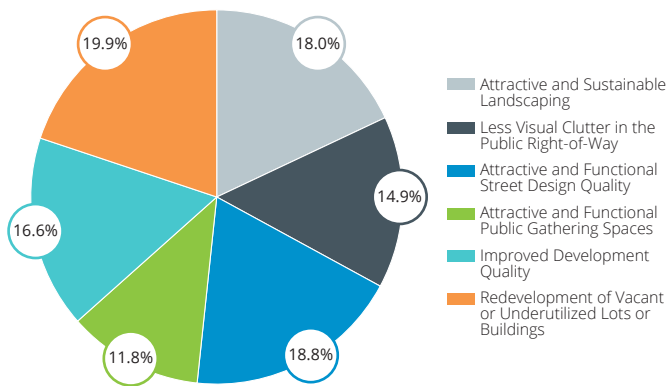
How much aesthetic improvement does the subarea need?



Summary

Consistent with the findings from other survey questions, survey respondents feel that the subarea requires a complete aesthetic overhaul, or at a minimum, much aesthetic overhaul. Over three-fourths of respondents find this to be the case. A very small percentage (3.4 percent) of survey respondents believe the current aesthetics of the subarea are satisfactory.

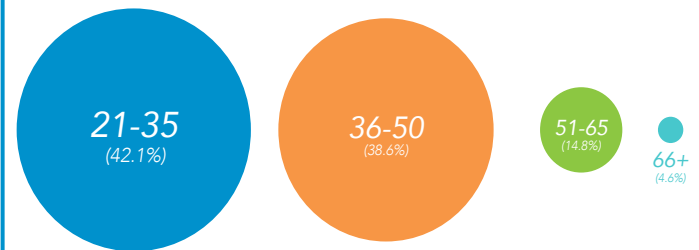
Which of the following improvements are most required in the subarea?



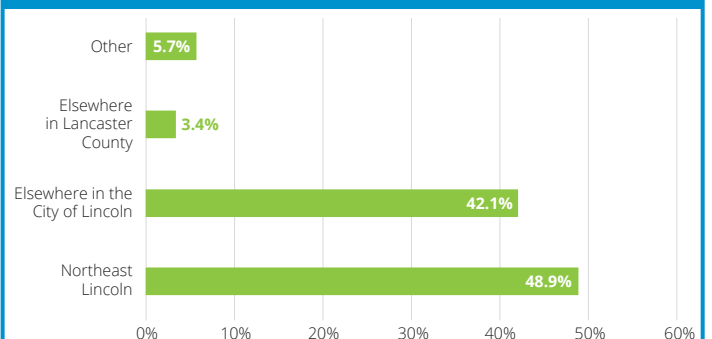
Summary

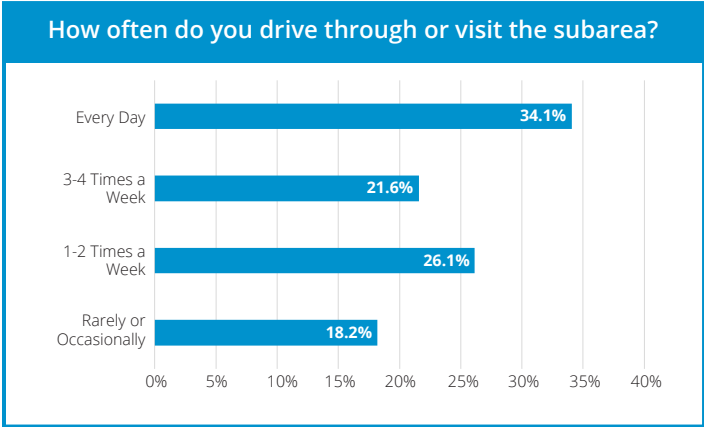
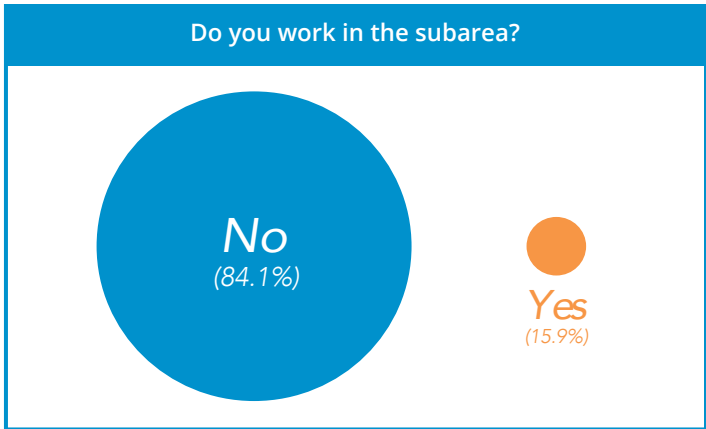
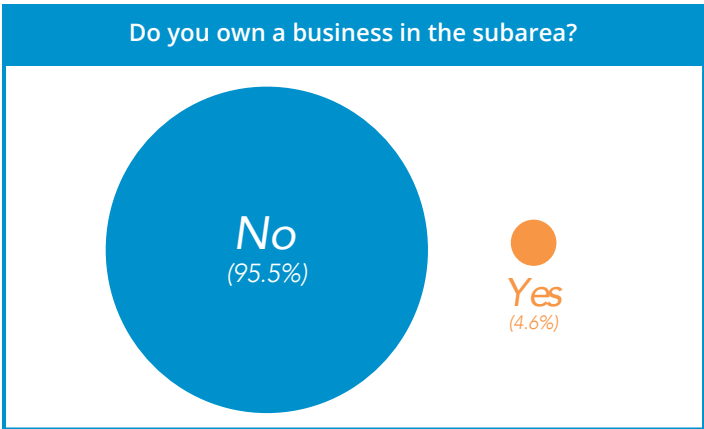
As aesthetic improvements are widely desired, the breakdown of specific types of aesthetic improvements was broad and fairly evenly noted. According to survey respondents, the most preferred aesthetic enhancement is the redevelopment of vacant or underutilized lots or buildings, followed closely by an attractive and functional street design. Attractive and functional public gathering spaces were least desired by the survey respondents.

What is your age?



Where do you live?





VISIONING SESSION

Purpose and Overview

As one step in the stakeholder engagement portion of the subarea planning process, a visioning session provides time for the project team to gauge the perspectives of the community members invested in the subarea. Fifty people (Advisory Committee and Client Team members) participated in the Visioning Session. The purpose of visioning is to set aside concerns of funding, timing, and coordination, and instead dream of what the subarea could ideally become. Visioning uncovers commonalities in thought among stakeholders and kick starts conversations.

The visioning session began with an overview of the purpose of the session and the expectations of the Advisory Committee during the event. The project team then briefly provided an overview of their efforts to understand the current condition of the subarea, including a site assessment and mapping of spatial data.

From there, the project team moved into the visioning session exercises, and completed them in the following order:

- **Success Factors:** The project team asked the Advisory Committee to respond to, “What’s the one thing that needs to happen for you to say this project has been successful?” by writing one word or a short phrase on a sticky note and posting it on a large piece of paper with everyone else’s responses. The project team then led a short discussion regarding the responses. These “success factors” will be referred to throughout the planning process.
- **Word Clouds:** The project team handed out a worksheet to the Advisory Committee and asked them to respond to the three statements on the worksheet, including: (1) Three words that describe the subarea; (2) Three things you like about the subarea; and (3) Three things you would change about the subarea. The Advisory Committee was instructed to respond with one word each. The project team

collected the worksheet and compiled the findings into a word cloud for each statement, to be displayed and described at the Subarea Plan Charrette. Word clouds are an illustrative tool to understand which words/ideas are more prominent. The words mentioned most often will be larger than the other words.

- **Needs, Wants, and Desires:** The project team asked the Advisory Committee to write down their needs (“We need to address this critical issue.”); wants (“If we had the choice, we would choose to have this...”); and desires (“Wouldn’t it be nice if...but if we don’t get it, it’s okay”) on sticky notes and post them on the larger pieces of paper that were labeled for needs, wants, and desires. Advisory Committee members could write down as many for each category as they wanted to, but just one per sticky note. Once finished, the Advisory Committee numbered themselves off into six groups. The six groups then were given time to review each one of the larger pieces of paper/sticky notes and select, as a group, their top three needs, wants, and desires. The groups then appointed one spokesperson to share their top three needs, wants, and desires with the entire Advisory Committee. The project team then led a discussion, finding that many of the groups prioritized similar needs, wants, and desires.

Outcomes

Success Factors

Advisory Committee members were asked to respond to the question, “What’s the one thing that needs to happen for you to say this project has been successful?” The project team then documented each response, grouped the similar responses, and created a summarized list. The factors were weighted according to how many times the response was listed. Table 4.1 Success Factors details these factors.

Prioritized Needs, Wants, and Desires

Following the success factors exercise, the Advisory Committee was asked to individually write down their needs, wants, and desires as they relate to the project. For reference, needs, wants, and desires are defined as follows:

- **Needs:** “We need to address this critical issue.”
- **Wants:** “If we had the choice, we would choose to have this...”
- **Desires:** “Wouldn’t it be nice if..., but if we don’t get it, it’s okay.”

The needs, wants, and desires were narrowed by the Advisory Committee as described in Purpose and Overview. These priorities were further summarized by the project team into a table format. Again, the needs, wants, and desires are listed in order of importance as shown in Table 4.2 Prioritized Needs, Wants, and Desires. The importance is based on the repetition of response and selection by each group.

Word Clouds

As described in Purpose and Overview, the project team compiled the Advisory Committee’s responses to each of the three statements: three words each that (1) you think, (2) you like, and (3) you would change about the subarea. These word clouds are shown on the following page.

Table 4.1 Success Factors

Factor	Weight
Eliminated/changed at-grade railroad crossings, while maintaining proper rail logistics	8
Improved traffic flow/decreased traffic congestion	6
Increased amenities (e.g., community center, grocery store, and recreational facilities)	5
More infrastructure and safe and direct connections for pedestrians and bicyclists	4
Identified and encouraged key development and redevelopment opportunities	4
Improved connectivity to other areas of Lincoln, including downtown Lincoln	4
Improved safety for automobiles, pedestrians, and bicyclists	3
Improved aesthetics within the subarea, and specifically along Cornhusker Highway	3
Decreased floodplain risks/maintained Salt Creek levee system	3
Increased property values	2
Developed and/or used land in northern section of subarea	2
Construction of a direct 33rd Street connection between Cornhusker Highway and Superior Street	2

Table 4.2 Prioritized Needs, Wants, and Desires (in order of importance)

Needs	Wants	Desires
1 Improved connectivity for all modes	1 Streetscape and building aesthetic enhancements	1 Aesthetic enhancements with a personality
1 Safe transportation network for all modes	1 Economic investment with mix of uses	2 Passive and active recreational opportunities; connection to Antelope Valley
1 Clear and cohesive strategy for economic development and zoning	1 More bike and pedestrian infrastructure along Cornhusker Highway	2 Mix of uses within subarea (e.g., boutique shops, high tech industrial, etc.)
2 Eliminated/reduced floodplain to allow for open green space recreational opportunities and development	1 Green space and recreational additions and enhancements	3 A destination within the subarea
3 Eliminated at-grade railroad crossings	1 Improved connectivity for all modes	3 Vibrant neighborhood feel
4 Proper stormwater management	2 Development plan for existing floodplain/open space	4 More pedestrian and bicyclist facilities
4 High benefit-to-cost ratio	3 Construction of direct North 33rd Street connection between Cornhusker Highway and Superior Street	4 Easy connection to Salt Creek Roadway
		4 Minimal construction impact



CHARRETTE + PUBLIC OPEN HOUSE #2

Purpose and Overview

Before a subarea plan's vision can be crafted, it is important to meet with stakeholders and members of the public to (1) ensure a clear understanding of their desires for the future of the subarea; (2) to gather local knowledge related to the issues and opportunities within the subarea; and (3) to build consensus around a multifaceted solution. As an integral step in the subarea planning process, a charrette was held by the project team from May 8-10, 2018 at the Nebraska Innovation Campus and Center for People in Need.

A charrette advances the subarea planning process, narrowing in on preferred improvement, development, and redevelopment concepts as determined by the stakeholders and the public. Over this three-day period, the project team met multiple times with stakeholders (Advisory Committee), once with city staff, involved agencies, and infrastructure partners (Client Team), and once with the public to gather insight into their overall vision for the subarea, the issues and opportunities facing the subarea, programming preferences, and critical aspects to the subarea plan.

Between each session with the Advisory Committee, the public, and the Client Team, the project team was able to digest the information, summarize the feedback, and/or alter the concepts according to feedback received. A full documentation of the charrette and all of the included exercises is provided in Appendix A Complete Public Engagement Process.

The charrette process allowed the project team to engage the stakeholders and the public and achieve the following goals:

- Clarify key issues and opportunities within the subarea
- Define a list of success factors that will guide the planning process
- Explore various subarea plan concepts and associated elements
- Narrow concepts through prioritization exercises and consensus building

Outcomes

The Program

Before any potential solutions and concepts were generated, the project team needed to narrow and drill in to the findings from the Visioning Session even further. Table 4.1 and 4.2 describe the narrowed success factors and prioritized needs, wants, and desires. As one of the first exercises during the charrette, the planning team directed the Advisory Committee through a prioritization

WHAT'S THE PURPOSE OF A CHARRETTE?

1 ASSEMBLE

Assemble key decision makers, such as city staff, elected officials, business owners, real estate developers, neighborhood associations, etc.

2 COLLABORATE

Collaborate with the decision makers in information sharing about the subarea, iterative improvement concepts, and feedback and revisions.

3 FINETUNE

Finetune the subarea plan concept through strategic conversations with stakeholders, the public, the city, and involved agencies.

4 CREATE

Create a community-driven, realistic plan, grounded in market and economic reality.

activity for the issues and opportunities facing the subarea, categorized by topic. Combined, the success factors, prioritized needs, wants, and desires, and prioritized issues and opportunities created a program for the project team to work from during concept creation. Note that while many responses overlapped throughout the various exercises, this was intentional; the repetition allowed the project team to confirm the top priorities and create a program.

Table 4.3 shows the prioritized issues and opportunities, while Table 4.4 shows “The List.” “The List” is the program that the project team relied on during concept exploration, narrowing, and evaluation. This compiled list is made up of the key success factors as determined by the success factors, prioritized needs, wants, and desires, and prioritized issues and opportunities. “The List” is not in order of importance, nor weighted. It simply served as a check list when creating and evaluating concepts, ensuring that the solutions are in line with the Advisory Committee’s vision and priorities.

During the public open house #2, the public was asked the same questions as the Advisory Committee, broken down into the same topics. The public’s summarized sentiment is as follows:

Land Use: Public respondents feel the industrial nature of the subarea is no longer fitting, but instead should be limited in acreage, cleaned up, and organized. Missing land uses include grocery, retail, and medical.

Economic Development and Redevelopment: Public respondents see the existing haphazard style of development as an opportunity for improvement, and also hope to see additional retail and restaurant offerings and trails within the subarea. The public believes that the perception of the subarea, the railroad crossings, and the floodplain are greatly impacting economic development and redevelopment in the subarea.

Table 4.3 Prioritized Issues and Opportunities

Land Use

Vehicle salvage land uses do not align with the future vision for the subarea.

Farmland does not fit within the future vision for the subarea.

Open space, parks, and linear parks are missing from the subarea.

Larger industrial development sites are missing from the subarea.

Economic Development and Redevelopment

Commercial and industrial space along Cornhusker Highway has the most potential for economic development within the subarea.

A connection between North 33rd Street and Superior Street will create potential for economic development.

Cleaning up and organizing the industrial uses will have the greatest impact on economic development and redevelopment in the subarea.

Railroad crossings within the subarea have a negative impact on economic development and redevelopment in the subarea.

Transportation and Infrastructure

N. 33rd Street should be connected to Superior Street to remedy the missing connection.

Safe connections across the railroad and Cornhusker Highway are needed to unite the north and south sections of the subarea.

Mobility and Safety

Vehicular access on North 33rd Street to Superior Street is missing.

Safe pedestrian crossings across Cornhusker Highway and the railroad are missing.

Non-motorized individuals need safe crossings over the railroad.

Safe travel access for trucks and all vehicles throughout the subarea is a critical safety concern.

Aesthetics and Quality of Life

Salt Creek has a positive impact on the subarea.

Fragmented land uses and the lack of organization of the land uses have a negative impact on the subarea.

There is a lack of “warmth” felt when traveling through the subarea, especially as a pedestrian.

The appearance of the buildings within the subarea has a **negative aesthetic impact** on the subarea.

Water and Floodplain

Parks and recreational uses should be developed in the existing undeveloped areas.

A business park, light industrial land uses, and parks should be developed in the existing undeveloped areas.

Mixed use development should be developed in the existing undeveloped areas.

Parks and recreation and green space are the best uses for the existing floodplain area, especially with vacant land.

Table 4.4 “The List”

- ✓ Eliminate at-grade railroad crossings.
- ✓ Improve safety for all modes of transportation within the subarea.
- ✓ Improve traffic flow and decrease traffic congestion within the subarea.
- ✓ Increase connectivity to other areas of Lincoln (UNL East Campus, Nebraska Wesleyan University, Downtown, Antelope Valley, etc.)
- ✓ Provide a connection between North 33rd Street and Superior Street.
- ✓ Provide an easy connection to State Fair Park Drive / Salt Creek Roadway.
- ✓ The following land uses should be developed in the existing undeveloped areas (largely north of Cornhusker Highway):
 - Parks
 - Recreation
 - Green space / open space
 - Light industrial (larger development sites)
 - Business parks
 - Mixed use
- ✓ Organize land uses cohesively and appropriately.
- ✓ Identify key development and redevelopment opportunities aligned with market potential.
- ✓ Maintain commercial and industrial land uses along Cornhusker Highway to support and/or enhance the tax base.
- ✓ Balance the need to be sensitive to current businesses and properties with greater Lincoln’s need for efficient and safe transportation through the subarea.
- ✓ Increase parks and recreation opportunities and open space within the subarea to serve subarea residents and the entire Lincoln community.
- ✓ Capitalize on Salt Creek as an amenity, while balancing the need to responsibly manage environmental resources and stormwater management.
- ✓ Develop a clear and safe pedestrian and bicycle network through trails, sidewalks, and bike routes (including over the railroad crossings). Provide connections to the existing trails, sidewalks, and bike routes outside of the subarea.
- ✓ Improve the aesthetics of the subarea—on private property (buildings and sites) and within the public right-of-way.
- ✓ Create and define a sense of character within the subarea (i.e., increase the “warmth” and vibrancy). Give people a reason to come to the subarea.
- ✓ Ensure a high benefit-to-cost ratio for transportation investments within the subarea.

Transportation and Infrastructure:

With regard to the transportation network, public respondents emphasized the importance of extending North 33rd Street to Superior Street, as well as increasing bus services throughout the subarea. For infrastructure, public respondents hope that the Deadmans Run project improvements will be coordinated with any subarea roadway improvements so as to minimize construction impacts.

Mobility and Safety:

A North 33rd Street connection to Superior Street was mentioned, as well as safe and ADA accessible pedestrian and bicycle paths throughout the subarea, but specifically over Cornhusker Highway. Critical safety locations include 48th Street from Adams Street to Superior Street, as well as the Adams Street and North 33rd Street triangle.

Water and Floodplain:

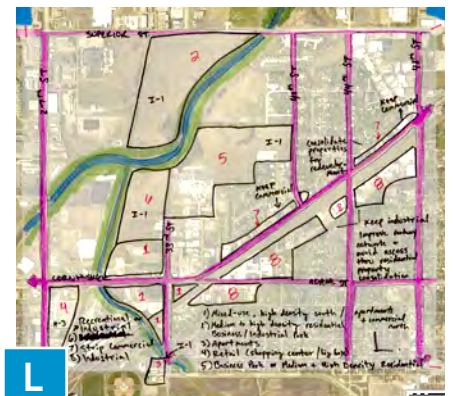
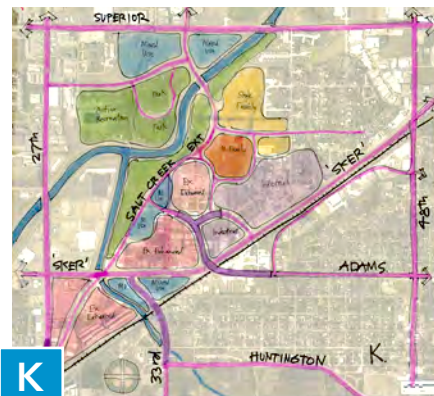
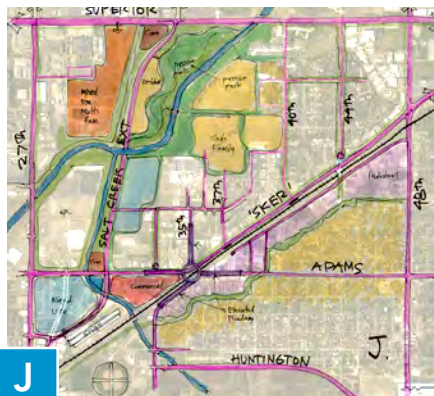
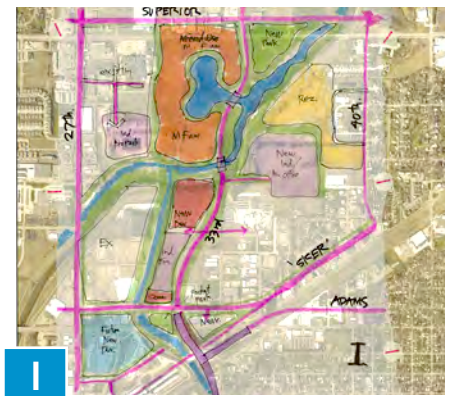
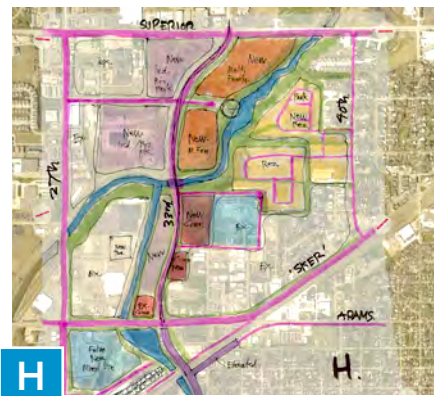
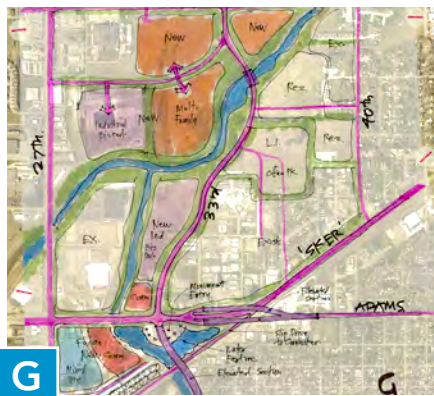
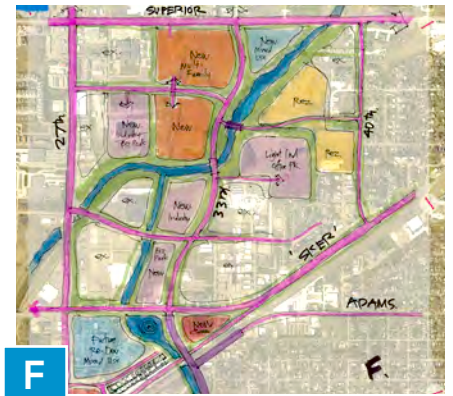
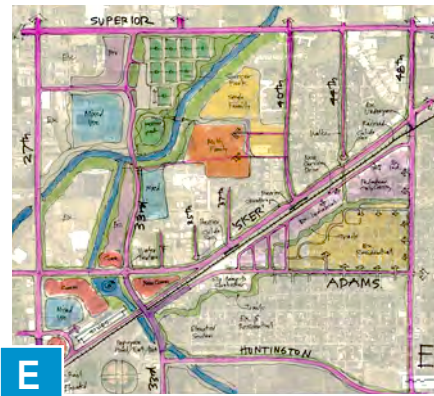
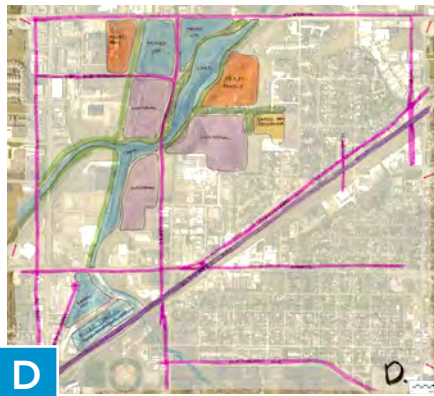
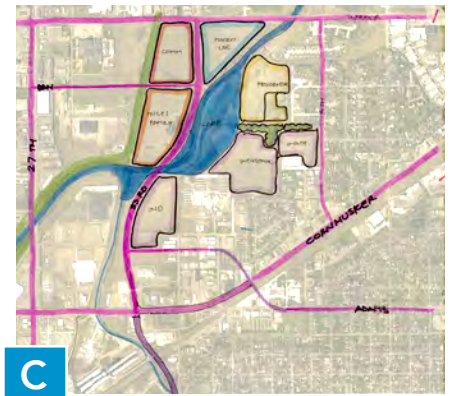
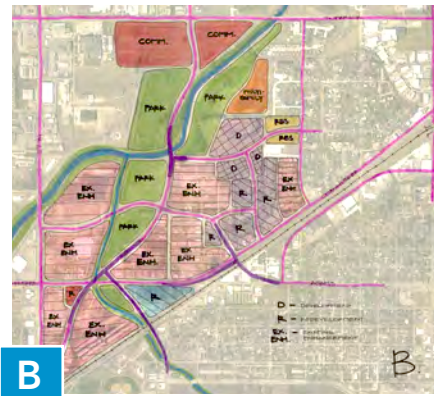
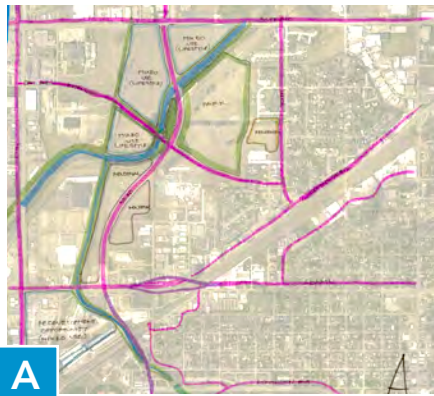
Public respondents stated that the existing undeveloped floodplain area north of Cornhusker Highway should be developed as open, usable green space with parks and recreational opportunities.

Aesthetics and Quality of Life:

Public respondents feel that the some of the housing, used car lots, and lack of green space have a negative effect on the subarea. Some of the housing was also mentioned as a positive feature of the subarea, as well as UPCO Park.

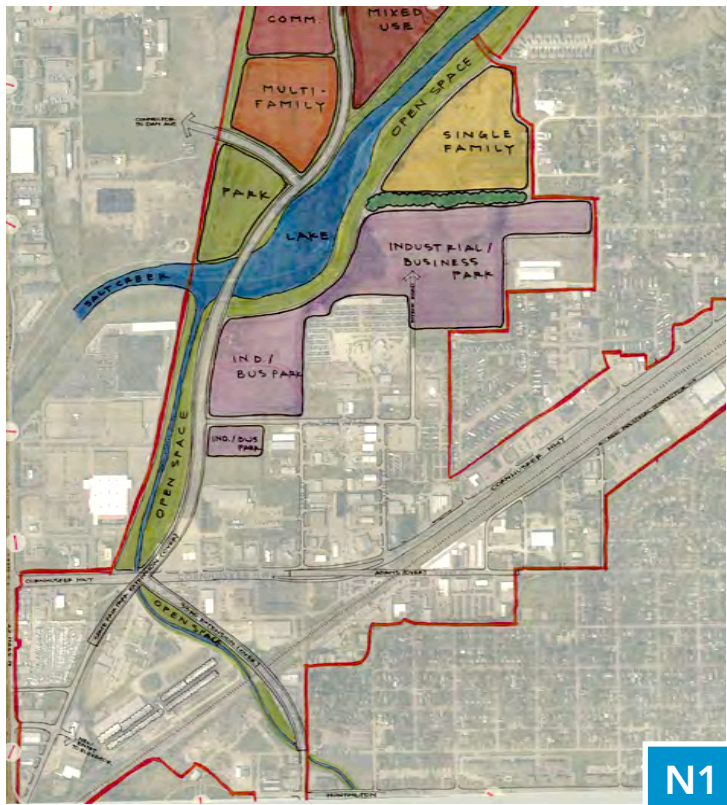
Concept Exploration

Twelve initial concept sketches were created based on the program. The Advisory Committee provided feedback on the initial sketches during the afternoon of the second day of the charrette, and the public was able to review the sketches later that evening at the public open house #2. The responses to concept sketches are detailed in Appendix A.



Concept Narrowing

The last day of the charrette provided time for the project team to narrow the initial sketch concepts into three concepts for the Advisory Committee to review during the final session of the charrette. The narrowed concepts began to incorporate the comments received on day two. The Advisory Committee reviewed each of the narrowed concepts and provided feedback. "The List" was used as an evaluation tool during this final exercise. The following pages summarize the Advisory Committee's comments on the narrowed concepts.



Positive Features

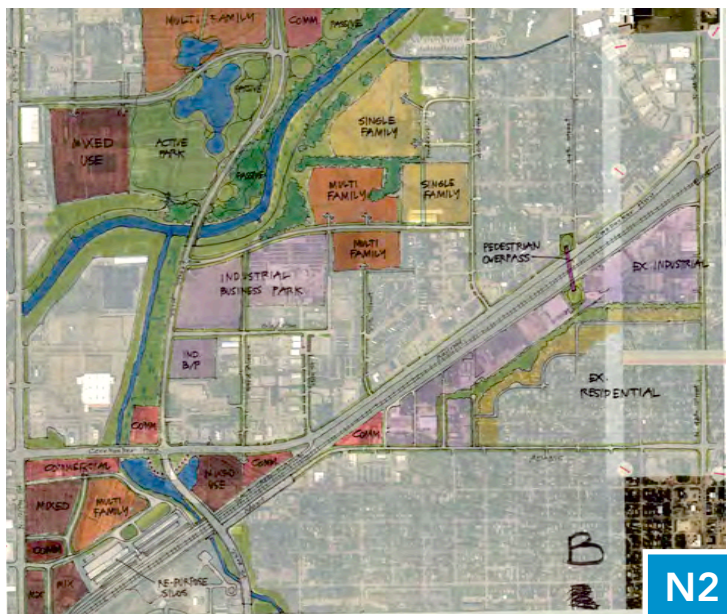
- Simple good use of space
- Should maintain/take advantage of open space as an amenity
- Lake
- Simple is better
- Like State Fair Drive Road and North 33rd Street connections to downtown and Superior Street
- Like alignment connection with Cornhusker Highway
- Transit friendly; straight connection between Cornhusker Highway and Adams Street
- Simplicity is nice; less negative impact to area business property
- Like Adams Street and Cornhusker Highway connection and solution
- Meets all of "the list" requirements

Negative Features

- Prefer outside ramps at Adams Street
- Does not address intersection issues (at North 27th Street and Salt Creek Roadway)
- Need access to Cornhusker Highway (from overpass)
- Needs north/south connectivity
- Pedestrian overpass needed

Additional Comments

- Can we keep State Fair Park Drive onto Cornhusker Highway (existing alignment) and then ramp up on northern side of Cornhusker Highway?



Positive Features

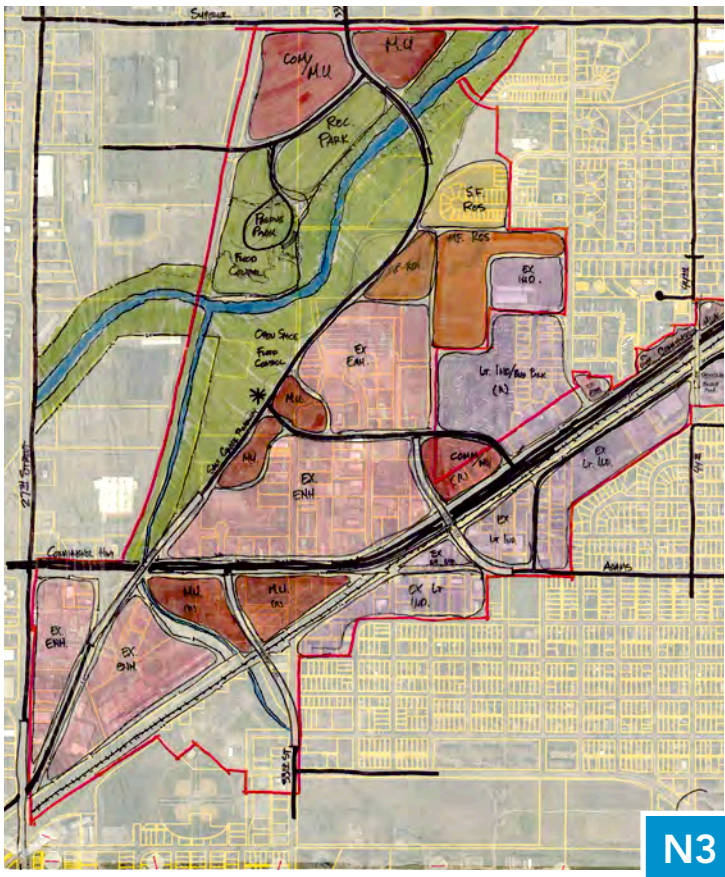
- Good land use
- Like North 33rd Street extension
- Pedestrian overpass is good
- Allows development of/inclusion of destination draw for North Lincoln
- Good industrial use north of Cornhusker Highway; like development plan north of Cornhusker Highway
- Easy connection to State Fair Park Drive
- Pedestrian overpass at North 44th Street

Negative Features

- Unsure of Salt Creek Roadway going through elevators
- Horrible plan that takes out four industrial businesses
- Loses Antelope Valley
- Does not address intersection issues (at North 27th Street and Salt Creek Roadway)
- Concerned that Salt Creek Roadway will not fit south of elevators
- Avoid the elevator
- Directs too much traffic to North 33rd Street, affecting the residents' neighborhood
- Loss of pedestrian and bicycle crossing, creating connectivity issues
- Roadway alignment south of Cornhusker Highway

Additional Comments

- Can we keep State Fair Park Drive onto Cornhusker Highway (existing alignment) and then ramp up on northern side of Cornhusker Highway?



Positive Features

- Big fan of the connectivity using Salt Creek Roadway
- I favor this plan over the others, but it needs work
- Good route for State Fair Park Drive and solution for North 33rd Street
- Like Adams Street

Negative Features

- Too complicated, confusing to out-of-town people
- Does not address intersection issues (at North 27th Street and Salt Creek Roadway)
- Loss of industrial uses north of Cornhusker Highway
- Existing industrial areas north of Cornhusker Highway are divided by east/west roadway
- Loop for Adams Street is too much
- Not sure about Salt Creek Roadway bus route?
- Need additional public process to work through neighborhood opposition to closing North 44th Street crossing

PUBLIC OPEN HOUSE #3

Purpose and Overview

The purpose of the open house in early 2019 was to share and gather public feedback on the draft Plan and Corridor Enhancement Plan (CEP), as well as associated recommendations for future land use, development and redevelopment, transportation and infrastructure, connectivity and mobility, floodplain, aesthetics, and quality of life.

The public open house was attended by over 100 people, including many members of the Advisory Committee, landowners, residents, and business owners in the area. A Spanish interpreter was also available at the event.

The event was set up with multiple stations. The first station provided an introduction of the Plan and the second station shared the illustrative subarea plan for the future (see Figure 5.1). Stations three through seven shared information about the topics covered in the Plan, including land use and zoning, development and redevelopment, transportation and infrastructure, aesthetics and quality of life, and economic sustainability.

Stations eight and nine provided an introduction and overview of the CEP, and station 10 showed elements and amenities of the future corridor.

Station 11 provided the next steps in the SAP and CEP process. Station 12 shared four transportation alternatives being considered by the RTSD and a graphic explaining the process to select a final alternative. An additional station was provided for attendees to complete comment forms or meet with project representatives.

Outcomes

The project team received several comments on the draft plans and the process for selecting a final transportation alternative. Common themes included:

- Questions from existing property and business owners about potential future changes to zoning or land use.
- Questions about the transportation alternatives and potential impacts to properties and travel times.

CORNHUSKER HIGHWAY CORRIDOR ENHANCEMENT CHARRETTE

A complementary and related project, the CEP, is being developed at the time of this document's creation. The Subarea Plan and Corridor Enhancement Plan are intimately tied together.

A similar charrette was held by the project team with the Advisory Committee from June 6-7, 2018 to develop concepts for the enhancement of Cornhusker Highway, including paving, materials, landscape, art, amenities, street furnishings, signage, and wayfinding. As such, the CEP should be reviewed and referenced alongside the North 33rd and Cornhusker Subarea Plan.

NEXT STEPS

The draft Plan was originally presented to the public, Lincoln-Lancaster County Planning Commission and Lincoln City Council in 2019 following Public Open House #3. Because a roadway alternative had not yet been selected, it was determined to table discussion and approval of the Plan until the RTSD's transportation project was further developed.

The RTSD hosted a public scoping meeting in June 2019 as the first step in the project's NEPA process. Several transportation alternatives were presented to the public, including the alternative presented in the initial draft of this Plan. As a result of public input, the initial draft Plan alternative was screened out of the remaining alternatives. The RTSD has since selected another preliminary preferred alternative to move forward in the NEPA process for further analysis, which is reflected in this revised Plan. The systematic process to select a final transportation alternative is ongoing. Should an alternative other than the one shown in this revised Plan be selected, the Plan may be revised and the public will be notified.

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Subarea Plan



OVERVIEW

SECTION 5 SUBAREA PLAN

The contents of Section 5 Subarea Plan are the culmination of the analysis and public engagement detailed in the previous sections. This section further describes the critical issues dictated during the public engagement process and existing conditions analysis, but then provides recommendations that work to address the identified issues.

The recommendations, read together, present a comprehensive strategy for the subarea's revitalization, redevelopment, growth, and enhancement. A wide array of graphics, maps, and concept plans are included to further highlight specific sites and illustrate the recommendations.

The previous sections of the Plan were compiled in order to understand the subarea's strengths, weaknesses, issues, and opportunities. Ultimately, the vision and guiding principles were drafted in light of this information. Section 5 Subarea Plan integrates these varying viewpoints and priorities into comprehensive strategies for the subarea's revitalization, redevelopment, growth, and enhancement. The recommendations will serve as a guide for future development, redevelopment, and studies in the subarea.

The recommendations have been categorized into five sections for clarity. Each recommendation section provides general recommendations that tackle the issues at hand. Specific methodologies are supplied in the form of strategies for each general recommendation and are noted at the beginning of each strategy section. Graphics are provided throughout each section for further illustration of the recommended strategies.

The five sections are as follows:

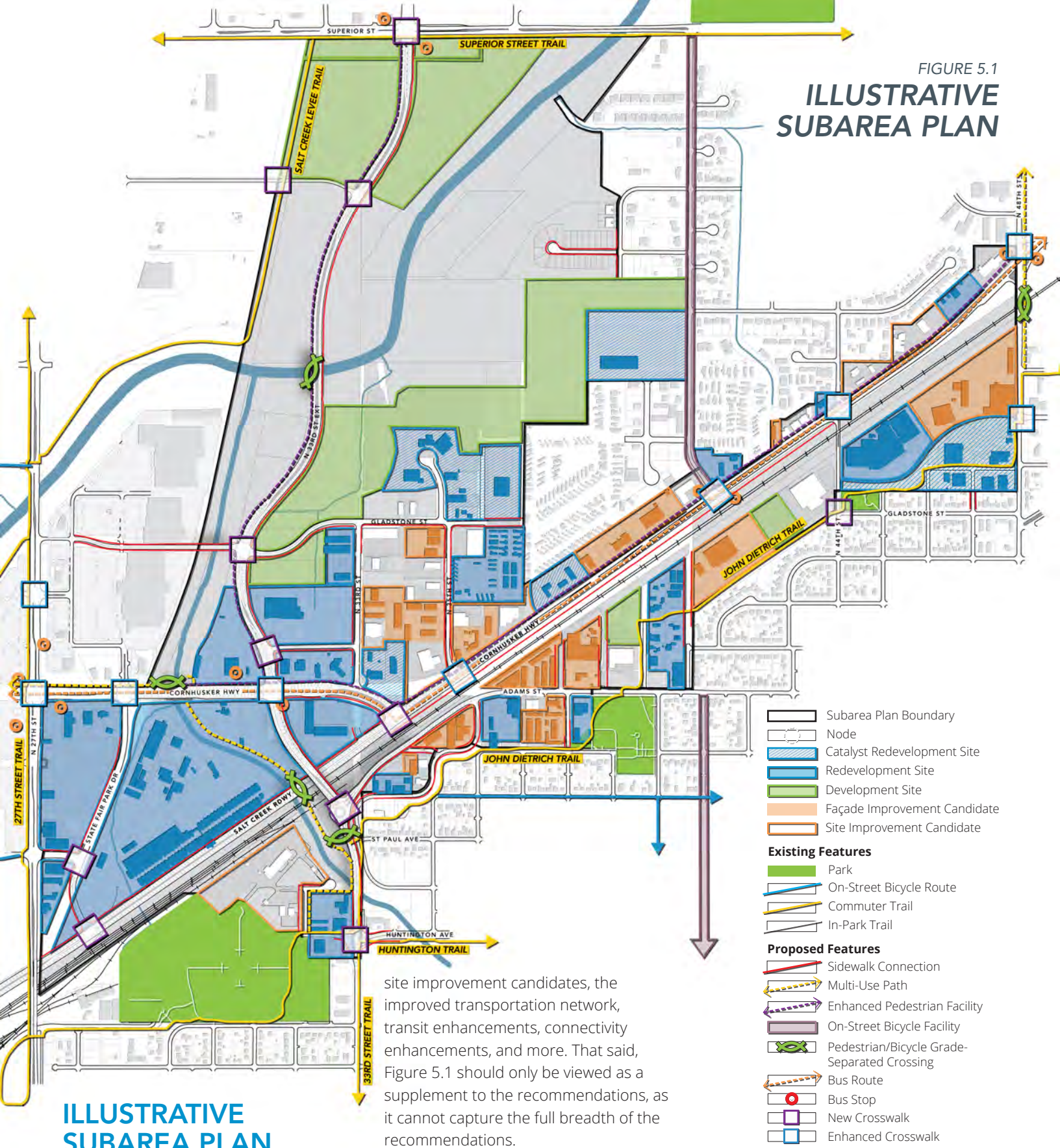
- Land Use and Zoning
- Development and Redevelopment
- Transportation and Infrastructure
- Aesthetics and Quality of Life
- Economic Sustainability

Though the recommendations have been divided into different sections, overlap between the sections exists. This demonstrates the interconnectivity of the issues at hand. Each recommendation section will be discussed separately, but all sections must be considered as one cohesive subarea plan for the vision to be realized.

The vision for the North 33rd and Cornhusker subarea is supported by five guiding principles that highlight the layered approach that will be necessary to achieve revitalization. The guiding principles, in turn, directed the development of the recommendations that follow. The recommendations function as action steps, intended to address one or more guiding principles. As such, the guiding principles that are addressed within a section are noted at the top of the first page of each section, as shown in the image below.



FIGURE 5.1
**ILLUSTRATIVE
 SUBAREA PLAN**



ILLUSTRATIVE SUBAREA PLAN

The North 33rd and Cornhusker Illustrative Subarea Plan, as shown in Figure 5.1, offers a visual representation of the recommendations that follow. It identifies development and redevelopment sites, façade and

site improvement candidates, the improved transportation network, transit enhancements, connectivity enhancements, and more. That said, Figure 5.1 should only be viewed as a supplement to the recommendations, as it cannot capture the full breadth of the recommendations.

It is also important to note that the Illustrative Subarea Plan is not a detailed development proposal or capital improvements plan. Therefore, the illustrated recommendations should

serve as a policy guide in the evaluation of future development proposals and capital improvement projects within the subarea. It is expected that, when completely implemented, variations from the Illustrative Subarea Plan will exist.

LAND USE AND ZONING

A variety of tools can be used by municipalities to guide growth within their boundaries. Land use designations and zoning are examples of these tools, as they guide the density, location, and type of development throughout a community. For the North 33rd and Cornhusker subarea, current land use and accompanying zoning districts may be limiting the enhancement or complete revitalization of the subarea.

Therefore, the proposed subarea future land use plan was developed to build upon the subarea's existing land use patterns, striving to strengthen the commercial and industrial areas, while also being respectful of the surrounding residential neighborhoods.

The future land uses identified on the following pages inform all other recommendation sections and play a vital role in guiding public investment, creating a modern commercial corridor, and ensuring that employment centers, housing, and amenities within and surrounding the subarea are well connected. The land uses are interconnected and integrated with one another, within market realities and the public's vision for the subarea, and are sensitive to nearby uses.

Recommendations

1. Develop and adopt a future land use plan for the North 33rd and Cornhusker subarea that guides future development, redevelopment, reuse, and infill projects.
2. Ensure that the future land use plan provides a framework to create a mixed use environment that appropriately balances and maintains the viability of industrial, commercial (specifically retail), residential, and parks and recreation uses.
3. Promote and encourage the development of a range of housing types and sizes that meet the needs (and income levels) of the subarea population through land use designations and zoning districts.
4. Use zoning as a method to (1) guide development type, location, and density and (2) make possible the vision for the subarea by aligning the current zoning of subarea properties with the future land use plan.
5. Prioritize nodal development, rather than strip commercial development, by concentrating mixed uses at key nodes.
6. Ensure subarea residents have access to quality and culturally relevant green spaces (parks, open space, trails, etc.) to promote and provide for healthy, active lifestyles.
7. Establish transition zones from commercial/industrial areas to the traditional single family neighborhoods that surround the subarea to preserve the residential nature of those neighborhoods. The transition zones are best implemented through the Mixed Neighborhood Residential; Parks, Recreation, and Open Space; and, at times, the Mixed Use Commercial Node land use designations.
8. Develop, approve, and implement new development guidelines for Cornhusker Highway and its adjacent properties that reflect the desired vision for the corridor, while also coordinating the intended uses of the future land use plan with the quality of life improvements for the subarea's residents and employees.
9. Establish an overlay district to provide special guidelines in line with the vision and desired aesthetic for the subarea.
10. Conserve the Salt Creek floodplain storage volume; avoid or minimize impacts to the subarea levees and U.S. Army Corps of Engineers' (USACE) Deadmans Run Section 205 flood control project; and develop a future land use plan that conforms to a No Net Fill and No-Rise standard.

"Land is the base resource from which community prosperity is built and sustained. It must not be squandered."

- Strong Towns Principle

Strategies

Establish a Future Land Use Plan

Addresses Recommendations 1, 2, 3, 5, 6, 7, and 10

Creating a future land use plan is an essential first step in a subarea planning process, as it provides the framework for future development, redevelopment, reuse, and infill projects. Figure 5.2 Future Land Use Plan ensures that future development within the subarea is compatible and complementary and is the basis for achieving the vision. Without a future land use plan, development decision making will be haphazard at best, or maintain the status quo.

To ensure implementation, Figure 5.2 should be adopted as the future land use plan for the subarea, and incorporated into PlanForward 2050. Note that the transportation network shown in Figure 5.2 is detailed in *Transportation and Infrastructure*. Each of the following eight future land use designations are described and illustrated in detail to the right and on the pages that follow.

Rezone the Subarea

Addresses Recommendation 4

As previously mentioned, zoning is a critical tool that municipalities use to guide development within their communities. As such, zoning districts and their related regulations must be regularly evaluated by a community to ensure that (1) their desired style of development is possible and that (2) the community's needs are met through the current regulations. While rezoning (changing the zoning district) may not be necessary throughout the subarea, some of the future land uses will be best served and implemented by certain zoning districts. In the future, when projects occur or development is proposed, potential rezonings should follow the guidance of this Plan.

Light Industrial Future Land Use Designation



Uses within this designation include light industrial uses such as warehouses and light manufacturing spaces, though also office, retail, service, and business/industrial parks. Uses such as these must be buffered from the surrounding residences. Heavy industrial uses are not suggested for this category, such as large factories producing high levels of noise, traffic, and pollution. It is important that building design, parking, lighting, and landscaping are compatible with adjacent uses. The city should remain flexible in these areas in an attempt to not discourage potential development that might be appropriate.

Business/Flex Park Future Land Use Designation



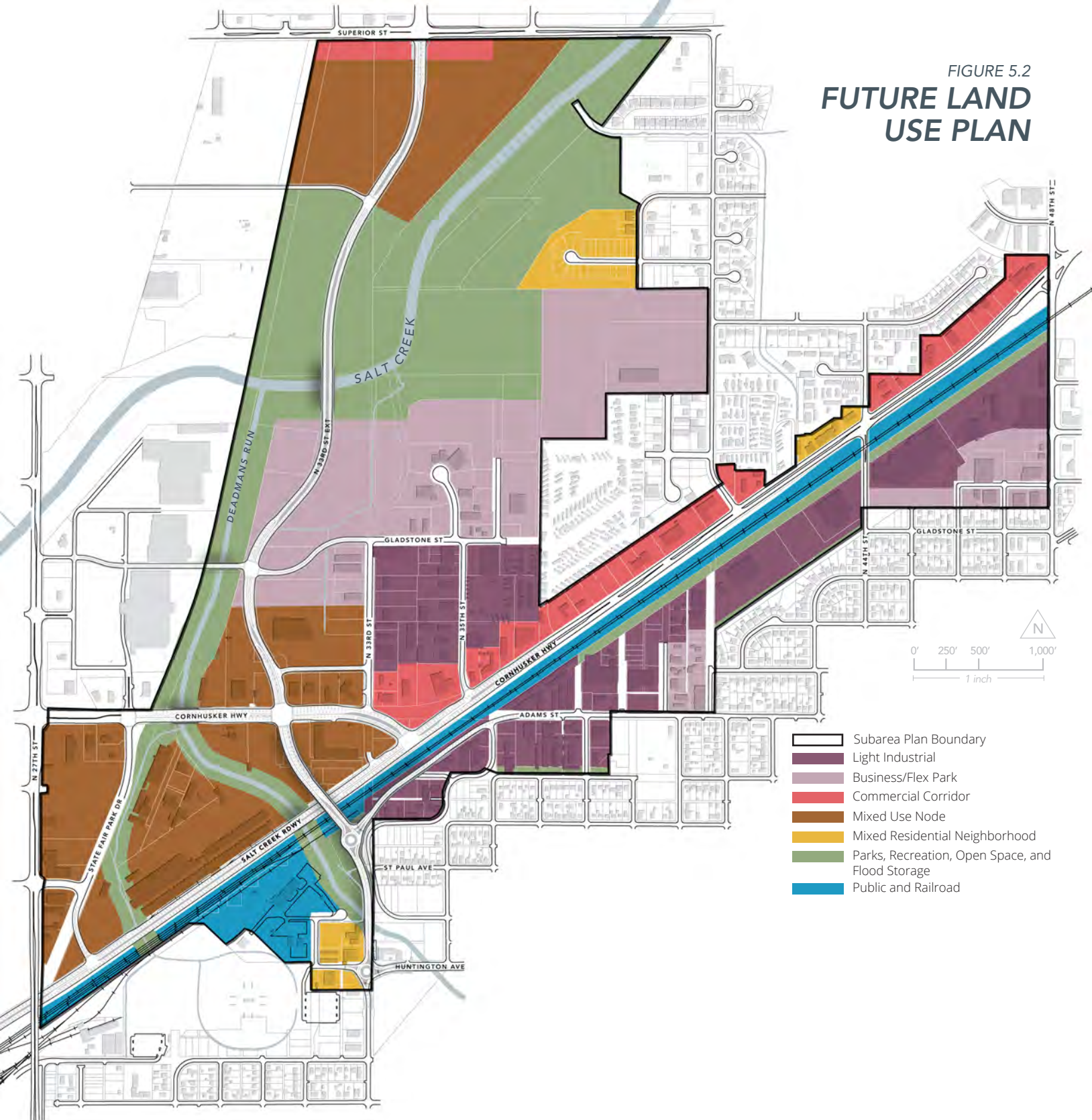
This category is inherently flexible, allowing for a variety of uses. A business park is a mixed use district that includes office, service, flex, technology, and light industrial uses. It plans for maximum development potential by planning for roads, infrastructure, and lots as a planned and cohesive market offering that is flexible to market needs and conditions. Often, mixed lot sizes are “shovel ready” to market to potential users. Office tenants are typically the associated front of house office for service, flex, technology, and light industrial uses. It is important that building design, materials, parking, lighting, and connectivity to shared amenities are part of the master planned business/flex park. Buildings can range from one story to three stories. The city should remain flexible in these areas to not discourage potential development that might be appropriate.

Commercial Corridor Future Land Use Designation



Uses within this designation include retail, service, and office to serve visitors traveling along Cornhusker Highway, truck traffic, and the surrounding neighborhoods. Uses should include casual and drive through restaurants, multi-tenant shopping centers, and offices. These uses should primarily be concentrated along Cornhusker Highway where properties have direct access to the highway. As this land use abuts main roadways, it is important that building design, parking, lighting, and landscaping are representative of the desired aesthetic for Cornhusker Highway.

FIGURE 5.2
**FUTURE LAND
 USE PLAN**



Prioritize and Encourage Mixed Use Node Development

Addresses Recommendation 5

Cornhusker Highway is not unique in that it has developed over time as an automobile-oriented low density strip. An opportunity exists to transform it into multiple types of pedestrian-oriented, mixed use, higher density, walkable nodes. A node is a compact area, centered at a high-traffic intersection, which serves as a hub of activity for the residents, employees, and visitors of a community or neighborhood. Nodes can often generate private reinvestment in the surrounding areas that might not have otherwise occurred.

For an aging commercial and industrial corridor the size of Cornhusker Highway, active nodes are essential to its long-term health and sustainability. In fact, lower density corridors such as Cornhusker Highway represent one of the best opportunities to accommodate demand for new retail, office, and residential formats, concentrate growth instead of promoting sprawl, and to promote sustainability.

Initially, this higher density redevelopment may be unfamiliar and possibly threatening to subarea residents and businesses, but this type of planning solidifies the foundation for regulations that focus on quality of place, progressive parking solutions, and sustainable development. But, older strip developments often have little incentive to redevelop, as they can produce steady cash flows. Therefore, allowable densities of three times the current regulation are often necessary to incentivize redevelopment.

For each node, factors such as land use, density, multimodal access and connectivity, aesthetics, identity, user experience, and more must be coordinated with one another. With regard to land use, the commercial and industrial nature of the subarea means that node development and enhancement is less about the differentiation of uses, but more so about

Mixed Use Node Future Land Use Designation



Uses within this designation are mixed, and may include a combination of retail, service, office, entertainment, flex space, and residential (on upper stories). Daily goods and services should be provided to surrounding neighborhoods primarily, and also to the greater community within this designation. Buildings of different scales, stories (maximum of four), and densities should be encouraged, mixing uses within a single development. Due to changing retail trends, the bottom level of mixed use developments should not be limited to retail. Building design, parking, lighting, and landscaping must represent the desired aesthetic for Cornhusker Highway.

Mixed Residential Neighborhood Future Land Use Designation



Uses within this designation include higher density single family residences (townhomes and rowhomes), multi-family units (duplexes, condominiums, and apartments), small-scale mixed use buildings (residential on upper levels and retail/service on ground level), and recreational uses. This land use designation buffers traditional neighborhoods from higher intensity commercial uses. This designation exists to place residents in proximity to services, recreational opportunities, and employment centers. This residential designation is important, as it provides multiple housing formats, and can provide affordable options. Buildings should be limited to three stories.

Parks, Recreation, Open Space, and Flood Storage Future Land Use Designation



Uses within this designation include natural features, such as wooded areas, greenways, and water bodies. This land use exists to preserve existing environmental assets, provide green connections throughout the subarea, and ensure adequate flood storage. This designation is not meant to take away developable land, but to ensure environmental character and functionality is retained. This designation also includes parks to allow people to gather - formally or informally - and enjoy the scenic beauty, recreate, or relax. Specific park uses include pocket and neighborhood parks, athletic fields, playgrounds, community gardens, farmers' markets, walking trails, or small plazas.

the intensity of said uses and their ability to draw added foot traffic. Identified nodes should be populated by mixed use sites that attract subarea and city residents and visitors.

Considering existing and future land use patterns, the following intersections should be mixed use nodes:

- North 33rd Street and Cornhusker Highway
- North 33rd Street and Superior Street

Refer to the associated future land use designation for a description of a Mixed Use Node. The envisioned development of each node is detailed in *Development and Redevelopment*.

It is important to note that market trends, combined with the physical realities of each node, will dictate how they are used both now and in the future.

Prioritize, Protect, and Enhance Environmental Resources

Addresses Recommendation 6 and 10

The subarea contains various environmental resources, including wetlands and tree masses. Floodplains, riparian areas, Salt Creek, and Deadmans Run are also environmental resources, but their specific protection and enhancement strategies are discussed in detail in the following recommendation strategy.

Wetlands and tree masses can be considered environmentally sensitive, meaning that they are susceptible to adverse impacts caused by new development. These areas offer ecological services and are valued by the Lincoln community, as noted in LPlan 2040. Therefore, it is recommended that these environmentally sensitive areas have equal importance as development in the subarea by ensuring that both can coexist. There are multiple ways for these environmental resources and development to coexist, including the following recommendations:

Public and Railroad Future Land Use Designation



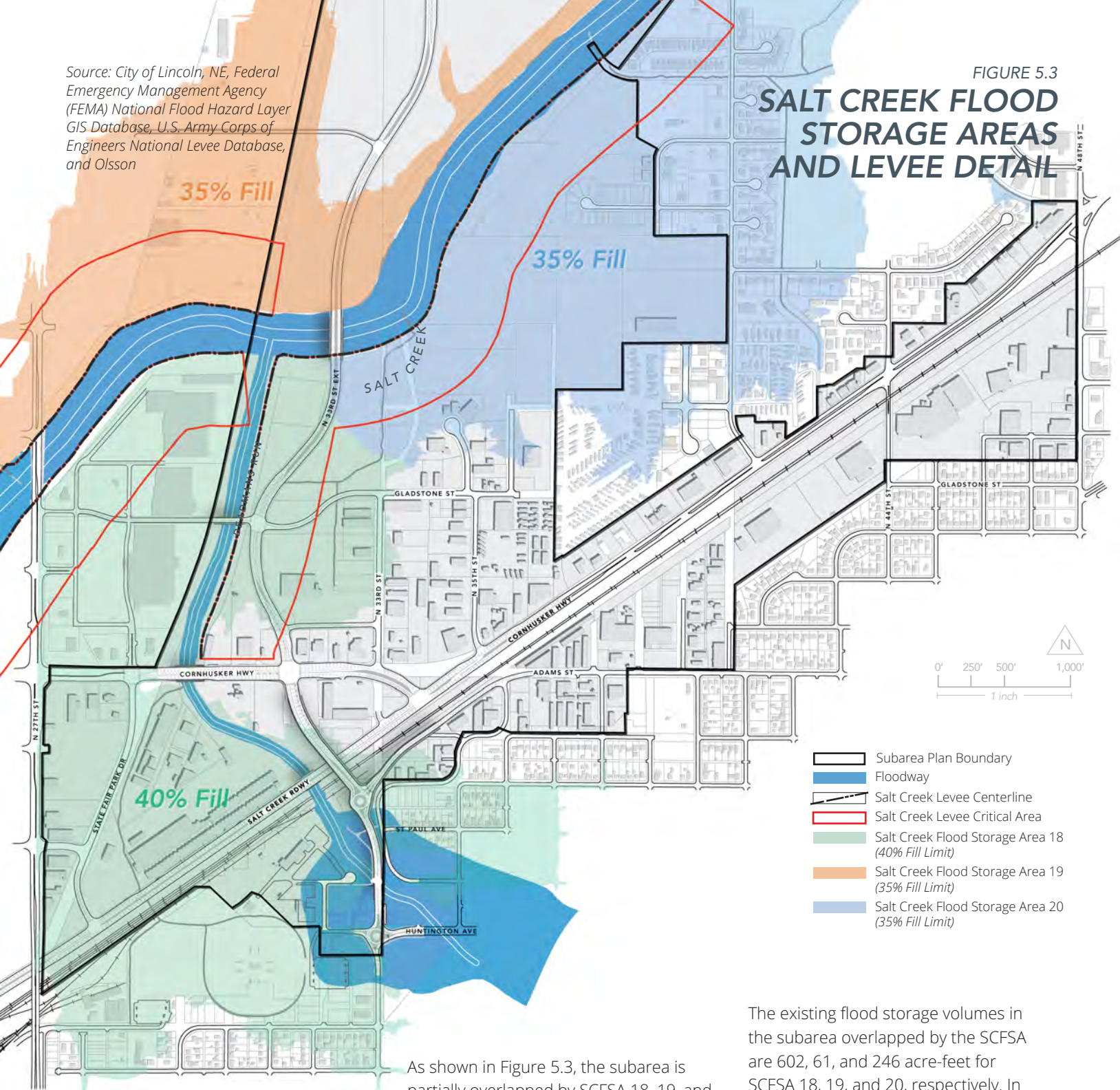
Uses within this designation are limited to those properties owned and used by governmental entities, put to some form of public use, or railroad right-of-way. Within the subarea, uses primarily include utility facilities and the railroad. It is important that residentially-incompatible public uses are screened and buffered through decorative walls, decorative fencing, public art installations, and/or dense landscaping. In the case of railroad right-of-way, the open land should be landscaped and maintained so that the desired aesthetic for Cornhusker Highway can be continued and consistent.

- **Wetland Buffers:** The existing wetlands in the northern section of the subarea are mainly freshwater emergent wetlands. As development proposals are considered, space for wetland buffers should be factored into the site plan. The most effective wetland buffers (for both wildlife and water quality protection) include diverse, undisturbed, multi-layered vegetation. Trees and shrubs can increase the buffers' effectiveness and enhance the attractiveness of the buffers. The buffers will reduce the impact of increased runoff caused by development, sedimentation, and other pollutants. The buffer must be wide enough to reduce surface runoff.
- **Wetland Banking:** Wetland banking is a way to ensure no overall net loss of wetlands. If subarea wetlands must be filled due to development plans, equal wetlands - as defined by acreage, volume, location, type, and function - should be enhanced, restored, or created where feasible. However, replacement of existing wetlands should be considered only after avoidance and impact minimization and only where the wetland function in-kind can be replaced within the same sub-watershed. The city has a wetland banking system in place for public projects. Use of the system is recommended, as allowed by the USACE.
- **Development Incentives:** Especially for the larger development sites north of Cornhusker Highway, special density credits or bonuses as "carrots" for wetland conservation should be considered. These may include transfer of development rights or conservation easements with tax incentives.
- **Development Plan Incorporation:** As Lincoln is designated as a "Tree City" and due to the widespread benefits of urban forests and woodlands, the existing tree masses north of Cornhusker Highway should be incorporated into future development plans. They must be viewed as beneficial amenities - not something to be removed.

While the proper environmental protection practices may not be determined until the land is to be developed, it is important that the environmental resources are prioritized and properly protected.

Source: City of Lincoln, NE, Federal Emergency Management Agency (FEMA) National Flood Hazard Layer GIS Database, U.S. Army Corps of Engineers National Levee Database, and Olsson

FIGURE 5.3
SALT CREEK FLOOD STORAGE AREAS AND LEVEE DETAIL



Follow Flood Storage Areas Fill Limits

Addresses Recommendation 10

The Salt Creek floodplain extends landward of the Salt Creek levees and overlaps much of the subarea. The Salt Creek Flood Storage Areas (SCFSA) have limits on the percentage of floodplain storage that can be filled and were developed to limit floodplain fill and keep the floodway limits within the levees.

As shown in Figure 5.3, the subarea is partially overlapped by SCFSA 18, 19, and 20.

- SCFSA 18 has a floodplain fill limit of 40 percent and overlaps approximately 155 acres of the subarea.
- SCFSA 19 has a floodplain fill limit of 35 percent and overlaps approximately 33 acres of the subarea.
- SCFSA 20 has a fill limit of 35 percent and overlaps approximately 105 acres of the subarea.

The existing flood storage volumes in the subarea overlapped by the SCFSA are 602, 61, and 246 acre-feet for SCFSA 18, 19, and 20, respectively. In SCFSA 18, approximately 251 acre-feet of the existing flood storage is south of Cornhusker Highway. The remaining 351 acre-feet of flood storage is north of Cornhusker Highway.

Figure 5.2 shows the proposed land use plan for the subarea. In SCFSA 18, the area of overlap between the SCFSA and the subarea is mostly composed of mixed use and business park land uses. The proposed mixed use and business park land uses are mostly redevelopment areas. As the overlap area is largely proposed to be redeveloped, fill for each redevelopment site must not exceed the allowable fill limit for the SCFSA in which the redevelopment lies. Proposed building pad sites must be elevated to a minimum of one foot above the flood elevation, while parking lots, roads, and open spaces will remain below the flood elevation. Overall, No Net Fill will be achieved by providing flood storage mitigation for the allowable fill in the redevelopment areas.

In the SCFSA 19 and SCFSA 20 overlap areas the proposed land use is largely Parks, Recreation, Open Space, and Flood Storage. Excavation and grading within these areas can provide flood storage mitigation for proposed floodplain fill in SCFSA 18. Floodplain fill in SCFSA 18 must still be below the allowable fill limit of 40 percent, without considering any flood storage mitigation within other SCFSAs. Mitigation in SCFSA 19 and SCFSA 20 would be provided to meet No Net Fill conditions. There are approximately 60 acres of Parks, Recreation, Open Space, and Flood Storage space in the overlap areas of SCFSA 19 and 20. In order to offset fill of 40 percent of the available flood storage volume in SCFSA 18 and meet No Net Fill conditions, the open spaces in SCFSA 19 and 20 would need to be excavated an average depth of four feet.

Perform Proper Review of Development in Levee Critical Areas

Addresses Recommendation 10

The proposed future subarea land uses, as shown in Figure 5.2, include features that may impact the Salt Creek levees or the proposed Deadmans Run Section 205 flood control project (Deadmans Run Section 205 Integrated Feasibility Report and Environmental Assessment [2018 Final]). Proposed redevelopment areas are adjacent to the levees and the Deadmans Run flood control project. The realigned North 33rd Street, south of Cornhusker Highway, is an elevated roadway, located adjacent to the proposed Deadmans Run channel. Further north, the future North 33rd Street Extension crosses Salt Creek, just downstream from the confluence of Deadmans Run and Salt Creek. The open spaces in SCFSA 20 are within the levee critical area.

Levee critical areas are generally within 500 feet of the landward toe of a levee. Any excavation or construction in this area has the potential to impact the stability of the levee, or, to affect the ability of the levee to act as a barrier to floodwaters. Excavation and construction in this area is subject to prior review and approval from the Lower Platte South Natural Resources District (LPSNRD) and the USACE. Detailed geotechnical analysis and Section 408 coordination with the LPSNRD and the USACE is required to perform excavation and grading within the levee critical area.

The proposed redevelopment areas in SCFSA 18 would include construction activities in the levee critical area or adjacent to the Deadmans Run flood control project. Construction activities for redevelopment areas primarily consist of fill and grading work, and are not likely to impact the adjacent levee or Deadmans Run flood control project. Redevelopment within a levee or federal project critical area would still require a Section 408 submittal, or, at the very least, close coordination with the LPSNRD and the USACE.

The design and layout of the proposed development areas should be configured to minimize levee penetrations or disturbance within the Deadmans Run flood control project limits. Excavation and grading of open space areas for flood storage mitigation should be configured to minimize adverse impacts to the Salt Creek levee. Additionally, proposed excavation grading should not decrease levee stability nor increase potential seepage through the levee. Proposed roadway crossings of Deadmans Run and Salt Creek should be designed to prevent adverse impacts to upstream flood elevations. The proposed bridges should be designed with the hydraulic capacity to convey flows without increasing the flood elevations upstream, conforming to No Rise criteria.

Water Quality and Riparian Area Protection Strategy

Addresses Recommendation 10

The proposed open spaces in SCFSA 19 and SCFSA 20 provide more than flood storage mitigation opportunities. They also provide opportunities to enhance the riparian corridor and create water quality enhancing wetlands. In SCFSA 19, north of Salt Creek, there is no levee along Salt Creek. The proposed open spaces adjacent to the Salt Creek channel can be excavated and graded to effectively increase the floodplain capacity and create enhanced green space along the Salt Creek corridor.

In SCFSA 20, the proposed open spaces are separated from Salt Creek by the levee. These open space areas can be excavated and graded to create water quality enhancing wetlands that filter local runoff and remove pollutants before discharging the runoff, through existing drainage structures, to Salt Creek. The water quality enhancing wetlands would be similar to those created in the West Haymarket, which also provide flood storage mitigation and are adjacent to the Salt Creek levee.



Neighborhood Park

Provide Access to a Neighborhood or Community Park within One-Half Mile of Subarea Residents

Addresses Recommendation 2 and 6

While few residential uses currently exist within the subarea, it is important to consider park development as more residential uses are developed in the subarea. Proximate parks increase quality of life for nearby residents, and also can increase surrounding property values. Therefore, it is recommended that clear access to a neighborhood or community park is available within a one-half mile walking distance from every subarea residence. The parks must be highly accessible for users of all ages and abilities through a clear sidewalk and/or trail network leading users to the park.

As shown in Figure 2.7 Points of Interest, the northwestern section of the subarea is not currently within an existing neighborhood or community park service area. With likely residential development in the northwestern section of the subarea, parks and recreation development must also be considered so that the new residences are adequately served.



Quality Building Aesthetic

Develop Cornhusker Highway Design Guidelines and Establish Cornhusker Highway Overlay District

Addresses Recommendation 8

Many of the negative issues that the subarea faces are due to poor, outdated, or unchecked development standards. While there is not an overnight solution to such a problem, long-term guidelines can be put into place that will transform the subarea into what it is desired to be. New guidelines that accurately reflect the vision for the subarea should be developed, approved, and implemented without delay for properties adjacent to the Cornhusker Highway corridor (from North 11th Street to North 56th Street).

The design guidelines should be enforced through an overlay district. Creation of the Cornhusker Highway Overlay District will ensure that all future improvements required to go through the development review process will be expected to be reviewed through the lens of the guidelines. The overlay district should be flexible enough to allow Cornhusker Highway to more deftly adapt to the needs of an ever-changing market.

The design guidelines and overlay district should guide the architectural character, site design, and signage for private properties within the overlay. Further detail on the recommended contents of the Cornhusker Highway Design Guidelines is provided in the CEP.

Develop Subarea Design Guidelines and Establish Subarea Overlay District

Addresses Recommendation 9

As a way to divert additional special attention to development changes in the subarea, it is recommended that the entire subarea (minus the area already addressed by the Cornhusker Highway Overlay District) be incorporated into an overlay district. Overlay districts, as hinted at in the previous recommendation strategy section, are an alternative land development tool for areas within a community that require special attention. The advantage of an overlay district is that it allows a finetuning of development quality, while not rezoning the entire subarea.

For clarity's sake, the overlay district should be well-defined (at the parcel level). The overlay district will require additional development review procedures focused on ensuring the proper form, feel, connectivity, and aesthetic of the development (and not land uses). For this reason, it is important to set clear procedures for application and standards for review and approval for any development or redevelopment taking place within the overlay district.

This way, both Cornhusker Highway and the subarea as a whole will have a consistent look, as dictated by the Cornhusker Highway Overlay District and North 33rd and Cornhusker Subarea Overlay District, respectively.

DEVELOPMENT AND REDEVELOPMENT

Development and redevelopment are critical to the success of this planning effort, due to the age and current condition of the subarea. Simply put, the subarea must be reinvigorated to maintain its relevancy in the future. Done properly, with the appropriate guidelines in place, development and redevelopment projects have the ability to transform the perception and economic viability of the Cornhusker Highway corridor and North 33rd and Cornhusker subarea in a way that capital improvements cannot achieve on their own. Though development and redevelopment recommendations should be targeted and focused in location and use, they should also be adaptable to the ever-changing dynamics of the market.

Multiple development and redevelopment projects exist within the subarea, providing ample targeted opportunities to catalyze further private investment. *Land Use and Zoning* identified the general nature of these opportunities, but the following subsection narrows in on some of their characteristics.

Recommendations

1. Expedite redevelopment and reinvestment at key locations within the subarea in order to stimulate additional private investment along Cornhusker Highway, in line with market demand.
2. Promote the development of vacant parcels in line with market demand, the vision for the subarea, and sustainable land and water management techniques.
3. Capitalize on and promote the proximity of subarea resources, including Salt Creek, Deadmans Run, green space, and central location.
4. Promote and encourage the development of a range of housing types and sizes that meet the needs (and income levels) of the subarea population through land use designations and zoning districts.
5. Incentivize reinvestment, development, reuse, and redevelopment projects within the subarea.
6. Develop, approve, and utilize new development guidelines for Cornhusker Highway and its adjacent properties that reflect the desired vision for the corridor, while also coordinating with the intended uses of the future land use plan and improving the subarea's residents' and employees' quality of life.

Strategies


Many of the strategies detailed in this subsection reference a map number that corresponds with Figure 5.4 Development and Redevelopment Plan. This allows for easy identification of site-specific strategies.

Assemble Properties

Addresses Recommendation 1

The consolidation of properties will be a critical step toward realizing many of the recommended development and redevelopment projects. Establishing larger areas of developable or redevelopable land will provide the added flexibility needed by private developers to develop profitable projects. The project and parcel size must meet the minimum size and area requirements of the zoning district in which the parcels are located. Specific assemblage locations will be described for applicable projects in the following recommendation strategy sections.

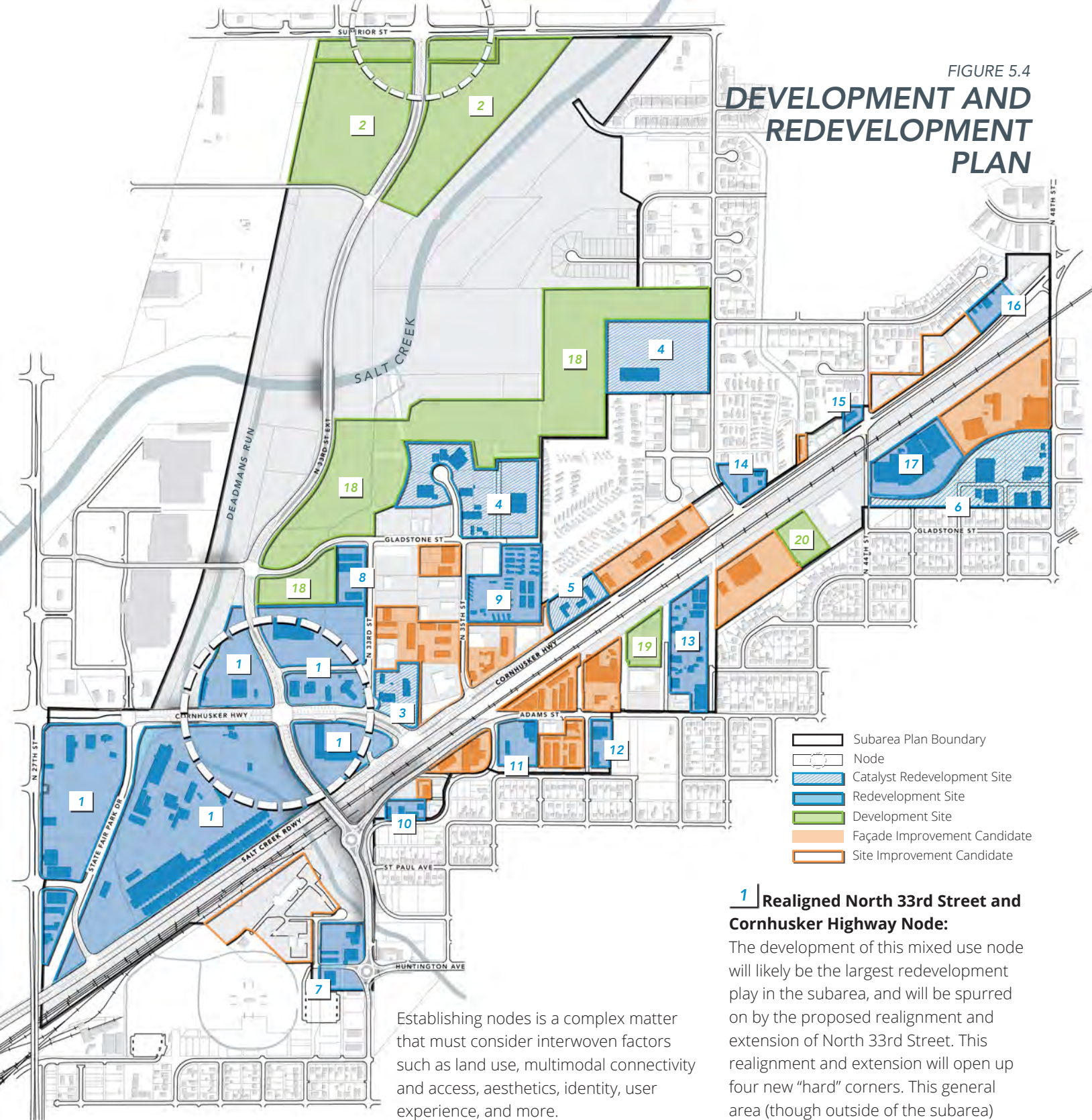
For example, commercial properties on the north side of Cornhusker Highway between North 33rd and North 48th streets feature strip development with shallow lot depths. Redevelopment opportunities include the assemblage of two or more properties to create larger development sites suitable for larger single tenant commercial buildings.



“By creating high-quality communities with architectural and natural elements that reflect the interests of all residents, there is a greater likelihood that buildings (and therefore entire neighborhoods) will retain their economic vitality and value over time.”

- Smart Growth Principle

FIGURE 5.4
DEVELOPMENT AND REDEVELOPMENT PLAN



- Subarea Plan Boundary
- Node
- Catalyst Redevelopment Site
- Redevelopment Site
- Development Site
- Façade Improvement Candidate
- Site Improvement Candidate

1 | Realigned North 33rd Street and Cornhusker Highway Node:

The development of this mixed use node will likely be the largest redevelopment play in the subarea, and will be spurred on by the proposed realignment and extension of North 33rd Street. This realignment and extension will open up four new “hard” corners. This general area (though outside of the subarea) has seen reinvestment; Raising Cane’s, PepperJax Grill, and Freddy’s recently constructed new buildings.

As one of the primary moves, it is recommended that the grain elevators be redeveloped into upper story residential units or lodging with ground level office, flex, or retail space. This adaptive reuse

Establishing nodes is a complex matter that must consider interwoven factors such as land use, multimodal connectivity and access, aesthetics, identity, user experience, and more.

Two mixed use nodes should be developed within the subarea: (1) the realigned intersection of Cornhusker Highway and North 33rd Street; and (2) the intersection of North 33rd Street and Superior Street. What follows is an overview of the proposed redevelopment recommendations for each node:

Prioritize and Encourage Mixed Use Node Development

Addresses Recommendations 1, 2, 3, and 4

As noted and described in *Land Use and Zoning*, node development is a critical component of the revitalization of the subarea. Done well, thriving nodes are likely to fuel additional private reinvestment in the surrounding areas.



Elevator Reuse (Mill City Museum, Minneapolis, MN)



Medium Density Housing

project will require much planning, coordination, and funding, but the end result will add to the mixture of housing options, keep an architecturally significant (and perhaps iconic) structure intact, and positively build on the industrial character of the subarea. The opportunity to craft a branding plan based on this move alone would transform the subarea. In addition to the internal adaptive reuse of the grain elevators, a unique entertainment venue with an outdoor stage could also be added to the base of the elevators. This would give the subarea a destination location, which currently does not exist. This elevator reuse project is proposed to take place once the current operation is no longer active and/or when the Salt Creek Roadway extension is constructed.

Leisure, tourist, retail, restaurant, and service-oriented offerings should be developed around the grain elevators in vertical mixed use form when possible (residential and/or office on upper stories, and office, retail, restaurant, or flex space on ground levels). This development format will increase the density of this area and foot traffic during all times of day. It is envisioned that the development immediately surrounding the grain elevators will be “town center”-like, and pedestrian-focused.

In general, this entire node should be developed as mixed use, meaning a combination of retail, service, office, flex space, and residential uses. Higher development densities are expected throughout this node, as well as buildings of different scales (with a maximum of four stories). Oftentimes mixed use

developments feature residential on upper stories and retail space on the ground floor. But, due to changing retail trends, the bottom level of buildings within this node should not be limited to retail. Various uses must be considered, including office space, coworking space, studios, restaurants, gyms, and more.

The north section of the node, as well as the far western properties, should be developed in a mixed use format, but remain flexible to market trends and demand. Modernized development will be an improvement over the existing dated strip development along the northern side of Cornhusker Highway and the eastern side of North 27th Street. Along the primary street frontages (North 33rd Street, North 27th Street, and Cornhusker Highway) restaurant and entertainment pad sites and/or pedestrian-oriented multi-tenant centers would be appropriate. All buildings and sites within the node must represent an elevated aesthetic, so that the developments are in concert. Connectivity (for vehicles and pedestrians) should be clear, with development taking a “park once” approach.

Due to the proximity of Deadmans Run and Salt Creek, this node should be developed with a keen eye toward green space, active and passive recreation, and trail system connectivity. Site design should take advantage of water views. Opportunity exists for this node to be a prime example of sustainable building methods and low impact development. See Figures 5.5 and 5.6 for a visualization of this proposed node development.

2 | North 33rd Street and Superior Street Node: The development of this node will also transform the subarea and will activate the northern section of the subarea, but will likely face fewer planning and coordination hurdles, compared to the other node. This is due to two reasons: (1) the site is largely out of the floodplain; and (2) the site is vacant. The development of this site is largely dependent on the new north-south roadway connection to Superior Street from Cornhusker Highway.

In general, this site offers the size and major arterial frontage to support mixed use development. Recommended uses include neighborhood- or community-level commercial development along the Superior Street frontage and medium density housing and office space at the southern half of the site. The residential development should be in the form of rowhomes, townhomes, or small-lot single family residences. Office uses should be located within vertically mixed use buildings. Similar to the other mixed use node, restaurants, retail, and service-oriented businesses are appropriate on the ground floors of the developments.

An open space network and park and recreation uses are proposed to the south and east of this node. These uses will be a desirable amenity to the residential and office development. Again, all buildings and sites within the node must represent an elevated and complementary aesthetic. See Figure 5.7 for a visualization of this proposed node development.

FIGURE 5.5

SOUTHWESTERN SECTION OF NORTH 33RD STREET AND CORNHUSKER HIGHWAY NODE

CONCEPTUAL REDEVELOPMENT VISUALIZATION

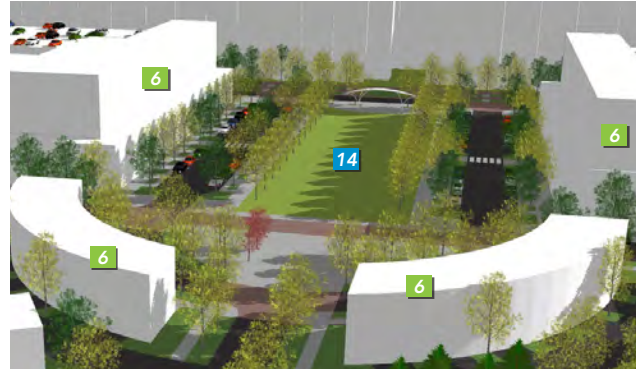


Site Features

- 1 Grain elevator adaptive reuse
- 2 Parking garage
- 3 Multi-tenant mixed use building
- 4 Attached medium density residential (townhomes, rowhomes, etc.)
- 5 Multi-tenant retail and/or restaurant building
- 6 Single tenant restaurant and/or retail building
- 7 Parking behind buildings
- 8 Curbed, native landscaped parking islands
- 9 Parking lot green space with curb cuts
- 10 Decorative paving
- 11 Pedestrian internal pathway
- 12 Pedestrian external pathway
- 13 Trail connectivity
- 14 Central, multipurpose green space
- 15 Band shell
- 16 Shallow setback
- 17 Deadmans Run
- 18 Deadmans Run buffer
- 19 Water view
- 20 Pedestrian bridge over Deadmans Run
- 21 Dense tree landscaping
- 22 Perimeter landscaping
- 23 Minimal access drives

Additional Site Opportunities

- 1 Building base native landscaping
- 2 Understory native landscaping
- 3 Pedestrian gathering/seating area
- 4 Bicycle racks and/or storage
- 5 Internal site lighting
- 6 Elevated façade articulation and transparency
- 7 Decorative multi-tenant monument sign
- 8 Right-sized, modern wall sign
- 9 Playground equipment
- 10 Bioswale
- 11 Pervious pavement
- 12 Green roof
- 13 Rain barrel
- 14 Community garden



Central, Multipurpose Green Space



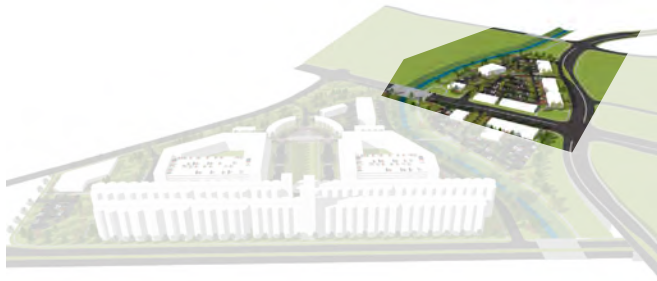
Far Southwestern Corner of Redevelopment



FIGURE 5.6

NORTHERN SECTION OF NORTH 33RD STREET AND CORNHUSKER HIGHWAY NODE

CONCEPTUAL REDEVELOPMENT VISUALIZATION



View of Site from North

Site Features

- 1 Multi-tenant mixed use building
- 2 Single tenant office building
- 3 Single tenant retail/restaurant building
- 4 Parking behind/to the side of buildings
- 5 Curbed, native landscaped parking island
- 6 Brightly painted parking stall
- 7 Parking lot green space with curb cuts
- 8 Decorative paving
- 9 Pedestrian internal pathway
- 10 Pedestrian external pathway
- 11 Shallow building setback
- 12 Deadmans Run
- 13 Water view
- 14 Deadmans Run buffer
- 15 Dense tree landscaping
- 16 Perimeter landscaping
- 17 Minimal access drives
- 18 Side access drive

Additional Site Opportunities

- 1 Building base native landscaping
- 2 Understory native landscaping
- 3 Pedestrian gathering/seating area
- 4 Bicycle racks and/or storage
- 5 Internal site lighting
- 6 Elevated façade articulation and transparency
- 7 Decorative multi-tenant monument sign
- 8 Right-sized, modern wall sign
- 9 Bioswale
- 10 PerVIOUS pavement
- 11 Green roof
- 12 Rain barrel



FIGURE 5.7

SOUTHERN SECTION OF NORTH 33RD STREET AND SUPERIOR STREET NODE

CONCEPTUAL DEVELOPMENT VISUALIZATION

Site Features

- 1 Single tenant commercial building
- 2 Multi-tenant commercial building
- 3 Mixed use and/or office building
- 4 Attached medium density residential (townhomes, rowhomes, etc.)
- 5 High density residential (apartments)
- 6 New north-south roadway
- 7 Parking behind/to the site of buildings
- 8 Curbed, native landscaped parking island
- 9 Brightly painted parking stall
- 10 Parking lot green space with curb cuts
- 11 Pedestrian internal pathway
- 12 Pedestrian external pathway
- 13 Shallow building setback
- 14 Dense tree landscaping
- 15 Perimeter landscaping
- 16 Minimal access drives

Additional Site Opportunities

- 1 Building base native landscaping
- 2 Understory native landscaping
- 3 Pedestrian gathering/seating area
- 4 Bicycle racks and/or storage
- 5 Internal site lighting
- 6 Elevated façade articulation and transparency
- 7 Decorative multi-tenant monument sign
- 8 Right-sized, modern wall sign
- 9 Playground equipment
- 10 Dog park
- 11 Bioswale
- 12 Green roof
- 13 Rain barrel
- 14 Community garden
- 15 Shared recreation center



Mixed Residential from the Southeast





Modern Business Park Development



Single Tenant Commercial Development

Redevelop Low-performing and/or Dated Properties

Addresses Recommendations 1 and 3

The redevelopment of existing properties will largely be concentrated toward Cornhusker Highway, given the dated style and, in some situations, low-performing nature of properties adjacent and in proximity to the highway. Catalyst redevelopment projects (outside of the mixed use nodes) have been identified given their ability to affect change in the subarea and spur reinvestment because of their proximity to prominent, heavily traversed intersections, their widespread impact, and/or their ability to set the standard for development within the subarea. Other important redevelopment projects have also been identified. The projects are separated into the two categories as follows:

CATALYST REDEVELOPMENT PROJECTS

3 Northern Section of Realigned Intersection of Cornhusker Highway and Salt Creek Roadway:

This site has a strong redevelopment potential because of its high visibility, location (both at an intersection and adjacent to one of the mixed use nodes), and current condition of the site and buildings. The existing strip center, which houses an autobody shop and is struggling with vacancy, has a dated, undecorated aesthetic. This does not align with the desired look of businesses along Cornhusker Highway. Commercial corridor uses should remain here, such as a casual or drive-through restaurant or neighborhood-level multi-

tenant shopping center, that serve the surrounding neighborhood and passersby along Cornhusker Highway.

The site should be redeveloped to take advantage of the intersection realignment. Site layouts could vary, but should limit access drives, concentrate buildings to the front of the property, and locate parking to the side or back of the buildings. The existing double billboard should be removed as well. This new, important corner should be the location of a corridor monument, as it serves as an entry point to the original alignment of Cornhusker Highway.

4 Existing Industrial Along North 35th Circle:

This site is designated a "catalyst redevelopment project" due to its ability to spur the larger development project to the north, east, and west of the site. While some of the industrial buildings in this area are in acceptable condition, true transformation will only happen if big redevelopment plays are made. It is envisioned to redevelop this site into part of the greater business/flex park development, providing for a variety of uses, such as medical, research, technology, and flex space.

These types of uses allow the city to remain adaptable to market trends and demand, and also provide a space for small business start-ups and coworking spaces - both of which complement the Nebraska Innovation Campus and nearby college campuses. The flex space in particular could allow for small office suites within a larger building to serve tenants with minimal space requirements.

An appealing and modern business/flex park requires a high quality, amenity-rich corporate campus environment, but also requires adequate acreage, which is only possible through the redevelopment of existing properties. Wherever possible, the existing tree masses should remain untouched.

It is important that this redevelopment project is entirely coordinated with the greater development project. This should be a master planned development that emphasizes modern building design, materials, parking, and lighting. Interconnectivity to shared amenities, such as the nearby trail system, is also necessary in a quality development of this kind. Natural and structural buffers should be used to maintain the stability and serenity of the adjacent residential uses.

The site's access to main roadways, highways, and interstates will benefit this use as an employment center with a regional business and employee draw.

5 Existing Commercial Strip Development on North Side of Cornhusker Highway:

Headed northeast along Cornhusker Highway, this site is the first of the commercial corridor properties that is disadvantaged by shallow lot depths. As such, this site has the likely ability to catalyze other similar redevelopment projects along Cornhusker Highway. Two of the existing buildings are auto-related, while the other is retail commercial. The look of the buildings is typical of

antiquated development styles, with little façade or roof articulation. The other existing business is newer, yet still lacks architectural detail.

This site should maintain its shared access drive, but should be redeveloped into a larger-scale single or smaller-scale multi-tenant shopping center. The development must be buffered from the residential uses it backs up to through dense landscaping and/or a decorative, opaque fence. This site should apply the Cornhusker Highway Design Guidelines completely.

6 | Southwest Corner of Intersection of North 48th Street and Fremont Street:

Street: This site currently contains a mixture of industrial and commercial buildings and sites with few redeeming qualities. Given this site's proximity to industrial uses to the immediate north and residential uses to the south, business/flex park uses are appropriate. This site can accommodate a variety of uses, such as medical, research, technology, and flex space.

Given the site's smaller size, this site would work well for small business start-ups and coworking spaces, especially given the proximity of nearby college campuses. The flex space in particular could allow for small office suites within a larger building to serve tenants with minimal space requirements.

It is likely that this site acts as an employment center. The site's proximate trail system should be a marketed amenity of this site, as it provides a recreational opportunity for employees.

Business/flex park space could serve as a smooth transition between the industrial uses to its north and single family residential uses to its south. As such, this development should be limited to three stories.

REDEVELOPMENT PROJECTS

7 | Southwest Corner of North 33rd Street and Deadmans Run:

Street and Deadmans Run: This site currently houses multiple industrial buildings. Given the North 33rd Street frontage, the direct access to the proposed North 33rd Street realignment, the proximity to a large inventory of apartments along Huntington Avenue, UNL East Campus, and the Fleming Fields Recreational Sports Park, high density, attractive rental apartments are a suitable development format. This site should also be developed with affordable housing units in mind, given the current cost of living within the subarea.

The apartment development should incorporate access to the John Dietrich Trail and utilize the trail as an amenity, as well as Fleming Fields Recreational Sports Park. The apartment buildings themselves should have a minimal setback from North 33rd Street to increase the visible density of the site.

8 | Southwest Corner of North 33rd Street and Gladstone Street:

Street and Gladstone Street: The three existing buildings on this property are in good condition. The same can be said about the sites, as well. All but one of the buildings feature windows, and all three sites' landscaping is manicured. However, redevelopment is still recommended for continuity's sake with the greater Business/Flex Park land use. Given that this property is part of the southernmost area recommended for the Business/Flex Park land use, this may be a redevelopment move in the long-term future, or a mixture of redevelopment and reuse practices could be used. Given the existing use and layout of buildings on this property, a key opportunity exists for small business start-ups and coworking spaces, both of which often have minimal space requirements.

9 | Southwest Corner of North 37th Street and Gladstone Street:

This property includes the only site and buildings that were classified as dilapidated, although the owner is currently going through the process of updating the buildings. With proximity to other light industrial uses, it is envisioned that this property will have warehouses with a retail or service component. It is critical that these uses are buffered from the residential properties to the east with the existing tree line, mounding, dense landscaping, and/or decorative fencing.

10 | Northeast Corner of North 33rd Street and Madison Avenue:

A mixture of commercial, residential, and light industrial uses currently exist on this property. North 35th Street/Madison Avenue and the John Dietrich Trail directly to the south of this property are a natural divider/buffer between the light industrial uses to the north and the residential uses to the south. For this reason, it is recommended that this site be redeveloped into light industrial uses. It is likely that the parcels will need to be consolidated to open enough space to permit a feasible industrial redevelopment project. As with all redevelopment and development projects in the subarea, it is important that building and site design is high quality and uses best practices.

11 | Southeast Corner of North 36th Street and Adams Street:

Street and Adams Street: This site is proposed for redevelopment due to the small concentration of buildings and sites in need of repair. The buildings have little redeeming qualities and the current uses are automotive-focused. This results in large groupings of vehicles that are not buffered from the right-of-way. As such, it is recommended that this site be redeveloped into modernized light industrial buildings with higher quality building and site design. Especially along the Adams Street frontage, it is envisioned that the uses are commercial industrial, allowing retail and service uses.



Flex Building for Small Business Start-Ups



High Density Apartments with Minimal Setback

It may be necessary to consolidate two or more parcels in this redevelopment project to maximize functionality and to allow the project to be financially feasible.

Finally, it is critical that the light industrial uses are properly buffered from the single family residential uses to the south. The existing trees along the south boundary of the property must be maintained and additional natural and structural buffers should be utilized, such as dense understory plantings and/or decorative fencing.

12 | Southeast Corner of North 38th Street and Adams Street:

Similar to redevelopment project #11, this site is proposed for redevelopment due to the buildings' and site's relatively lackluster condition. While the far north building features unique architectural detailing, it is dated in appearance and has suffered from vacancy. It is clear that the site is not fashioned with its highest and best use. It is recommended that the site be redeveloped into modernized light industrial buildings with higher quality building design, parking, lighting, and landscaping. It is vital that UPCO Park and the John Dietrich Trail (to the direct east of this site) is adequately buffered from the light industrial uses on this site. This can be accomplished by maintaining the existing trees along the eastern property boundary and supplementing them with dense understory plantings and/or decorative fencing.

13 | Eastern Side of North 41st Street Dead End:

One of the primary current uses on this site is multi-family residential, which is inappropriately placed, given the surrounding light industrial uses. Two single family residences also fall into this redevelopment project. Given the site's adjacency to the railroad and the Aramark operation, it is recommended that the northern part of this site be redeveloped into light industrial uses, likely through parcel consolidation. The southern part of this site should be redeveloped into business/flex park uses, as single family residential uses are across North 41st Street. Specific uses could include small office suites that act as a transition between the light industrial uses to the north and the green space and residential uses to the south and southeast. A natural or structural buffer should be placed on the southern boundary of this project to soften the development's impact on the green space to the south.

14 | Northeastern Corner of North 40th Street and Cornhusker Highway:

While the existing automotive dealership buildings are in good condition, their sites are in fair and repair condition. There is a turf buffer between the parking lot, sidewalk, and roadway, but there are no trees or understory plantings. Given this property's frontage along Cornhusker Highway, this site receives increased visibility and drive by traffic. Knowing this, the property's highest and best use should be realized. It is recommended that this property feature Commercial Corridor land uses (retail, service, and/or restaurant).

15 | Northwest Corner of North 44th Street and Cornhusker Highway:

This site currently houses a child development center. The building is currently in good condition, but the site is in fair condition. Given the Cornhusker Highway frontage and surrounding multi-family residential uses, it is recommended that this property redevelop into high density, attractive rental apartments. This site should also be developed with affordable housing units in mind, given the current cost of living within the subarea. The apartment development should have a minimal setback from North 44th Street and Cornhusker Highway to increase the visible density of the site. Parking should be located at the back of the property; cross access should be provided to the parking lot serving the existing apartments directly to the west.

16 | Automotive Uses West of ABC

Seamless: This property is located near the intersection of Cornhusker Highway and North 48th Street. Similar to redevelopment project #15, the buildings are currently in good condition, but the site is in fair condition. Despite the good condition of the buildings, they are small in size, dated in appearance, and have limited reuse potential. The only redeeming site feature is the turf buffer between the parking lot, sidewalk, and roadway, but there are no trees or understory plantings. Antiquated freestanding signs also add to the overall undesirability of this property.

It is recommended that these parcels be consolidated to provide space for a Commercial Corridor land use, likely a small multi-tenant or larger single tenant commercial development. This property's location also opens up a possibility for modernized restaurant development.

With single family residences behind this property, it is important that the homes are buffered from the Commercial Corridor land use. The existing development is too close to the residential parcel and has left minimal space for a buffer. Therefore, the redevelopment site plan must account for appropriate buffer space. The buffer can be natural and/or structural.

17 | Southeast Corner of North 44th Street and the Railroad:

Both the buildings and site are in repair condition, indicating little to no reinvestment and maintenance by the property owner in several years. The site is predominately gravel, is cluttered with automotive parts, and is visually unappealing. Multiple outdated signs are on site/on the buildings, as well.

For these reasons, it is recommended that this site redevelop as a Light Industrial land use. Careful site design consideration is necessary as higher density residential is proposed to the south and southeast of this property. An appropriate countermeasure would be dense peripheral landscaping and/or decorative, yet opaque, fencing.

Develop Vacant Parcels

Addresses Recommendations 2, 3, and 4

Cornhusker Highway and its adjacent properties are largely developed due to its age, though the greater subarea has much vacant land. In fact, 43.2 percent of the subarea is either vacant, open space, or covered with crops and tree farms. This open space is largely concentrated north of Cornhusker Highway. As such, development is a key revitalization strategy for the subarea. Though, much of this northern land is within the floodplain, which presents a key constraint for developers.

As the Cornhusker Highway corridor begins to show signs of revitalization, these sites will undoubtedly become more attractive options for potential developers. What follows is an overview of the three major development opportunities that currently exist within the subarea, with the exception of the development of the North 33rd Street and Superior Street Node:

18 | Open Space East of Salt Creek:

This development project should be read in tandem with catalyst redevelopment project #4. This description focuses on the undeveloped portion of the proposed Business/Flex Park land use and catalyst redevelopment #4 focuses on the developed portion of the proposed park. In total, the Business/Flex Park land use covers approximately 67 acres.

It is envisioned to develop this site into a business and/or flex park development that would provide for a variety of uses, including medical, research, technology, education, and flex space.

This is a major development play for the subarea, and should be treated with utmost care and design review. The city must remain adaptable to market trends and demand so to not miss an opportunity for worthwhile and appropriate development.

This development should be high quality and amenity-rich with a campus environment.

It is important that this development project is entirely coordinated with the adjacent redevelopment project. This should be a master planned development that emphasizes modern building design, materials, parking, and lighting. Interconnectivity to shared amenities, such as the nearby trail system, is also necessary in a development of this nature and quality. Natural and structural buffers should be used to maintain the stability and serenity of the adjacent residential uses.

The park's access to main roadways, highways, and interstates will benefit this use as an employment center with a regional business and employee draw. The park's primary entryway should not be along North 40th Street, so as to avoid and not disturb the existing residential uses to the east. Rather, the primary entryway should be located near the intersection of Gladstone Street and the North 33rd Street Extension.

Sustainable development practices should be utilized on-site, such as:

- Water efficient irrigation
- Habitat restoration
- Innovative stormwater management
- Local materials and suppliers
- Low-impact building materials
- Native and adapted plants
- Cool, reflective hardscape surfaces
- Increased tree and vegetative cover
- Energy efficient building design

19 | Southeast Corner of North 39th Street and the Railroad:

The majority of this site is undeveloped currently and features much tree cover and some gravel and pavement. The natural development proposal for this site is light industrial, in line with proposed light industrial to the east and west and railroad to the north. Parcel consolidation will be necessary. A natural or structural buffer should be placed on the eastern boundary of this project to soften the development's impact.



Enhanced Parking Lot Design



Preferred Wall Signage

20 Vacant Lot West of Cheever

Construction: This undeveloped site just west of the intersection of Gladstone Street and North 44th Street exists between Cheever Construction and Aramark. The advantage of this site is that parcel consolidation is likely unnecessary. It is recommended that this site be developed into a light industrial land use, likely a single-tenant warehouse.

With the site's location and limited access, it is not recommended for the building to have a retail component. Careful site design is vital for this development, though, as single family residential uses are located to the south. Dense landscaping and/or decorative, yet opaque, fencing should be located along the southern boundary.

Promote Façade and Site Enhancements

Addresses Recommendation 6

Façade and site enhancements - rather than complete development or redevelopment - can have a dramatic effect on the aesthetic and economic value of a building. Repairs and replacements are necessary for many subarea structures. As previously stated, 34.1 percent of subarea buildings and 56.9 percent of subarea sites are in need of improvement. The sites proposed to have aesthetic enhancements are shown in Figure 5.4 Development and Redevelopment Plan, as they should be mentioned alongside development and redevelopment projects. Examples of repairs and replacements needed for subarea properties include restoration of exterior finishes, addition of site and building landscaping, and ADA accessibility improvements. A more complete listing of necessary façade and site enhancements will be detailed in *Aesthetics and Quality of Life*.

While individual façade and site enhancements can be beneficial, they are most effective when a coordinated effort is undertaken to improve the condition of a larger area. A coordinated effort is more likely to increase and sustain property values, increase visitor traffic and sales, protect investments, and stabilize the affected area.

The following recommendation strategy addresses the need for incentive programs to be put in place to spur property owners to reinvest in their properties through façade and site enhancements.

Establish Financial Incentive Programs

Addresses Recommendations 5 and 6

Even with a clear and strong plan in place, property owners often must be incentivized to make investments in their own properties that will have a positive impact on the larger subarea. For this reason, financial incentive programs should be established to provide matching grants to property owners requiring assistance in property updates. It is critical that these programs be fair and transparent in how funds are allocated and generated. As such, a document should be developed that details eligibility, as well as all review, approval, and allocation procedures.

A key component of these programs and funding allocation is the requirement that property owners fulfill the proposed design guidelines associated with either the proposed Cornhusker Highway Overlay District or North 33rd and Cornhusker Subarea Overlay District, depending on the location of their property. This way, the programs will function as a vital implementation tool for the proposed guidelines.

The recommended programs include the following:

- **Façade and Site Improvement Program:** This program should focus on incentivizing property owners to improve the look and function of their building façades and sites. The described façade and site enhancements in *Aesthetics and Quality of Life* should be qualified for matching grant funding. This program should be funded at a lower property owner cost to matching grant rate, compared to the Signage Improvement Program.
- **Signage Improvement Program:** This program should narrow in on property signage, whether freestanding or building signage. This program should be developed to eliminate the abundance of dated freestanding pole signs and billboards littering the Cornhusker Highway corridor. While signage improvement funding should be prioritized for properties with Cornhusker Highway frontage, other properties within the subarea should also be considered for these matching grants. Removing the pole signs and replacing them with reasonably sized monument signs would have a major impact on Cornhusker Highway and the subarea, changing both Lincoln residents' and visitors' perception of the subarea.

Note that funding for the recommended façade, site, and signage programs should be discussed and prioritized in future city budget discussions.

Develop Cornhusker Highway Design Guidelines

Addresses Recommendation 6

Though design guidelines were discussed previously in *Land Use and Zoning*, the value of design guidelines must be reiterated, given how they will impact development and redevelopment throughout the subarea. Redevelopment in the subarea can be accelerated and enhanced by developing and implementing these guidelines as soon as possible. With effective guidelines in place, developers and property owners will be given what amounts to a playbook for how to successfully integrate themselves into the vision for the North 33rd and Cornhusker Subarea. Some property owners and developers may view the guidelines as additional requirements and “hoops to jump through.” However, with coaching and encouragement, these same people should come to view the guidelines as a clear path forward to the subarea's long-term viability.

As previously stated, many of the subarea's current downfalls are due to outdated, unchecked, and unenforced development standards. Therefore, a change is needed. The development guidelines should guide the architectural character, site design, and signage for private properties within the overlays.

The proposed Cornhusker Highway Design Guidelines and proposed North 33rd and Cornhusker Subarea Design Guidelines, working together in tandem, have the ability to transform the subarea. To further strengthen the guidelines, they must be integrated into a Cornhusker Highway Overlay District and North 33rd and Cornhusker Subarea Overlay District so that projects in the regulated area are subject to a more complete development review process.

From there, the proposed incentive programs will push the guidelines into implementation.

TRANSPORTATION AND INFRASTRUCTURE

Though land use, development, and redevelopment are critical to the subarea's revitalization, the accommodation and enhancement of all modes of transportation - vehicular, public transit, bicycles, and pedestrian routes - is equally important to its long-term viability. The issues with the existing transportation network in the subarea are in fact what kickstarted this planning process.

The trend toward mixed use, sustainable design in the last two decades has revealed the deficiencies of commercial and industrial corridors like Cornhusker Highway that rely almost entirely on the automobile to bring traffic to their stores. Simply put, a corridor that considers all modes of transportation is more likely to attract and retain the necessary customer base.

In addition to discussions of mobility and connectivity, this subsection also explores aging utility infrastructure. Coordination between public improvement projects and development and redevelopment projects is a key consideration for long-term cost effectiveness and revitalization of the subarea.

NOTE: This is a planning-level document and the dimensions shown within this section are for illustrative purposes only. Final decisions on lane widths, median widths, sidewalk locations, turn lanes, and other roadway details will be made during design.

Recommendations

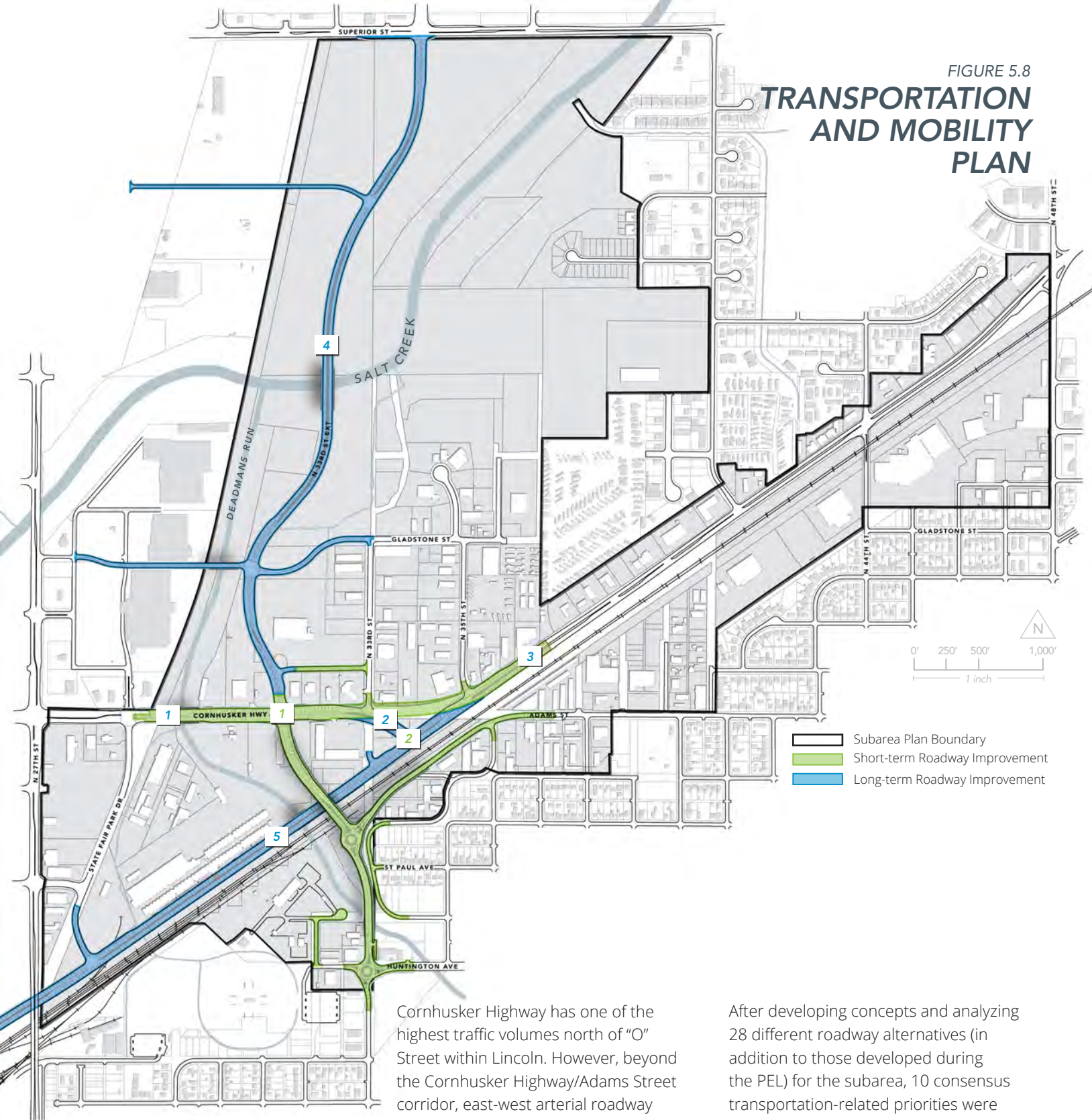
1. Construct the preferred subarea roadway alignment network that closes the at-grade railroad crossings at North 33rd Street and Adams Street to reduce conflicts between trains, vehicles, bicycles, and pedestrians; enhance overall connectivity to improve safety; increase mobility; and reduce traffic congestion and delays.
2. As a key piece of the preferred subarea roadway alignment network, continue North 33rd Street northward to connect to Superior Street, east of Deadmans Run, to provide access between Cornhusker Highway and the intersection of North 33rd Street and Superior Street.
3. Enhance the transit network throughout the subarea in a way that accurately responds to the activity and pedestrian circulation of the subarea.
4. Accommodate expected increases in future traffic volumes, based on Year 2040.
5. Develop a complete wayfinding system for all user types to be integrated into streetscape improvements, directing traffic to appropriate locations (attractions, amenities, business, etc.) within and nearby the subarea.
6. Maintain, enhance, and grow the existing bicycle and pedestrian network throughout the subarea to improve connectivity and accessibility. Implement the Bicycle and Pedestrian Capital Plan (2013) when and where possible, and, once adopted, the On-Street Bicycle Facilities Plan.
7. Develop access management strategies for eliminating unnecessary access points and for encouraging cross-access amongst properties along Cornhusker Highway.
8. Conduct a one-time detailed evaluation of the existing utility infrastructure in each of the roadway improvement corridors and in each area identified for development and redevelopment.



"A transportation system is a means of creating prosperity in a community, not an end unto itself."

- Strong Towns Principle

FIGURE 5.8
**TRANSPORTATION
 AND MOBILITY
 PLAN**



Strategies

Construct the Preferred Subarea Roadway Alignment

Addresses Recommendations 1, 2, 2, and 4

As Lincoln has grown, Cornhusker Highway has become a key east-west arterial in the northern part of Lincoln. In fact, the link between North 27th Street and North 33rd Street on

Cornhusker Highway has one of the highest traffic volumes north of “O” Street within Lincoln. However, beyond the Cornhusker Highway/Adams Street corridor, east-west arterial roadway connectivity options throughout the subarea are limited. To improve the safety of all modes - vehicular, public transit, bicycle, and pedestrian routes - in the subarea, a long range transportation plan is required to better address issues specific to this subarea.

After developing concepts and analyzing 28 different roadway alternatives (in addition to those developed during the PEL) for the subarea, 10 consensus transportation-related priorities were determined to guide roadway alignment decision making.

CONSENSUS ITEMS

- A new north-south roadway created by extending North 33rd Street from the existing intersection at Huntington Avenue to the intersection of North 33rd Street and Superior Street. (**Note:** *This is contrary to a State Fair Park Drive extension as shown in the current Long Range Transportation Plan.*)
- An extension of Salt Creek Roadway to Cornhusker Highway, coupled with a realignment of Cornhusker Highway that prioritizes a direct connection, parallel to the railroad, between northeast Lincoln and downtown.
- Consider a future closing of the at-grade crossing of North 44th Street and BNSF Railway. This action will require the construction of the Fremont Street industrial connector between North 44th Street and North 48th Street.
- Minimize mobile home park impacts.
- No urban interchanges.
- Keep North 33rd Street as a thoroughfare through the subarea.
- All existing vehicular movements in the subarea do not need to remain open and accessible.
- A grade separation of North 33rd Street over the railroad is needed.
- An improved and more direct connection between UNL campuses should not be a driving force in the planning of the long term transportation network.
- The intersection of North 29th Street/State Fair Park Drive and Cornhusker Highway should be closed or modified.

The process to improve the mobility and safety through the subarea will likely be incremental as funding becomes available. For this reason, Figure 5.8 Transportation and Mobility Plan shows two different project increments: Short-Term and Long-Term. These increments are described as follows.

Short-term: Short-term improvements should be limited to (1) connecting North 33rd Street to Cornhusker Highway by a railroad overpass and a new signalized intersection at North 31st Street that will close the at-grade crossing of North 33rd Street and BNSF Railway; (2) converting the intersection of existing North 33rd Street and Cornhusker Highway into an unsignalized right-in right-out access intersection that restricts northbound and southbound traffic on North 33rd Street from crossing or making left turns onto Cornhusker Highway; and (3) connecting Adams Street to the elevated overpass of North 33rd Street on the south side of the BNSF Railway while closing the at-grade crossing of Adams Street with the BNSF Railway. As part of this closure the intersection of North 35th Street and Cornhusker Highway will become a signalized “T” intersection for the remaining north leg of North 35th Street.

Long-term: The complete roadway network should result in the addition of the new north-south roadway (“North 33rd Street Extension”) between Cornhusker Highway and Superior Street; a potential “back-door” connection to the retail at the northeast corner of North 27th Street and Cornhusker Highway; and the Salt Creek Roadway extension that follows the existing Salt Creek Roadway alignment along the north side of the BNSF Railway between North 27th Street to meet Cornhusker Highway between North 33rd Street and North 35th Street at a new signalized intersection.

Use the Conceptual Street Typical Sections

Addresses Recommendations 1, 2, 4, and 6

To provide further detail, conceptual street typical sections reflective of the preferred subarea roadway alignment were developed for the subarea based on existing conditions, proposed traffic volumes, and roadway design standards. Final decision on lane widths, median widths, sidewalk locations, turn lanes and other roadway details will be made during design. Figure 5.9 illustrates each of the sections, and the text that follows provides a brief description of each section.

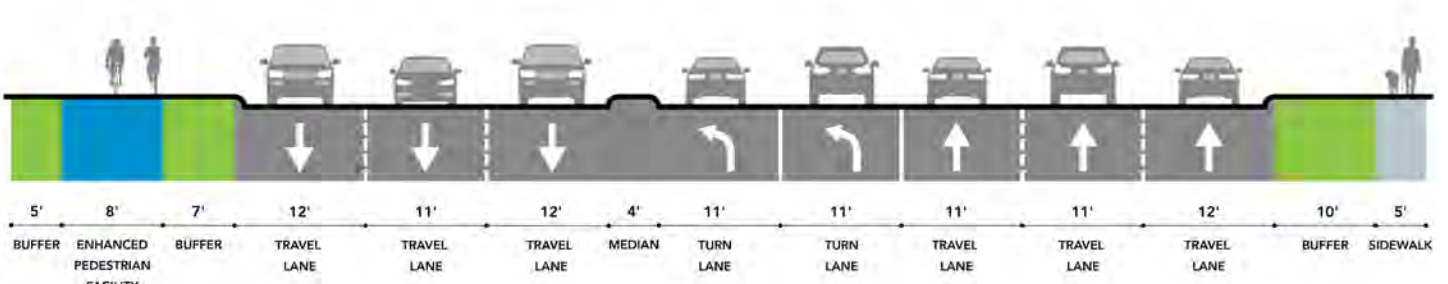
1 | Cornhusker Highway between State Fair Park Drive and North 33rd Street/North 33rd Street Extension:

At this location, Cornhusker Highway will include three through travel lanes in each direction and future accommodations for turn lanes for turning north on North 33rd Street Extension. An enhanced pedestrian facility (which includes elements such as wider sidewalks and additional buffering materials such as vegetation or other constructed vertical separation materials) will exist on the north side of Cornhusker Highway.

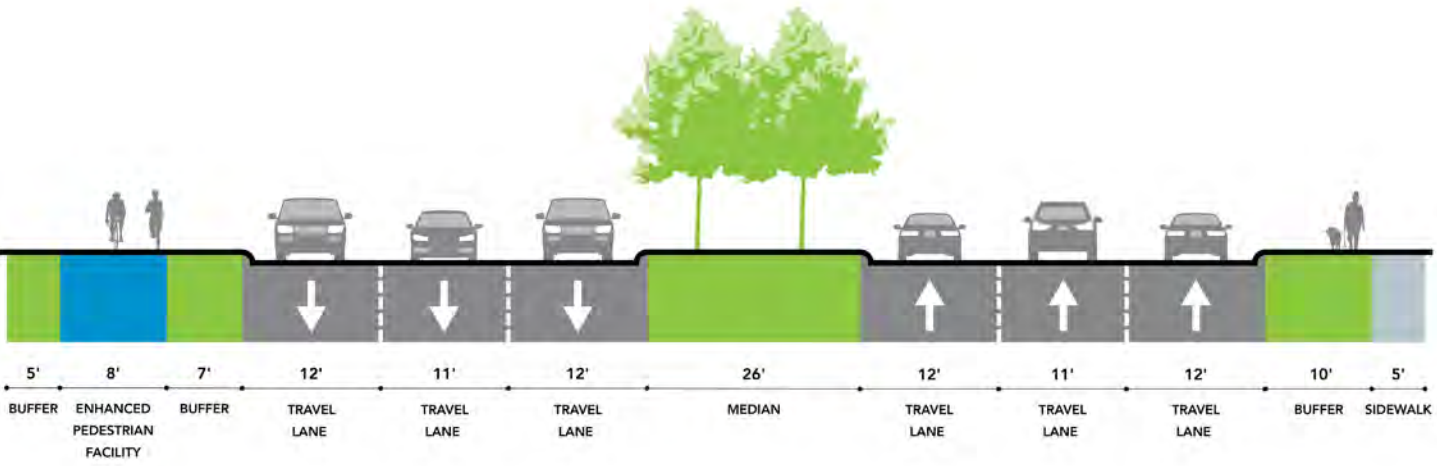
2 | Cornhusker Highway between North 33rd Street and Salt Creek Roadway:

At this location, Cornhusker Highway will include three through travel lanes in each direction, with a proposed 26-foot wide median. An enhanced pedestrian facility will be constructed on the north side of Cornhusker Highway and a sidewalk will be constructed on the south side of Cornhusker Highway, which will fill in the missing sidewalk connection between North 33rd Street and North 48th Street.

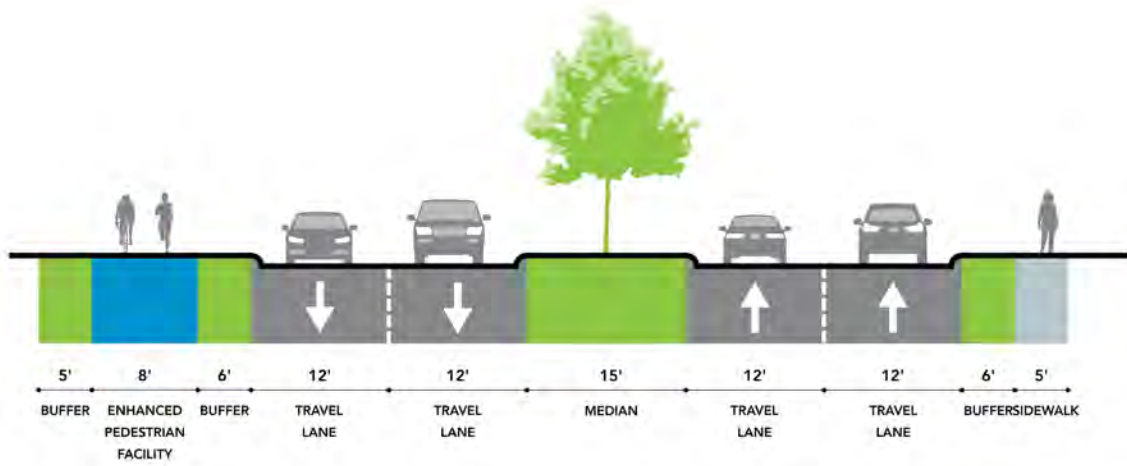
CONCEPTUAL STREET TYPICAL SECTIONS



1 Cornhusker Highway between State Fair Park Drive and North 33rd Street/North 33rd Street Extension

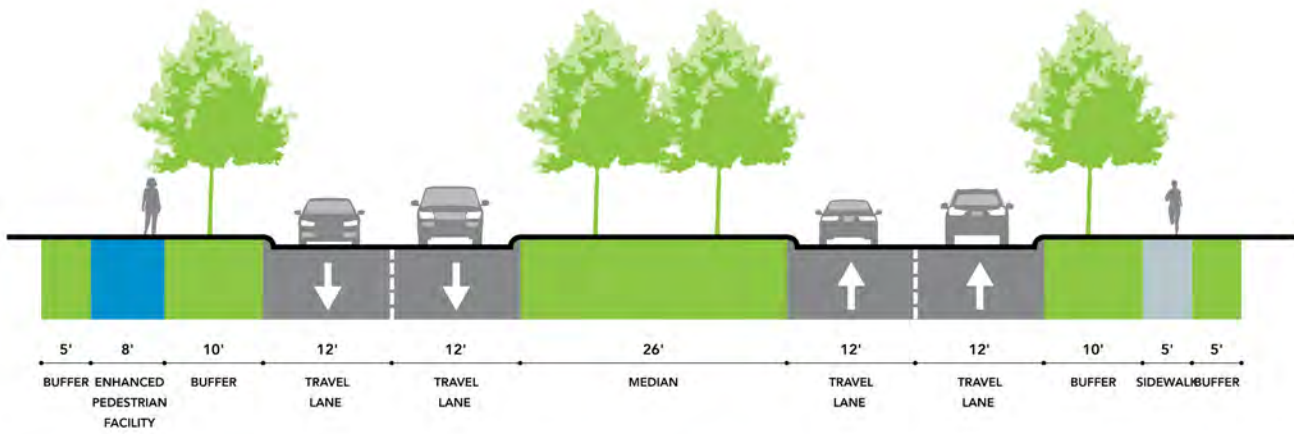


2 Cornhusker Highway between North 33rd Street and Salt Creek Roadway

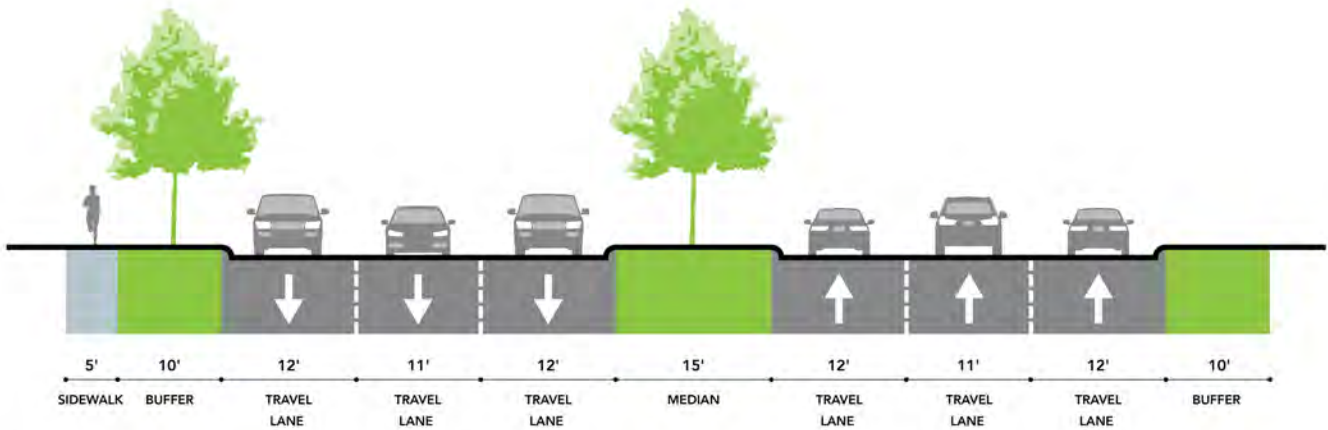


3 Cornhusker Highway between Salt Creek Roadway and North 44th Street

FIGURE 5.9 (CONTINUED)
STREET TYPICAL SECTIONS



4 North 33rd Street Extension between Cornhusker Highway and Superior Street



5 Salt Creek Roadway between Theresa Street and Cornhusker Highway

3 | Cornhusker Highway between Salt Creek Roadway and North 44th Street:

At this location, the number of through travel lanes in each direction is reduced to two, eventually transitioning to the existing typical section of Cornhusker Highway near North 44th Street. An enhanced pedestrian facility will be constructed on the north side of Cornhusker Highway and a sidewalk will be constructed on the south side of Cornhusker Highway, which will fill in the missing sidewalk connection between North 33rd Street and North 48th Street.

4 | North 33rd Street Extension between Cornhusker Highway and Superior Street:

The future North 33rd Street Extension will have two through travel lanes in each direction, with a 26-foot wide median. An enhanced pedestrian facility will be located on the west side of the roadway, and a sidewalk connection will be constructed on the east side.

5 | Salt Creek Roadway between Theresa Street and Cornhusker Highway:

The future Salt Creek Roadway connection to Cornhusker Highway will include two or three travel lanes in each direction (depending on traffic volume analysis), separated by a raised median. A sidewalk will be constructed on the north side of the roadway.

Construct the Recommended Intersection Layouts

Addresses Recommendations 1, 2, 4, and 6

The preferred subarea roadway transportation network will upgrade or add two key intersections in the subarea. These intersections are considered full-access intersections at this time, and further investigation will be necessary to address specific traffic management needs (whether an intersection will be managed with traffic signals or a roundabout, for example).

1 | North 33rd Street/North 33rd Street Extension and Cornhusker Highway:

Based on projected traffic numbers, the intersection of North 33rd Street/North 33rd Street Extension and Cornhusker Highway will one day become a major junction for traffic traveling between North and Central Lincoln.

In the short-term, there will be a four-way intersection with the north leg at the present-day intersection of Cornhusker Highway and North 31st Street Circle. A portion of the north leg will become a temporary transition to connect back to existing North 31st Street Circle to provide access to local businesses. Left and right turn lanes for east and westbound Cornhusker Highway will be constructed as short-term improvements.

Northbound through lanes will need to be constructed to accommodate the future through movement onto North 33rd Street Extension in the long-term. However, the outside through lane will be striped out as the temporary connection of North 31st Street will only accommodate one northbound lane.

In the long-term, the continuation of North 33rd Street onto North 33rd Street Extension will result in the opening of the existing striped outside northbound through lane to traffic. This will also allow for the striped outside eastbound left-turn lane to be opened to traffic.

2 | Cornhusker Highway and Salt Creek Roadway:

Current traffic model volumes demonstrate that a majority of drivers on Salt Creek Roadway either originated or were destined to drive on Cornhusker Highway east of the subarea. With the construction of the future Cornhusker Highway and Salt Creek Roadway intersection, that correlation may increase even further. This new direct alignment and intersection will further encourage travelers from Northeast Lincoln, Waverly, and Omaha to utilize Cornhusker Highway to reach Nebraska Cornhuskers' sports venues, the University of Nebraska-Lincoln, and downtown Lincoln in general.

Coordination with NDOT will be required during the design process. In addition, coordination with the American Association of State Highway and Transportation Officials (AASHTO) Special Committee on U.S. Route Numbering will be needed, due to the slight realignment of Cornhusker Highway/U.S. Highway 6. Part of present-day Cornhusker Highway between North 33rd Street and North 35th Street will be relinquished and removed from the U.S. Highway System.



Information Kiosk Integrated with Bus Shelter



Pedestrian Level Wayfinding Signage

Develop and Implement Wayfinding Plan

Addresses Recommendation 5

Wayfinding signage should be used to inform and direct visitors to the attractions and services that exist within and immediately surrounding the subarea. Effective wayfinding considers the driver and the pedestrian.

Vehicular wayfinding along Cornhusker Highway should address local attractions, amenities, and places of significance, such as the UNL East Campus, Nebraska Wesleyan University, Nebraska Innovation Campus, Downtown Haymarket, the Lincoln Airport, and Interstates 80 and 180. New proposed subarea points of interest should also be included as they come to fruition.

Pedestrian wayfinding should be more focused on attractions and businesses within or nearby the subarea such as parks and trails, UNL East Campus, Nebraska Wesleyan University, and the North 27th Street retail centers. Wayfinding hubs can also be located at select activity centers within the subarea, providing pedestrians with a directory map and relevant news and information. Potential locations for this level of information should be considered where there is maximum exposure to pedestrian and/or vehicle traffic, such as:

- East bank of Salt Creek along the 27th Street Trail at Cornhusker Highway
- Junction of the Salt Creek Levee Trail and Superior Street Trail at Bair Avenue
- Superior Street Trail at North 27th Street and Superior Street
- Superior Street Trail at North 44th Street and Superior Street
- John Dietrich Trail at North 48th Street and Hartley Street
- Junction of John Dietrich Trail and the Huntington Trail at North 33rd Street and Huntington Avenue, near Fleming Fields
- Two locations along Cornhusker Highway at North 27th Street and North 33rd Street

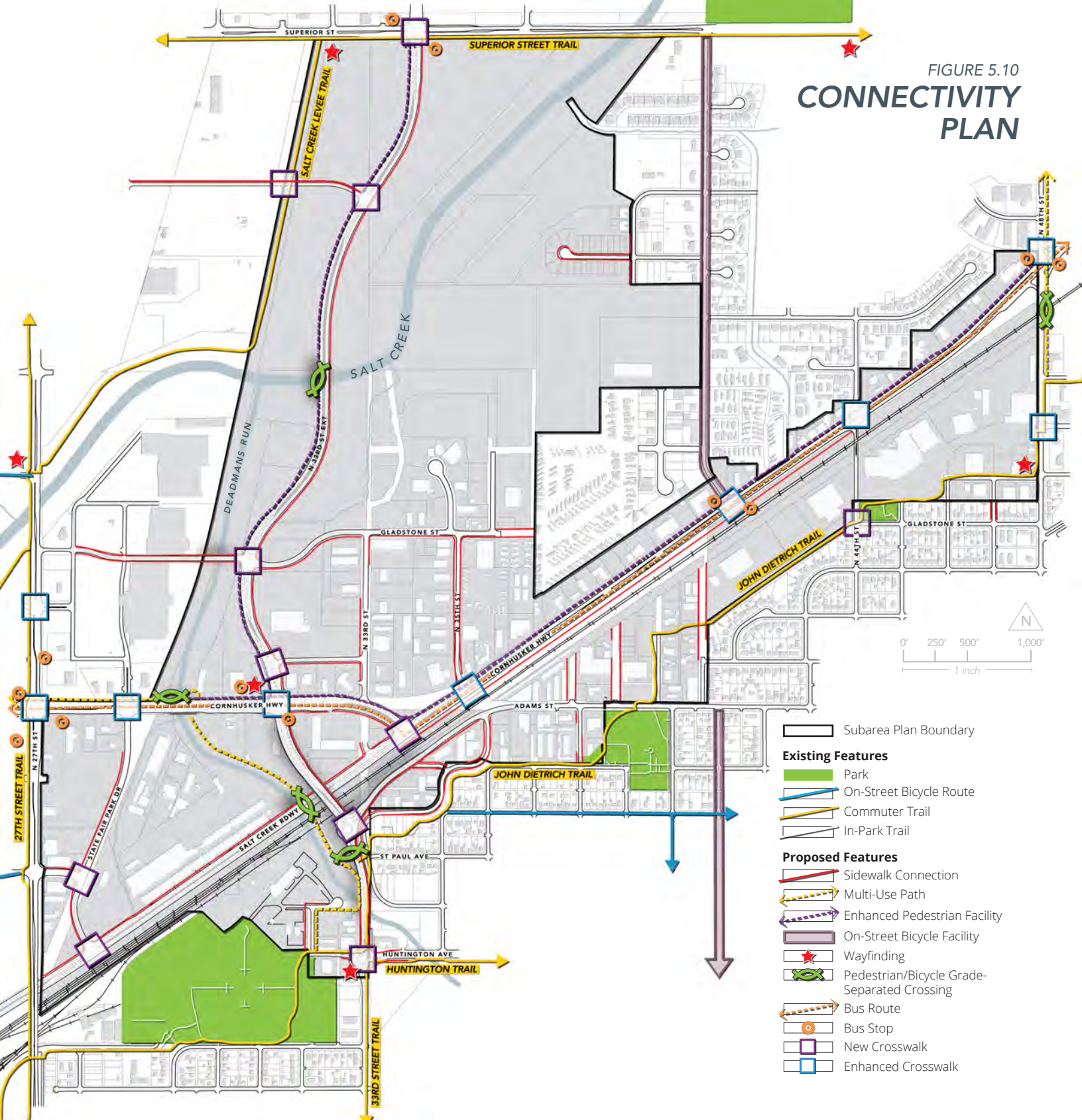
Improve Access Management

Addresses Recommendation 7

Excessive numbers of access drives and public streets can create vehicular safety issues, but can also limit pedestrian walkability and discourage cross-access drives between properties. Issues of driveway access must be addressed with enforceable policies resulting in incremental change as properties are redeveloped over the years. New access management standards are not intended to negatively impact the viability of businesses along Cornhusker Highway and throughout the subarea. Instead, they are meant to ultimately benefit all users by raising the standard of design, improving safety, and encouraging a more functional, sustainable, and physically connected subarea. These following statements should be implemented to properly manage property access:

- Set limits on the number of allowable access drives along Cornhusker Highway.
- Encourage side street access.
- Encourage shared access drives between properties.
- Encourage cross-access between properties.
- Encourage property owners to eliminate unnecessary access points.
- Negotiate the removal of unnecessary access points with property owners as part of the Cornhusker Highway streetscape improvements and roadway network alterations.
- Encourage the consolidation of narrow lots for the purposes of redevelopment.

FIGURE 5.10
CONNECTIVITY PLAN



Access management and improvement will be an ongoing effort and should be coordinated and negotiated with property owners during development and redevelopment projects, but primarily during the Cornhusker Highway corridor enhancement construction.



Public Art and Wayfinding in Subarea



Existing Bus Stop in Subarea

Enhance the StarTran Network throughout the Subarea

Addresses Recommendation 3

Using transit versus a single occupancy vehicle is a great way to limit personal carbon footprints and save on costs associated with owning a vehicle. But for many, public transportation is used out of necessity for those without a driver's license, low-income, disabled, and/or elderly. Currently, fixed route transit is not available to those needing to access goods and services within the subarea. While existing routes transport riders outside the subarea to major points of interest, there is still a need for both residents and employees to access services within and nearby the subarea. If transit service was offered along Cornhusker Highway, those within the subarea would have new opportunities for connections across all of Lincoln.

At this point in time, StarTran does not include service along Cornhusker Highway in their Transit Development Plan. In the past, several challenges have limited the viability of providing public transportation to this area including lack of density, excessive traffic volumes and speed, and multiple at-grade railroad crossings. These issues have caused operators to second-guess the effectiveness of a route where demand is questioned, safety is a legitimate concern, and travel times are unreliable where there are at-grade railroad crossings.

However, if these challenges are faced by removing the at-grade railroad crossings, parcels are redeveloped with denser uses, and adequate space is made for proper bus turnouts, then service accessing the subarea becomes feasible.

As pedestrian activity increases along the corridor, so will the demand for transit. In order to adequately accommodate increased demand, bus stop infrastructure should be well-developed along with a supportive pedestrian network.

With that goal in mind, a future bus route adjacent to expanded bicycle and pedestrian enhancements would help connect the employment centers of northeast Lincoln with the downtown area.

Potential bus stop locations within the subarea and along Cornhusker Highway are illustrated in 5.10 Connectivity Plan. These specific locations are recommended not only for their ridership potential, but also available right-of-way and ease of access for both the operator and the user. Before appropriate facilities are determined at each location, StarTran's bus stop design guidelines should be considered during initial development.

Even though new fixed route service is anticipated as a long-term strategy, short-term enhancements would be expected adjacent to where there is existing service. This is especially so for the intersection of North 27th Street and Cornhusker Highway where Route 27 operates, as well as at the intersection of Superior Street and the proposed northern extension of North 33rd Street where routes 41 and 48 run. Both locations anticipate uses for future commercial and/or mixed use attracting transit demand for employees and customers alike. An example of potential enhancements is explained in the sidebar on the following page.

Increase Pedestrian Walkability Throughout the Subarea

Addresses Recommendation 6

The Advisory Committee and the public repeatedly mentioned the importance of enhancing safety and connectivity throughout the subarea for all users. For each at-grade railroad crossing and the surrounding area, pedestrian infrastructure leaves much to be desired (see the worn pedestrian path along North 33rd Street in the picture on the following page). Following the completion of the recommended roadway enhancements, the sidewalks that were in disrepair or non-existent at the railroad crossings will be improved. Sidewalks will also be improved along Cornhusker Highway and along the extension of North 33rd Street to enhance the pedestrian experience along the major corridors of the subarea.

During recent site visits in the subarea, numerous pedestrians were observed traveling the east/west corridor even though the existing facilities are not designed for such use. Some walked or biked through the empty parking lots while others felt more comfortable using the sidewalk. Implementing enhanced pedestrian facilities will give residents improved access to amenities along Cornhusker Highway and feel more connected to proposed developments along the extension of North 33rd Street. Enhancements would include elements such as wider sidewalks and additional buffering materials such as vegetation or other constructed vertical separation materials.

REGIONAL EXAMPLE FOR MULTIMODAL IMPLEMENTATION
OVERLAND PARK, KANSAS AND MISSION, KANSAS

METCALF AVENUE / SHAWNEE MISSION PARKWAY

While elements of bus stops should at a minimum consider safety for both riders and drivers, connectivity of all users, updated route information, and conformance with American with Disabilities Act (ADA) guidelines, efforts have been made in similar sized communities to integrate several elements into one project. A recent Midwestern example of bus amenities installed along a major thoroughfare was a project in Johnson County, Kansas. The Metcalf Avenue / Shawnee Mission Parkway corridor project was part of a \$10.7 million Transportation Investment Generating Economic Recovery (TIGER) grant for transit and other related improvements. Facilities constructed for this project included 20 new transit stations, improved park-and-ride facilities, access and trail improvements, a transit signal priority system, and a new transit center. Dependent on available right-of-way and forecast ridership, bus stops came with amenities such as bus turnouts, large passenger shelters and benches, a connected sidewalk network, and adjacent multi-use path, among other items. This range of amenities, illustrated in the pictures, could be applied to the Cornhusker Highway corridor as future development progresses.



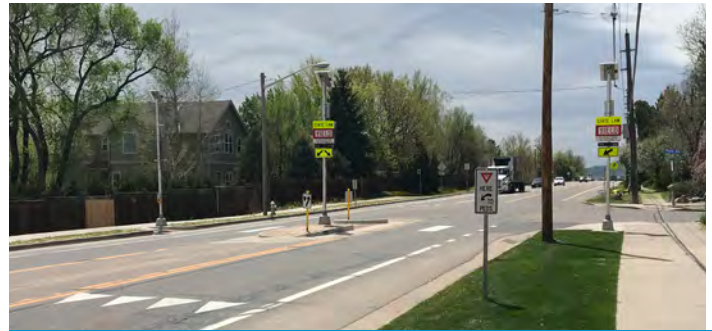
Bus Shelter with Turnout Stop and Adjacent Sidewalk



Bus Bench with Right Turn Lane Stop and Adjacent Multi-Use Path



Worn Pedestrian Path Along North 33rd Street



Pedestrian Refuge Island with Sidewalk Turf Buffer

In addition to pedestrian access on all new roadways, multiple gaps in the sidewalk network were identified and illustrated in Figure 2.19 Pedestrian and Bicycle Network. The most critical sidewalk gaps to infill in the subarea include segments such as the following:

- State Fair Park Drive
- North 33rd Street, south of the railroad
- Industrial park along North 35th Street and Gladstone Street
- Cleveland Avenue and Madison Avenue, between North 33rd Street and Adams Street
- South side of Cornhusker Highway, from the Adams Street crossing to North 44th Street
- Dead end streets between the railroad and Adams Street

One of the defining characteristics of a walkable area is an environment where pedestrians and vehicles can interact safely with each other. Sidewalk design and placement can have a large impact on a pedestrian's perception of safety. As such, a turf buffer should be added between the roadway and sidewalk. The buffer should be a minimum of six feet wide.

Other elements to consider at a minimum for improving the safety of those crossing Cornhusker Highway include clearly marked crosswalks, pedestrian countdown signal heads, and intersection traffic control, described in greater detail in the Bicycle and Pedestrian Capital Plan. These improvements will make it safer for pedestrians and limit the number of individuals walking in less protected areas such as across the railroad, through parking lots, or vacant lots in and around the subarea. Locations recommended for either new or enhanced crosswalk infrastructure are also illustrated in Figure 5.10. These locations were determined based on whether there was an existing or planned traffic signal, a trail crossing a new roadway, or a major roadway crossing. Additional mid-block crossing locations may be warranted if significantly high pedestrian counts are observed.

Locations recommended for either new or enhanced crosswalk infrastructure are illustrated in Figure 5.10 Connectivity Plan as well. In this case, a new crosswalk means there are no existing crosswalk amenities at the intersection.

An enhanced crosswalk refers to an intersection where existing crosswalk amenity features exist, but the crosswalk may (1) require repainting, (2) need to have a crosswalk added to one or more directions of the intersection, or (3) benefit from a different, more visible crosswalk paint design.

Enhance the Bike Network Throughout the Subarea

Addresses Recommendation 6

The City of Lincoln is already an award-winning community for bicyclists. In 2012, the American League of Bicyclists named Lincoln a Bronze Level Bicycle Friendly Community. It must also be noted that the city is currently developing an On-Street Bicycle Facilities Plan. This Plan's bicycle recommendations were coordinated with the initial developments of the On-Street Bicycle Facilities Plan.

While bicycle infrastructure is clearly important to the city, there is still room for improving conditions for bicyclists, especially within the subarea. Throughout the public engagement process, the Advisory Committee repeatedly stressed the need for direct bicycle and pedestrian connections and the difficulty traveling north and south within the subarea.

While there are currently bicycle facilities surrounding the subarea, there are opportunities to enhance the connections to those routes. Many of the nearby bicycle facilities do not always follow the street network, so bicycle commuters' travel times are negatively affected in those cases. Recommendations, illustrated in Figure 5.10, for enhanced amenities would include facilities such as a dedicated north/south shared lane facility along North 40th Street and North 41st Street from Superior Street to Huntington Avenue, and numerous separated facilities connecting existing trails.

The existing characteristics of North 40th Street and North 41st Street warrant shared lane facilities, with further investments including additional signage and pavement markings. Speed and volume management measures could be implemented to discourage speeding and cut-through traffic to provide a safe and comfortable shared environment for people bicycling, walking, and driving.

LOCAL EXAMPLE FOR MULTIMODAL IMPLEMENTATION
LINCOLN, NEBRASKA

"N" STREET CYCLE TRACK

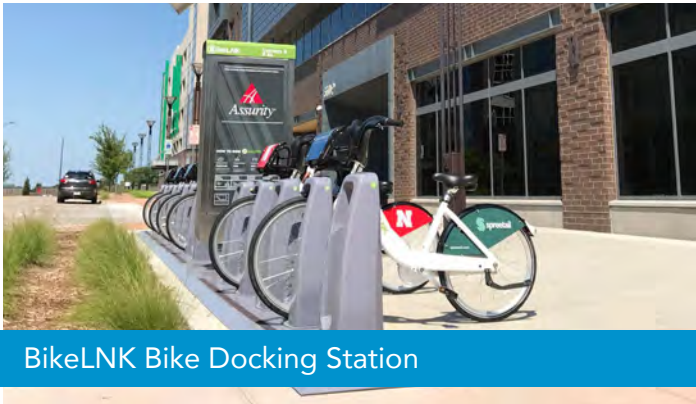
In many respects, Lincoln already has a multimodal focus, but this focus should also be realized in some older parts of town, such as the subarea. An opportunity to integrate multiple modes in Lincoln was realized in 2016 when the "N" Street Cycle Track was completed, as shown in the image. This two-way protected bikeway was the first of its kind in the state, separated from vehicles by paint, curbs, medians, and on-street parking. This facility not only connects users to destinations and the trail network, but also increases safety for bicyclists, pedestrians, and motorists. Improving safety and comfort for bicyclists helps attract both existing users and those who otherwise would not have chosen to bike. Similar investments could also be applied in the subarea as the roadway is reconstructed, such as the Cornhusker Highway crossing at Deadmans Run or the newly constructed North 33rd Street ("North 33rd Street Extension").



Cycle Track Integrated into Vehicular Bridge

The off-street facilities recommended in the subarea intend to attract additional users and improve safety and convenience for current users by improving connections to existing trails. The proposed 10-foot multi-use path connections, illustrated in Figure 5.10 Connectivity Plan, would bridge gaps between the Superior Street Trail and the John Dietrich Trail along North 48th Street, between the 27th Street Trail and the John Dietrich Trail along Cornhusker Highway and further south along Deadmans Run. Intersection treatments and proper signage will also be critical in maintaining safety along the entire bicycle and pedestrian network.

An effort that broke ground in April of 2018 is the bike share program, BikeLNK. After acquiring a federal grant, the system currently hosts 19 bike docking stations. There are no dock stations currently in the subarea, but there are two in the nearby UNL East Campus and one at the Innovation Campus. Implementing new docks along with future development in the subarea will help to attract people to the redeveloped area such as students, tourists, and young professionals. These same population groups will also benefit from the planned enhancements to other bicycle and pedestrian facilities.



BikeLNK System Map

Complete Utility Improvements in Line with Roadway Improvements

Addresses Recommendation 8

In conjunction with all roadway improvements, existing or new utilities will require detailed evaluation to identify potential conflicts. Generally, the age and condition of existing utilities should be evaluated in terms of improvement opportunities in conjunction with roadway improvements, regardless of the potential conflict. During future project development phases, private utility providers should be consulted to not only identify potential conflicts, but to also facilitate the private utility needs in the subarea that may require dedicated corridors or easements. Additionally, early engagement with City of Lincoln staff members will be paramount to the utility evaluation process, as it will allow each department to identify deficiencies and prioritize capital improvements.

Short-Term Roadway/Utility Improvements: Protection or possible relocation of the existing city water mains located along the railroad will need to be considered when designing any bridge/overpass structures that cross the railroad. Minor sanitary sewer collection system conflicts may also exist requiring partial abandonment or re-routing. Storm sewer conflicts or improvements will inherently be addressed in conjunction with the roadway improvements. Minor overhead electrical distribution conflicts may exist, leading to abandonment or re-routing.

Long-Term Roadway/Utility Improvements: Three existing sanitary trunk sewers converge at the southwest corner of the subarea. The protection or relocation of these sanitary systems will require attention when designing the proximate bridge/overpass structure. Protection of the two existing sanitary trunk sewers at the proposed Gladstone Street bridge crossing of Deadmans Run will require attention when designing the bridge structure. Storm sewer conflicts or improvements will inherently be addressed in conjunction with the roadway improvements. Minor overhead electrical distribution conflicts may exist leading to abandonment or re-routing. Vertical clearance of the existing overhead electrical transmission system will require verification near the new Salt Creek Roadway and Theresa Street intersection.

Provide Necessary Utility Improvements to Facilitate Nodal Development

Addresses Recommendation 8

Much of the proposed node developments occur in areas well served by existing utility networks. As is the case in the entire subarea, the age and condition of the existing utilities should be evaluated in each node. The nodes will likely require additional utility improvements to better serve these areas. The North 33rd Street and Cornhusker Highway node will likely require extensions, abandonments, or looping of existing utilities to better serve the area. The North 33rd Street and Superior Street node are served by existing utilities at the perimeter, but will require extensions and looping of services.

AESTHETICS AND QUALITY OF LIFE

The aesthetic of a major corridor such as Cornhusker Highway can have a lasting impact on how the public perceives the health, quality of life, character, and desirability of the corridor and surrounding area. To invite and retain visitors, corridors must be high-quality and cohesive in their aesthetic. Building architecture and materials, site design, streetscape landscaping, site furnishings, lighting, gateways, signage, wayfinding, and branding all must be carefully considered. Collectively, these elements should work together to reflect the desired vision for the subarea, and especially Cornhusker Highway. Done properly, targeted and consistent aesthetic improvements will encourage additional private investment, both in the subarea and along Cornhusker Highway.

This section should be read alongside the CEP as a unified approach to aesthetic enhancement along Cornhusker Highway and within the subarea. This section takes a “broad strokes” approach to the proposed aesthetic enhancements. Refer to the CEP for a detailed “deep dive” into such improvements within the public right-of-way. **Note that the CEP is not an adopted document; it is a guide to aesthetic enhancements along the Cornhusker Highway corridor only.**

Recommendations

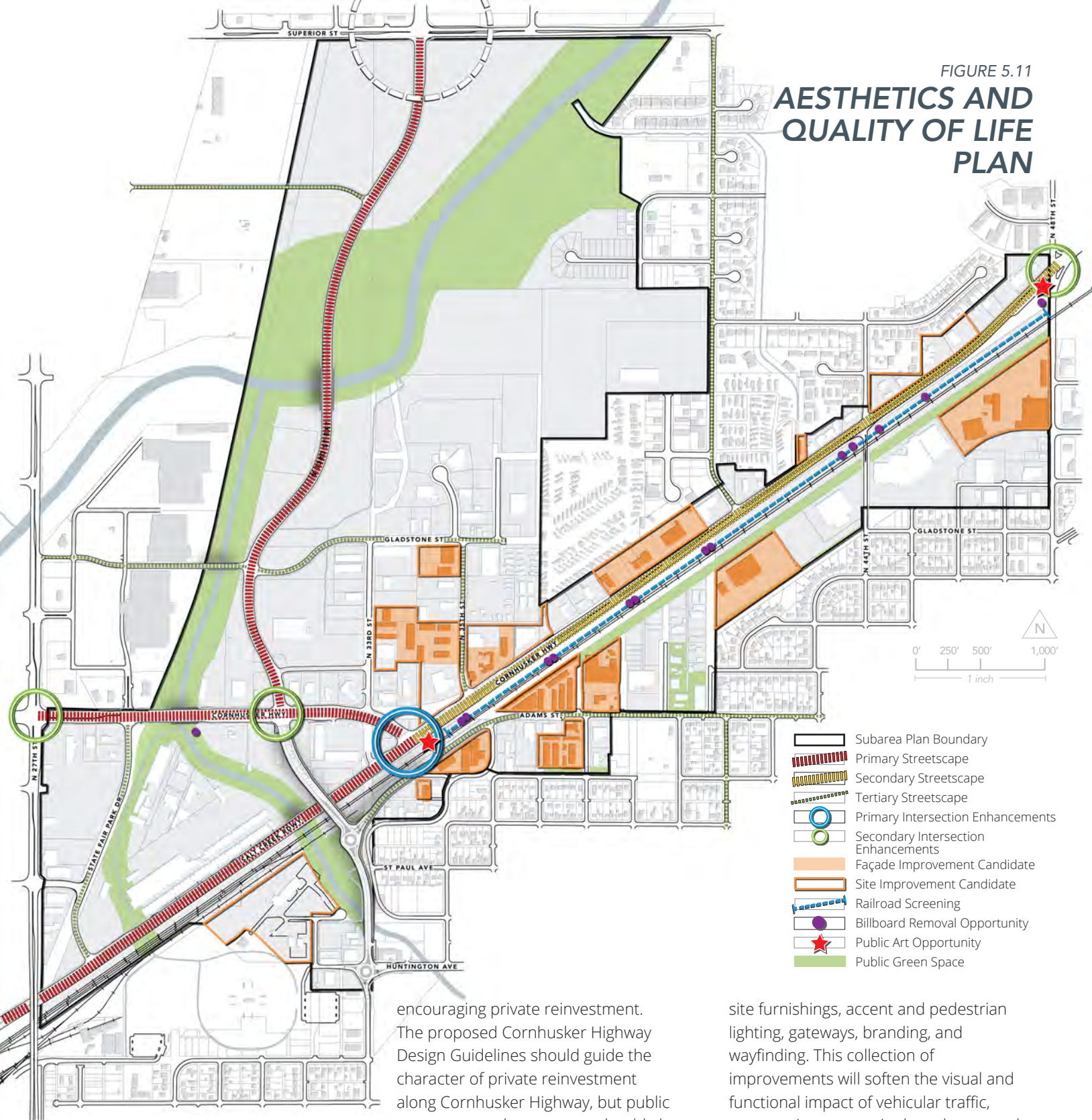
1. Design and construct public streetscape improvements to enhance the aesthetic, user experience, and quality of life along Cornhusker Highway, while establishing a unique identity that distinguishes the corridor and subarea from the rest of the city.
2. Design and construct a system of intersection enhancements that introduce visitors to the corridor and subarea. The enhancements should add aesthetic value, while also refreshing the Cornhusker Highway and Northeast Lincoln brand.
3. Soften the visual impact of the railroad that runs parallel to the south side of Cornhusker Highway. Use this perceived negative feature as an opportunity for unique and branded art installations.
4. Integrate attractive and modern parks, plazas, and open spaces throughout the subarea. These spaces should provide aesthetic and functional value that improve the user experience and increase surrounding property values and the perception of quality of life.
5. Enhance public transit stops at high-traffic areas such as nodes via site furnishings, shelters, and amenities to better accommodate transit use within the subarea.
6. Develop a manageable approach to maintain the public streetscape improvements recommended in this Plan and the CEP.
7. Encourage private property façade, site, and signage improvements that best represent and implement the vision for the subarea.
8. Develop, approve, and implement new design guidelines for Cornhusker Highway and its adjacent properties that reflect the desired vision for the corridor, while also coordinating with the intended uses of the future land use plan and improving the subarea’s residents’ and employees’ quality of life.
9. Establish an overlay district to provide special guidelines in line with the desired vision and aesthetic for the subarea.



“Everyone has the right to live in a great place. More importantly, everyone has the right to contribute to making the place where they already live great.”

- Fred Kent

FIGURE 5.11
**AESTHETICS AND
 QUALITY OF LIFE
 PLAN**



encouraging private reinvestment. The proposed Cornhusker Highway Design Guidelines should guide the character of private reinvestment along Cornhusker Highway, but public streetscape enhancements should also be carefully planned. Therefore, written documents are necessary. The CEP has been developed in partnership with this document and should be used as a guide.

The CEP includes all public streetscape elements such as street trees, landscaping, sidewalks, crosswalks,

site furnishings, accent and pedestrian lighting, gateways, branding, and wayfinding. This collection of improvements will soften the visual and functional impact of vehicular traffic, promote investment in the subarea, and work with the proposed transportation network improvements.

Streetscape improvements and their placement along the corridor are detailed in the CEP as a guide. For this document's purposes, a streetscape elements list is provided to describe the general streetscape improvements.

Strategies

Plan, Design, and Construct Streetscape Enhancements

Addresses Recommendation 1

Streetscape enhancements can have a dramatic effect on the prospects of older neighborhoods and corridors by improving its current aesthetic and

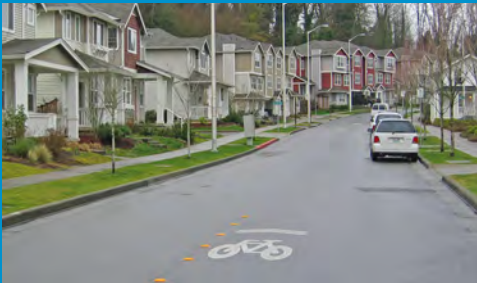
STREETSCAPE ELEMENTS



Street Trees and Landscaping

Landscaping is essential for all successful streetscapes, adding texture, rhythm, and seasonal color that softens and enhances the built environment. Landscaping efforts within the subarea appear inconsistent and uncoordinated. Landscape maintenance is limited at best. As such, landscape improvements should include the following:

- **Street trees:** Adding street trees will provide structure and aesthetic value to the streetscape without sacrificing visual access to storefronts, front doors, and signage that business owners require. Street tree placement will be limited by necessary sight distances at minor and major intersections and at driveways.
- **Understory landscape beds:** Landscape beds should be used to soften wide pedestrian pathways, screen parking lots, accentuate gateways, monuments, and public art, and added alongside decorative fencing as described in the CEP. Species should be selected for their beauty and form, but also for their low level of maintenance.
- **Landscaped medians:** Where appropriate, new and existing medians should be planted with a combination of understory plantings (specifically native grasses) and small, ornamental trees. Plants should not block views or cause safety issues for drivers or pedestrians.
- **Turf buffers:** Located between a curb and its parallel sidewalk, multi-use path, or enhanced pedestrian facility, turf buffers create a barrier that separates drivers from pedestrians. Wide buffers offer a perfect location for street trees.



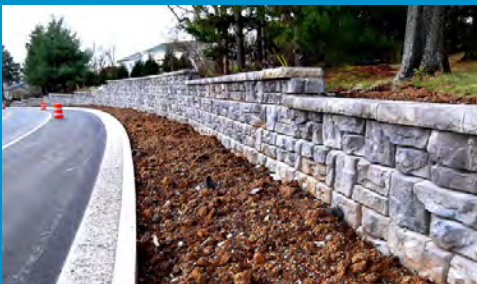
Sidewalks, Crosswalks, and Bicycle Infrastructure

Developing a complete network of sidewalks, crosswalks, and bicycle infrastructure is an essential component of creating a more multimodal subarea, and should be implemented through maintenance of existing sidewalks and trails, new sidewalks, new enhanced pedestrian facilities, new on-street bicycle facilities, new pedestrian/bicycle railroad and roadway crossings, and new multi-use paths. Increased pedestrian and bicyclist activity will improve the public perception of the subarea, and this infrastructure will encourage that activity.



Site Furnishings

To create an inviting area for pedestrians, the streetscape should incorporate site furnishings, such as benches and other forms of seating, trash and recycling receptacles, bike racks, transit shelters, informational directories or kiosks, and accent lighting. These furnishings should be predominately located within small plazas or gathering spaces at the corners of major nodes with high levels of pedestrian traffic.



Fencing and Retaining Walls

While site fencing will not be necessary for the entire subarea, it will likely apply to automobile sales uses and alongside the railroad from current day Adams Street to North 48th Street. To meet the desired aesthetic, fencing should be decorative and combined with small columns that have a similar aesthetic to the gateway monuments. Retaining walls should use a block wall system.

STREETSCAPE ELEMENTS (CONTINUED)

Lighting

Effective lighting can create a feeling of safety, be a defining characteristic of the streetscape rhythm, and provide an opportunity for branding integration via light pole banners. The existing street lighting in the subarea is utilitarian in nature. The addition of pedestrian lighting in and around major nodes and accent lighting for public art or gateway monumentation will add warmth and a feeling of safety to the subarea.



Gateways

Gateways should be located at high-traffic nodes as a way to welcome visitors and clearly identify entry points to the subarea and Cornhusker Highway corridor. The style of the gateways should portray the desired vision for the subarea and the corridor. The gateways should be developed as a family - including primary, secondary, and tertiary gateways.



Public Art

Public art is important to the City of Lincoln, but its integration into the subarea is lacking. As new streetscape improvements are made, careful consideration should be given to determining the best way to effectively plan for both permanent and temporary art installations within the subarea and along the Cornhusker Highway corridor. Specific consideration should be given for the mixed use nodes, gateways, and along the railroad corridor from Adams Street to North 48th Street.



Wayfinding

Wayfinding signage is informative, yet can also reinforce an area's brand and identity. This signage, at the vehicular level, can direct drivers to area attractions, amenities, services, and places of significance. Pedestrian wayfinding should focus on businesses and attractions that are within a walkable distance. The aesthetic of vehicular and pedestrian wayfinding signage should coordinate with the desired brand of the subarea and the Cornhusker Highway corridor. Vehicular signage should be attached to existing light poles at an easily readable height. Pedestrian signage should be limited to major nodes, such as the new North 33rd Street and Cornhusker Highway intersection. The signage should act as a directory and be offset away from the street in a pedestrian gathering area. Pedestrian-level kiosks or directories, located in high-traffic areas, can be helpful and will often encourage people to park their cars and walk from one destination to another.



Identity and Branding

Branding is a critical tool for an area looking to establish an identity within the marketplace. In the subarea's case, a new brand will fight misconceptions and initiate change. Therefore, subarea and corridor branding should speak to the vision for a revitalized subarea. The CEP will detail the various elements of the branding plan, including a logo and how to integrate that logo into various streetscape elements, such as gateways, banners, site furnishings, wayfinding signage, and potentially private property features (e.g., monument signs).





Landscaped Median



Gateway Monument, Landscaping, and Seating

Neither the entire subarea, nor the entire corridor should feature the same combination of streetscape elements. It is important to identify where limited public resources should be concentrated. With that being said, streetscape enhancements should be focused on the public right-of-way in proximity to high activity centers. Figure 5.11 shows the location of the subarea’s primary, secondary, and tertiary streetscapes.

Primary Streetscape:

This is the highest level of streetscape enhancements, including street trees (where permitted), the widest landscaped medians, pedestrian lighting, pedestrian pathways on either side of the street, and branded street light banners. For the most part, this streetscape typology borders the major development and redevelopment plays within the subarea, signaling to developers that reinvestment is desired in and by those areas.

Secondary Streetscape:

The second highest level of streetscape enhancements include street trees (where permitted), landscaped medians, pedestrian lighting, and pedestrian pathways on either side of the street.

Tertiary Streetscape:

The lowest level of streetscape enhancements closely follow local roads that need to be prioritized for regular street, sidewalk, and curb maintenance.

The CEP details the streetscape typologies guidelines along the Cornhusker Highway corridor.

Design and Construct a System of Tiered Intersection Enhancements and Gateways

Addresses Recommendation 2

Intersection enhancements, and particularly gateway elements, are one of the most powerful ways to establish a brand or identity for a corridor or neighborhood. Monumentation can be located at important intersections, nodes, or boundaries that act as entry points to an area. Given the length of the Cornhusker Highway corridor (which includes part of the subarea), it is not enough to have a single gateway. Instead, an entire system or family of gateways and tiered intersection enhancements that range in scale and significance should be developed. All elements should all fit within an overall hierarchy that reinforces an identity and improves first impressions.

The subarea’s aesthetic enhancements must work with and within the corridor’s aesthetic enhancements. Aesthetically, the subarea and the corridor are one system. Therefore, it is necessary to understand the appropriate locations of gateways and intersection enhancements all along the corridor. **The entire system of aesthetic enhancements, including all gateways and intersection enhancements is detailed in the CEP as a guide.** A gateway is not envisioned within the subarea, but primary and secondary intersections enhancements are recommended. What follows is a description of primary and secondary intersections and their proposed locations.

Primary Intersection:

The primary intersection is second in importance only to gateways outside of the subarea, but along the corridor. The proposed intersection of Cornhusker Highway and Salt Creek Roadway is the single primary intersection in the subarea. The primary intersection should feature monumentation that is smaller in scale than gateway monumentation, but should have a similar design aesthetic. The enhancements in this location should complement the overall image of the subarea and the corridor and its central function should be to establish an identity for the subarea and corridor and to welcome visitors arriving from secondary routes. A conceptual look at this primary intersection is provided in the CEP.

Secondary Intersections:

Three secondary intersections are proposed within the subarea at the remaining high-traffic intersections (North 27th Street, North 33rd Street, and North 48th Street). Secondary intersections should feature monumentation at even a smaller scale than the primary intersection, but use similar materials. While the secondary elements may be less impactful than the gateways’ and primary intersections’ enhancements, they should still highlight the significance of the intersection as a hub of activity. A conceptual look at the secondary intersections is provided in the CEP.



Decorative Screen of Undesirable Uses



Integration of Dense Landscaping and Public Art

Screen the Railroad

Addresses Recommendation 3

The railroad running along the south side of Cornhusker Highway from Adams Street to North 48th Street can be a visual distraction for drivers, pedestrians, and adjacent property and business owners. To combat this, the railroad should be screened through a combination of methods. The approximately 70-foot wide green space to the north of the railroad should feature street trees (where permitted), understory plantings, decorative fencing, and/or public art installations. Existing trees should be preserved. While this combined screening method will mitigate the noise and negative visual quality a railroad can create, it also presents a major opportunity to integrate Cornhusker Highway's brand.

The City of Lincoln values the arts, as demonstrated by its public arts installations throughout the city. Public art installations (structures, screens, etc.) should be installed along this railroad corridor where they are most visible and will have the greatest impact. Understory landscaping should be concentrated by the public art installations. Trees and a mixture of understory plantings should be used to soften the view of the railroad and Cornhusker Highway corridor between the public art installations. Potential high impact areas appropriate for public art installations include the south side of Cornhusker Highway at:

- Between North 33rd and 35th Streets
- North 48th Street

Increase Green Space and Public Gathering Spaces throughout the Subarea

Addresses Recommendation 4

For a subarea striving to achieve sustainable revitalization, usable green space is critical. Green space has social, environmental, and economic benefits. For example, green space available for passive and active recreation is an important component in quality of life measures (social benefit). Second, green space reduces the urban heat island effect and increases stormwater infiltration without reliance on "gray" infrastructure (environmental benefit). Third, green space can contribute to a sense of place, which is now a requirement for modern economic development. These examples only brush the surface of the benefits of green space.

In fact, green infrastructure improvements have been widely studied. Studies have cited a multitude of benefits, including bettering quality of life, improving water quality, improving the aesthetic of an area, increasing property values, enhancing public spaces, and positive health outcomes.

Within the subarea's context, green space can be categorized into (1) public green space (such as parks, trail corridors, water corridors/buffers, bioswales, open/undeveloped space, etc.) or (2) private development green space (such as central greens, internal parks, green roofs, bioswales, etc.).

In an older area such as the subarea, opportunity is typically somewhat limited to increase the amount of green space. But, this subarea is unique in that a significant portion of the subarea's land north of Cornhusker Highway is undeveloped. A description of opportunities for additional usable green space and public gathering spaces are available and detailed as follows:

Public Green Space:

The most predominant public green space opportunity is the Parks, Recreation, Open Space, and Flood Storage land use category. This area north of Cornhusker Highway should primarily be open space, preserving the wooded areas. This open space will allow for environmental functionality to be retained as this area is vital to ensure adequate flood storage. Greenways should continue on either side of each water body; the greenways should be natural in their aesthetic. The greenways often coincide with multi-use paths, which makes the greenways multi-functional.

Another green space integration opportunity is the streetscape itself. Bioswales, landscaped medians, street trees, and landscaping at gateways, primary intersections, and secondary intersections should be integrated into the streetscape where appropriate.

Private Development Green

Space: Private development sites, though open to the public, offer a primary way to add more green space to the subarea. New development and redevelopment projects should incorporate a variety of green space types, including green roofs, bioswales, landscaped parking islands, landscaped pedestrian seating areas, and more. Each of the Conceptual Development/Redevelopment Visualizations in *Development and Redevelopment* provide a listing of “Additional Site Opportunities” that include green space additions and enhancements. The proposed Cornhusker Highway Design Guidelines should also encourage green space additions and enhancements on private property.

Enhance Existing and Increase Number of StarTran Bus Stops throughout the Subarea

Addresses Recommendation 5

As was previously described in *Transportation and Infrastructure*, existing transit stops along Cornhusker Highway and within the subarea as a whole lack the typical furnishings and amenities that many riders have come to expect and that would attract future riders. In order to increase the accessibility and desirability of transit and transit ridership in the subarea and along the corridor, bus stops at high traffic areas and other significant locations should be improved and added.

Improvements should include highly visible signage, ADA-accessible concrete landing pads, site furniture, informational kiosks, and/or shelters. Clear sidewalk connections to the bus stop are a key enhancement, too. The addition of shelters and other amenities should be

in line with the standards outlined in the Lincoln Transit Development Plan (2016). For example, the Lincoln Transit Development Plan (2016) provides the guidelines for bus stop placement, as shown in Table 5.1 below.

The Lincoln Transit Development Plan (2016) also outlines bus stop placement best practices, bus stop dimensions, bus turnout and signage design, and bus stop amenities’ ridership requirements. For example, a bus stop must generate at least 25 daily boardings to qualify for a shelter. If a stop generates at least 10 daily boardings it may also qualify for a shelter if the following uses are within one-quarter mile:

- Medical, senior, social service, public, or special needs facilities
- Major grocery stores
- Apartments, dorms, or senior housing with 100 or more units
- High schools, colleges, or universities

Priority for bus stop enhancements should be given to those locations with the highest ridership. While the subarea may not feature high ridership currently, it is critical to monitor ridership as land uses change and sites are developed or redeveloped. By nature, the proposed mixed use nodes and multi-family residential developments will generate more foot traffic; it is important that these nodes are accessible to all.

Though convenience and comfort of the rider should be considered, it is also important to ensure that the improvements coordinate with the approved aesthetic of the streetscape. Without this coordination, the new transit stops will look out of place within the greater context of the corridor and subarea.

Develop, Fund, and Implement a Streetscape Enhancements Maintenance and Sustainability Plan

Addresses Recommendation 6

Streetscape enhancements are a poor investment without a proper maintenance plan and funding in place. It is recommended that an appropriate maintenance and sustainability plan be developed, funded, and executed to ensure the public improvements provide long-term benefits and to maintain and secure investor and developer confidence in the surrounding private property. The plan should provide targeted and manageable strategies for the following:

- Irrigation, using drip irrigation systems with rain sensors, and maintenance of street trees and understory, drought-tolerant landscape material;
- Regularly scheduled cleaning of gateways and public plazas;
- Regular rotation and replacement of streetlight banners (if installed);
- Repair or restoration of all public art sculptures, sculpture bases, murals, screens, or other installations;
- Repair or replacement of damaged site furnishings and amenities;
- Repair or replacement of damaged sidewalks;
- Emptying of trash and recycling receptacles;
- Clearing of outdated marketing materials from informational kiosks or other posting areas;
- Collection of other trash and debris; and
- Removal of graffiti.

The role that ongoing maintenance will play in the long-term success of the subarea and the Cornhusker Highway corridor should not be undervalued, or a second thought. No matter how impressive the public improvements may initially be, their impact will fade without the benefit of a comprehensive approach to maintenance.

Table 5.1 Criteria for Bus Stop Spacing

<i>Density Classification</i>	<i>Population/Employment Characteristics</i>	<i>Spacing Dimensions</i>
High Density	16+ persons or jobs per acre	Approximately every 800 feet
Moderate Density	8-16 persons or jobs per acre 4-8 persons or jobs per acre	Approximately every 1/4 mile Every 1/4 - 1/2 mile
Low Density	0-4 persons or jobs per acre	As needed

Source: Lincoln Transit Development Plan (2016)

Promote Façade, Site, and Signage Enhancements

Addresses Recommendations 7, 8, and 9

Façade and site enhancements can completely transform the aesthetic and economic value of a property. The subarea will be improved through a combination of both facade and site enhancements and full-scale development and redevelopment projects. The sites proposed to have facade and site enhancements are shown in Figure 5.11 Aesthetics and Quality of Life Plan. Examples of repairs and replacements appropriate and necessary within the subarea include:

- Exterior painting, re-siding, or professional cleaning
- Restoration of exterior finishes and materials
- Removal of architecturally outdated or incompatible exterior finishes and materials and the introduction of modern finishes and materials
- Repair or replacement of windows and doors
- Installation or repair of canopy or awning
- Installation or repair of exterior building and freestanding signage
- Removal of tall, pole signs and introduction of shorter, monument signs with decorative bases
- Exterior lighting improvements to the building and paths leading to the building
- ADA accessibility improvements on site and to the building
- Addition of building landscaping, including base plantings
- Addition of site landscaping, including parking lot screening and parking islands
- Reduction of impervious paving and vehicular access points
- Introduction of site furnishings and amenities

These enhancements are most effective when a coordinated effort is undertaken to improve a larger area. A coordinated effort is more likely to increase and sustain property values, increase visitor traffic and sales, protect investments, and stabilize the affected area.

Encourage the Removal or Limitation of Billboards

Addresses Recommendation 7

While billboard removal or limitation is a subject to be addressed with care as it has been the subject of a multitude of legal discussions, the number of small-scale billboards within the subarea and along the Cornhusker Highway corridor must be brought to light. As part of the two proposed overlay districts, billboards - as off-site signage - should be restricted. New billboards should not be allowed, and spacing requirements should be explored. Along Cornhusker Highway, some billboards are less than 700 feet apart. Billboards create aesthetic harm, driver distraction, visual obstructions, and can work against streetscape enhancements and a desired look and feel of a corridor.

Any segments of present-day Cornhusker Highway that are relinquished and removed from the U.S. Highway System will have a greater opportunity for effective billboard removal. With the preferred subarea roadway alignment, the segment of Cornhusker Highway between North 33rd Street and North 35th Street will likely be relinquished to the City of Lincoln. Once that happens, billboards can more easily be removed or restricted in the subarea and along the Cornhusker Highway corridor.

Establish Financial Incentive Programs

Addresses Recommendations 7, 8, and 9

As stated in *Development and Redevelopment*, property owners often must be incentivized to make investments in their own properties that will have a positive impact on the larger subarea. Aesthetic and quality of life enhancements, not just full scale development and redevelopment, can be incentivized through financial incentive programs that provide matching grants to property owners requiring assistance in property updates. As previously recommended, a document should be developed that details eligibility for the matching grants and all review, approval, and allocation procedures.

Property owners receiving matching grants must completely fulfill the proposed Cornhusker Highway Design Guidelines. Aesthetic enhancements may be funded through either the Façade and Site Improvement Program or Signage Improvement Program. See Establish Financial Incentive Programs in *Development and Redevelopment* for additional detail.

Implement New Design Guidelines

Addresses Recommendations 8 and 9

Once more, it is important to discuss the value of the proposed Cornhusker Highway Design Guidelines and the North 33rd and Cornhusker Subarea Design Guidelines, both of which should be implemented through their respective overlay district and potential funding incentive programs. Both sets of design guidelines should go above and beyond what typical development standards require.

The CEP will guide improvements in the public right-of-way, but the proposed Cornhusker Highway Design Guidelines should focus on private property, which currently is negatively affecting the aesthetic of the subarea and corridor.

With proper guidance on architectural character, site design, and signage, the subarea and corridor is poised to become a vibrant and modern hub of activity within the City of Lincoln.

ECONOMIC SUSTAINABILITY

Economic sustainability is an integrated approach to economic health that places greater emphasis on the well-being of the environment and surrounding community. This approach to bolstering the economy is based on the three pillars of sustainability – people, planet, and profit – creating a well-rounded strategy that does not solely concentrate on economic gain.

Though, the long-term viability of the subarea will depend heavily on traditional economic measures, such as job expansion, property and sales tax growth, resident base growth, and the recruitment of businesses and services that meet local demand. This integrated approach acknowledges these factors, but also includes quality of life enhancements (i.e., entertainment options, walkability, access to nature, etc.) as a critical economic development tool and factor. This sort of sustainable economic growth in the subarea would enhance the existing community of businesses – like automobile sales – while positioning it to grow the areas that are lacking – like retail and restaurants.

This type of approach to economic development is important in today's ever-changing economy because it is built upon flexibility and resiliency to future change. In the subarea specifically, this process will create a steady foundation for the other aspects of the Plan to flourish. Without an economic plan in place, advancement of the other guiding principles would be more challenging and potentially not succeed long-term.

The recommendations to follow concentrate on ways to make the subarea more financially resilient as it grows into the vision laid out in this Plan. The strategies will prepare existing and future community members and businesses for what is to come, while creating a financial backbone that situates the subarea to become a leader in pedestrian connectivity, aesthetic appeal, and building reuse, among others.

Recommendations

1. Promote dense development that grows the subarea up instead of out to physically increase the amount of developable space.
2. Prioritize recruitment efforts and financially incentivize reinvestment in key nodes and sites that could have the greatest impact on the revitalization of the subarea.
3. Provide diverse housing opportunities with special emphasis on low-income housing to make the subarea affordable to all community members, especially those currently living in and around the subarea.
4. Capitalize on the knowledge of existing businesses and property owners in the subarea to create a business retention and recruitment strategy.
5. Support the diversification of transportation options to and within the subarea to accommodate all types of traffic, making the subarea easily accessible for all.
6. Brand and promote the subarea to create an identity that the broader area recognizes to draw in more visitors and businesses.
7. Fully implement the CEP to further the corridor's and subarea's brand and aesthetic appeal and signalize to the development community that private development is safe and desired.
8. Utilize this document in concert with the CEP and proposed Cornhusker Highway Design Guidelines.

"Economic sustainability refers to practices that support long-term economic growth without negatively impacting social, environmental, and cultural aspects of the community."

- University of Mary Washington





Multimodal Infrastructure



Dense Residential Development

Strategies

Support Transportation Mode Diversity

Addresses Recommendation 5

The subarea and surrounding areas are dominated by vehicular traffic. This creates two issues for the subarea. First, it limits the number of people who can visit the subarea because without a car, they have limited or no means of getting there. Secondly, the lack of other transportation modes make the subarea dominated by cars, which creates a less attractive pedestrian environment that limits interaction with businesses.

Designing streets for cars only has an impact on the economic development potential of an area as it limits visitors to one traffic type. Opening the subarea to more pedestrians through trails, bike routes, sidewalks, and enhanced transit stops will increase the subarea's accessibility.

A pedestrian-centric focus on existing and future roads allows the subarea to be comfortable and safer for everyone – pedestrians, bicyclists, and drives alike. Diversifying the modes that serve the subarea creates increased foot traffic that gets people in and out of stores, restaurants, and public areas more easily. Instead of bypassing the subarea in cars only, people are more inclined to stop if there are pedestrians mulling about. Mode diversification creates more accessibility, leading to opportunities for economic development and social interaction.

Brand and Promote the Subarea

Addresses Recommendations 6, 7, and 8

Changing the public perception of the subarea is a critical factor in establishing its brand, which in turn draws visitors and businesses. The subarea is known as an older industrial and commercial part of Lincoln, which makes it an undesirable place for people to spend time with friends and family or retail tenants to locate. Developing a brand and promotional strategy is key to combat the current stereotype of the subarea. The promotional campaign should be a coordinated effort among existing tenants and could consist of a combination of physical improvements and promotional strategies, including:

- Wayfinding that identifies businesses within the subarea
- Gateways that welcome visitors to the subarea and corridor and highlight major nodes
- Integration of subarea branding into both physical improvements and promotional efforts
- Maintain brochures, maps, flyers, and other marketing materials for the subarea
- Develop and maintain of a website and/or social media platforms that promote subarea businesses, special events, and attractions
- Special events and promotions coordinated with existing tenant advertising
- Conduct survey research to monitor the public perception and satisfaction with the subarea's retail market

This promotional campaign and its associated marketing strategies should aim to attract both local and out-of-market visitors. Just as importantly, it should improve business and property owner confidence in the long-term future of the subarea. It should act as a promotional tool for recruiting new businesses and investors, as well.

Alongside this promotional effort, the subarea must establish and commit to a dedicated brand that is used by all businesses to create a streamlined look that gains recognition in the city and broader region. The subarea should fully implement the CEP to establish, manage, and promote the brand for the area. The implementation of the proposed Cornhusker Highway Design Guidelines are not meant to be restrictive of development, but rather help property owners and developers to maintain consistent design themes throughout the subarea, while still encouraging design choices unique to their brand.

Appearances matter in commercial corridors like that along Cornhusker Highway and addressing and rectifying the monotonous and dated look in the subarea is key for revitalization. Therefore, the CEP and proposed Cornhusker Highway Design Guidelines must be fully integrated into the ongoing branding practices for both existing and future businesses to ensure the success and longevity of the brand.

Develop with Density and Diversity

Addresses Recommendations 1, 2, and 3

Developing and redeveloping sites with diversity and density in mind are important factors in ensuring the subarea appeals to all backgrounds and income levels while physically maximizing the amount of developable space through infill. This notion is especially important in the commercial and mixed use areas along Cornhusker Highway (refer to Figure 5.2 Future Land Use Plan) where space is limited and of premium value.

Maximizing developable space through infill and increased density raise the revenue potential for the subarea by creating more retail, business, and manufacturing opportunities. Developing in this way also preserves the areas intended for green and open space, while not sacrificing the economic opportunities for the subarea. The subarea is dominated by single tenant, single-story uses, which lowers the economic potential of the area by physically limiting the amount of space available for prospective businesses and developments. These sites represent opportunities for dense infill and redevelopment (i.e. two to five stories), which is a more sustainable form of development in the long-term.

Prioritizing and incentivizing development in the most desirable nodes of the subarea also represents an opportunity for revitalization. Key development nodes in the subarea include the North 33rd Street and Cornhusker Highway Node and the North 33rd Street and Superior Street Node (refer to Figure 5.4 Redevelopment and Development Plan).

The North 33rd and Cornhusker Highway node is slated for mixed use, including upper residential with ground level office, flex, or retail space. Additional uses include leisure, tourist, retail, restaurant, and service-oriented opportunities that increase the diversity of uses in the subarea, maximizing economic potential by supporting more jobs and opportunities for visitors to spend money on goods and services.

The second key node at North 33rd Street and Superior Street will activate the northern section of the subarea, which is currently vacant. This node represents an opportunity to bolster the economy of the subarea by adding neighborhood- or community-level commercial development and vertical mixed use buildings with office space.

In addition to developable space maximization, it is also important to develop in a way that caters to a variety of future residents and adds to the liveliness of the subarea. An equitable and diverse housing stock is vital to the subarea's success. As discussed in *Existing Conditions*, median household income decreased 16.4 percent since 2000 resulting in a higher housing cost burden for subarea residents. The subarea represents a unique opportunity to develop residences that can supplement the existing housing stock while diversifying it with affordable unit options. Such residential units can be in the form of apartments, townhomes, rowhomes, or small lot single family residences.

Targeted incentives that will spark investment in diverse housing opportunities are necessary. Growing the residential base of the subarea with quality residential mixed-income infill that complements the desired character should be encouraged.

Create a Subarea Economic and Community Development Group

Addresses Recommendation 4

Many of the business and property owners in the subarea have valuable knowledge that should be shared. This knowledge transfer can foster connections among business owners and can generate methods to attract prospective businesses. The creation of a subarea economic and community development group would create a strategic partnership amongst current property and business owners, as well as other local groups in and around the subarea and the City of Lincoln. By formalizing each other's shared interests and goals, there is greater opportunity to stimulate investments that will promote sustained high growth in the subarea and locally. This type of group capitalizes on the people who can provide historical perspective, insights into how the area functions, and an understanding of what is truly meaningful to the local community members.

This subarea economic and community development group would organize, oversee, and support a network that would help catalyze investment in the subarea. The overarching goals of this group should be to increase jobs within the subarea, promote and support small and medium-sized businesses in the subarea and locally, provide a network to coordinate events (such as a sidewalk sale), and improve the economic context and opportunity of the subarea. This group could also provide tools, such as technical assistance from seasoned business persons, for economic development that would encourage more vulnerable or start-up businesses to feel comfortable in the subarea. This entity would create a platform for local business owners to promote and determine their own processes and strategies for economic development.

A grassroots strategy such as this is more sustainable as it is supported from the bottom-up.

Establish Financial Incentive Programs

Addresses Recommendation 2

As discussed in *Development and Redevelopment* and *Aesthetics and Quality of Life*, offering financial assistance to property owners and developers is an effective way to incentivize private investment. This is particularly important in the initial stages of revitalization. Development, redevelopment, and building and site rehabilitation projects can indicate the health of a subarea. Adjacent property owners will take note of the improvements being made, which may make them more likely to consider their own reinvestment opportunities.

Interested parties who apply for and are successfully awarded financial incentives should be required to follow the proposed Cornhusker Highway Design Guidelines, ensuring that all incentivized improvements align with the desired vision for the subarea. Those responsible for reviewing and voting on the approval or rejection of all submitted applications should do so in a timely manner, as to not unnecessarily stunt or delay progress. All incentive programs should be widely advertised to both current and potential businesses within the subarea's and Cornhusker Highway corridor's boundary to guarantee fairness and maximize participation.

Use Public Investment to Direct Private Investment

Addresses Recommendations 2 and 7

Currently, the subarea is monotonous, spread out, and dated. To combat this, a coordinated public and private effort of investment in the subarea's major nodes and high traffic areas is critical to create appealing development and social centers that draw in the public. Placemaking efforts that invest in pedestrian-oriented facilities will organically attract people to these key nodes in the subarea. As mentioned in the *Develop with Density and Diversity* strategy, nodes are identified in the subarea where private property investment efforts should be targeted.

The CEP provides detailed guidance on public right-of-way improvements that will be spearheaded by the City, but that will also demonstrate to developers and property and business owners that investment/reinvestment is safe and desired in those locations.

The public sector can direct private investment by simplifying regulatory barriers and financial development burdens. As infill projects tend to be more difficult and expensive for private developers, the City should focus on capital improvements, City services and amenities, including streetscape enhancements, improved public transit, land consolidation, and job training programs in areas the City desires growth and investment. Private developers are more likely to invest in an area where people want to live, where amenities are rich, and where financial and development disincentives have been mitigated.

Specifically, the City permitting and development process must continue to be streamlined; developers and property owners should work with one project coordinator to lessen confusion and provide for a single point of entry into the development approval process. As developers advance through the approval process, issues and delays with projects must be communicated in a timely and consistent manner.

Major redevelopment nodes that include a variety of uses and destinations and are well connected internally and externally, on top of a modernized streetscape, will draw people, businesses, and additional private investment to this older, industrial area of Lincoln. These areas can become sources of civic pride and make residents feel better connected to their community, which creates a ripple effect of attracting people and investment to the area.

Create and Leverage Strategic Partnerships

Addresses Recommendation 2

The subarea's centralized location within Lincoln offers multiple benefits, one of which is the proximity to the Nebraska Innovation Campus, UNL East Campus, Nebraska Wesleyan University, and local high schools. The subarea represents development opportunities for each of these institutions. For example, the Business/Flex Park future land use north of Cornhusker Highway could offer an amenity-rich, campus environment for technical skills training programs. This future land use could also offer space for small business entrepreneurs to start-up their businesses in small rental suites or coworking spaces (refer to Figure 5.4 Development and Redevelopment Plan, projects #4 and #18).

Both the existing industrial area along North 35th Circle (catalyst redevelopment project #4) and open space area east of Salt Creek (redevelopment project #18) represent opportunities to provide space to expand the programs and general goals of proximate educational and training institutions. The subarea could provide space for students, faculty, staff members, and members of the public to come together to exchange ideas, facilitate conversation, and create cultures that support innovation. These identified areas of the subarea could serve as spaces that advance the mission of these educational institutions and bring this unique culture to the subarea itself.



**NORTH 33RD
& CORNHUSKER**
SUBAREA PLAN

APPENDIX A
**COMPLETE
COMMUNITY
ENGAGEMENT
PROCESS**



North 33rd and Cornhusker

PLANNING PHASE

Public Open House #2
Wednesday, May 9, 2018

RTSD No 5919 - CITY NO 702614 - STATE CN 13294





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PUBLIC OPEN HOUSE #2

Wednesday, May 9, 2018; 5:00 – 7:00 p.m.

Center for People in Need Building, 3901 N. 27th Street, Lincoln, NE 68521

MEETING SUMMARY

A Public Open House Meeting was held in conjunction with the Subarea Plan Charrette to share information about the planning process, existing conditions of the study area and to gather feedback on concepts developed by the Advisory Committee and project team. Over 3,200 invitation postcards were mailed, in addition to information boxes set up on the John Dietrich Bike Trail and near Upco Park. Prior to the Open House Meeting, information was also shared with the neighborhood associations within the project area, personnel of each elementary school and the middle school in the project area and the Advisory Committee. The Open House Meeting was attended by 100 total people, including 21 Advisory Committee members in addition to landowners and operators in the area, residents of Northeast Lincoln, interested agencies and project team. A Spanish interpreter was also available during the meeting.

The meeting was set up in stations. Station 1 was a short informational video playing in a loop in a classroom. The five-minute video gave brief information about the past, present and future phases of the project, delivered by Cyndi Lamm, Kris Humphrey and David Cary. Following the video, the public was instructed to make their way through the remaining stations in the large hall. The stations included project background, existing conditions maps, maps and charts displaying the results of the public survey, issues and opportunities, subarea sketch concepts and a final opportunity to share anything else with the project team that may have been missed.

Several comments were captured at the issues and opportunities station as well as on the sketch concepts. Those are documented in section 4 of the Subarea Plan- Charrette Summary.

The Client and Consultant team heard comments during the meeting, and a few common themes emerged. Overall sentiment was positive, although there was confusion about why concepts are still being generated after the completion of the PEL study in 2016. There is a strong desire to plan for a north/south roadway connect to Superior on or near 33rd Street. Attendees also commented on their desire for a simple grid street network, to the extent possible.



CIVIL RIGHTS ANALYSIS

The following Civil Rights Analysis was performed for the PEL Study. No major changes were reported with the current census, therefore an updated Civil Rights Analysis was not needed for this phase of the project.

City/County Population Characteristics

According to 2010 Census data, Lancaster County has a population of 258,379, a 13 percent increase from 2000. Caucasians make up approximately 86 percent of the population, while Hispanic/Latinos account for approximately 6.3 percent, African Americans and Asians account for approximately 3.8 percent each. Native Americans and Pacific Islanders account for less than 1 percent, and the remainder of the population identifies with two or more races. The five-year median (2009–2013) household income is \$49,113, and the five-year median per capita income is \$26,188. The population is projected to grow approximately 47 percent (420,268 individuals) by 2060 (USCB, 2015).

Approximately 55 percent of the total population in the city of Lincoln is considered eligible to work. Of that population, 38.2 percent is in management/professional occupations, 24.9 percent in sales/insurance, 17.6 percent in service occupations, 11.7 percent in production and transportation and 7.6 percent in construction/natural resources occupations (USCB, 2015). Unemployment is approximately 3.0 percent (Bureau of Labor Statistics, 2016).

Limited English Proficiency Analysis

Table 3.7 provides population data for assessing LEP for this study at the Census tract level. Data in **Table 3.7** indicate that no languages meet the 5 percent threshold in the Census tract data. Because a large percentage of the population in these tracts is of minority populations, it warrants a closer look. Therefore, the block group data for the study area was analyzed for LEP populations.

Table 3.7 Limited English Proficiency Analysis - Census Tract Level

Area	% of Population that Speaks ONLY English	% Total Limited English Proficiency (LEP) Population	Languages Other than English Spoken by 5% or Greater of the Total Population*	Population of Area Age 5 or Older
Census Tract 3	92.60%	0.49%	None	About 2,900
Census Tract 4	68.70%	16.24%	None	About 4,715
Census Tract 9	84.20%	8.22%	None	About 3,420
Census Tract 29	89.90%	3.14%	None	About 4,960

* These figures reflect the population of an area that speaks a language other than English and also speaks English "Less than Very Well."



Block groups are clusters of Census blocks created by the Census Bureau as a geographic level between blocks and Census tracts to permit the release of tabulated data that cannot be presented at the block level for confidentiality purposes. Block groups generally contain between 600 and 3,000 people, never cross the boundaries of states or counties and usually cover a contiguous area. Census tracts consist of one or more block groups, with each block group uniquely numbered. Census tracts, which typically have between 1,200 and 8,000 people, with an optimum size of about 4,000 people, are defined with local input prior to each decennial Census. Census tracts are intended to represent neighborhoods; they are designed to reflect homogeneous characteristics, such as demographics, economic status and living conditions. They are relatively static subdivisions and typically do not change much from Census to Census, except to subdivide further due to population growth or be combined as a result of substantial population decline. The Census tract boundaries are intended to be maintained intact over time so that statistical comparison can be made from Census to Census (USCB, 2012).

The block group level does have some limitations on the data due to the confidentiality purposes mentioned previously. For instance, the block group level does not break down the information into specific languages; for example, data are reported regionally as “other Indo-European Languages” and/or “Asian and Pacific Island Languages” rather than identifying the language name, such as Kurdish, Arabic, Vietnamese or Karin. Despite these limitations, the analysis provides enough information to determine that LEP populations over the 5 percent threshold are, indeed, located within the study area.

Limited English Proficiency Considerations

Table 3.8 provides population data for assessing LEP for this study at the Block Group level, while **Figure 3.9** illustrates this.

Data indicate the presence of an LEP population in the study area, which reaches the LEP outreach triggers of 5 percent or 1,000 persons. Based on NDOR protocol, the following LEP outreach is recommended for this study:

- ▶ Any written information dispersed to the public about this study must be translated into Spanish. “Dispersed information” does not include highway signs but does include, for example, legal notices, news releases and study map/information handouts. If any are present in the community, community organizations and media sources likely to serve the Spanish-speaking population should be contacted and used to effectively disseminate Spanish-translated information to the Spanish-speaking community.
- ▶ If a public meeting is held for the study, the written information at the meeting must be translated into Spanish, and a Spanish/English interpreter must be present. Sign-in sheets must be at the meeting place entrance to collect data, including racial/demographic data, on meeting participants, though signing in or giving information at public meetings is always optional and is not a requirement to participate. Finally, there should be clear notice posted in Spanish at the meeting that the interpreter is available.

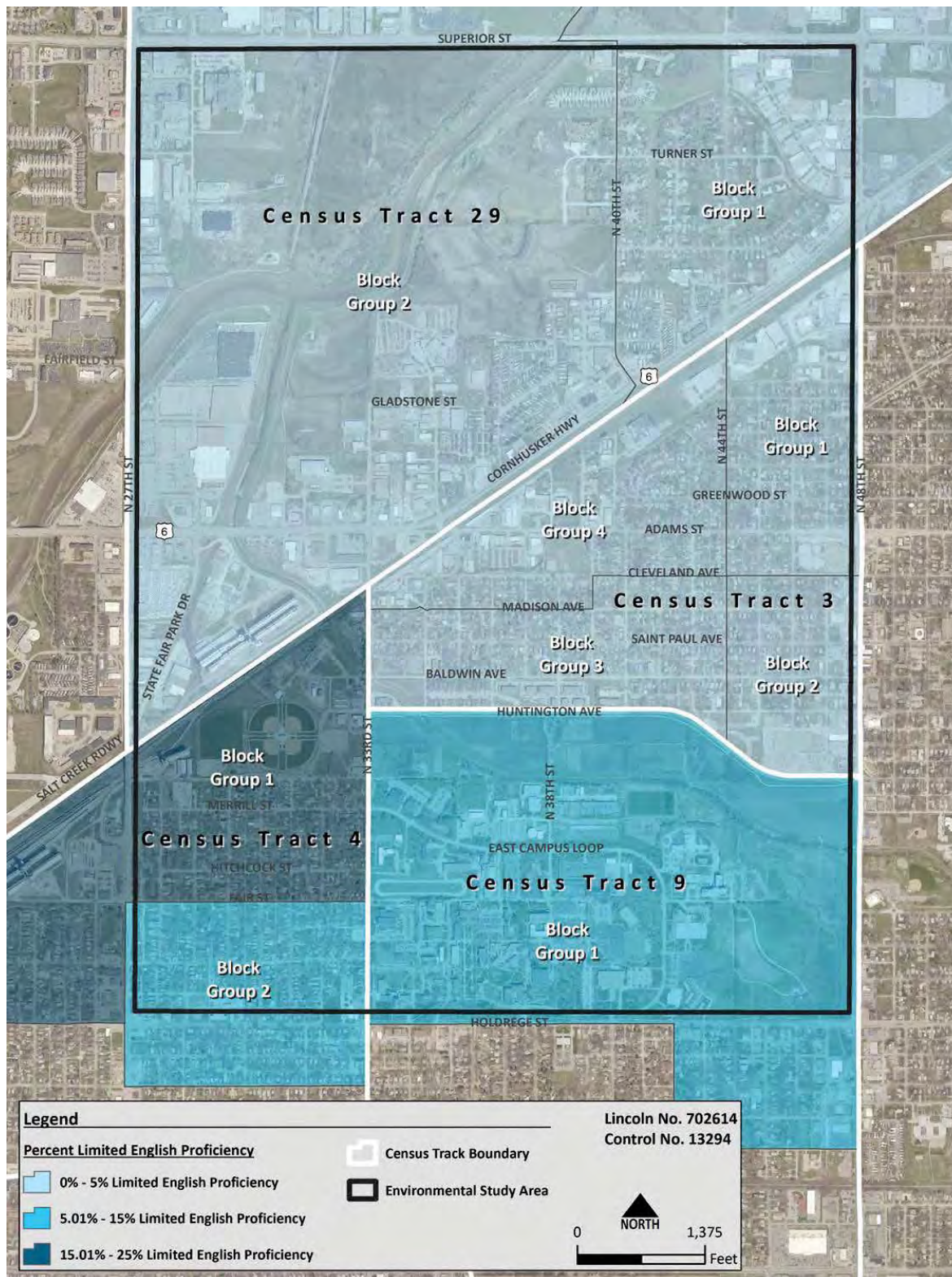


Table 3.8 Limited English Proficiency Analysis - Census Block Group Level

Area	% of Population that Speaks ONLY English	% Total Limited English Proficiency (LEP) Population	Languages Other than English Spoken by 5% or Greater of the Total Population	Population of Area Age 5 or Older
Census Tract 3, Block Group 1	83.80%	0%	16.2% (2.5% Other Indo-European Languages, 13.7% Asian and Pacific Island Languages)	518
Census Tract 3, Block Group 2	91.60%	2.20%	6.2% (4.8% Spanish, 1.4% Other Indo-European Languages)	629
Census Tract 3, Block Group 3	93.90%	0%	6.1 (1.8% Spanish, 0.86% Other Indo-European Languages, 1.1% Asian and Pacific Island Languages, 2.3% Other Languages)	1,162
Census Tract 3, Block Group 4	98.60%	0%	1.4% (Other Indo-European Languages)	591
Census Tract 4, Block Group 1	57.30%	20.70%	21.9% (6.2% Spanish, 5.5% Other Indo-European Languages, 1% Asian and Pacific Island Languages, 9.2% Other Languages)	1,562
Census Tract 4, Block Group 2	78.70%	11%	10.3% (5.6% Spanish, 2.1% Other Indo-European Languages, 1.8% Asian and Pacific Island Languages, 0.76% Other Languages)	1,585
Census Track 9, Block Group 1	76.10%	10.80%	10.1% (0.97 % Spanish, 4.5% Other Indo-European Languages, 3.5% Asian and Pacific Island Languages, 1.1% Other Languages)	1,023
Census Track 29, Block Group 1	97.50%	0.70%	1.8% (Spanish)	1,141
Census Track 29, Block Group 2	87.70%	3.90%	8.6% (1.3% Spanish, 4.1% Other Indo-European Languages, 2.4% Asian and Pacific Island Languages, 0.76% Other Languages)	3,817



Figure 3.9 Percent Limited English Proficiency





Environmental Justice Analysis and Considerations

Table 3.9 contains population data (shown on **Figure 3.10** and **Figure 3.11**) for assessing Environmental Justice issues.

Table 3.9 Minority and Low-Income Data

Area	Minority Population	Hispanic Population	Population Below Poverty Level
Census Tract 3, Block Group 1	13.7%	None	16.30%
Census Tract 3, Block Group 2	2.80%	8.90%	22.80%
Census Tract 3, Block Group 3	6.30%	13.80%	55.00%
Census Tract 3, Block Group 4	0.00%	26.20%	16.00%
Census Tract 4, Block Group 1	24.20%	10.60%	46.60%
Census Tract 4, Block Group 2	15.70%	13.20%	30.20%
Census Tract 9, Block Group 1	18.70%	2.30%	32.80%
Census Tract 29, Block Group 1	16.60%	3.70%	22.50%
Census Tract 29, Block Group 2	18.90%	4.30%	19.20%
City of Lincoln	10.20%	6.40%	16.50%
Lancaster County	9.40%	6.00%	15.20%

In general, the study area has higher minority, Hispanic and low-income populations when compared to the city and county. The Census block group-level data indicate concentrations of minority, Hispanic and/or low-income populations that are greater than the corresponding figures for the city of Lincoln or Lancaster County. Census data indicate some concentrations of populations of minority and low-income persons within the environmental study area. Therefore, protected populations, as defined in USDOT Order 5610.2(a), are present in the environmental study area.

The purpose of conducting further review as part of any future study development would be to gather additional information needed to plan for known and potential impacts to protected populations. This information can then be used to identify avoidance options, when possible, and if necessary, to assist with the development of specific mitigation measures to minimize impacts as much as possible during the development and screening of design alternatives. Additionally, the study proponents are committed to conducting community education and outreach about the study and are defined in the study's *Public Participation Plan* dated August 2015. These efforts include public participation planning meetings, key stakeholder outreach, RTSD board meetings, City/County Commons meetings, open houses, one-on-one small group meetings, newsletters, website updates, media releases and more.



Figure 3.10 Percent Minority Population

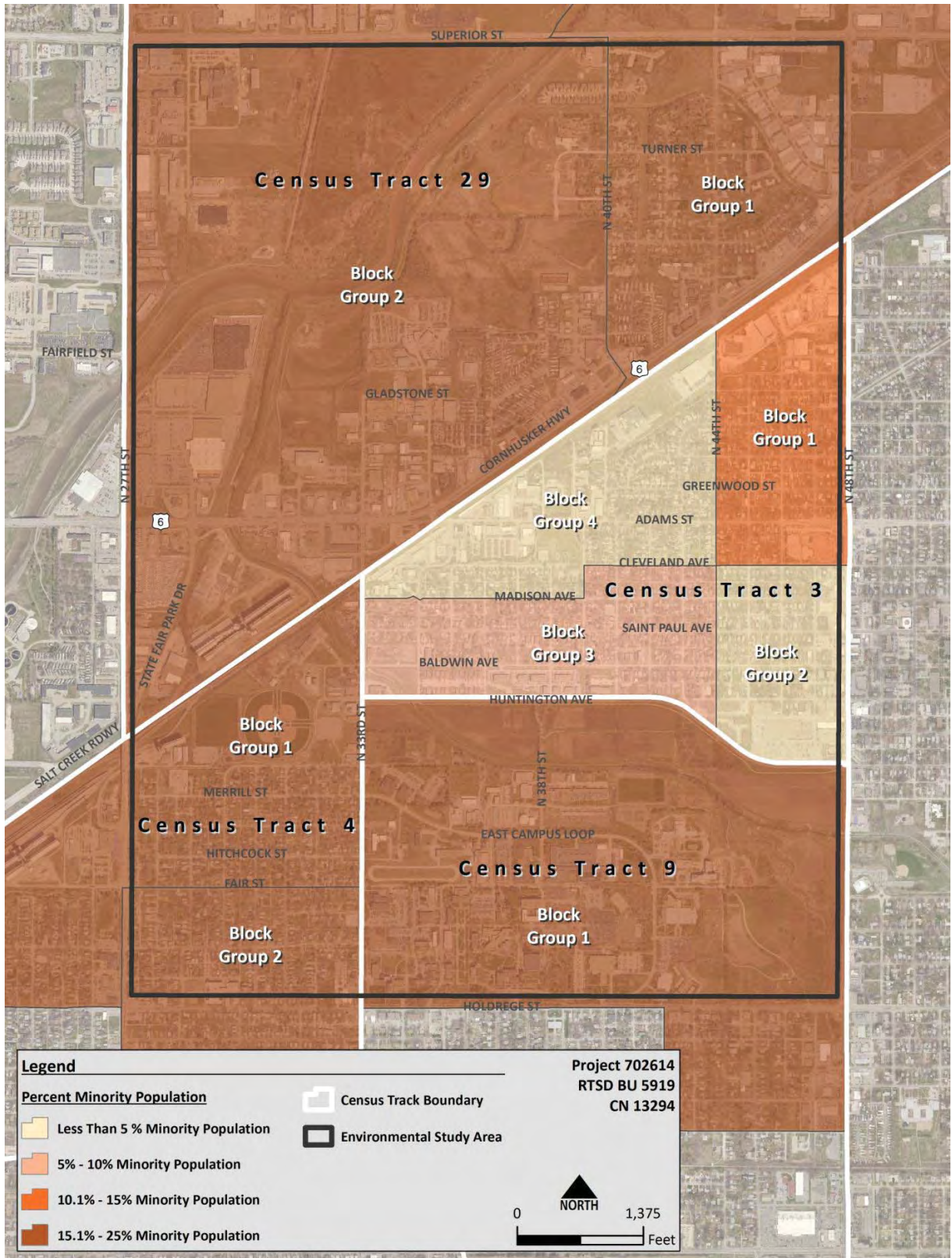
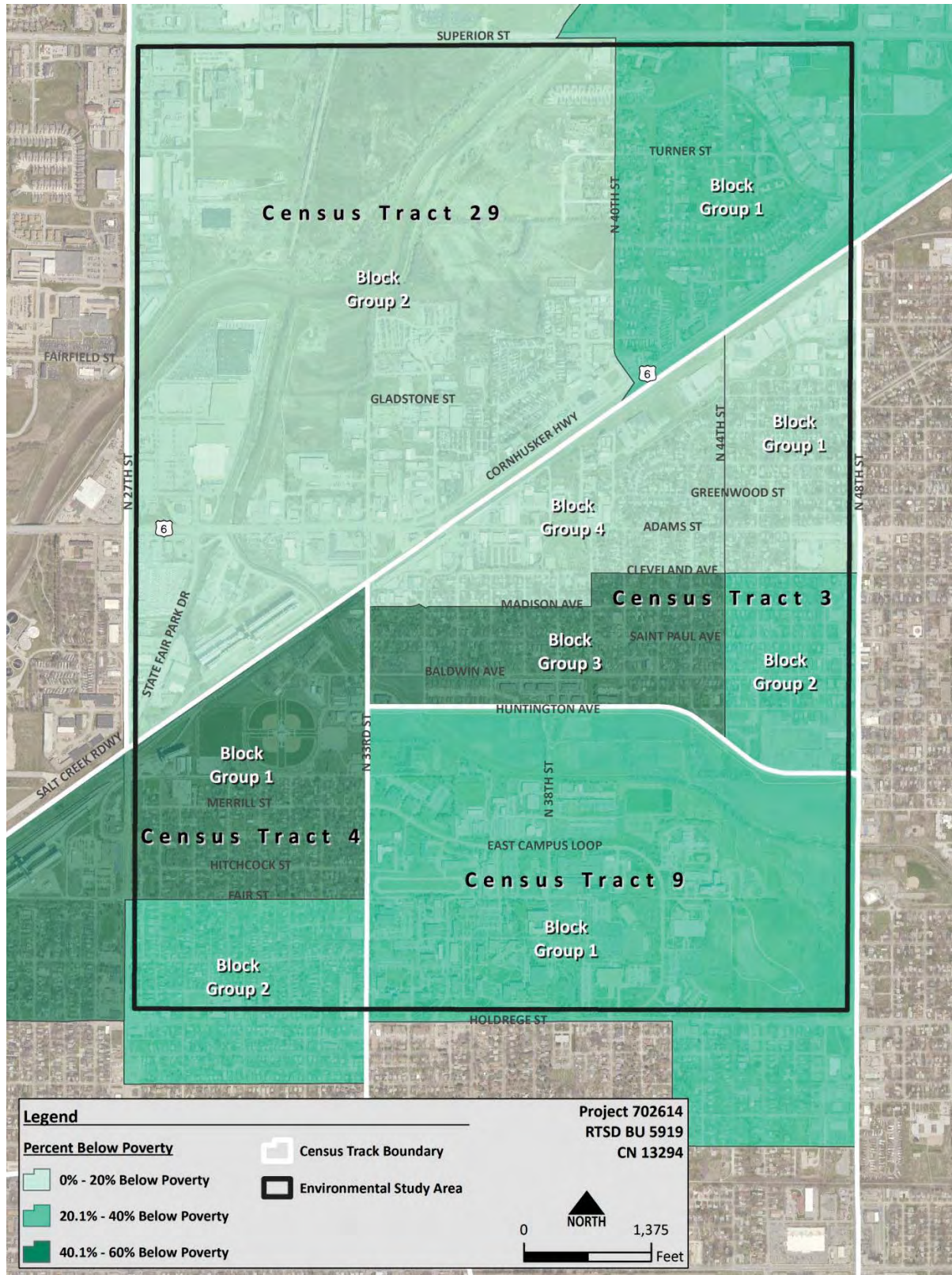




Figure 3.11 Percent Population below the Poverty Level





PUBLIC INVOLVEMENT PLAN

DATE: January 22, 2018

SUBJECT: RTSD 33rd & Cornhusker Public Involvement Plan

PURPOSE, OBJECTIVES AND EMPHASIS OF THE PLAN

The purpose of this plan is to describe the intent of the public involvement effort to be implemented for the professional planning, engineering and environmental services for 33rd & Cornhusker project. The objectives of the communications and public participation effort for the project are to efficiently and effectively inform, engage and collaboratively work with relevant stakeholders. An Advisory Committee will be implemented to provide transparency in the project, and to encourage input and collaboration. This plan is customized for the RTSD 33rd & Cornhusker Project –specific to Phase 1, Subarea and Corridor Enhancement Planning and will be reviewed and revised for Phases 2 and 3, Environmental and Preliminary Engineering processes.

ADMINISTRATIVE AND CLIENT TEAM

The Administrative and Client Teams will be made up of RTSD, City, State, Federal and Consultant personnel. The Administrative and Client Teams’ roles will be to participate in progress meetings and the planning of public engagement, including Advisory Committee and Public Meetings. The Administrative Team will provide substantive input and advice in making major project-level decisions in addition to providing guidance on issues related to their area of involvement, while the Client Team will provide support and guidance in those decisions.

Project Team Members:

ADMINISTRATIVE TEAM				
Roger Figard	RTSD	Executive Director	rfigard@lincoln.ne.gov	402-525-5620
Deb Schorr	RTSD	Board Member	dschorr@lanaster.ne.gov	402-441-7447
Cyndi Lamm	RTSD	Board Member	clamm@lincoln.ne.gov	402-432-9770
David Cary	City of Lincoln	Planning	dcary@lincoln.ne.gov	402-441-6364
CLIENT TEAM				
Kris Humphrey	RTSD	Project Manager	khumphrey@lincoln.ne.gov	402-326-1176
Andrew Thierolf	City of Lincoln	Planning	AThierolf@lincoln.ne.gov	402-441-6371
Paul Barnes	City of Lincoln	Planning	PBarnes@lincoln.ne.gov	
Lonnie Burkland	City of Lincoln	Transportation	lburkland@lincoln.ne.gov	402-441-7711
Wynn Hjermstad	City of Lincoln	Urban Development	whjermstad@lincoln.ne.gov	402-441-8211
Sara Hartzell	City of Lincoln	Parks & Rec	shartzell@lincoln.ne.gov	402-441-8261
Ben Higgins	City of Lincoln	Watershed Management	watershed@Lincoln.ne.gov	402-441-7589
Mark Lutjeharms	City of Lincoln	Transportation	mlutjeharms@lincoln.ne.gov	402-416-9925
Jared Rockemann	NDOT	Local projects	Jared.rockemann@nebraska.gov	402-479-3843
Daniel Rea	NDOT	Local Projects	daniel.rea@nebraska.gov	402-479-4738

www.33rdcornhusker.com



Jodi Gibson	NDOT	Local Projects	jodi.gibson@nebraska.gov	402-479-4337
Luke Pitts	NDOT	Environmental	luke.pitts@nebraska.gov	402-479-3567
Devin Biesecker	LPSNRD		dbiesecker@lpsnrd.gov	402-476-2729
Taylor Peters	FHWA	Environmental Protection Specialist PDP	taylor.peters@dot.gov	402-742-8436
Melissa Maiefski	FHWA	Project Team Leader	melissa.maiefski@dot.gov	402-742-8473
Mary Burroughs	FHWA	Engineering & Operations	mary.burroughs@dot.gov	402-742-8477

ADVISORY COMMITTEE

An Advisory Committee will be formed, composed of area community, business and technical leaders. Advisory Committee members will reflect a broad range of northeast Lincoln interests. Member roles will be clarified at the outset, with the expectation of the same members attending each and every session and their roles and goals as they relate to the project will be communicated. The Advisory Committee’s role will be to participate fully in the Advisory Committee meetings, as well as Workshops and Charrettes, and provide substantive input and advice to the consulting team and decision makers. It is desired that their membership will be held throughout the full project, including planning, environmental and engineering phases, and could be maintained throughout construction, but their membership relevance would be re-visited after each phase. The members will be encouraged to communicate with their constituencies to increase understanding of the project. The membership is broad-based with representatives from education, business, neighborhood and civic groups. They will serve as an important link to the community, reflecting the concerns and issues of various stakeholders and the general public. They can provide the perspective of the citizens who live, work and travel along the corridor. The committee’s contribution will assist in developing alternatives and ultimate recommendations relating to the market analysis, land use and transportation/traffic. Minutes of Advisory Committee Meetings will be taken, including documentation of all formal advice or recommendations.

Advisory Committee Members are listed as Appendix A.

PROJECT WEBSITE

The Consultant will develop a website (www.33rdcornhusker.com) and maintain it during the course of the project. All project updates and Public Meeting materials will be submitted to the Client for approval prior to upload. The website will also serve as a mode for gaining public comment through periodic surveys or other interactive features and a “Contact Us” page. The website will be updated throughout all phases, including planning, environmental and engineering. Comments made through the website will be sent to 33rdcornhusker@olssonassociates.com

SOCIAL MEDIA

The Consultant will develop Twitter and Facebook pages specific to the 33rd & Cornhusker Project. Social Media accounts will allow for active and on-going communication with the general public. All posts on Social Media will mirror updates made to the website and will point the public back to the website for additional information and opportunities to make comment.



DATABASE DEVELOPMENT AND MAINTENANCE

The Consultant will develop a database of contacts. Within the database, names, addresses, phone numbers, email and additional comments will be stored and organized. Contact lists will be created for the Advisory Committee, identified interested contacts and stakeholders, and attendees of each meeting. This database will be available and accessible for the Client Team on the Consultant-hosted Smartsheet software.

MEETINGS

Meetings will be held at integral points in the process to keep the Client Team, Advisory Committee and general public informed and engaged. These meetings may range from Client Team or Advisory Committee progress meetings to full Public Open House or Public Meetings. During the planning phase, three meetings for the Public, quarterly Advisory Meetings and monthly Client Team meetings are planned.

Client Team Meetings

Schedule of Meetings: Meetings will be held monthly.

Purpose of Meetings: Meetings will be held to coordinate public engagement efforts. The Client Team's role will be to work with the RTSD and Consultant to stay informed on project progress and give general direction, assisting the Client with decision making.

Advisory Committee Meetings

Schedule of Meetings: Meetings will be held quarterly.

Purpose of Meetings: Four Citizen's Advisory Committee Meetings will be held within the planning phase to report to members on the 33rd & Cornhusker Project progress, and receive substantive input and advice for the consulting team and decision makers. The group's purpose, composition, leadership, meeting frequency, roles and responsibilities of members and decision-making process will be defined at invitation. The meetings will be organized and an agenda formed prior to each meeting. Meetings may be in the format of Open House, Workshop, Charrette, Small Group Meeting or other format to best meet the goals of the particular meeting. A forum for dialogue in a constructive and informed manner will be provided. Group members may bring comments, concerns, ideas heard from the public and we anticipate they may share information from the meetings with the public sector they represent. Each Advisory Committee Meeting may have a progress report, and other materials as needed, which may or may not be available for their public constituents. Minutes of Advisory Committee Meetings will be developed and all formal advice or recommendations formally transmitted. A list of Committee Members is included.



Public Information open House Meetings

Schedule of Meetings: Three Open House Meetings are planned during planning phase. The meetings are tentatively scheduled to be held in February, the second in April and the third in December.

Purpose of Open House Meetings: Public Open House Meetings will be held to engage the public on the 33rd & Cornhusker Project. During the planning phase, three meetings will be held. The first meeting will introduce the project and initiate public input opportunities. Mid-year and end-of-year meetings will allow opportunities in the process to report back on recommendations and the status of the planning phase. Meetings will be an Open House format, unless otherwise necessary, concluding with a report to the attendees on what was heard. Meetings will be highly interactive. Meeting plans will be developed and reviewed with the Client prior to each meeting. Each meeting will be advertised through Legal Notice and Press Release, and meeting information will be posted on the project website and Social Media accounts. Legal Notices will be distributed at the *Lincoln Journal Star*. Press Releases will be sent to the *Lincoln Journal Star*, *Beatrice Daily Sun* and *The Waverly News*. All tangible meeting materials will be translated into Spanish in addition to English. Accommodations will be made for the hearing impaired on any video or audio presentation with the addition of closed captioning. The project distribution map is included.

Other Meetings

Schedule of Meetings: Additional meetings will be scheduled as necessary or as requested and as agreed on with the Client.

Purpose of Meetings: Other meetings may be held to inform agency or community groups on the project progress and/or to gather feedback from community or agency representation. Careful consideration will be given to each presentation request. These may include individual or small group Stakeholder meetings, one-on-one interviews or community or agency presentations. Additional meetings to be attended by the Consultant may include a Lincoln/Lancaster County planning commission meeting, City Council meeting and/or Mayor's pedestrian and bicycle Advisory Committee meeting. The Consultant may also present at RTSD board meetings as needed. Individual interviews will be conducted both as part of the Design Charrette and separately over the course of two days in February and again in later 2018. Identified businesses within the project boundary will be sent an invitation letter to participate in the interviews.

FINAL REPORT

The Consultant will prepare a final report that documents the public involvement process and includes the tools and techniques used, number of citizens participating, meeting minutes, lists of meeting attendees and a general overview of responses. Documentation of each Public Meeting and the final report will be delivered as an electronic file to the Client.



SCHEDULE

- January 2018 – PI Plan Finalized
- January 2018 – Initial Advisory Committee Members invited to join
- February 7, 2018 – First Advisory Committee Meeting
- February 22, 2018 – First Public Open House Information Meeting
- April 2018 – Second Advisory Committee Meeting
- April 2018 – Subarea Charrette
- April 2018 – Second Public Information Meeting
- May 2018 – Corridor Enhancement Charrette
- October 2018 – Advisory Committee Meeting
- December 2018 – Third Public Information Meeting
- December 28, 2018 – Final Public Involvement Report



ROLES AND RESPONSIBILITIES

Generally, responsibility for activities to implement this PIP will be allocated between the Client and Consultant project team as outlined below. More specifics are included in the scope of services for the project.

CONSULTANT

- Stakeholder identification and communication, maintenance of contact database
- Coordination of dates and locations for meetings
- Draft meeting materials, notifications and informational updates
- Development and maintenance of www.33rdcornhusker.com, Facebook and Twitter accounts and 33rdcornhusker@olssonassociates.com email account
- Documentation of participation, public comments and engagement process
- Spanish translations of meeting materials.

CLIENT

- Stakeholder and Advisory Committee identification and communication
- Distribution of mailing, including meeting notices, postcards, mailers, response letters, etc.
- Coordination of DMS Boards
- Timely review of PIP materials



Advisory Committee Members

Organization	Contact	Address	City	State	Phone	Email
NRD / University Place Neighborhood Assoc	Mike Dekalb	6015 Huntington, Lincoln, NE	Lincoln	NE	(402) 466-6357	midekalb@aol.com
ECCO	Paul Johnson, President	1415 N. 41st Street	Lincoln	NE	(402) 429-3710	ECCOPres@eastcampus.org
Heartland Wealth Partners	Travis Langemeier	7441 O Street, Suite 201	Lincoln	NE	(402) 817-1304	travis@hwpinvest.com
	Brian Michel	6441 X Street	Lincoln	NE	(402) 430-4717	bmichelconst@inebraska.com
Nebraska Wesleyan University	Dallas D Jones Jr.	1900 S. 25th Street	Lincoln	NE	(402) 405-6443	dallasdjonesj@gmail.com
State Senator	Adam Morfeld				(402) 904-5191	adam.morfeld@civicnebraska.org
Nebraska Wesleyan University - Athletic Director	Ira Zeff	5000 St. Paul Avenue	Lincoln	NE	(402) 430-2447	izeff@nebrwesleyan.edu
	Marian Price				(402) 466-0130	no1raker@aol.com
Home Builders Association of Lincoln (HBAL)	Michaela Harrison	6100 S. 58th Street, Ste C	Lincoln	NE	(402) 423-4225	michaela@hbal.org
County Commissioner	Todd Wiltgen					twiltgen@lanaster.ne.gov
LIBA	Cody Schaaf	5640 S 84th St	Lincoln	NE	(402) 525-1171	cody@nebraskarealty.com
LCOC	Justine Petsch	3 Landmark Centre, 1128 Lincoln Mall, Suite 100	Lincoln	NE	(402) 436-2352	jpetsch@lcoc.com
Clinton Neighborhood Assoc	Robert & Gloria Eddins	1700 N 29th Street	Lincoln	NE	(402) 525-8408	r_g_eddins@yahoo.com
Huntington Elementary School	Rik Devney	2900 N 46th St	Lincoln	NE	(402) 436-1144	rdevney@lps.org
Clinton Elementary	Angee Luedtke	1520 N 29TH ST	Lincoln	NE	(402) 436-1132	aluedtke@lps.org
Dawes Middle School	Angie Plugge	5130 Colfax Ave	Lincoln	NE	(402) 436-1211	aplugge@lps.org
Lincoln Police Department (NW Team)	Captain Anthony Butler	575 S 10th Street	Lincoln	NE	(402) 441-6555	lpd744@cjis.lincoln.ne.gov
GPTN	Dale Arp	426 Steele Ave	Lincoln	NE	(402) 840-2080	HUSKRS76@gmail.com
Collective Impact Lincoln / Civic Nebraska	José Lemus	1111 Lincoln Mall, Suite 350	Lincoln	NE	(402) 904-5191	jose.lemus@civicnebraska.org

North 33rd and Cornhusker

PLANNING PHASE PUBLIC INVOLVEMENT PLAN

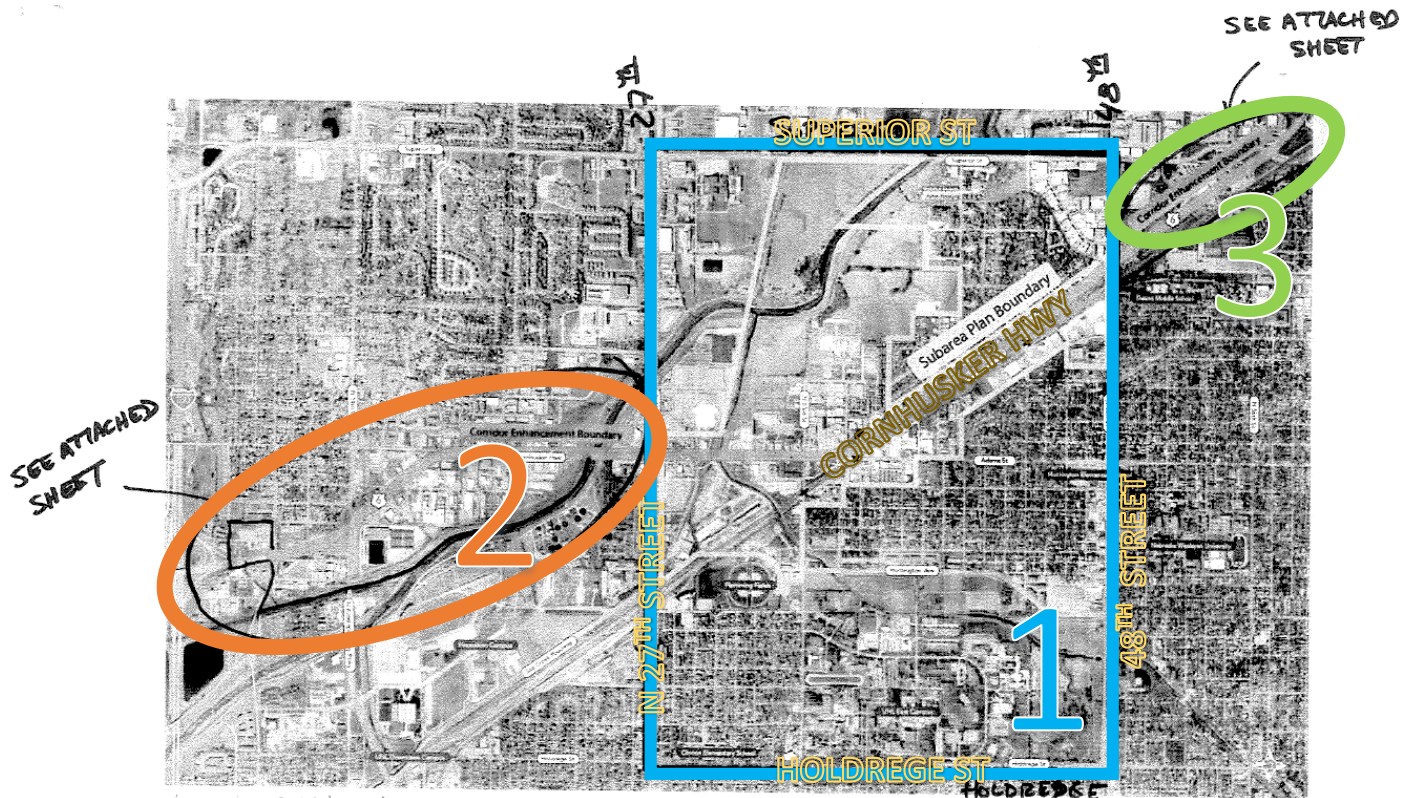
www.33rdcornhusker.com



Clinton Neighborhood Assoc	Russ Irwin	3274 MERRILL ST	Lincoln	NE	(402) 464-7955	russtrains@windstream.net
Clinton Neighborhood Assoc	Bob Reeves	3236 DUDLEY ST	Lincoln	NE	(402) 464-1803	bobreeves63@gmail.com
Lincoln Fire & Rescue Department	Pat Borer	1801 Q STREET	Lincoln	NE	(402) 441-8315	pborer@lincoln.ne.gov
StarTran	Mike Weston	710 J STREET	Lincoln	NE	(402) 441-8467	mweston@lincoln.ne.gov
UNL Director, Campus Planning & Space Mgt	Jennifer Dam Shewchuk	PO Box 880434	Lincoln	NE	(402) 472-2823	Jdamshewchuk2@unl.edu
NDOT District 1	Tom Goodbarn	302 Superior St	Lincoln	NE	(402) 471-0850 ext 1001	Thomas.goodbarn@nebraska.gov
City of Lincoln - Fiber & ROW Manager	David Young	949 W. Bond, Ste 200	Lincoln	NE	(402) 441-7711	dyoung@lincoln.ne.gov
Speedway	Ken Fougeron	340 Victory Lane	Lincoln	NE	(402) 326-0577 (C)	kgfougeron@speedwayproperties.com
Neighborworks	Mike Renken	2530 Q Street	Lincoln	NE	(402) 477-7181	mrenken@nwlincoln.org
Cornhusker International	Russ Folts	3131 Cornhusker Hwy	Lincoln	NE	(402) 466-8461, ext 206	russ.folts@cornhuskerinternational.com
City of Lincoln - Design & Construction	Thomas Shafer	949 W. Bond, Ste 200	Lincoln	NE	(402) 525-5644	tshafer@lincoln.ne.gov
George Witt Service Inc.	Becky Witt	3341 N 35th St	Lincoln	NE	(402) 430-8150	beckywitt10@yahoo.com
John Henry's	Jack Zohner	2949 Cornhusker Hwy	Lincoln	NE	(402) 610-0660	jh@jhlincoln.com
ProRail Nebraska	Bob Kuzelka	1935 A Street	Lincoln	NE	(402) 417-9424	rkuzelka1@unl.edu
Omaha Lincoln & Beatrice RR Co / NEBCO	Jack Abel	1815 Y ST	Lincoln	NE		jacka@nebcoinc.com
Greenleaf Properties	Don Linscott	300 N. 44th Street	Lincoln	NE	(402) 423-9498	dlinscott@greenleafproperties.com
PBAC	Dalyce Ronau	4515 High Street	Lincoln	NE	(402) 488-9672	dalron5@windstream.net
	Gary Bentrup					gbentrup68@gmail.com
	Jim Bunch	5042 Knox Street	Lincoln	NE	(402) 681-9344	theguys.unlv@yahoo.com
ECCO	Mary Belka	1420 N. 37th Street	Lincoln	NE	(503) 866-5704	mmelsen@eisenhartconsulting.com
Nebraska Appleseed	Selina Martinez	941 O Street, Suite 920	Lincoln	NE	(402) 802-3053	smartinez@neappleseed.org
Nebraska Appleseed	Natasha Naseem	941 O Street, Suite 920	Lincoln	NE	(402) 219-3930	natasha.naseem@huskers.unl.edu
	William Barger	7811 East Avon Ln.	Lincoln	NE	(402) 325-9252	williambarger.rb@gmail.com
Westgate Bank	Rod Hubbard				(402) 323-8985	rhubbard@westgate.bank
Cornhusker Bank	John Dittman				(402) 434-2265	jdittman@cornhuskerbank.com
Eagle's Nest Self Storage	Jacob Reis				(402) 641-2358	jacobdreis@gmail.com



GENERAL AREAS OF MEETING INVITE DISTRIBUTION



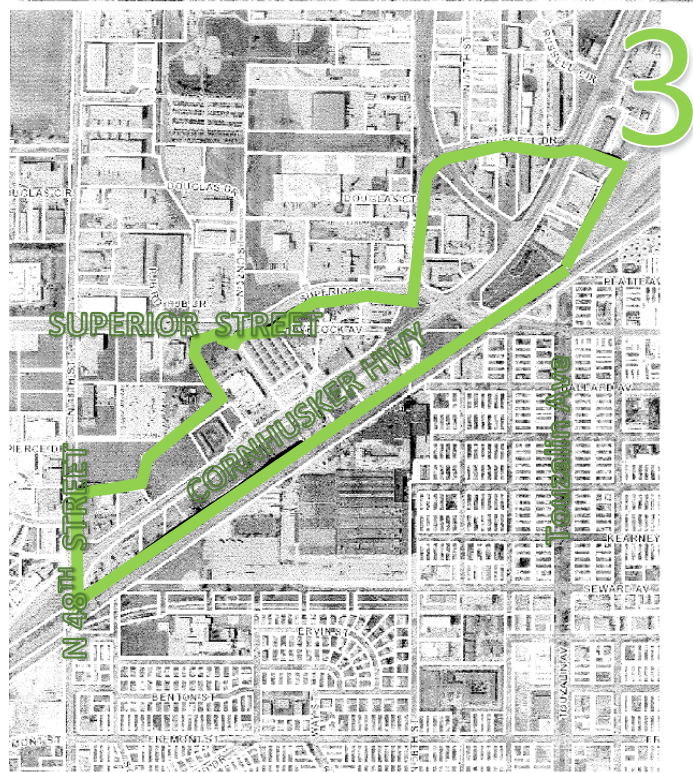
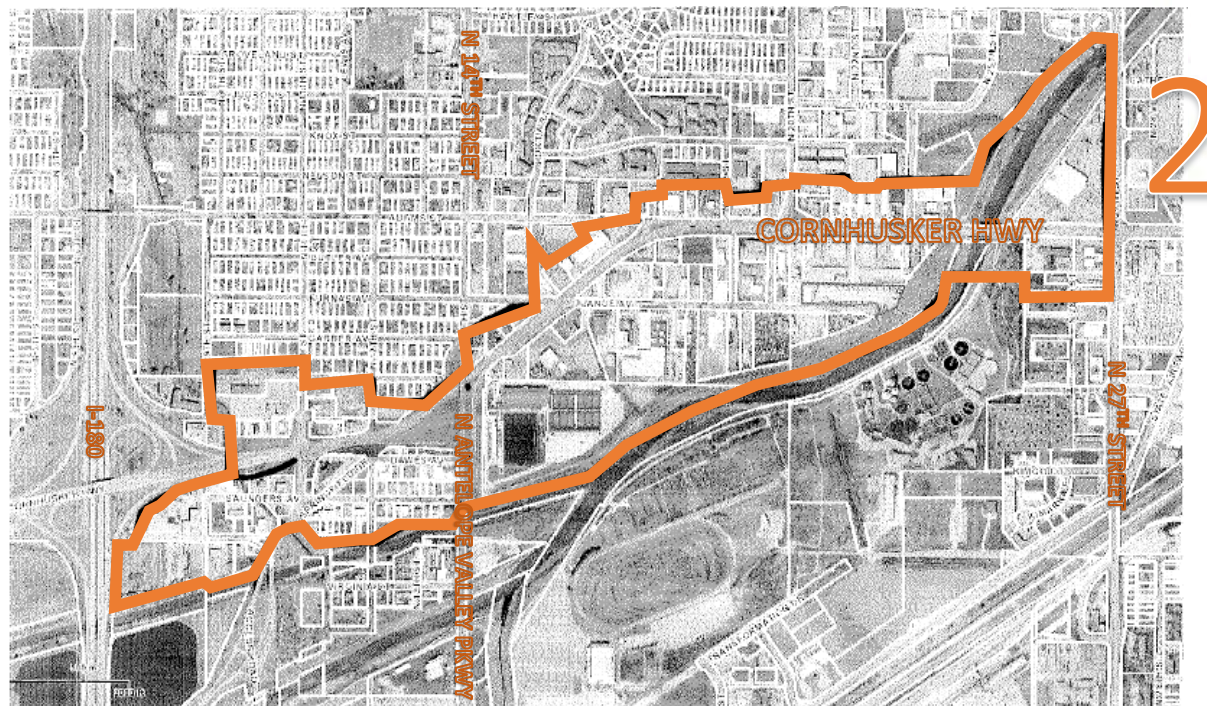
Generally 200-300' on either side of Cornhusker Hwy - outside of the NEPA Study Area + the NEPA Study Area

* Note the different boundary on the west side of Salt creek

* All owners of situs for all properties within the boundaries



GENERAL AREAS OF MEETING INVITE DISTRIBUTION





LEGAL NOTICE

Lincoln/Lancaster County Railroad Transportation Safety District (RTSD)

NOTICE OF PUBLIC INFORMATION MEETING

5:00-7:00 PM Wednesday, May 9, 2018

Information Open House Public Meeting

Center for People in Need Building

3901 N. 27th Street, Lincoln, NE 68521

33rd & Cornhusker Transportation Project, Planning Phase

RTSD BU 5919, City Project 702614, CN 13294

The Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) will hold a Public Information Open House regarding the subarea plan design for the vicinity of 33rd & Cornhusker in Lincoln, Lancaster County, Nebraska. The meeting will be held at the Center for People in Need Building, 3901 N 27th Street, on Wednesday, May 9, 2018, 5:00-7:00 P.M.

A subarea plan is a type of long range plan that is developed for a specific geographic area within a community, providing a moderately detailed blueprint for the future of that area. Included in a subarea plan is an analysis of existing conditions, visioning and public engagement and ultimately recommendations that help lay the groundwork for future opportunities within the area.

This subarea design Open House will allow attendees to participate in interactive stations to help develop the vision for the N. 33rd & Cornhusker subarea. Participants will be able to share thoughts on future land use, development, aesthetics, transportation, connectivity, floodplain, quality of life and trail system needs for the area. This subarea plan is part of the Planning Phase of the proposed N. 33rd & Cornhusker Transportation Project. Representatives from the RTSD, City of Lincoln and Consultant team will be on hand to answer questions and receive feedback.

The RTSD will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if the RTSD is notified by May 2, 2018. Written materials will be available in English and Spanish. A Spanish interpreter will be available at the Open House.

Requests for accommodations, inquiries and public comments should be submitted to: City of Lincoln, Engineering Services, ATTN: Kris Humphrey, 949 West Bond Street, Suite 200, Lincoln, NE 68521. Voice telephone (402) 326-1176; e-mail khumphrey@lincoln.ne.gov; fax (402) 441-6576.

For more information and a detailed map showing the study boundary limits, visit www.33rdCornhusker.com. For those without internet access, please contact the individual above.



AFFIDAVIT OF PUBLICATION

*** Proof of Publication ***

State of Nebraska)
Lancaster County) SS.

PUBLIC WORKS & UTILITIES ENG
949 W BOND ST SUITE 200
LINCOLN, NE 68521

ORDER NUMBER 745348

The undersigned, being first duly sworn, deposes and says that she/he is a Clerk of the Lincoln Journal Star, legal newspaper printed, published and having a general circulation in the County of Lancaster and State of Nebraska, and that the attached printed notice was published in said newspaper

two successive times(s) the first insertion having been on April 27, 2018 and thereafter on May 16, 2018 and that said newspaper is the legal newspaper under the statutes of the State of Nebraska.

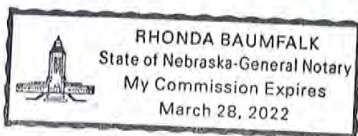
PUBLISHED ON: 04/22/2018, 05/06/2018

TOTAL AD COST: 86.93
FILED ON: 5/7/2018

The above facts are within my personal knowledge and are further verified by my personal inspection of each notice in each of said issues.

Subscribed in my presence and sworn to before me on

May 8, 2018
 Notary Public



NOTICE OF PUBLIC INFORMATION MEETING

Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) NOTICE OF PUBLIC INFORMATION MEETING 5:00-7:00 PM Wednesday, May 9, 2018 Open House Public Meeting Center for People in Need Building 3901 N. 27th Street, Lincoln, NE 68521 N. 33rd & Cornhusker Transportation Project, Planning Phase RTSD BU 5919, City Project 702614, CN 13294

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For more information and a detailed map showing the study boundary limits, visit www.33rdCornhusker.com. For those without internet access, please contact the individual above.

745348 21 Apr 22 May 6



POSTCARD INVITE

**NORTHEAST LINCOLN SUBAREA PLAN
 OPEN HOUSE**

**COME HELP US SHAPE THE FUTURE
 OF NORTHEAST LINCOLN**

FAMILIES WELCOME | REFRESHMENTS PROVIDED

www.33rdcornhusker.com

The Lincoln/Lancaster County Railroad Transportation Safety District and the City of Lincoln invite you to come participate in interactive stations to help develop the vision for the N. 33rd & Cornhusker subarea plan. Come share your thoughts on future land use, development, aesthetics, transportation, connectivity, floodplain, quality of life, and trail system needs for this subarea.

Por favor llame a Adrian Tarango al (308) 398-2943 si le gustaria recibir mas informacion en español. Un interprete estara disponible para la reunion publica.

@N33rdcornhusker

City of Lincoln &
 Lancaster County RTSD
 949 W Bond St, Ste 200
 Lincoln, NE, 68521 USA

SUBAREA OPEN HOUSE
 RTSD NORTH 33RD & CORNHUSKER
 TRANSPORTATION PROJECT, PLANNING PHASE

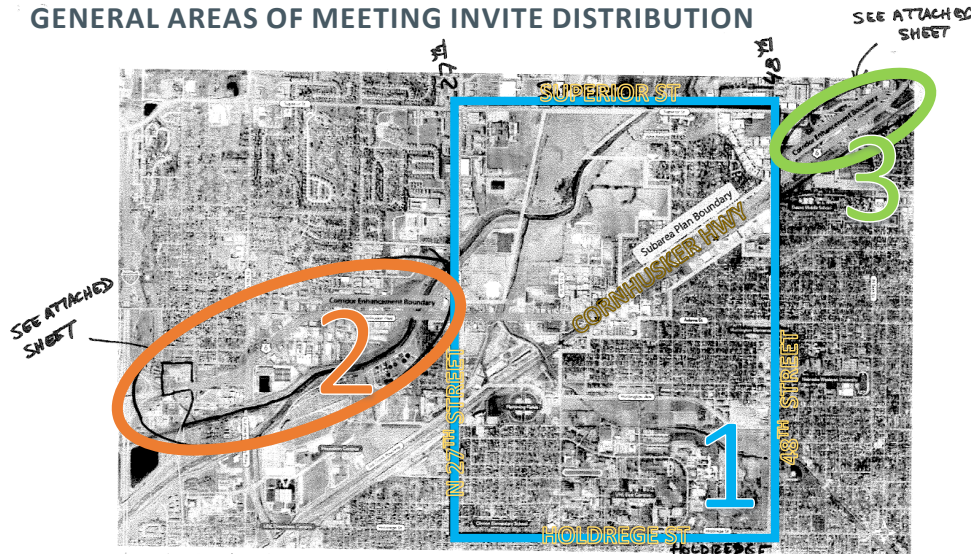
WHEN WEDNESDAY, MAY 9TH 5:00-7:00 P.M.	FOR MORE INFORMATION, PLEASE CONTACT: Kris Humphrey PROJECT MANAGER Lincoln/Lancaster County RTSD 949 W. Bond St, Suite 200 Lincoln, NE 68521-3667 402-326-1176 khumphrey@lincoln.ne.gov
WHERE CENTER FOR PEOPLE IN NEED BUILDING 3901 N. 27TH STREET, LINCOLN, NE 68521 <i>Parking available on south side of the building.</i>	Rick Herrick PROJECT MANAGER Olsson Associates 601 P St, Suite 200 Lincoln, NE 68508 402-458-5065 rherrick@olssonassociates.com

135



MAILED DISTRIBUTION AREA

GENERAL AREAS OF MEETING INVITE DISTRIBUTION



Over 3,200 dual-language postcards were mailed to property owners and residents within the project area, stakeholders and interested parties and impacted or otherwise interested members of the public and agencies.

Copies of the dual-language meeting invitation were also distributed in three trail boxes along the John Dietrich Bike Trail, as well as at identified community centers.

The Community Organizations in the project area shared the invitation with their members through their newsletters and social media.

English and Spanish Meeting invitations and “Connect With Us” cards were also shared with the following organizations:

- El Centro de las Americas
- Malone Center
- Center for People in Need
- People’s Health Center (medical and dental clinics)
- Salvation Army
- Christo Rey Catholic Church
- MoJava
- Cultiva

Community Organizations:

- University Place Community Organization
- East Campus Community Organization
- Clinton Neighborhood Organization
- Cyndi Lamm’s Lincoln Community Meetings

Brochure Box Locations:

- 33rd & St. Paul
- Woodside Playground / Fleming Fields
- 44th & Gladstone Park



MEDIA RELEASE

InterLine

lincoln.ne.gov



City of Lincoln
Mayor's Office
2018 Media Releases

Date:

May 2, 2018

For More Information Contact:

Roger Figard, RTSD Executive Director, 402-525-1520
Kris Humphrey, RTSD Project Manager, 402-326-1176

Open House Set for North 33rd and Cornhusker Project

The City and the Railroad Transportation Safety District (RTSD) invite the public to an open house Wednesday, May 9 on the plans for the North 33rd Street and Cornhusker Highway Transportation Project and Subarea Plan. The meeting is from 5 to 7 p.m. at the Center for People in Need, 3901 N. 27th Street. (Park on the south side and use the entrance under the white awning). No formal presentations are planned.

The project will be designed to improve safety and mobility, and reduce delays along the BNSF corridor between N. 27th and N. 48th streets. The corridor is used by trains, vehicles, pedestrians and bicyclists. Representatives from the RTSD, City and design consultants will be available to discuss all elements of the plan, including future land use, development, aesthetics, transportation, connectivity, floodplain, quality of life and trail system needs.

Future project phases include detailed environmental analysis, design and right-of-way acquisition. The construction date has not been set and will be dependent upon successful completion of other project phases.

The meeting room is accessible for persons with disabilities, and a Spanish interpreter will be available. For more information, visit 33rdcornhusker.com or contact Kris Humphrey, RTSD Project Manager (402-326-1176, khumphrey@lincoln.ne.gov), or Rick Herrick, Consultant Project Manager, 402-458-5065 (rherrick@olssonassociates.com).

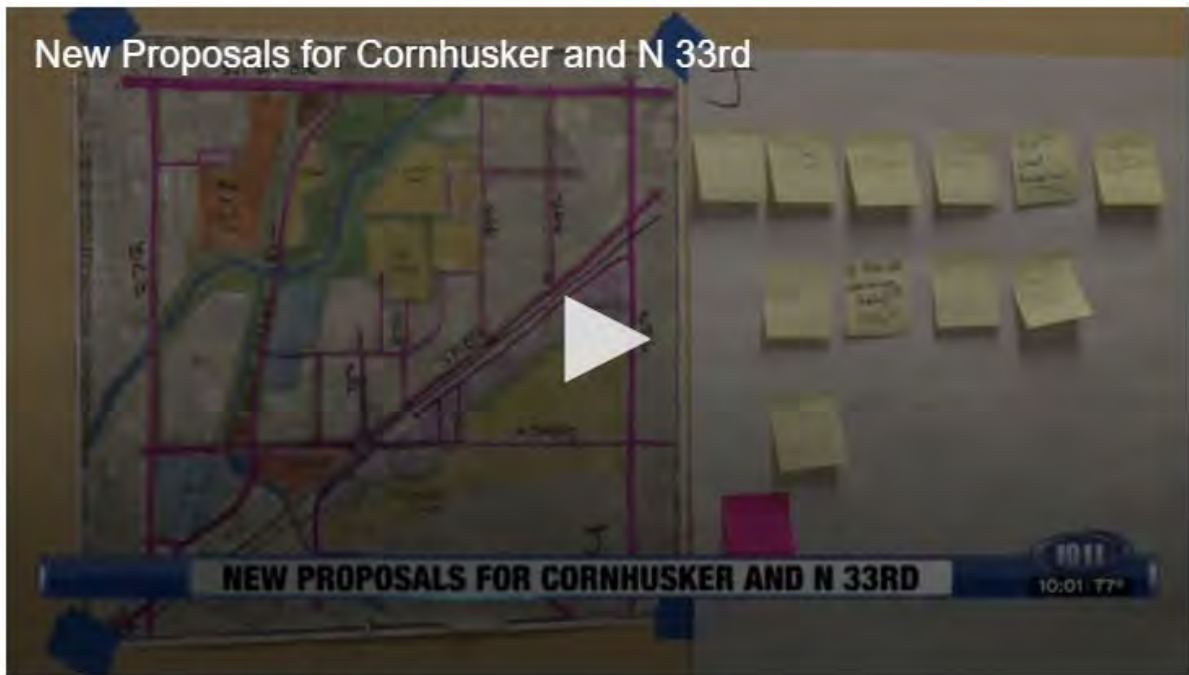
 [Mayor's Office](#)

 [Media Releases](#)



10 11 Weather Sports Pure Nebraska Contact Us Live Newscasts

New proposals for 33rd and Cornhusker



By Courtney Johns | Posted: Wed 10:40 PM, May 09, 2018



The city of Lincoln has some new ideas on how to fix 33rd and Cornhusker. On Wednesday the city shared several renderings with the public, asking them what they thought was best.


A while back the city had six renderings, but executive director of RTSD, Roger Figard says these renderings only looked at things like traffic congestion and how it would affect the trains in the area. He says they had to take a step back and look at how land in this area was being used. Figard says they looked at the impact these plans would have on pedestrians, cyclists, parks and potential businesses. Figard says a typical road project has a goal of making sure it will last for at least 20 years and he hopes these new plans will do this.

Most of the ideas involve raising portions of 33rd and Adams. However one plan would raise the railroad itself. All of these ideas will cost around \$75 million. Engineers say the final plan will likely be a combination of several of these plans. They hope to have a final plan by the end of the year and start construction in the next 6 to 8 years.





WEBSITE PAGE



N. 33rd & CORNHUSKER

[The Project](#) [Schedule](#) [Get Involved](#) [Updates](#) [FAQs](#) [RTSD](#) [Contact](#)

Subarea Design Open House - May 9, 2018


Public Meeting

Your ideas are important!

The second public information open house for the Planning Phase was held **Wednesday, May 9, 2018 from 5:00-7:00 p.m. at the Center for People In Need, 3901 N. 27th St., in Lincoln, NE.**

The open house was intended to gather input from the public on design concept sketches and several topics relative to the area of N. 33rd & Cornhusker such as:

- Land Use
- Development/Redevelopment
- Aesthetics
- Transportation
- Connectivity
- Floodplain
- Trails
- Quality of Life



Members of the public stopped between 5:00 pm and 7:00 pm to talk one-on-one with the project team. No formal presentation was given. Representatives from the RTSD and City of Lincoln were also be on hand to answer questions and receive feedback.

The meeting facility was accessible for persons with disabilities, and a Spanish interpreter was available. Parking is available on the south side of the building. Families welcome, and refreshments provided.



FACEBOOK PAGE

North 33rd & Cornhusker Project
@N33rdCornhusker

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Reviews
About
Videos
Photos
Posts
Jobs
Community
Info and Ads
Promote
Manage Promotions

Like · Following · Share · ...

Press Enter to post.

North 33rd & Cornhusker Project
May 8 · 🌐

Be part of the future vision for northeast Lincoln! Second open house is Wednesday, May 9, 5-7 pm at the Center for People in Need.

33RDCORNHUSKER.COM
Subarea Design Open House - May 9, 2018
Your ideas are important! The second public information open house...

👤 465 people reached [Boost Post](#)

👤 Nicole Barrett, Natasha Naseem and 2 others 4 Shares

👍 Like 💬 Comment ➦ Share 👤

Write a comment...
Press Enter to post.

[Learn More](#)

📊 1 post reach this week

👤 39 people like this and 45 people follow this
Rachel Anderson Wiester

Community [See All](#)

👍 39 people like this
📡 45 people follow this

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TWITTER PAGE

North 33rd & Cornhusker Project @N33rdCornhusker
Tweets 9 | Following 23 | Followers 16

North 33rd & Cornhusker Project @N33rdCornhusker · May 8
Be part of the future vision for northeast Lincoln! Second open house is Wednesday, May 9, 5-7 pm at the Center for People in Need. #LNK

Subarea Design Open House - May 9, 2018
Your ideas are important! The second public information open house for the Planning Phase was held Wednesday, May 9, 2018 from 5:00-7:00 p.m. at the Ce...
33rdcornhusker.com

North 33rd & Cornhusker Project @N33rdCornhusker · Mar 8
Something exciting is coming to northeast Lincoln! Watch this video to find out more! #LNK

Project Intro Presentation
5 min 32 sec video
olssonassociates.wistia.com

North 33rd & Cornhusker Project @N33rdCornhusker · Feb 27
Thank you for stopping by the open house last Thursday evening! In case you missed it, you can find the meeting materials on our website.

First Public Open House Meeting - Planning Phase
The first public information open house for the Planning Phase was held Thursday, February 22, 2018 from 5:00-7:00 p.m. at the Center for People In Need, 3901 N. 27t...
33rdcornhusker.com

North 33rd & Cornhusker Project @N33rdCornhusker · Feb 22
Public Open House tonight from 5-7! Stop by the Center for People in Need to

Trends for you · Change

- Tre Neal
- Aretha Franklin Had Power 2,017 Tweets
- #ParentingIn5WordsOrLess 9,325 Tweets
- #NationalNonprofitDay
- #FridayMotivation 13.2K Tweets
- #FlashbackFriday 5,862 Tweets
- I-43 5,925 Tweets
- #Daybreak8
- #Lexington
- American Legion 18.1K Tweets

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FLOOR PLAN

Additional Parking
 Approx. 200 stalls

Parking
 Approx. 80 stalls
 Including approx. 12 handicapped stalls

OPEN HOUSE

Issues & Opportunities
 Public Survey Results
 Existing Conditions
 Project Background
 Restrooms
 ADA Accessible
 Looping Video
 Welcome / Sign In
 Anything Else?
 Subarea Sketch Concepts

1
2
3
4
5
6
7
8

N 27th St



ADA ACCESSIBILITY CHECKLIST

ADA ACCESSIBILITY CHECKLIST

Event: Public Open House Meeting

Project: North 33rd & Cornhusker

Date: May 9, 2018

Venue: Center For People In Need

Time: 5:00 - 7:00 p.m.

Element	Accommodation Area	Yes	No	N/A
<u>Transportation</u>	Is the facility/meeting location accessible by public transportation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, is public transportation available at the time of the meeting/training?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Evacuation</u>	Do you know the emergency evacuation plans for the meeting/training location?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Parking</u>	Does the building have accessible (<i>handicap</i>) parking spaces?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, are they at least 8' wide and have 5' aisles next to them?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Sidewalk</u>	Are there unobstructed curb ramps leading to the sidewalk (<i>walkway</i>)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Walkway</u>	Is there a walkway from the parking lot to the building, at least 36" wide?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the walkway have a stable and firm surface?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If the accessible route is different from the primary route to and through the building, can you post signs with the wheelchair symbol that show the route?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Is the walkway level and free of steps?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If no, is there a ramp at least 36" wide?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	If there is a ramp, does it have a gentle slope (<i>1" rise to 12" length</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Entrance/Doors</u>	Is the door at least 36" wide (<i>wide enough for a wheelchair</i>)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the hardware be operated with one hand (<i>level, push plate, etc.</i>) with minimum of twisting or grasping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the handles low enough to reach (<i>maximum 48" high</i>)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the door be pushed open easily?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the threshold no more than 1/2" high and beveled?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	When a vestibule, is there a minimum of 48" between the sets of doors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Element	Accommodation Area	Yes	No	N/A
<u>Floors</u>	Are the floors hard and not slippery?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a floor mat to dry feet and crutch tips to prevent slipping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Corridors</u>	Is there a 36" corridor from the entrance to where the meeting/training is held?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the path free of objects projecting a 4" maximum into the corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Elevators</u>	Is there an elevator in the facility where the meeting/training is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	If yes, is it a working one that is large enough for a wheelchair?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Are the controls within reach (<i>maximum 48"</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Do you the controls have Braille?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Is there an audible signal ringing at each floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Is there an audible two-way emergency communication system in the elevator?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Meeting/Training Rooms</u>	Is there enough clearance around the table for a wheelchair to move?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the wheelchair pull under the edge of the table to sit close?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Restrooms</u>	Is there a wide, accessible path to the restroom?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a toilet stall wide enough that a wheelchair can enter and close the door behind? Interior space to turn around?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the water closet (<i>toilet</i>) 17-19 inches high to the rim?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the wheelchair roll under the sink (<i>29" to the bottom</i>)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the faucets be reached and turned on easily?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the dispensers (soap, towel, etc.) reachable (<i>maximum 48" high</i>)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Fire Alarms</u>	Are there flash fire alarm signals in the building, in the meeting/training room?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Signage</u>	Is there Braille text in the signage at the facility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<hr/> <i>Signature</i>		<hr/> <i>Date</i>		



PHOTOS OF THE VENUE



Front Door



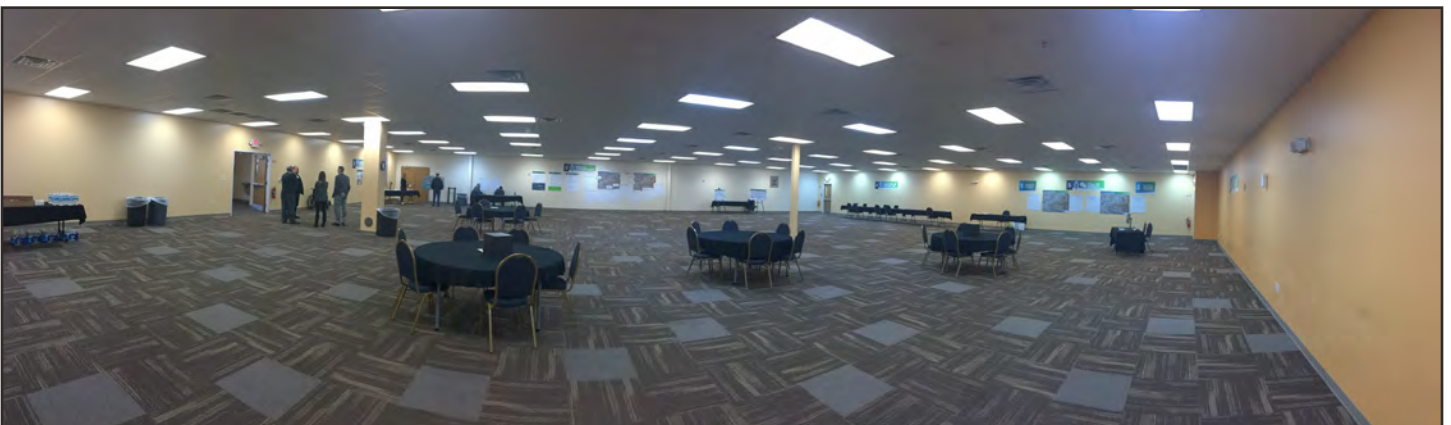
Open House Room



Looping Video Room



ADA Accessible Restrooms



Open House Room



VIDEO

Lincoln/Lancaster County Railroad Transportation Safety District (RTSD)
North 33rd & Cornhusker Project

IMPROVING SAFETY FOR
A BETTER TOMORROW

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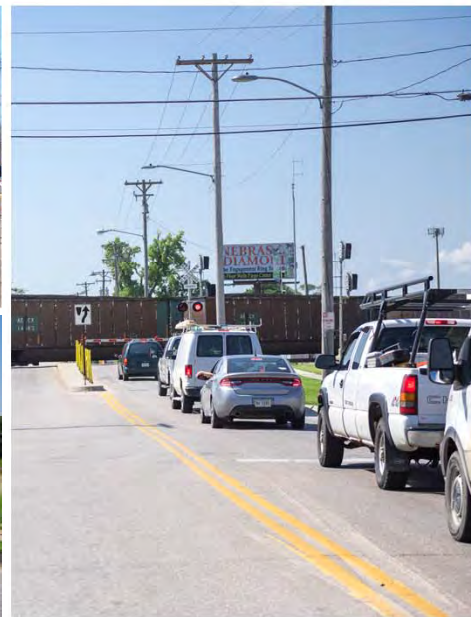
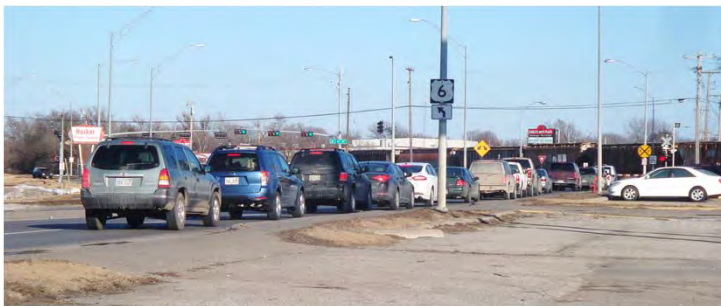
LOOPING VIDEO

Cyndi

Thank you for your interest in the North 33rd & Cornhusker project. I'm Cyndi Lamm, Lincoln's NE District 1 City Council member and member of the Railroad Transportation Safety District, or RTSD, board. This is an exciting project that will change the way we work and live in NE Lincoln and I'm proud to be a part of it!



North 33rd & Cornhusker – Planning Phase



LOOPING VIDEO

Cyndi

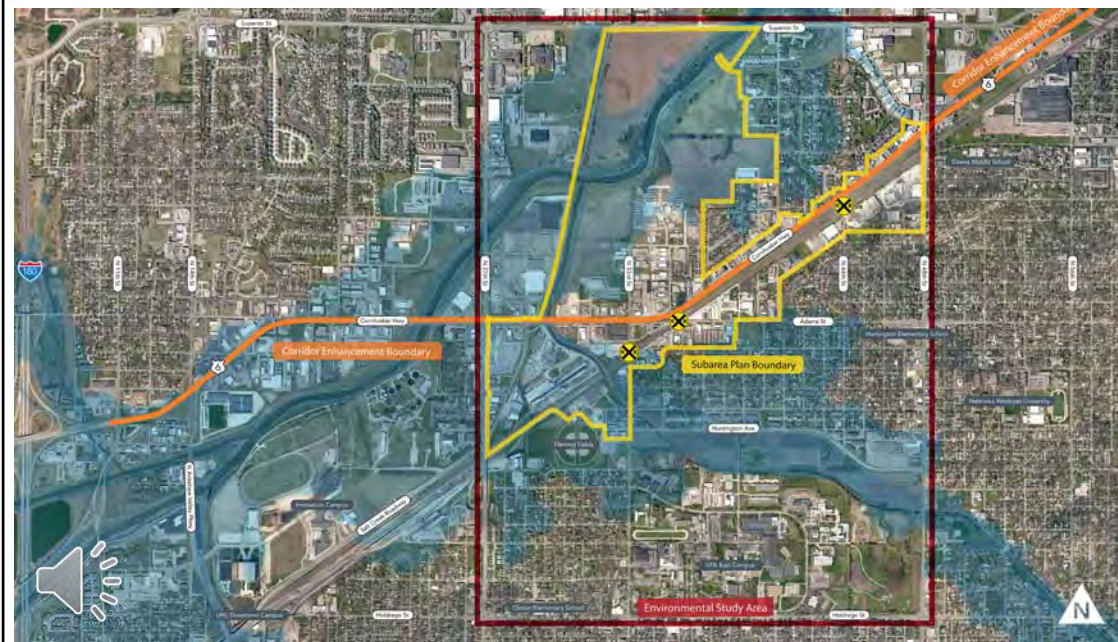
On behalf of the RTSD and City of Lincoln, we'd like to invite you to be a part of this important project too. Although this project remains a transportation project at heart, focused along the BNSF rail corridor between 27th and 48th streets, we've added a subarea study plan to develop a long-term vision and identify the unique needs for the area in order to help develop transportation street configurations that will support future private development or redevelopment opportunities. We're excited and eager to get your input and feedback to help us develop the future vision of this area!



North 33rd & Cornhusker - Planning Phase



LOOPING VIDEO

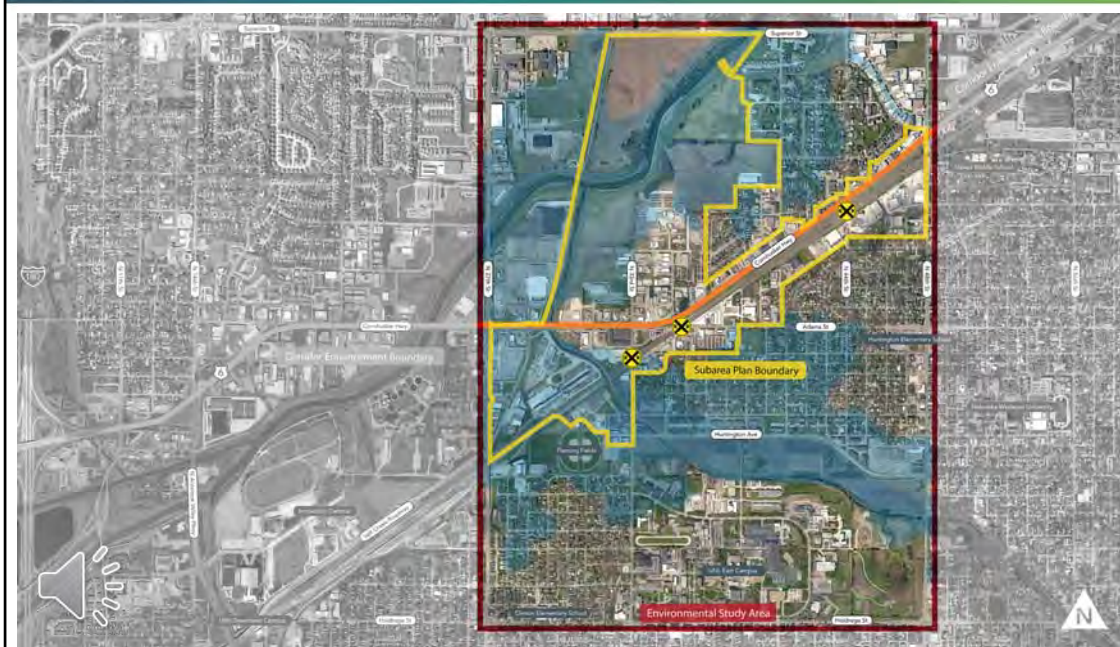


Kris

Hi! I'm Kris Humphrey, the RTSD's project manager. Back in 2015 the RTSD began work on a Planning and Environmental Linkages study. The purpose of this study was to identify and evaluate potential transportation improvements in north Lincoln with specific attention focused along the rail corridor between 27th and 48th streets.



North 33rd & Cornhusker - Planning Phase



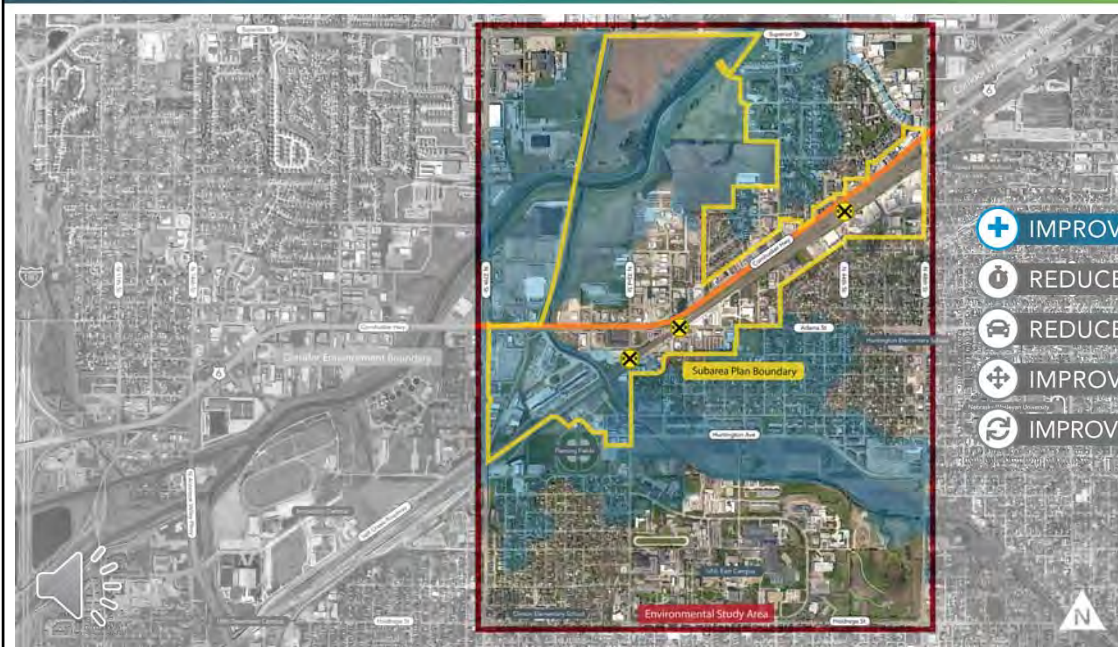
LOOPING VIDEO

Kris

As part of this study, we investigated environmental issues such as floodplains and hazardous waste sites as well as physical barriers such as Deadmans Run, existing street configurations, and existing structures inside the area highlighted in red...



North 33rd & Cornhusker - Planning Phase Objectives



- IMPROVE SAFETY
- REDUCE DELAYS
- REDUCE CONGESTION
- IMPROVE MOBILITY
- IMPROVE CONNECTIVITY

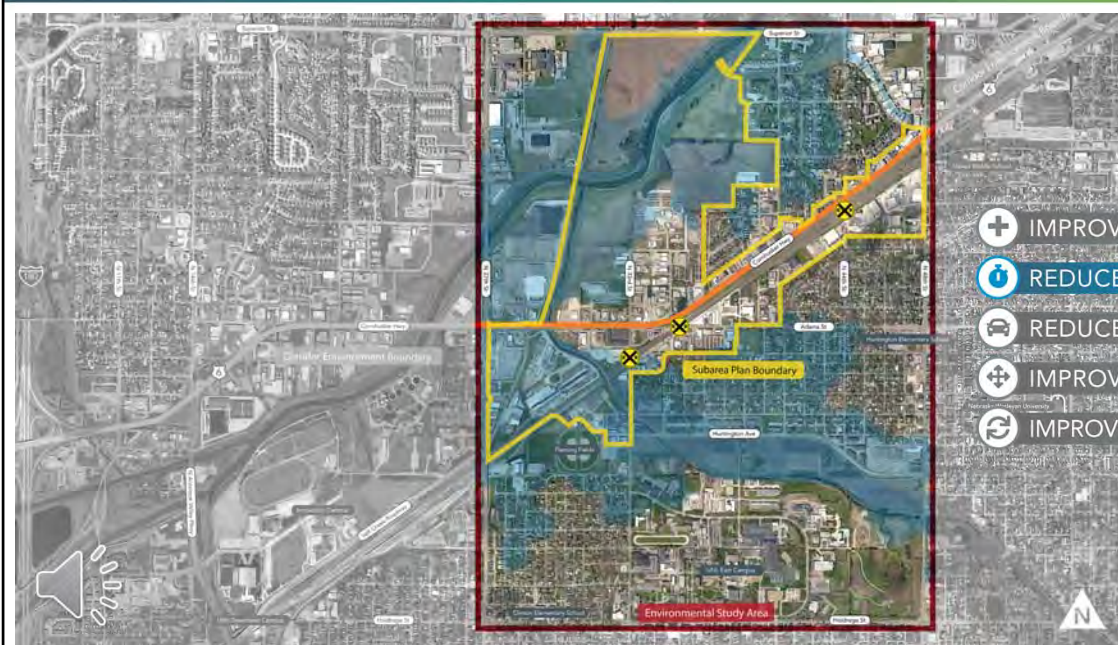
LOOPING VIDEO

Kris

We then developed street configurations that would meet the project's objectives to improve safety along the rail corridor...



North 33rd & Cornhusker - Planning Phase Objectives



- IMPROVE SAFETY
- REDUCE DELAYS
- REDUCE CONGESTION
- IMPROVE MOBILITY
- IMPROVE CONNECTIVITY

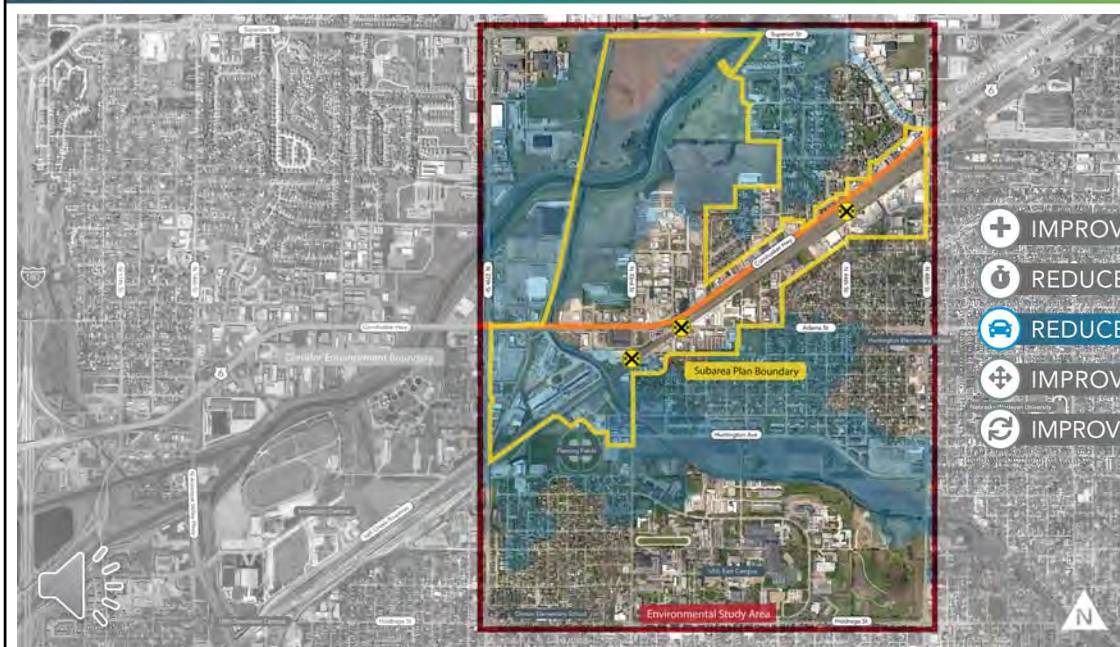
LOOPING VIDEO

Kris

... reduce delay times for vehicles, pedestrians, and bicyclists crossing the rail corridor...



North 33rd & Cornhusker - Planning Phase Objectives



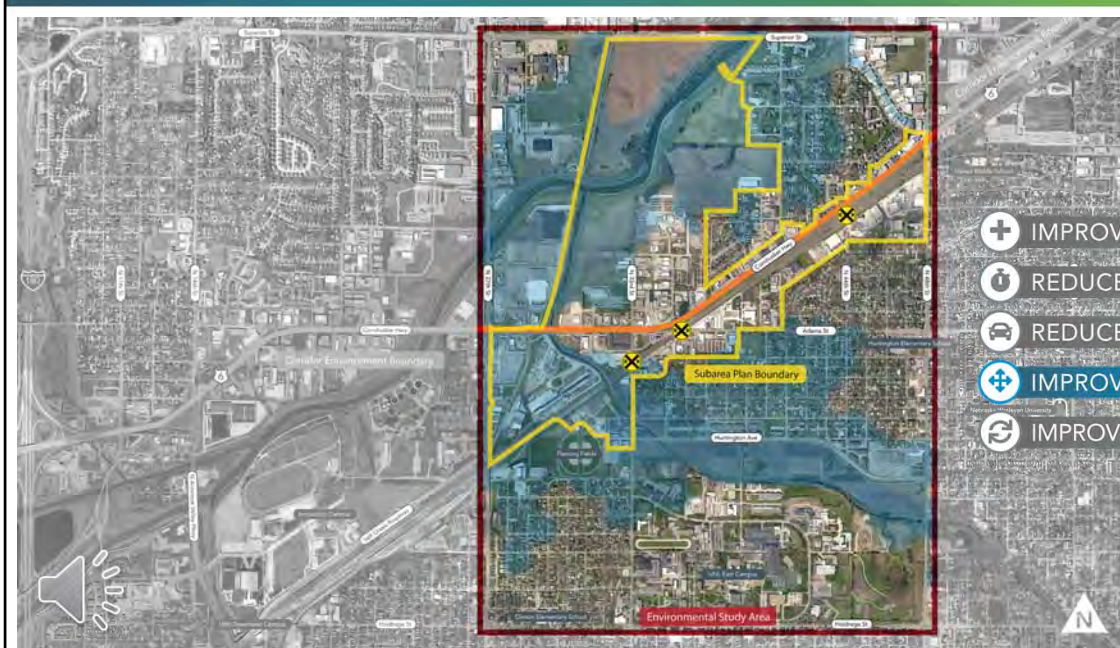
- IMPROVE SAFETY
- REDUCE DELAYS
- REDUCE CONGESTION
- IMPROVE MOBILITY
- IMPROVE CONNECTIVITY

LOOPING VIDEO

Kris
... accommodate existing and future traffic volumes...



North 33rd & Cornhusker - Planning Phase Objectives



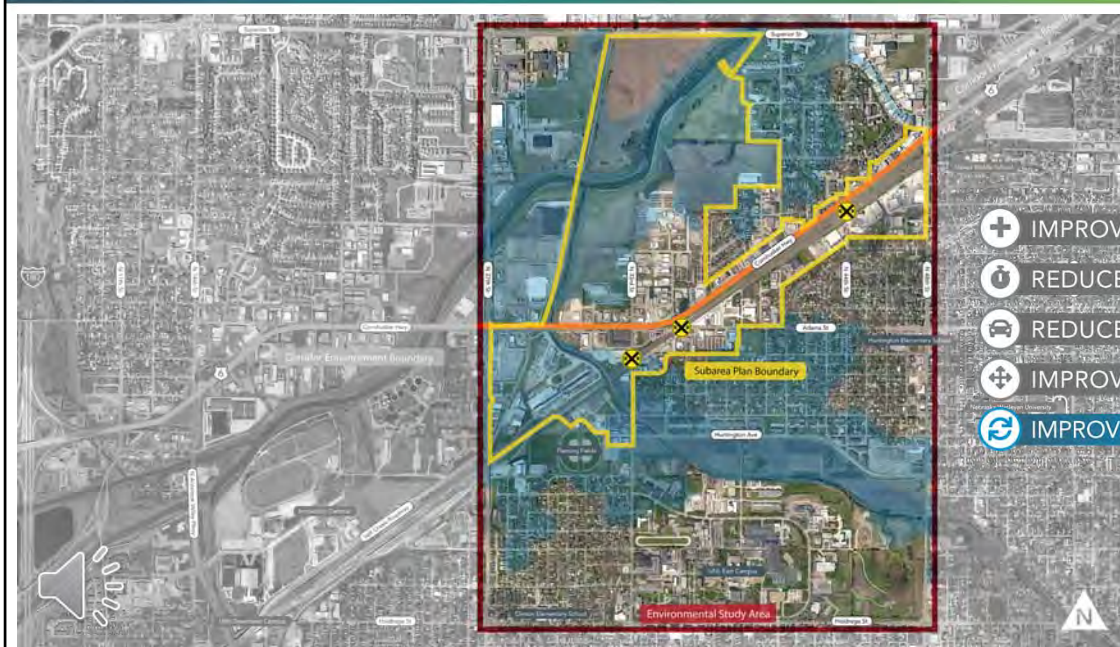
- IMPROVE SAFETY
- REDUCE DELAYS
- REDUCE CONGESTION
- IMPROVE MOBILITY
- IMPROVE CONNECTIVITY

LOOPING VIDEO

Kris
... improve mobility across the rail corridor...



North 33rd & Cornhusker - Planning Phase Objectives



- +
 - +
 - +
 - +
 - +
- IMPROVE SAFETY
- REDUCE DELAYS
- REDUCE CONGESTION
- IMPROVE MOBILITY
- IMPROVE CONNECTIVITY

LOOPING VIDEO

Kris

... and improve multi-modal connectivity for vehicles, pedestrians, bicyclists and bus transit.



North 33rd & Cornhusker - Planning & Enviro. Linkages (PEL) Study

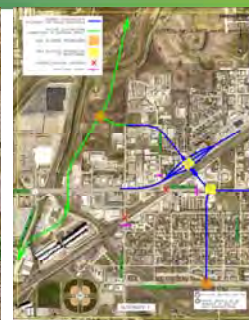
PEL Study Street Configurations – **Not Final**



Alternative E



Alternative B



Alternative F



Alternative C



Alternative C3



Alternative H



LOOPING VIDEO

Kris

The result was that six different street configurations met these projects objectives and two of these configurations were identified as the preferred configurations because they had lesser impact to the environment and physical constraints. Although these two alternatives were identified as the preferred street configurations and met all the project objectives, the RTSD and the City of Lincoln decided to develop a Subarea Plan for this area to ensure any transportation improvement would complement future land uses and support the future vision for the area as it develops or redevelops.



North 33rd & Cornhusker - Planning Phase



LOOPING VIDEO

David

Hi, I'm David Cary, Director of Planning for the City of Lincoln. As you've heard, we're developing a Subarea Plan in conjunction with the RTSD's transportation improvement project.



North 33rd & Cornhusker - Planning Phase



LOOPING VIDEO

David

We've identified the area highlighted in yellow to define the boundary of the Subarea plan which will be developed. Over the next few months, we will be taking a detailed look at existing conditions such as land uses, zoning districts, the transportation system, park land, utilities, and visual quality of the area. After analyzing these items, speaking with community members, and obtaining input from the public through surveys, comments, and open house meetings, we will then be able to identify conceptual goals and a future vision for the Subarea. This future vision will then be utilized to develop additional street configurations that would support the goals and needs of the Subarea.

North 33rd and Cornhusker

PLANNING PHASE

www.33rdcornhusker.com

VIDEO



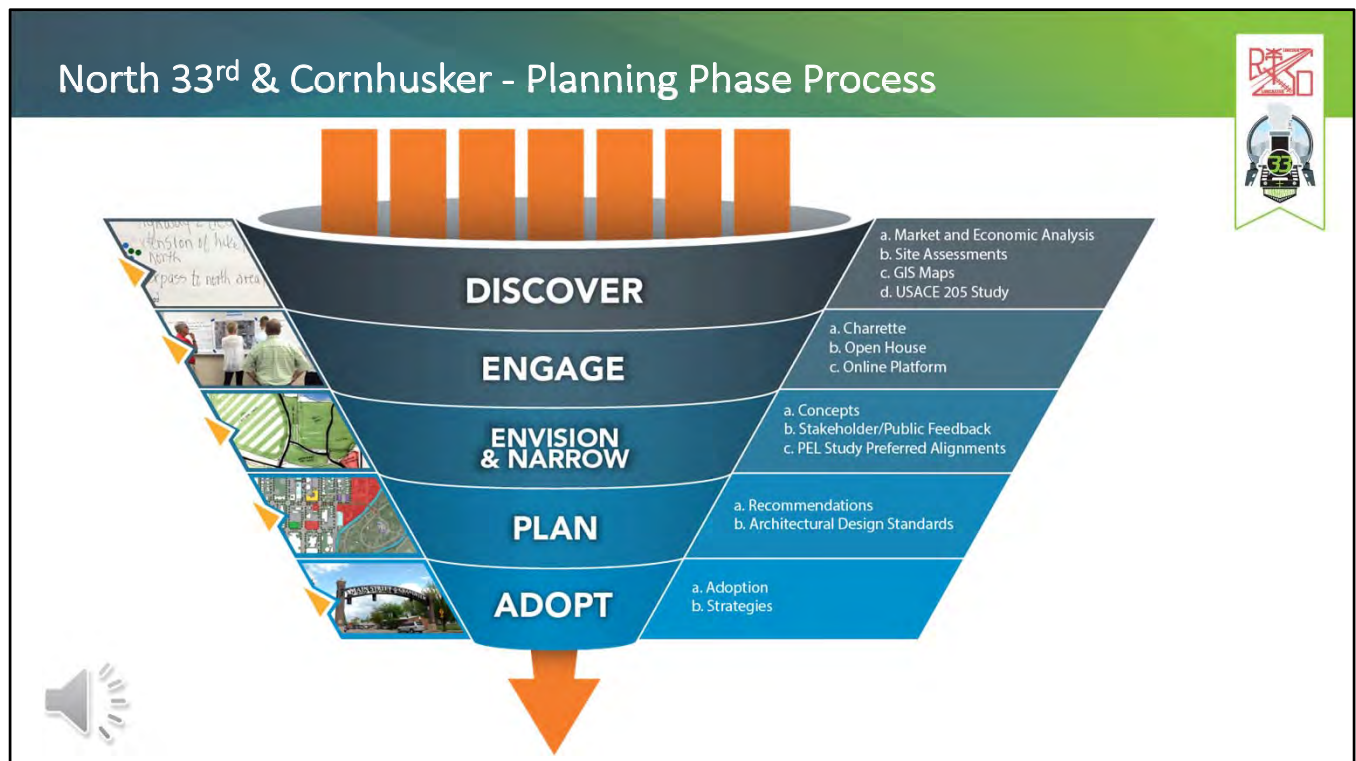
North 33rd & Cornhusker - Planning Phase



LOOPING VIDEO

David

Another component of this project is development of a Corridor Enhancement Plan along Cornhusker Highway from approximately 11th to 56th streets as shown in orange on the map. This Corridor Enhancement Plan will basically outline an identity for the corridor by developing a desired look and feel along the corridor for items such as set-back requirements, building and sign materials, site furnishings, landscaping, lighting, and art components.



LOOPING VIDEO

David

The process for developing the SAP and CEP are both similar. The first step is to gather existing information followed by obtaining public input, development of concepts, refining the concepts to a recommended plan, and ultimately adopting the plan.



North 33rd & Cornhusker – Road to Success



LOOPING VIDEO

David

The Subarea Plan and CEP are scheduled to be completed by the end of 2018 and we are anticipating a seamless transition into the environmental investigation phase of the project beginning in early 2019. Future project phases include environmental investigations, engineering, right-of-way acquisitions, and construction activities.



North 33rd & Cornhusker - Planning Phase

For more information: www.33rdcornhusker.com

Improving safety for a better tomorrow.

About the Project

The BNSF railway currently carries nearly 60 trains daily on the double-track mainline railroad through northeast Lincoln, resulting in at least 3.5 hours per day that each of the at-grade railroad crossings at N. 33rd Street and Adams Street are blocked to vehicular traffic. Combined, these two crossings have one of the highest exposure ratings and crash rates in Nebraska.

Find out how we're improving safety for a better tomorrow.

Be Part of a Legacy

We hope you'll be part of this legacy project for northeast Lincoln by getting involved in the process! Visit the Public Involvement page to find out how you can make a difference in your community.

Get involved! Feb 22 Public Open House Information

Learn More

Facebook: @N33rdcornhusker
Twitter: @N33rdcornhusker

LOOPING VIDEO

Kris

We are excited for the opportunities this project will bring and we want you to stay involved to help us identify the future vision of this area! Please follow us on Facebook and Twitter for project updates and visit our website www.33rdcornhusker.com for detailed project information.



Thank You!

IMPROVING SAFETY FOR
A BETTER TOMORROW

LOOPING VIDEO

Kris
Thank you once again for your interest in this exciting project that will change the face of
Northeast Lincoln!



MEETING DISPLAY / EXHIBITS

North 33rd and Cornhusker Subarea Plan Survey

Welcome!

The Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) and City of Lincoln are asking for your feedback about the future of land use, transportation, redevelopment, and development within the North 33rd and Cornhusker subarea. The subarea planning initiative is scheduled to be complete by the end of 2018 and will be utilized to help develop roadway alternatives as part of the overall transportation project.

This survey is one of the first steps to **uncover the vision for the North 33rd and Cornhusker subarea**. Please answer the following questions to help us understand the **public's priorities and vision** for improving this area of Northeast Lincoln.

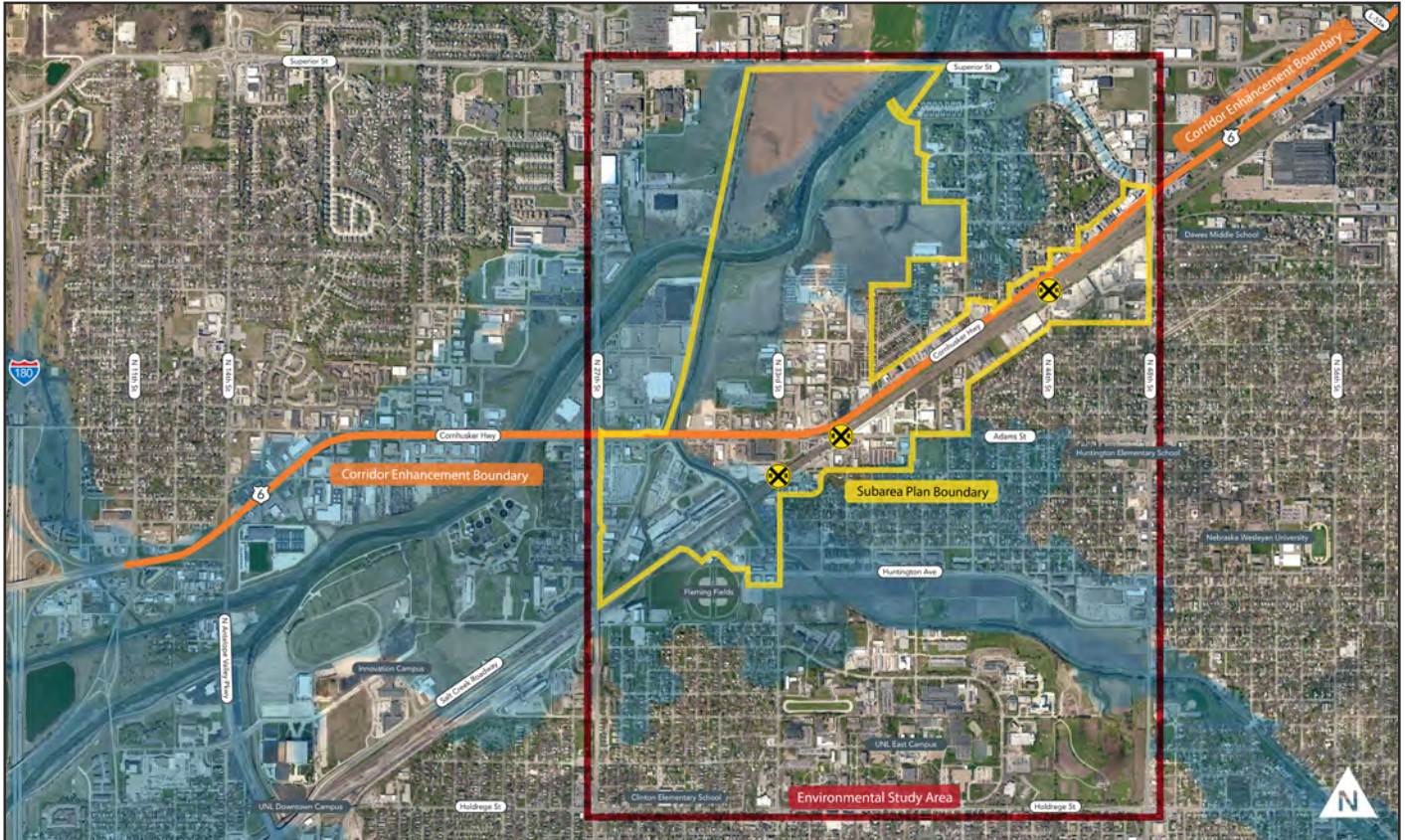


OK



0 of 19 answered

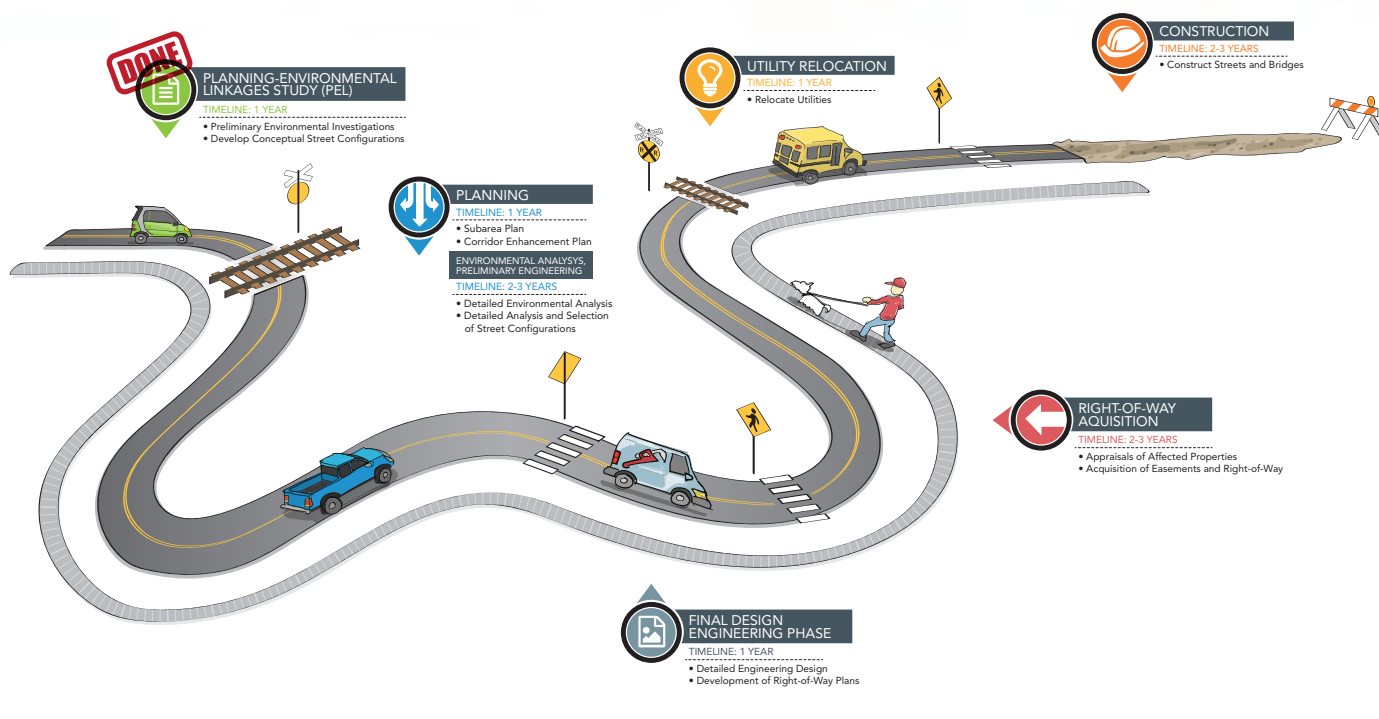
ELECTRONIC SURVEY



PROJECT BACKGROUND



North 33rd and Cornhusker ROAD TO SUCCESS

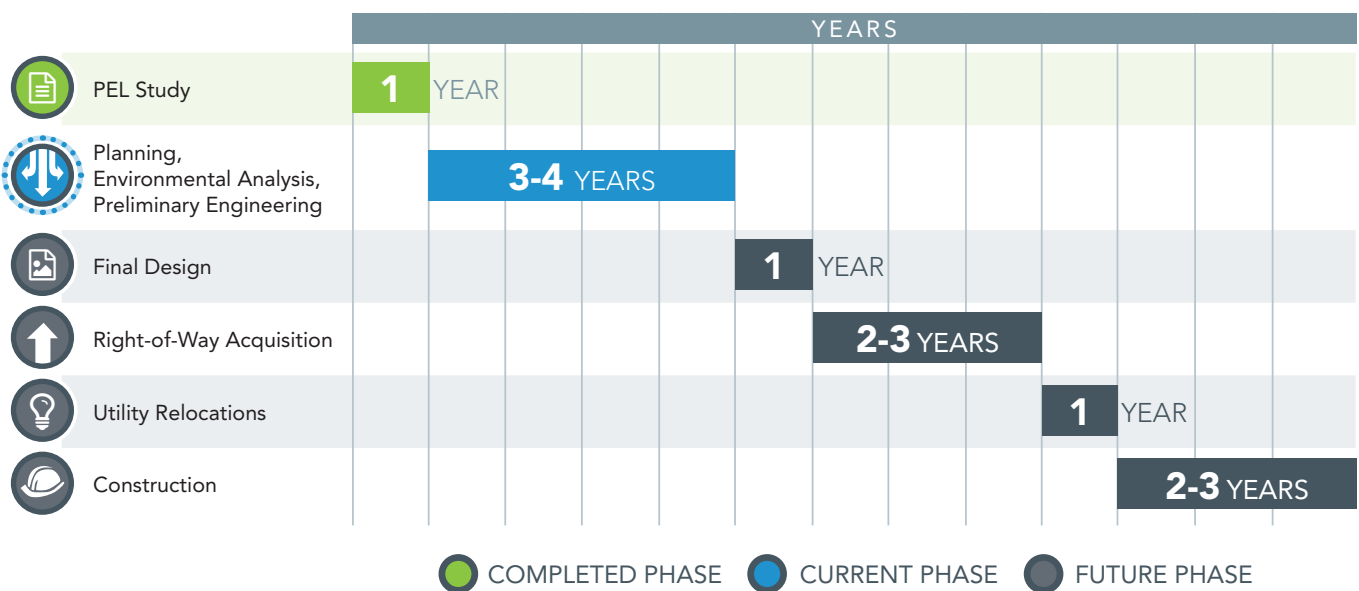


PROJECT BACKGROUND



North 33rd and Cornhusker PLANNING PHASE

ESTIMATED PROJECT TASK TIMELINE



This timeline graphic illustrates the overall project development tasks through construction and is subject to change based on project priorities or funding constraints.

PROJECT BACKGROUND



Subarea Plan



February 22, 2018

What is a Subarea Plan?

- Plans for the long term future of a specific geographic area, such as a neighborhood, corridor, downtown or any special district
- Sets forth policies that direct future growth and development within the subarea
- Guides City leaders in making substantive and appropriate investments in the subarea

What are the contents of a Subarea Plan?

- 1. Current Conditions:** A description of the condition of the subarea, including existing:
 - Land uses
 - Zoning districts
 - Transportation system (transit, rail, bicycles, pedestrians and vehicles)
 - Economic development opportunities backed by market demand
 - Parks and open space
 - Visual quality
 - Utilities
- 2. Visioning and Public Engagement:** Clear vision and goals for the subarea's future developed by speaking with community members online and during in-person events
- 3. Recommendations:** Suggested policies and programs describing how to achieve the vision and meet the goals. Recommendations will be focused on the following topics:

Subarea Plan Topics



Future Land Use



Development and Redevelopment Opportunities



Transportation and Mobility Improvements



Visual Quality Enhancements



Economic Sustainability

WHAT'S HAPPENING NOW?



Cornhusker Highway Enhancement Plan



February 22, 2018

What is a Corridor Enhancement Plan?

- Document that describes the desired look and feel of a corridor
- Provides a corridor identity
- Lays out specific improvement approaches and themes largely within the public right-of-way
- Collaborates with other relevant plans
- Guides investments by public and private sector
- Involves community members so that the plan widely accepted

Through graphics, diagrams, photographs and text the Cornhusker Highway Enhancement Plan (from 11th St. to 56th St.) will show the preferred:

- Street layout
- Setbacks
- Building and sign materials
- Amenities
- Site furnishings
- Landscaping
- Art
- Lighting

Why do we need a Corridor Enhancement Plan?

- ! **The visual quality of a highway has important ramifications for drivers and businesses in the corridor.**

A driver's, pedestrian's or bicyclist's view from the street shapes their impression of an area and informs their decisions about where to turn, where to stop and how to arrive at their destination.

WHAT'S HAPPENING NOW?







Subarea Plan and Cornhusker Highway Enhancement Plan

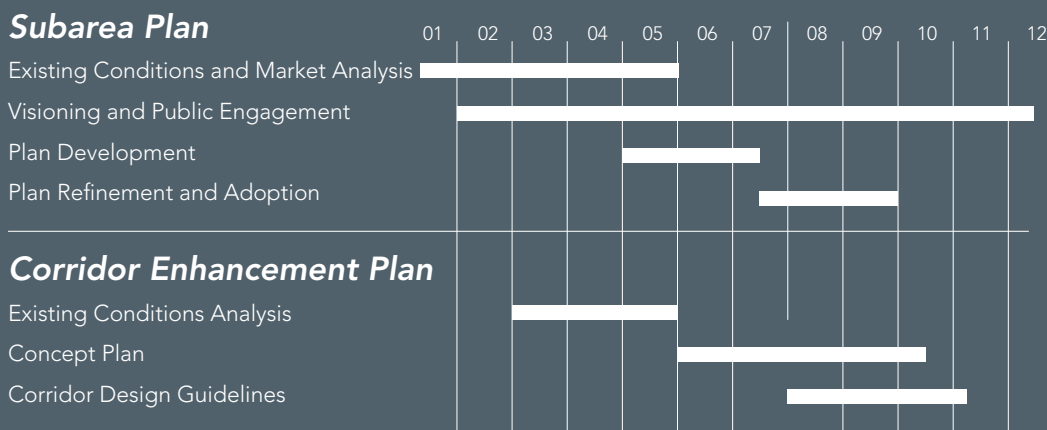


February 22, 2018

Goals

- 
Refine and Align Land Use and Zoning
 Align land use and zoning regulations to allow for implementation of identified redevelopment and development opportunities that are largely driven by the private sector
- 
Promote Economic Development
 Identify development and redevelopment opportunities for various land uses within the subarea
- 
Enhance Cornhusker Highway
 Enhance Cornhusker Highway's streetscape to entice economic development and define the character and quality of the corridor
- 
Improve Mobility and Connectivity
 Improve multi-modal mobility and connectivity across the rail corridor and throughout Northeast Lincoln for all modes of transportation
- 
Build Champions
 Identify and build up champions to carry the Subarea Plan and Corridor Enhancement Plan forward into implementation
- 
Improve Safety
 Eliminate or reduce the conflict points between trains and other modes of transportation

Planning Timeline (2018)



WHAT'S HAPPENING NOW?



SIGN-IN SHEETS

North 33rd and Cornhusker PLANNING PHASE

PUBLIC INFORMATION OPEN HOUSE - CENTER FOR PEOPLE IN NEED MAY 9, 2018



First Name	Ed & Mary Ann	Last Name	Blessing
Address	315 Judson St Line	State	Ne
Email		Zip	68521
		Phone	

First Name	Joyle	Last Name	Stuefer
Address	4101 N. 44th St.	City	Lincoln
Email		State	Ne.
		Zip	68504
		Phone	402-466-6758

First Name	R. Schuch	Last Name	
Address	4425 LEWIS AVE	State	NE
Email	McCooki4425@AOL.com	Zip	68521
		Phone	

First Name		Last Name	
Address		City	
Email		State	
		Zip	
		Phone	

First Name		Last Name	
Address		City	
Email		State	
		Zip	
		Phone	

First Name		Last Name	
Address		City	
Email		State	
		Zip	
		Phone	

First Name		Last Name	
Address		City	
Email		State	
		Zip	
		Phone	

RTSD NO 5919 - CITY NO 702614 - STATE CN 13294 - OLSSON NO 017-3604 - MAY 9, 2018



North 33rd and Cornhusker PLANNING PHASE

PUBLIC INFORMATION OPEN HOUSE - CENTER FOR PEOPLE IN NEED MAY 9, 2018



First Name <i>David</i>	Last Name <i>B. Jinger</i>	
City <i>LINCOLN</i>	State <i>NE</i>	Zip <i>68522</i>
Email	Phone <i>402-770-7750</i>	

First Name <i>Jim</i>	Last Name <i>Burden</i>	
Address <i>7000 NW 27th St</i>	City <i>Lincoln</i>	State <i>NE</i>
Email <i>Jim@westview66.com</i>	Zip <i>402-416-5235</i>	Phone <i>(402) 416-5235</i>

First Name <i>Jim</i>	Last Name <i>Morton</i>	
Address <i>4512 Greenwood St</i>	State <i>NE</i>	Zip <i>68504</i>
Email	Phone <i>402-467-4575</i>	

First Name <i>John Bug - PRECISION MACHINE</i>	Last Name	
Address <i>2933 NO. 36TH</i>	City <i>LINCOLN</i>	State
Email	Zip <i>68504</i>	Phone <i>402-467-3388</i>

First Name	Last Name	
Address	State	Zip
Email	Phone	

First Name	Last Name	
Address	City	State
Email	Zip	Phone

First Name	Last Name	
Address	State	Zip
Email	Phone	

RTSD NO 5919 - CITY NO 702614 - STATE CN 13294 - OLSSON NO 017-3604 - MAY 9, 2018

North 33rd and Cornhusker

PLANNING PHASE

www.33rdcornhusker.com

SIGN-IN SHEETS



North 33rd and Cornhusker PLANNING PHASE

PUBLIC INFORMATION OPEN HOUSE - CENTER FOR PEOPLE IN NEED MAY 9, 2018



First Name	Earl & Judy		Last Name	Sunkler	
City	3604 St Paul Ave		State	Lincoln	
Email		Zip	68504		
		Phone	402-464-3634		

First Name	Dennis L. Wahlers		Last Name		
Address	441 Greenwood St	City	Lincoln	State	NE
Email		Zip	68504		
		Phone			

First Name	Celine Selig		Last Name		
Address	6101 Walker Ave		State		
Email		Zip			
		Phone			

First Name	Timothy Haver		Last Name		
Address	2221 Griffith St	City	Lincoln	State	NE
Email		Zip	68503-1835		
		Phone	402-455-4153		

First Name	Joni		Last Name	Hauck	
Address	3229 Doane St.	City	Lincoln	State	NE
Email	jennybe22@yahoo.com		Zip	68503-	
		Phone	(402) 570-6737		

First Name	Neoman		Last Name	Parks	
Address	3745 Cleveland	City	Lincoln	State	NE
Email		Zip	68504		
		Phone			

First Name	Matt Shimerdla		Last Name		
Address	Schemmer Lincoln		State		
Email		Zip			
		Phone			

RTSD NO 5919 - CITY NO 702614 - STATE CN 13294 - OLSSON NO 017-3604 - MAY 9, 2018



North 33rd and Cornhusker PLANNING PHASE

PUBLIC INFORMATION OPEN HOUSE - CENTER FOR PEOPLE IN NEED MAY 9, 2018

First Name	Mike Heyl	Last Name	Heyl
City	Lincoln	State	NE
Email	mhey1@lincoln.ne.gov	Zip	68516
		Phone	402-441-3889

First Name	Ken Horky	Last Name	Horky
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		State	NEB
		Zip	68504
Email	SUEZQA2@WINDSTREAM.NET	Phone	402-467-4898

First Name	RUGEB A.	Last Name	STEINER
City	1500 KNOX STREET APT 10 LINCOLN	State	NE
		Zip	68521-45210
		Phone	402-326-1211

First Name	DONNA	Last Name	DeKalb
Address	6015 Huntington	City	Lincoln
		State	NE
		Zip	68507
Email		Phone	

First Name	DON HARTSHORN	Last Name	HARTSHORN
City	LINCOLN	State	NE
		Zip	68504
		Phone	402-466-1002

First Name	Don Spilker	Last Name	Spilker
Address	201 Fletcher Ave	City	Lincoln
		State	NE
		Zip	68521
Email	spilker treefarm@windstream.net	Phone	402-477-0387

First Name	Milan	Last Name	Wall
City	Lincoln	State	NE
		Zip	68521
		Phone	402-435-8908

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North 33rd and Cornhusker

PLANNING PHASE

www.33rdcornhusker.com

SIGN-IN SHEETS



Timestamp	First Name	Last Name	Address	City	State	ZIP Code	Phone	Email address
5/9/2018 16:45:12	Jon	Fleege	N 86 CT, Lot 1	Lincoln	NE	68505	401-499-5859	njfleege@yahoo.com
5/9/2018 16:50:46	Luke	Vavricek	1815 Y Street	Lincoln	NE	68508	402-434-1212	lukev@nebcoinc.com
5/9/2018 16:58:12	Leila	Johnson	808 Carlos Dr	Lincoln	NE	68505	402-483-7092	jimjon85@hotmail.com
5/9/2018 17:00:09	pat	pittman	3320 Cornhusker	lincoln	ne	68504	4025408317	ppittman4@gmail.com
5/9/2018 17:00:41	Nadine	Hain	4151 Ridgeview dr	Lincoln	nebraska			
5/9/2018 17:01:17	carolene	SKOROHOD	501 SOUTH 120 ST	LINCOLN	NE	68520	402-432-9243	GEORGE.SKOROHOD@HOTMAIL.COM
5/9/2018 17:01:29	Pam	Brunke	850 Irving St	Lincoln	NE	68521	402 438 3330	p_brunke@yahoo.com
5/9/2018 17:04:18	DEDE	MAU	1035 s 32nd	Lincoln	Ne	68510	4028751311	dede.mau@woodsbro.com
5/9/2018 17:06:11	Carl	Mau	1035 South 32nd Street	Lincoln	NE	68510-3231	402-981-3809	carl@lu464.org
5/9/2018 17:06:54	Nicole	Barrett	6831 Adams St	Lincoln	NE	68507	4022028358	nicbarrett2000@yahoo.com
5/9/2018 17:11:02	Donald	Dingman	3121 W ST	Lincoln	NE	68503	402-475-9108	dondingnman@windstream.net
5/9/2018 17:11:23	Jeff	Babl	2333 N. 33rd St.	Lincoln	NE	68504	402-466-1515	jeff@shaffercomm.com
5/9/2018 17:11:40	Randy	Baldwin	2851 no 35	Lincoln	Ne	68504	4024665144	
5/9/2018 17:12:12	Sue Ellen	Wall	1530 N Gate Circle	Lincoln	NE	68521	4024358908	swaney2445@inebraska.com
5/9/2018 17:12:22	mark	dittman	4300 cornhusker hwy apt e2	lincoln	ne	68504	4028751938	mark.dittman@huskers.unl.edu
5/9/2018 17:13:10	Steve	Garbe	6841 So 43rd Street	Lincoln	NE	68516	4022610550	spg2@iteris.com
5/9/2018 17:14:28	A & B Auto Sales LLC		3441 Adams St	Lincoln	NE	68504	4024356444	hrichter_abauto@outlook.com
5/9/2018 17:15:00	Robert	Wittler	2436 North 48th Street	Lincoln	NE	68504	4024358600	rwittler@ayarsayars.com
5/9/2018 17:19:08	Allen	Neemann	1412 Hartley	Lincoln	NE	68521		
5/9/2018 17:21:03	sharon	neemann	1412 hartley street	lincoln	NE	68521		
5/9/2018 17:21:21	Jason	Metcalf	5411 S 90th	Lincoln	NE	68526	4022026314	jasonmetcalf12@gmail.com
5/9/2018 17:22:15	Rita	Metcalf	8521 A	Lincoln	NE	68520	402-202-4653	ritametcalf@gmail.com
5/9/2018 17:25:14	Marcee	Seng	6101 walker	LIncoln	NE	68507	4024645463	
5/9/2018 17:25:16	Bennie	Shobe	1840 B Street	Lincoln	Ne	68502	402-730-9078	bennie.shobe@gmail.com
5/9/2018 17:26:40	jeff	rardin	3935 st paul ave	lincoln	ne	68504	4024660002	jeffrardin@hotmail.com
5/9/2018 17:28:39	Ted	Nugent	1248 O Street, Suite 852	Lincoln	NE	68508	402-323-6572	kari.fredrickson@wsp.com
5/9/2018 17:31:40	Mike	Malone	9909 W. Stagecoach Road	Crete	NE	68333	402-826-7131	mmalone1981@gmail.com
5/9/2018 17:38:19	Richard	Haden	3300 S. 29th Street	Lincoln	Ne	68502		rick.haden@fhueng.com
5/9/2018 17:39:37	Maurice	Baker	sTREET3259 STARR	IINCOLN	NE	68503	402-464-1864	
5/9/2018 17:43:05	Rick	Vest	2145 Gunnison Drive	Lincoln	NE	68521	402-202-0629	rickvest5@gmail.com
5/9/2018 17:43:18	Jane	Jordan	2909 West 124th Street	Leawood	kansas	66209	913-300-0325	jane.jordan@wsp.com
5/9/2018 17:45:18	Todd	Adamson	1737 Old Glory Road	Lincoln	NE	68521	402-476-3690	tadamson69@gmail.com
5/9/2018 17:46:54	LINDY	HOFFMAN	4618 COLFAX CIRCLE	LINCOLN	NE	68504		
5/9/2018 18:02:15	STEVEN	PETERSEN	2315 LYNNRIDGE PL	LINCOLN	NE	68521	4025649401	SDPETER10@GMAIL.COM
5/9/2018 18:18:19	James	Frohman	7335 Pioneers Blvd 212	Lincoln	NE	68506	4026172484	jimtell@hotmail.com
5/9/2018 18:19:25	KEN	FRALEY	3304 MADISON AVENUE	LINCOLN	NEBRASKA	68504		customk@windstream.net
5/9/2018 18:28:00	Charlene	Jochum	1901 Montclair Drive	Lincoln	NE	68521	402-435-0167	cljoch@yahoo.com
5/9/2018 18:28:06	Larry	Jochum	1901 Montclair Dr	Lincoln	NE	68521	402-435-0167	cljoch@yahoo.com



N. 33rd Cornhusker Design Charrette and Public Open House
May 8-10, 2018

Name	Bus/Org	Waiver	5/8 am	5/8 pm	5/9 am	5/9 pm	5/9 OH	5/10 am	5/10 pm
Adam Morfeld	State Senator								
Angee Luedtke	Clinton Elementary								
Angie Plugge	Dawes Middle School								
Barry Shull	University of Nebraska-Lincoln	BS			BS	X	X	X	X
Becky Witt	George Witt Service Inc.	Becky	Becky	X				Becky	Becky
Bob Kuzelka	ProRail Nebraska		X	X		X	X	X	X
Bob Reeves	Clinton Neighborhood Assoc	BR	RDK						
Brian Michel									
Captain Anthony Butler	Lincoln Police Department (NW Team)	CA	CA		X	+		X	X
Cec Brady	ECCO	CB	CAB		CAB		CAB	CAB	CAB
Cody Schaaf	LIBA								
Dale Arp	GPTN	DA	DA		DA	DA	DA	X	DA
Dallas D Jones Jr.	Nebraska Wesleyan University	DD	DD		DD	DD	DD		DD
Dalyce Ronau	PBAC	DR	DR		DR	DR	DR	DR	DR
Daniel Duncan	Nebraska Innovation Campus	DD	DD		DD	DD	DD	DD	DD
David Young	City of Lincoln - Fiber & ROW Manager								
Don Linscott	Greenleaf Properties								
Doug Triplett	Nebraska Tractor Test								
Emily Koopman	Campbell Elementary CLC								
Gary Bentrup									
Ira Zeff	Nebraska Wesleyan University	IZ	IZ		IZ				



N. 33rd Cornhusker Design Charrette and Public Open House
May 8-10, 2018

Name	Bus/Org	Waiver	5/8 am	5/8 pm	5/9 am	5/9 pm	5/9 OH	5/10 am	5/10 pm
Jack Abel	Omaha Lincoln & Beatrice RR Co / NEBCO								
Jack Zohner	John Henry's	JZ	JZ	JZ	JZ	X	JZ	JZ	JZ
Jacob Reis	Eagle's Nest Self Storage	JR	JR			X			
Jennifer Dam Shewchuk	UNL Director, Campus Planning & Space Mgt								
Jim Bunch									
John Dittman	Cornhusker Bank	JTD	JTD		JTD	JTD	JTD	JTD	JTD
José Lemus	Collective Impact Lincoln / Civic Nebraska								
Justine Petsch	LCOC	JP	JP	JP	X				
Ken Fougeron	Speedway								
Kyle German	Hansen-Mueller Co.	KG	KG		KG	KG		KG	
Luke Prussa	Mapes Architectural Panels	LP	LP			LP			
Marian Price		MP	MP	MP		X	X		X
Mary Belka	ECCO								
Michaela Harrison	HBAL								
Mike Dekalb	NRD / University Place Neighborhood Assoc	MD	MD			X	X	X	X
Mike Renken	Neighborworks						MR		
Mike Weston	StarTran	MW							MW
Natasha Naseem	Nebraska Appleseed								X
Pat Borer	Lincoln Fire & Rescue Department						X		
Paul Johnson, President	ECCO								
Rik Devney	Huntington Elementary School								



N. 33rd Cornhusker Design Charrette and Public Open House
May 8-10, 2018

Name	Bus/Org	Waiver	5/8 am	5/8 pm	5/9 am	5/9 pm	5/9 OH	5/10 am	5/10 pm
Robert & Gloria Eddins	Clinton Neighborhood Assoc	REK	X			X	X		X
Rod Hubbard	Westgate Bank	REB			REB	REB	REB	REB	REB
Russ Belina	Hansen-Mueller Co.								
Russ Folts	Cornhusker International								
Russ Irwin	Clinton Neighborhood Assoc	RI	RI		X			RI	
Selina Martinez	Nebraska Appleseed								
Thomas Shafer	City of Lincoln - Design & Construction	TSB	TSB						
Todd Wiltgen	County Commissioner	TW					TW		
Tom Goodbarn	NDOT District 1	TWGC	X			TW	TWGC	TWGC	TWGC
Travis Langemeier	Heartland Wealth Partners								
William Barger									

Ken Yoder ONL/IANK
MORAN

REY X



N. 33rd Cornhusker Design Charrette and Public Open House
May 8-10, 2018

Name	Bus/Org	Waiver	5/8 am	5/8 pm	5/9 am	5/9 pm	5/9 OH	5/10 am	5/10 pm
Andrew Heurman	FHWA	AH	X			X			
Andrew Thierolf	City of Lincoln	AT		X					
Ben Higgins	City of Lincoln								
Cyndi Lamm	RTSD	CL	X						X
Daniel Rea	NDOT								
David Cary	City of Lincoln	DC	X	X	X	X		X	X
Deb Schorr	RTSD	DS	✓		✓				✓
Devin Biesecker	LPSNRD			X		X			
Doug Atkin	FHWA								
Holley Salmi	City of Lincoln								
Jared Rockemann	NDOT								
Jodi Gibson	NDOT								
Justin Luther	FHWA	SL	X		X	X			
Kris Humphrey	RTSD								
Lonnie Burklund	City of Lincoln	LB	X						
Luke Pitts	NDOT								
Mark Lutjeharms	City of Lincoln	ML	✓	✓		✓		✓	✓
Mary Burroughs	FHWA								
Melissa Maiefski	FHWA								ML
Paul Barnes	City of Lincoln	PS	✓	✓			✓		
Roger Figard	RTSD	RAF	RAF	RAF	RAF	RAF	RAF	RAF	RAF



N. 33rd Cornhusker Design Charrette and Public Open House
May 8-10, 2018

Name	Bus/Org	Waiver	5/8 am	5/8 pm	5/9 am	5/9 pm	5/9 OH	5/10 am	5/10 pm
Sara Hartzell	City of Lincoln								
Scott Stapp	FHWA								X
Taylor Peters	FHWA								
Wynn Hjermsstad	City of Lincoln	✓	✓		✓	✓	✓		✓
Amy Cherko	Olsson								
Brian Osborn	Olsson	✓	✓	✓		✓	✓	✓	
Brittany Hillis	Olsson								
Carter Hubbard	Olsson	X	X						
Emily Bausch	Olsson	X	X	X		X			
John Coburn	Olsson	X	X	X	X	X	X	X	X
John Diediker	Olsson								
Jon Olsen	Olsson					X	X		
Justin Petersen	Olsson	X	X	X		X	X		
Ken Boone	Olsson		X	X	X	X	X		
Linda Van Hoosen	Olsson	X	X	X					
Rick Herrick	Olsson	X	X	X	X		X		
Sara Sawatzki	Olsson	X	X	X					
Shane King	Olsson	X	X						
Shayne Huxoll	Olsson	X	X						
Stacey Roach	Olsson	X	X	X	X		X		



N. 33rd Cornhusker Design Charrette and Public Open House
May 8-10, 2018

Name	Bus/Org	Waiver	5/8 am	5/8 pm	5/9 am	5/9 pm	5/9 OH	5/10 am	5/10 pm
Stacy Clouse	Olsson								
Taylor Plummer	Olsson		X	X	X	X	X		
Tom Liekam	Olsson	TAL	X			X			X
Emily Molloy	Benesch	EM	X	X	X	X	X	X	X
Tony Dirks	Benesch								
Eric Lander	Canyon		X	X	X	X	X		

Susan Fallon FHWA

Jack Miller Olsson

Travis Ficker Olsson



PHOTOS OF THE OPEN HOUSE



Station 2: Project Background



Station 3: Existing Conditions



Station 4: Public Survey Results



Station : Subarea Sketch Concepts



Aesthetics & Quality of Life



APPENDIX

OWNER	OWNER_ADDR	OWN_CITY	OWN_STA	OWN_ZIP
Occupant	4020 SAINT PAUL AVE, LINCOLN, NE	LINCOLN	NE	68504
1 CHRON 29:11 LLC	PO BOX 116	BOYS TOWN	NE	68010
Occupant	3235 N 35 ST, LINCOLN, NE	LINCOLN	NE	68504
10705 SOUTH 147 STREET LLC	15225 INDUSTRIAL RD	OMAHA	NE	68144
Occupant	4534 SAINT PAUL AVE, LINCOLN, NE	LINCOLN	NE	68504
1ST STREET PROPERTIES LLC	740 S 48 ST	LINCOLN	NE	68510
Occupant	1801 N 31 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3020 N 41 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3100 N 35 ST, LINCOLN, NE	LINCOLN	NE	68504
200 PROPERTIES LLC	PO BOX 22486	LINCOLN	NE	68542
Occupant	3001 CORNHUSKER HWY, LINCOLN, NE	LINCOLN	NE	68504
30TH & CORNHUSKER LINCOLN LLC	12231 EMMETT ST	OMAHA	NE	68164
Occupant	3300 N 35 ST, LINCOLN, NE	LINCOLN	NE	68504
3300 NORTH 35TH STREET LLC	Attn: HERBERT J LAVIGNE 14803 FRONTIER RD	OMAHA	NE	68138
Occupant	3830 Adams St., Lincoln, NE	LINCOLN	NE	68504
Occupant	3117 N 39 St, Lincoln, NE	LINCOLN	NE	68504
3830 ADAMS STREET LLC	585 W WAVERLY RD	RAYMOND	NE	68428
Occupant	4320 N 27 ST, LINCOLN, NE	LINCOLN	NE	68504
3B & 3B CORPORATION	7123 E BLUEBIRD LN	PARADISE VALLEY	AZ	85253
3-D RENTALS LLC	3605 N 40 ST	LINCOLN	NE	68504
Occupant	4016 PROGRESSIVE AVE, LINCOLN, NE	LINCOLN	NE	68504
4001 GROUP LLC	15907 JOSEPHINE ST	OMAHA	NE	68137
Occupant	4045 ADAMS ST, LINCOLN, NE	LINCOLN	NE	68504
4B KAIBLA LLC	Attn: HUSSAIN A KAIBLA, MGR 2958 DUDLEY S	LINCOLN	NE	68503
Occupant	4700 BALDWIN AVE, LINCOLN, NE	LINCOLN	NE	68504
4HLG LLC	9645 IRON GATE CT	LINCOLN	NE	68526
Occupant	5711 RUSSELL DR, LINCOLN, NE	LINCOLN	NE	68504
A & H PROPERTIES LLC	Attn: HERBERT PICKARD 1610 CORNHUSKER H	LINCOLN	NE	68521
Occupant	3800 MADISON AVE, LINCOLN, NE	LINCOLN	NE	68504
ABELE, MARK T	8862 READ ST	OMAHA	NE	68122
ACCESS PROPERTIES LLC	4201 PROGRESSIVE AVE	LINCOLN	NE	68504
Occupant	3103 N 39 ST, LINCOLN, NE	LINCOLN	NE	68504
ACKERMAN, ELSIE R LIFE ESTATE	6006 250 ST	ALVO	NE	68304
Occupant	5620 CORNHUSKER HWY, LINCOLN, NE	LINCOLN	NE	68504
ADAMS BANK & TRUST	PO BOX 720	OGALLALA	NE	69153
Occupant	2035 GRIFFITH ST, LINCOLN, NE	LINCOLN	NE	68504
ADAMS, DENNIS & LORRIE	6735 LEXINGTON CIR	LINCOLN	NE	68505
Occupant	1717 N 32 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	2147 N 28 ST, LINCOLN, NE	LINCOLN	NE	68504
ADL PROPERTIES LLC	PO BOX 21773	LINCOLN	NE	68542
Occupant	4321 KNOX ST, LINCOLN, NE	LINCOLN	NE	68504
AGENA, WAYNE D & COLLEEN J	7121 COLBY ST	LINCOLN	NE	68505
AHL, JEFFREY L	4507 GREENWOOD ST	LINCOLN	NE	68504
AHLRICH, ROSE MARIE	1833 N 31 ST	LINCOLN	NE	68503
Occupant	5210 CORNHUSKER HWY, LINCOLN, NE	LINCOLN	NE	68504
AL JABERI, KARAR F	1840 CORNHUSKER HWY	LINCOLN	NE	68521
AL MUSA, TAHIR H	1618 N 28 ST	LINCOLN	NE	68503
AL ROBAIE, HASHIM M & FATIMA J	1541 N 28 ST	LINCOLN	NE	68503
AL YASSERI, MAJID S & AL WAAELI, FALIHA A	4021 JERSEY CIR	LINCOLN	NE	68504
AL-ABOUDY, AHMED	3441 ADAMS ST	LINCOLN	NE	68504
Occupant	3639 N 40 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3633 N 40 ST, LINCOLN, NE	LINCOLN	NE	68504
ALARAB, ATEF M	PO BOX 30896	LINCOLN	NE	68503
ALBRIGHT, KIMBERLY M	4221 GREENWOOD ST	LINCOLN	NE	68504
ALBUSHARIF, MUSTAFA S	3750 CORNHUSKER HWY	LINCOLN	NE	68504
Occupant	3928 BALDWIN AVE, LINCOLN, NE	LINCOLN	NE	68504
ALLBERRY INVESTMENTS LLC	7650 S 36 ST	LINCOLN	NE	68516
ALLEN, BARBARA A LIFE ESTATE	2103 N 30 ST	LINCOLN	NE	68503
ALLEN, GARY D & PHYLLIS J	4130 ADAMS ST	LINCOLN	NE	68504
Occupant	3630 CORNHUSKER HWY, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3636 CORNHUSKER HWY, LINCOLN, NE	LINCOLN	NE	68504
ALLEN, LA VERNE R	201 TERRACE RD	LINCOLN	NE	68505
AL-OMRAN, FARIS D	4200 N 44 ST	LINCOLN	NE	68504
ALTMICK PROPERTIES LLC	1601 YOLANDE AVE	LINCOLN	NE	68521
Occupant	1701 CORNHUSKER HWY, LINCOLN, NE	LINCOLN	NE	68504
AMERICAN FREIGHTWAYS INC	Attn: BURKE & ASSOCIATES 3336 E 32 ST UNIT	TULSA	OK	74135
Occupant	3200 N 27 ST	LINCOLN	NE	68504
AMES DEVELOPMENT LLC	Attn: GARY ROHWER 13207 F ST	OMAHA	NE	68137
AMMON, PEGGI J REVOCABLE TRUST	2825 S 25 ST	LINCOLN	NE	68502
Occupant	4242 Saint Paul Ave	LINCOLN	NE	68504
Occupant	3251 Center St.	LINCOLN	NE	68504
Occupant	4218 Madison Ave	LINCOLN	NE	68504
AMP PROPERTIES LLC	10130 N 149 ST	WAVERLY	NE	68462
Occupant	1734 N 28 St	LINCOLN	NE	68504
AN, JUN & LU, YING	9201 FOXTAIL DR	LINCOLN	NE	68526
Occupant	3239 Doane St.	LINCOLN	NE	68504
ANDERSON HOMES INC	3000 W A ST	LINCOLN	NE	68522
ANDERSON, EUNICE V	4639 COLFAX CIR	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

ANDERSON, JAMES C & GRACE E	3856 BALLARD CT	LINCOLN	NE	68504
ANDERSON, JENNIFER J	3800 SAINT PAUL AVE	LINCOLN	NE	68504
ANDERSON, KENNETH C	4318 JUDSON ST	LINCOLN	NE	68504
ANDERSON, KEVIN J & CHRISTINE M	4130 COLFAX AVE	LINCOLN	NE	68504
ANDERSON, PHYLLIS L REVOCABLE TRUST Occupant	4210 COLFAX 1535 N 31 St.	LINCOLN	NE	68505 68504
ANDERSON, STEVEN M & PEGGY L	86473 578 AVE	CONCORD	NE	68728
ANDERSON-LIND, CINDY R	1533 GRACE LN	LINCOLN	NE	68503
ANKER, MAURICE A & LARSEN, SUSAN	4345 SAINT PAUL AVE	LINCOLN	NE	68504
ANNO, DOUGLAS E & SUSAN K Occupant	4404 HUNTINGTON AVE 3300 N 41 St	LINCOLN	NE	68504 68504
ARAMARK UNIFORM & CAREER APPAREL INC Occupant	115 N 1 ST 1810 N 28 St.	BURBANK	CA	91502 68504
ARC HOUSING DEV CORP OF LINC	5730 R ST STE C2	LINCOLN	NE	68505
ARIZOLA, LEONOR G	4520 ADAMS ST	LINCOLN	NE	68504
ARNOLD, AMY L	4011 CLEVELAND AVE	LINCOLN	NE	68504
ARSIAGA, LAWRENCE J & CARMEN L Occupant	3719 CLEVELAND AVE 2929 Merrill St.	LINCOLN	NE	68504 68504
ARTHUR, MARLYN B REVOCABLE TRUST Occupant	4400 S 80 ST APT 401 3227 Doane St.	LINCOLN	NE	68516 68504
ASCHE, KYLE R Occupant	PO BOX 167 4120 BALDWIN AVE	SCHUYLER	NE	68661 68504
ASHTON, TIMOTHY G Occupant	4123 EAGLE RIDGE RD 4442 ADAMS ST.	LINCOLN	NE	68516 68504
ASKAR, NABIL Occupant	5510 DOVE CIR 2201 N 32 ST	LINCOLN	NE	68516 68504
ATI PROPERTIES LLC	3036 W KYLE LN	LINCOLN	NE	68522
AVILA, RICHARD R Occupant	4420 JUDSON ST 3600 GLADSTONE ST	LINCOLN	NE	68504 68504
AYARS & AYARS INC Occupant	2436 N 48 ST 3620 GLADSTONE ST	LINCOLN	NE	68504 68504
Occupant	1840 YOLANDE AVE	LINCOLN	NE	68504
B & J PARTNERSHIP LTD Occupant	Attn: MICHAEL TAVLIN 340 VICTORY LN 2500 STATE FAIR PARK DR,	LINCOLN	NE	68528 68504
B & J PARTNERSHIP LTD Occupant	PO BOX 81906 1443 CORNHUSKER HWY	LINCOLN	NE	68501 68504
Occupant	4040 ADAMS ST	LINCOLN	NE	68504
Occupant	3010 CORNHUSKER HWY	LINCOLN	NE	68504
Occupant	3940 CORNHUSKER HWY	LINCOLN	NE	68504
B & J PARTNERSHIP LTD Occupant	Attn: CLAY F SMITH 340 VICTORY LN 4239 PROGRESSIVE AVE	LINCOLN	NE	68578 68504
B C B S INVESTMENTS LLC	7111 HUNTINGTON AVE	LINCOLN	NE	68507
B J K INDUSTRIES INC Occupant	1800 ADAMS ST 3607 N 39 ST	LINCOLN	NE	68521 68504
Occupant	3601 N 39 ST	LINCOLN	NE	68504
B K PARTNERSHIP Occupant	4819 BUNKER HILL RD 2333 N 33 ST	LINCOLN	NE	68521 68504
BABL, PAUL & LINDA	6336 CORNFLOWER DR	LINCOLN	NE	68504
BAEHR, RONALD NOLAN III Occupant	4345 JUDSON ST 3140 N 46TH ST	LINCOLN	NE	68504 68504
BAHENSKY, MARK A Occupant	4601 CHRISTOPHER CT 2851 N 35 ST	LINCOLN	NE	68516 68504
BALDWIN PROPERTIES LLC	Attn: RANDY G BALDWIN, MANAGER 7600 ALI	LINCOLN	NE	68507
BALL, TODD R & RHONDA L Occupant	4627 SAINT PAUL AVE 2640 N 42 ST	LINCOLN	NE	68504 68504
BARBAR, AKRAM Occupant	5510 DOVE CIR 2007 N 32 ST	LINCOLN	NE	68516 68504
BARBER, TERRY K	BOX 4555	LINCOLN	NE	68504-0555
BARNELL, DEAN K & DONNA M	4005 N 44 ST	LINCOLN	NE	68504
BARNES, BENJAMIN C Occupant	3103 N 44 ST 3615 N 44 ST	LINCOLN	NE	68504 68504
BARNES, W DAVID & DIANE L	PO BOX 641	FRASER	CO	80442
BARNETT, ROBERT GENE & GLENNA LEE	3701 SAINT PAUL AVE	LINCOLN	NE	68504
BARRETT, ROSANNE R	3121 N 48 ST	LINCOLN	NE	68504
BARTHOLOMEW, JASON LEE & CARY LYNNE	3261 MERRILL ST	LINCOLN	NE	68503
BARTON, CHARLES GABRIEL	4325 MADISON AVE	LINCOLN	NE	68504
BARTON, KENNETH D SR LIFE ESTATE Occupant	4301 TURNER ST 2115 N 32 ST	LINCOLN	NE	68504 68504
BARTU, BRYCE & PHYLLIS	1907 STOLLEY PARK CIR	GRAND ISLAND	NE	68803
BASHORE, JOE WALTER III Occupant	3275 POTTER ST 2041 N 32 ST	LINCOLN	NE	68503 68504
BATES, RAYMOND K REVOCABLE TRUST	2015 N 32 ST	LINCOLN	NE	68503
BATHEL, ERIC M	4125 CLEVELAND AVE	LINCOLN	NE	68504
BAUER, CLARK A & NANCY A	4619 GLADSTONE ST	LINCOLN	NE	68504
BAUERS, JAY & LINDA	4230 GREENWOOD ST	LINCOLN	NE	68504
BAXTER, DARREL S & MARLENE H Occupant	4322 SAINT PAUL AVE 3292 FAIR ST	LINCOLN	NE	68504 68504
BEACH, JERRY D & BARBARA E	8600 BUCKBOARD LN	LINCOLN	NE	68532
BEAM, BARBARA A	3840 MADISON AVE	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

BEAMAN, DARRELL L	4011 BALLARD CIR	LINCOLN	NE	68504
BEAR, TROY A & LARK	2212 N 30 ST	LINCOLN	NE	68503
BECIC, NERIM & DZEVIDA	1545 N 31 ST	LINCOLN	NE	68503
BECK, DEBRA DAWN	3110 N 43 ST	LINCOLN	NE	68504
BECK, RENDELL R & MARCIA K	4024 TURNER ST	LINCOLN	NE	68504
Occupant	4343 CLEVELAND AVE	LINCOLN	NE	68504
BECKER, ALAN J	1855 W DUNRAVEN LN	LINCOLN	NE	68523
BECKER, LISA ANN	2141 N 33 ST	LINCOLN	NE	68503
Occupant	4411 COLFAX CIR	LINCOLN	NE	68504
BECKER, MARILUE N REVOCABLE TRUST	ATTN: ANDREW KAFKA UNION BANK & TRUST	LINCOLN	NE	68501
BECKLER, STEVE M & TANYA	4011 FREDERICK CIR	LINCOLN	NE	68504
Occupant	2721 N 38	LINCOLN	NE	68504
BEDE, PHILLIP E & MARY ANN	7240 CARMEN DR	LINCOLN	NE	68516
BEEMAN, RONALD D	3520 GLADSTONE ST	LINCOLN	NE	68504
BEETEM, JERRY A JR & TANYA	2213 N 30 ST	LINCOLN	NE	68504
Occupant	1709 N 33 ST	LINCOLN	NE	68504
BEHRENS, CASEY	8058 S 176 RD	ADAMS	NE	68301
BEHRENS, JEFFREY	4100 N 44 ST	LINCOLN	NE	68504
BEK, ADAM	4120 N 44 ST	LINCOLN	NE	68504
Occupant	2728 N 43 ST	LINCOLN	NE	68504
BELL, DONALD L & MICHELLE R	1211 CESSNA CIR	LINCOLN	NE	68527
Occupant	2948 N 43 ST	LINCOLN	NE	68504
BELL, JOHN S & PAULA J	8101 HICKORY LN	LINCOLN	NE	68510
Occupant	2509 N 11 ST	LINCOLN	NE	68504
Occupant	2515 N 11 ST	LINCOLN	NE	68504
Occupant	2525 N 11 ST	LINCOLN	NE	68504
Occupant	2441 N 11 ST	LINCOLN	NE	68504
Occupant	2601 N 11 ST	LINCOLN	NE	68504
BELMONT PARTNERS	Attn: WELLS FARGO CENTER 1248 O ST STE 10:	LINCOLN	NE	68508
BELTRAN, MAUREEN G & SAMANTHA D	2521 N 46 ST	LINCOLN	NE	68504
Occupant	2902 N 41 ST	LINCOLN	NE	68504
BENDER, CLEO MARIE	2930 N 41 ST	LINCOLN	NE	68504
BENDER, LLOYD D & CLEO M	2930 N 41 ST	LINCOLN	NE	68504
Occupant	4431 COLFAX CIR	LINCOLN	NE	68504
BENNETT, JEFFREY P & LEHMS, JEFFREY W	7436 RINGNECK DR	LINCOLN	NE	68506
BERANEK, ROGER & AMY	1727 N 30 ST	LINCOLN	NE	68503
BERG, JEFFREY L	2910 N 45 ST	LINCOLN	NE	68504
BERGANTZEL, DALE D & DELORES M	3274 POTTER ST	LINCOLN	NE	68503
BERGANTZEL, LEONARD & LORI	4300 KNOX ST	LINCOLN	NE	68504
BERGER, PETER & TWILA	3240 N 44 ST	LINCOLN	NE	68504
BERNHARDT, ROBERT D & E CAROL JOINT REVOCABLE TRUST	4707 GREENWOOD ST	LINCOLN	NE	68504
BERNTH, JUSTIN	4268 KNOX ST	LINCOLN	NE	68504
BERTWELL, LARRY DEAN & DONNETTA ANN REVOCABLE LIVING TRUST	Attn: LARRY D & DONNETTA A BERTWELL 3815	LINCOLN	NE	68504
BERUMEN, BROOKE ANTHONY	2715 N 35 ST	LINCOLN	NE	68504
BETANCUR, KIMBERLY D	3401 N 46 ST	LINCOLN	NE	68504
Occupant	4342 MADISON AVE	LINCOLN	NE	68504
BHG PROPERTIES LLC	3641 S 6 ST	LINCOLN	NE	68502
BIANCO, HARRY M	3630 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3606 N 39 ST	LINCOLN	NE	68504
BIGGERSTAFF PLUMBING & HEATING	3605 N 40 ST	LINCOLN	NE	68504
Occupant	2941 N 41 ST	LINCOLN	NE	68504
BINDRUM, JOHN & SARA	3536 MELROSE AVE	LINCOLN	NE	68506
BIRKMANN, MARY E	4342 JUDSON ST	LINCOLN	NE	68504
Occupant	4210 SAINT PAUL AVE	LINCOLN	NE	68504
BISHAY, MORRIS H & FATEN Z	10120 N 149 ST	WAVERLY	NE	68462
BLACKETER, TERRY LYNN	4645 SAINT PAUL AVE	LINCOLN	NE	68504
BLANKENSHIP, NATHAN J & RACHEL A	3103 N 48 ST	LINCOLN	NE	68504
Occupant	4520 N 56 ST	LINCOLN	NE	68504
BLANKET CORPORATION, THE	Attn: JODY STRAUCH 9341 A ST	LINCOLN	NE	68520
BLECHA, JOHN A SR	3940 N 42 ST	LINCOLN	NE	68504
BLESSING, CYNTHIA	3809 CLEVELAND AVE	LINCOLN	NE	68504
BLOCK, MICHAEL H	4425 KNOX ST	LINCOLN	NE	68504
Occupant	2231 N 32 ST	LINCOLN	NE	68504
BLOEBAUM, JUSTIN D	213 W 1 ST	NORTH PLATTE	NE	69101
Occupant	4626 MADISON AVE	LINCOLN	NE	68504
BLUE RIDGE UNLIMITED LLC	PO BOX 254	BENNET	NE	68317
BLUFORD, ROBERT L & DELORES L	4628 ADAMS ST	LINCOLN	NE	68504
BLUM, SHELBY J	4115 ADAMS ST	LINCOLN	NE	68503
Occupant	2301 N 33 ST	LINCOLN	NE	68504
Occupant	3278 HOLDREGE ST	LINCOLN	NE	68504
Occupant	1531 N 33 ST	LINCOLN	NE	68504
Occupant	1523 N 33 ST	LINCOLN	NE	68504
Occupant	1515 N 33 ST	LINCOLN	NE	68504
BOARD OF REGENTS	Attn: LINDA COWDIN - PROPERTY MGMT 1901	LINCOLN	NE	68588-0605
BOARD OF REGENTS OF THE UNIVERSITY OF NEBRASKA	Attn: MANAGER OF REAL ESTATE PROPERTIES	LINCOLN	NE	68588-0605
Occupant	1875 N 42 ST	LINCOLN	NE	68504
Occupant	3257 DOANE ST	LINCOLN	NE	68504
Occupant	3439 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3310 HOLDREGE ST	LINCOLN	NE	68504

APPENDIX

Occupant	2341 LEIGHTON AVE	LINCOLN	NE	68504
BOATRIGHT, STEPHEN CHARLES & MATTHES, JOANN	4601 JUDSON ST	LINCOLN	NE	68504
BOBERG, GRACE M	4314 ADAMS ST	LINCOLN	NE	68504
Occupant	4211 BALDWIN AVE, LINCOLN, NE	LINCOLN	NE	68504
BODFIELD, MICHAEL A	13801 W PANAMA RD	CRETE	NE	68333
BOGUS, KIMBERLY K	4403 GREENWOOD ST	LINCOLN	NE	68504
BOHATY, BOBBIE L & RUTH C	3257 CENTER ST	LINCOLN	NE	68503
BOLTZ, DEBRA JEAN	4411 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	2936 N 36 ST, LINCOLN, NE	LINCOLN	NE	68504
BOLZ, RICHARD L & SUSAN J	2900 N 36 ST	LINCOLN	NE	68504
Occupant	3919 MADISON AVE, LINCOLN, NE	LINCOLN	NE	68504
BOOL, EARL A	9905 NW 27 ST	LINCOLN	NE	68524
BOONE, REGINA	3285 LEIGHTON AVE	LINCOLN	NE	68504
BOOTH, JOSEPH A & CHERYL E	3920 BALDWIN AVE	LINCOLN	NE	68504
BOOTH, REBACCA & BRUCE, TERRI & SARAH	Attn: DONALD BRUCE 2215 N 31 ST	LINCOLN	NE	68504
BORCHERS, ASHLEY M	3943 MADISON AVE	LINCOLN	NE	68504
BORDOGNA, JOHN MARITAL TRUST, THE	7041 FOREST LAKE BLVD	LINCOLN	NE	68516
Occupant	4034 BALLARD CIR,	LINCOLN	NE	68504
Occupant	4031 BALLARD CIR,	LINCOLN	NE	68504
Occupant	4040 BALLARD CIR,	LINCOLN	NE	68504
Occupant	4030 BALLARD CIR,	LINCOLN	NE	68504
Occupant	4024 BALLARD CIR,	LINCOLN	NE	68504
Occupant	4020 BALLARD CIR,	LINCOLN	NE	68504
BOTT, ANNE M	4217 GARFIELD ST	LINCOLN	NE	68506
Occupant	3010 CENTER ST,	LINCOLN	NE	68504
BOYCE, JERRY E & LINDA L	4631 S 67 ST	LINCOLN	NE	68516
Occupant	4621 HARTLEY ST,	LINCOLN	NE	68504
BRANDENBURGH, BRYAN L & STACEY E	PO BOX 247	RAYMOND	NE	68428
BRANDT, SUMMER D	3220 POTTER ST	LINCOLN	NE	68503
Occupant	4024 CLEVELAND AVE,	LINCOLN	NE	68504
BRASCH, LYDIA	1717 18 RD	BANCROFT	NE	68004
BRATCHER, DAVID W LLC	4100 INDUSTRIAL AVE	LINCOLN	NE	68504
Occupant	4618 JUDSON ST,	LINCOLN	NE	68504
BRAUNSTROTH, MERLYN & DARNELLE	PO BOX 244	DENTON	NE	68339
BRAY, NATHANIEL R & JENNIFER G	3231 FAIR ST	LINCOLN	NE	68503
BRAZEE, GLEN R & HELEN C	4021 N 42 ST	LINCOLN	NE	68504
BREHM FAMILY TRUST	3021 N 43 ST	LINCOLN	NE	68504
Occupant	3520 CORNHUSKER HWY,	LINCOLN	NE	68504
BRENDEN FAMILY TRUST	7400 N 51 ST	LINCOLN	NE	68514
BRESTEL, STEVEN W & DIANE S	2933 N 43 ST	LINCOLN	NE	68504
BRIGGS, FREDERICK W SR	3918 MADISON AVE	LINCOLN	NE	68504
Occupant	2030 N 32 ST,	LINCOLN	NE	68504
BRINKMAN, RANDALL E	7033 SW 35 ST	LINCOLN	NE	68523
Occupant	3501 SAINT PAUL AVE,	LINCOLN	NE	68504
BRINKMAN, RICHARD P	1550 N 49 ST	LINCOLN	NE	68504
BRODD, GERALD R & HELEN M	3848 BALLARD CT	LINCOLN	NE	68504
BROMAN, LARRY E	3110 N 41 ST	LINCOLN	NE	68504
BROOKS, JEANNE M	1731 N 29 ST	LINCOLN	NE	68503
BROOKS, JOHN & ROSS, NICOLE	3130 N 45 ST	LINCOLN	NE	68504
BROOKS, JOHN M JR & PAMELA J	4121 GREENWOOD ST	LINCOLN	NE	68504
BROPHY, PAMELA & SCHAFFER, NANCY ANNE	4615 HUNTINGTON AVE	LINCOLN	NE	68504
BROPHY, TONY L SR	3311 N 45 ST	LINCOLN	NE	68504
BROUILLETTE, ALAINA M	3218 MERRILL ST	LINCOLN	NE	68503
Occupant	3821 MADISON AVE	LINCOLN	NE	68504
BROUSE, DONALD R & SUSAN G	6501 CAMPBELL DR	LINCOLN	NE	68510
BROWN, BETTIE J	1627 N 28 ST	LINCOLN	NE	68503
BROWN, JEFF A	1912 N 30 ST	LINCOLN	NE	68503
BROWN, JENNIFER LYNNE	4537 TURNER ST	LINCOLN	NE	68504
BROWN, RICHARD & TELITHA L	1636 N 29 ST	LINCOLN	NE	68503
BROWN, RICHARD JR & BETTYE R	4619 KNOX ST	LINCOLN	NE	68504
Occupant	2384 N 44 ST	LINCOLN	NE	68504
BROWNIES BOYS	ATTN: CLIFFORD CHEEVER PO BOX 67100	LINCOLN	NE	68506
BRYAN, AMELIA & MARTIN, ARIEN	4435 JUDSON ST	LINCOLN	NE	68504
Occupant	5545 CORNHUSKER HWY,	LINCOLN	NE	68504
BRYANT AIR COND & HEATING CO	5401 CORNHUSKER HWY	LINCOLN	NE	68504
BRYANT, WILLIAM M	4529 JUDSON ST	LINCOLN	NE	68504
Occupant	3255 POTTER ST,	LINCOLN	NE	68504
Occupant	3248 DOANE ST,	LINCOLN	NE	68504
BRYNNCO PROPERTY SOLUTIONS LLC	3900 OLD CHENEY RD STE 201BOX 114	LINCOLN	NE	68516
Occupant	4526 SAINT PAUL AVE, LINCOLN, NE	LINCOLN	NE	68504
BSI PROPERTIES LLC	PO BOX 22226	LINCOLN	NE	68542
Occupant	3100 ADAMS ST,	LINCOLN	NE	68504
BT-OH LLC	55 GLENLAKE PKWY NE	ATLANTA	GA	30328
BUCHANAN, MELINDA L	4618 MADISON AVE	LINCOLN	NE	68504
BUCKLEY, BLANE CHARLES & SARAH	3120 N 47 ST	LINCOLN	NE	68504
BUCKMAN, DEBORAH A	2136 N 30 ST	LINCOLN	NE	68503
Occupant	5350 CORNHUSKER HWY	LINCOLN	NE	68504
BUDGET AT CORNHUSKER MINI LLC	Attn: NP DODGE MGMT 8701 W DODGE RD ST OMAHA	LINCOLN	NE	68114
Occupant	5344 CORNHUSKER HWY	LINCOLN	NE	68504

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BUDGET AT MINISTORALL LLC	Attn: NP DODGE MGMT 8701 W DODGE RD ST OMAHA	NE	68114
BUEHLER, STARLA	3238 DOANE ST	LINCOLN	68503
Occupant	3611 MADISON AVE,	LINCOLN	NE 68504
BULIN, KENNETH GENE	321 N 7 ST	SEWARD	NE 68434
BUNDY, ARTHUR R & ALISON D	4510 SAINT PAUL AVE	LINCOLN	NE 68504
BUNDY, CLINT & LORIE	1936 N 29 ST	LINCOLN	NE 68503
Occupant	3344 SAINT PAUL AVE,	LINCOLN	NE 68504
BURDINE, MICHAEL L & NANCY K	2015 N 56 ST	LINCOLN	NE 68504
BURESH, KIMBERLY A LIVING TRUST	4626 ST PAUL AVE	LINCOLN	NE 68504
BURIANEK, JOLEEN J	4712 GLADSTONE ST	LINCOLN	NE 68507
BURKHARDT, JAMES J	4126 MADISON AVE	LINCOLN	NE 68504
Occupant	2627 N 36 ST,	LINCOLN	NE 68504
BURKLUND, GERALD & BARBARA J	PO BOX 122	CERESCO	NE 68017
BURLINGTON NORTHERN RR COMPANY	PO BOX 961089	FORT WORTH	TX 76161-0089
BURNHAM, TABETHA R	4627 CLEVELAND AVE	LINCOLN	NE 68504
BURRIS, DANIEL R	3534 MADISON AVE	LINCOLN	NE 68504
BURTON, EDWARD C	2027 GRIFFITH ST	LINCOLN	NE 68503
BUSS, BEN & HOLLY	4131 TURNER ST	LINCOLN	NE 68504
BUTLER, RONALD D	3941 N 42 ST	LINCOLN	NE 68504
BYRON, VERNON M & MILDRED	2941 CENTER ST	LINCOLN	NE 68503
Occupant	2945 CORNHUSKER HWY,	LINCOLN	NE 68504
C F P	2929 CORNHUSKER HWY	LINCOLN	NE 68504
Occupant	4231 INDUSTRIAL AVE,	LINCOLN	NE 68504
C S HERITAGE INN OF LINCOLN	PO BOX 9118	FARGO	ND 58106
Occupant	4243 SAINT PAUL AVE,	LINCOLN	NE 68504
C STREET LLC	PO BOX 23138	LINCOLN	NE 68542
CAIN, REE E	4519 BALDWIN AVE	LINCOLN	NE 68504
Occupant	2601 N 37 ST, LINCOLN, NE	LINCOLN	NE 68504
CAJKA, THOMAS & ELAINE	2700 S 14 ST	LINCOLN	NE 68502
CALCARA, ROBIN L & BARBARA E	4650 CORNHUSKER HWY	LINCOLN	NE 68504
Occupant	1910 N 28 ST,	LINCOLN	NE 68504
CALDWELL, KRISTAL	5132 MARTIN ST	LINCOLN	NE 68504
CALSBECK, MYRNA A	2728 POTTER ST	LINCOLN	NE 68503
Occupant	3706 N 44 ST,	LINCOLN	NE 68504
CAMHERDZ PROPERTIES LLC	2240 S 46 ST	LINCOLN	NE 68506
CAMPBELL, ERNIE L & MARCIA K	3430 MADISON AVE	LINCOLN	NE 68504
CANNON, SHAWN M	2210 GRIFFITH ST	LINCOLN	NE 68503
Occupant	3533 BALDWIN AVE,	LINCOLN	NE 68504
Occupant	3541 BALDWIN AVE,	LINCOLN	NE 68504
Occupant	1734 N 27 ST,	LINCOLN	NE 68504
CAO, LEE P & LOUANN P	1001 SUPERIOR ST	LINCOLN	NE 68521
CAPITOL CITY SERVICE INC	1925 YOLANDE AVE	LINCOLN	NE 68521
Occupant	5760 CORNHUSKER HWY,	LINCOLN	NE 68504
CAR CONNECTION INC, THE	PO BOX 6661	LINCOLN	NE 68506
CARBAUGH, SIDNEY G & JUDY D	4524 COLFAX CIR	LINCOLN	NE 68504
CARD, BRUCE A & BOHAC-CARD, SUSAN L	1209 SAUNDERS AVE	LINCOLN	NE 68521
CARDWELL, TAMMI	4535 BALDWIN AVE	LINCOLN	NE 68504
Occupant	4108 PROGRESSIVE AVE,	LINCOLN	NE 68504
CARLSON, CRAIG S	1314 O ST UNIT 304	LINCOLN	NE 68508
CARLSON, KENNETH J	1545 N 32 ST	LINCOLN	NE 68503
CARLSON, VICKI L	3220 HITCHCOCK ST	LINCOLN	NE 68503
CARMAN, MILDRED M LIFE ESTATE	2933 N 41 ST	LINCOLN	NE 68504
CARMAN, SUSAN J	2808 POTTER ST	LINCOLN	NE 68503
CARNES, LEROY & JOLYN	3440 FOX HOLLOW CIR	LINCOLN	NE 68506
Occupant	2919 STATE FAIR PARK DR,	LINCOLN	NE 68504
CARP INVESTMENTS LLC	3221 RAMADA RD UNIT 10	GRAND ISLAND	NE 68801
Occupant	2241 N 32 ST,	LINCOLN	NE 68504
CARPER, ALEX	8224 DORSET DR	LINCOLN	NE 68510
CARSTENS, JACK L & ANNETTE	2917 N 44 ST	LINCOLN	NE 68504
CARTWRIGHT, SUSAN	3281 CENTER ST	LINCOLN	NE 68503
Occupant	3030 N 41 ST,	LINCOLN	NE 68504
CARVER, MILTON C & JUANITA S	1439 BARNES DR APT 2107	SEGUIN	TX 78155
CASBURN, ROLAND & MARION	3820 N 42 ST	LINCOLN	NE 68504
CASEY, REX	4727 GREENWOOD ST	LINCOLN	NE 68504
Occupant	4002 ADAMS ST,	LINCOLN	NE 68504
CASEY'S RETAIL COMPANY	ATTN: ACCOUNTING DEPT PO BOX 3001	ANKENY	IA 50021
CASPER, TOBY DIRK	1828 N 28 ST	LINCOLN	NE 68503
Occupant	4708 ADAMS ST,	LINCOLN	NE 68504
CASS, MERVIN A	6711 LA SALLE ST	LINCOLN	NE 68506
CASSNER, AMY	3109 N 41 ST	LINCOLN	NE 68504
CASTILLO, NICHOLAS G	4211 CLEVELAND AVE	LINCOLN	NE 68504
CASTLE, MIKAYLA L & CLOVER, ROBERT N JR	2639 N 39 ST	LINCOLN	NE 68504
Occupant	3704 MADISON AVE,	LINCOLN	NE 68504
CATCHHAMMER LLC	9209 FOXEN CIR	LINCOLN	NE 68526
Occupant	1358 SAUNDERS AVE,	LINCOLN	NE 68504
Occupant	2425 N 14 ST,	LINCOLN	NE 68504
CBCO	5500 OLD CHENEY RD STE 16	LINCOLN	NE 68516
Occupant	2829 N 33 ST ## A,	LINCOLN	NE 68504
CCL & B INC	Attn: KIM CAFFERTY 4444 S 108 ST	OMAHA	NE 68137

APPENDIX

Occupant	3500 N 44 ST,	LINCOLN	NE	68504
CCME LLC	1908 EUCLID AVE	LINCOLN	NE	68502
Occupant	3500 CORNHUSKER HWY,	LINCOLN	NE	68504
CDJ JOHNSON FAMILY LTD PTNSP	5324 N 134 AVE	OMAHA	NE	68164
CEBUHAR, CHRISTINE A	3543 SAINT PAUL AVE	LINCOLN	NE	68516
Occupant	2933 N 26 ST,	LINCOLN	NE	68504
Occupant	2525 CLEVELAND AVE,	LINCOLN	NE	68504
CEEJAY LLC	% GRAFTON ATTN: RICHARD CARROLL 4501 C	LEEWOOD	KS	66211
CEJKA, ANNA M	4201 N 44 ST	LINCOLN	NE	68504
Occupant	4216 PROGRESSIVE AVE,	LINCOLN	NE	68504
CEJKA, BRIAN D & JOHN C	4201 N 44 ST	LINCOLN	NE	68504
Occupant	4418 HUNTINGTON AVE,	LINCOLN	NE	68504
CEJKA, BRIAN DALE & JOHN CARL	1100 RAINY RIVER BAY	LINCOLN	NE	68505
Occupant	2035 N 28 ST,	LINCOLN	NE	68504
CENTEROAKS PROPERTIES	Attn: ASSOCIATED MGMT 9200A ANDERMATT	LINCOLN	NE	68526
Occupant	3804 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	3810 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	3826 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	3818 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	3834 BALDWIN AVE,	LINCOLN	NE	68504
CENTURY CLUB INVESTMENTS LLC	3901 OLD CHENEY RD STE 201-118	LINCOLN	NE	68516
CEPURE, MIKAEL L	3816 MADISON AVE	LINCOLN	NE	68504
CERNY, RICHARD C & AUSTGEN, JOAN	4112 N 45 STREET CT	LINCOLN	NE	68504
CHALOUPKA, JOSEPH JR LIFE ESTATE	2610 N 42 ST	LINCOLN	NE	68504
Occupant	1555 YOLANDE AVE,	LINCOLN	NE	68504
CHAMPIONS FUN CENTER INC	1431 S 33 ST	LINCOLN	NE	68506-1002
CHAPMAN, SUANN ARMBURST & CHAR	4227 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	2441 N 44 ST,	LINCOLN	NE	68504
Occupant	4641 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	4631 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	4444 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	4623 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	4340 LEIGHTON AVE,	LINCOLN	NE	68504
Occupant	4549 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	4315 HUNTINGTON AVE,	LINCOLN	NE	68504
CHEE-VEE LIMITED PARTNERSHIP	PO BOX 67100	LINCOLN	NE	68506
Occupant	3331 N 44 ST,	LINCOLN	NE	68504
CHESTER, ANA L & GALLARDO, GENI	4007 S 83 ST	LINCOLN	NE	68506
CHICAGO BURLINGTON & QUINCY RR	Attn: PROPERTY TAX DEPT 1206 CONTINENTAL	FORT WORTH	TX	76102
CHRASTIL, CANDY M & STEVEN R	1644 N 31 ST	LINCOLN	NE	68503
CHRISP, WILLIAM R	2902 N 43 ST	LINCOLN	NE	68504
Occupant	4106 N 45 STREET CT,	LINCOLN	NE	68504
CHRISTIENSEN, ARTHUR O & MARY F	5548 BARRINGTON PARK DR	LINCOLN	NE	68516
CHRISTIE, JAYME L	4626 JUDSON ST	LINCOLN	NE	68504
Occupant	2009 N 30 ST,	LINCOLN	NE	68504
CHRISTOPHERSEN, PAUL A	2021 N 30 ST	LINCOLN	NE	68503
CICHORACKI, CAROL ANN	3926 BALLARD CT	LINCOLN	NE	68504
Occupant	3130 CORNHUSKER HWY,	LINCOLN	NE	68504
CICHORACKI, DAVID J	3100 N 20 ST	LINCOLN	NE	68521
CIG LLC	3425 N 44 ST	LINCOLN	NE	68504
Occupant	1919 CORNHUSKER HWY,	LINCOLN	NE	68504
CIRCO PROPERTIES LLC	Attn: DENNIS CIRCO 4611 S 96 ST	OMAHA	NE	68127
Occupant	2330 GRIFFITH ST,	LINCOLN	NE	68504
Occupant	3304 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	2747 N 48 ST,	LINCOLN	NE	68504
Occupant	4442 GLADSTONE ST,	LINCOLN	NE	68504
Occupant	2412 GRIFFITH ST,	LINCOLN	NE	68504
Occupant	4400 GLADSTONE ST,	LINCOLN	NE	68504
Occupant	3022 LEIGHTON AVE,	LINCOLN	NE	68504
Occupant	4711 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	2339 GRIFFITH ST,	LINCOLN	NE	68504
Occupant	4122 COLFAX AVE,	LINCOLN	NE	68504
Occupant	2301 GRIFFITH ST,	LINCOLN	NE	68504
Occupant	2239 N 29 ST,	LINCOLN	NE	68504
Occupant	3275 HITCHCOCK ST,	LINCOLN	NE	68504
CITY OF LINCOLN	555 S 10 ST	LINCOLN	NE	68508
Occupant	2200 N 29 ST,	LINCOLN	NE	68504
Occupant	3028 LEIGHTON AVE,	LINCOLN	NE	68504
Occupant	4719 MADISON AVE,	LINCOLN	NE	68504
Occupant	4701 MADISON AVE,	LINCOLN	NE	68504
Occupant	3002 LEIGHTON AVE,	LINCOLN	NE	68504
Occupant	4703 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	4707 MADISON AVE,	LINCOLN	NE	68504
Occupant	3010 LEIGHTON AVE,	LINCOLN	NE	68504
Occupant	3615 LEMON ST,	LINCOLN	NE	68504
Occupant	4725 MADISON AVE,	LINCOLN	NE	68504
Occupant	2727 LEIGHTON AVE,	LINCOLN	NE	68504
Occupant	2136 N 27 ST,	LINCOLN	NE	68504
Occupant	4719 SAINT PAUL AVE,	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

Occupant	4037 TURNER ST,	LINCOLN	NE	68504
CITY OF LINCOLN	555 S 10 ST STE 205	LINCOLN	NE	68508
Occupant	1537 N 33 ST,	LINCOLN	NE	68504
Occupant	2130 N 27 ST,	LINCOLN	NE	68504
Occupant	3233 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	3300 N 41 ST,	LINCOLN	NE	68504
Occupant	4123 COLFAX AVE,	LINCOLN	NE	68504
Occupant	4036 TURNER ST,	LINCOLN	NE	68504
Occupant	3517 CLEVELAND AVE,	LINCOLN	NE	68504
Occupant	2112 N 27 ST,	LINCOLN	NE	68504
Occupant	2118 N 27 ST,	LINCOLN	NE	68504
Occupant	3200 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	2329 GRIFFITH ST,	LINCOLN	NE	68504
CITY OF LINCOLN	Attn: REAL ESTATE DIVISION 555 S 10 ST RM 21	LINCOLN	NE	68508
CITY OF LINCOLN	Attn: EJC CORPORATION 800 OAK ST	LINCOLN	NE	68521
Occupant	1748 N 27 ST,	LINCOLN	NE	68504
Occupant	1758 N 27 ST,	LINCOLN	NE	68504
Occupant	1738 N 27 ST,	LINCOLN	NE	68504
CJF FAMILY LLC	PO BOX 22205	LINCOLN	NE	68542
Occupant	4200 BALDWIN AVE,	LINCOLN	NE	68504
CKR PROPERTIES LLC	2033 S 33 ST	LINCOLN	NE	68506
CL DEVELOPMENT LLC	1927 COUNTY ROAD I	WAHOO	NE	68066
CLAPPER, KRISTIN & RINGLEMAN, DEBRA	3282 HITCHCOCK ST	LINCOLN	NE	68503
Occupant	3728 N 40 ST,	LINCOLN	NE	68504
CLARK, JANET A	2742 TENDER DR	MONTROSE	CO	81401
CLARK, JUDITH	4211 TURNER ST	LINCOLN	NE	68504
CLARK, OREN L & VIRGINIA R LIFE ESTATE	4411 CLEVELAND AVE	LINCOLN	NE	68504
CLARK, PAUL G & PAULINE M	3100 N 40 ST	LINCOLN	NE	68504
Occupant	4033 CLEVELAND AVE,	LINCOLN	NE	68504
CLARK, SCOTT A & DEBBIE	1737 DEWEESE DR	LINCOLN	NE	68504
Occupant	3532 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	3540 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	3624 HUNTINGTON AVE,	LINCOLN	NE	68504
CLAUSSEN, LANCE	10900 BLUE SPIRIT LN	BLAIR	NE	68008
CLAUSSEN, PATRICIA A	4147 GREENWOOD ST	LINCOLN	NE	68504
Occupant	4630 HARTLEY ST,	LINCOLN	NE	68504
CLAWS LLC	1844 WASHINGTON ST	LINCOLN	NE	68502
Occupant	4119 CLEVELAND AVE,	LINCOLN	NE	68504
CLAYCOMB, JERRY & SONDR A	2315 DEVONSHIRE DR	LINCOLN	NE	68506
CLEMENT, WADE	4216 BALDWIN AVE	LINCOLN	NE	68504
Occupant	4245 GREENWOOD ST,	LINCOLN	NE	68504
CLORAN, KATHARINE E	2340 NORTHLINE CT	LINCOLN	NE	68521
CLOUD, TAMMY & BRYCE	4010 COLFAX AVE	LINCOLN	NE	68504
CLOVER, KATHLEEN M	3294 HITCHCOCK ST	LINCOLN	NE	68503
COBURN, DOYLE	3626 MADISON AVE	LINCOLN	NE	68504
Occupant	3830 N 27 ST,	LINCOLN	NE	68504
CODELCO LLC	1001 GRAND AVE	WEST DES MOINES	IA	50265
Occupant	1545 CORNHUSKER HWY,	LINCOLN	NE	68504
COFFEY, LARRY W	PO BOX 81463	LINCOLN	NE	68501
Occupant	4302 BALDWIN AVE,	LINCOLN	NE	68504
COLE, JEFFERY SCOT & BETTA, SILVIA	5726 WALKER AVE	LINCOLN	NE	68507
COLEMAN INVESTMENTS	2415 N 33 ST	LINCOLN	NE	68504
COLEMAN, CINDY M	2613 N 43 ST	LINCOLN	NE	68504
COLEMAN, JESSICA	4419 GLADSTONE ST	LINCOLN	NE	68504
COLIO INVESTMENTS LLC	1935 YOLANDA AVE	LINCOLN	NE	68521
COLLINGHAM, CAREY D	2907 N 42 ST	LINCOLN	NE	68504
Occupant	4310 COLFAX AVE,	LINCOLN	NE	68504
COLLINS, CHRIS & SUE	7725 MESA RD	LINCOLN	NE	68505
Occupant	4225 BALDWIN AVE, LINCOLN, NE	LINCOLN	NE	68504
COLLURA, DENENE P TRUST	6500 S 66 ST	LINCOLN	NE	68516
COMPTON, JACK B & JAMA	3609 MADISON AVE	LINCOLN	NE	68504
CONDON, JOSEPH	4321 EDISON CIR	LINCOLN	NE	68504
Occupant	3120 N 43 ST,	LINCOLN	NE	68504
Occupant	3634 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	3286 FAIR ST,	LINCOLN	NE	68504
Occupant	2825 N 42 ST,	LINCOLN	NE	68504
CONDOR PROPERTIES LLC	C/O PAUL & WILMA STEPHENS PO BOX 4746	LINCOLN	NE	68504
Occupant	4719 KNOX ST,	LINCOLN	NE	68504
Occupant	3422 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	1919 N 29 ST,	LINCOLN	NE	68504
Occupant	1740 ADAMS ST,	LINCOLN	NE	68504
CONTINENTAL BROADCASTING INC	2170 PIEDMONT NE RD	ATLANTA	GA	30324
CONTRERAS, JORGE V	3323 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	4611 SAINT PAUL AVE,	LINCOLN	NE	68504
COOKSON, MATTHEW G	317 CAROLYN CT	LINCOLN	NE	68510
Occupant	4001 INDUSTRIAL AVE,	LINCOLN	NE	68504
COON, KIRK A & TERRI L	3743 S 78 ST	LINCOLN	NE	68506
COON, VERL H & MARGARET M LIFE ESTATE	4301 KNOX ST	LINCOLN	NE	68504
COONROD, CLINTON L	2929 N 42 ST	LINCOLN	NE	68504

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COOPER, KENNETH E & GLADYS M	3542 SAINT PAUL AVE	LINCOLN	NE	68504
CORDER, RICHARD A JR & MARLENE	4330 JUDSON ST	LINCOLN	NE	68504
COREY, LISA R	3941 BALLARD CT	LINCOLN	NE	68504
CORNER, RICHARD G TRUST	4111 N 42 ST	LINCOLN	NE	68504
Occupant	1101 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	1101 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	2712 CORNHUSKER HWY,	LINCOLN	NE	68504
CORNHUSKER HWY LLC	Attn: CHRISTINE & TODD R DRAKE 1718 NW 1: CLIVE	IA		50325
Occupant	4300 CORNHUSKER HWY,	LINCOLN	NE	68504
COUNTYSHIRE LP	Attn: JERRY C JOYCE 8101 O ST	LINCOLN	NE	68510
COX, DUAL	1622 N 31 ST	LINCOLN	NE	68503
COX, SETH	4603 ST PAUL AVE	LINCOLN	NE	68504
COY, RUSTY E & LINDA D	2927 N 41 ST	LINCOLN	NE	68504
Occupant	3243 CORNHUSKER HWY,	LINCOLN	NE	68504
CR & HARP PROPERTY LLC	Attn: RAMUBHAI PATEL 9481 GRAND ESTATES BOCA RATON	FL		33496
CRAIG, LARRY D & NANCY L	1547 N 32 ST	LINCOLN	NE	68503
CRAIG, VALERIE D	2114 N 32 ST	LINCOLN	NE	68503-1313
CRAMBLET, JEREMY & LYLE & SHERYL	4201 COLFAX AVE	LINCOLN	NE	68504
CRANDELL, IVAN & CATHERINE	4313 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	2841 N 45 ST,	LINCOLN	NE	68504
CRAWFORD, DALE & CYNTHIE L	603 N 10 ST	WYMORE	NE	68466
CRAWFORD, JAMES D & LINDA J	3820 N 44 ST	LINCOLN	NE	68504
CREPS, TODD M & TONI	3901 N 40 ST	LINCOLN	NE	68504
CROSBY, RANDY L	4042 MADISON AVE	LINCOLN	NE	68504
CROSSROADS CHURCH OF LINCOLN	4401 N 40 ST	LINCOLN	NE	68504
Occupant	2000 YOLANDE AVE,	LINCOLN	NE	68504
Occupant	2040 YOLANDE AVE,	LINCOLN	NE	68504
CROUNSE HOMES INC	9700 S 60 ST	LINCOLN	NE	68516
CROWLEY, JERRY M & TONI J	3800 N 42 ST	LINCOLN	NE	68504
Occupant	3201 N 41 ST,	LINCOLN	NE	68504
CUDLY, BRIAN J	4000 COLFAX AVE	LINCOLN	NE	68504
CUNNINGHAM, BRODY & KATRINA	4135 GREENWOOD ST	LINCOLN	NE	68504
CUNNINGHAM, JASON	4145 COLFAX ST	LINCOLN	NE	68504
CURRY, PEGGY LEE LIFE ESTATE	3627 CLEVELAND AVE	LINCOLN	NE	68504
CURRY, THOMAS SR & PEARLIE L	4017 SAINT PAUL AVE	LINCOLN	NE	68504
D J SALIA INVESTMENT PROPERTIES LLC	901 OAK ST	LINCOLN	NE	68521
Occupant	3311 N 44 ST,	LINCOLN	NE	68504
D6 PROPERTIES LLC	2345 S 58 ST	LINCOLN	NE	68506
DAHLBERG, BRYAN LEE & JULIE ANNE	4242 MADISON AVE	LINCOLN	NE	68516
Occupant	1523 N 28 ST,	LINCOLN	NE	68504
Occupant	1719 N 30 ST,	LINCOLN	NE	68504
Occupant	2121 N 28 ST,	LINCOLN	NE	68504
DAL PROPERTIES LLC	PO BOX 21773	LINCOLN	NE	68542
Occupant	4140 BALDWIN AVE,	LINCOLN	NE	68504
DALU INVESTMENTS LLC	4010 FREDERICK CIR	LINCOLN	NE	68504
Occupant	1329 SAUNDERS AVE,	LINCOLN	NE	68504
DAMEWOOD, DANIEL L & LUANN V	4010 FREDERICK CIR	LINCOLN	NE	68504
DAMM, JESSE	2000 GRIFFITH ST	LINCOLN	NE	68503
DANEK, TERRY C & KATHLEEN M	4261 KNOX ST	LINCOLN	NE	68504
DANG, SI TIEN & HUYNH, YEN THANH	3290 CENTER ST	LINCOLN	NE	68503
DANIEL, MELISSA ANN	4330 KNOX ST	LINCOLN	NE	68504
Occupant	1710 N 27 ST,	LINCOLN	NE	68504
DAO, MANH M & PHAM, THUY TIEN	1562 SW 10 ST	LINCOLN	NE	68522
Occupant	3287 FAIR ST,	LINCOLN	NE	68504
Occupant	3281 FAIR ST,	LINCOLN	NE	68504
Occupant	4220 N 44 ST,	LINCOLN	NE	68504
DAO, QUOC DUC & VO, THANH TAM THI	5410 N 13 ST	LINCOLN	NE	68521
DATA SOURCE MEDIA INC	PO BOX 4397	LINCOLN	NE	68504-0397
DAUGHERTY, MICHAEL J & ROBERTA K	4130 TURNER ST	LINCOLN	NE	68504
Occupant	3110 N 40 ST,	LINCOLN	NE	68504
DAVID LARSON CONSTRUCTION CO	9020 HOLDREGE ST	LINCOLN	NE	68505
DAVIDS, CODY O & ELIZABETH D	4000 BALLARD CIR	LINCOLN	NE	68504
DAVIDS, NICHOLAS G	3931 MADISON AVE	LINCOLN	NE	68504
Occupant	2726 N 39 ST,	LINCOLN	NE	68504
DAVIDSON, MICHAEL HENNING & JENNIFER A	7301 GLENVIEW DR	LINCOLN	NE	68505
DAVIDSON, PAUL E & DORIS A	3744 SAINT PAUL AVE	LINCOLN	NE	68504
DAVIS, JEFFERSON M	4611 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	2511 N 46 ST,	LINCOLN	NE	68504
DAWSON, LINDA K	2211 S BRANDT CIR	LINCOLN	NE	68506
Occupant	3926 SAINT PAUL AVE,	LINCOLN	NE	68504
DEAL ESTATES LLC	12401 EMMWALTER RD	LINCOLN	NE	68517
DECKER, NOLAN E & BOYCE, SUEANN E & SHELDON, ARDITH E	3801 CLEVELAND AVE	LINCOLN	NE	68504
DEGERNESS, JONATHAN M & BETHANY J	3298 CENTER ST	LINCOLN	NE	68503
DEIDEL, DALTON J	3126 HOLDREGE ST	LINCOLN	NE	68503
Occupant	3329 N 48 ST,	LINCOLN	NE	68504
DELGADO, BARBARA ANN	10510 DEER VALLEY LN	LINCOLN	NE	68526
Occupant	2445 N 14 ST,	LINCOLN	NE	68504
DELIYANNIS, DEMITRIS T & RACHEL M	10401 HOLDREGE ST	LINCOLN	NE	68527
Occupant	3200 N 33 ST,	LINCOLN	NE	68504

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Occupant	3160 N 33 ST,	LINCOLN	NE	68504
DELTA INVESTMENTS LLC	PO BOX 30618	LINCOLN	NE	68503
Occupant	4527 BALDWIN AVE,	LINCOLN	NE	68504
DENNIS, MICHAEL P & MARTHA V	1845 S 48 ST	LINCOLN	NE	68504
DEPT OF NEBRASKA VFW	2431 N 48 ST	LINCOLN	NE	68504
Occupant	3616 SAINT PAUL AVE,	LINCOLN	NE	68504
DEROCK, DANIEL & PAULETTE G	4025 S 27 ST	LINCOLN	NE	68502
Occupant	3100 N 20 ST,	LINCOLN	NE	68504
DETWEILER PROPERTIES II LLC	Attn: GARY & BETH DETWEILER 3441 NW 84 S	LINCOLN	NE	68524
Occupant	1730 N 27 ST, L	LINCOLN	NE	68504
DEUTSCHE BANK NATIONAL TRUST COMPANY TRUSTEE	Attn: C/O OCWEN LOAN SERVICING LLC 1661 W	WEST PALM BEACH	FL	33409
Occupant	3250 FAIR ST,	LINCOLN	NE	68504
DEVELOPMENTAL SERVICES OF NEBRASKA INC	5701 THOMPSON CREEK BLVD UNIT 200	LINCOLN	NE	68516
Occupant	3610 ADAMS ST,	LINCOLN	NE	68504
DEW-RIGHT SELF STORAGE LLC	Attn: DONNA REIS 3700 ADAMS ST STE 1	LINCOLN	NE	68504
Occupant	4527 MADISON AVE,	LINCOLN	NE	68504
DICK, WILLIAM E & MARSHA I	5000 N 10 ST	LINCOLN	NE	68521
Occupant	3259 POTTER ST,	LINCOLN	NE	68504
DICKE, BILL D & LAUREL L LIVING TRUST	3530 CAPE CHARLES RD E	LINCOLN	NE	68516
DICKINSON, GERRY D & PETERSON, TRISHIA	2227 N 30 ST	LINCOLN	NE	68503
DILLINGER, LAWRENCE W & SHARON	2960 N 42 ST	LINCOLN	NE	68504
Occupant	2302 CORNHUSKER HWY,	LINCOLN	NE	68504
DILLON REAL ESTATE CO INC	ATTN: THE KROGER CO 1014 VINE STREET, PR	CINCINNATI	OH	45202
DIVIZINSKIY, YURIY N & DIVIZINSKAYA, NATALIYA M	4430 TURNER ST	LINCOLN	NE	68504-1332
Occupant	3950 BALLARD CT,	LINCOLN	NE	68504
DIXON, KATHRYN MARIE LIVING TRUST	7206 HIDDEN VALLEY DR	LINCOLN	NE	68526
DIXON, KENNETH D & SHELBY J	1600 PANAMA RD	MARTELL	NE	68404
Occupant	4043 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	3136 HOLDREGE ST,	LINCOLN	NE	68504
Occupant	3700 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	1609 N 31 ST,	LINCOLN	NE	68504
Occupant	1509 N 29 ST,	LINCOLN	NE	68504
Occupant	2115 N 28 ST,	LINCOLN	NE	68504
Occupant	1707 N 28 ST,	LINCOLN	NE	68504
Occupant	3134 HOLDREGE ST,	LINCOLN	NE	68504
DIXON, MARY M	4234 ADAMS ST	LINCOLN	NE	68504
Occupant	4142 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	4518 SAINT PAUL AVE,	LINCOLN	NE	68504
DJA PROPERTIES LLC	7521 BOBCAT CIR	LINCOLN	NE	68523
Occupant	3745 SAINT PAUL AVE,	LINCOLN	NE	68504
DL HOLDINGS INC	4900 SW 12 ST	LINCOLN	NE	68523
DOHMEN, DONALD E & JANET A	3917 BALLARD CT	LINCOLN	NE	68504
Occupant	2811 N 48 ST,	LINCOLN	NE	68504
DOMINA, KAREN F REVOCABLE TRUST	ATTN: THE KROGER CO 1014 VINE STREET, PR	CINCINNATI	OH	45202
Occupant	3621 CLEVELAND AVE,	LINCOLN	NE	68504
DOMINGO, THOMAS E & DEANNA M	1135 N 51 ST	LINCOLN	NE	68504
DONNER & MONTGOMERY PROPERTIES LLC	3900 INDUSTRIAL AVE	LINCOLN	NE	68504
Occupant	3900 INDUSTRIAL AVE, UNIT #3,	LINCOLN	NE	68504
Occupant	3900 INDUSTRIAL AVE, UNIT #2,	LINCOLN	NE	68504
Occupant	3900 INDUSTRIAL AVE, UNIT #1, LINCOLN, NE	LINCOLN	NE	68504
DONNER MONTGOMERY & PADILLA GROUP LLC	3900 INDUSTRIAL AVE	LINCOLN	NE	68504
Occupant	4402 MADISON AVE,	LINCOLN	NE	68504
Occupant	4306 ADAMS ST,	LINCOLN	NE	68504
Occupant	4618 ADAMS ST,	LINCOLN	NE	68504
DOPP-HORACEK, DEBRA A REVOCABLE LIVING TRUST	5901 KESS DR	LINCOLN	NE	68516
DOUD, MEGHAN	4020 N 45 ST	LINCOLN	NE	68504
DOUTHIT, LARRY D & DARLENE J	4034 N 44 ST	LINCOLN	NE	68504
DOWD, ROBIN A & STANLEY D	1725 N 28 ST	LINCOLN	NE	68503
Occupant	2725 N 42 ST,	LINCOLN	NE	68504
DOWNING, PAMELA R	PO BOX 4614	LINCOLN	NE	68504-0614
DOWNS, CYNDEE N	3843 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	5351 CORNHUSKER HWY,	LINCOLN	NE	68504
DREWEL, KENNETH W & DEBORAH L	2717 ELK ST	BEATRICE	NE	68310
Occupant	1900 CORNHUSKER HWY,	LINCOLN	NE	68504
DSC REALTY LLC	300 W 7 ST	SIOUX CITY	IA	51103
Occupant	3030 N 40 ST,	LINCOLN	NE	68504
DSJF PROPERTY LLC	1661 N 4 ST	EAGLE	NE	68347
Occupant	1773 N 29 ST,	LINCOLN	NE	68504
Occupant	1805 N 28 ST,	LINCOLN	NE	68504
DUANE HARTMAN INVESTMENTS INC	PO BOX 22787	LINCOLN	NE	68542
Occupant	3310 SAINT PAUL AVE,	LINCOLN	NE	68504
DUBAS, CHERYL	15305 NW 48 ST	RAYMOND	NE	68428
DUBAS, MATTHEW J & HALEY R	3000 HITCHCOCK ST	LINCOLN	NE	68503
Occupant	4231 GREENWOOD ST,	LINCOLN	NE	68504
DUDEN, THOMAS A	5835 SAYLOR ST	LINCOLN	NE	68506
Occupant	4150 ADAMS ST,	LINCOLN	NE	68504
DUERR, ROGER F	6224 WALKER AVE	LINCOLN	NE	68507-2468
Occupant	3221 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	1600 N 32 ST,	LINCOLN	NE	68504

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DUNCAN, KATHRYN PAIGE & HENNING, JONATHAN	1035 HILLTOP RD	LINCOLN	NE	68521
Occupant	3240 N 45 ST,	LINCOLN	NE	68504
DUNKLE, DALE P & LAURA LEE	13224 N DEL WEBB BLVD	SUN CITY	AZ	85351
DUNN, GAIL J & JAMES M	3009 POTTER ST	LINCOLN	NE	68503
Occupant	2740 HOLDREGE ST,	LINCOLN	NE	68504
DUONG, VO V & LE, THU MONG THI	1949 REDSTONE RD	LINCOLN	NE	68521
DURHAM, SHARON K	4203 CLEVELAND AVE	LINCOLN	NE	68504
DUX, KATHLEEN L	4016 N 45 ST	LINCOLN	NE	68506
DYAS, LANCE A	1821 N 29 ST	LINCOLN	NE	68503
DYER, PATRICIA R LIFE ESTATE	2930 N 45 ST	LINCOLN	NE	68504
Occupant	2141 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	2137 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	2121 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	2940 N 20 ST,	LINCOLN	NE	68504
E J C CORP	800 OAK ST	LINCOLN	NE	68521
Occupant	3900 N 27 ST,	LINCOLN	NE	68504
EASTEP, BRETT A & NICOLE K	4600 HAPPY HOLLOW CT	LINCOLN	NE	68516
EASTMAN, ALVIN J & VICKI J	3640 BALDWIN AVE	LINCOLN	NE	68504
Occupant	2505 N 11 ST,	LINCOLN	NE	68504
EATING ENTERPRISE-BELMONT LLC, THE	5931 S 58 ST	LINCOLN	NE	68516
ECHEVERRIA, JUAN A & SANDRA E	2125 N 30 ST	LINCOLN	NE	68503
Occupant	3825 N 44 ST,	LINCOLN	NE	68504
ECKSTEIN, DIANE L	PO BOX 982	WAINSCOTT	NY	11975
EDDINS, ROBERT P & GLORIA D, Jr	1700 N 29 ST	LINCOLN	NE	68503
EDELMAIER, ROBERT A & RENEE S	3714 MADISON AVE	LINCOLN	NE	68504
Occupant	4235 BALDWIN AVE,	LINCOLN	NE	68504
EDGAR, BRADLEY A	400 S 30 ST	LINCOLN	NE	68510
EDGINGTON, IAN R	1708 N 32 ST	LINCOLN	NE	68503
Occupant	1525 CORNHUSKER HWY,	LINCOLN	NE	68504
EDSEL REMAINDER I EST FOR YEAR	ATTN: THOMSON REUTERS PO BOX 06116	CHICAGO	IL	60606
EDWARDS, LESLIE L & JAN K	2957 N 44 ST	LINCOLN	NE	68504
EGAN, MITCHELL A & SHARON A	4217 COLFAX AVE	LINCOLN	NE	68504
EGGER, BRUCE M & LARSON, MICHELLE R	4718 KNOX ST	LINCOLN	NE	68504
Occupant	2748 POTTER ST,	LINCOLN	NE	68504
EHBV INC	PO BOX 81655	LINCOLN	NE	68501
Occupant	2112 CORNHUSKER HWY,	LINCOLN	NE	68504
EIGHTY TWO LLC	Attn: GARY L NICHELSON 182 W LAKESHORE D	LINCOLN	NE	68528
EITEL, TRACEY A	3801 N 42 ST	LINCOLN	NE	68504
Occupant	4235 CLEVELAND AVE,	LINCOLN	NE	68504
EKSTRUM, BRUCE J & DONNA S	645 E ST	PALMYRA	NE	68418
Occupant	4510 BALDWIN AVE,	LINCOLN	NE	68504
ELIKER, AILEEN A	3920 N 60 ST	LINCOLN	NE	68507
Occupant	1215 DAWES AVE,	LINCOLN	NE	68504
ELLIOTT NEBRASKA LAND COMPANY LLC	1153 BURR OAKS DR	WEST DES MOINES	IA	50266
Occupant	1245 DAWES AVE,	LINCOLN	NE	68504
ELLIOTT, GLEN E REVOCABLE TRUST	Attn: GENE ELLIOTT, ELLIOTT NEBRASKA LAND	WEST DES MOINES	IA	50266
ELLIOTT, JOHN C & CAROL J	3930 MADISON AVE	LINCOLN	NE	68504
Occupant	4602 KNOX ST,	LINCOLN	NE	68504
ELTISTE, LONNIE & JANE	3241 N 46 ST	LINCOLN	NE	68504
Occupant	4602 ADAMS ST,	LINCOLN	NE	68504
ELWOOD REVOCABLE TRUST	3733 C ST	LINCOLN	NE	68510
Occupant	4545 ADAMS ST,	LINCOLN	NE	68504
ELWOOD, ROBERT J & SANDRA G	3733 C ST	LINCOLN	NE	68510
ELY, ZOLA & SPRINGER, MADELYN	1540 N 27 ST	LINCOLN	NE	68503
ENGSTROM, NEIL M	4534 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3524 HUNTINGTON AVE,	LINCOLN	NE	68504
ENJ PROPERTIES LLC	6832 RIDGE POINT RD	LINCOLN	NE	68512
ENRIQUEZ, MARIANO & MARIA	1533 N 29 ST	LINCOLN	NE	68503
Occupant	2662 CORNHUSKER HWY,	LINCOLN	NE	68504
ENTERPRISE COMPANY INC	1248 O ST STE 550	LINCOLN	NE	68508-1405
ERB, MARGARET L & TOM L	3121 N 44 ST	LINCOLN	NE	68504
ERICKSON, DAVID P	4426 BALDWIN AVE	LINCOLN	NE	68504
ERICKSON, DELMAR D	2132 N 32 ST	LINCOLN	NE	68503
ERICKSON, LEON M	4237 MADISON AVE	LINCOLN	NE	68504
ERICSON, ALFRED T & PHYLLIS A	4130 N 42 STREET CIR	LINCOLN	NE	68504
Occupant	4131 N 45 STREET CT,	LINCOLN	NE	68504
Occupant	4109 N 45 STREET CT,	LINCOLN	NE	68504
Occupant	4123 N 45 STREET CT,	LINCOLN	NE	68504
Occupant	4520 BALDWIN AVE,	LINCOLN	NE	68504
ES VENTURES I LLC	ATTN: GREGORY HACKER PO BOX 6691	LINCOLN	NE	68506
ESSMAN, STUART L & DENISE J	4141 N 42 STREET CIR	LINCOLN	NE	68504
ESTES, CHARLENE R	1710 N 31 ST	LINCOLN	NE	68503
Occupant	4517 ADAMS ST,	LINCOLN	NE	68504
ESTUDILLO, RICHARD W & CAROL J	3641 SHERIDAN BLVD	LINCOLN	NE	68506
ETHRIDGE, JOSEPH M & CRAPSON, GINA L	3003 POTTER ST	LINCOLN	NE	68503
Occupant	1535 N 32 ST,	LINCOLN	NE	68504
EULER RENTALS LLC	Attn: PHILLIP W EULER 5520 GROUSE PL	LINCOLN	NE	68516
EVANGELICAL WESLEYAN CHURCH	3227 HITCHCOCK ST	LINCOLN	NE	68503
EVANS, MICHAEL S & LETTIE D	3708 N 40 ST	LINCOLN	NE	68504

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Occupant	3921 N 42 ST,	LINCOLN	NE	68504
EVERETT STREET INVESTMENTS LLC	6711 EVERETT ST	LINCOLN	NE	68506
Occupant	1736 N 28 ST,	LINCOLN	NE	68504
F&S RENTALS LLC	1900 W FOOTHILLS RD	LINCOLN	NE	68523
Occupant	3235 POTTER ST,	LINCOLN	NE	68504
FARBER, JIM G & BARBARA L	2610 N 81 ST	LINCOLN	NE	68507
Occupant	4610 MADISON AVE,	LINCOLN	NE	68504
FARLEIGH, ROBERT R & DEBRA A	8109 S HAZELWOOD DR	LINCOLN	NE	68510
FAUSTMAN, DONALD A	4100 N 45 ST CT	LINCOLN	NE	68504
Occupant	3635 CLEVELAND AVE,	LINCOLN	NE	68504
FAUVER, SONYA J	5111 N 17 ST	LINCOLN	NE	68521
FAZEL, RICHARD C	4702 HUNTINGTON AVE	LINCOLN	NE	68504
FEDLER, LOUIS J & PEGGY A	4016 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3118 MERRILL ST,	LINCOLN	NE	68504
FELSING, KENNETH L	PO BOX 4534	LINCOLN	NE	68504-0534
Occupant	3283 MERRILL ST,	LINCOLN	NE	68504
FELTON, ALLEN L	301 D ST	LINCOLN	NE	68510
FELTY, JEFFREY A & TRICA D	2631 N 37 ST	LINCOLN	NE	68504
FENSTER, KEITH W & CANDICE J	4017 TURNER ST	LINCOLN	NE	68504
Occupant	1801 CORNHUSKER HWY,	LINCOLN	NE	68504
FINK, PETER J	1801 S 54 ST	OMAHA	NE	68106-2316
FIRMAN, DEBRA K	3526 MADISON AVE	LINCOLN	NE	68504
Occupant	2601 N 47 ST,	LINCOLN	NE	68504
FISHER, STEVEN A	21 THOMAS LK	ASHLAND	NE	68003
FLAHERTY, JACQUE	2908 N 43 ST	LINCOLN	NE	68504
Occupant	4540 BALDWIN AVE,	LINCOLN	NE	68504
FLAHERTY, JAMES P	71990 RD 382	MCCOOK	NE	69001
FLEEGE, JASON C	2900 N 45 ST	LINCOLN	NE	68504
Occupant	4443 GREENWOOD ST,	LINCOLN	NE	68504
FLEEGE, JON M & NORMA J REVOCABLE TRUST	1000 N 86 CT LOT 1	LINCOLN	NE	68505
FLEEGE, MICHAEL J	4603 MADISON AVE	LINCOLN	NE	68504
Occupant	4443 BALDWIN AVE,	LINCOLN	NE	68504
FLEEGE, RICHARD S	4320 TURNER ST	LINCOLN	NE	68504
Occupant	3632 HUNTINGTON AVE,	LINCOLN	NE	68504
FLEGE, STACY S & SHAWN D	7116 BEAVER HOLLOW CIR	LINCOLN	NE	68516
Occupant	4141 EDISON CIR,	LINCOLN	NE	68504
Occupant	4140 EDISON CIR,	LINCOLN	NE	68504
Occupant	4200 EDISON CIR,	LINCOLN	NE	68504
FLODMAN INVESTMENTS LLC	21707 DEERHAVEN TRL	EAGLE	NE	68349
Occupant	4201 EDISON CIR,	LINCOLN	NE	68504
FLURY, EVA LOUISE	3232 HOLDREGE ST	LINCOLN	NE	68503
Occupant	3256 HOLDREGE ST,	LINCOLN	NE	68504
FOOTE, KAREN J	Attn: JOHN F FOOTE 4017 S 81 ST	LINCOLN	NE	68506
FORBES, JUDITH R & LEROY L JR	4150 GREENWOOD ST	LINCOLN	NE	68504
Occupant	5501 SUPERIOR ST,	LINCOLN	NE	68504
Occupant	5401 SUPERIOR ST,	LINCOLN	NE	68504
Occupant	4501 N 56 ST,	LINCOLN	NE	68504
FOREMAN INVESTMENTS LLC	251 CAPITOL BEACH BLVD STE 12	LINCOLN	NE	68528
FOSSLER, DOROTHY A	4025 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	3253 MERRILL ST,	LINCOLN	NE	68504
FOUNTAIN, VICTOR W	14331 OLDFIELD	WAVERLY	NE	68462-2008
FRAIN, GERALD L & PATRICIA L	3220 N 45 ST	LINCOLN	NE	68504
FRALEY, KENNETH E & JACQUELINE	29101 SW 58 ST	HALLAM	NE	68368-7879
Occupant	3304 MADISON AVE,	LINCOLN	NE	68504
FRANCIS, COLE P & CHRISTINA M	4020 N 42 ST	LINCOLN	NE	68504
Occupant	2949 N 43 ST,	LINCOLN	NE	68504
Occupant	2959 N 43 ST,	LINCOLN	NE	68504
Occupant	2903 N 44 ST,	LINCOLN	NE	68504
Occupant	1601 N 29 ST,	LINCOLN	NE	68504
FRANKLIN, JOHN J & BARBARA A	8316 DECATUR ST	OMAHA	NE	68114
Occupant	2221 N 31 ST,	LINCOLN	NE	68504
FRANZ, BETH P & SCOTT W	7421 COLBY ST	LINCOLN	NE	68505
Occupant	1800 N 27 ST,	LINCOLN	NE	68504
Occupant	4645 JUDSON ST,	LINCOLN	NE	68504
Occupant	1820 N 27 ST,	LINCOLN	NE	68504
Occupant	1700 N 27 ST,	LINCOLN	NE	68504
FRANZ, SCOTT W	3632 N 10 ST	LINCOLN	NE	68521
Occupant	3316 MADISON AVE,	LINCOLN	NE	68504
FRAZER, JEAN C	1742 N 76 ST	LINCOLN	NE	68505
FREDERICK WICHERN, JANICE E	4030 N 38 ST	LINCOLN	NE	68504
FREE, ROGER	4225 KNOX ST	LINCOLN	NE	68504
Occupant	4646 HUNTINGTON AVE,	LINCOLN	NE	68504
FREEDOM INVESTMENT PROP LLC	6501 BOULDER RIDGE RD	LINCOLN	NE	68526
FREY, JASON & TANYA	3910 SAINT PAUL AVE	LINCOLN	NE	68504
FRICKE, RONALD E & NADINE L	1936 N 30 ST	LINCOLN	NE	68503
FRIEDMAN, HERBERT J	PO BOX 82009	LINCOLN	NE	68501-2009
Occupant	3511 N 40 ST,	LINCOLN	NE	68504
Occupant	3218 HOLDREGE ST,	LINCOLN	NE	68504
FRIEDMAN, JAMES C	1505 A ST	LINCOLN	NE	68502

DISTRIBUTION LIST

APPENDIX

FROHNER, BRET HUNG	3310 MADISON AVE	LINCOLN	NE	68504
Occupant	4540 GREENWOOD ST,	LINCOLN	NE	68504
FRYDA, DEAN GERALD & LISA MARIE	18101 N 1 ST	DAVEY	NE	68336
FRYE, DOUGLAS A & KAROL L	4627 COLFAX CIR	LINCOLN	NE	68504
FUCHS, BRADLEY JOSEPH	4500 MADISON AVE	LINCOLN	NE	68504
Occupant	3310 N 27 ST,	LINCOLN	NE	68504
Occupant	3740 N 40 ST,	LINCOLN	NE	68504
Occupant	4625 GREENWOOD ST,	LINCOLN	NE	68504
Occupant	4624 GREENWOOD ST,	LINCOLN	NE	68504
FUHRER, KENNETH A TESTAMENTARY TRUST	Attn: JEWEL A FUHRER, TRUSTEE 3740 N 40 ST	LINCOLN	NE	68504
FUJIAN, JOSEPH S & VIRGINIA A	4025 N 44 ST	LINCOLN	NE	68504
FULLER, PATRICK	2540 N 44 ST	LINCOLN	NE	68504
Occupant	3639 N 39 ST,	LINCOLN	NE	68504
Occupant	3633 N 39 ST,	LINCOLN	NE	68504
FULTON FAMILY TRUST	440 LAKEWOOD DR	LINCOLN	NE	68510
FUNK MACHINE & SUPPLY INC	1805 YOLANDE AVE	LINCOLN	NE	68521
FUNK, FRANK L & MARCELLA D	4310 BALDWIN AVE	LINCOLN	NE	68504
Occupant	4141 MADISON AVE,	LINCOLN	NE	68504
FURMAN, TYLER L	19001 SW 84 ST	RAYMOND	NE	68428
Occupant	4701 PIERCE DR,	LINCOLN	NE	68504
G S INVESTMENTS LIMITED LIABILITY COMPANY	3420 N 22 ST STE 1	LINCOLN	NE	68521
Occupant	4101 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	4109 PROGRESSIVE AVE,	LINCOLN	NE	68504
G S INVESTMENTS LLC	3420 N 22 ST STE 1	LINCOLN	NE	68521
GABEL, ALLEN R	3227 FAIR ST	LINCOLN	NE	68503
Occupant	3621 N 40 ST,	LINCOLN	NE	68504
GABEL, MICHAEL A & ROBERTA L	6006 S 88 ST	LINCOLN	NE	68526
Occupant	2902 CORNHUSKER HWY,	LINCOLN	NE	68504
GALANTER FAMILY GST 2	6675 GRANITE CREST CT	SAN DIEGO	CA	92130
GALTER, TRACY T	1615 GRACE AVE	LINCOLN	NE	68503
GALTESHWAER INC	5200 CORNHUSKER HWY	LINCOLN	NE	68504
GALVAN, ANTHONY D	1520 N 32 ST	LINCOLN	NE	68508
GANDARA, COREY L	4227 MADISON AVE	LINCOLN	NE	68504
GARAIS, VALIJA LIFE ESTATE	4217 MADISON AVE	LINCOLN	NE	68504
GARCIA, ROBERT M	4015 MADISON AVE	LINCOLN	NE	68504
Occupant	1621 N 33 ST,	LINCOLN	NE	68504
Occupant	4419 CLEVELAND AVE,	LINCOLN	NE	68504
Occupant	4236 HUNTINGTON AVE,	LINCOLN	NE	68504
GARMEL PROPERTIES LLC	1418 S 3 ST	LINCOLN	NE	68502
Occupant	3100 FAIR ST,	LINCOLN	NE	68504
GARRISON, DOUGLAS D & SHEILA K	13550 W US HWY 34	MALCOLM	NE	68402
GARRISON, JEANETTE J	4234 MADISON AVE	LINCOLN	NE	68504
GARRISON, TODD MICHAEL	2230 GRIFFITH ST	LINCOLN	NE	68503
GARTHRIGHT, WILLIAM C	4204 MADISON AVE	LINCOLN	NE	68504
Occupant	4535 MADISON AVE,	LINCOLN	NE	68504
GAYED, VICTOR JAMES	2570 N 83 ST	LINCOLN	NE	68507-3391
GEDWILLO, THOMAS A	3724 BALDWIN AVE	LINCOLN	NE	68504
GEIGLE, MADELINE L	4134 SAINT PAUL AVE	LINCOLN	NE	68504
GEIST, THOMAS A	1932 N 28 ST	LINCOLN	NE	68503
Occupant	3502 SAINT PAUL AVE,	LINCOLN	NE	68504
GELB, ALLEN & ROXANNE	1010 MARIAN AVE	BELLEVUE	NE	68005
GELINNE, JAMES W & MARCIA A	4249 KNOX ST	LINCOLN	NE	68504
GENERAL DYNAMICS ARMAMENT & TECHNICAL PRODUCTS INC	Attn: LINCOLN COMPOSITES 4300 INDUSTRIAL	LINCOLN	NE	68504
Occupant	2930 N 42 ST,	LINCOLN	NE	68504
GEWECKE, THOMAS R & TERESA E	13615 FOUNTAINVIEW DR	MONGOMERY	TX	77356
GILL, LOUIS J & ZHI HONG	3735 ST PAUL AVE	LINCOLN	NE	68504
GILL, ROBERT DANIEL SR	4011 MADISON AVE	LINCOLN	NE	68504
GILLANDER, ZACHARIA JAMES & STEPHANIE JO	4635 KNOX ST	LINCOLN	NE	68504
Occupant	1709 N 29 ST,	LINCOLN	NE	68504
GILLIAM, EARL F & SHERRY J	3480 N 52 ST	LINCOLN	NE	68504
Occupant	4726 ADAMS ST,	LINCOLN	NE	68504
GILLIAM, WENDY G & JENSEN, RODNEY D	2032 N 70 ST	LINCOLN	NE	68505
GILSDORF, ELLEN L	3245 FAIR ST	LINCOLN	NE	68503
GIVENS, GERALD W & KATHLEEN M	3840 N 42 ST	LINCOLN	NE	68504
GLADSTONE INDUSTRIAL LLC	129 N 10 ST CAPITOL HALL	LINCOLN	NE	68508
Occupant	3301 N 33 ST, UNIT #B,	LINCOLN	NE	68504
Occupant	2001 N 32 ST,	LINCOLN	NE	68504
GLIGOREVIC, SNJEZAN	645 S 17 ST APT 102	LINCOLN	NE	68508
Occupant	4720 SAINT PAUL AVE,	LINCOLN	NE	68504
GLIMMER PROJECTS LLC	3631 O'SULLIVAN RD	LINCOLN	NE	68516
Occupant	2701 N 48 ST,	LINCOLN	NE	68504
Occupant	4706 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	2723 N 48 ST,	LINCOLN	NE	68504
Occupant	2713 N 48 ST,	LINCOLN	NE	68504
Occupant	2711 N 48 ST,	LINCOLN	NE	68504
Occupant	3708 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	2600 N 37 ST,	LINCOLN	NE	68504
GMB RENTALS INC	12500 W AGNEW RD	VALPARAISO	NE	68065
Occupant	2825 CORNHUSKER HWY,	LINCOLN	NE	68504

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GMC PROPERTIES CORPORATION	Attn: ROGER D MOORE 4200 S 14 ST	LINCOLN	NE	68502
Occupant	4509 ADAMS ST,	LINCOLN	NE	68504
GOLDEN OAKS RENOVATIONS	5418 S 78 ST	LINCOLN	NE	68516
GOLLIDAY, COURTNEY & PATRIC	4621 COLFAX CIR	LINCOLN	NE	68504
GOMEZ, ZENOBO A & MELISSA K	1709 N 30 ST	LINCOLN	NE	68503
GONG, MINGYU	4045 BALLARD CIR	LINCOLN	NE	68507
GONZALEZ, RICHARD & ANNA	3271 CENTER ST	LINCOLN	NE	68503
Occupant	4624 GLADSTONE ST,	LINCOLN	NE	68504
Occupant	4618 GLADSTONE ST,	LINCOLN	NE	68504
GOODBAN, RICHARD L & URSULA M	4920 S 73 ST	LINCOLN	NE	68516
GOODRICH, JOHN L	4020 FREDERICK CIR	LINCOLN	NE	68504
GOODRICH, MARK J	4521 JUDSON ST	LINCOLN	NE	68504
Occupant	2610 N 36 ST,	LINCOLN	NE	68504
Occupant	2618 N 36 ST,	LINCOLN	NE	68504
Occupant	2600 N 36 ST,	LINCOLN	NE	68504
Occupant	2626 N 36 ST,	LINCOLN	NE	68504
GORDON, CARLTON A & MARLEEN L	1069 EPPINGER DR	PORT CHARLOTTE	FL	33953
GORDON, MARY ELIZABETH	4110 SAINT PAUL AVE	LINCOLN	NE	68504
GOUIN, LAWRENCE R & KATHRYN L	4425 JUDSON ST	LINCOLN	NE	68504
GOULD, SARA	4529 GLADSTONE ST	LINCOLN	NE	68504
Occupant	2216 N 31 ST,	LINCOLN	NE	68504
GRAEWE, MICHAEL H & HEATHER M	4101 W PEACH ST	LINCOLN	NE	68522
Occupant	4717 BALDWIN AVE,	LINCOLN	NE	68504
GRAND ISLAND PROPERTIES LLC	715 W ANNA ST	GRAND ISLAND	NE	68801
GRANITE RIDGE LLC	616 ELDON DR	LINCOLN	NE	68510
GRAY, JEFFREY D	3211 DOANE ST	LINCOLN	NE	68503
GRAYBILL, VICKY E & ALICIA C	4234 ST PAUL AVE	LINCOLN	NE	68504
Occupant	2727 N 40 ST,	LINCOLN	NE	68504
Occupant	1617 N 29 ST	LINCOLN	NE	68503
GREAT VISION LLC	9201 YANKEE HILL RD	DENTON	NE	68339
Occupant	4134 MADISON AVE,	LINCOLN	NE	68504
Occupant	3410 N 27 ST,	LINCOLN	NE	68504
GREAT WESTERN BANK	Attn: ACCOUNTING 100 N PHILLIPS AVE	SIOUX FALLS	SD	57104
Occupant	4228 HUNTINGTON AVE,	LINCOLN	NE	68504
GREDER, GRANT & GREGORY A	1318 PELICAN BAY PL	LINCOLN	NE	68528
Occupant	1912 N 32 ST,	LINCOLN	NE	68504
GREEN RIVER PROPERTIES LLC	Attn: BEN LOBOS 338 N 27 ST	LINCOLN	NE	68503
GREEN, JOHN R JR	3201 N 44 ST	LINCOLN	NE	68504
GREIMAN, SCOTT	3301 N 46 ST	LINCOLN	NE	68504
Occupant	4135 N 45 STREET CT,	LINCOLN	NE	68504
GRIESER, JASON P	8120 LAKE ST	LINCOLN	NE	68506-3135
GRIEVE, CHAS & WRIGHT, BRINAE	4427 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	2140 N 32 ST,	LINCOLN	NE	68504
GRIFFIN, KAREN M	3821 FREDERICK ST	LINCOLN	NE	68504
GRIFFIN-ROBERTS, TYLER & AMMERMAN, JENNIFER	3728 MADISON AVE	LINCOLN	NE	68504
GRIFFITH, ERIK J	2931 N 44 ST	LINCOLN	NE	68504
GRIFFITH, NICHOLAS A & THIBAUT, KAYLA N	2840 N 41 ST	LINCOLN	NE	68504
Occupant	4011 SAINT PAUL AVE,	LINCOLN	NE	68504
GRIMMINGER, MARC G & LISA G	2316 ASHLAND RD	CERESCO	NE	68017
Occupant	3281 MERRILL ST,	LINCOLN	NE	68504
GROPP, GAIL E & PAUL E	284 COUNTY ROAD C	FRIEND	NE	68359
GROSS, GARY L	4050 CORNHUSKER HWY	LINCOLN	NE	68504
Occupant	1230 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1137 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	2040 ADAMS ST,	LINCOLN	NE	68504
Occupant	1730 ADAMS ST,	LINCOLN	NE	68504
GRUBBS, ED J REVOCABLE TRUST	1524 S 58 ST	LINCOLN	NE	68506
Occupant	3120 N 33 ST,	LINCOLN	NE	68504
Occupant	3140 N 33 ST,	LINCOLN	NE	68504
GS INVESTMENTS LLC	3420 N 22 STE 1	LINCOLN	NE	68521
GUITTAR, STEPHEN J & REBECCA G	2649 N 48 ST STE B	LINCOLN	NE	68504
Occupant	4510 HUNTINGTON AVE,	LINCOLN	NE	68504
GUITTAR, VERA	1701 S 98 ST	LINCOLN	NE	68520
Occupant	3741 N 44 ST,	LINCOLN	NE	68504
GUTIERREZ, ZENAIDA	ATTN: GUARDIANS INC PO BOX 219	CORTLAND	NE	68331
GUY, TERRY L & SHIRLEY A	4021 PLEASANTVIEW CIR	LINCOLN	NE	68504
Occupant	1718 N 29 ST,	LINCOLN	NE	68504
H & S PARTNERSHIP LLC	1423 GRANDVIEW AVE STE 101	PAPILLION	NE	68046
Occupant	1611 N 28 ST,	LINCOLN	NE	68504
HA, QUY HAI & MAI, DUC CONG	2321 MINUTEMAN DR	LINCOLN	NE	68521
HAAS, FREDRIC C JR	4016 TURNER ST	LINCOLN	NE	68504
HAAS, FREDRIC C LIFE ESTATE	4011 PLEASANTVIEW CIR	LINCOLN	NE	68504
Occupant	2912 N 44 ST,	LINCOLN	NE	68504
HADDAN, DOYLE C & JOYCE A	5200 S 67 ST	LINCOLN	NE	68516
Occupant	4617 MADISON AVE,	LINCOLN	NE	68504
HAEFFNER, KYLE L & CHRISTINE N	7641 ALI DR	LINCOLN	NE	68507
Occupant	1525 N 32 ST,	LINCOLN	NE	68504
HAGERBAUMER, JEREMY	1707 S 16 ST	LINCOLN	NE	68502
Occupant	4348 JUDSON ST,	LINCOLN	NE	68504

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HAHN, DAVID M & ERIN L Occupant	16825 PLATTSBURG RD 3401 CLEVELAND AVE,	KEARNEY LINCOLN	MO NE	64060 68504
HAIN, NADINE A LIVING TRUST Occupant	Attn: RICHARD & NADINE HAIN 4151 RIDGEVIEW 3240 FAIR ST,	LINCOLN LINCOLN	NE NE	68506 68504
HAITH, MARY ANN	5007 AYLESWORTH ST	LINCOLN	NE	68504
HALL, ADRIENNE	4614 HUNTINGTON AVE	LINCOLN	NE	68504
HALL, CHARLES F & NANCY L Occupant	2921 N 41 ST	LINCOLN	NE	68504
Occupant	2828 N 47 ST,	LINCOLN	NE	68504
HALL, JOHN R & SUSAN G Occupant	4710 MADISON AVE, Attn: TIEN LE & LOAN NGUYEN (CONTRACT) 1:	LINCOLN LINCOLN	NE NE	68505 68504
HALMAXEM LLC	4645 HARTLEY ST,	LINCOLN	NE	68504
HALTERMAN, LAURA Occupant	5555 SOUTH ST	LINCOLN	NE	68506
HAMM INVESTMENTS LLC	4310 SAINT PAUL AVE	LINCOLN	NE	68504
HAMRE, LONSHELLE M Occupant	4545 COLFAX CIR, 2240 S 50 ST	LINCOLN LINCOLN	NE NE	68504 68506
HANCOCK, SUSAN J	2942 CLINTON ST	LINCOLN	NE	68503
HANDA, JUSTIN Occupant	2957 N 45 ST,	LINCOLN	NE	68504
HANEY, DENNIS C & SABRINA F Occupant	540 EMERY ST	MULVANE	KS	67110
HANIGAN, JOSEPH L TRUST Occupant	4511 KNOX ST 2940 N 41 ST,	LINCOLN LINCOLN	NE NE	68504 68504
HANKS, STEPHEN R & DEBORAH L	2010 JEFFERSON AVE	LINCOLN	NE	68502
HANSEN, DEBRA S	2700 N 27 ST,	LINCOLN	NE	68504
HANSEN, PEGGY M & HELTER, SHARON L	6415 CHESTERFIELD CT	LINCOLN	NE	68510
HANSEN, RANDY D	4613 GLADSTONE ST,	LINCOLN	NE	68504
HANSEN, STEVEN T & JOEI Occupant	2340 DEVONSHIRE DR	LINCOLN	NE	68506
HANSEN, THOMAS M & TWYLA M	4256 KNOX ST	LINCOLN	NE	68504
HARDESTY, MARGARET E LIFE ESTATE	3828 BALLARD CT	LINCOLN	NE	68504
HARDESTY, PATRICK	3617 SAINT PAUL AVE	LINCOLN	NE	68504
HARE, MICHAEL L & TANYA J	4440 COLFAX CIR	LINCOLN	NE	68504
HARGENS, JESSICA L & MATHIS, WADE M	4500 COLFAX CIR,	LINCOLN	NE	68504
HARKINS, DANNY D & CYNTHIA E	4140 N 42 STREET CIR	LINCOLN	NE	68516
HARLOW, JOHN W & SHIRLEY A Occupant	4000 BALDWIN AVE	LINCOLN	NE	68504
HARMON, LISA	4035 N 40 ST	LINCOLN	NE	68504
HARMON, MICHAEL LEE & LISA R	2721 N 35 ST	LINCOLN	NE	68504
HARMS, HARM E & VIRGINIA A Occupant	4011 JERSEY CIR	LINCOLN	NE	68504
HARNER, LINDA A 2000 TRUST	4010 PLEASANTVIEW CIR	LINCOLN	NE	68504
HARRIS, BRADLEY RAY & YAN JUAN	4101 N 45 STREET CT	LINCOLN	NE	68504
HARRIS, CAMERON JAMES	1729 N 30 ST,	LINCOLN	NE	68504
HARRIS, LINDA J	4830 S 69 ST	LINCOLN	NE	68516
HARRIS, MELISSA ANN Occupant	2645 N 42 ST	LINCOLN	NE	68504
HARRIS, YAN JUAN & BRADLEY RAY Occupant	2911 N 44 ST	LINCOLN	NE	68504
HARTLEY GROUP LLC	4230 N 27 ST,	LINCOLN	NE	68504
HARTMAN, KATHERINE A	3236 CASTLE HEIGHTS AVE	LOS ANGELES	CA	90034
HARTMAN, VALROY DEAN & PAMELA L Occupant	1520 N 31 ST	LINCOLN	NE	68503
HARTSHORN, DARRIN MICHAEL & AMY SUE	2123 N 32 ST	LINCOLN	NE	68503
HARTSHORN, DONALD Occupant	4236 KNOX ST	LINCOLN	NE	68504
HARTUNG, MORRIS M & LYNN M	4635 GREENWOOD ST	LINCOLN	NE	68504
HARTWELL, CHARLES C & LINDA M	1640 N 29 ST,	LINCOLN	NE	68504
HASSAN, ALI AL-ABU & ALI, AMIRA Occupant	1520 N 31 ST	LINCOLN	NE	68503
HASSAN, KAREZ	4713 HARTLEY ST,	LINCOLN	NE	68504
HAUCK, JONI L Occupant	2734 N 48 ST	LINCOLN	NE	68504
Occupant	2645 N 40 ST,	LINCOLN	NE	68504
Occupant	Attn: KASEY ELGERT 7317 S 52 ST	LINCOLN	NE	68516
Occupant	1635 N 32 ST	LINCOLN	NE	68503
HAUCK, SANDRA L	2729 N 43 ST,	LINCOLN	NE	68504
HAUCK, TIMOTHY R Occupant	PO BOX 133	WESTON	NE	68070
HAUDER, ROBERT A	2720 N 40 ST	LINCOLN	NE	68504
HAUG, KAREN	3810 CORNHUSKER HWY,	LINCOLN	NE	68504
HAUSER, GORDEN JAY Occupant	6341 FRANCIS ST	LINCOLN	NE	68505
HAWCO, THOMAS M & ELAINE J & MESSERSMITH, KAREN Occupant	4025 MADISON AVE, LINCOLN, NE PO BOX 421	LINCOLN WAVERLY	NE NE	68504 68462
Occupant	3140 N 44 ST	LINCOLN	NE	68504
Occupant	1769 N 29 ST,	LINCOLN	NE	68504
Occupant	2300 SW PAUL WHITEHEAD LN	LINCOLN	NE	68522
Occupant	3229 DOANE ST	LINCOLN	NE	68503
Occupant	4327 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	3824 MADISON AVE,	LINCOLN	NE	68504
Occupant	4024 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	6127 NW 10 ST	LINCOLN	NE	68521
Occupant	2221 GRIFFITH ST	LINCOLN	NE	68503
Occupant	3400 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	814 N MOUND ST APT 4	NACOGDOCHES	TX	75961
Occupant	2200 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	1000 ISAAC	LINCOLN	NE	68521
Occupant	2541 N 42 ST	LINCOLN	NE	68504
Occupant	3519 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	1425 SMITH ST	LINCOLN	NE	68502
Occupant	4127 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	3510 SAINT PAUL AVE,	LINCOLN	NE	68504

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HAWKINS INVESTMENT PROPERTIES LLC	2214 HERITAGE PINES CT	LINCOLN	NE	68506
Occupant	4526 BALDWIN AVE,	LINCOLN	NE	68504
HAWKINS, VERNA	3621 SALINE CIR	LINCOLN	NE	68504-4647
HAWTHORNE, THERESA LEA	2904 N 44 ST	LINCOLN	NE	68504
Occupant	3225 POTTER ST,	LINCOLN	NE	68504
HAYES, CATHERINE B	1800 S PANTANO RD APT 1131	TUCSON	AZ	85710
Occupant	1756 N 31 ST,	LINCOLN	NE	68504
HAYNES, SHAD A	Attn: KEVIN D RYAN (CONTRACT) 1756 N 31 ST	LINCOLN	NE	68504
HAYS, SUSAN K	3224 N 44 ST	LINCOLN	NE	68504
Occupant	3901 BALLARD CT,	LINCOLN	NE	68504
HCC RENTALS LLC	Attn: NANCY HOHWIELER, SOLE MEMBER 130	AURORA	NE	68818
HEASTON, CELESTE E	2621 N 46 ST	LINCOLN	NE	68504
HEDGES, THOMAS L & JUDY	3800 N 44 ST	LINCOLN	NE	68504
HEFT, DUSTIN D	4200 TURNER ST	LINCOLN	NE	68504
HEINBIGNER, BARRY L	4000 N 45 ST	LINCOLN	NE	68504
HEINTZELMAN, RHONDA L & LAWRENCE J	3820 BALLARD CT	LINCOLN	NE	68504
HEINZMAN, GRETCHEN E	4512 COLFAX CIR	LINCOLN	NE	68504
HELGET, ALICE J	1626 N 32 ST	LINCOLN	NE	68503
Occupant	2801 N 40 ST,	LINCOLN	NE	68504
HELGET, DORIS M REVOCABLE TRUST	Attn: ROBERT BRYANT 6211 O ST	LINCOLN	NE	68510
HELM, JODY L	3120 N 44 ST	LINCOLN	NE	68504
HEMMINGER, GERALD L	2505 N 33 ST	LINCOLN	NE	68504
Occupant	4700 JUDSON ST,	LINCOLN	NE	68504
Occupant	3307 N 48 ST, L	LINCOLN	NE	68504
HENDERSON, DWAIN R & JEAN E	3211 JOY CT	LINCOLN	NE	68502-5230
Occupant	3280 CENTER ST,	LINCOLN	NE	68504
HENDERSON, THEODORE G & PAULINE A IRREVOCABLE TRUST	Attn: THEODORE G HENDERSON JR 1403 BEEC	PAPILLION	NE	68133
Occupant	3002 MERRILL ST,	LINCOLN	NE	68504
HENKENIUS FAMILY REVOCABLE TRUST	2611 N 75 ST	LINCOLN	NE	68507
HENRICHSON, MERLIN JAMES	4100 GREENWOOD ST	LINCOLN	NE	68504
HENRY, JAMES C	4125 COLFAX AVE	LINCOLN	NE	68504
HENRY, JAMES C & DOROTHI K & HOUSTON, ROBERT A	4125 COLFAX AVE	LINCOLN	NE	68504
Occupant	1614 N 31 ST,	LINCOLN	NE	68504
HENSLEE, LINDA M	2604 CEDAR CT	PLATTSMOUTH	NE	68048
Occupant	4434 GREENWOOD ST,	LINCOLN	NE	68504
HERETH, TYSON M	3116 SW 6 ST	LINCOLN	NE	68522
HERMAN, JOSEPH E & DEBRA J	4542 MADISON AVE	LINCOLN	NE	68504
HERNANDEZ LUEVANO, MIGUEL ALEJANDRO	1315 SAUNDERS AVE	LINCOLN	NE	68521
Occupant	2211 N 28 ST,	LINCOLN	NE	68504
HERNANDEZ, BULMARO	5365 NW 84 ST	MALCOLM	NE	68402
Occupant	1303 SAUNDERS AVE,	LINCOLN	NE	68504
HERR, BEN C	7731 SAN MATEO LN	LINCOLN	NE	68516
Occupant	1231 SAUNDERS AVE,	LINCOLN	nE	68504
HERR, BEN C & AMY C	7731 SAN MATEO LN	LINCOLN	NE	68516
HESSHEIMER, KEVIN & MADELINE	4009 TURNER ST	LINCOLN	NE	68504
Occupant	1915 N 32 ST,	LINCOLN	NE	68504
Occupant	3226 DOANE ST,	LINCOLN	NE	68504
Occupant	1737 N 32 ST,	LINCOLN	NE	68504
Occupant	1743 N 32 ST,	LINCOLN	NE	68504
Occupant	1926 N 32 ST,	LINCOLN	NE	68504
Occupant	1828 N 32 ST,	LINCOLN	NE	68504
Occupant	1753 N 32 ST,	LINCOLN	NE	68504
Occupant	1831 N 32 ST,	LINCOLN	NE	68504
HEUMPHREUS, JON F	1915 N 32 ST	LINCOLN	NE	68504
Occupant	4736 KNOX ST,	LINCOLN	NE	68504
occupant	4711 KNOX ST,	LINCOLN	NE	68504
HICKERSON, BETTY	PO BOX 4253	LINCOLN	NE	68504
HICKMAN, DONALD E JR	4426 KNOX ST	LINCOLN	NE	68504
Occupant	3711 ADAMS ST,	LINCOLN	NE	68504
HICKS, DANIEL W & JENNIFER A	501 INDIAN DR	LINCOLN	NE	68505-2608
HIGGINS, DAN W & REBECCA S	4319 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	4611 GREENWOOD ST,	LINCOLN	NE	68504
Occupant	4528 GREENWOOD ST,	LINCOLN	NE	68504
HIGH PLAINS PROPERTIES LLC	Attn: MAURICE J MORTON 4518 GREENWOOD	LINCOLN	NE	68504
HIGHSMITH, JACOB	3241 N 48 ST	LINCOLN	NE	68504
HILDEBRAND, PATRICK S	4139 N 45 STREET CT	LINCOLN	NE	68504
Occupant	3041 N 46 ST,	LINCOLN	NE	68504
HILE, WILLIAM D TRUSTEE	3526 A ST	LINCOLN	NE	68510
HILL, ALLEN W & DEBRA J	3527 MADISON AVE	LINCOLN	NE	68504
HILL, LEONARD R	4538 KNOX ST	LINCOLN	NE	68504
HIMMELBERG, RICHARD H	4233 KNOX ST	LINCOLN	NE	68504
HIMMELBERG, STEVEN J & DEBORAH	3010 N 41 ST	LINCOLN	NE	68504
HINDERA, TRAVIS J & ANGELA D	4503 ADAMS ST	LINCOLN	NE	68504
HINKLEY, ALEXANDER K	3940 BALDWIN AVE	LINCOLN	NE	68504
HINRICHS, CONLEY K & ELSIE N	4527 SAINT PAUL AVE	LINCOLN	NE	68504
HINRICHS, JOEL K	4403 CLEVELAND AVE	LINCOLN	NE	68504
HITZ, ALLEN A	3241 N 45 ST	LINCOLN	NE	68504
HITZ, GUS R JR & MARGARET A	3164 N 40 ST	LINCOLN	NE	68504
HITZ, RALPH W & ROSE M	1624 N 29 ST	LINCOLN	NE	68503

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HOBELMAN, LANCE L & CHARLENE M Occupant	1225 CORNHUSKER HWY 3645 ADAMS ST,	LINCOLN LINCOLN	NE NE	68521 68504
HOBSON, RICHARD	7171 REVERE LN	LINCOLN	NE	68516
HOFF, CHAD & JENNIFER M	2729 N 46 ST	LINCOLN	NE	68504
HOFFART, BERNICE	4031 N 38 ST	LINCOLN	NE	68504
HOFFMAN, DAVID R & LINDY J	4618 COLFAX CIR	LINCOLN	NE	68504
HOFFMAN, HENRY A & LINDA J Occupant	3835 CLEVELAND AVE 3805 N 44 ST,	LINCOLN LINCOLN	NE NE	68504 68504
HOFFMAN, ROBERT A	18526 STAGECOACH RD	ADAMS	NE	68301
HOFFMAN, SCOTT J Occupant	4734 ADAMS ST 2921 N 46 ST,	LINCOLN LINCOLN	NE NE	68504 68504
Occupant	4531 ADAMS ST,	LINCOLN	NE	68504
Occupant	4425 GLADSTONE ST,	LINCOLN	NE	68504
HOFFMAN, SCOTT J TRUSTEE	4734 ADAMS ST	LINCOLN	NE	68504
HOFFMANN, ROBERT A & MARGARET	4611 KNOX ST	LINCOLN	NE	68504
HOFMEISTER, MICHAEL J & CORI L	3224 HOLDREGE ST	LINCOLN	NE	68503
HOGAN, NICHOLAS & MARIA	1550 N 31 ST	LINCOLN	NE	68503
HOGGLE HOLDINGS LLC	2801 CORNHUSKER HWY	LINCOLN	NE	68504
HOLDSWORTH, KATHY	3861 BALLARD CT	LINCOLN	NE	68504
HOLLIBAUGH, LON	4701 HUNTINGTON AVE	LINCOLN	NE	68504
HOLLOWAY, ROBIN	4025 BALLARD CIR	LINCOLN	NE	68504
HOLLY, CONNIE J	3701 MADISON AVE	LINCOLN	NE	68504
HOLT ENTERPRISES LLC	5250 CORNHUSKER HWY	LINCOLN	NE	68504
HOLT, KATHY LYNN Occupant	3855 BALLARD CT 4009 ADAMS ST,	LINCOLN LINCOLN	NE NE	68504 68504
HOLTON, WILLIAM F LF EST & HOLTON, MOLLY occupant	2817 N 74 ST 3805 SAINT PAUL AVE,	LINCOLN LINCOLN	NE NE	68507 68504
HOLZ, JAMES L & JUELLE Occupant	7200 MORRILL AVE 2105 N 30 ST, LINCOLN, NE	LINCOLN LINCOLN	NE NE	68507 68504
HOMETOWN HANDYMAN INC	PO BOX 21792	LINCOLN	NE	68542
HOPKINS, TYLER M Occupant	2934 N 43 ST 3918 SAINT PAUL AVE,	LINCOLN LINCOLN	NE NE	68504 68504
Occupant	3909 SAINT PAUL AVE,	LINCOLN	NE	68504
HORKY, KENNETH LEE & SUE ELLEN Occupant	3901 SAINT PAUL AVE 2934 CLINTON ST,	LINCOLN LINCOLN	NE NE	68504 68504
HORN, MICHAEL L	400 N 5 ST	LYONS	NE	68038
HORN, PEGGY E Occupant	4311 MADISON AVE 3726 N 40 ST,	LINCOLN LINCOLN	NE NE	68504 68504
Occupant	1936 N 32 ST,	LINCOLN	NE	68504
Occupant	3714 N 40 ST,	LINCOLN	NE	68504
Occupant	1610 N 27 ST,	LINCOLN	NE	68504
HOSEK, JEREMY S Occupant	5527 SAWGRASS DR 4120 ADAMS ST,	LINCOLN LINCOLN	NE NE	68526 68504
Occupant	3727 MADISON AVE,	LINCOLN	NE	68504
Occupant	4627 KNOX ST,	LINCOLN	NE	68504
Occupant	3742 MADISON AVE,	LINCOLN	NE	68504
Occupant	1605 N 33 ST,	LINCOLN	NE	68504
Occupant	4227 SAINT PAUL AVE, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3611 CLEVELAND AVE, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3400 N 47 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3001 POTTER ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	4413 GLADSTONE ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3028 FAIR ST, LINCOLN, NE	LINCOLN	NE	68504
HOSEK, RICHARD J & SANDRA K Occupant	3901 N 42 ST 2930 N 44 ST,	LINCOLN LINCOLN	NE NE	68504 68504
HOSEK, RICHARD K Occupant	3901 N 42 ST 4417 GLADSTONE ST,	LINCOLN LINCOLN	NE NE	68504 68504
Occupant	3286 HITCHCOCK ST,	LINCOLN	NE	68504
Occupant	2028 N 31 ST,	LINCOLN	NE	68504
HOSEK, SANDRA K	3901 N 42 ST	LINCOLN	NE	68504
HOWE, ERNEST P & JUDY A Occupant	3843 MADISON AVE 2639 N 48 ST,	LINCOLN LINCOLN	NE NE	68504 68504
Occupant	2637 N 48 ST,	LINCOLN	NE	68504
Occupant	2625 N 48 ST,	LINCOLN	NE	68504
HOY, RYAN N	1905 ROCA RD	ROCA	NE	68430
HOYLE, JOHN A Occupant	1900 GRIFFITH ST 4132 HUNTINGTON AVE,	LINCOLN LINCOLN	NE NE	68503 68504
HSIEH, YU NIAN & AI LING Occupant	1083 FOXHURST WAY 4501 TRANQUILITY DR,	SAN JOSE LINCOLN	CA NE	95120 68504
HSR INVESTMENTS LLC	PO BOX 6715	LINCOLN	NE	68506
HSUAM, HSANG TSENG Occupant	1755 N 30 ST 3245 POTTER ST,	LINCOLN LINCOLN	NE NE	68503 68504
HSUAN, HUANG TSENG	2662 CORNHUSKER UNIT 8	LINCOLN	NE	68521
HUBBARD, GEO P & ELAINE	4218 KNOX ST	LINCOLN	NE	68504
HUBER, DUSTIN C	4502 BALDWIN AVE	LINCOLN	NE	68504
HUCKEBA, CHERYL C	2916 N 40 ST	LINCOLN	NE	68504
HUFF, HENRY L & MARY L JR	2915 N 42 ST	LINCOLN	NE	68504
HUFF, HENRY L III & SCHELLEY M	3435 SAINT PAUL AVE	LINCOLN	NE	68504
HUFF, TIMOTHY J	4501 GLADSTONE ST	LINCOLN	NE	68504

DISTRIBUTION LIST

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Occupant	3405 N 47 ST,	LINCOLN	NE	68504
HUGGENBERGER, STEVEN J	2286 S 120 ST	WALTON	NE	68461
HUMMEL, JOSEPH A & PATAK, CLARISSA A	3934 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	4302 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	3842 BALDWIN AVE,	LINCOLN	NE	68504
HUNTER, DARRYL B & CYNTHIA K	530 EASTRIDGE DR	LINCOLN	NE	68510
Occupant	3825 BALDWIN AVE,	LINCOLN	NE	68504
HUNTINGTON GROUP LLC	3811 BALDWIN AVE	LINCOLN	NE	68504
HURST, DIANE R	4001 BALLARD CIR	LINCOLN	NE	68507
Occupant	3131 CORNHUSKER HWY,	LINCOLN	NE	68504
HUSKER REAL ESTATE LLC	Attn: JOHN W PLAGMAN 4502 S 110 ST	OMAHA	NE	68137-1219
HUSSEIN, HUSSEIN S & JAWHAR, AMENAH M	2100 GRIFFITH ST	LINCOLN	NE	68503
Occupant	1745 N 31 ST,	LINCOLN	NE	68504
Occupant	2121 N 30 ST,	LINCOLN	NE	68504
HUSTON, JAMES R & TERRI S	1171 IDYLWILD DR	LINCOLN	NE	68503
Occupant	3300 HUNTINGTON AVE,	LINCOLN	NE	68504
HYWOOD, DAVID E REVOCABLE TRUST	4340 NORMAL BLVD	LINCOLN	NE	68506
IBRAHEM, DANIEL B	4147 N 45 ST CT	LINCOLN	NE	68504
Occupant	4438 GREENWOOD ST,	LINCOLN	NE	68504
IMPERIAL INVESTMENTS LLC	32629 731 RD	CHAMPION	NE	69023
Occupant	2000 N 28 ST,	LINCOLN	NE	68504
INDIAN CENTER HOUSING CORP	Attn: LANCASTER POLLARD MORTG CO 65 E 51	COLUMBUS	OH	43215
INGRAM, JAMES L	3216 DOANE ST	LINCOLN	NE	68503
INGRAM, JOHN M & VIOLET	3225 DOANE ST	LINCOLN	NE	68503
Occupant	1220 SAUNDERS AVE,	LINCOLN	NE	68504
INSELMAN, LARRY A & PATRICIA A	3600 LEWIS AVE	LINCOLN	NE	68521
Occupant	2540 N 27 ST,	LINCOLN	NE	68503
INTERNATIONAL MOVING & STORAGE INC	2540 N 27 ST,	LINCOLN	NE	68504
IROMUANYA, HELEN O	1925 N 29 ST	LINCOLN	NE	68503
Occupant	4001 N 48 ST,	LINCOLN	NE	68504
IRWIN, JACK L	PO BOX 4226	LINCOLN	NE	68504
IRWIN, RUSSELL R	3274 MERRILL ST	LINCOLN	NE	68503
ISLEY, CONNIE J	4025 TURNER ST	LINCOLN	NE	68504
Occupant	1220 OAK ST,	LINCOLN	NE	68504
ISLEY, MELVIN & JUDY	1229 SAUNDERS AVE	LINCOLN	NE	68521
Occupant	1229 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1242 SAUNDERS AVE,	LINCOLN	NE	68504
ISLEY, MELVIN & JUDY & TIFFANY & DALLAS & JOSHUA	23301 N 70 ST	CERESCO	NE	68017
Occupant	3433 N 36 ST,	LINCOLN	NE	68504
J & J DIESEL SERVICE INC	3430 N 35 CIR	LINCOLN	NE	68504
Occupant	2939 CORNHUSKER HWY, UNIT #C,	LINCOLN	NE	68504
J & J INVESTMENTS	2949 CORNHUSKER HWY	LINCOLN	NE	68504
Occupant	4300 N 27 ST,	LINCOLN	NE	68504
J2K2 INVESTMENTS INC	PO BOX 1383	LAKE OSWEGO	OR	97035
JACKSON, MONICA SUE	4442 MADISON AVE	LINCOLN	NE	68504
JACKSON, PATRICIA ANN	3236 FAIR ST	LINCOLN	NE	68503
JACOB, PADEN	4100 ADAMS ST	LINCOLN	NE	68504
JAIPUR INC	Attn: DEVIN PATEL 926 OAK ST	LINCOLN	NE	68521
JAKOUBEK, VERNON L	4630 COLFAX CIR	LINCOLN	NE	68504
JALT PROPERTIES LLC	2959 CORNHUSKER HWY	LINCOLN	NE	68504
Occupant	3124 N 44 ST,	LINCOLN	NE	68504
JAMES, RICHARD D & LOUISE A	2045 N 73 ST	LINCOLN	NE	68505
Occupant	4342 ADAMS ST,	LINCOLN	NE	68504
JANE, RANDALL & LINDA	6416 TANGLEWOOD LN	LINCOLN	NE	68516
JAROSZ, SHERYL A	4218 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	1600 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	1540 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	1616 CORNHUSKER HWY,	LINCOLN	NE	68504
JASON MILLER FAMILY PROPERTIES LLC	PO BOX 81823	LINCOLN	NE	68501
JASPER, GAYLE	3918 BALLARD CT	LINCOLN	NE	68504
JAY, HARRIETT J	3212 HOLDREGE ST	LINCOLN	NE	68503
Occupant	4101 MADISON AVE,	LINCOLN	NE	68504
Occupant	4340 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	4320 HUNTINGTON AVE,	LINCOLN	NE	68504
JEFFERY, WILLIAM H & LINDA M	740 S 48 ST	LINCOLN	NE	68510
JENKINS, BRETT & ALAMEA, SARAH	1730 N 30 ST	LINCOLN	NE	68503
JENSEN, AMY	4257 KNOX ST	LINCOLN	NE	68504
JENSEN, DARLENE E	2911 N 43 ST	LINCOLN	NE	68504
Occupant	4601 PIERCE DR,	LINCOLN	NE	68504
JENSEN, JOEY W & KRISTI A	641 SUNNY SLOPE RD	LINCOLN	NE	68505
JENSEN, RICHARD E & BESSIE A	3847 BALLARD CT	LINCOLN	NE	68504
Occupant	2730 DAN AVE,	LINCOLN	NE	68504
JETSPASH LLC	3800 S 9 ST	LINCOLN	NE	68502
JFK INC	5600 CORNHUSKER HWY	LINCOLN	NE	68507
JILES, WALTER D	4427 MADISON AVE	LINCOLN	NE	68504
JIMENEZ, YOLANDA & ROSAS, LETICIA	1701 N 29 ST	LINCOLN	NE	68503
Occupant	3939 N 48 ST,	LINCOLN	NE	68504
Occupant	4017 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	4025 PROGRESSIVE AVE,	LINCOLN	NE	68504

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JLANG ENTERPRISES LLC	5604 S 48 ST STE 5	LINCOLN	NE	68516
Occupant	1323 DAWES AVE,	LINCOLN	NE	68504
JLS LAND LLC	Attn: JUDITH L SULLIVAN 9084 N 14	LINCOLN	NE	68531
JOHNS, DUANE R & MYRNA Y	2828 N 40 ST	LINCOLN	NE	68504
JOHNSEN, KARN L	2132 GRIFFITH ST	LINCOLN	NE	68503
JOHNSON, ANGELA D & RUTH M	1905 N 30 ST	LINCOLN	NE	68503
JOHNSON, ARNOLD & DOREEN	3740 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3627 N 40 ST,	LINCOLN	NE	68504
JOHNSON, ELIZABETH A	4010 PLEASANTVIEW CIR	LINCOLN	NE	68504
Occupant	4050 N 38 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	4060 N 38 ST, LINCOLN, NE	LINCOLN	NE	68504
JOHNSON, ELIZABETH A TRUST	4060 N 38 ST	LINCOLN	NE	68504
JOHNSON, HELEN M REVOCABLE TRUST	3920 N 42 ST	LINCOLN	NE	68504
Occupant	4200 CORNHUSKER HWY,	LINCOLN	NE	68504
JOHNSON, JAMES C & PAMELA S	1005 BRIARWOOD DR	LAKEWOOD	NY	14750
Occupant	3337 SAINT PAUL AVE,	LINCOLN	NE	68504
JOHNSON, JAMES W & LEILA M	808 CARLOS DR	LINCOLN	NE	68505
JOHNSON, JEAN MARIE	4330 MADISON AVE	LINCOLN	NE	68504
Occupant	2918 N 43 ST,	LINCOLN	NE	68504
JOHNSON, KELLY	7118 PLATTE AVE	LINCOLN	NE	68507
JOHNSON, KENNETH L	4312 JUDSON ST	LINCOLN	NE	68504
JOHNSON, RODNEY C	4011 COLFAX AVE	LINCOLN	NE	68504
Occupant	3500 N 39 CIR,	LINCOLN	NE	68504
Occupant	3710 CORNHUSKER HWY,	LINCOLN	NE	68504
JOHNSON, ROLLIE C RESIDUAL TRUST	Attn: ELIZABETH A JOHNSON 4060 N 38 ST	LINCOLN	NE	68504
JOHNSON, TERRY L & PAMELA G	3141 N 46 ST	LINCOLN	NE	68504
JOHNSON, WAYNE M	4318 BALDWIN AVE	LINCOLN	NE	68504
JOHNSTON, LINDA M	3910 BALDWIN AVE	LINCOLN	NE	68504
JONES, DOUGLAS BRADLEY	4435 MADISON AVE	LINCOLN	NE	68504
JONES, KENT	1600 N 27 ST	LINCOLN	NE	68503
JONES, RUTH E & WILLIAM E	4419 GREENWOOD ST	LINCOLN	NE	68504
JOYNT, PAMELA	2134 N 31 ST	LINCOLN	NE	68503
Occupant	2221 N 32 ST,	LINCOLN	NE	68504
JP INVESTMENTS LLC	3109 S 6 ST # 119	LINCOLN	NE	68502
Occupant	2201 N 31 ST,	LINCOLN	NE	68504
Occupant	4515 COLFAX CIR,	LINCOLN	NE	68504
JRM PROPERTIES I LLC	809 SMOKY HILL RD	LINCOLN	NE	68520
JUNGERS, JAMES L & DONA D	4627 MADISON AVE	LINCOLN	NE	68504
JURCHEN, CANDACE R	3127 N 41 ST	LINCOLN	NE	68504
Occupant	3821 SAINT PAUL AVE,	LINCOLN	NE	68504
K & M RENTALS LLC	17680 PRAIRIE VISTA DR	ROCA	NE	68430
KACZMARCZYK, MICHAEL M & MYRNA KAY	4032 TURNER ST	LINCOLN	NE	68504
Occupant	4319 CLEVELAND AVE,	LINCOLN	NE	68504
KAISER, ALAN	1500 S 58 ST	LINCOLN	NE	68506
KANDLER, JOSHUA	1621 N 31 ST	LINCOLN	NE	68503
KANGER, CODY JOSEPH	2030 N 30 ST	LINCOLN	NE	68503
Occupant	4140 HUNTINGTON AVE,	LINCOLN	NE	68504
KAR INVESTMENTS LLC	PO BOX 445	BEATRICE	NE	68310
Occupant	3640 HUNTINGTON AVE,	LINCOLN	NE	68504
KARDELL, MADONNA G	Attn: CENTURY SALES & MGMT 2855 S 70 ST S	LINCOLN	NE	68506
Occupant	4421 COLFAX CIR,	LINCOLN	NE	68504
Occupant	4501 COLFAX CIR,	LINCOLN	NE	68504
KAREL, NORMA	Attn: NATHAN MCKOWN 278 DRIFTWOOD LN	ASHLAND	NE	68003
Occupant	4131 N 42 STREET CIR,	LINCOLN	NE	68504
KAREL, SALLY A	5831 ENTERPRISE DR UNIT 111	LINCOLN	NE	68521
KARGES, CASEY A	3834 BALLARD CT	LINCOLN	NE	68504
Occupant	3740 N 27 ST,	LINCOLN	NE	68504
KARLA ENTERPRISES LLC	Attn: GENE L FRANCIS 2937 W PEACH ST	LINCOLN	NE	68522
KASSEBAUM, BRIAN R & TERRI L	4626 BALDWIN AVE	LINCOLN	NE	68504
KATS INVESTMENTS LLC	3409 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	3020 N 47 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	4515 CLEVELAND AVE,	LINCOLN	NE	68504
Occupant	4521 CLEVELAND AVE,	LINCOLN	NE	68504
Occupant	3421 CLEVELAND AVE,	LINCOLN	NE	68504
KAUK RENTALS LLC	9641 GLASS RIDGE CT	LINCOLN	NE	68526
KAVANAGH, KEVIN E & LISA C	4504 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	1920 N 31 ST,	LINCOLN	NE	68504
KAVEN, DALE L & MARY ANN	108 W 18 ST	SCHUYLER	NE	68661
Occupant	4226 SAINT PAUL AVE,	LINCOLN	NE	68504
KBAE PROPERTIES LLC	PO BOX 5914	LINCOLN	NE	68505
Occupant	2701 KING LN,	LINCOLN	NE	68504
KC UNIT 1 LLC	3341 PIONEERS BLVD	LINCOLN	NE	68506
Occupant	2720 DAN AVE,	LINCOLN	NE	68504
Occupant	2710 DAN AVE,	LINCOLN	NE	68504
KC UNIT 3 LLC	3341 PIONEERS BLVD UNIT 1	LINCOLN	NE	68506
Occupant	2710 DAN AVE, LINCOLN, NE	LINCOLN	NE	68504
KEANE, NICHOLAS J	4419 MADISON AVE	LINCOLN	NE	68504
KEATING, NANCY M	4224 MADISON AVE	LINCOLN	NE	68504
KEBA LLC	Attn: KELLI L FERNANDO 2144 N 31 ST	LINCOLN	NE	68503

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Occupant	2934 POTTER ST,	LINCOLN	NE	68504
KECKLER, TRACY S & JONI L	14003 ADAMS ST	WEeping WATER	NE	68463
Occupant	3430 SAINT PAUL AVE,	LINCOLN	NE	68504
KEECH, EDWARD E	PO BOX 74	DAVEY	NE	68336
KEHM, DANIEL L & EDITA S	4513 GLADSTONE ST	LINCOLN	NE	68504
KEIFER, DENNIS J & VIRGINIA D	4025 N 40 ST	LINCOLN	NE	68504
KEIFER, VIRGINIA D REVOCABLE TRUST AGREEMENT	4025 N 40 ST	LINCOLN	NE	68504
KELLER, RICK S & ROSANN F	3920 N 44 ST	LINCOLN	NE	68504
Occupant	4320 EDISON CIR,	LINCOLN	NE	68504
KELLY, KEVIN R & MARIAN K	6940 NW 3 ST	LINCOLN	NE	68521
KELLY, LINDA C & TIMOTHY J	4606 COLFAX CIR	LINCOLN	NE	68504
KELLY, STEVEN J & LIM-KELLY, KAREN	4725 JUDSON ST	LINCOLN	NE	68504
KEMERLING, ROBERT L & KIMBERLY K	4343 BALDWIN AVE	LINCOLN	NE	68504
KEMNITZ, CLAYTON & CALEB	3041 N 47 ST	LINCOLN	NE	68504
KEMPCKE, GENE & WENDY	4306 JUDSON ST	LINCOLN	NE	68504
KERN, JAMES M & NADINE J	4531 KNOX ST	LINCOLN	NE	68504
KHALIL, HASAN	3104 HOLDREGE ST	LINCOLN	NE	68503
KILDARE, JEREMY J	3840 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	3600 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	3608 HUNTINGTON AVE,	LINCOLN	NE	68504
KIMLE, FREDERICK W	Attn: JOE PATTERSON 1171 MAIN ST	RUSKIN	NE	68974
KIMPSTON-BURKGREN, KATHRYN	3224 FAIR ST	LINCOLN	NE	68503
Occupant	1151 SAUNDERS AVE,	LINCOLN	NE	68504
KING, THOMAS Q & BETTY L	6007 N 14 ST	LINCOLN	NE	68521
Occupant	4635 SAINT PAUL AVE,	LINCOLN	NE	68504
KINGERY, HARRY A & KUZELKA, TERRI JO	12420 WOOLWORTH AVE	OMAHA	NE	68144
KINNEY HOLDINGS LLC	3340 N 33 ST	LINCOLN	NE	68504
KINSETH, DANIEL & JENNIFER	3711 CLEVELAND AVE	LINCOLN	NE	68504
KINZIE, JOLENE	4619 GREENWOOD ST	LINCOLN	NE	68504
Occupant	4351 JUDSON ST,	LINCOLN	NE	68504
KIRK, ROBERT SR & KIRK, NORMA	PO BOX 4705	LINCOLN	NE	68504
KLEFFNER, FRANCES M	4426 ADAMS ST	LINCOLN	NE	68504
KLIEWER, LINDSEY M	4426 MADISON AVE	LINCOLN	NE	68504
KNAUB, KIMBERLY R	3225 N 44 ST	LINCOLN	NE	68504
KNIGHT, RUTH J	2925 N 44 ST	LINCOLN	NE	68504
Occupant	4900 CORNHUSKER HWY,	LINCOLN	NE	68504
KNOLLENBERG, ROBERT A & CAROL	Attn: B & D AUTO SALES INC. 4820 CORNHUSK	LINCOLN	NE	68504
KNOLLENBERG, ROBERT A & CAROL	6305 RAINIER CT	LINCOLN	NE	68510
KNOPP, JOHN M & KAREN L	1200 SAUNDERS AVE	LINCOLN	NE	68521
Occupant	2635 N 42 ST,	LINCOLN	NE	68504
KNORR ENTERPRISES LLC	1400 N 179 ST	LINCOLN	NE	68527
KNOTT, MICHELE F	3720 N 40 ST	LINCOLN	NE	68504
KNYAWHTOO, JAMES & SOMPHATANAPONG, WASANA	1539 GRACE AVE	LINCOLN	NE	68503
Occupant	2942 N 45 ST,	LINCOLN	NE	68504
KOBZA PROPERTIES LLC	Attn: C/O MATTHEW & WHITNEY KOBZA 1160 HARVARD	NE		68944
KOBZA, SCOTT D & TERRIE	2937 POTTER ST	LINCOLN	NE	68503
Occupant	3624 SAINT PAUL AVE,	LINCOLN	NE	68504
KOCH, BRAD	7233 S 16 ST	LINCOLN	NE	68512
KOCH, CHRISTOPHER A	4640 ST PAUL AVE	LINCOLN	NE	68504
KOCH, MABEL L LIFE ESTATE	2835 N 36 ST	LINCOLN	NE	68504
Occupant	3806 BALLARD CT,	LINCOLN	NE	68504
Occupant	3800 BALLARD CT,	LINCOLN	NE	68504
KODAD CORPORATION CHRIS KODAD, PRESIDENT	Attn: CHRIS KODAD 11118 DOUGLAS CIR	OMAHA	NE	68154
KOEHLER, DANIEL W	4510 JUDSON ST	LINCOLN	NE	68504
Occupant	2105 N 32 ST,	LINCOLN	NE	68504
Occupant	3534 SAINT PAUL AVE,	LINCOLN	NE	68504
KOEHN, L SCOTT & FAYE L	9060 TURNBERRY CIR	LINCOLN	NE	68526-9233
KOHL, PATRICIA LIFE ESTATE	4110 N 40 ST	LINCOLN	NE	68504
KOILE, WILLIAM & SHERYL	Attn: CALEB & JODIE MORGENSON 4111 GREE	LINCOLN	NE	68504
KOLB, BRETT	2949 N 44 ST	LINCOLN	NE	68504
KOLL, ROBERT R & CHRISTINE	4611 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3273 MERRILL ST,	LINCOLN	NE	68504
KONECKY, THOMAS V & SHARON L	2077 COUNTY RD K	WAHOO	NE	68066
KOOB, AMANDA	2940 N 40 ST	LINCOLN	NE	68504
KOOPMANN, DIANE L	4004 N 45 ST	LINCOLN	NE	68504
KOVAR, STEVEN & PAULA A	4135 COLFAX AVE	LINCOLN	NE	68504
KRAFT, SHIRLEY M	3925 BALLARD CT	LINCOLN	NE	68504
KRAMER, PATRICK A	3331 SAINT PAUL AVE	LINCOLN	NE	68504
KRAUSE, JOAN M	4101 GREENWOOD ST	LINCOLN	NE	68504
KRAUSE, KERRY L & LUCILLE R	4642 MADISON AVE	LINCOLN	NE	68504
KRCMARIK, JAMES R & ALBERDA L	4642 GREENWOOD ST	LINCOLN	NE	68504
KREHBIEL, CLINTON R & SHELLY D	4230 KNOX ST	LINCOLN	NE	68504
Occupant	4402 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	2718 N 44 ST,	LINCOLN	NE	68504
KREJCI, JOHN P & M JEAN	4402 SAINT PAUL AVE	LINCOLN	NE	68504
KRIENKE, BRIAN & ABBEY	2621 N 44 ST	LINCOLN	NE	68504
KROGH, KATHLEEN S	3620 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3001 N 43 ST,	LINCOLN	NE	68504
KRONHOFMAN, KAREN S	PO BOX 29142	LINCOLN	NE	68529

DISTRIBUTION LIST

APPENDIX

Occupant	4720 MADISON AVE,	LINCOLN	NE	68504
Occupant	2825 N 48 ST,	LINCOLN	NE	68504
KRP PROPERTIES LLC	3622 S 197 ST	OMAHA	NE	68130
KRUCE, GARY J & SUZANNE G	1625 N 32 ST	LINCOLN	NE	68503
KRUGER, JIM M & LINDA A	4343 MADISON AVE	LINCOLN	NE	68504
Occupant	1739 N 31 ST,	LINCOLN	NE	68504
KSAK PROPERTIES INC	PO BOX 30056	LINCOLN	NE	68503
Occupant	4130 N 44 ST,	LINCOLN	NE	68504
KUHL, ROBERT M & JOAN M	2119 HARRISON AVE	LINCOLN	NE	68502
Occupant	2232 N 32 ST,	LINCOLN	NE	68504
KUHLE, DONALD E TRUST	3000 W 34 ST APT 206	SIOUX FALLS	SD	57105
Occupant	1619 N 33 ST,	LINCOLN	NE	68504
KUNCE, KENNETH J & CECILIA M	524 W 28 ST	FALLS CITY	NE	68355
KUNZ, MARK S & KIMBERLY A	4020 JERSEY CIR	LINCOLN	NE	68504
KURTZ, DAVID & DEBORAH	2611 N 36 ST	LINCOLN	NE	68504
Occupant	1625 GRACE AVE,	LINCOLN	NE	68504
KUSEK, PAUL	21801 S 120 ST	HICKMAN	NE	68372
KUWITZKY, BARBARA L	2925 N 43 ST	LINCOLN	NE	68504
Occupant	1142 CORNHUSKER HWY,	LINCOLN	NE	68504
KWB LLC	5930 S 78 ST	LINCOLN	NE	68516
Occupant	3716 BALDWIN AVE,	LINCOLN	NE	68504
KYLE, RUSS	22816 PACIFIC COAST HWY	MALIBU	CA	90265
Occupant	1535 N 28 ST,	LINCOLN	NE	68504
Occupant	2815 CLINTON ST,	LINCOLN	NE	68504
L & L1 PROPERTIES LLC	3725 TOUZALIN AVE	LINCOLN	NE	68507
Occupant	4117 SAINT PAUL AVE,	LINCOLN	NE	68504
L & L2 PROPERTIES LLC	3725 TOUZALIN AVE	LINCOLN	NE	68507
LAB PROPERTIES LLC	6710 SUMNER ST	LINCOLN	NE	68506
LABENZ, KENNETH D	4629 GLADSTONE ST	LINCOLN	NE	68504
LAHM, JOSHUA D	2941 HITCHCOCK ST	LINCOLN	NE	68503
Occupant	2222 N 32 ST	LINCOLN	NE	68504
Occupant	4032 BALDWIN AVE	LINCOLN	NE	68504
LAKE PARTNERSHIP	Attn: MARGARET LAKE 2042 RYONS ST	LINCOLN	NE	68502
LAM, TAN V & NGUYEN, NGUYEN L	1739 N 28 ST	LINCOLN	NE	68503
Occupant	2501 N 46 ST,	LINCOLN	NE	68504
LAMB, ROY A II & BECKY A	1601 SW 36 ST	LINCOLN	NE	68522
LAMBERT, RODGER L & VELMA L	4601 COLFAX CIR	LINCOLN	NE	68504
LAMBRECHT, DEBRA M	2944 N 44 ST	LINCOLN	NE	68504
LANCASTER COUNTY	555 S 10 ST	LINCOLN	NE	68508
LANE, CHRISTOPHER JAMES	3251 POTTER ST	LINCOLN	NE	68503
LANE, MICHAEL A & LORI KOENIG	3603 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	4033 PROGRESSIVE AVE,	LINCOLN	NE	68504
LANG, JEROME S & RAMONA	5604 S 48 ST UNIT 5	LINCOLN	NE	68516-4105
LANGE, BEVERLY J & KAREN SUE	2941 POTTER ST	LINCOLN	NE	68503
Occupant	1936 GRIFFITH ST,	LINCOLN	NE	68504
Occupant	3278 HITCHCOCK ST,	LINCOLN	NE	68504
Occupant	3274 HITCHCOCK ST,	LINCOLN	NE	68504
LANNIGAN, DONALD W	3274 HITCHCOCK ST	LINCOLN	NE	68503
LANNIGAN, DOUGLAS W & PENELOPE A	3257 HITCHCOCK ST	LINCOLN	NE	68503
LANZ, BRIAN S	1712 N 32 ST	LINCOLN	NE	68503
LARABEE, BETTY J	4418 MADISON AVE	LINCOLN	NE	68504
Occupant	1250 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1346 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1316 SAUNDERS AVE,	LINCOLN	NE	68504
LARKINS, ERNEST F & JEAN D	10001 WEEKS DR	LINCOLN	NE	68516
LASCHANZKY, GREG LEE	1900 N 28 ST	LINCOLN	NE	68503
Occupant	3641 BALDWIN AVE,	LINCOLN	NE	68504
LASSEN, ROBERT L & VELMA J & TIMOTHY J & KIMBERLY A	7001 FIRTH RD	FIRTH	NE	68358
Occupant	4231 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	4223 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	3510 N 39 STREET CIR,	LINCOLN	NE	68504
LAUX PARTNERSHIP LTD, THE	6338 ASHBROOK DR	LINCOLN	NE	68516-3405
Occupant	3301 N 35 ST, UNIT #C,	LINCOLN	NE	68504
Occupant	3321 N 35 ST, UNIT #B,	LINCOLN	NE	68504
Occupant	3341 N 35 ST, UNIT #A,	LINCOLN	NE	68504
LAVIGNE, HERBERT J FAMILY FOUNDATION	14803 FRONTIER RD	OMAHA	NE	68138
LAWSON, CECILIA M	3260 POTTER ST	LINCOLN	NE	68503
Occupant	3625 ADAMS ST,	LINCOLN	NE	68504
LE, TOMMY & NGUYEN, LISA	4911 S 76 ST	LINCOLN	NE	68516
LE, VAN T & NGUYEN, NGAI & TRI	1539 N 29 ST	LINCOLN	NE	68503
LEACH, EDWIN J & FRANCIS A	2727 CORNHUSKER HWY	LINCOLN	NE	68504
LEBSACK, LYNN M	3900 BALDWIN AVE	LINCOLN	NE	68504
LECHNER, DREW F	4525 TURNER ST	LINCOLN	NE	68504
LEE, ROBERT E & MARTHA M	4418 BALDWIN AVE	LINCOLN	NE	68504
LEECH, ROBERT G & MARY L	3626 N 39 ST	LINCOLN	NE	68504
LEHMKUHL, KURT J	3710 N 40 ST	LINCOLN	NE	68504
LEHMS, JEFFREY W & HAKEL-LEHMS, MARY LYNNE	4301 INDUSTRIAL AVE	LINCOLN	NE	68504
Occupant	2401 N 48 ST,	LINCOLN	NE	68504
Occupant	2345 N 48 ST,	LINCOLN	NE	68504

APPENDIX

Occupant	4630 LEIGHTON AVE,	LINCOLN	NE	68504
LEIGHTON AVE SHOPPING CENTER LLC	PO BOX 428	BOYS TOWN	NE	68010
Occupant	1815 N 31 ST,	LINCOLN	NE	68504
LEMMER, MARK & KATHY	47290 862 RD	ATKINSON	NE	68713
LENSER, JOSEPH DEAN	4219 SAINT PAUL AVE	LINCOLN	NE	68504
LENZ, DANIEL & NORA	4403 MADISON AVE	LINCOLN	NE	68504
LEON, LOREE	1647 N 28 ST	LINCOLN	NE	68503
Occupant	1000 OAK ST,	LINCOLN	NE	68504
Occupant	900 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1000 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	951 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1053 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1174 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1158 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	936 OAK ST,	LINCOLN	NE	68504
Occupant	936 OAK ST,	LINCOLN	NE	68504
Occupant	2435 N 12 ST,	LINCOLN	NE	68504
Occupant	931 SAUNDERS AVE,	LINCOLN	NE	68504
LESOING, DELLA L REVOCABLE TRUST	2000 SW 40 ST	LINCOLN	NE	68522
LEVERING, JUDY	3957 BALLARD CT	LINCOLN	NE	68503
Occupant	3041 N 48 ST,	LINCOLN	NE	68504
LEWIS, RUSSELL L & CASSANDRA P	1407 CLEARWATER CIR	PAPILLION	NE	68046
LIBOLT, ALCYIA & HARDEN, MATTHEW	4014 N 44 ST	LINCOLN	NE	68504
Occupant	1101 BELMONT AVE,	LINCOLN	NE	68504
LICHTI BROS OIL CO	PO BOX 107	SHICKLEY	NE	68436
LICHTY, DARREN	3260 HITCHCOCK ST	LINCOLN	NE	68543
Occupant	4221 N 48 ST,	LINCOLN	NE	68504
Occupant	4316 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	4201 N 48 ST,	LINCOLN	NE	68504
Occupant	4301 N 48 ST	LINCOLN	NE	68504
Occupant	4421 SUPERIOR ST,	LINCOLN	NE	68504
Occupant	4230 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	4300 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	4309 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	4647 SUPERIOR ST,	LINCOLN	NE	68504
LI-COR INC	PO BOX 4425	LINCOLN	NE	68504
Occupant	4421 SUPERIOR ST,	LINCOLN	NE	68504
LI-COR OF LINCOLN LLC	Attn: VICE-PRESIDENT OF FINANCE & CORPOR	LINCOLN	NE	68504
Occupant	2220 N 28 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	2230 N 28 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	2228 N 28 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	2216 N 28 ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	2200 N 28 ST, LINCOLN, NE	LINCOLN	NE	68504
LINCOLN ELECTRIC SYSTEM	PO BOX 80869	LINCOLN	NE	68501-0869
Occupant	1300 DAWES AVE,	LINCOLN	NE	68504
LINCOLN GENERAL TRADING (L G T) LLC	1022 NELSON ST	LINCOLN	NE	68521
Occupant	4212 MADISON AVE,	LINCOLN	NE	68504
Occupant	2938 CLINTON ST,	LINCOLN	NE	68504
Occupant	3232 FAIR ST,	LINCOLN	NE	68504
Occupant	1800 N 31 ST,	LINCOLN	NE	68504
Occupant	1932 N 31 ST,	LINCOLN	NE	68504
Occupant	4411 GREENWOOD ST,	LINCOLN	NE	68504
Occupant	4616 JUDSON ST,	LINCOLN	NE	68504
Occupant	4000 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	4029 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	2900 HITCHCOCK ST,	LINCOLN	NE	68504
Occupant	4610 KNOX ST,	LINCOLN	NE	68504
Occupant	1811 N 28 ST,	LINCOLN	NE	68504
Occupant	2930 N 43 ST,	LINCOLN	NE	68504
Occupant	2640 N 41 ST,	LINCOLN	NE	68504
Occupant	3260 FAIR ST,	LINCOLN	NE	68504
Occupant	3607 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	1818 N 28 ST,	LINCOLN	NE	68504
Occupant	1830 N 31 ST, L	LINCOLN	NE	68504
Occupant	1817 N 30 ST,	LINCOLN	NE	68504
Occupant	1815 N 32 ST,	LINCOLN	NE	68504
Occupant	1740 N 30 ST,	LINCOLN	NE	68504
Occupant	4542 COLFAX CIR,	LINCOLN	NE	68504
Occupant	4633 COLFAX CIR,	LINCOLN	NE	68504
LINCOLN HOUSING AUTHORITY	5700 R ST	LINCOLN	NE	68505
Occupant	4400 CORNHUSKER HWY,	LINCOLN	NE	68504
LINCOLN LEASE PARTNERS	ATTN: THE KROGER CO 1014 VINE STREET, PR CINCINNATI		OH	45202
Occupant	2945 N 36 ST,	LINCOLN	NE	68504
LINCOLN PLUMBERS & STEAMFITTERS	13505 B ST	OMAHA	NE	68144
Occupant	4010 N 27 ST,	LINCOLN	NE	68504
LINCOLN STORAGE 27TH ST LLC	5617 THOMPSON CREEK BLVD STE 7	LINCOLN	NE	68516-5677
Occupant	1701 N 31 ST,	LINCOLN	NE	68504
LINCOLN/LANCASTER COUNTY HABITAT FOR HUMANITY INC	144 N ANTELOPE VALLEY PKWY	LINCOLN	NE	68503
LIND, MARK A & DEBORAH L	4626 GLADSTONE ST	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

LINDGREN, SETH A & MARIA	3949 BALLARD CT	LINCOLN	NE	68504
LINKE, BERDINE	3925 N 44 ST	LINCOLN	NE	68504
Occupant	3920 N 27 ST,	LINCOLN	NE	68504
LIPERT, DARLENE TRUSTEE	5308 E HERMOSA VISTA DR	MESA	AZ	85215-1909
Occupant	3910 N 27 ST,	LINCOLN	NE	68504
LIPERT, HARRY F JR TRUST	5308 E HERMOSA VISTA DR	MESA	AZ	85215
Occupant	2731 KING LN,	LINCOLN	NE	68504
LJS HOLDINGS LLC	Attn: LARRY HOLTZ 2401 SCOTCH PINE TRL	LINCOLN	NE	68512
Occupant	1210 NANCE AVE,	LINCOLN	NE	68504
LLO BAR CORPORATION	Attn: LLOYD E TENNEY 811 PINE TREE LN	LINCOLN	NE	68521
LOCKETT, RALPH C	1713 N 33 ST	LINCOLN	NE	68503
Occupant	2545 CORNHUSKER HWY,	LINCOLN	NE	68504
LODGING PROPERTIES LLC	1660-401 WEST GEORGIA STREET	LINCOLN	NE	68504
LOECKER, DANIEL J	4415 ADAMS ST	LINCOLN	NE	68504
LONDON, LISA A	2920 N 44 ST	LINCOLN	NE	68504
LONG, GARY L	4720 GREENWOOD ST	LINCOLN	NE	68504
LONG, LEE A	2102 N 31 ST	LINCOLN	NE	68503
LONGNECKER, JULIE M	2122 N 32 ST	LINCOLN	NE	68503
Occupant	2105 GRIFFITH ST,	LINCOLN	NE	68504
LOOSTROM, PERRY & KRISTIN	77998 HIGHWAY 47	GOTHENBURG	NE	69138
LOPEZ, MIRIAN	2932 CLINTON ST	LINCOLN	NE	68503
LOSEMAN-MERCER, BRANDIN J	1703 N 33 ST	LINCOLN	NE	68503
LOVE, CHRISTOPHER L T & MELISSA J	4000 FREDERICK CIR	LINCOLN	NE	68504
LOVE, KENNETH L & DONNA	2000 N 32 ST	LINCOLN	NE	68503
LOVE, ROBERT I & BARBARA I	4201 MADISON AVE	LINCOLN	NE	68504
LOVE, ROBERT J & JANET S	4624 COLFAX CIR	LINCOLN	NE	68504
LOVE, RONALD L & SANDRA C	2011 N 31 ST	LINCOLN	NE	68503
LOW, HARLAN G & ADELAIDE K	3110 N 44 ST	LINCOLN	NE	68504
LOWE, MARK J & CRAIG A & ELIZABETH R & MULLIGAN, MARY L & RASMUSSEN, STEPHANE	3340 N 44 ST	LINCOLN	NE	68504
Occupant	3225 FAIR ST,	LINCOLN	NE	68504
LOWE, MARTIN J & PAIGE A	1427 A ST	LINCOLN	NE	68502
LOWER PLATTE SOUTH N R D	3125 PORTIA ST	LINCOLN	NE	68521
LOWER PLATTE SOUTH NATURAL RESOURCES DISTRICT	PO BOX 83581	LINCOLN	NE	68501-3581
Occupant	4701 GLADSTONE ST,	LINCOLN	NE	68504
LOWERY, RANDALL A	PO BOX 5631	LINCOLN	NE	68504
LOWERY, TREVOR S & COFFIN, KATHERINE E	3635 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	2903 N 45 ST,	LINCOLN	NE	68504
LU, YING	9201 FOXTAIL DR	LINCOLN	NE	68526
LUEKEN, SCOTT L	4030 COLFAX AVE	LINCOLN	NE	68504
Occupant	2211 GRIFFITH ST,	LINCOLN	NE	68504
LUND, BERNARD A & KAREN J	1821 URBANA LN	LINCOLN	NE	68505
LUTON, DAVID A	2950 N 42 ST	LINCOLN	NE	68504
Occupant	1645 N 33 ST,	LINCOLN	NE	68504
LUTUMBA, DANIEL N & MUIKA, ISABELLE I	2920 T ST	LINCOLN	NE	68503
Occupant	4720 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	2609 N 48 ST,	LINCOLN	NE	68504
Occupant	2615 N 48 ST,	LINCOLN	NE	68504
LUX CENTER FOR THE ARTS	2601 N 48 ST	LINCOLN	NE	68504
Occupant	2937 N 46 ST,	LINCOLN	NE	68504
LUXEMBOURG PROPERTIES LLC	1301 CLAREMONT ST	LINCOLN	NE	68508
Occupant	3400 CORNHUSKER HWY,	LINCOLN	NE	68504
LYNCH HOLDCO LLC	Attn: DENNIS LYNCH 16808 WILLOW ST	OMAHA	NE	68136
Occupant	2800 CORNHUSKER HWY,	LINCOLN	NE	68504
M & E INVESTMENTS LLC	3675 INDUSTRIAL AVE	MARION	IA	52302
Occupant	2125 GRIFFITH ST,	LINCOLN	NE	68504
MAATSCH, GORDON F & DEBORAH	PO BOX 267	JEFFERSON	CO	80456
MACDONALD, JAMES W	3004 HOLDREDGE ST	LINCOLN	NE	68503
MACHACEK, MARY L LIFE ESTATE	4310 KNOX ST	LINCOLN	NE	68504
Occupant	2521 N 45 ST,	LINCOLN	NE	68504
MACHINES LLC	ATTN: CHRIS ROTH PO BOX 27	DESHLER	NE	68340
MACNAUGHTON, ROBERT B	4015 ADAMS ST	LINCOLN	NE	68504
Occupant	1135 SAUNDERS AVE,	LINCOLN	NE	68504
MADISON, SCOTT L	409 C ST	LINCOLN	NE	68504
MADSEN, BRIAN M	4918 S 95 CIR	OMAHA	NE	68127
Occupant	3154 N 40 ST,	LINCOLN	NE	68504
MAE INVESTMENTS LLC	3154 N 40 ST	LINCOLN	NE	68504
Occupant	4321 GREENWOOD ST,	LINCOLN	NE	68504
MAGNUSON, BRENT	PO BOX 5922	LINCOLN	NE	68505
Occupant	3634 MADISON AVE,	LINCOLN	NE	68504
MAGNUSON, CRAIG	3725 CLEVELAND AVE	LINCOLN	NE	68504
MAGNUSON, CRAIG A	3725 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	1748 N 31 ST,	LINCOLN	NE	68504
Occupant	1752 N 31 ST,	LINCOLN	NE	68504
MAGREE, ELIZABETH A	2931 N ELLIOTT RD	AJO	AZ	85321
MAHRT, DAROLD W	3289 HITCHCOCK ST	LINCOLN	NE	68503
MALCOM, STEVEN PAUL	4618 GREENWOOD ST	LINCOLN	NE	68504
MALDANER, CIERA	3256 POTTER ST	LINCOLN	NE	68503
MALISHEWSKI, ERIC L	2829 N 36 ST	LINCOLN	NE	68504
MALONE, PHYLLIS & DONALD & SCHLUTER, JUDY	3535 SAINT PAUL AVE	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

Occupant	4643 GLADSTONE ST,	LINCOLN	NE	68504
MALOUSEK, CURTIS & GINGER	1268 STEPHEN CIR	WAHOO	NE	68066
Occupant	2445 N 33 ST,	LINCOLN	NE	68504
MALOUSEK, ROBERT & ROXANE	2435 N 33 ST	LINCOLN	NE	68504
MANN, DENISE S & JENKINS, LUCAS J	3545 MADISON AVE	LINCOLN	NE	68504
MANNING, DAVID S	4001 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	3300 GLADSTONE ST,	LINCOLN	NE	68504
Occupant	3400 N 33 ST,	LINCOLN	NE	68504
Occupant	3421 N 35 CIR,	LINCOLN	NE	68504
MANSKE, GLEN E LIVING TRUST	6711 FLINT RIDGE RD	LINCOLN	NE	68506
Occupant	2100 N 28 ST,	LINCOLN	NE	68504
MANY OAKS L P	Attn: INDIAN CENTER INC 1100 MILITARY RD	LINCOLN	NE	68508
MAPES INDUSTRIES INC	2929 CORNHUSKER HWY	LINCOLN	NE	68501
Occupant	4815 CORNHUSKER HWY,	LINCOLN	NE	68504
MARA, JOSEPH A	730 BROOKSIDE DR	LINCOLN	NE	68528
MARICK, TIMOTHY V & PATRICIA J & SCHRODEL, TAMMY	2105 N 31 ST	LINCOLN	NE	68503
MARLOW, SUSAN K	4643 KNOX ST	LINCOLN	NE	68504
MARSH, JANEEN A	1918 N 31 ST	LINCOLN	NE	68503
MARSH, THOMAS W & DANIELS, BARBARA	4305 ADAMS ST	LINCOLN	NE	68504
MARTIN, RAY R III & TRACY D	3300 N 45 ST	LINCOLN	NE	68504
MARTINEZ-RODRIGUEZ, AURELIO & TURRUBIARTES-GAMEZ, FRANCISCA	2917 N 43 ST	LINCOLN	NE	68504
MARX, GERALYN J	3025 N 44 ST	LINCOLN	NE	68504
Occupant	2636 N 43 ST,	LINCOLN	NE	68504
MASON, TIMOTHY J	264 P RD	DOUGLAS	NE	68344
Occupant	2621 N 36 ST,	LINCOLN	NE	68504
MAST, DONNA L	535 RESERVOIR RD	WHITEFISH	MT	59937
MATHERS, GUY H & CINDY B	1615 N 29 ST	LINCOLN	NE	68503
MATHEWS, ROBERT J & JENNIFER A	3338 SAINT PAUL AVE	LINCOLN	NE	68504
MATTISON, SHERMAN J	4618 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3820 SAINT PAUL AVE,	LINCOLN	NE	68504
MAURER, ROY JR	1444 N 37 ST	LINCOLN	NE	68503
MAXSON, LYLE K TRUSTEE	3820 FREDERICK ST	LINCOLN	NE	68504
MAYFIELD, GARY D & SONJIA F	4615 COLFAX CIR	LINCOLN	NE	68504
MAYR, FLORENCE S	1616 N 27 ST	LINCOLN	NE	68503
MBAGA, ERICK	4610 GREENWOOD ST	LINCOLN	NE	68504
Occupant	4642 KNOX ST,	LINCOLN	NE	68504
MBAGA, ERICK T	4610 GREENWOOD ST	LINCOLN	NE	68504
MC LARKINS PROPERTIES LLC	3205 N 33 ST	LINCOLN	NE	68504
MCALLISTER, THOMAS	4543 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	4123 PROGRESSIVE AVE,	LINCOLN	NE	68504
Occupant	4117 PROGRESSIVE AVE,	LINCOLN	NE	68504
MARTHUR, JOHN D	5611 HUNTS DR	LINCOLN	NE	68512
Occupant	4619 CLEVELAND AVE,	LINCOLN	NE	68504
MCBETH, BRIAN P	3644 S FOLSOM ST	LINCOLN	NE	68522
Occupant	3281 HITCHCOCK ST, L	LINCOLN	nE	68504
MCCALL, ALAN	1201 MORTON ST	LINCOLN	NE	68521
Occupant	4035 SAINT PAUL AVE,	LINCOLN	NE	68504
MCCARTY, TIMOTHY J & ANISSA L	1640 BUCKINGHAM DR	LINCOLN	NE	68506
Occupant	1701 N 32 ST,	LINCOLN	NE	68504
Occupant	3265 POTTER ST,	LINCOLN	NE	68504
Occupant	1705 N 32 ST,	LINCOLN	NE	68504
MCCAWLEY, DONALD H	3700 N 2 ST	LINCOLN	NE	68521
MCCLINTOCK, LAURA	3830 SAINT PAUL AVE	LINCOLN	NE	68504
MCCORMICK, BRIAN P & CHRIS A	2227 N 31 ST	LINCOLN	NE	68503
Occupant	5327 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	1020 SAUNDERS AVE,	LINCOLN	NE	68504
MCDONALDS CORPORATION STATE SITE# 260068	PO BOX 182571	COLUMBUS	OH	43218
McFARLAND, PAUL	3827 MADISON AVE	LINCOLN	NE	68504
Occupant	2939 CORNHUSKER HWY, UNIT #B,	LINCOLN	NE	68504
Occupant	2939 CORNHUSKER HWY, UNIT #A,	LINCOLN	NE	68504
MCGILL DEVELOPMENT LLC	2821 GREBE ST	OMAHA	NE	68112
MCGINNIS, LETA F LIFE ESTATE	4200 GREENWOOD ST	LINCOLN	NE	68504
MCGOVERN, PATRICK & CHRISTINE	4111 MADISON AVE	LINCOLN	NE	68504
MCGOWAN GRAIN INC	ATTN: LINCOLN ELEV & FEED CO PO BOX 2047	OMAHA	NE	68103-2047
MCGUIRE, BENJAMIN T	4021 BALLARD CIR	LINCOLN	NE	68504
MCINTOSH, CANDY C	3869 BALLARD CT	LINCOLN	NE	68504
MCKAY, ROBERT J & KIMBERLY A	3800 FREDERICK ST	LINCOLN	NE	68504
MCKEE, MICHAEL W & SARAH M	4131 MADISON AVE	LINCOLN	NE	68504
Occupant	2941 N 42 ST,	LINCOLN	NE	68504
MCKENZIE, GAROLD D & GAYLE R	2069 E RANCH RD	TEMPE	AZ	85284
MCSHANNON, IVY A	2737 N 46 ST	LINCOLN	NE	68504
Occupant	1743 N 28 ST,	LINCOLN	NE	68504
MCVAY, DAVID P & SUSAN M	1939 AUDREY AVE	RED WING	MN	55066
Occupant	3902 MADISON AVE,	LINCOLN	NE	68504
MCVEIGH, KENNETH	4201 W HOLDREGE ST	LINCOLN	NE	68528
Occupant	3200 N 45 ST,	LINCOLN	NE	68504
MEACHAM, MICHAEL M REVOCABLE TRUST	6128 HAVELOCK ST	LINCOLN	NE	68507
Occupant	1915 N 30 ST,	LINCOLN	NE	68504
MEAD, MERLYN & ELLEN	1915 N 30 ST	LINCOLN	NE	68503

DISTRIBUTION LIST

APPENDIX

Occupant	4643 BALDWIN AVE,	LINCOLN	NE	68504
MEADER, DENNIS A & DOREEN	1925 S 25 ST	LINCOLN	NE	68502
Occupant	1614 GRACE AVE,	LINCOLN	NE	68504
Occupant	1520 GRACE AVE,	LINCOLN	NE	68504
Occupant	1610 GRACE AVE,	LINCOLN	NE	68504
Occupant	1548 GRACE AVE,	LINCOLN	NE	68504
Occupant	1546 GRACE AVE,	LINCOLN	NE	68504
MEADOWLARK PRAIRIE LAND TRUST	PO BOX 82555	LINCOLN	NE	68501
MEDINGER, DUANE JEFFERY	4317 BALDWIN AVE	LINCOLN	NE	68504
MEDLEY, LYNDA J	3269 MERRILL ST	LINCOLN	NE	68503
MEGRUE, DOUGLAS & SHEILA	3230 POTTER ST	LINCOLN	NE	68503
MEINKEMAC LLC	Attn: DON MEINKE 2940 CORNHUSKER HWY	LINCOLN	NE	68504
MEISNER, JEFF	4031 COLFAX AVE	LINCOLN	NE	68504
MEK PROPERTIES LLC	Attn: MIKE KLOCKENGA 3420 N 35 CIR	LINCOLN	NE	68504
MELVIN, BRYAN JAY	3281 LEIGHTON AVE	LINCOLN	NE	68503
MELVIN, LAWRENCE R & TAMMY	4245 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	3275 LEIGHTON AVE,	LINCOLN	NE	68504
MENAGH, TERRY & DENISE	5800 KENNELLEY CT	LINCOLN	NE	68516
Occupant	3400 N 27 ST,	LINCOLN	NE	68504
Occupant	3500 N 27 ST,	LINCOLN	NE	68504
MENARD INC	Attn: CORPORATE ACCOUNTING 4777 MENAR EAU CLAIRE		WI	54703
MENDEZ, MARIO O & ANN M	4012 N 45 ST	LINCOLN	NE	68504
MENKE, TIMOTHY & BEATRICE	4410 SAINT PAUL AVE	LINCOLN	NE	68504
MENSAH, LISA	4501 GREENWOOD ST	LINCOLN	NE	68504
MENTER, PAUL W & MARY L	4110 N 44 ST	LINCOLN	NE	68504
MERCADO, SERGIO & MOLLY	3917 SAINT PAUL AVE	LINCOLN	NE	68504
MERCHANT, BETHANY J	4706 GREENWOOD ST	LINCOLN	NE	68504-2050
Occupant	2910 N 42 ST,	LINCOLN	NE	68504
MERO, CORY & AMBER	201 N 29 ST	ASHLAND	NE	68003
MERRIMAN, DIANA M	3814 BALLARD CT	LINCOLN	NE	68504
Occupant	5701 RUSSELL DR,	LINCOLN	NE	68504
MERRITT, JANICE JEAN	PO BOX 29107	LINCOLN	NE	68529
Occupant	3526 SAINT PAUL AVE,	LINCOLN	NE	68504
MESSERSMITH, KAREN K	3519 SAINT PAUL AVE	LINCOLN	NE	68504
METZGER'S AUTO SERVICE INC	3730 CORNHUSKER HWY	LINCOLN	NE	68504
METZLER, BRANDON L	1636 N 32 ST	LINCOLN	NE	68503
Occupant	2700 DAN AVE,	LINCOLN	NE	68504
METZO LLC	8521 A ST	LINCOLN	NE	68520
MEYER, CHARLES F & CHRISTINE M & COWELL, MORGAN T	2939 N 44 ST	LINCOLN	NE	68504
MEYER, DAVID S & MICHELLE D	4209 COLFAX AVE	LINCOLN	NE	68504
MEYER, JULIE	1628 N 31 ST	LINCOLN	NE	68503
MEZA, VALENTIN C & GRACIELA	2944 CLINTON ST	LINCOLN	NE	68503
Occupant	2025 N 31 ST,	LINCOLN	NE	68504
MICHAL, JON P & JULIE A	3401 MERIDIAN DR	LINCOLN	NE	68504
Occupant	3811 SAINT PAUL AVE,	LINCOLN	NE	68504
MICHEL, BRIAN K & TERESA L	6441 X ST	LINCOLN	NE	68505
Occupant	4519 SAINT PAUL AVE,	LINCOLN	NE	68504
MICHEL, MICHAEL J & DEBRA S	4427 MADISON AVE	LINCOLN	NE	68504
Occupant	4231 HENDRICKS DR,	LINCOLN	NE	68504
MIDWEST HERITAGE INN	PO BOX 9118	FARGO	ND	58106
Occupant	2935 N 27 ST,	LINCOLN	NE	68504
Occupant	2949 N 27 ST,	LINCOLN	NE	68504
MILES NEBRASKA LLC	Attn: DAVID MILES 936 NE 34 AVE	CAMAS	WA	98607
Occupant	3111 SUPERIOR ST,	LINCOLN	NE	68504
MILLER SEED CO	PO BOX 81823	LINCOLN	NE	68501
MILLER, CHERI R	3140 N 47 ST	LINCOLN	NE	68505
MILLER, COREY L & KASTLER, KIMBERLY	3255 LEIGHTON AVE	LINCOLN	NE	68504
Occupant	4219 BALDWIN AVE,	LINCOLN	NE	68504
MILLER, DAVID C REVOCABLE TRUST	1311 N 44 ST	LINCOLN	NE	68503
MILLER, FREDERICK E & CAROL	4224 KNOX ST	LINCOLN	NE	68504
MILLER, GLENN E & ROXANNE W	4140 TURNER ST	LINCOLN	NE	68504
MILLER, JAMES R & KATHLEEN S	1924 N 30 ST	LINCOLN	NE	68503
MILLER, JOSE S	4601 HUNTINGTON AVE	LINCOLN	NE	68504
MILLER, KELSEY A	2903 N 42 ST	LINCOLN	NE	68504
Occupant	3521 N 39 CIR,	LINCOLN	NE	68504
MILLER, MARIAN REVOCABLE TRUST	1478 BENNET ST	SO SIOUX CITY	NE	68776
Occupant	3665 N 40 ST,	LINCOLN	NE	68504
MILLER, MICHAEL L & JULIE A	6718 S 41 ST	LINCOLN	NE	68516
MILLER, ROBERT L & JEAN R	2641 N 48 ST	LINCOLN	NE	68504
MILLER, ROBERT S	4309 KNOX ST	LINCOLN	NE	68504
MILLER, SUEANN	4401 ADAMS ST	LINCOLN	NE	68504
Occupant	3727 SAINT PAUL AVE,	LINCOLN	NE	68504
MILLET, STEVEN ANDREW	7109 HAVELock AVE	LINCOLN	NE	68507
MILLS, DENISE RENE	4602 JUDSON ST	LINCOLN	NE	68504
MINNICK, JAY	4311 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	5640 CORNHUSKER HWY,	LINCOLN	NE	68504
MITCHELL LIVING TRUST	ATTN: ORSCHELN #025 PO BOX 22845	OKLAHOMA CITY	OK	73123
MITCHELL, JAMIE	1733 N 31 ST	LINCOLN	NE	68503
MIZELL, DAVID M & KAROLYNN	3618 MADISON AVE	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

MKSM INC	1400 CORNHUSKER HWY, LINCOLN, NE	LINCOLN	NE	68521
MKSM INC	1500 CORNHUSKER HWY	LINCOLN	NE	68521
Occupant	3291 LEIGHTON AVE,	LINCOLN	NE	68504
ML HANNA LLC	5835 S 91 ST	LINCOLN	NE	68526
MOCK, DAVID R	3417 SAINT PAUL AVE	LINCOLN	NE	68504
MOHAMED, KUTHAR	4274 KNOX ST	LINCOLN	NE	68504
MOHR, MARGARET E	4429 ADAMS ST	LINCOLN	NE	68504
MOLINA, LUIS J CALEL & RUIZ, ROSALBA SANCHEZ	4645 COLFAX CIR	LINCOLN	NE	68504
MOLONEY, THOMAS J	4635 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	1557 N 33 ST,	LINCOLN	NE	68504
Occupant	1613 N 33 ST,	LINCOLN	NE	68504
Occupant	2131 N 32 ST,	LINCOLN	NE	68504
MOMENTUM INVESTMENT COMPANY LLC	PO BOX 6234	LINCOLN	NE	68506
MONTGOMERY, CHRIS E	3831 N 40 ST	LINCOLN	NE	68504
MONTGOMERY, JAMES T & ISABEL B	4332 ADAMS ST	LINCOLN	NE	68504
Occupant	1555 N 31 ST,	LINCOLN	NE	68504
MOORBERG, BRAD L	12814 S 28 AVE	BELLEVUE	NE	68123
MOORE, ALAN M & KATHY E	3904 SAINT PAUL AVE	LINCOLN	NE	68504
MOORE, JOYCE & VICKY COOK	3009 LAKEVIEW W DR	INGLESIDE	TX	78362
MORALES GOMEZ, JESUS & MUNOZ-GONZALEZ, YAZMIN C	1730 N 29 ST	LINCOLN	NE	68503
Occupant	2711 KING LN,	LINCOLN	NE	68504
MORALES, ABRAM & ROSAURA	6601 S 120 ST	WALTON	NE	68461
MORENO, LUIS M	3635 MADISON AVE	LINCOLN	NE	68504
Occupant	1824 N 29 ST, LINCOLN, NE	LINCOLN	NE	68504
MOREY, THERESA	1616 W GARFIELD ST	LINCOLN	NE	68522
MORGAN, JAMES & KATHY	3341 N 46 ST	LINCOLN	NE	68504
MORGAN, MARGARET	4418 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	3820 N 27 ST,	LINCOLN	NE	68504
MORRIS, JAMES C & LYNDA J	6234 CORNFLOWER DR	LINCOLN	NE	68504
MORRISON, GABRIEL T & JANENE O	2843 N 42 ST	LINCOLN	NE	68504
MORSE, KAREN & MARTIN D	4130 GREENWOOD ST	LINCOLN	NE	68504
Occupant	2201 GRIFFITH ST,	LINCOLN	NE	68504
MORTGAGE FINANCIAL SERVICES LTD	Attn: DON STADING 1821 SUSSEX PL	LINCOLN	NE	68506
MORTON, CONRAD F & LINDA S	3862 BALLARD CT	LINCOLN	NE	68504
MORTON, MAURICE J	4518 GREENWOOD ST	LINCOLN	NE	68504
Occupant	3923 SAINT PAUL AVE,	LINCOLN	NE	68504
MOSER FAMILY LLC	Attn: DIANE HANSON 7633 ACUFF LN	LENEXA	KS	66216
Occupant	3923 SAINT PAUL AVE,	LINCOLN	NE	68504
MOSER, JOHN CHARLES	6205 W O ST	LINCOLN	NE	68528
MOUNCE, ROBERT JR & KASSANDRA	4120 N 42 STREET CIR	LINCOLN	NE	68504
MOUSA, SOUBHI	4008 BALDWIN AVE	LINCOLN	NE	68504
MOWREY, TAMERA A & RONALD L	4720 GLADSTONE ST	LINCOLN	NE	68504
Occupant	4530 JUDSON ST,	LINCOLN	NE	68504
MUELLER, WAYNE A & CYNTHIA S	1601 ROAD 5300	DAVENPORT	NE	68335
Occupant	3900 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	3501 N 39 CIR,	LINCOLN	NE	68504
MUIR PROPERTIES LLC	4200 FRAN AVE	LINCOLN	NE	68516
MULLEN, TRAVIS D	2022 N 31 ST	LINCOLN	NE	68503
Occupant	2145 GRIFFITH ST,	LINCOLN	NE	68504
MURMAN, CRAIG D & DEBRA K	800 E MONUMENT RD	GLENVIL	NE	68941
MURPHY, MARK A	3730 N 40 ST	LINCOLN	NE	68521
MURPHY, VINCENT R & TAMALA J	4636 KNOX ST	LINCOLN	NE	68504
MUTHART, NOAH V	2045 N 33 ST	LINCOLN	NE	68503
MYERS, LLOYD A JR & JOYCE MAE	3721 MADISON AVE	LINCOLN	NE	68504
Occupant	3601 CLEVELAND AVE,	LINCOLN	NE	68504
MYERS, LLOYD JR & JOYCE MAE	3721 MADISON AVE	LINCOLN	NE	68504
Occupant	2126 N 30 ST,	LINCOLN	NE	68504
Occupant	2124 N 30 ST,	LINCOLN	NE	68504
NADEIN, SERGEY	2312 U ST	LINCOLN	NE	68503
NADRCHAL, VERNON L & SUSAN K	1740 YOLANDE AVE	LINCOLN	NE	68521
Occupant	2415 N 48 ST,	LINCOLN	NE	68504
NATIONWIDE POSTAL MANAGEMENT	123 GROVE AVE STE 222	CEDARHURST	NY	11516
Occupant	3735 CLEVELAND AVE,	LINCOLN	NE	68504
NE WNTRS LLC	PO BOX 203	ELMWOOD	NE	68349
NEAL, JANET L	3712 N 40 ST	LINCOLN	NE	68504
Occupant	3301 N 33 ST, UNIT #A,	LINCOLN	NE	68504
NEBRASKA CROP IMPROVEMENT ASSOCIATION	PO BOX 830911	LINCOLN	NE	68583
NEEMANN, DIANA L	4337 EDISON CIR	LINCOLN	NE	68504
Occupant	3101 N 41 ST,	LINCOLN	NE	68504
NELSEN, DOUGLAS D & NOVAK, LAURIE A	3000 N 75 ST	LINCOLN	NE	68507
NELSON, AMY LYNN	4540 CLEVELAND AVE	LINCOLN	NE	68504
NELSON, G WARREN JR & K JANE	2839 N 46 ST	LINCOLN	NE	68504
NELSON, JOSEPH L & DEBRA L	4041 BALLARD CIR	LINCOLN	NE	68504
NELSON, KIRK L & SUSAN	4010 JERSEY CIR	LINCOLN	NE	68504
Occupant	2838 FAIR ST,	LINCOLN	NE	68504
NELSON, NEAL P & JODI L	5731 PRESCOTT AVE	LINCOLN	NE	68506-5155
Occupant	2621 N 45 ST,	LINCOLN	NE	68504
NELSON, SANFORD H & NORMA J	4830 BIRCH HOLLOW DR	LINCOLN	NE	68516
Occupant	2215 N 32 ST,	LINCOLN	NE	68504

DISTRIBUTION LIST

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NELSON, STEVEN M & BETTY J	4830 BIRCH HOLLOW DR	LINCOLN	NE	68516
Occupant	4210 N 44 ST,	LINCOLN	NE	68504
NEMEC, JAMES A & PAMELA R REVOCABLE LIVING TRUST	5654 E RD	NEBRASKA CITY	NE	68410
Occupant	4131 N 48 ST,	LINCOLN	NE	68504
NEOGEN PROPERTIES VII LLC	620 LESHER PL	LANSING	MI	48912-1509
Occupant	4501 MADISON AVE,	LINCOLN	NE	68504
NEOTERIC ENTERPRISES LLC	Attn: DAN KELLER 7609 EXBURY CT	LINCOLN	NE	68516
NEUMANN, MARY ELLEN & NILSSON, LANI LEI'N	3008 HOLDREGE ST	LINCOLN	NE	68503-1541
Occupant	2700 HOLDREGE ST,	LINCOLN	NE	68504
NEVIN DRUG CO	PO BOX 81906	LINCOLN	NE	68501
Occupant	4418 KNOX ST,	LINCOLN	NE	68504
NEWELL, GLENN & JOHNSON-NEWELL, LAURA	2332 DOROTHY DR	LINCOLN	NE	68507
NEWSHAM, DONALD W & CYNTHIA J	4538 JUDSON ST	LINCOLN	NE	68504
Occupant	1734 N 32 ST,	LINCOLN	NE	68504
Occupant	1735 N 29 ST,	LINCOLN	NE	68504
NGUYEN, CUONG D & THA T	5359 W KATLEMAN DR	LINCOLN	NE	68521
NGUYEN, HONG VAN & UONG, NGOC THI	3400 N 46 ST	LINCOLN	NE	68504
Occupant	1550 N 32 ST,	LINCOLN	NE	68504
NGUYEN, LAP THANH & DUNG THI MY	1157 MIDDLETON AVE	LINCOLN	NE	68521
Occupant	1536 N 28 ST,	LINCOLN	NE	68504
NGUYEN, MARY THA & CUONG D	5359 KATELMAN DR	LINCOLN	NE	68521
Occupant	1640 N 27 ST,	LINCOLN	NE	68504
NGUYEN, MARY THA & CUONG DUC	5359 W KATLEMAN DR	LINCOLN	NE	68524
Occupant	1845 N 30 ST,	LINCOLN	NE	68504
Occupant	2701 N 37 ST,	LINCOLN	NE	68504
NGUYEN, NGA & VU, BINH	2821 FOREST AVE	LINCOLN	NE	68516
Occupant	1729 N 31 ST,	LINCOLN	NE	68504
NGUYEN, PHONG THANH	2541 SOUTHVIEW CIR	LINCOLN	NE	68512
NGUYEN, TU H & LE, NGOC THI	1540 N 31 ST	LINCOLN	NE	68503
NGUYEN, VANG VAN & BUI, BE THI	3718 N 40 ST	LINCOLN	NE	68504
NGUYEN, VINCE K	4118 MADISON AVE	LINCOLN	NE	68504
Occupant	2038 N 29 ST,	LINCOLN	NE	68504
NICHELSON, CHARLES D FAMILY TRUST	592 W LAKESHORE DR	LINCOLN	NE	68528
NICHOLS, LARRY E	2845 N 41 ST,	LINCOLN	NE	68504
Occupant	2601 N 44 ST,	LINCOLN	NE	68504
NICKELSON INVESTMENT LLC	Attn: SHANE & STEPHANIE NICKELSON 2500 N	LINCOLN	NE	68504
NICKELSON, SHANE	2500 N 46 ST	LINCOLN	NE	68504
Occupant	3289 CENTER ST,	LINCOLN	NE	68504
NICKOLAUS, ROBERT L & MELISSA	7624 BALDWIN AVE	LINCOLN	NE	68507
NILSON, CLARK J & SHARON R	1745 N 29 ST	LINCOLN	NE	68503
Occupant	1724 N 30 ST,	LINCOLN	NE	68504
NIX, JOSH	1606 W MULBERRY ST	LINCOLN	NE	68522
Occupant	1551 N 32 ST,	LINCOLN	NE	68504
NIX, JOSHUA EDWARD	7611 LEIGHTON AVE	LINCOLN	NE	68507
Occupant	4306 MADISON AVE,	LINCOLN	NE	68504
NIXON, LEWIS L & MONTGOMERY, PENNY	2727 Q ST	LINCOLN	NE	68503-3543
Occupant	4310 HUNTINGTON AVE,	LINCOLN	NE	68504
NIXON, LEWIS L & PENNY S	2727 Q ST	LINCOLN	NE	68503-3543
NOBBE, SAMUEL & JESSICA	3627 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	2621 N 48 ST,	LINCOLN	NE	68504
NOONAN, KEVIN P & DEBORAH I	7227 THURSTON ST	LINCOLN	NE	68507
NOONAN, TIMOTHY & LINDA A	3040 N 43 ST	LINCOLN	NE	68504
Occupant	3450 CORNHUSKER HWY,	LINCOLN	NE	68504
NORJON LLC	1000 N 86 STREET CT	LINCOLN	NE	68505
Occupant	2838 N 47 ST,	LINCOLN	NE	68504
NORLINK REAL ESTATE HOLDINGS LIMITED LIABILITY COMPANY	2948 O'MALLEY CIR	LINCOLN	NE	68516
Occupant	4217 PROGRESSIVE AVE,	LINCOLN	NE	68504
NORMAN, MICHAEL DBA NORMAN PROPERTIES	5401 W AGNEW RD	VALPARAISO	NE	68065
Occupant	3341 N 35 ST,	LINCOLN	NE	68504
NORTH 35TH STREET CONDOMINIUM BASE ACCOUNT	99999 ***NO ADDRESS** ST	LINCOLN	NE	68508
NORTHGATE PARK INC	2920 CORNHUSKER HWY STE 2	LINCOLN	NE	68504
Occupant	4000 NORTHLUND DR,	LINCOLN	NE	68504
Occupant	4100 NORTHLUND DR,	LINCOLN	NE	68504
Occupant	4041 NORTHLUND DR,	LINCOLN	NE	68504
NORTHLUND PROPERTIES LLC	4101 N 40 ST	LINCOLN	NE	68504
NORTHUP, TAYLOR WAYNE	2040 N 30 ST	LINCOLN	NE	68503
Occupant	2301 N 48 ST,	LINCOLN	NE	68504
NORWEST BANK NEBRASKA	C/O THOMSON PROPERTY TAX SVS PO BOX 26 CARLSBAD	CA		92018
Occupant	2801 N 33 ST,	LINCOLN	NE	68504
NOVAK, LAURIE A & NELSEN, DOUGLAS D & AKSEL K	3000 N 75 ST	LINCOLN	NE	68507
NOWAKOWSKI, PAUL & JACQUELINE	2232 N 30 ST	LINCOLN	NE	68503
Occupant	3770 CORNHUSKER HWY,	LINCOLN	NE	68504
NS MANAGEMENT GROUP LLC	9921 N 151 ST	WAVERLY	NE	68462
NUNNENKAMP, JOEL & KERI	4206 KNOX ST	LINCOLN	NE	68504
Occupant	4320 KNOX ST	LINCOLN	NE	68504
NUWASH, REBECCA & BRUCE	125 BECKER LN	HEMPHILL	TX	75948
Occupant	4542 SAINT PAUL AVE,	LINCOLN	NE	68504
O' TOOLE, TIMOTHY M & PANG S	4442 ST PAUL AVE	LINCOLN	NE	68504
Occupant	2710 CLINTON ST,	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

Occupant	3029 N 47 ST,	LINCOLN	NE	68504
OASIS INVESTMENTS LLC	4755 N 48 ST UNIT C	LINCOLN	NE	68504
OBEREMBT, LORI A	4204 SAINT PAUL AVE	LINCOLN	NE	68504
OCHSNER, MILTON E JR	2948 N 44 ST	LINCOLN	NE	68504
Occupant	3040 HITCHCOCK ST, L	LINCOLN	NE	68504
OCKEN INVESTMENT PROPERTIES CO	14363 DUTCH HALL RD	BENNINGTON	NE	68503
O'CONNOR, ZEN & NEIL	1916 N 32 ST	LINCOLN	NE	68503
ODEM, KIMBERLY J	3711 SAINT PAUL AVE	LINCOLN	NE	68504
OETKEN, MARLISS A & THOMAS J JR	2848 N 43 ST	LINCOLN	NE	68504
Occupant	3720 N 44 ST,	LINCOLN	NE	68504
Occupant	3721 N 44 ST,	LINCOLN	NE	68504
O'HARE ENTERPRISES LLC	305 W ROCK CREEK RD	RAYMOND	NE	68428
O'HARE, LYLE A & ELAINE G REVOCABLE TRUST	3730 N 44 ST	LINCOLN	NE	68504
Occupant	2747 N 33 ST,	LINCOLN	NE	68504
O'KEEFE ELEVATOR COMPANY INC	1402 JONES ST	OMAHA	NE	68102-3218
O'KEEFE, JOHN CASIMER	4604 MADISON AVE	LINCOLN	NE	68504
O'KELLY, MICHAEL D & ADA K	1612 N 28 ST	LINCOLN	NE	68503
Occupant	3545 N 48 ST,	LINCOLN	NE	68504
Occupant	3321 N 44 ST,	LINCOLN	NE	68504
OLDERBAK ENTERPRISES NORTH LLC	4401 S 27 ST	LINCOLN	NE	68512
Occupant	4041 N 38 ST,	LINCOLN	NE	68504
OLIVER, JAMES A	Attn: UNITED FIDELITY FUNDING CORP 1300 N KANSAS CITY	MO		64150
OLSEN, DAMI P	2024 N 32 ST	LINCOLN	NE	68503
OLSON, AMANDA R	3320 SAINT PAUL AVE	LINCOLN	NE	68504
OLSON, DENICE M	2222 N 31 ST	LINCOLN	NE	68503
OLSON, GEORGE F	3262 CENTER ST	LINCOLN	NE	68503
Occupant	3453 N 36 ST, UNIT #3,	LINCOLN	NE	68504
Occupant	3443 N 36 ST,	LINCOLN	NE	68504
Occupant	3400 N 33 ST, L	LINCOLN	NE	68504
Occupant	3441 N 35 CIR,	LINCOLN	NE	68504
Occupant	3440 N 35 CIR,	LINCOLN	NE	68504
Occupant	3450 N 35 CIR,	LINCOLN	NE	68504
OLSTON BUSINESS PROPERTIES LLC	6401 N 7 ST	LINCOLN	NE	68521
OLSTON OWNERS ASSOCIATION INC	Attn: JAMES E OLSTON, PRESIDENT 6401 N 7 S	LINCOLN	NE	68521
OMAHA LINCOLN & BEATRICE RR	PO BOX 80268	LINCOLN	NE	68501
Occupant	2405 N 33 ST,	LINCOLN	NE	68504
OMAHA LINCOLN & BEATRICE RR CO	1815 Y ST	LINCOLN	NE	68508
Occupant	2114 N 31 ST,	LINCOLN	NE	68504
ONDRAK, BEN V & M LEE	12000 HAVELOCK AVE	LINCOLN	NE	68527
ORDAZ, CLAUDIA GONZALEZ	4426 SAINT PAUL AVE	LINCOLN	NE	68504
ORNDORFF, SETH T & KAYLA	4035 BALLARD CIR	LINCOLN	NE	68507
Occupant	2014 N 31 ST,	LINCOLN	NE	68504
OROZCO, ALICIA BELTRAN	4925 MYRTLE ST	LINCOLN	NE	68506
ORTON, JAMES BRIAN	3281 POTTER ST	LINCOLN	NE	68503
OSMANOVIC, SANELA & MIRZET	1601 N 31 ST	LINCOLN	NE	68503
OSTGAARD, MATTHEW	2247 N 30 ST	LINCOLN	NE	68503
OSWALD, KEVIN	3841 N 42 ST	LINCOLN	NE	68504
Occupant	4100 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	4200 HUNTINGTON AVE,	LINCOLN	NE	68504
OSWALD, KEVIN A	3841 N 42 ST	LINCOLN	NE	68504
O'TOOLE, TIMOTHY M & PANG S	4442 SAINT PAUL AVE	LINCOLN	NE	68504
OTT INVESTMENTS INC	7500 SOUTH ST STE 12	LINCOLN	NE	68506
Occupant	3284 MERRILL ST,	LINCOLN	NE	68504
OTTO T RENTALS LLC	Attn: TIMOTHY J OTTO 6311 CAMPBELL DR	LINCOLN	NE	68510
Occupant	4311 BALDWIN AVE,	LINCOLN	NE	68504
OTTO-ABBOTT INVESTMENTS LLC	614 W 10 ST	WAHOO	NE	68066
OVERMAN, PAMELA S & MARK A	4619 JUDSON ST	LINCOLN	NE	68504
OVERMAN, WILLIAM A & ROSEMARY	4337 MADISON AVE	LINCOLN	NE	68504
Occupant	4220 GREENWOOD ST,	LINCOLN	NE	68504
OWEN, STEVEN M	PO BOX 203	RAYMOND	NE	68428
PAGLES, CODY L	4035 ADAMS ST	LINCOLN	NE	68504
Occupant	3510 MADISON AVE	LINCOLN	NE	68504
Occupant	4426 HUNTINGTON AVE	LINCOLN	NE	68504
Occupant	4410 BALDWIN AVE	LINCOLN	NE	68504
PARAMOUNT HOLDINGS LLC	7907 S 59 ST	LINCOLN	NE	68516
Occupant	4734 GLADSTONE ST,	LINCOLN	NE	68504
PARKER, CYNTHIA	5118 KNOX ST	LINCOLN	NE	68504
PARKS, LAYNE W	3842 BALLARD CT	LINCOLN	NE	68504
PARKS, NEOMA J	3745 CLEVELAND AVE	LINCOLN	NE	68504
PARRIS, DAWN L	4335 CLEVELAND AVE	LINCOLN	NE	68504
PARRISH, HARLAND D	3933 BALLARD CT	LINCOLN	NE	68504
PATEL, ATULKUMAR T & SHOBHANABEN R	3510 CORNHUSKER HWY	LINCOLN	NE	68504
PATEL, RAMESHBHAI V & NALINIBEN R	1717 CORNHUSKER HWY	LINCOLN	NE	68521
Occupant	4025 ADAMS ST	LINCOLN	NE	68504
PAUL, DAVID J & CAROL D	2520 N 81 ST	LINCOLN	NE	68507-3342
PAUL, MICHAEL L	4326 BALDWIN AVE	LINCOLN	NE	68504
Occupant	3204 HOLDREGE ST,	LINCOLN	NE	68504
PAULEY RENTAL INVESTMENTS LLC	5511 S ST	LINCOLN	NE	68504
Occupant	4008 N 45 ST,	LINCOLN	NE	68504

DISTRIBUTION LIST

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PAULSON, LUCINDA I	1241 EVERGREEN DR NW	LINCOLN	NE	68510
PAYNE, JOE F	2239 GRIFFITH ST	LINCOLN	NE	68503
Occupant	1830 YOLANDE AVE,	LINCOLN	NE	68504
Occupant	1821 YOLANDE AVE,	LINCOLN	NE	68504
Occupant	1777 YOLANDE AVE,	LINCOLN	NE	68504
Occupant	1711 YOLANDE AVE,	LINCOLN	NE	68504
PCE INC	Attn: KIM KUCERA 1711 YOLANDE AVE	LINCOLN	NE	68521
Occupant	1516 N 27 ST,	LINCOLN	NE	68504
PEARSON, ROGER L & VERONA	1641 W B ST	LINCOLN	NE	68522
Occupant	1625 N 31 ST,	LINCOLN	NE	68504
PEARSON-LYNN LLC	4161 VERMONT AVE	GRAND ISLAND	NE	68803
Occupant	4529 TURNER ST,	LINCOLN	NE	68504
PELAN, DOUGLAS EDWARD & LISA KAY	8830 EAGLETON LN	LINCOLN	NE	68505
PELLA, MATTHEW J & JODI L	4600 GREENWOOD ST	LINCOLN	NE	68504
PENN, MICHAEL T SR & APRIL J	4502 GREENWOOD ST	LINCOLN	NE	68504
PEREZ, DIEGO D & PEREZ-SALCEDO, YOSELIN	1909 N 31 ST	LINCOLN	NE	68503
PEREZ, JUANITA	4230 N 40 ST	LINCOLN	NE	68504
PERRY, MATTHEW S & RHONDA J	2924 CLINTON ST	LINCOLN	NE	68503
PESTER, ROBERT	3748 N 44 ST	LINCOLN	NE	68504
PETERS, JAMES Q & KIM S	3029 N 48 ST	LINCOLN	NE	68504
PETERS, STEVEN J	3511 ST PAUL AVE	LINCOLN	NE	68504
PETERSEN, SARA	4611 MADISON AVE	LINCOLN	NE	68504
Occupant	2216 N 32 ST,	LINCOLN	NE	68504
PETERSEN, VERNAH C	PO BOX 30785	LINCOLN	NE	68503-0785
PETERSON, DONALD R	4710 BALDWIN AVE	LINCOLN	NE	68504
PETTIGREW, RUSSELL S & RUDMAN, BRITTANY	3045 HITCHCOCK ST	LINCOLN	NE	68503
Occupant	2525 STATE FAIR PARK DR,	LINCOLN	NE	68504
PHAM, TINH HONG & TAM HONG	348 N 29 ST	LINCOLN	NE	68513
PHAM, VAN T	1941 N 33 ST	LINCOLN	NE	68503
PHILPOT, GINA MAE & MICHAEL	4119 SAINT PAUL AVE	LINCOLN	NE	68504
PHILPOT, KATHLEEN J	4412 HUNTINGTON AVE	LINCOLN	NE	68504
PHILSON, PAMELA K & STEVEN J	5521 BISON DR	LINCOLN	NE	68516
PHOMMABOUTH, KONGSY	4400 JUDSON ST	LINCOLN	NE	68504
PHOMMABOUTH, KONGSY K & PHANTHAVONG, KHAMBANE	3330 SAINT PAUL AVE	LINCOLN	NE	68504
PIANG, KHUP DAIH	1525 N 28 ST	LINCOLN	NE	68503
Occupant	4310 N 27 ST,	LINCOLN	NE	68504
PICK INVESTMENT LLC	5011 HAPPY HOLLOW LN	LINCOLN	NE	68516
Occupant	4608 PIERCE DR,	LINCOLN	NE	68504
Occupant	4616 PIERCE DR,	LINCOLN	NE	68504
PIERCE DRIVE LLC	Attn: JAMES ARTER 927 M ST	LINCOLN	NE	68508
PIERCE, GAIL J	3719 SAINT PAUL AVE	LINCOLN	NE	68504
PILLARD, DOROTHY	4534 MADISON AVE	LINCOLN	NE	68504
PINEGAR, NICHOLAS J & AMY J	4311 JUDSON ST	LINCOLN	NE	68504
Occupant	3030 N 33 ST,	LINCOLN	NE	68504
Occupant	3015 N 35 ST,	LINCOLN	NE	68504
Occupant	3135 N 35 ST,	LINCOLN	NE	68504
Occupant	3320 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	3302 CORNHUSKER HWY,	LINCOLN	NE	68504
PITTMAN, PATSY F & JOHN R	1201 WAVERLY RD	RAYMOND	NE	68428
Occupant	2033 N 32 ST,	LINCOLN	NE	68504
Occupant	1617 N 28 ST,	LINCOLN	NE	68504
Occupant	2945 POTTER ST,	LINCOLN	NE	68504
Occupant	3251 FAIR ST,	LINCOLN	NE	68504
Occupant	1712 N 30 ST,	LINCOLN	NE	68504
Occupant	1723 N 29 ST,	LINCOLN	NE	68504
Occupant	1743 N 30 ST,	LINCOLN	NE	68504
PK PROPERTIES LLC	7101 NW 4 ST	LINCOLN	NE	68521
PLACZEK, GERALD F & BEVERLY A	4000 PLEASANTVIEW CIR	LINCOLN	NE	68504
Occupant	2441 N 48 ST,	LINCOLN	NE	68504
PLAINSMAN CENTER INC	Attn: STEPHEN J GUITTAR 2649 N 48 ST STE B	LINCOLN	NE	68504
Occupant	4700 N 56 ST,	LINCOLN	NE	68504
PLEXAL LLC	Attn: STACY O'REILLY 40 NE 52 WAY	FRIDLEY	MN	55421
PO ENTERPRISES	2630 N 27 ST	LINCOLN	NE	68521
Occupant	1545 GRACE AVE,	LINCOLN	NE	68504
Occupant	1725 N 31 ST,	LINCOLN	NE	68504
Occupant	1530 N 32 ST,	LINCOLN	NE	68504
Occupant	3217 FAIR ST,	LINCOLN	NE	68504
POISED PROPERTIES LLC	6830 MARCUS RD	LINCOLN	NE	68516
POLISHCHUK, YEVGENIY V & SYROTA, IRYNA	3722 N 40 ST	LINCOLN	NE	68504
Occupant	2301 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	2211 CORNHUSKER HWY,	LINCOLN	NE	68504
POOH BOB LLC	360 HARVARD LN	NAPLES	FL	34104
Occupant	4151 N 45 STREET CT,	LINCOLN	NE	68504
Occupant	4533 COLFAX CIR,	LINCOLN	NE	68504
POOLE, BARBARA J	14700 HOLDREGE ST	LINCOLN	NE	68527
POOLE, VICKIE R	4719 GREENWOOD ST	LINCOLN	NE	68504
Occupant	4626 HUNTINGTON AVE,	LINCOLN	NE	68504
POPE, PATRICIA G & GARY L	4510 VAN DORN ST	LINCOLN	NE	68506
PORTENIER, DAVID S & KAREN L	4201 N 40 ST	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

Occupant	4303 BALDWIN AVE,	LINCOLN	NE	68504
POSKOCHIL, MICHAEL L & MARY	6725 EASTSHORE DR	LINCOLN	NE	68516-3960
POSPISIL, SHAWN M & HILLARY M	4415 JUDSON ST	LINCOLN	NE	68504
POWELL, BENJAMIN J	4320 GREENWOOD ST	LINCOLN	NE	68504
Occupant	4610 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	3644 MADISON AVE,	LINCOLN	NE	68504
POWELL, JAMES B	3644 MADISON AVE	LINCOLN	NE	68504
POWELL, WILLIAM D	4325 JUDSON ST	LINCOLN	NE	68504
PRANG, MICHAEL DAVID	3266 MERRILL ST	LINCOLN	NE	68503
PRECISION MACHINE CO INC	2933 N 36 ST	LINCOLN	NE	68504
PREY, MARGARET A LIFE ESTATE	4121 MADISON AVE	LINCOLN	NE	68504
Occupant	2949 N 45 ST,	LINCOLN	NE	68504
Occupant	4439 ADAMS ST,	LINCOLN	NE	68504
PRIBIL, PAUL T	3110 VINE ST	LINCOLN	NE	68503
PRICE, LUCILLE D	3324 N 44 ST	LINCOLN	NE	68504
PRIESS, TIMOTHY	4635 JUDSON ST	LINCOLN	NE	68504
PRO MUFFLER SERVICE INC	3171 N 41 ST	LINCOLN	NE	68504
Occupant	3500 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	3231 DOANE ST,	LINCOLN	NE	68504
PROPERTIES FOR YOU LLC	4701 KIRKWOOD DR	LINCOLN	NE	68516
Occupant	4220 HUNTINGTON AVE,	LINCOLN	NE	68504
PROSKOVEC, GARY E & LINDA	1831 SAINT ANDREWS PL	LINCOLN	NE	68512
Occupant	4210 HUNTINGTON AVE,	LINCOLN	NE	68504
PROSKOVEC, GARY E & LINDA L	1831 SAINT ANDREWS PL	LINCOLN	NE	68512
PRUCHA, LUCAS J & JAMES & CHERYL	1700 N 31 ST	LINCOLN	NE	68505
PURCELL, N DOUGLAS & SHARON L	4430 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	2247 N 31 ST,	LINCOLN	NE	68504
PYLE, TANNER MICHAEL	4312 NW MORLEY RD	TOPEKA	KS	66618
Occupant	2740 FAIR ST,	LINCOLN	NE	68504
QUADPRO PROPERTIES LTD	Attn: ASSOCIATED MANAGEMENT 9200A AND	LINCOLN	NE	68526
QUAKENBUSH, AVERY	4020 COLFAX AVE	LINCOLN	NE	68504
Occupant	3625 MADISON AVE,	LINCOLN	NE	68504
R & B RENTALS LLC	6320 LEXINGTON AVE	LINCOLN	NE	68505
Occupant	3449 N 48 ST,	LINCOLN	NE	68504
R & M INVESTMENT PROPERTIES LLC	3883 N 161 AVE	GOODYEAR	AZ	85395
Occupant	1938 YOLANDE AVE,	LINCOLN	NE	68504
R P B INC	PO BOX 80721	LINCOLN	NE	68501
Occupant	2120 CORNHUSKER HWY	LINCOLN	NE	68504
Occupant	2150 CORNHUSKER HWY	LINCOLN	NE	68504
RAAMCO LLC	2140 CORNHUSKER HWY	LINCOLN	NE	68521
Occupant	4633 BALDWIN AVE,	LINCOLN	NE	68504
RADA ASSOCIATES LLC	2301 SCENIC VIEW DR	WINSLOW	AZ	86047
RADDATZ, MARAE A	4111 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	1551 GRACE AVE,	LINCOLN	NE	68504
RAISCH ENTERPRISES INC	3455 ORCHARD ST	LINCOLN	NE	68503
RALL, JOANN & JAMES L	4527 COLFAX CIR	LINCOLN	NE	68504
Occupant	4603 CLEVELAND AVE,	LINCOLN	NE	68504
RANDALL, SARAH & C B	5553 HUNTINGTON DR	SANTA BARBARA	CA	93111
RANEY, DOROTHY D	2223 N 28 ST	LINCOLN	NE	68503
RAPPL, MOLLIE E	3030 N 43 ST	LINCOLN	NE	68504
RARDIN, JEFF	3935 SAINT PAUL AVE	LINCOLN	NE	68504
RASHIDI, REZAHGUL	2621 N 43 ST	LINCOLN	NE	68504
RAY, LONNIE J	4602 BALDWIN AVE	LINCOLN	NE	68504
Occupant	2920 N 42 ST,	LINCOLN	NE	68504
RDF INVESTMENTS LLC	PO BOX 22205	LINCOLN	NE	68542
Occupant	3825 CLEVELAND AVE,	LINCOLN	NE	68504
RDS PROPERTIES LLC	26236 W PARK HWY	ASHLAND	NE	68003
Occupant	4521 MADISON AVE,	LINCOLN	NE	68504
REA REALTY LLC	12817 DECATUR ST	OMAHA	NE	68154
Occupant	4126 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	4118 HUNTINGTON AVE,	LINCOLN	NE	68504
REAL GROWTH LLC	PO BOX 84891	LINCOLN	NE	68501
Occupant	4415 KNOX ST,	LINCOLN	NE	68504
Occupant	4411 MADISON AVE,	LINCOLN	NE	68504
RECOVERED INVESTMENTS LLC	4415 KNOX ST	LINCOLN	NE	68504
Occupant	3511 MADISON AVE,	LINCOLN	NE	68504
REDDING, CHARLES W & MARY LISA	6500 W SALTILLO RD	MARTELL	NE	68404
REED, GLORIA A	1724 N 29 ST	LINCOLN	NE	68503
REED, JUSTIN R & NAOMI A	4111 N 44 ST	LINCOLN	NE	68504
REEL, DENNIS	4015 N 44 ST	LINCOLN	NE	68504
Occupant	5500 CORNHUSKER HWY,	LINCOLN	NE	68504
REESE REAL ESTATE & INVESTMENT COMPANY INC	PO BOX 708490	SANDY	UT	84070
Occupant	1504 N 31 ST,	LINCOLN	NE	68504
Occupant	1516 N 31 ST,	LINCOLN	NE	68504
REEVES, BERNARD	1956 F ST STE LL	LINCOLN	NE	68510
Occupant	2956 N 40 ST,	LINCOLN	NE	68504
REIGERT, THOMAS H & MARILYN J	4635 S 43 ST	LINCOLN	NE	68516
REISER, ALFRED L & NANCY J	4210 ADAMS ST	LINCOLN	NE	68504
REISER, SCOTT & SHAUN	4200 ADAMS ST	LINCOLN	NE	68504

DISTRIBUTION LIST

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Occupant	4611 HUNTINGTON AVE,	LINCOLN	NE	68504
RELAXINN PROPERTIES LLC	1424 LOWELL RD	GIBBON	NE	68840
REMBOLDT DEVELOPMENT LTD	3000 HOLDREGE ST	LINCOLN	NE	68503
Occupant	4419 SAINT PAUL AVE,	LINCOLN	NE	68504
RENAUD, JAMES C & LORI L	3635 N 49 ST	LINCOLN	NE	68504
Occupant	1612 N 32 ST,	LINCOLN	NE	68504
Occupant	1644 N 32 ST,	LINCOLN	NE	68504
Occupant	1540 N 32 ST,	LINCOLN	NE	68504
Occupant	3269 LEIGHTON AVE,	LINCOLN	NE	68504
RENTALS 4 U LLC	6611 FRANKLIN ST	LINCOLN	NE	68506
Occupant	2540 N 11 ST,	LINCOLN	NE	68504
RESTAURANTS 1997A INC	PO BOX 279	NOONAN	NE	58765
Occupant	4209 PROGRESSIVE AVE,	LINCOLN	NE	68504
RETTIG, DIRK W	1827 GROVELAND ST	LINCOLN	NE	68521
REXINGER, BRANDI	4336 JUDSON ST	LINCOLN	NE	68504
REYNOLDS, BOBBY D	4304 SAINT PAUL AVE	LINCOLN	NE	68504
REYNOLDS, MARK A & PAMELA J	4342 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	4634 GREENWOOD ST,	LINCOLN	NE	68504
REZABEK, REBECCA R	22712 HAVELOCK AVE	EAGLE	NE	68347
Occupant	4226 ADAMS ST,	LINCOLN	NE	68504
REZAC, LARRY W & JOYCE A	4051 N 10 ST	LINCOLN	NE	68521
REZAC, WILLIAM L	4335 JUDSON ST	LINCOLN	NE	68504
Occupant	4330 CORNHUSKER HWY,	LINCOLN	NE	68504
RGEM REAL ESTATE LLC	6701 NW 7 ST	LINCOLN	NE	68528
Occupant	3800 N 27 ST,	LINCOLN	NE	68504
RGRAT LLC	9105 N SHADOW RIDGE TRL	FOUNTAIN HILLS	AZ	85268
Occupant	3518 SAINT PAUL AVE,	LINCOLN	NE	68504
RHODD, AARON PAUL	116 N 3 ST	ELMWOOD	NE	68349
RICE, FRANCIS F & STEVEN L	4126 SAINT PAUL ST	LINCOLN	NE	68504
RICHARDS, LEANN K	4401 SAINT PAUL AVE	LINCOLN	NE	68504
RICHARDS, MELVIN H JR	3620 N 39 ST	LINCOLN	NE	68504
RICHARDS-HOAGSTROM, MARGARET F	4020 MADISON AVE	LINCOLN	NE	68504
RICHARDSON, REVA	3121 N 43 ST	LINCOLN	NE	68504
RICHMOND, ROBERT J	4334 SAINT PAUL AVE	LINCOLN	NE	68504
RICHTER, GUY W & JOAN	4627 BALDWIN AVE	LINCOLN	NE	68507
RIEBEL, ROBERT L & VIRGINIA A	4040 N 38 ST	LINCOLN	NE	68504
RILEY, JOHN H JR & DELLA M	4319 MADISON AVE	LINCOLN	NE	68504
RIMA, KYLE E & SUSAN K	3265 LEIGHTON AVE	LINCOLN	NE	68504
Occupant	4636 BALDWIN AVE,	LINCOLN	NE	68504
RINKENBERGER, DAVID A LIVING TRUST	PO BOX 744	BURLINGTON	IL	60109
Occupant	1821 N 31 ST,	LINCOLN	NE	68504
RITCHE, ANNE JOCELYN & ALCORN, GARY D	PO BOX 30654	LINCOLN	NE	68503
Occupant	4333 EDISON CIR,	LINCOLN	NE	68504
RITTER, DAVID S & WENDY M	5025 CONSTITUTION AVE	LINCOLN	NE	68521-1114
Occupant	3810 ADAMS ST, LINCOLN, NE	LINCOLN	NE	68504
Occupant	3100 N 39 ST, LINCOLN, NE	LINCOLN	NE	68504
RIVERS METAL PRODUCTS INC	3100 N 38 ST	LINCOLN	NE	68504
Occupant	3171 N 40 ST,	LINCOLN	NE	68504
Occupant	3138 N 39 ST,	LINCOLN	NE	68504
Occupant	3161 N 40 ST,	LINCOLN	NE	68504
Occupant	3132 N 39 ST,	LINCOLN	NE	68504
Occupant	3733 ADAMS ST,	LINCOLN	NE	68504
Occupant	3140 N 39 ST,	LINCOLN	NE	68504
RIVERS, KIMBERLY	3535 MADISON AVE	LINCOLN	NE	68504
Occupant	3215 N 44 ST,	LINCOLN	NE	68504
RJK DITT LLC	7220 KNOX ST	LINCOLN	NE	68507
ROBERTS, JOCELYN J	2801 SW 80 ST	LINCOLN	NE	68532
ROBINSON, JAMES D	4500 ADAMS ST	LINCOLN	NE	68504
ROBINSON, MATTHEW G & GABRIELLE G	3265 CENTER ST	LINCOLN	NE	68503
Occupant	3236 DOANE ST,	LINCOLN	NE	68504
ROBINSON, MICHAEL J & MICHELLE	905 HOLLYWOOD AVE	LINCOLN	NE	68504
Occupant	3210 DOANE ST,	LINCOLN	NE	68504
ROBINSON, MICHAEL J & MICHELLE M	905 HOLLYWOOD AVE	LINCOLN	NE	68504
ROBINSON, RICHARD B & LYNN R	4312 MADISON AVE	LINCOLN	NE	68504
Occupant	2529 N 46 ST,	LINCOLN	NE	68504
RODAWAY & SONS LLC	7740 ALI DR	LINCOLN	NE	68507
RODRIGUEZ, JOSE M	2240 N 31 ST	LINCOLN	NE	68503
RODRIGUEZ, RODOLFO	3819 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	2925 N 42 ST,	LINCOLN	NE	68504
ROESLER, PAMELA S	7542 SOUTH ST	LINCOLN	NE	68506
ROGERS, MARVIN R & DOROTHY B	3240 N 47 ST	LINCOLN	NE	68504
ROGERS, SANDRA K	4609 JUDSON ST	LINCOLN	NE	68504
ROGGE, MICHAEL A & BOCKHAHN, KIMBERLY K	3821 N 42 ST	LINCOLN	NE	68504
ROLAND, KEITH B & AMBER M	2900 N 40 ST	LINCOLN	NE	68504
occupant	1704 N 30 ST,	LINCOLN	NE	68504
ROMJUE, KATHRYN K	202 E 3 ST	REPUBLICAN CITY	NE	68971
Occupant	4740 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	2541 N 48 ST,	LINCOLN	NE	68504
Occupant	4720 HUNTINGTON AVE,	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

RONALD STROUGH LLC	7751 VIBURNUM DR	LINCOLN	NE	68516
Occupant	3112 HOLDREGE ST,	LINCOLN	NE	68504
RONNING, KARI A	3415 N ST	LINCOLN	NE	68510
Occupant	1940 CORNHUSKER HWY,	LINCOLN	NE	68504
ROSBURG ENTERPRISES INC	PO BOX 84772	LINCOLN	NE	68501
ROSE, LINDA M	2901 N 41 ST	LINCOLN	NE	68504
Occupant	4519 GLADSTONE ST,	LINCOLN	NE	68504
ROSEBERRY, BRANDON	4931 S 52 ST	LINCOLN	NE	68516
Occupant	3832 MADISON AVE, LINCOLN, NE	LINCOLN	NE	68504
ROSECRANS FAMILY TRUST, THE	19600 S 12 ST	MARTELL	NE	68404
Occupant	1649 N 29 ST,	LINCOLN	NE	68504
Occupant	1529 N 29 ST,	LINCOLN	NE	68504
ROSS, ANDREW J	6830 MARCUS RD	LINCOLN	NE	68516
ROSS, WILLIAM R TRUSTEE	4000 N 42 ST	LINCOLN	NE	68504
Occupant	4517 GREENWOOD ST,	LINCOLN	NE	68504
ROST, ARTHUR R	3717 W HIGH RIDGE RD	LINCOLN	NE	68522
Occupant	2938 N 44 ST,	LINCOLN	NE	68504
ROTERT, JOSEPH M	5924 S 155 ST	OMAHA	NE	68137
Occupant	3517 BALDWIN AVE,	LINCOLN	NE	68504
ROTH, TERESA A	4972 COUNTY ROAD 38	FORT CALHOUN	NE	68023
ROUSE, DARRYL J & TRACEY J	4100 N 40 ST	LINCOLN	NE	68504
ROUSE, TRACY M & WESELY, MICHAEL D	4000 JERSEY CT	LINCOLN	NE	68504
Occupant	2500 N 11 ST,	LINCOLN	NE	68504
Occupant	1149 NANCE AVE,	LINCOLN	NE	68504
ROWEN FAMILY TRUST	5341 WESLEY RD	ROCKLIN	CA	95765
Occupant	2525 N 33 ST,	LINCOLN	NE	68504
Occupant	2547 N 33 ST,	LINCOLN	NE	68504
RPB INC	PO BOX 80721	LINCOLN	NE	68501
Occupant	4433 BALDWIN AVE,	LINCOLN	NE	68504
RSF LIMITED PARTNERSHIP	2508 COTTON WOOD DR	GRAND ISLAND	NE	68801
Occupant	1912 N 29 ST,	LINCOLN	NE	68504
RUBEIZ, KAREN R & HABIB F	6655 N 148 ST	LINCOLN	NE	68527-9769
RUHL, DOUGLAS & SCHWINDT, DAWN	2820 N 43 ST	LINCOLN	NE	68504
Occupant	1834 N 27 ST,	LINCOLN	NE	68504
RUPERT, TERRY	1301 N 27 ST	LINCOLN	NE	68503
Occupant	3533 N 48 ST,	LINCOLN	NE	68504
Occupant	4300 GREENWOOD ST,	LINCOLN	NE	68504
S & B RENTALS LLC	Attn: SHEILA WARKOW 3241 FOX HOLLOW RD	LINCOLN	NE	68506
SAARIEN, TARIG & HAMAD, ISTIGLAL	1621 N 29 ST	LINCOLN	NE	68503
SABATKA, RYAN & HARLEE	4510 MADISON AVE	LINCOLN	NE	68504
SACKETT, ALLEN & MICHELLE	1947 N 29 ST	LINCOLN	NE	68503
Occupant	2844 HOLDREGE ST,	LINCOLN	NE	68504
SAINT JOHN OF KRONSTADT ORTHODOX CHURCH ORTHODOX CHURCH IN AMERICA	2800 HOLDREGE ST	LINCOLN	NE	68503
Occupant	2035 YOLANDE AVE,	LINCOLN	NE	68504
SALEM PROPERTIES INC	1979 D ST	LINCOLN	NE	68502
Occupant	2101 YOLANDE AVE,	LINCOLN	NE	68504
SALEM PROPERTIES LLC	2100 YOLANDE AVE	LINCOLN	NE	68521
Occupant	2960 N 38 ST,	LINCOLN	NE	68504
SALISBURY FARMS INC	2800 S 25 ST	LINCOLN	NE	68502
Occupant	4543 BALDWIN AVE,	LINCOLN	NE	68504
SALMEN, DELNO W & LEANN H	5727 HUNTINGTON AVE	LINCOLN	NE	68507
SALT CREEK CROSSING LLC	2937 W PEACH ST	LINCOLN	NE	68522
Occupant	3720 N 27 ST,	LINCOLN	NE	68504
Occupant	3520 BALDWIN AVE,	LINCOLN	NE	68504
SAMPSON PROPERTIES LLC	4100 SALTILLO RD	ROCA	NE	68430
Occupant	3500 BALDWIN AVE,	LINCOLN	NE	68504
SAMPSON PROPERTIES LLC	3730 S 14 ST	LINCOLN	NE	68502
SAMPSON, BRENT T & ELIZABETH	1620 N 32 ST	LINCOLN	NE	68503
SANCHEZ, JUAN PABLO RAMOS	4209 KNOX ST	LINCOLN	NE	68504
SANDERS, HENRY L	4434 SAINT PAUL AVE	LINCOLN	NE	68504
SANFORD, ROBERT J & RHONDA R	4201 GREENWOOD ST	LINCOLN	NE	68504
SANLEY, ELAINE M	4280 KNOX ST	LINCOLN	NE	68504
Occupant	5925 CORNHUSKER HWY,	LINCOLN	NE	68504
SAPP, DEAN	9915 S 148 ST	OMAHA	NE	68137
Occupant	5901 CORNHUSKER HWY,	LINCOLN	NE	68504
SAPP, WILLIAM D & H DEAN	PO BOX 45305	OMAHA	NE	68145
SAYLOR, EDD JR	1931 N 31 ST	LINCOLN	NE	68503
Occupant	3601 BALDWIN AVE,	LINCOLN	NE	68504
SB22 PROPERTIES LLC	130 OAK CIR W	MILFORD	NE	68405
Occupant	4242 CORNHUSKER HWY,	LINCOLN	NE	68504
SCHAAF, JEFFREY W	2240 W CEDAR RD	PICKRELL	NE	68422
SCHAFFER, SANDRA S	4634 JUDSON ST	LINCOLN	NE	68504
Occupant	931 OAK ST,	LINCOLN	NE	68504
SCHENCK, DAVE	9253 COUNTRY RD P-33	BLAIR	NE	68008
Occupant	3131 MERRILL ST,	LINCOLN	NE	68504
SCHEPERS, JAMES S & MARILYN L	3820 LOVELAND DR	LINCOLN	NE	68506
Occupant	4040 BALDWIN AVE,	LINCOLN	NE	68504
SCHERER, TIM B & LISA L	8511 OWL CT	PLATTSMOUTH	NE	68048-4798
SCHIERMANN, BRENT J	4446 JUDSON ST	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

SCHIERMEISTER, DEAN M & MARLENE F	4539 COLFAX CIR	LINCOLN	NE	68504
SCHILDT, VERNON	3705 CLEVELAND AVE	LINCOLN	NE	68504
SCHILKE, HARRY C & CATHERINE L	4744 KNOX ST	LINCOLN	NE	68504
SCHIMONITZ, GEORGE P & DONNA	3830 FREDERICK ST	LINCOLN	NE	68504
SCHINDLER, AMY M	4110 ADAMS ST	LINCOLN	NE	68506
SCHIRF, JAMES	3720 SAINT PAUL AVE	LINCOLN	NE	68504
SCHMIDT, JEFFREY W & TINA L	2031 GRIFFITH ST	LINCOLN	NE	68503-1331
SCHMIDT, PAMALA K	3115 N 46 ST	LINCOLN	NE	68504
Occupant	3811 FREDERICK ST,	LINCOLN	NE	68504
Occupant	3801 FREDERICK ST,	LINCOLN	NE	68504
Occupant	3831 FREDERICK ST,	LINCOLN	NE	68504
Occupant	3757 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3753 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3747 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3743 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3737 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3733 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3727 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3723 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3715 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3711 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3705 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3701 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3700 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3760 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3756 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3750 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3746 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3740 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3736 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3730 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3726 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3704 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3714 FREDERICK PL,	LINCOLN	NE	68504
Occupant	3710 FREDERICK PL,	LINCOLN	NE	68504
SCHMIEDING HOMEBUILDERS LLC	4101 N 40 ST,	LINCOLN	NE	68504-1205
Occupant	4131 N 40 ST,	LINCOLN	NE	68504
Occupant	4101 N 40 ST,	LINCOLN	NE	68504
Occupant	4051 N 38 ST,	LINCOLN	NE	68504
SCHMITT, JEROME A & JAMIE	4020 PLEASANTVIEW CIR	LINCOLN	NE	68504
Occupant	3453 N 36 ST, UNIT #2,	LINCOLN	NE	68504
Occupant	3453 N 36 ST, UNIT #1,	LINCOLN	NE	68504
Occupant	3911 N 40 ST,	LINCOLN	NE	68504
Occupant	3700 CORNHUSKER HWY,	LINCOLN	NE	68504
SCHNEIDER FAMILY LIVING TRUST	17014 CLAY ST	BENNINGTON	NE	68007
Occupant	4726 GLADSTONE ST,	LINCOLN	NE	68504
SCHNEIDER, GEOFF & JEANETTE	1578 S 176 ST	WALTON	NE	68461
Occupant	2903 N 43 ST,	LINCOLN	NE	68504
SCHNELL, TOBY W	4320 COLFAX AVE	LINCOLN	NE	68504
Occupant	2900 N 46 ST,	LINCOLN	NE	68504
SCHOOL DIST #1 CITY OF LINCOLN	5905 O ST	LINCOLN	NE	68510
SCHRAMM, JARED	1606 N 31 ST	LINCOLN	NE	68503
Occupant	2001 N 29 ST,	LINCOLN	NE	68504
Occupant	1928 N 29 ST,	LINCOLN	NE	68504
SCHRIER, JAMES J TRUST	1721 FAIRFIELD ST	LINCOLN	NE	68521
SCHRINER, CHARLES A	4028 N 45 ST	LINCOLN	NE	68504
SCHROEDER, DALE L & LINDA M	4118 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	3621 N 39 ST,	LINCOLN	NE	68504
Occupant	3627 N 39 ST,	LINCOLN	NE	68504
Occupant	3615 N 39 ST,	LINCOLN	NE	68504
SCHROEDER, DONALD A & LOIS R	1300 S 40 ST	LINCOLN	NE	68510
Occupant	4143 N 45 STREET CT,	LINCOLN	NE	68504
SCHROEDER, STEVEN S	4217 N 15 ST	LINCOLN	NE	68521-1902
SCHROEDL, JOSEPH H	2833 FAIR ST	LINCOLN	NE	68503
SCHULTZ, LYNNETTE	4119 N 45 STREET CT	LINCOLN	NE	68504
Occupant	1709 N 31 ST,	LINCOLN	NE	68504
SCHULTZ, STEVEN J & ROSEMARY & MICHAEL	1710 W C ST	NORTH PLATTE	NE	69101
SCHULZ, ROSEMARY L	4341 EDISON CIR	LINCOLN	NE	68504
SCHUMACHER, COLIN	4521 KNOX ST	LINCOLN	NE	68504
SCHWANINGER, STEVEN & KIMBERLY	3942 SAINT PAUL AVE	LINCOLN	NE	68504
SCHWARTZ, FREDERICK J & LINDA	4642 JUDSON ST	LINCOLN	NE	68504
Occupant	4435 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	4443 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	4427 SAINT PAUL AVE,	LINCOLN	NE	68504
SCHWARTZTRAUBER, SARA A	4443 ST PAUL AVE	LINCOLN	NE	68504
Occupant	2930 MERRILL ST,	LINCOLN	NE	68504
SEBEK, RUSSELL L & JAYMIE J	9121 S 29 ST	LINCOLN	NE	68516
SEELY, BRANDI JEAN	2137 N 30 ST	LINCOLN	NE	68503
SEIDEL, JOHN M & DONNA J	4702 KNOX ST	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

SEIFERT, BRANDON R	4241 KNOX ST	LINCOLN	NE	68504
SELL, TERRI L	2800 N 41 ST	LINCOLN	NE	68504
SELL, VICTOR E & KAY F	2730 N 42 ST	LINCOLN	NE	68504
SELVAGE, JOSEPH A & MICHELE R	4211 GREENWOOD ST	LINCOLN	NE	68504
Occupant	4533 TURNER ST,	LINCOLN	NE	68504
SEMIN CONSTRUCTION INC	3442 OLD DOMINION RD	LINCOLN	NE	68516-5401
Occupant	4024 N 45 ST,	LINCOLN	NE	68504
SENTRY ELECTRIC INC	3400 GLADSTONE ST	LINCOLN	NE	68504
SEYERSDAHL, RICHARD & LORRAINE	4210 GREENWOOD ST	LINCOLN	NE	68504
SHABAN, BAHGAT	2929 POTTER ST	LINCOLN	NE	68503
Occupant	3000 N 35 ST,	LINCOLN	NE	68504
SHALLA GLENN, JOY L REVOCABLE LIVING TRUST	7301 S 134 ST	WALTON	NE	68461
SHAPPELL, BARBARA Y	1810 N 30 ST	LINCOLN	NE	68503
Occupant	4726 GREENWOOD ST,	LINCOLN	NE	68504
SHAPPELL, ROYCE A JR	4719 GREENWOOD ST	LINCOLN	NE	68504-2051
SHEFFERD, VIOLETTE J	4410 MADISON AVE	LINCOLN	NE	68504
SHELDON, MARY JO	3220 N 44 ST	LINCOLN	NE	68504
Occupant	3942 BALLARD CT,	LINCOLN	NE	68504
Occupant	3934 BALLARD CT,	LINCOLN	NE	68504
SHELTON ACRES LLC	PO BOX 22144	LINCOLN	NE	68542
Occupant	1827 N 28 ST,	LINCOLN	NE	68504
Occupant	2021 N 29 ST,	LINCOLN	NE	68504
SHELTON, BROCK	6330 EUREKA DR	LINCOLN	NE	68516
SHEPARD, GARY	4430 JUDSON ST	LINCOLN	NE	68504
SHERIDAN, BETH A	4517 GLADSTONE ST	LINCOLN	NE	68504
SHERMAN, MARCIA SUSAN & ALBERT JAY	4317 JUDSON ST	LINCOLN	NE	68504
Occupant	4643 MADISON AVE,	LINCOLN	NE	68504
SHIELDS, MARTIN L & JUDY A	5010 NW CARVER CIR	LINCOLN	NE	68521
Occupant	4224 PROGRESSIVE AVE,	LINCOLN	NE	68504
SHORTRIDGE, HARLIS C & ROSALIE	1112 SILVER RIDGE RD	LINCOLN	NE	68510
SHOUP, PETER J	2133 N 28 ST	LINCOLN	NE	68503
SHREVE, LEANN K	1601 N 32 ST	LINCOLN	NE	68503
Occupant	1810 N 29 ST,	LINCOLN	NE	68504
Occupant	2040 N 31 ST,	LINCOLN	NE	68504
SHRINER, MATTHEW L	8521 SANDALWOOD DR	LINCOLN	NE	68520
SHULER, BROCK A & KILEY S	1732 N 28 ST	LINCOLN	NE	68503
SHUPE, BARBARA E	4617 GLADSTONE ST	LINCOLN	NE	68504
Occupant	2242 N 32 ST,	LINCOLN	NE	68504
Occupant	2014 N 30 ST,	LINCOLN	NE	68504
SIBAL, JANICE & ROBERT TRUST	2900 KUCERA DR	LINCOLN	NE	68502
SIEBE, LARRY E & PATRICIA A	4008 TURNER ST	LINCOLN	NE	68504
SIEDHOFF, TERRY L	4040 N 42 ST	LINCOLN	NE	68504
Occupant	2000 CORNHUSKER HWY,	LINCOLN	NE	68504
SIEMSEN, ROSE M GRUBBS	611 LAMONT DR	LINCOLN	NE	68528
SIGLER, KEITH A	3731 N 44 ST	LINCOLN	NE	68504
SILBERSACK, GEORGE C III & CAROL J	4715 JUDSON ST	LINCOLN	NE	68504
SILLMAN, STEVEN T & DIANA M	3909 BALLARD CT	LINCOLN	NE	68504
Occupant	4112 HUNTINGTON AVE,	LINCOLN	NE	68504
SILVER CREEK INVESTMENT LLC	6159 OLD FARM CT	LINCOLN	NE	68512
Occupant	4417 BALDWIN AVE,	LINCOLN	NE	68504
SILVERS, KATHLEEN & WOLFE, MICHAEL & ELIZABETH	11950 SARAYAH LN	HERALD	CA	95638
Occupant	2124 N 31 ST,	LINCOLN	NE	68504
SINDELAR TRUST	2630 WINCHESTER S	LINCOLN	NE	68512-1656
SINKLER, EARL & JUDY	3604 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	4329 SAINT PAUL AVE,	LINCOLN	NE	68504
SIPP, JERRY LEE & MARLENE KAY	4841 CHISWICK DR	LINCOLN	NE	68516
SISEL, DOUGLAS E	2043 N 30 ST	LINCOLN	NE	68503
SITTNER, CARLA L	4521 TURNER ST	LINCOLN	NE	68504
Occupant	4518 COLFAX CIR,	LINCOLN	NE	68504
SKINNER, JACK L & MYRNA F	400 NW 14 ST	LINCOLN	NE	68528
Occupant	4329 EDISON CIR,	LINCOLN	NE	68504
SKINNER, THOMAS R W III	2328 N 55 ST	OMAHA	NE	68104
Occupant	3264 POTTER ST,	LINCOLN	NE	68504
SKL HOLDINGS LLC	6831 MONTEREY DR	LINCOLN	NE	68506
SKODA, JANICE R	2101 W CLAIRE AVE	LINCOLN	NE	68523
SKOMER, DAVID H & DEBORAH K JOINT REVOCABLE TRUST	12550 N 84 ST	LINCOLN	NE	68517
SKOROHOD, GEORGE & CAROLENE	501 S 120 ST	LINCOLN	NE	68520
Occupant	2829 N 33 ST ## C,	LINCOLN	NE	68504
Occupant	2829 N 33 ST ## B,	LINCOLN	NE	68504
Occupant	5400 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	3101 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	2705 N 33 ST,	LINCOLN	NE	68504
Occupant	3311 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	3301 CORNHUSKER HWY,	LINCOLN	NE	68504
SL CORPORATION	PO BOX 4555	LINCOLN	NE	68504
SLAMA, TINA L	3520 MADISON AVE	LINCOLN	NE	68504
Occupant	4434 ADAMS ST,	LINCOLN	NE	68504
Occupant	1917 N 31 ST,	LINCOLN	NE	68504
SLOEY, SEAN	4434 ADAMS ST	LINCOLN	NE	68504

DISTRIBUTION LIST

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SLOUP, JOSEPH F & THERESA M	4001 TURNER ST	LINCOLN	NE	68504
Occupant	2145 N 31 ST,	LINCOLN	NE	68504
Occupant	2131 N 31 ST,	LINCOLN	NE	68504
Occupant	2127 N 31 ST,	LINCOLN	NE	68504
SMITH, CARSON W	3220 WEAVER LN	LINCOLN	NE	68506-6134
SMITH, DANA A	3716 N 40 ST	LINCOLN	NE	68504
SMITH, JENNIFER L	4618 KNOX ST	LINCOLN	NE	68504
SMITH, JERRY J	3021 MERRILL ST	LINCOLN	NE	68503
SMITH, MARY A	4735 KNOX ST	LINCOLN	NE	68504
Occupant	4618 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	1555 GRACE AVE,	LINCOLN	NE	68504
Occupant	2530 N 46 ST,	LINCOLN	NE	68504
Occupant	1919 GRIFFITH ST,	LINCOLN	NE	68504
Occupant	3516 HUNTINGTON AVE,	LINCOLN	NE	68504
Occupant	1515 N 32 ST,	LINCOLN	NE	68504
Occupant	1611 GRACE AVE,	LINCOLN	NE	68504
SMITH, PAUL E & PATRICIA E	PO BOX 30056	LINCOLN	NE	68503
Occupant	3237 FAIR ST,	LINCOLN	NE	68504
SMITH, SHELLI M	11950 NW 84 ST	MALCOLM	NE	68402
SMITH, TERRY W	3200 N 44 ST	LINCOLN	NE	68504
SMOCK, ROBBIE E & SHARON A	4530 COLFAX CIR	LINCOLN	NE	68504
Occupant	4700 FREMONT ST,	LINCOLN	NE	68504
SNYDER ENTERPRISES INC	6940 O ST STE 100	LINCOLN	NE	68510
Occupant	3565 N 48 ST,	LINCOLN	NE	68504
SNYDER INDUSTRIES INC	6940 O ST STE 100	LINCOLN	NE	68510
SNYDER, ERNEST J & KATHERINE M	4526 GLADSTONE ST	LINCOLN	NE	68504
Occupant	4534 GLADSTONE ST,	LINCOLN	NE	68504
SOBOTTA, JUDY L	3724 N 40 ST	LINCOLN	NE	68504
SODERSTROM, LINDA	2620 N 45 ST	LINCOLN	NE	68504
SOLIE, JOSEPH & MANDI	3271 HITCHCOCK ST	LINCOLN	NE	68503
SOLL, SEAN	2800 N 40 ST	LINCOLN	NE	68504
Occupant	4324 JUDSON ST,	LINCOLN	NE	68504
SOTO, ISAIAS	Attn: ROGER FAGLER 3300 S 54 ST	LINCOLN	NE	68506
SOULLIERE, MEGAN A	4444 HUNTINGTON AVE	LINCOLN	NE	68504
Occupant	4442 KNOX ST,	LINCOLN	NE	68504
SOUTH 44 HOLDINGS LLC	Attn: AARON B BERTELS 1842 S 44 ST	LINCOLN	NE	68506
SPALE, MICHAEL A JR	2741 N 38 ST	LINCOLN	NE	68504
SPARKS, CRAIG A & KAREN S	4660 CORNHUSKER HWY	LINCOLN	NE	68504
SPARLING, GREG	1220 DAWES AVE	LINCOLN	NE	68521
SPEIDELL INVESTMENTS LLC	4021 N 48 ST	LINCOLN	NE	68504
SPENCER, ROBERT E & JUDY A	4248 KNOX ST	LINCOLN	NE	68504
SPETH, CAROL ANN	2900 CLINTON ST	LINCOLN	NE	68503
SPICER, RUTH M	3214 FAIR ST	LINCOLN	NE	68503
SPIDELL, JAMES D	4610 GLADSTONE ST	LINCOLN	NE	68504
SPIDELL, JAMES DEAN	4610 GLADSTONE	LINCOLN	NE	68504
SPILKER, JAMES H REVOCABLE TRUST	3930 N 44 ST	LINCOLN	NE	68504
SPITZ, TIMOTHY R	3280 MERRILL ST	LINCOLN	NE	68503
Occupant	1133 BELMONT AVE,	LINCOLN	NE	68504
SPK CORPORATION	5130 FOXGLOVE CIR	LINCOLN	NE	68521
Occupant	1120 OAK ST,	LINCOLN	NE	68504
Occupant	1124 OAK ST,	LINCOLN	NE	68504
SPOHR, DAVE & LORI S	1100 OAK ST STE B	LINCOLN	NE	68521
SPOHR, DAVID & TERRYBERRY-SPOHR, LORI	1100 OAK ST	LINCOLN	NE	68521
Occupant	1136 OAK ST,	LINCOLN	NE	68504
Occupant	1130 OAK ST,	LINCOLN	NE	68504
Occupant	3515 N 39 CIR,	LINCOLN	NE	68504
Occupant	3509 N 39 STREET CIR,	LINCOLN	NE	68504
SPRAGUE ROOFING CO	3515 N 39 STREET CIR	LINCOLN	NE	68504
Occupant	3640 N 39 ST,	LINCOLN	NE	68504
SPRAGUE, GREGORY M	3515 N 39 ST	LINCOLN	NE	68504
Occupant	3440 SAINT PAUL AVE,	LINCOLN	NE	68504
SSAM LLC	PO BOX 116	BOYS TOWN	NE	68010
Occupant	2825 N 47 ST,	LINCOLN	NE	68504
SSZ APARTMENTS LLC	5507 STONECLIFFE DR	LINCOLN	NE	68516
Occupant	1526 N 28 ST,	LINCOLN	NE	68504
ST JOHN OF KRONSTADT EASTERN ORTHODOX CHURCH INC	2800 HOLDREGE ST	LINCOLN	NE	68503
ST JOHN, JENNIFER L & NICHOLS, DEBBIE F	3410 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	3530 N 39 ST,	LINCOLN	NE	68504
ST NICK'S BODY SHOP	3540 N 39 STREET CIR	LINCOLN	NE	68504
Occupant	3831 SAINT PAUL AVE,	LINCOLN	NE	68504
ST PAUL STREET PROPERTIES LLC	Attn: RONALD R MCKEEVER 1306 HILLVIEW DR NORFOLK	LINCOLN	NE	68701
STANDLEY, JAY D	3500 GLADSTONE ST	LINCOLN	NE	68504
STANDLEY, NEIL	3813 MADISON AVE	LINCOLN	NE	68504
Occupant	2912 N 38 ST,	LINCOLN	NE	68504
STANSBURY, GARY L & LINDA L	6301 EQUESTRIAN DR	LINCOLN	NE	68523
STATE OF NEBRASKA	ATTN: TODD WICKEN-DEPT OF ROADS PO BOX	LINCOLN	NE	68509
STEELE, CYNTHIA DIANE	2915 N 46 ST	LINCOLN	NE	68504
Occupant	4300 EDISON CIR,	LINCOLN	NE	68504
STEEN, D SCOTT	PO BOX 80441	LINCOLN	NE	68501

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STEENSON, BRUCE H	4444 GREENWOOD ST	LINCOLN	NE	68504
STEFKOVICH, COREY & LORI	4619 BALDWIN AVE	LINCOLN	NE	68504
STEGE, ELDON & NATALIE	4356 JUDSON ST	LINCOLN	NE	68504
Occupant	1630 N 27 ST,	LINCOLN	NE	68504
STEGNER, HELEN M LIFE ESTATE	Attn: DUSTIN WILCOX 649 E 5 ST	FREMONT	NE	68025
Occupant	2960 N 41 ST,	LINCOLN	NE	68504
STEINHAUSER, DENNIS D & ROBERTA M	15700 N 40 ST	DAVEY	NE	68336
STEINMAN, MARY ANN	4220 N 40 ST	LINCOLN	NE	68504
Occupant	4509 SAINT PAUL AVE,	LINCOLN	NE	68504
STEPHAN, JASON A	8221 WHITNEY CT	LINCOLN	NE	68507
STEPHAN, WILLIAM J & DEANN	2201 N 28 ST	LINCOLN	NE	68503
Occupant	3835 MADISON AVE,	LINCOLN	NE	68504
STEPHENS, BRIAN	PO BOX 4746	LINCOLN	NE	68504
Occupant	2924 N 40 ST,	LINCOLN	NE	68504
Occupant	3708 SAINT PAUL AVE,	LINCOLN	NE	68504
Occupant	4101 INDUSTRIAL AVE,	LINCOLN	NE	68504
STEPHENSON, JOHN R & VICKI L	4201 INDUSTRIAL AVE	LINCOLN	NE	68504
STERN, KAREN K	4325 EDISON CIR	LINCOLN	NE	68504
STEWART, RUTH M	2932 N 40 ST	LINCOLN	NE	68507
STIFFLER, KRISTI L	2936 N 45 ST	LINCOLN	NE	68504
STIFFLER, WILLIAM R	2540 N 42 ST	LINCOLN	NE	68504
STOAKES, CHARLES ROGER & BONNY MAE	4212 KNOX ST	LINCOLN	NE	68504
Occupant	4503 SAINT PAUL AVE,	LINCOLN	NE	68504
STOCK, STEVEN A & LORALEE A	7521 RUTLEDGE AVE	LINCOLN	NE	68507
STOKI, DAWNELL	4634 ADAMS ST	LINCOLN	NE	68504
STOLLAR, JOEL R	4635 MADISON AVE	LINCOLN	NE	68504
STOLTENBERG, ALAN D & DEBRA A	4627 JUDSON ST	LINCOLN	NE	68504
STONE, WARREN A & FLOYDENE	1648 N 28 ST	LINCOLN	NE	68503
Occupant	4602 SAINT PAUL AVE,	LINCOLN	NE	68504
STONY RENTAL PROPERTIES LLC	1100 STONY RAPIDS BAY	LINCOLN	NE	68505
Occupant	3870 BALLARD CT,	LINCOLN	NE	68504
Occupant	3910 BALLARD CT,	LINCOLN	NE	68504
occupant	3900 BALLARD CT,	LINCOLN	NE	68504
STONYBROOK INVESTMENTS LLC	8159 WINDMILL DR	LINCOLN	NE	68507
STORZ, THOMASCENE L	1602 N 28 ST	LINCOLN	NE	68503
STOVALL, MELISSA & WILLIAM	1805 N 30 ST	LINCOLN	NE	68503
STRAYER, HAROLD M & SHIRLEY M	3317 SAINT PAUL AVE	LINCOLN	NE	68504
STRILKIVSKY, IVAN V & INNA P	2030 N 29 ST	LINCOLN	NE	68503
Occupant	1525 N 31 ST,	LINCOLN	NE	68504
STRILKIVSKY, VLADIMIR V & LUBOV V & JAMES VASILYI & JONE OKSANNA	7225 OXFORD RD	LINCOLN	NE	68506
Occupant	4727 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	4719 BALDWIN AVE,	LINCOLN	NE	68504
STROUGH LLC	7150 HOLMES PARK RD APT 307	LINCOLN	NE	68506
Occupant	1821 CORNHUSKER HWY,	LINCOLN	NE	68504
STRUBE ENTERPRISES I LLC	Attn: ROSEMARY STRUBE 6101 S 31 ST	LINCOLN	NE	68516
Occupant	1808 YOLANDE AVE,	LINCOLN	NE	68504
STUART, WILLIAM FRANCIS & CHRISTINA ANN	1714 N 31 ST	LINCOLN	NE	68503
STUEFER, GAYLE S & JOYCE C	4101 N 44 ST	LINCOLN	NE	68504
Occupant	1818 YOLANDE AVE,	LINCOLN	NE	68504
STUTZMAN, BARRY A	7800 ERIN CT	LINCOLN	NE	68507
STUTZMAN, CHARLI E	2135 GRIFFITH ST	LINCOLN	NE	68503
STYLES, MARGARET J	3200 CENTER ST	LINCOLN	NE	68503
Occupant	4414 ADAMS ST,	LINCOLN	NE	68504
SUMNER, ANNE E & DOMINIC J	2208 CLEAR WATER BAY	LINCOLN	NE	68505
Occupant	4404 ADAMS ST,	LINCOLN	NE	68504
Occupant	4711 CLEVELAND AVE,	LINCOLN	NE	68504
SUN, GUANGCHAO & CHEN, HUAN	3841 BALLARD CT	LINCOLN	NE	68504
SUNBLADE, ZACHARY J	3236 CENTER ST	LINCOLN	NE	68503
Occupant	3732 N 40 ST,	LINCOLN	NE	68504
SUNSET VIEW FIRST ADD OWNERS	Attn: EDHOLM, CHARLES H 3724 N 40 ST	LINCOLN	NE	68504
SUTHERLAND, CALVIN W	2831 N 45 ST	LINCOLN	NE	68504
SVOBODA, CHELYS M	4262 KNOX ST	LINCOLN	NE	68504
Occupant	1840 CORNHUSKER HWY,	LINCOLN	NE	68504
SWANSON, JANET REVOCABLE TRUST	2227 HANOVER CT	LINCOLN	NE	68512
SWANSON, KYLE	4041 N 42 ST	LINCOLN	NE	68521
Occupant	4735 ADAMS ST,	LINCOLN	NE	68504
SWENSON, GARY & JUDY	2800 N 81 ST	LINCOLN	NE	68507
SWENSON, MATTHEW J	3347 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	2601 N 36 ST,	LINCOLN	NE	68504
SWIGGART, BRADLEY S & GAIL J	6530 SHENANDOAH DR	LINCOLN	NE	68510
Occupant	4243 BALDWIN AVE,	LINCOLN	NE	68504
SYCAMORE LLC	8400 S 98 ST	LINCOLN	NE	68526
SYSEL, GAYLEN & LAURA	4333 BALDWIN AVE	LINCOLN	NE	68504
Occupant	4111 BALDWIN AVE,	LINCOLN	NE	68504
SZALAWIGA, JERRY J	820 W BURNHAM ST	LINCOLN	NE	68522
TACK ROOM PROPERTIES LLC	1445 CORNHUSKER HWY	LINCOLN	NE	68521
Occupant	2941 N 46 ST,	LINCOLN	NE	68504
TAF INVESTMENTS LLC	648 N 31 ST	LINCOLN	NE	68503
TANKERSLEY, NOLAN & CALLIE	4041 N 40 ST	LINCOLN	NE	68504

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TAYLOR, JILL	3736 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	2200 N 31 ST,	LINCOLN	NE	68504
THAI, TRANG & HO, ALEX	1936 W APRICOT LN	LINCOLN	NE	68522
THANG, KHUP LIAN & LUN, VUNG DEIH	1531 N 28 ST	LINCOLN	NE	68503
Occupant	2905 N 38 ST,	LINCOLN	NE	68504
THIEMAN & KETTELHUT ENTERPRISES LLC	2430 SW 12 ST	LINCOLN	NE	68522
Occupant	3250 HUNTINGTON AVE,	LINCOLN	NE	68504
THIEMAN & KETTELHUT ENTERPRISES LLC	2905 N 38 ST STE 1	LINCOLN	NE	68504
Occupant	4541 TURNER ST,	LINCOLN	NE	68504
THIEMANN, CHRISTOPHER J & ASHLEY D	927 CARLOS DR	LINCOLN	NE	68505
THIENEL, BRENDA	2705 N 41 ST	LINCOLN	NE	68504
THIES, HAROLD F JR & DARCEL A	1619 N 28 ST	LINCOLN	NE	68503
THOMAS, DAVID M & SANDRA L	3129 N 46 ST	LINCOLN	NE	68504
THOMAS, GUSTAVE	4044 BALLARD CIR	LINCOLN	NE	68504
Occupant	2908 N 40 ST,	LINCOLN	NE	68504
THOMAS, JAMES D & JANICE K LIFE ESTATE	3801 BLACKBERRY CIR	LINCOLN	NE	68516
THOMPSON, ERIN	1939 N 32 ST	LINCOLN	NE	68503
Occupant	4209 SAINT PAUL AVE,	LINCOLN	NE	68504
THOMSON, KEITH R & CYNTHIA S	401 N 100 CIR	LINCOLN	NE	68527
Occupant	4210 CLEVELAND AVE,	LINCOLN	NE	68504
THRAILKILL, DEBRA J & DONALD J	655 CORY DR	SEWARD	NE	68434
THREE EAGLES OF LINCOLN INC	Attn: ALPHA MEDIA 3800 CORNHUSKER HWY	LINCOLN	NE	68504
Occupant	3810 CORNHUSKER HWY,	LINCOLN	NE	68504
THUMMEL, GLEN E & PAMELA S	4526 MADISON AVE	LINCOLN	NE	68504
THUNDER HAWK, REGINA M	1601 N 28 ST	LINCOLN	NE	68503
THURBER, MARVIN W & PHYLLIS J JOINT REVOCABLE LIVING TRUST	3232 N 47 ST	LINCOLN	NE	68504
TILLMAN, RICK M & PHYLLIS ANN	4411 BALDWIN AVE	LINCOLN	NE	68504
Occupant	4330 GREENWOOD ST,	LINCOLN	NE	68504
Occupant	3115 N 44 ST,	LINCOLN	NE	68504
TIMBERLINE LLC	PO BOX 85521	LINCOLN	NE	68501
Occupant	955 OAK ST,	LINCOLN	NE	68504
TIME WARNER CABLE MIDWEST LLC	Attn: REAL ESTATE DEPT 7820 CRESCENT EXEC CHARLOTTE		NC	28217
TINDLE, ROBERT J	4603 GREENWOOD ST	LINCOLN	NE	68504
Occupant	4121 N 42 STREET CIR,	LINCOLN	NE	68504
Occupant	4512 GLADSTONE ST,	LINCOLN	NE	68504
Occupant	4524 GLADSTONE ST,	LINCOLN	NE	68504
TINIUS, DAVID A & KARLA J	4121 N 42 STREET CIR	LINCOLN	NE	68504
Occupant	3508 HUNTINGTON AVE,	LINCOLN	NE	68504
TJS ENT LLC	1039 SWEET JASMINE DR	TRINITY	FL	34655
Occupant	1900 N 32 ST,	LINCOLN	NE	68504
TLKK LLC	2631 SEWELL ST	LINCOLN	NE	68502
Occupant	4700 CORNHUSKER HWY,	LINCOLN	NE	68504
TLR INVESTMENTS LLC	1100 MANCHESTER DR	LINCOLN	NE	68528
Occupant	2901 N 27 ST,	LINCOLN	NE	68504
TNT PROPERTIES LLC	1901 W O ST	LINCOLN	NE	68528
TOBIASSEN, MARY C	2715 N 47 ST	LINCOLN	NE	68504
Occupant	3701 ADAMS ST,	LINCOLN	NE	68504
TOMKA, JIM	6435 RAINIER DR	LINCOLN	NE	68510-4128
Occupant	3210 CORNHUSKER HWY,	LINCOLN	NE	68504
TOMLINSON DANIEL LLC	1445 N ROCK RD	WICHITA	KS	67206
TOPII, JEFFERY S & RACHEL M	4131 N 44 ST	LINCOLN	NE	68504
TORO, ROSIBEL CARCAMO	4140 GREENWOOD ST	LINCOLN	NE	68504
TORRES, RAFAEL J & RACHEL L	2927 POTTER ST	LINCOLN	NE	68503
Occupant	4500 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	4538 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant	4530 CORNHUSKER HWY,	LINCOLN	NE	68504
TRACY, THOMAS S REVOCABLE TRUST	6500 MESAVERDE DR	LINCOLN	NE	68510
Occupant	2016 N 32 ST,	LINCOLN	NE	68504
TRAEY LLC	7426 PLUM CREEK DR	LINCOLN	NE	68516
TRAN, ANGELA M	3122 MERRILL ST	LINCOLN	NE	68503
Occupant	1922 N 28 ST,	LINCOLN	NE	68504
TRAN, BEN & NGUYEN, NGOC ANH H	7301 NOLAN RD	LINCOLN	NE	68512
TRAN, HOANG THANH	3250 MERRILL ST	LINCOLN	NE	68503
Occupant	1720 N 31 ST,	LINCOLN	NE	68504
TRANLE, THUY P & TRAN, LAM M	6325 PARDUCCI DR	LINCOLN	NE	68526
Occupant	4120 N 45 STREET CT,	LINCOLN	NE	68504
TRANQUILITY BASE ASSOCIATION	4103 N 45 STREET CT	LINCOLN	NE	68504
Occupant	4153 N 45 STREET CT,	LINCOLN	NE	68504
TRANQUILITY BASE INC	Attn: LARSEN SCHROEDER & ASSOC 6211 O ST	LINCOLN	NE	68510
Occupant	4106 BALDWIN AVE,	LINCOLN	NE	68504
TRE & L LLC	12005 S 223 CIR	GRETNA	NE	68028
TRIBBY, SUSAN CAROL	2918 CLINTON ST	LINCOLN	NE	68503
Occupant	4130 BALDWIN AVE,	LINCOLN	NE	68504
TRIPP, RAYMOND JR & NANCY	2004 BOOTH CIR	LINCOLN	NE	68521
Occupant	2200 N 32 ST,	LINCOLN	NE	68504
TROMBLEE, MARK A & DAWN M	4127 GREENWOOD ST	LINCOLN	NE	68504
Occupant	2432 N 12 ST,	LINCOLN	NE	68504
TROUBA, DUANE F & PAULETTE K TRUST	1521 ATLAS AVE	LINCOLN	NE	68521
TROUT, JACOB	2727 N 35 ST	LINCOLN	NE	68516

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Occupant	1302 SAUNDERS AVE,	LINCOLN	NE	68504
Occupant	1329 DAWES AVE,	LINCOLN	NE	68504
TROY, PETER & TARA	1700 DEWEESE DR	LINCOLN	NE	68504
Occupant	1804 N 30 ST,	LINCOLN	NE	68504
TRU BUILT PROPERTIES LLC	2640 W M CT	LINCOLN	NE	68522
TRUAX, SAMUEL J & IDA J	4527 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	3625 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	3633 BALDWIN AVE,	LINCOLN	NE	68504
TRUELL, JON H	10700 SW 40 ST	LINCOLN	NE	68523
Occupant	3808 MADISON AVE,	LINCOLN	NE	68504
TUCKER, JAMES L REVOCABLE LIVING TRUST	PO BOX 584	ANDERSON	CA	96007
TUCKER, JOYCE L	3001 LEIGHTON AVE	LINCOLN	NE	68504
TULLIS, NATHAN M	3001 N 47 ST	LINCOLN	NE	68504
Occupant	4536 COLFAX CIR,	LINCOLN	NE	68504
TURNER, JIMMY D & LINDA KAY	1401 N 61 ST	LINCOLN	NE	68505
Occupant	3237 DOANE ST,	LINCOLN	NE	68504
Occupant	4342 EDISON CIR,	LINCOLN	NE	68504
TYRELL INDUSTRIES INC D/B/A LMJT INVESTMENTS	6838 W ST CATHERINE AVE	LAVEEN	AZ	85339
Occupant	2024 N 30 ST,	LINCOLN	NE	68504
Occupant	2940 HITCHCOCK ST,	LINCOLN	NE	68504
UDE, BARBARA J	2940 HITCHCOCK ST	LINCOLN	NE	68503
Occupant	2605 N 43 ST,	LINCOLN	NE	68504
Occupant	3921 MADISON AVE,	LINCOLN	NE	68504
UNITED EQUITY LLC	PO BOX 5946	LINCOLN	NE	68505
UNITED PENTECOSTAL CHURCH	2980 HOLDREGE ST	LINCOLN	NE	68503
URBANOVSKY, TRUDY A	6707 WILDRYE RD	LINCOLN	NE	68521
Occupant	4030 JERSEY CIR,	LINCOLN	NE	68504
Occupant	4224 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	4727 KNOX ST,	LINCOLN	NE	68504
US BANK NATIONAL ASSOCIATION	4801 FREDERICA ST	OWENSBORO	KY	42301
USHER, DEAN	3521 N 40 ST	LINCOLN	NE	68504
Occupant	3520 N 39 CIR,	LINCOLN	NE	68504
USHER, H DEAN & JANET ANN	3521 N 40 ST	LINCOLN	NE	68504
UTLEY, DIANNA J	1642 N 28 ST	LINCOLN	NE	68503
VAN ARSDALL, STEVEN A & SANDRA D	4305 COLFAX AVE	LINCOLN	NE	68504
VANARSDALL, DONALD E & LINDA L	4521 COLFAX CIR	LINCOLN	NE	68504
VANCE, BERNARD L JR & JUDY C	1530 N 28 ST	LINCOLN	NE	68503
Occupant	3429 N 48 ST,	LINCOLN	NE	68504
VANDELAY INVESTMENTS LLC	PO BOX 22151	LINCOLN	NE	68542
Occupant	1755 N 31 ST,	LINCOLN	NE	68504
Occupant	3619 MADISON AVE,	LINCOLN	NE	68504
VANDERHARR, DOROTHY M & JOEPHUS NEAL	967 N 56 ST	LINCOLN	NE	68504
VANDERSLICE, ROBERT J & MARJORIE	4503 BALDWIN AVE UNIT 1	LINCOLN	NE	68504
VANEK, ANDREW R & WHITNEY	4520 KNOX ST	LINCOLN	NE	68504
VANEPEREN, WAYNE LYNN	2948 POTTER ST	LINCOLN	NE	68503
VANNORMAN, KAYLA	2940 N 42 ST	LINCOLN	NE	68504
VARGA, JOHN S & DEBORAH	2941 N 43 ST	LINCOLN	NE	68504
VARGAS, PABLO	2025 N 32 ST	LINCOLN	NE	68503
Occupant	4507 COLFAX CIR,	LINCOLN	NE	68504
VC INVESTMENTS LLC	1500 LATHAM ST	LINCOLN	NE	68521
VELDER, NESHA A & DONALD F JR	4327 CLEVELAND AVE	LINCOLN	NE	68504
Occupant	3300 N 27 ST,	LINCOLN	NE	68504
VEREIT HD LINCOLN NE LLC	Attn: TAX DEPARTMENT 2455 PACES FERRY RD ATLANTA		GA	30339
VERGITH, JASON J & MIRINDA	4034 MADISON AVE	LINCOLN	NE	68504
VERSAW, LUANNE K	4714 ADAMS ST	LINCOLN	NE	68504
VESELY, TAMMY JO	3909 MADISON AVE	LINCOLN	NE	68504
Occupant	2828 POTTER ST,	LINCOLN	NE	68504
Occupant	1712 N 28 ST,	LINCOLN	NE	68504
VETTER, JERRY D	RR 1 BOX 69	FIRTH	NE	68358
VICHARRA, ISAAC E JR	3535 N 40 ST	LINCOLN	NE	68504
VINT, ANDREW M	3400 N 45 ST	LINCOLN	NE	68504
Occupant	1715 N 31 ST,	LINCOLN	NE	68504
VO, NHO	2420 MINUTEMAN DR	LINCOLN	NE	68521
VOLZKE, DOUGLAS L & BETTY C	3900 N 42 ST	LINCOLN	NE	68504
Occupant	3820 CORNHUSKER HWY,	LINCOLN	NE	68504
VON BUSCH, MARK & TRACY	1130 HUMPHREY AVE	LINCOLN	NE	68521
Occupant	4443 GLADSTONE ST,	LINCOLN	NE	68504
VONBUSCH, THOMAS E & CAROLYN	3001 S 51 STREET CT UNIT 3306	LINCOLN	NE	68506
Occupant	2941 N 45 ST,	LINCOLN	NE	68504
Occupant	2005 N 29 ST,	LINCOLN	NE	68504
Occupant	4107 ADAMS ST,	LINCOLN	NE	68504
VONDRACEK, JOHN J REVOCABLE TRUST	6307 YELLOWSTONE CIR	LINCOLN	NE	68510
Occupant	3810 SAINT PAUL AVE,	LINCOLN	NE	68504
VONFELDT, THOMAS R & NANCY	4600 COLFAX CIR	LINCOLN	NE	68504
VONSEGGERN, CLAYTON D	1645 N 32 ST	LINCOLN	NE	68503
VONSEGGERN, DANIEL C & NADINE K	4235 SAINT PAUL AVE	LINCOLN	NE	68504
VRCHOTA, KATY L & HUBL, CORRINA P	1734 N 29 ST	LINCOLN	NE	68503
Occupant	4315 COLFAX AVE,	LINCOLN	NE	68504
Occupant	1724 N 27 ST,	LINCOLN	NE	68504

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VU, DAVID	4800 N 20 ST	LINCOLN	NE	68521
Occupant	4115 N 45 STREET CT,	LINCOLN	NE	68504
WADHAMS, CHRIS M & JUDY L	815 N 95 ST	LINCOLN	NE	68505
WAGAMAN, DAVID G & LINDA A	3810 FREDERICK ST	LINCOLN	NE	68504
WAGNER, LORRAINE L	3519 MADISON AVE	LINCOLN	NE	68504-2460
Occupant	4510 ADAMS ST,	LINCOLN	NE	68504
WAGNER, STEVEN R & JULIE M	2730 N 70 ST	LINCOLN	NE	68507
WAHL, JOE	3045 CENTER ST	LINCOLN	NE	68503
WALKER, MARY J	2221 N 30 ST	LINCOLN	NE	68503
WALLACE, SUSAN M	4121 N 44 ST	LINCOLN	NE	68504
Occupant	944 OAK ST,	LINCOLN	NE	68504
WALLEN, STEPHEN K & ROBERT T	1301 FURNAS AVE	LINCOLN	NE	68521
WALTON, KENNETH & DONNA	4607 COLFAX CIR	LINCOLN	NE	68504
Occupant	4434 MADISON AVE,	LINCOLN	NE	68504
WANGCHUK, RINZIN & ZANGMO, TENDI	7361 RACHEL RD	LINCOLN	NE	68516
Occupant	4427 GREENWOOD ST,	LINCOLN	NE	68504
WARE, KATHLEEN ANN & RICK O & NORTHUP, LORI MARIE	2701 N 79 ST	LINCOLN	NE	68507
Occupant	4435 GREENWOOD ST,	LINCOLN	NE	68504
WARNE, JANE W	2700 N 41 ST	LINCOLN	NE	68504
WARNER, WILLIAM D & ESTHER L	3900 N 44 ST	LINCOLN	NE	68504
WASSENBERG, JANICE SUE	4118 N 45 STREET CT	LINCOLN	NE	68504
WASSER, VANESSA	3111 N 43 ST	LINCOLN	NE	68504
WATSON, MARILYN K	1740 N 31 ST	LINCOLN	NE	68503
Occupant	3501 BALDWIN AVE,	LINCOLN	NE	68504
WATTIER RENTALS LLC	235 PLUM CREEK LN	SEWARD	NE	68434
Occupant	3509 BALDWIN AVE,	LINCOLN	NE	68504
Occupant	3525 BALDWIN AVE,	LINCOLN	NE	68504
WATTIER, MATTHEW J & FISCHER, SARAH A	1933 BOSTON CIR	LINCOLN	NE	68521
Occupant	1400 CORNHUSKER HWY,	LINCOLN	NE	68504
WATTJES, DELMAR E	13901 W LAKEVIEW RD	RAYMOND	NE	68428
WATTON, SANDRA K	4040 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	3430 CLEVELAND AVE,	LINCOLN	NE	68504
Occupant	3320 CLEVELAND AVE,	LINCOLN	NE	68504
Occupant	5700 CORNHUSKER HWY,	LINCOLN	NE	68504
WATTS INVESTMENTS	PO BOX 22836	LINCOLN	NE	68542
WATTS, DAVID M & SUSAN D	4220 ADAMS ST	LINCOLN	NE	68504
Occupant	2737 N 41 ST,	LINCOLN	NE	68504
WAY OF HOLINESS CHURCH THE	PO BOX 4473	LINCOLN	NE	68504
WEBBER, JON B	4610 ADAMS ST	LINCOLN	NE	68504
WEGNER, CANDY M	3732 BALDWIN AVE	LINCOLN	NE	68504
WEINKE, TRENTON & KATLIN	4120 GREENWOOD ST	LINCOLN	NE	68504
Occupant	3340 N 46 ST,	LINCOLN	NE	68504
Occupant	4220 TURNER ST,	LINCOLN	NE	68504
WEITZEL, KERRIE	PO BOX 4746	LINCOLN	NE	68504
WELLS, VIRGIL L & KAREN J	2942 N 43 ST	LINCOLN	NE	68504
WENDELIN, DUANE L & RUTH M	4110 N 42 STREET CIR	LINCOLN	NE	68504
WENDT, GARY ERNEST & MICHELLE L	4503 CLEVELAND AVE	LINCOLN	NE	68504
WENZL, JOHNATHAN L & CHRISTINE L	3260 CENTER ST	LINCOLN	NE	68503
Occupant	3309 SAINT PAUL AVE,	LINCOLN	NE	68504
WENZL, MARTIN J	5845 GLADSTONE ST	LINCOLN	NE	68507
Occupant	3100 N 33 ST,	LINCOLN	NE	68504
WESCO REAL ESTATE III LLC	Attn: TOM FUCHS WESCO DIST INC 225 W STA	PITTSBURGH	PA	15219
Occupant	4542 ADAMS ST,	LINCOLN	NE	68504
WESELY, JAMES D & KATHLEEN M	3215 PIONEERS RD	MILFORD	NE	68405
Occupant	2800 LEIGHTON AVE,	LINCOLN	NE	68504
Occupant	2700 LEIGHTON AVE,	LINCOLN	NE	68504
WEST PLAINS LLC	1080 ELDRIDGE PKWY STE 1175	HOUSTON	TX	77077
WEST, MANDY JOY	2232 N 31 ST	LINCOLN	NE	68503
WEST, MERRI J	4001 SAINT PAUL AVE	LINCOLN	NE	68504
Occupant	3100 CORNHUSKER HWY,	LINCOLN	NE	68504
WESTERN AUTO SUPPLY COMPANY	PO BOX 2710	ROANOKE	VA	24001
WESTPHAL, TANYA M	4137 BALDWIN AVE	LINCOLN	NE	68504
WHEATLEY, THOMAS JR & KODY	3728 SAINT PAUL AVE	LINCOLN	NE	68504
WHEELER, GARY E & CHERYL E	3736 MADISON AVE	LINCOLN	NE	68504
WHISENHUNT, KENNETH E	3258 CENTER ST	LINCOLN	NE	68503
WHITE, CONNIE K	4300 N 40 ST	LINCOLN	NE	68504
Occupant	1223 SAUNDERS AVE,	LINCOLN	NE	68504
WHITE, DONALD W & JO HANNAH	3200 S 30 ST	LINCOLN	NE	68502
WHITE, DWAYNE D	2002 N 31 ST	LINCOLN	NE	68503
WHITE, RONALD L & ANN M	4024 N 44 ST	LINCOLN	NE	68504
Occupant	2010 N 32 ST,	LINCOLN	NE	68504
WHITE, TYRA A	315 S 26 ST APT 11	LINCOLN	NE	68510
Occupant	3244 CORNHUSKER HWY,	LINCOLN	NE	68504
WHITEHEAD OIL CO	PO BOX 30211	LINCOLN	NE	68503-0211
WHITFORD, SUSAN	4511 BALDWIN AVE	LINCOLN	NE	68504
Occupant	1724 N 31 ST,	LINCOLN	NE	68504
WHITFORD, SUSAN R	4511 BALDWIN ST	LINCOLN	NE	68504
WIEBELHAUS, MARTIN	4518 MADISON AVE	LINCOLN	NE	68504
WIEGERT, DEAN A & JUDY J	4612 COLFAX CIR	LINCOLN	NE	68504

APPENDIX

Occupant	1724 N 31 ST,	LINCOLN	NE	68504
WIENEKE, KEITH	1116 S 9 ST	LINCOLN	NE	68502-1113
Occupant	2600 N 41 ST,	LINCOLN	NE	68504
WIESE, MARVIN J & KAM E	2596 COUNTY ROAD L	WESTON	NE	68070
Occupant	3445 SAINT PAUL AVE,	LINCOLN	NE	68504
WILEY, STUART P JR & JUDITH L	2237 S 48 ST	LINCOLN	NE	68506
WILHELM, SUZANNE AMBER	3141 N 48 ST	LINCOLN	NE	68504
WILKEN, CORY	3833 BALLARD CT	LINCOLN	NE	68504
WILKINS, TIM R	4105 N 45 STREET CT	LINCOLN	NE	68504
WILLEY, EVA M	2744 N 40 ST	LINCOLN	NE	68504
WILLEY, JUDITH E	4001 N 42 ST	LINCOLN	NE	68504
Occupant	4710 HUNTINGTON AVE,	LINCOLN	NE	68504
WILLIAMS CLEANERS INC	2541 N 48 ST	LINCOLN	NE	68504
WILLIAMS ENTERPRISES LLC	17105 HWY 50	SPRINGFIELD	NE	68059
Occupant	4400 BALDWIN AVE,	LINCOLN	NE	68504
WILLIAMS, BRANDEE M	1865 N 79 ST	LINCOLN	NE	68505
WILLIAMS, EDWARD R	4443 MADISON AVE	LINCOLN	NE	68504
WILLIAMS, H LEE & N JEAN	1623 E 18 ST	ATLANTIC	IA	50022
WILLIAMS, JEFFREY R	1907 N 30 ST	LINCOLN	NE	68503
Occupant	1911 N 30 ST,	LINCOLN	NE	68504
WILLIAMS, PHILIP F & PATRICIA	1545 GARRET LN APT 104	LINCOLN	NE	68512
WILLIAMS, RICHARD & BARBOUR, GAIL M	4520 JUDSON ST	LINCOLN	NE	68504
WILLIAMS, SETH A	4509 JUDSON ST	LINCOLN	NE	68504
WILLITS, JAMES B & MELISSA J	2017 N 31 ST	LINCOLN	NE	68503
Occupant	4421 TURNER ST,	LINCOLN	NE	68504
Occupant	3905 N 44 ST,	LINCOLN	NE	68504
WILLMAN, DAVID L & BEVERLY A	3905 N 44 ST	LINCOLN	NE	68504
WILSON, DAVID L & KAREN J	15727 BURDETTE ST	OMAHA	NE	68116
WILSON, DEBORAH	2231 GRIFFITH ST	LINCOLN	NE	68503
WILTSHIRE, CHRISTINE R & DANIEL S	400 W CHANCELER DR	LINCOLN	NE	68521
WINBOLT, JACQUELINE & WATKINS, BRET	3810 N 44 ST	LINCOLN	NE	68510
WINDMILL PROPERTIES LLC	550 COTTONWOOD ST	BENNET	NE	68217
Occupant	2501 N 43 ST,	LINCOLN	NE	68504
WINGERT, ANGELINE M REVOCABLE TRUST	3129 S 138 ST	OMAHA	NE	68144
WISCHMEIER, CHRISTINE	3264 CENTER ST	LINCOLN	NE	68503
WISSINK, DARLENE	3141 N 44 ST	LINCOLN	NE	68504
WOBIG, RICHARD M	4527 GREENWOOD ST	LINCOLN	NE	68504
Occupant	2925 N 45 ST,	LINCOLN	NE	68504
WOHLEB, LAWRENCE & VIOLA LIFE ESTATE	1740 W FOREMAN DR	LINCOLN	NE	68523
Occupant	2933 N 45 ST,	LINCOLN	NE	68504
WOHLEB-BEVINS, MARIANN & BEVINS, ROBERT	2925 N 45 ST	LINCOLN	NE	68504
Occupant	4141 GREENWOOD ST,	LINCOLN	NE	68504
Occupant	3176 N 40 ST,	LINCOLN	NE	68504
WOHLERS, DENNIS L	4141 GREENWOOD ST	LINCOLN	NE	68504
WOLFE, KATHERINE J & BARNES, RICHARD C	4506 COLFAX CIR	LINCOLN	NE	68504
WOLFE, MELLANIE R	4530 ADAMS ST	LINCOLN	NE	68504
WOLFF, ELAINE F	1738 N 29 ST	LINCOLN	NE	68503
WOOD, BETTY C	4061 N 38 ST	LINCOLN	NE	68504
Occupant	1813 YOLANDE AVE,	LINCOLN	NE	68504
WOOD, E JAMES	2300 W DENTON RD	LINCOLN	NE	68523
WOOD, MIECHELLE L	4030 ST PAUL AVE	LINCOLN	NE	68504
Occupant	3400 MADISON AVE,	LINCOLN	NE	68504
WOOD, WILLIAM A & DORIS E REVOCABLE TRUST	5511 HILLSDALE DR	LINCOLN	NE	68504
WOODCOCK, TIMOTHY & LUCY	3264 HITCHCOCK ST	LINCOLN	NE	68503
WOODMAN, THOMAS R REVOCABLE TRUST	4445 KNOX ST	LINCOLN	NE	68504
Occupant	2900 MERRILL ST,	LINCOLN	NE	68504
WOODSIDE PLACE INC	Attn: CROWN POINTE MGMT 2200 ELLA ST	BEATRICE	NE	68310
Occupant	1809 N 33 ST,	LINCOLN	NE	68504
WOOLEN, LAMONT	4631 N 10 ST	LINCOLN	NE	68521
Occupant	1904 N 29 ST,	LINCOLN	NE	68504
Occupant	1924 N 28 ST,	LINCOLN	NE	68504
Occupant	4000 HUNTINGTON AVE,	LINCOLN	NE	68504
WPLA LLC	Attn: THE ARTER GROUP 927 M ST	LINCOLN	NE	68508
Occupant	4418 GREENWOOD ST,	LINCOLN	NE	68504
Occupant	1722 N 28 ST,	LINCOLN	NE	68504
WRASSE, LARRY K	525 S 53 ST	LINCOLN	NE	68510
WRIGHT, MITCHELL SEAN & CHRISTINA M	4610 BALDWIN AVE	LINCOLN	NE	68510
WRIGHT, ROBERT	4217 KNOX ST	LINCOLN	NE	68504
Occupant	3261 POTTER ST,	LINCOLN	NE	68504
WUNDERLICH, JIM L	14817 S 25 ST	ROCA	NE	68430
Occupant	3045 N 44 ST,	LINCOLN	NE	68504
WURDEMAN, LOWELL & GERALDINE	225 N 56 ST APT 204	LINCOLN	NE	68504
WYNN, WALKER D & BOSLEY, CRYSTAL L	4001 PLEASANTVIEW CIR	LINCOLN	NE	68504
Occupant	4105 BALDWIN AVE,	LINCOLN	NE	68504
XMT LLC	Attn: STEVE BROZEK 1708 BENTON ST	LINCOLN	NE	68521
YADAV, VIRENDER S	4200 MASON DR	LINCOLN	NE	68521
YAEGER, PAT A & WHITE, CONNIE J	1828 N 30 ST	LINCOLN	NE	68503
YAGER, CURT B SR	3503 MADISON AVE	LINCOLN	NE	68504
Occupant	3609 BALDWIN AVE,	LINCOLN	NE	68504

DISTRIBUTION LIST

APPENDIX

Occupant		3617 BALDWIN AVE,	LINCOLN	NE	68504
YATES, CHRISTOPHER K		3617 BALDWIN AVE APT 3	LINCOLN	NE	68504
YATES, KELLY		1844 N 31 ST	LINCOLN	NE	68503
YOAKUM, JOHN M JR		4142 ADAMS ST	LINCOLN	NE	68504
Occupant		1530 N 27 ST,	LINCOLN	NE	68504
YOHE, JOHN M & BONNIE L		7430 BRIARHURST CIR	LINCOLN	NE	68506
Occupant		1517 N 29 ST,	LINCOLN	NE	68504
Occupant		3116 HOLDREGE ST,	LINCOLN	NE	68504
YOUNG BROTHERS RENTALS LLC		PO BOX 83821	LINCOLN	NE	68501
YZNAGA, ANTHONY J		4535 JUDSON ST	LINCOLN	NE	68504
Occupant		2100 CORNHUSKER HWY,	LINCOLN	NE	68504
Occupant		2050 CORNHUSKER HWY,	LINCOLN	NE	68504
ZAN IT LLC		PO BOX 80612	LINCOLN	NE	68501
Occupant		2740 N 27 ST,	LINCOLN	NE	68504
ZELDIN, STEVEN		911 PALOMA PL	FULLERTON	CA	92835
ZIEG, LENORA L & CARY G		2020 N 29 ST	LINCOLN	NE	68503
Occupant		4360 JUDSON ST,	LINCOLN	NE	68504
ZIEGENBEIN, ALVA VERN		380 PERTSHIRE DR	ORANGE PARK	FL	32073
ZIEMELIS, ILMARS V & SHAROL D		4033 TURNER ST	LINCOLN	NE	68504
ZIERKE, RICHARD H & ELIZABETH A		4021 FREDERICK CIR	LINCOLN	NE	68504
ZIMMERMAN, KATHY M		4021 COLFAX AVE	LINCOLN	NE	68504
ZIMMERMAN, KELLI J		1818 N 32 ST	LINCOLN	NE	68503
Occupant		1726 N 32 ST,	LINCOLN	NE	68504
ZIMMERMAN, SCOTT A		16135 RIDGE PARK DR	HOUSTON	TX	77095
Occupant		3240 POTTER ST,	LINCOLN	NE	68504
ZOZ, KENT		3800 X ST	LINCOLN	NE	68503
Occupant		4127 BALDWIN AVE,	LINCOLN	NE	68504
ZOZ, KENT D		3240 POTTER ST	LINCOLN	NE	68503
Occupant		1635 N 31 ST,	LINCOLN	NE	68504
ZUGMIER, JASON C & CATHLEEN J		3650 OAKVIEW BLVD	RAYMOND	NE	68428
ZUNIGA, JUAN & FLORES, ERMINIA		1722 N 29 ST	LINCOLN	NE	68503
3300 NORTH 35TH STREET LLC	ATTN: HERBERT J LAVIGNE	14803 FRONTIER RD	OMAHA	NE	68138
4B KAIBLA LLC	ATTN: HUSSAIN A KAIBLA, MGR	2958 DUDLEY ST	LINCOLN	NE	68503
A & H PROPERTIES LLC	ATTN: HERBERT PICKARD	1610 CORNHUSKER HWY	LINCOLN	NE	68521
ALBUSHARIF, MUSTAFA S AMERICAN FREIGHTWAYS INC	ATTN: BURKE & ASSOCIATES	3750 CORNHUSKER HWY	LINCOLN	NE	68504
AMES DEVELOPMENT LLC	ATTN: GARY ROHWER	3336 E 32 ST UNIT 217	TULSA	OK	74135
B & J PARTNERSHIP LTD	ATTN: CLAY F SMITH	13207 F ST	OMAHA	NE	68137
B & J PARTNERSHIP LTD	ATTN: MICHAEL TAVLIN	340 VICTORY LN	LINCOLN	NE	68578
BALDWIN PROPERTIES LLC	ATTN: RANDY G BALDWIN, MANAGER	340 VICTORY LN	LINCOLN	NE	68528
BECKER, MARILUE N REVOCABLE TRUST	ATTN: ANDREW KAFKA	7600 ALI DR	LINCOLN	NE	68507
BELMONT PARTNERS	ATTN: WELLS FARGO CENTER	BOX 825	LINCOLN	NE	68501
BERTWELL, LARRY DEAN & DONNETTA ANN REVOCABLE LIVING TRUST	ATTN: LARRY D & DONNETTA A BERTWELL	1248 O ST STE 1031	LINCOLN	NE	68508
BLANKET CORPORATION, THE	ATTN: JODY STRAUCH	3815 N 44 ST	LINCOLN	NE	68504
THE UNIVERSITY OF NEBRASKA	ATTN: MANAGER OF REAL ESTATE PROPERTIES	9341 A ST	LINCOLN	NE	68520
BOARD OF REGENTS	ATTN: LINDA COWDIN PROPERTY MGMT	1901 Y ST	LINCOLN	NE	68588
BOOTH, REBACCA & BRUCE, TERRI & SARAH	ATTN: DONALD BRUCE	1901 Y ST	LINCOLN	NE	68588
BUDGET AT CORNHUSKER MINI LLC	ATTN: NP DODGE MGMT	2215 N 31 ST	LINCOLN	NE	68504
BUDGET AT MINISTORALL LLC	ATTN: NP DODGE MGMT	8701 W DODGE RD STE 200	OMAHA	NE	68114
CAMPBELL, ERNIE L & MARCIA K		8701 W DODGE RD STE 200	OMAHA	NE	68114
CCL & B INC	ATTN: KIM CAFFERTY	3430 MADISON AVE	LINCOLN	NE	68504
CEEJAY LLC	C/O GRAFTON ATTN: RICHARD CARROLL	4444 S 108 ST	OMAHA	NE	68137
CENTEROAKS PROPERTIES	ATTN: ASSOCIATED MGMT	4501 COLLEGE BLVD	LEAWOOD	KS	66211
CHICAGO BURLINGTON & QUINCY RR	ATTN: PROPERTY TAX DEPT	9200 ANDERMATT DR	LINCOLN	NE	68526
CIRCO PROPERTIES LLC	ATTN: DENNIS CIRCO	1206 CONTINENTAL PLZ	FORT WORTH	TX	76102
CITY OF LINCOLN	ATTN: EJC CORPORATION	4611 S 96 ST	OMAHA	NE	68127
CITY OF LINCOLN	ATTN: REAL ESTATE DIVISION	800 OAK ST	LINCOLN	NE	68521
CORNHUSKER HWY LLC	ATTN: CHRISTINE & TODD R DRAKE	555 S 10 ST RM 205	LINCOLN	NE	68508
COUNTYSHIRE LP	ATTN: JERRY C JOYCE	1718 NW 120 ST	CLIVE	IA	50325
CR & HARP PROPERTY LLC	ATTN: RAMUBHAI PATEL	8101 O ST	LINCOLN	NE	68510
DEWEILER PROPERTIES II LLC	ATTN: GARY & BETH DEWEILER	9481 GRAND ESTATES WAY	BOCA RATON	FL	33496
DEW-RIGHT SELF STORAGE LLC	ATTN: DONNA REIS	3441 NW 84 ST	LINCOLN	NE	68524
INC	ATTN: THE KROGER CO	3700 ADAMS ST STE 1	LINCOLN	NE	68504
DOMINA, KAREN F REVOCABLE TRUST	ATTN: THE KROGER CO	1014 VINE STREET	CINCINNATI	OH	45202
EIGHTY TWO LLC	ATTN: GARY L NICHELSON	1014 VINE STREET	CINCINNATI	OH	45202
ELLIOTT, GLEN E REVOCABLE TRUST	ATTN: GENE ELLIOTT, ELLIOTT NEBRASKA LAND CO LLC	182 W LAKESHORE DR	LINCOLN	NE	68528
EULER RENTALS LLC	ATTN: PHILLIP W EULER	1153 BURR OAKS DR	WEST DES MOINES	IA	50266
		5520 GROUSE PL	LINCOLN	NE	68516

DISTRIBUTION LIST

APPENDIX

FISHER, STEVEN A		21 THOMAS LK	ASHLAND	NE	68003
FOOTE, KAREN J	ATTN: JOHN F FOOTE	4017 S 81 ST	LINCOLN	NE	68506
FUHRER, KENNETH A					
TESTAMENTARY TRUST	ATTN: JEWEL A FUHRER, TRUSTEE	3740 N 40 ST	LINCOLN	NE	68504
FURMAN, TYLER L		19001 SW 84 ST	RAYMOND	NE	68428
GENERAL DYNAMICS					
ARMAMENT & TECHNICAL					
PRODUCTS INC	ATTN: LINCOLN COMPOSITES	4300 INDUSTRIAL AVE	LINCOLN	NE	68504
LLC		129 N 10 ST CAPITOL HALL	LINCOLN	NE	68508
GMC PROPERTIES					
CORPORATION	ATTN: ROGER D MOORE	4200 S 14 ST	LINCOLN	NE	68502
GREAT WESTERN BANK	ATTN: ACCOUNTING	100 N PHILLIPS AVE	SIoux FALLS	SD	57104
GREEN RIVER PROPERTIES					
LLC	ATTN: BEN LOBOS	338 N 27 ST	LINCOLN	NE	68503
GUITTAR, VERA		1701 S 98TH ST	LINCOLN	NE	68520
HAIN, NADINE A LIVING					
TRUST	ATTN: RICHARD & NADINE HAIN	4151 RIDGEVIEW DR	LINCOLN	NE	68506
HALL, JOHN R & SUSAN G	ATTN: TIEN LE & LOAN NGUYEN	1334 N 95 S	LINCOLN	NE	68505
HARTMAN, KATHERINE A	ATTN: KASEY ELGERT	7317 S 52 ST	LINCOLN	NE	68516
HAYNES, SHAD A	ATTN: KEVIN D RYAN	1756 N 31 ST	LINCOLN	NE	68504
HCC RENTALS LLC	ATTN: NANCY HOHWIELER, SOLE MEMBER	130 LIMERICK RD	AURORA	NE	68818
HELGET, DORIS M					
REVOCABLE TRUST	ATTN: ROBERT BRYANT	6211 O ST	LINCOLN	NE	68510
HENDERSON, THEODORE G					
& PAULINE A IRREVOCABLE					
TRUST	ATTN: THEODORE G HENDERSON JR	1403 BEECHWOOD CIR	PAPILLION	NE	68133
HIGH PLAINS PROPERTIES					
LLC	ATTN: MAURICE J MORTON	4518 GREENWOOD ST	LINCOLN	NE	68504
HUSKER REAL ESTATE LLC	ATTN: JOHN W PLAGMAN	4502 S 110 ST	OMAHA	NE	68137
INDIAN CENTER HOUSING					
CORP	ATTN: LANCASTER POLLARD MORTG CO	65 E STATE ST FL	COLUMBUS	OH	43215
INTERNATIONAL MOVING &					
STORAGE INC		2540 N 27TH ST	LINCOLN	NE	68521
JAIPUR INC	ATTN: DEVIN PATEL	926 OAK ST	LINCOLN	NE	68521
JLS LAND LLC	ATTN: JUDITH L SULLIVAN	9084 N 14	LINCOLN	NE	68531
JOHNSON, ROLLIE C					
RESIDUAL TRUST	ATTN: ELIZABETH A JOHNSON	4060 N 38 ST	LINCOLN	NE	68504
KARDELL, MADONNA G	ATTN: CENTURY SALES & MGMT	2855 S 70 ST STE 200	LINCOLN	NE	68506
KAREL, NORMA	ATTN: NATHAN MCKOWN	278 DRIFTWOOD LN	ASHLAND	NE	68003
KARLA ENTERPRISES LLC	ATTN: GENE L FRANCIS	2937 W PEACH ST	LINCOLN	NE	68522
KEBA LLC		2144 N 31 ST	LINCOLN	NE	68503
KIMLE, FREDERICK W	ATTN: KELLI L FERNANDO	1171 MAIN ST	RUSKIN	NE	68974
KNOLLENBERG, ROBERT A					
& CAROL	ATTN: B & D AUTO SALES INC.	4820 CORNHUSKER HWY	LINCOLN	NE	68504
KODAD CORPORATION	CHRIS KODAD, PRESIDENT	11118 DOUGLAS CIR	OMAHA	NE	68154
KOILE, WILLIAM & SHERYL	ATTN: CALEB & JODIE MORGENSEN	4111 GREENWOOD ST	LINCOLN	NE	68504
LAKE PARTNERSHIP	ATTN: MARGARET LAKE	2042 RYONS ST	LINCOLN	NE	68502
	ATTN: VICE-PRESIDENT OF FINANCE & CORPORATE				
LI-COR OF LINCOLN LLC	TREASU	4647 SUPERIOR ST	LINCOLN	NE	68504
LINCOLN LEASE PARTNERS	ATTN: THE KROGER CO	1014 VINE STREET	CINCINNATI	OH	45202
LJS HOLDINGS LLC	ATTN: LARRY HOLTZ	2401 SCOTCH PINE TRL	LINCOLN	NE	68512
LLO BAR CORPORATION	ATTN: LLOYD E TENNEY	811 PINE TREE LN	LINCOLN	NE	68521
LODGING PROPERTIES LLC		1660-401 WEST GEORGIA STREET	LINCOLN	NE	68504
LYNCH HOLDCO LLC	ATTN: DENNIS LYNCH	16808 WILLOW ST	OMAHA	NE	68136
MANY OAKS L P	ATTN: INDIAN CENTER INC	1100 MILITARY RD	LINCOLN	NE	68508
MEINKEMAC LLC	ATTN: DON MEINKE	2940 CORNHUSKER HWY	LINCOLN	NE	68504
MEK PROPERTIES LLC	ATTN: MIKE KLOCKENGA	3420 N 35 CIR	LINCOLN	NE	68504
MENARD INC	ATTN: CORPORATE ACCOUNTING	4777 MENARD DR	EAU CLAIRE	WI	54703
MILES NEBRASKA LLC	ATTN: DAVID MILES	936 NE 34 AVE	CAMAS	WA	98607
MKSM INC		1400 CORNHUSKER HWY	LINCOLN	NE	68521
MORTGAGE FINANCIAL					
SERVICES LTD	ATTN: DON STADING	1821 SUSSEX PL	LINCOLN	NE	68506
MOSER FAMILY LLC	ATTN: DIANE HANSON	7633 ACUFF LN	LENEXA	KS	66216
NEOTERIC ENTERPRISES					
LLC	ATTN: DAN KELLER	7609 EXBURY CT	LINCOLN	NE	68516
NICKELSON INVESTMENT					
LLC	ATTN: SHANE & STEPHANIE NICKELSON	2500 N 46 ST	LINCOLN	NE	68504
OLIVER, JAMES	ATTN: UNITED FIDELITY FUNDING CORP	1300 NW BRIARCL	KANSAS CITY	MO	64150
OLSTON OWNERS					
ASSOCIATION INC	ATTN: JAMES E OLSTON, PRESIDENT	6401 N 7 ST	LINCOLN	NE	68521
ORDAZ, CLAUDIA GONZALEZ		4426 SAINT PAUL AVE	LINCOLN	NE	68504
OTTO T RENTALS LLC	ATTN: TIMOTHY J OTTO	6311 CAMPBELL DR	LINCOLN	NE	68510
PCE INC	ATTN: KIM KUCERA	1711 YOLANDE AVE	LINCOLN	NE	68521
PETERSEN, VERNAH C		PO BOX 30785	LINCOLN	NE	68503
PIERCE DRIVE LLC	ATTN: JAMES ARTER	927 M ST	LINCOLN	NE	68508
PLAINSMAN CENTER INC	ATTN: STEPHEN J GUITTAR	2649 N 48 ST STE B	LINCOLN	NE	68504
PLEXAL LLC	ATTN: STACY O'REILLY	40 NE 52 WAY	FRIDLEY	MN	55421
QUADPRO PROPERTIES LTD	ATTN: ASSOCIATED MANAGEMENT	9200 ANDERMATT DR	LINCOLN	NE	68526
RIVERS, DARRYL E MARITAL					
TRUST	ATTN: RIVERS METAL PRODUCTS INC	3100 N 38 ST	LINCOLN	NE	68504
S & B RENTALS LLC	ATTN: SHEILA WARKOW	3241 FOX HOLLOW RD	LINCOLN	NE	68506
SCHENCK, DAVE		9253 COUNTRY RD P-33	BLAIR	NE	68008
SOTO, ISAIAS	ATTN: ROGER FAGLER	3300 S 54 ST	LINCOLN	NE	68506
SOUTH 44 HOLDINGS LLC	ATTN: AARON B BERTELS	1842 S 44 ST	LINCOLN	NE	68506

DISTRIBUTION LIST

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ST PAUL STREET PROPERTIES LLC	ATTN: RONALD R MCKEEVER	1306 HILLVIEW DR	NORFOLK	NE	68701
STEGNER, HELEN M LIFE ESTATE LLC	ATTN: DUSTIN WILCOX	649 E 5 ST	FREMONT	NE	68025
STUTZMAN, BARRY A	ATTN: ROSEMARY STRUBE	6101 S 31 ST	LINCOLN	NE	68516
SUNSET VIEW FIRST ADD OWNERS		7800 ERIN CT	LINCOLN	NE	68507
THREE EAGLES OF LINCOLN INC	ATTN: EDHOLM, CHARLES H	3724 N 40 ST	LINCOLN	NE	68504
TIME WARNER CABLE MIDWEST LLC	ATTN: ALPHA MEDIA	3800 CORNHUSKER HWY	LINCOLN	NE	68504
TRANQUILITY BASE INC	ATTN: REAL ESTATE DEPT	7820 CRESCENT EXECUTIVE DR	CHARLOTTE	NC	28217
VEREIT HD LINCOLN NE LLC	ATTN: LARSEN SCHROEDER & ASSOC	6211 O ST	LINCOLN	NE	68510
VETTER, JERRY D	ATTN: TAX DEPARTMENT	2455 PACES FERRY RD NE RR 1 BOX 69	ATLANTA	GA	30339
VONBUSCH, THOMAS E & CAROLYN LLC		3001 S 51 STREET CT UNIT 3306	FIRTH	NE	68358
WOODSIDE PLACE INC	ATTN: TOM FUCHS WESCO DIST INC	225 W STATION SQUAR	LINCOLN	NE	68506
WPLA LLC	ATTN: CROWN POINTE MGMT	2200 ELLA ST	PITTSBURGH	PA	15219
XMT LLC	ATTN: THE ARTER GROUP	927 M ST	BEATRICE	NE	68310
KRIS HUMPHREY	ATTN: STEVE BROZEK	1708 BENTON ST	LINCOLN	NE	68508
STACEY ROACH		949 W BOND ST., SUITE 200	LINCOLN	NE	68521
Mike Dekalb		601 P STREET, SUITE 200	LINCOLN	NE	68508
Paul Johnson, President	ECCO	6015 Huntington	Lincoln	NE	68507
Travis Langeemeier	Heartland Wealth Partners	1415 N. 41st Street	Lincoln	NE	68503
Brian Michel		7441 O Street, Suite 201	Lincoln	NE	68510
Dallas D Jones Jr.	Nebraska Wesleyan University	6441 X Street	Lincoln	NE	68505
Adam Morfeld	State Senator	1900 S. 25th Street	Lincoln	NE	68502
Ira Zeff	Nebraska Wesleyan University - Athletic Director	1240 N. 33rd Street	Lincoln	NE	68503
Marian Price		5000 St. Paul Avenue	Lincoln	NE	68504
Michaela Harrison	Home Builders Association of Lincoln (HBAL)	2430 N. 87th St.	Lincoln	NE	68507
Todd Wiltgen	Lancaster County Commissioner	6100 S. 58th Street, Ste C	Lincoln	NE	68516
Cody Schaaf	LIBA	555 S 10th, RM 110	Lincoln	NE	68508
Justine Petsch	LCOC	5640 S 84th St	Lincoln	NE	68516
Robert & Gloria Eddins	Clinton Neighborhood Organization	3 Landmark Centre, 1128 Lincoln Mall, Suite 1C	Lincoln	NE	68508
Rik Devney	Huntington Elementary School	1700 N 29th Street	Lincoln	NE	68503
Angee Luedtke	Clinton Elementary School	2900 N 46th St	Lincoln	NE	68504
Angie Plugge	Dawes Middle School	1520 N 29TH ST	Lincoln	NE	68503
Captain Anthony Butler	Lincoln Police Department (NW Team)	5130 Colfax Ave	Lincoln	NE	68504
Dale Arp	GPTN	575 S 10th Street	Lincoln	NE	68508
José Lemus	Collective Impact Lincoln / Civic Nebraska	426 Steele Ave	Lincoln	NE	68510
Bob Reeves	Clinton Neighborhood Organization	1111 Lincoln Mall, Suite 350	Lincoln	NE	68508
Pat Borer	Lincoln Fire & Rescue Department	3236 DUDLEY ST	Lincoln	NE	68503
Mike Weston	StarTran	1801 Q STREET	Lincoln	NE	68508
Jennifer Dam Shewchuk	UNL Director, Campus Planning & Space Mgt	710 J STREET	Lincoln	NE	68508
Tom Goodbarn	NDOT District 1	PO Box 880434	Lincoln	NE	68588-0434
David Young	City of Lincoln - Fiber & ROW Manager	302 Superior St	Lincoln	NE	68521-2481
Ken Fougeron	Speedway	949 W. Bond, Ste 200	Lincoln	NE	68520
Mike Renken	Neighborworks	340 Victory Lane	Lincoln	NE	68528
Thomas Shafer	City of Lincoln - Design & Construction	2530 Q Street	Lincoln	NE	68503
Becky Witt	George Witt Service Inc.	949 W. Bond, Ste 200	Lincoln	NE	68521
Bob Kuzelka	ProRail Nebraska	3341 N 35th St	Lincoln	NE	68504
Jack Abel	Omaha Lincoln & Beatrice RR Co / NEBCO	1935 A Street	Lincoln	NE	68502-1630
Don Linscott	Greenleaf Properties	1815 Y ST	Lincoln	NE	68508
Dalyce Ronnau	PBAC	300 N. 44th Street	Lincoln	NE	68502
Jim Bunch		4515 High Street	Lincoln	NE	68506
Mary Belka	ECCO	5042 Knox Street	Lincoln	NE	68504
Selina Martinez	Nebraska Appleseed	1420 N. 37th Street	Lincoln	NE	68503
Natasha Naseem	Nebraska Appleseed	941 O Street, Suite 920	Lincoln	NE	68508
William Barger		941 O Street, Suite 920	Lincoln	NE	68508
Rod Hubbard	Westgate Bank	7811 East Avon Ln.	Lincoln	NE	68505
John Dittman	Cornhusker Bank	2662 Cornhusker Hwy St 3	Lincoln	NE	68521
Jacob Reis	Eagle's Nest Self Storage	8310 O St.	Lincoln	NE	68510
Barry Shull	University of Nebraska-Lincoln	3700 Adams St.	Lincoln	NE	68504
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Emily Koopman	Campbell Elementary CLC	3001 Cornhusker Hwy	Lincoln	NE	68504
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Maitham Karkoosh		4515 High St	Lincoln	NE	68506
Jacqueline Bosn		3141 North Hill Road Apt 204	Lincoln	NE	68504
Richard Hain		3607 N 39TH	Lincoln	NE	68504
Robert Eddins		4151 Ridgeview dr,	Lincoln	NE	68506
Carl Mau		1700 N 29th	Lincoln	NE	68503
Dede Mau					68504-2408
Michael Renken		2945 North 36th	Lincoln	NE	2408
Steven Petersen		1035 S 32nd	Lincoln	NE	68510
		2715 Docs Dr	Lincoln	NE	68507
		2315 Lynnridge PL	Lincoln	NE	68521

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APPENDIX

Pam Brunke	850 Irving St	lincoln	NE	68521
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Pat Borer	6138 Leighton Ave	Lincoln	NE	68507
Todd Wiltgen	555 South 10th Street #100	Lincoln	NE	68508
Diane Walkowiak	1600 Sioux St	Lincoln	NE	68502
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Brian Mihulka	1800 N 22nd Ct	lincoln	NE	68503
Karl Fredrickson, Pe	1248 O St, Suite 852	Lincoln	NE	68508
Julie Morton	4518 Greenwood Street	Lincoln	NE	68504
Bennie Shobe	1840 B Street	Lincoln	NE	68502
Jim Frohman	7335 Pioneers Blvd 212	Lincoln	NE	68506
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Ed Ubben	2219 B St.	Lincoln	NE	68502
Carl Eskridge	128 N. 13th St. #1007	Lincoln	NE	68508
Russ & Cheryl Irwin	3274 Merrill St.	Lincoln	NE	68503
Timothy Hauck	2221 Griffith St.	Lincoln	NE	68503
Thomas Hawco	1425 Smith St.	Lincoln	NE	68502
Dan Hicks	501 Indian Dr.	Lincoln	NE	68505
Paul Babl	6336 Cornflower Dr.	Lincoln	NE	68504
Milan Wall	1530 North Gate Cir	Lincoln	NE	68521
Russ Barger	7831 E Avon Ln	Lincoln	NE	68505
Bob Reeves	3236 Dudley	Lincoln	NE	68503
Don Spilker	3930 N 44th St.	Lincoln	NE	68504
Clark Devries	1908 Euclid Ave	Lincoln	NE	68502
Mike Stroup	6921 Orchard St.	Lincoln	NE	68505
William Warner	3900 N 44th St.	Lincoln	NE	68504
Jim Morton	1431 N. 54th St.	Lincoln	NE	68504
Pat Kramer	3331 St. Paul Ave	Lincoln	NE	68504
Thomas Woodman	4445 Knox St.	Lincoln	NE	68504
Rick Haden	3910 X St.	Lincoln	NE	68503
Paul Johnson	1415 N 41st St.	Lincoln	NE	68503
Randy & Deborah Kinney	3340 N. 33rd St.	Lincoln	NE	68504
Michael Vestecka	7032 Custer St.	Lincoln	NE	68507
Dale Radebaugh	440 S. 39th St.	Lincoln	NE	68510
John Yoakum	4142 Adams St.	Lincoln	NE	68504
Roger Nelsen	2200 Potter St.	Lincoln	NE	68503
Kenton Radebaugh	6424 Deerwood Dr.	Lincoln	NE	68516
Melanie Mangers	3501 Touzalin Ave	Lincoln	NE	68507

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APPENDIX B
**ECONOMIC
AND MARKET
ANALYSIS
REPORT**



ECONOMIC AND MARKET ANALYSIS

North 33rd and Cornhusker Project
Lincoln, Nebraska

Canyon Research
Southwest, Inc.

CANYON RESEARCH SOUTHWEST, INC.

COMMERCIAL REAL ESTATE RESEARCH AND ANALYSIS

**ECONOMIC AND MARKET ANALYSIS
NORTH 33rd AND CORNHUSKER PROJECT
CORNHUSKER HIGHWAY, 27th to 48th STREETS
LINCOLN, NEBRASKA**

May 2018

Prepared for:

Olsson Associates, Inc. dba Ochsner Hare & Hare, LLC
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Prepared by:

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PR# 18-05-02

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CANYON RESEARCH SOUTHWEST, INC.

COMMERCIAL REAL ESTATE RESEARCH AND ANALYSIS

May 29, 2017

Ken Boone
Olsson Associates, Inc. dba Ochsner Hare & Hare, LLC
1801 McGee Street, Suite 101
Kansas City, MO 64108

RE: Economic and Market Analysis
North Cornhusker Project; Lincoln, Nebraska

Mr. Boone;

In association with railroad crossing infrastructure improvements, the Lincoln-Lancaster County Railroad Transportation Safety District has retained Olsson Associates, Inc. (“Olsson”) to design a *Master Plan* for the redevelopment of the North 33rd and Cornhusker Project Area in northeast Lincoln, Nebraska. The Project Area runs parallel along Cornhusker Highway between 27th Street and 48th Street.

As a sub-consultant to Olsson, Canyon Research Southwest has prepared an *Economic and Market Analysis* that evaluates the Project Area’s market potential and development opportunities. Attached is a summary of study findings and recommendations for your review.

Upon review of the report, should any questions arise or additional information requested, contact me directly at (716) 551-0655.

Respectfully submitted,

CANYON RESEARCH SOUTHWEST, INC.

Eric S. Lander, Principal

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SUMMARY OF MAJOR FINDINGS

In association with railroad crossing infrastructure improvements, the Lincoln-Lancaster County Railroad Transportation Safety District has retained Olsson Associates, Inc. (“Olsson”) to design a *Master Plan* for the redevelopment of the North 33rd and Cornhusker Project Area in northeast Lincoln, Nebraska.

To assist in the master planning process Canyon Research Southwest has prepared an *Economic and Market Analysis* that evaluates the market potential and development opportunities for the Project Area. The report’s major findings are summarized in the text below.

Economic and Demographic Indicators

The City of Lincoln is the heart of a growing metropolitan area which is the second largest in Nebraska. Lincoln is home to the University of Nebraska and the state capital, both economic engines driving job and population growth. A community’s changing population, household types, age composition, educational attainment, and income levels have a significant impact on the local housing and commercial real estate markets.

Since 1980, the Lincoln MSA population has increased by nearly 124,000 residents, now boasting a population exceeding 332,000 residents. By 2022 the Lincoln MSA is forecast to add another 21,000 residents. Continued population growth will generate demand for additional commercial and industrial space as well as for-sale and rental housing.

Compared to statewide averages, the Lincoln MSA population possesses a below average number of one-person households and above average number of married couple households with children present. These household composition characteristics would suggest a propensity for detached single-family housing and above average retail expenditures for household furnishings, groceries, clothing and accessories, sporting goods, books, and other family-related goods and services.

The Lincoln MSA’s large and growing Millennial population generates demand for rental housing, clothing, electronics, entertainment, and eating and drinking establishments.

Household income distribution levels for the Lincoln MSA closely mirror that for the state of Nebraska. Households with incomes of less than \$25,000 account for 20.6 percent of all Lincoln MSA households, suggesting a need for affordable housing. Conversely, high-income households with annual incomes of \$75,000 and more account for 37.6 percent of Lincoln MSA households. These households represent potential demand for for-sale housing and retail goods and services.

The Lincoln MSA’s above average educational attainment levels translate into the potential to support above average wages, retail expenditures, and spending on such retail categories as personal services, apparel, household furnishings, entertainment, dining out, automobiles, and healthcare. The educational attainment levels may also improve the Lincoln MSA’s ability to meet the employment needs of the changing technology-based economy as well as increase the demand for professional office space.

From 2008 to 2017 the rate of employment growth in the Lincoln MSA nearly doubled that of Nebraska. Lancaster County's above average retail trade employment will play favorably in the future demand for commercial space while above average levels of employment in the information; finance, insurance and real estate; and professional, scientific and technical services sectors will have a positive impact on the need for professional office space. Lagging manufacturing; wholesale trade; and transportation and warehousing employment reduces the need for light manufacturing and warehouse space.

From 2010 through 2017 construction of office, retail, and industrial space in Lincoln totaled \$862 million, peaking in 2013 at \$267 million. New commercial construction has rebounded over the past three years reaching \$179 million by 2017.

To conclude, the Lincoln MSA is a growing urban center experiencing strong employment and population growth in recent years. The real estate market has responded with continued construction and absorption activity for commercial and industrial space, for-sale housing, and rental apartments. Over the next five years and beyond continued economic growth is forecast to create development opportunities within the commercial, industrial, and residential real estate sectors. The Project Area's availability of land and proximity to the Nebraska Innovation Campus, University of Nebraska's East Campus, Interstate 80, and Lincoln Airport will provide the opportunity to capture commercial, industrial, and residential demand and the ability to support feasible new development.

Competitive Retail Market

Retail sales in Lancaster County rose steadily from \$2.99 billion in 2009 to \$3.9 billion by 2016, before experiencing a slight decline in 2017 to \$3.89 billion. The City of Lincoln service as the county's principal retail hub, now accounting for 98 percent of all taxable sales.

By the first quarter 2018 the inventory of retail space in the Lincoln MSA totaled over 20.1 million square feet. With net absorption of 226,170 square feet of space through the first quarter 2018 and the year-to-date addition of just 70,000 square feet of new space the overall vacancy rate now stands at a healthy 3.8 percent. With just 24,220 square feet of space now under construction market conditions throughout the remainder of 2018 are forecast to remain tight.

Over the past decade the retail market dynamics in the Lincoln MSA have remained favorable with 1.85 million square feet of retail space constructed met with net space absorption totaling over 2.0 million square feet. This supply and demand balance kept the overall vacancy rate well below market equilibrium and generated escalations in rents.

The Project Area is located within the Northeast submarket which serves as Lincoln's second largest submarket supporting 3.6 million square feet of retail space and an overall vacancy rate of 4.7 percent. Over the past decade the Northeast submarket has added 215,611 square feet of new retail space, accounting for 11.7 percent of the Lincoln MSA's total inventory of new construction. Net absorption of retail space over the decade totaled 134,576 square feet. From 2008 through 2016 the Northeast submarket's retail vacancy remained well below market equilibrium ranging from 1.5 percent to 3.4 percent. In 2017, with 20,000 square feet of new supply and negative absorption of 117,536 square feet the overall vacancy rate ballooned to 6.5 percent by year-end. During the first quarter 2018 the vacancy rate improved to 4.7 percent.

The North 27th Street corridor located immediately adjacent to the Project Area serves as the Northeast submarket's principal retail corridor. The Project Area supports a modest retail market with the bulk of space located along Cornhusker Highway and automobile-related businesses the most prevalent retail use.

The Lancaster County retail market is currently operating at a below market equilibrium vacancy rate suggesting near-term additions to supply are feasible. Based on demographic and retail sales trends it is forecast that Lancaster County can currently support over 530,000 square feet of retail space supply. By 2040, forecast population growth is sufficient to support 6.46 million square feet of new retail space, creating considerable retail development opportunities particularly in the south and eastern portions of Lincoln experiencing the strongest population growth.

Several prospective development sites in the Project Area possess the necessary characteristics to support a variety of retail development formats. The 20+ acre site at the southeast corner of 27th Street and Cornhusker Highway offers the necessary size, visibility, accessibility, exposure, presence within a commercial corridor, and section-line corner location to support anchored shopping center and big-box retailer development. The 21.1-acre site at the southeast and southwest corners of 33rd Street and Cornhusker Highway is best suited for strip center and single tenant use or as part of a mixed-use development. The arterial street frontage for the 69.1-acre site on the southside of Superior Street at 33rd Street alignment is best suited for strip center and single tenant use, with professional office development also a possible alternative.

Employment-Related Market

When compared to the State of Kansas, the Lincoln MSA supports an above average concentration of banking, securities brokers, real estate, and legal services businesses. These business lines offer the opportunity to support continued absorption and construction of new professional office space. Those business sectors where the Lincoln MSA supports a below average percentage of businesses include insurance, manufacturing, transportation, and wholesale trade.

Office-using employment in Lincoln has surpassed its prerecession peak. By the first quarter 2018 the Lincoln office market totaled 16.6 million square feet of space operating at a healthy vacancy rate of 4.1 percent, suggesting additional near-term additions to supply are feasible.

Lincoln's strong economy has translated into steady demand for office space which has outpaced the inventory of new construction. Since 2010, the Lincoln office market has added over 1.1 million square feet of space and absorbed 1.43 million square feet. Net absorption of office space has been strong since 2014 yielding a steady decline in vacancies. Just 192,000 square feet of office space is currently under construction. With limited new supply over the near-term vacancies are expected to remain stable.

The Project Area is located within the Northeast submarket. The Northeast Lincoln office market is very small with 600,000 square feet of space, or just 3.6 percent of the entire MSA inventory. Since 2010 the overall vacancy rate for the Northeast submarket has consistently exceeded the MSA average while average rents are below average. By the first quarter 2018 the overall vacancy rate of 6.4 percent compared to the MSA average of 4.1 percent and the average rent of \$13.69 per square foot is 16.6 percent below the MSA average. Since 2010, the Northeast office market has absorbed just 17,911 square feet of net space.

By year-end 2017 Lincoln MSA industrial market supported 28.4 million square feet of space, led by 15.8 million square feet of warehouse space. From 2010 to 2017 net industrial space absorption outpaced new construction. Nearly 1.1 million square feet of new space was met with 1.9 million square feet of net absorption, yielding an overall vacancy rate under 4 percent since 2012.

By the first quarter 2018 the Northeast Lincoln submarket supported the largest inventory of industrial space in the MSA market totaling 7.5 million square feet and an overall vacancy rate of 4.1 percent with 310,293 square feet of vacant space. From 2010 to 2017 the Northeast submarket absorbed 376,473 square feet of industrial space, or about 36 percent of the MSA total. New industrial construction since 2010 totaled just 187,937 square feet of space. This supply-demand balance yielded well below market equilibrium rates of 3.2 percent or lower from 2013 through 2017. The low vacancy rates suggest additional new industrial space supply is feasible.

From 2017 through 2040 employment-related job growth in Lancaster County is projected to support the demand for approximately 3.3 million to 4.0 million square feet of both owner-occupied and speculative office space and approximately 5.6 million to 7.1 million square feet of both owner-occupied and speculative industrial space.

Residential Housing Market

The 2010 Census reported the Lincoln MSA housing stock at 127,750 dwelling units. According to the *American Community Survey*, from the 2010 Census through 2016 the Lincoln MSA's housing stock increased to 4,493 dwelling units.

While detached single family housing is the Lincoln MSA's most dominant housing product its 61.5 percent share of the total inventory lags the statewide average of 72.7 percent. Meanwhile, multi-family housing with 10 or more dwelling units accounts for 17.9 percent of the Lincoln MSA housing stock compared to 11.3 percent for all of Nebraska. Lincoln's housing stock mix is influenced by the presence of the University of Nebraska and the demand for rental housing.

Owner-occupied housing in the Lincoln MSA accounts for 59.9 percent of the entire occupied housing stock with renter-occupied accounting for the remaining 40.1 percent. By comparison, owner-occupied housing accounts for 66.0 percent of Nebraska's total occupied housing stock with renter-occupied accounting for 34.0 percent.

From 2010 through 2017 the City of Lincoln experienced a boom in residential construction with a total of 11,286 housing units permitted for construction, averaging 1,410 units per year. Since 2010 new residential construction was led by apartments with a total of 4,914 dwelling units permitted, equating to 43.5 percent of all housing units permitted in Lincoln. Detached single family housing construction has also been active with 4,566 dwelling units permitted for construction since 2010, for a 40.5 percent market share. Demand for single family housing has been particularly strong since 2014 in response to low interest rates and population growth.

By the first quarter 2018 the Lincoln MSA apartment market supported 21,585 dwelling units and an overall vacancy rate of 4.1 percent. Since 2010 a total of 2,653 new apartment units have been built and 2,811 units absorbed. A total of 523 apartment units are now under construction. Over the past three years there has been an increased emphasis on infill development in Lincoln, accounting for 26 percent of apartment units constructed.

The Project Area is located within the North Lincoln apartment submarket. The North Lincoln submarket benefits from proximity to the CBD and the University of Nebraska, now supporting the second largest apartment inventory with 127 properties totaling 7,062 units.

Since 2010 the construction of 375 new apartment units in North Lincoln has been met with net absorption of 485 units, yielding healthy vacancies. From a high of 6.3 percent in 2010, North Lincoln's overall vacancy rate has declined steadily, reaching a healthy 3.8 percent by 2016. With new supply of 98 dwelling units and net absorption of just 48 dwelling units, at year-end 2017 the overall vacancy rate rose slightly to 4.4 percent. By the first quarter 2018 the overall vacancy rate improved to 4.1 percent. Current healthy vacancy levels and strong rental rate escalations suggest additional near-term new supply is supportable within the North Lincoln submarket.

Four large-scale apartment properties built between 1996 and 2006 are located within the 27th Street corridor north of Project Area. The apartment properties range in size from 174 to 448 units offering studio, 1-, 2-, and 3-bedroom models. Monthly rents range from \$625 for studios, \$705 to \$1,029 for 1-bedroom, \$825 to \$1,395 for 2-bedroom, and \$1,240 for 3-bedroom units.

From 2017 through 2040 the Lancaster County population is forecast to increase by 98,642 residents, generating the demand for 41,101 new occupied housing units. The mix of new housing demand through 2040 is estimated at 24,661 owner-occupied units and 16,440 rental units.

By product type, through 2040 the growth in the inventory of occupied housing units in Lancaster County is forecast to be led by single family detached housing with 26,305 occupied housing units and multi-family housing with ten and more units with 8,220 dwelling units.

Study Conclusions and Recommendations

Based on the findings of the *Market Feasibility Study*, potential development opportunities for the Project Area are identified. Study recommendations include the following:

- Identify appropriate development sites and mix of land uses that could take advantage of site's location, physical characteristics, and existing zoning; and
- Quantify reasonably achievable absorption rates for new development.

Prospective Development Sites

The Project Area features several large tracts of vacant land and underdeveloped properties that offer a unique opportunity to promote comprehensive planning and mixed-use development. The priority of the master plan should be to foster economic development through attracting more value-added enterprises and jobs. Seven prospective development sites have been identified and land use recommendations discussed based on site and location characteristics as well as competitive market conditions. The prospective development sites are illustrated in the aerial on the following page.



SEC 27th Street and Cornhusker Highway (Site #1)

This site totals approximately 20 acres zoned H-3 with existing land uses including a RV sales business, restaurants, and commercial and industrial buildings. Prospective development options include an anchored shopping center, big-box retailer or several freestanding commercial buildings. An alternative option for a portion of the site would be a suburban-style apartment community.

SWC 33rd Street and Dead Mans Run (Site #2)

This site is zoned I-1 and currently houses several industrial buildings. Given the 33rd Street frontage and proximity to a large inventory of apartments along Huntington Avenue, the University of Nebraska East Campus, and Fleming Fields Recreational Sports Park high density rental apartments are a suitable development format.

Realigned intersection of 33rd Street and Cornhusker Highway (Site #3)

This site surrounds the existing intersection of 33rd Street and Cornhusker Highway and is zoned I-1 and H-3. Existing land uses include a strip shopping center, convenience store, freestanding commercial and industrial buildings, and automotive sales and service uses. Relocation of 33rd Street at Cornhusker Highway would create the opportunity to support redevelopment efforts with a differing mix of land uses.

The SWC and SEC of the realigned intersection total approximately 21 acres that are ideal for higher density mixed-use development featuring rental apartments above ground floor commercial space similar to University Place at the NWC of 48th Street and Leighton and Square at Forty-Eight at the NEC of 48th Street and Holdrege Street. Development at the scale of 4- to 5-stories would be appropriate.

Potential land uses for the NEC and NWC of the realigned intersection include suburban-style apartments and freestanding commercial buildings. The portion of the site bordering Salt Creek could accommodate open space, trail system or park land.

NWC 33rd Street and Gladstone Street (Site #4)

This approximately 32-acre vacant parcel is zoned I-1. Salt Creek borders the north and west sides of the property and it is impacted by the flood plain. Existing industrial uses are located to the east and south. The portion of the site bordering Salt Creek could be transformed into open space, trail system or park land which would elevate the overall site as a prospective development site. Extension of 33rd Street north to Superior Highway is necessary to achieve the site's highest-and-best use. Property is best suited for industrial use such as warehouse or light manufacturing. An alternative land use for a portion of the site would be a conventional suburban-style apartment community. At an average density of 18 to 20 dwelling units per acre a 10- to 12-acre site is ideal. Another option is to develop the entire 32-acre site into a recreational park including such facilities as baseball and soccer fields, basket and tennis court, playground, dog park, and trail network.

NEC 33rd Street and Gladstone Street (Site #5)

This approximately 21-acre site is zoned I-1 and currently houses an automobile salvage yard and several industrial buildings fronting Gladstone Street. Existing industrial uses are located to the east and south. In conjunction with Site #6, the property is best suited for business park development featuring warehouse, light manufacturing, and office uses.

SWC 40th Street and Colfax Avenue (Site #6)

This site is zoned I-1 and is currently vacant land. Salt Creek borders the west side of the property and it is impacted by the flood plain. Property is best suited for business park development featuring warehouse, light manufacturing, and office uses. The portion of the site bordering Salt Creek could accommodate open space, trail system or park land.

An alternative land use for the portion of the site along the 40th Street frontage would be a conventional suburban-style apartment community. At an average density of 18 to 20 dwelling units per acre a 10- to 12-acre site is ideal.

SWC Superior Street and Salt Creek (Site #7)

This approximately 69-acre vacant parcel is zoned I-1. Much of the site is located outside of the flood plain, though some flood plain mitigation would be required prior to development. This site offers the size and major arterial frontage to support mixed-use development. Potential uses include rental apartments and commercial development along the Superior Street frontage and medium density for-sale housing at the southern half of the site. An open space network and/or park land could be incorporated along the Salt Creek frontage, elevating the desirability of the site for both for-sale and rental housing.

Assemblages of commercial properties on north side of Cornhusker Highway

Commercial properties on the north side of Cornhusker Highway between 33rd and 48th Streets feature strip zoning with shallow lot depths. As a result, individual properties generally support single tenant buildings with a heavy concentration of automotive-related uses. Redevelopment opportunities include the assemblage of two or more properties to create larger development sites suitable for larger single tenant commercial buildings. The shallow lot depths will place constraints on the ability to support multi-tenant shopping centers.

Assemblages of industrial properties along southside of Cornhusker Highway

Properties on the south side of Cornhusker Highway between 33rd and 48th Street are zoned I-1 and support a mix of warehousing, light industrial, and automotive-related uses. The absence of frontage onto Cornhusker Highway due to the presence of a rail line precludes the potential to support retail uses. Areas with the potential to assemblage larger tracts include along Adams Street between 35th and 41st Streets as well as the southwest corner of 48th Street and Cornhusker Highway. Larger assembled properties are best suited for industrial use such as warehouse or light manufacturing.

To conclude, the presence of three vacant parcels totaling approximately 145 acres of land affords the opportunity to facilitated mixed-use development within a cohesive master planned environment. Incorporating a trail system and/or municipal parks into the master plan will assist in improving the Project Area's perception and elevate the development potential of adjoining properties. Given the site characteristics of these properties prospective development formats include commercial, industrial, and for-sale and rental housing. Extension of 33rd Street north to Superior Street is necessary for these properties to achieve each site's highest-and-best use. In addition, several under-utilized sites are present within the Project Area capable of supporting more intensive commercial and residential development.

Projected Absorption

Based on site and location characteristics as well as the extension of 33rd Street north to Superior Street and completion of other street improvements, through 2040 the Project Area is forecast to absorb an estimated 517,000 to 679,000 square feet of commercial and industrial space as well as 750 to 825 rental apartments.

Project Area Forecast Absorption; 2017-2040 Commercial, Industrial and Residential Uses

	Moderate Scenario	Optimistic Scenario
Retail	135,000	158,000
Professional Office	20,000	24,000
Light Industrial	362,000	497,000
Rental Apartments	750	825

Assuming an average floor-area-ratio (“FAR”) of 0.2 to 0.4 for the retail, office and industrial space and an average density of 18 dwelling units per acre, through 2040 an estimated 80 to 94 acres of land will be developed within the Project Area.

**ECONOMIC AND MARKET ANALYSIS
NORTH 33rd AND CORNHUSKER PROJECT
CORNHUSKER HIGHWAY, 27th to 48th STREETS
LINCOLN, NEBRASKA**

May 2018

INTRODUCTION

Canyon Research Southwest has prepared the attached *Economic and Market Analysis* that evaluates the demographic, economic, and competitive real estate environment influencing future development of the North 33rd and Cornhusker Project in Lincoln, Nebraska.

Study Objective and Scope of Work

In association with railroad crossing infrastructure improvements, the Lincoln-Lancaster County Railroad Transportation Safety District has retained Olsson Associates, Inc. (“Olsson”) to design a *Master Plan* for the redevelopment of the North 33rd and Cornhusker Project in Lincoln, Nebraska.

As a sub-consultant, Canyon Research Southwest, Inc. has prepared an *Economic and Market Analysis* evaluating future commercial, employment, and residential development opportunities for the Project Area. The study includes a Demographic Analysis of the surrounding market area as well as a Market Analysis examining the directly competitive commercial, industrial, and residential market trends.

The *Demographic Analysis* is designed to assist in quantifying future demand for both housing and commercial space. Examples of demographic characteristics discussed include population growth, household composition, age distribution, household income, and educational attainment.

The *Market Analysis* portion of the report evaluated directly competitive retail, employment, and residential market trends impacting the Project Area. The market trends for each prospective land use were evaluated by quantifying such market forces as the current inventory of housing units and commercial space, construction activity, and development trends. The study also quantified the market area’s short-term need for additional housing units and commercial/industrial space to determine the ability of the Project Area to support future real estate development. A site evaluation was conducted to determine the Project Area’s ability to accommodate commercial, industrial, and residential development formats as well as identify prospective development sites.

Based on the findings of the *Economic and Market Analysis*, potential redevelopment opportunities for the Project Area are identified. Study recommendations include the following:

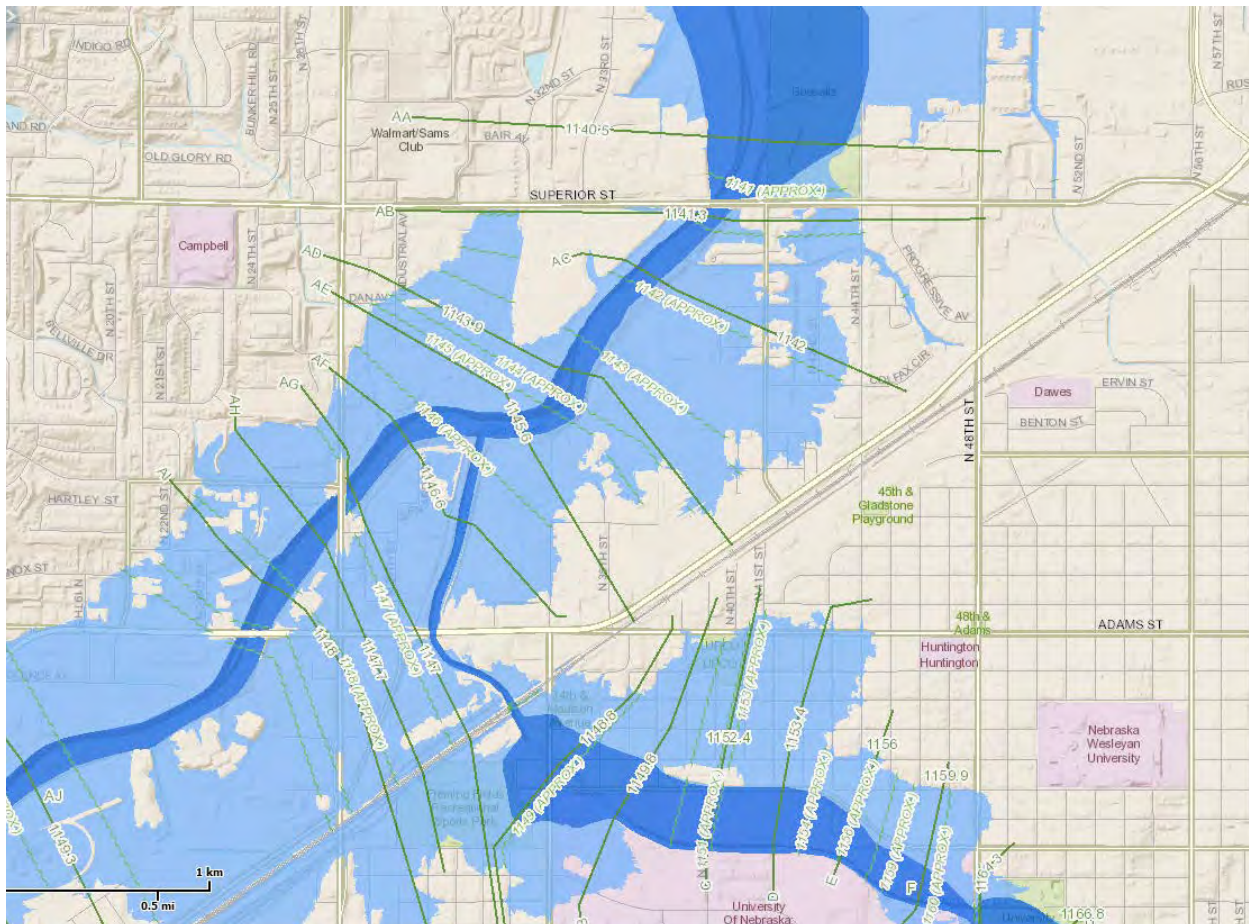
- Identify prospective development sites and appropriate mix of land uses that could take advantage of sites’ location, physical characteristics, and existing zoning; and
- Quantify reasonably achievable absorption rates for new development given current directly competitive market trends.

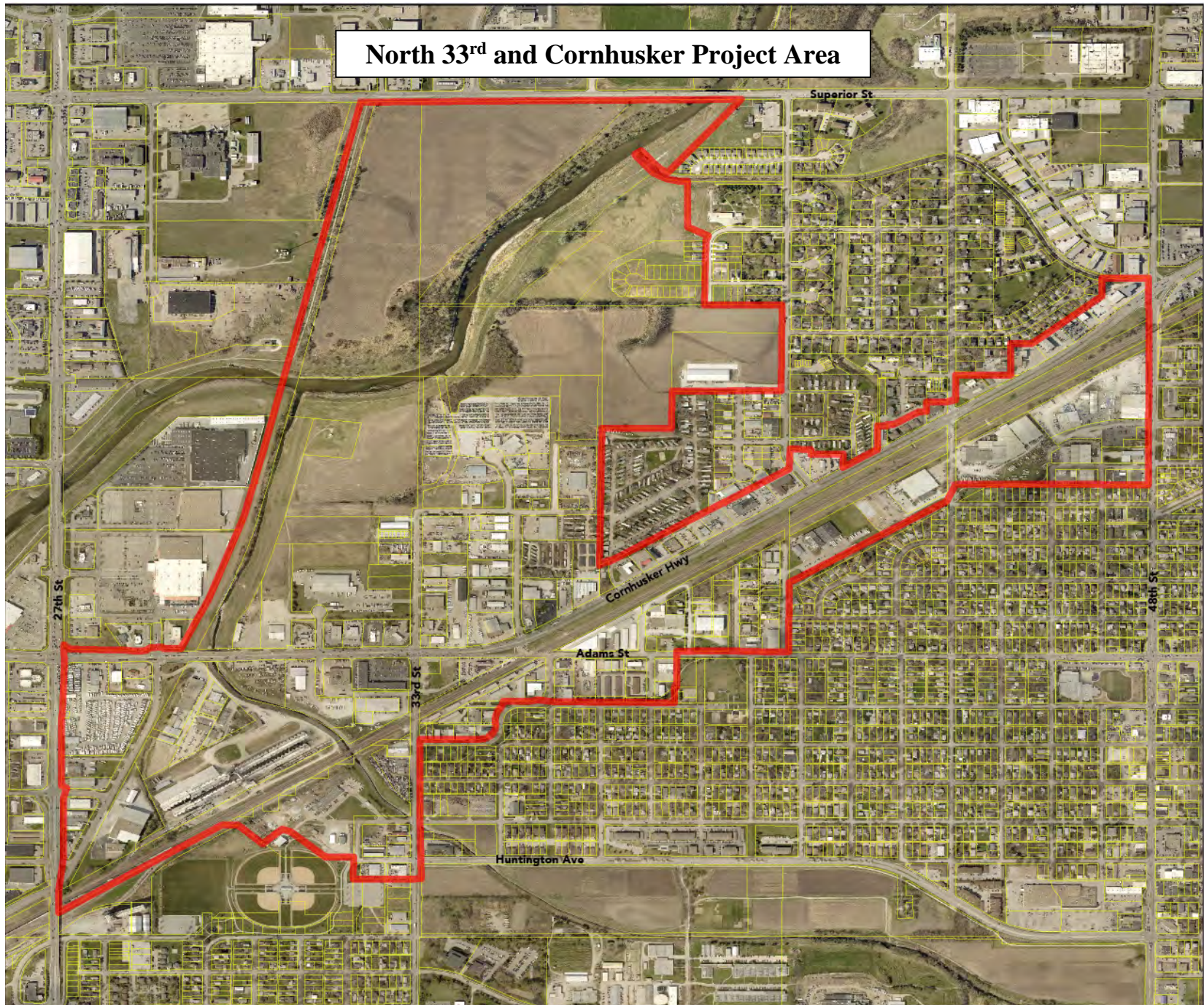
Project Area Defined

The North 33rd and Cornhusker Project (“Project Area”) is located within Lincoln’s northeast quadrant and generally parallels Cornhusker Highway from 27th Street northeast to 48th Street, extending north to Superior Street and south to adjacent residential neighborhoods. Traffic signals along Cornhusker Highway are present at 27th, 29th, 33rd, 35th, 40th and 48th Streets. The aerial on page 3 depicts the Project Area boundaries.

The North 33rd and Cornhusker Project Area is a mixed-use urban corridor supporting a mix of industrial, commercial, and residential land uses. The Project Area’s urban growth patterns have been heavily influenced by Highway 6 and BNSF rail line, taking the form of a highway strip commercial corridor dominated by single-tenant commercial and industrial buildings, warehouse and light manufacturing industrial buildings, small professional office buildings, mobile home park, and rental apartments.

The Project Area is impacted by the existence of the rail line and a flood plain stemming from Salt Creek and Dead Mans Run. The flood plain map below depicts Salt Creek and Dead Mans Run in dark blue with the surrounding land located in the flood plain outlined in light blue. Considerable vacant land in the northern half of the Project Area remains available for future develop but is impacted by the flood plain. The impacted vacant land can support future development though flood plain mitigation will be required.





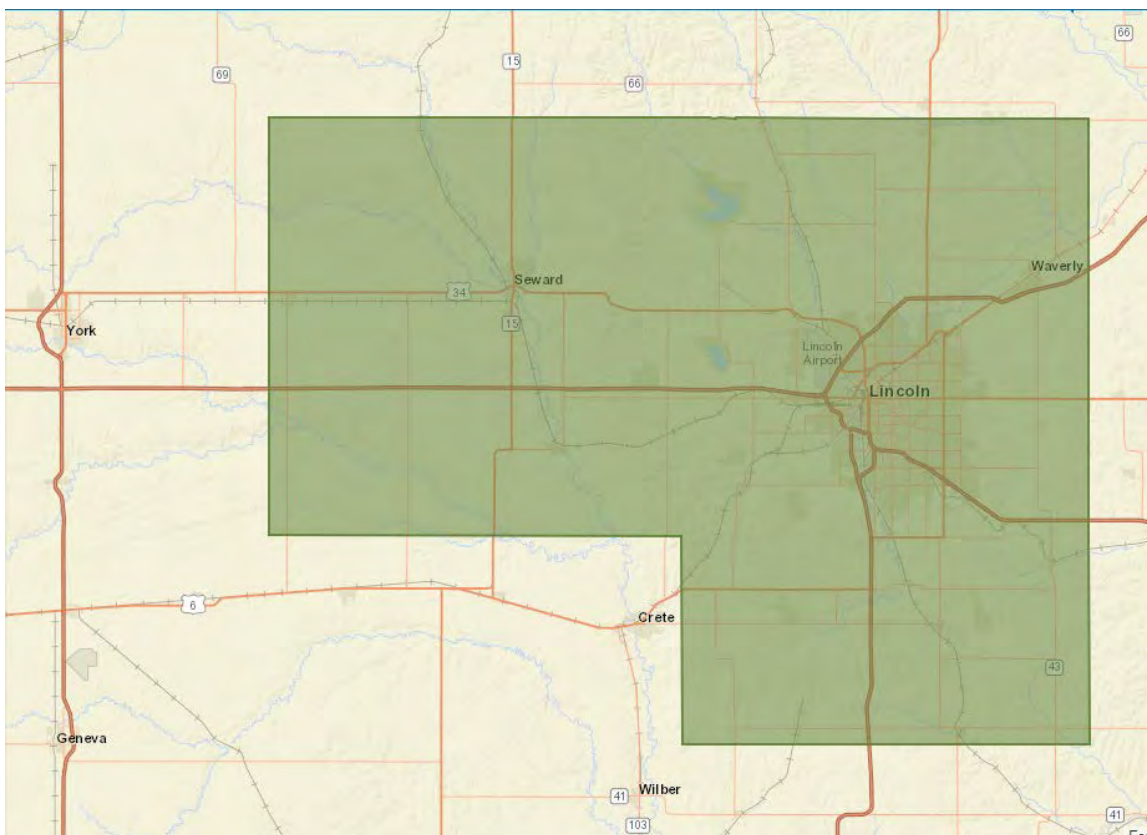
ECONOMIC AND DEMOGRAPHIC ANALYSIS

This section of the report examines the economic and demographic factors impacting real estate development trends in the Project Area. It includes an analysis of population growth trends and projections, household composition, age distribution, household income, educational attainment, and employment trends. Current demographic trends and 5-year demographic projections were provided by Esri Business Analyst, a national demographic research firm. Quantifying these economic and demographic characteristics will assist in projecting the future demand for commercial space, industrial space, and residential housing units in the Project Area.

Market Area Defined

To examine the Project Area's prospective commercial, employment, and residential development opportunities an economic and demographic analysis for the relevant market area was prepared. Market areas are usually divided into three categories or zones of influence, including primary, secondary and tertiary. Demographic characteristics immediately surrounding a site have the greatest impact of supportable real estate development patterns, with the level of influence diminishing gradually as the distance increases.

To evaluate the Project Area's real estate development potential the relevant Market Area is defined as the Lincoln MSA comprised of both Lancaster and Seward Counties. Market Area demographic characteristics are summarized in the table on page 5.

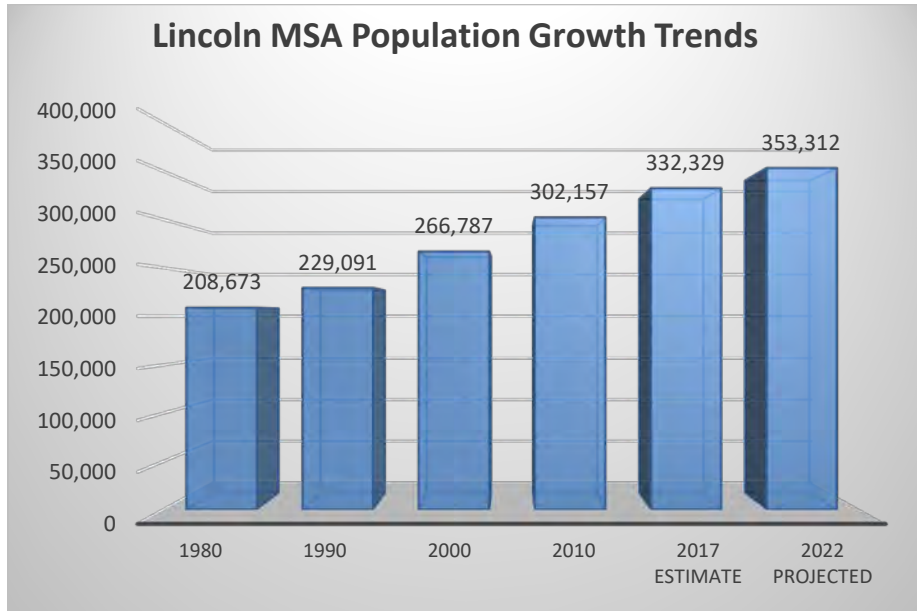


Lincoln MSA Demographic Trends

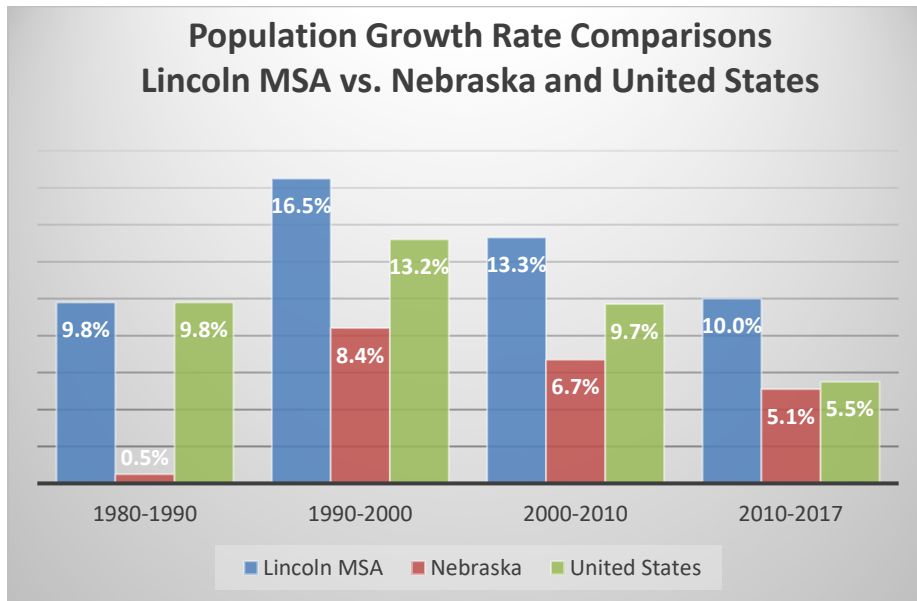
Demographic Characteristic	Demographic Characteristic
Population	
2010 Census	302,157
2017 Estimate	332,329
2022 Forecast	353,312
Households by Type (2010)	
Total Households	119,639
Family Households	60.7%
Married Couple Family	47.2%
With Own Children	20.0%
Other Family (No Spouse Present)	13.4%
With Own Children	8.8%
Nonfamily Households	9.6%
Distribution of Population by Age (2017)	
0-14 Years	62,390
15-19 Years	23,490
20-34 Years	83,558
35-44 Years	40,300
45-64 Years	76,485
65+ Years	46,106
Distribution in Household Income (2017)	
Less than \$15,000	10.9%
\$15,000 - \$24,999	9.7%
\$25,000 - \$34,999	9.5%
\$35,000 - \$49,999	13.8%
\$50,000 - \$74,999	18.3%
\$75,000 - \$99,999	13.4%
\$100,000 - \$149,999	15.3%
\$150,000 - \$199,999	4.7%
\$200,000+	4.2%
Median Household Income	\$56,094
Educational Attainment for Residents 25+ Years (2017)	
Total	215,356
Less than 9th Grade	2.2%
9th - 12th Grade, No Diploma	3.9%
High School Graduate	18.6%
GED/Alternative Credential	3.6%
Some College, No Degree	22.6%
Associate Degree	11.8%
Bachelor's Degree	23.6%
Graduate/Professional Degree	13.8%

Population Growth Trends

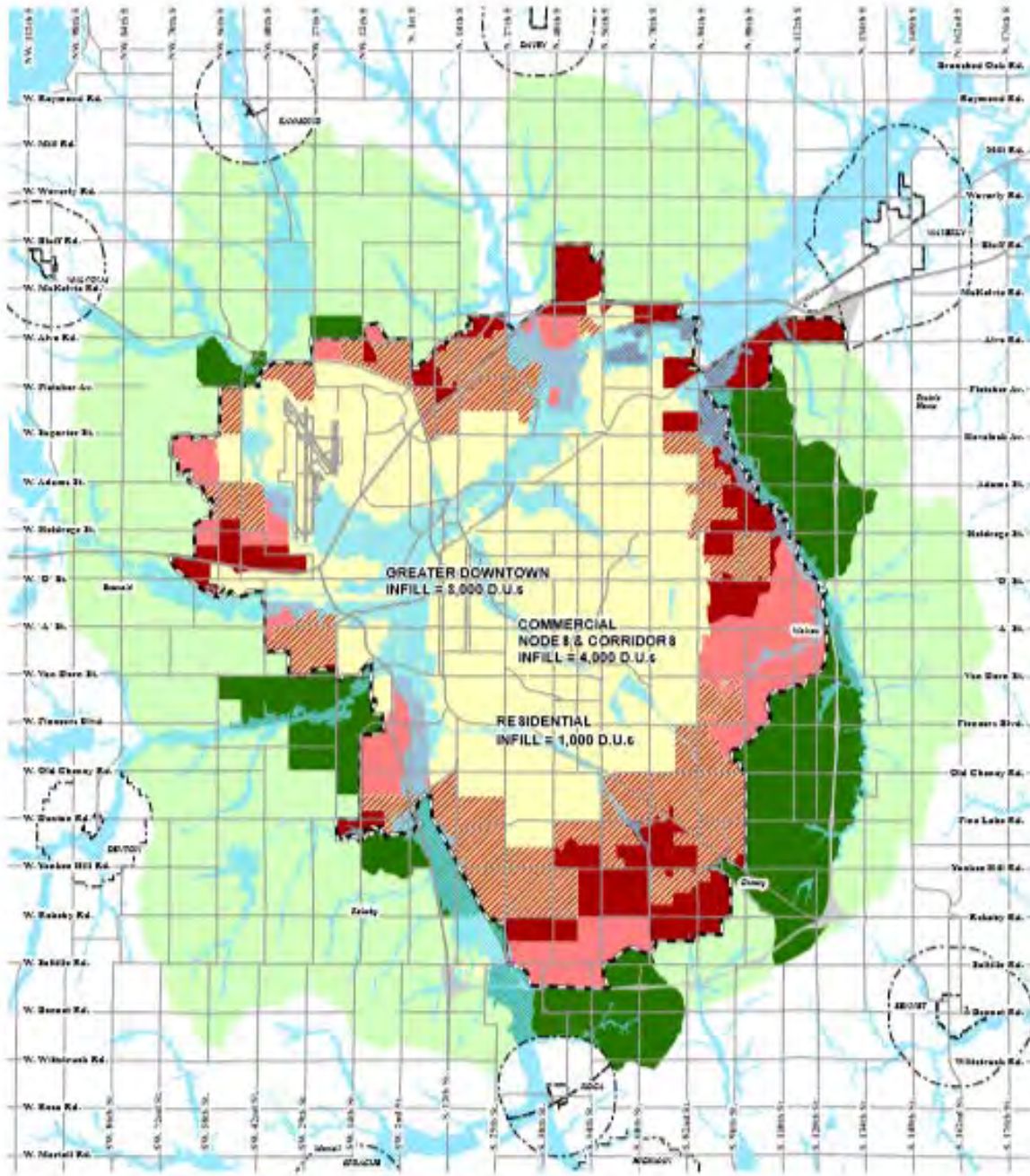
Population growth is a key component for generating continued demand for commercial space and housing. Lincoln MSA population increased 59 percent from 1980 to 2017, adding nearly 124,000 residents. Lancaster County accounts for 95 percent of the Lincoln MSA’s current population of 332,329 with 85 percent of the metro population residing in the City of Lincoln. By 2022 the Lincoln MSA is forecast to add 21,000 residents. This population base is sufficient to support a diverse retail market with continued population growth fueling additional demand for retail goods and services, commercial space, and new residential housing units.



For every decade since the 1980s the Lincoln MSA population growth rate has equaled or outpaced both the State of Nebraska and United States. From 2010 to 2017 the 10 percent increase in the Lincoln MSA population was nearly double the rates for Nebraska and the United States.



The presence of Salt Creek, Antelope Creek, flood plains, rail lines, airbase, and public infrastructure has dictated urban development patterns in the Lincoln MSA. While over the past several decades urban expansion in the Lincoln MSA has followed a multi-directional pattern, the southeast region has supported the bulk of population growth and residential construction activity. The Priority Growth Areas illustrated by the *2040 Comprehensive Plan* identify the southeast and east areas as capturing approximately 65 percent of the MSA population growth through 2040.



2040 PRIORITY GROWTH AREAS

- Existing Lincoln City Limits and Approved Preliminary Plans (2011)
- Floodplain and Flood Prone Areas
- 2040 Future Service Limit
- Tier I, Priority A (Developing)
- Tier I, Priority B (2025)
- Tier I, Priority C (2040)
- Tier II (2050)
- Tier III



Household Composition

Household formation and the mix of household types have a direct impact on the composition of retail sales and housing types. According to the U.S. Census Bureau, during 2010 a reported 119,639 households resided in the Lincoln MSA with an average household size of 2.41 persons. Households with one person accounted for 29.8 percent of all households with 30.2 percent of households having children present. Married couple families accounted for 47.2 percent of all households, of which 21.0 percent had related children.

When compared to statewide averages, the Lincoln MSA population possesses a below average number of one-person households and above average number of married couple households with children present.

These market area household composition characteristics would suggest a propensity for detached single family housing and above average retail expenditures for household furnishings, groceries, clothing and accessories, sporting goods, books and other family-related goods and services.

Lincoln MSA Households by Type – 2010

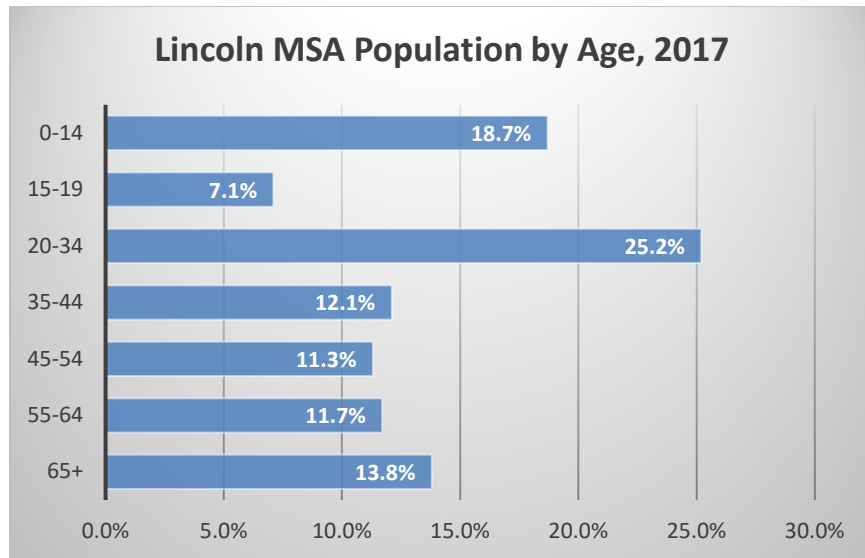
Household Type	Lincoln MSA	% of Total
Households with 1 Person	35,652	29.8%
Households with 2+ People	83,987	70.2%
Total Households	119,639	100.0%
Family Households	72,621	60.7%
Married Couple Family	56,470	47.2%
With Own Children	25,124	21.0%
Other Family (No Spouse Present)	15,912	13.3%
With Own Children	10,528	8.8%
Nonfamily Households	11,485	9.6%
All Households with Children	36,131	30.2%
Multigenerational Households	2,154	1.8%
Unmarried Partner Households	7,418	6.2%
Average Household Size	2.41	
Average Family Size	3.01	

Source: Esri Business Analyst.

Population Age Distribution

Age is an important factor in consumer identity, since consumption patterns, housing needs, and financial situation change significantly throughout an individual's lifetime. Change in the relative proportions of age groups throughout the United States is expected to have an important impact on the retailing and housing industries.

The average age of the Lincoln MSA population of 34.3 years compares to the state average of 37.1 years. Millennials ages 20 to 34 comprise the Lincoln MSA's largest age group with 25.2 percent of the total population, followed by children ages 0 to 14 years at 18.7 percent, and seniors 65+ years at 13.8 percent.



The Lincoln MSA population for 2017 and 2022 are summarized in the table below by six primary age groups, including children (0-14 years), adolescent (15-19 years), young adults (20 to 34 years), family/working adults (35-44 years); empty nesters (45-64 years) and elderly (65+ years). Each of the six age groups possesses distinctively different consumption and housing needs.

Lincoln MSA Distribution of Population by Age

Age Group	2017 Estimate	% of Total	2022 Forecast	% of Total	2017-22 Change	% Change
Lincoln MSA						
0-14 Years	62,390	18.8%	65,723	18.6%	3,333	5.3%
15-19 Years	23,490	7.1%	25,085	7.1%	1,595	6.8%
20-34 Years	83,558	25.1%	83,904	23.7%	346	0.4%
35-44 Years	40,300	12.1%	46,130	13.1%	5,830	14.5%
45-64 Years	76,485	23.0%	76,277	21.6%	-208	-0.3%
65+ Years	46,106	13.9%	56,193	15.9%	10,087	21.9%
Totals	332,329	100.0%	353,312	100.0%	20,983	6.3%

Source: U.S. Census and Esri Business Analyst.

From 2017 through 2022, the Lincoln MSA population is forecast to add approximately 21,000 new residents. Over the five-year timeframe the elderly population 65+ years of age is forecast to experience the largest gain of 10,087 people. The population of family/working adults is forecast to increase by 5,830 people while the populations of young adults age 20 to 34 years and empty nesters are forecast to remain relatively stable. These shifts in the age of the market area population will impact the future demand for retail goods, personal services, and housing.

Children ages 0 to 14 years aren't generally consumers per say, but their presence within a household generates retail expenditures on such items as apparel and accessories, groceries, and consumer electronics. This age group accounts for 18.8 percent of the Lincoln MSA population and by 2022 is forecast to increase by 3,333 residents.

The adolescent population ages 15 to 19 is key for supporting the sales of apparel and accessories, groceries, sporting goods, music, consumer electronics, eating and drinking places, and general merchandise. By 2022, an estimated 25,085 adolescents will reside within the Lincoln MSA, up 6.8 percent from the current level.

Young adults aged 20 to 34 years generally are either college aged or are new to the workforce. These tech savvy young adults are heavy consumers of electronics, apparel and accessories, entertainment, and rental housing. By 2022, the young adult population within the Lincoln MSA is forecast to increase by just 346 residents to a 23.7 percent market share. Young adults will continue to be major consumers of retail goods and rental housing.

The population ages 35 to 44 are in their child raising and principal consumer years, with expenditures favoring hardware; furniture and home furnishings; home electronics; department stores; and eating and drinking places. By 2022, the population of this age group within the Lincoln MSA is forecast to increase by 5,830 residents which is expected to have a positive impact on sales of home furnishings, entertainment, and entry-level, for-sale housing. By 2022, this age group will account for 13.1 percent of the Lincoln area population.

From 2017 to 2022 the population of empty nesters ages 45 to 64 years within the Lincoln MSA is forecast to decline by 208 residents. People aged 45+ years are generally less consumers of apparel, consumer electronics, furniture, home furnishings and entertainment than are younger consumers. This age group provides opportunities for home downsizing.

According to the U.S. Department of Labor, per capita retail expenditures by seniors 65+ years old is 18 percent lower than those under the age of 35 years and 41 percent lower than people ages 35 to 64 years. From 2017 to 2022 the population of residents 65+ years of age within the Lincoln MSA is forecast to increase by 21.9 percent, adding 10,087 residents. The growing senior population will generate increased demand for medical goods and services as well as affordable housing.

Among the six major age groups, those ages 35 to 64 possess the highest incomes and per capita consumer spending levels. According to the U.S. Department of Labor, people ages 35 to 64 possess an annual income 51 percent greater than those under the age of 35 years. Adults ages 35 to 54 years account for 23.4 percent of the Lincoln MSA population and are in their peak spending years particularly for housing, home furnishings, home improvements, clothing, and entertainment.

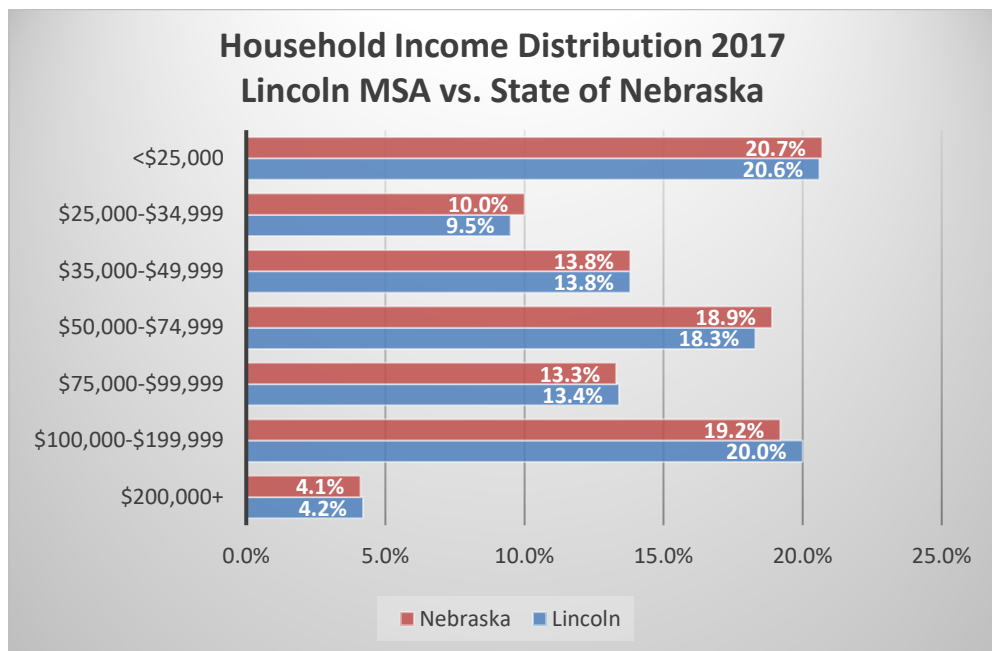
Household Income Distribution

Household income levels have a direct impact on retail sales volumes, housing demand, for-sale housing values, and residential rents. Household income distribution levels for the Lincoln MSA closely mirror that for the state of Nebraska. . Lincoln MSA household income distribution estimates for 2017 and projections for 2022 published by Esri Business Analyst are outlined in the table on the following page.

Esri Business Analyst estimated the current median household income for the Lincoln MSA of \$56,094 exceeds both \$55,391 for Nebraska and \$55,775 for the United States. The Lincoln MSA’s higher income levels may result in above average per capita retail expenditures.

High-income households with annual incomes of \$75,000 and more account for 37.6 percent of all Lincoln MSA households compared to 36.6 percent for Nebraska. These households represent potential demand for for-sale housing and retail goods and services.

Households with incomes of less than \$25,000 account for 20.6 percent of all Lincoln MSA households, suggesting a need for affordable housing. By comparison, 20.7 percent of Nebraska households earn less than \$25,000 annually.



From 2017 to 2022 the forecast growth in the Lincoln MSA’s median household income of 15.5 percent is expected to exceed that of 14.5 percent for the state of Nebraska. Those households with incomes of \$75,000 and greater are projected to experience the largest gains over the coming five years. These high-income households will drive demand for housing, entertainment, travel, dining out, and retail goods and services

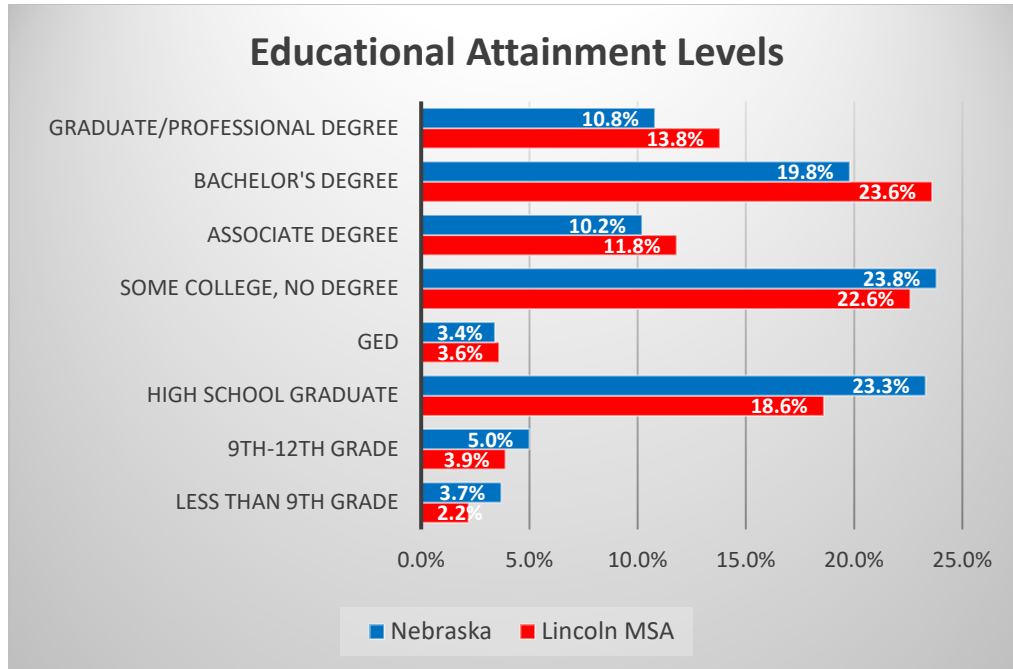
Lincoln MSA Household Income Distribution

Income Bracket	2017 Estimate	% of Total	2022 Projection	% of Total	% Change 2017-2022
Lincoln MSA					
Less than \$15,000	14,310	10.9%	14,842	10.7%	3.7%
\$15,000 - \$24,999	12,745	9.7%	12,465	9.0%	-2.2%
\$25,000 - \$34,999	12,480	9.5%	11,777	8.5%	-5.6%
\$35,000 - \$49,999	18,058	13.8%	16,243	11.7%	-10.1%
\$50,000 - \$74,999	23,978	18.3%	21,112	15.2%	-12.0%
\$75,000 - \$99,999	17,552	13.4%	22,540	16.2%	28.4%
\$100,000 - \$149,999	20,046	15.3%	25,558	18.4%	27.5%
\$150,000 - \$199,999	6,123	4.7%	7,693	5.5%	25.6%
\$200,000+	5,480	4.2%	6,806	4.9%	24.2%
Median Household Income	\$56,094		\$64,792		15.5%
Average Household Income	\$75,096		\$85,634		14.0%
Per Capita Income	\$29,992		\$34,115		13.7%
Nebraska					
Median Household Income	\$55,391		\$63,450		14.5%
Average Household Income	\$74,318		\$85,353		14.8%
Per Capita Income	\$29,563		\$33,870		14.6%

Source: U.S. Census Bureau and Esri Business Analyst.

Educational Attainment

Education levels of an market area’s labor pool are becoming increasingly important in the ability to attract and retain knowledge-based industries as well as the ability to support above average wages. The bar chart below provides a comparison of educational attainment levels between the Lincoln MSA and State of Nebraska as provided by Esri Business Analyst.



Educational levels have a direct impact on achievable income levels, retail expenditure patterns, housing values, and the demand for commercial space. The demand for retail space increases as income and retail sales levels rise. The type of retail space is also impacted as high-income households support increased demand for higher valued goods and services. The demand for office space improves at higher educational attainment levels as more residents are more likely to be employed in professional service and medical professions.

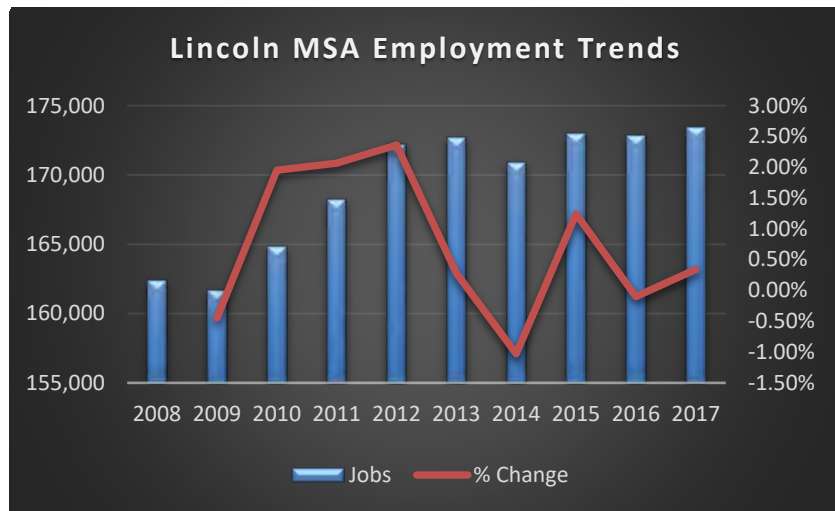
When compared to the statewide average the Lincoln MSA population is better educated. A reported 37.4 percent of residents within the Lincoln MSA have attained a graduate/professional, bachelor’s or associate degree compared to 30.6 percent statewide. Conversely, 24.7 percent of Lincoln MSA residents attained a high school diploma or less compared to 32.0 percent of the statewide population.

The Lincoln MSA’s above average educational attainment levels translate into the potential to support above average wages, retail expenditures, and spending on such retail categories as personal services, apparel, household furnishings, entertainment, dining out, automobiles, and healthcare. The educational attainment levels may also improve the Lincoln MSA’s ability to meet the employment needs of the changing technology-based economy as well as increase the demand for professional office space.

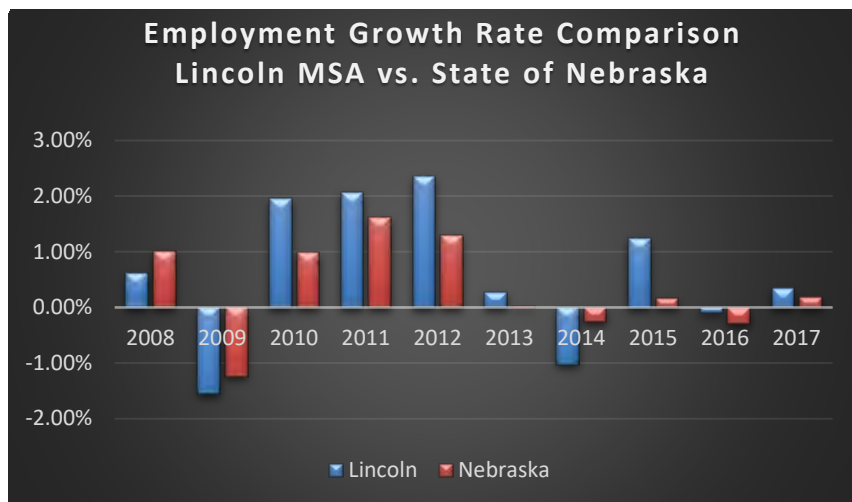
Employment Trends

Since gains in employment generally fuels growth in population, income, and retail expenditures, job growth is a reliable indicator of general economic conditions and demand for housing and commercial space. Typically, households prefer to live near work for convenience. Affordable housing costs, reduced commute times, and superior quality of life can also motivate employees to relocate from elsewhere in a metropolitan area to the community where their job exists.

According to statistics published by the U.S. Bureau of Labor Statistics, from a low of 161,672 jobs at the close of 2009, employment in the Lincoln MSA rebounded from 2010 to 2012 adding 10,536 jobs, an increase in the employment base of 6.52 percent. During 2014 the Lincoln MSA employment base retracted by 1.03 percent losing 1,776 jobs. Employment rebounded in 2015 but has remained relatively flat with employment at 173,446 jobs by 2017.



Since 2008 annual job growth rate patterns for the Lincoln MSA have trended consistent with the State of Nebraska, reporting job losses in 2009, 2014, and 2016. Job growth for both the Lincoln MSA and Nebraska was strongest from 2010 through 2012. From 2008 to 2017 the rate of employment growth in the Lincoln MSA nearly doubled that for Nebraska, increasing 6.26 percent compared to 3.54 percent.



From 2008 to 2017 the Lincoln MSA added 14,500 jobs, led by education and health services with 4,500 new jobs, government with 3,500 jobs, leisure and hospitality with 3,300 jobs, and financial services with 1,700 jobs. Since 2008 the manufacturing sector lost 2,200 jobs.



According to the *County Business Patterns 2016* published by the U.S. Census Bureau, during 2016 the leading employment sectors in Lancaster County included health and social services (25,404 jobs); retail trade (18,835 jobs); accommodations and food services (16,154 jobs); manufacturing (12,557 jobs); and finance, insurance, real estate, and rental and leasing (12,082 jobs). The table on the following page segments Lancaster County employment by industry classification.

Compared to the statewide employment composition, Lancaster County supports an above average share of construction; retail trade; information; finance, insurance and real estate; professional, scientific and technical services; arts, entertainment and recreation; and accommodations and food services. Sectors that Lancaster County lags include manufacturing; wholesale trade; transportation and warehousing; and management, administrative and support services. The presence of the University of Nebraska and status of Lincoln as the state capital have a significant impact on the composition of employment in Lancaster County.

Lancaster County's above average retail trade employment will play favorably in the future demand for commercial space while above average levels of employment in the information; finance, insurance and real estate; and professional, scientific and technical services sectors will have a positive impact on the need for professional office space. Lagging manufacturing; wholesale trade; and transportation and warehousing employment reduces the need for light manufacturing and warehouse space.

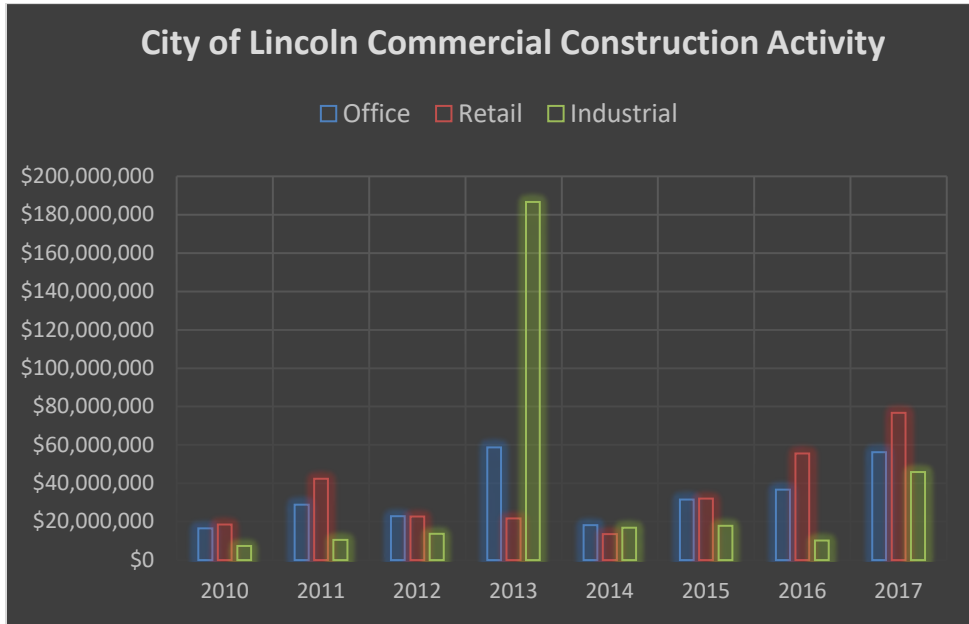
Lancaster County, MO Employment by NAICS Code; 2016

Industry Classification	# of Jobs	% of Total	Nebraska Average
Total Employment All Sectors	136,325		884,450
Agriculture, forestry, fishing and hunting, and mining	26	0.02%	0.14%
Construction	8,023	5.89%	5.19%
Utilities	--	--	0.11%
Manufacturing	12,557	9.21%	10.40%
Wholesale trade	4,345	3.19%	4.75%
Retail trade	18,835	13.82%	12.74%
Transportation and warehousing	4,237	3.11%	3.45%
Information	4,192	3.08%	2.17%
Finance, insurance, real estate, and rental and leasing	12,082	8.86%	8.41%
Professional, scientific and technical services	8,471	6.21%	4.56%
Management, administrative and support services	9,254	6.79%	16.64%
Health and social services	25,404	18.63%	14.70%
Arts, entertainment and recreation	2,789	2.05%	1.61%
Educational services	2,914	2.14%	2.15%
Accommodations and food services	16,154	11.85%	8.75%
Other services (except public administration	6,951	5.10%	4.09%

Source: U.S. Census Bureau.

Commercial Building Permit Trends

From 2010 through 2017 construction of office, retail and industrial space in Lincoln totaled \$862 million, peaking in 2013 at \$267 million. New commercial construction has rebounded over the past three years reaching \$179 million by 2017, led by the retail sector at \$77 million.



Since 2010, new office construction amounted to \$270 million with 46 percent of the activity reported since 2015.

New retail construction since 2010 totaled \$283 million with 47 percent occurring in 2016 and 2017.

Over the past eight years new industrial construction totaled \$309 million, or 36 percent of all commercial construction activity.

Economic Development Factors

Interviews were conducted with several local economic development, government, real estate professionals, business owners, and residents to gain an understanding of the assets/opportunities and constraints/limitations in fostering economic development in both Lincoln and the Project Area. The bullet points below summarize the content of those interviews.

Assets / Opportunities

- Lincoln is the second largest urban area in Nebraska;
- Lincoln's population is well educated with an above average percentage of educated professionals;
- Lincoln supports a high quality of life and affordable cost of living;
- Lincoln is centrally located within the United States and serviced by interstate highways and rail;
- Lincoln supports a strong existing industrial base with a large inventory of vacant industrial land in the northern portion of the city available for future development;
- The City of Lincoln is supportive of infill residential development and in recent years infill housing has accounted for approximately one-quarter of all new multi-family construction. The City is also supportive of mixed-use development;
- North Lincoln is under-served by municipal parks with the Project Area's large inventory of vacant land and presence of Salt Creek and Dead Mans Run providing the opportunity to support development of a trail system and/or municipal parks;
- Affordable housing is becoming a bigger city-wide issue with opportunities for both market-rate and affordable rental housing within the Project Area;
- The University of Nebraska is growing and has no plans to construct any new on-campus student housing, creating opportunities for off-campus rental housing;
- At build-out Nebraska Innovation Campus will support approximately 2.2 million square feet of space and an on-site workforce of 4,000 to 5,000, creating considerable opportunity in the Project Area for housing and light manufacturing uses;
- Cornhusker Highway, Superior Street, and 27th Street support high traffic volumes;
- Low intensive land uses in the Project Area such as automobile dealerships and salvage yards are ideal for redevelopment;
- Three parcels of vacant land in the Project Area totaling approximately 145 acres (ranging in size from 31.9 to 69.1 acres) are controlled by just three property owners, creating the

opportunity to facilitate master planned, mixed-use development. To support development of this vacant land roads and utilities must be extended;

- Project Area's proximity to Nebraska Innovation Campus, University of Nebraska's East Campus, Interstate 80 and Lincoln Airport offers the potential to capture associated demand for retail, office, industrial, and housing;
- Improving transportation connectivity to the Nebraska Innovation Campus, University of Nebraska, and downtown Lincoln will enhance the Project Area's development potential;
- Infrastructure and streetscape improvements can have a significant impact on the aesthetics and perception of the Project Area as well as stimulate development;
- Retail, office, hotel, and housing development along the North 27th Street corridor has improved the perception of the northern area of Lincoln; and
- Availability of Tax Increment Financing to assist development projects.

Constraints / Limitations

- Lincoln's low unemployment rate places a constraint on the available workforce and the ability to attract companies;
- Very few economic incentives in Nebraska are available for businesses and development projects;
- The presence and location of Salt Creek, Antelope Creek, rail lines, and airbase has produced an urban development pattern favoring the southeast and east portions of Lincoln;
- Historically there has been a north-south divide in Lincoln with the area south of O Street more affluent supporting the bulk of new urban development and the area to the north less affluent and supporting much of the metropolitan area's industrial development;
- Lack of affordable first-time buyer new housing product in Lincoln;
- Project Area suffers from a poor perception and is viewed as an industrial corridor;
- Flood plain places constraints on development yield of impacted land in the Project Area;
- Presence of rail line creates a one-sided corridor along Cornhusker Highway;
- Project Area lacks connectivity between properties and is visually unappealing;
- Commercial properties fronting onto Cornhusker Highway are shallow which limits development formats;

- Project Area is not pedestrian-friendly;
- The lack of public transportation servicing the Project Area;
- Sewage treat plant located just outside Project Area boundaries;
- Project Area commercial and industrial rents are below Lincoln averages;
- The residential neighborhoods immediately south of the Project Area suffer from above average crime rates and below average housing values. With these neighborhoods soon to be taken out of the flood plain provides the opportunity for reinvestment and redevelopment; and
- Presence of at-grade railroad crossings and grain elevator create traffic congestion within the Project Area.

Lincoln possesses ample advantages for attracting businesses, jobs, and development activity. The large manufacturing base is a favorable asset for attracting additional industry. Other community assets include large metropolitan population, presence of the University of Nebraska and state capital; convenient highway, air and rail access; well educated population; high quality of life and affordable cost of living; and large inventory of available industrial land. Challenges facing future economic development of Lincoln include a low unemployment rate that places constraints on the available labor force; limited availability of economic incentives; historical north-south divide; impact of flood plain on achievable development; and lack of new housing aimed at first-time buyers.

Assets and opportunities favoring future development of the Project Area include the presence of approximately 145 acres of vacant land controlled by just three property owners; proximity and potential spin-off/synergy with the Nebraska Innovation Campus, University of Nebraska's East Campus, Interstate 80 and Lincoln Airport; presence of newer commercial and residential development along North 27th Street corridor; and the ability to support parks, trails, and mixed-use development within a master planned setting. Constraints limiting development efforts of the Project Area include unattractive existing development, adverse impact of flood plain lands; haphazard land use patterns; and traffic congestion.

Conclusions

The City of Lincoln is a growing metropolitan area located approximately one hour southwest of Omaha, Nebraska. Lincoln is home to the University of Nebraska and the state capital, both economic engines driving job and population growth. A community's changing population, household types, age composition, educational attainment, and income levels have a significant impact on the local housing and commercial real estate markets.

Since 1980, the Lincoln MSA population has increased by nearly 124,000 residents, now supporting a population exceeding 332,000 residents. By 2022 the Lincoln MSA is forecast to add another 21,000 residents. Continued population growth will generate demand for additional commercial and industrial space as well as for-sale and rental housing.

The Lincoln MSA's household composition characteristics would suggest a propensity for detached single-family housing and above average retail expenditures for household furnishings, groceries, clothing and accessories, sporting goods, books and other family-related goods and services.

The Lincoln MSA's large and growing Millennial population provides demand for rental housing, clothing, electronics, entertainment, and eating and drinking establishments.

Household income distribution levels for the Lincoln MSA closely mirror that for the state of Nebraska. Households with incomes of less than \$25,000 account for 20.6 percent of Lincoln MSA households, with 37.6 percent of households earning annual incomes of \$75,000 and more. Income levels in the Lincoln MSA suggest a future need for a wide variety of housing products, including affordable, entry level, and move up housing.

The Lincoln MSA's above average educational attainment levels translate into the potential to support above average wages, retail expenditures, and spending on such retail categories as personal services, apparel, household furnishings, entertainment, dining out, automobiles, and healthcare. The educational attainment levels may also improve the Lincoln MSA's ability to meet the employment needs of the changing technology-based economy as well as increase the demand for professional office space.

From 2008 to 2017 the rate of employment growth in the Lincoln MSA nearly doubled that for Nebraska, increasing 6.26 percent compared to 3.54 percent. Lancaster County's above average retail trade employment will play favorably in the future demand for commercial space while above average levels of employment in the information; finance, insurance and real estate; and professional, scientific and technical services sectors will have a positive impact on the need for professional office space. Lagging manufacturing; wholesale trade; and transportation and warehousing employment reduces the need for light manufacturing and warehouse space.

From 2010 through 2017 construction of office, retail and industrial space in Lincoln totaled \$862 million, peaking in 2013 at \$267 million. New commercial construction has rebounded over the past three years reaching \$179 million by 2017.

To conclude, the Lincoln MSA is a growing urban center experiencing strong employment and population growth in recent years. The real estate market has responded with continued construction and absorption activity for commercial and industrial space, for-sale housing, and rental apartments. Over the next five years and beyond continued economic growth is forecast to create development opportunities within the commercial, industrial, and residential real estate sectors. The Project Area's availability of land and proximity to the Nebraska Innovation Campus, University of Nebraska's East Campus, Interstate 80, and Lincoln Airport will provide the opportunity to capture commercial, industrial, and residential demand and the ability to support feasible new development.

MARKET ANALYSIS

The *Market Analysis* portion of the study evaluated directly competitive retail, professional office, industrial, and rental housing market trends impacting the Project Area. The market trends for each prospective land use were evaluated and the long-term need for additional commercial space, industrial space, and rental housing units was quantified to determine the ability of the Project Area to support feasible real estate development. A site evaluation was conducted to determine the Project Area's ability to accommodate retail, office, industrial, and multi-family residential development formats and identify prospective development sites.

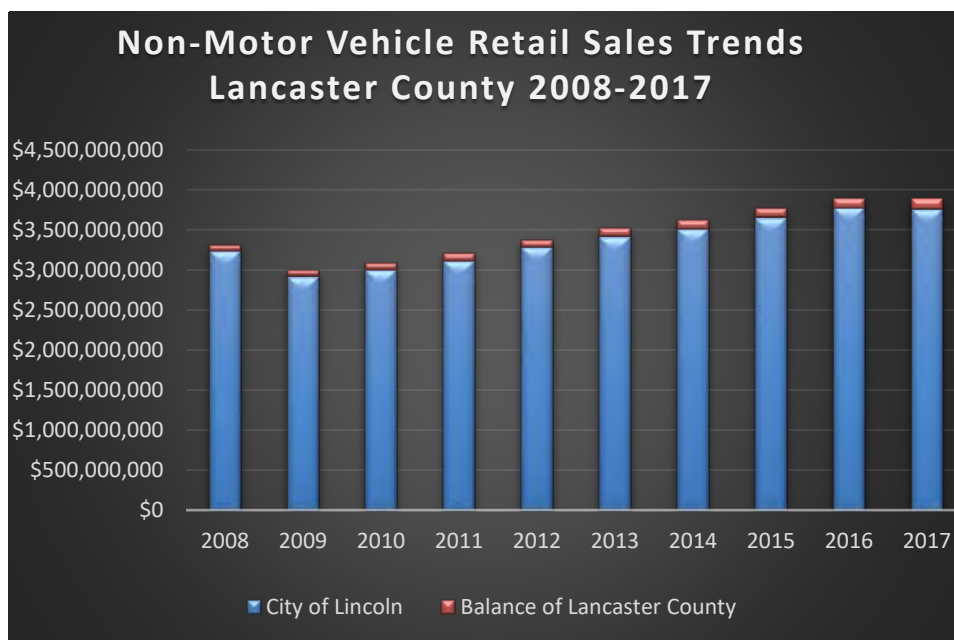
Retail Market Analysis

The *Retail Market Analysis* portion of the report evaluates directly competitive retail market trends impacting the Project Area, with the intent of quantifying future demand for commercial space and identifying possible development opportunities.

Lincoln Retail Market Overview

Taxable sales are a good indicator of local economic conditions. Non-motor vehicle retail sales in Lancaster County rebounded each year from 2009 to 2016, reporting annual gains of 2.8 percent to 5.4 percent. Retail sales rose from \$2.99 billion in 2009 to \$3.9 billion by 2016, before experiencing a slight decline in 2017 to \$3.89 billion. In 2017, retail trade, accommodations, and food services accounted for two-thirds of all taxable sales in Lancaster County.

The City of Lincoln service as the county's principal retail hub, now accounting for 98 percent of all taxable sales. **However, Lancaster County's pull factor of 1.01 suggests additional retail sales can be captured.**



According to the *Lincoln Retail Market Report* published by CoStar, by the first quarter 2018 the inventory of retail space in the Lincoln MSA totaled over 20.1 million square feet, led by general retail space totaling 11.5 million square feet and neighborhood centers with 4.0 million square feet. With net absorption of 226,170 square feet of space through the first quarter 2018 and the year-to-date addition of just 70,000 square feet of new space the overall vacancy rate now stands at a healthy 3.8 percent. Malls and power centers boats the lowest vacancy rates. With just 24,220 square feet of space now under construction market conditions throughout the remainder of 2018 are forecast to remain tight.

Lincoln MSA Retail Market Conditions; 2018 Q1

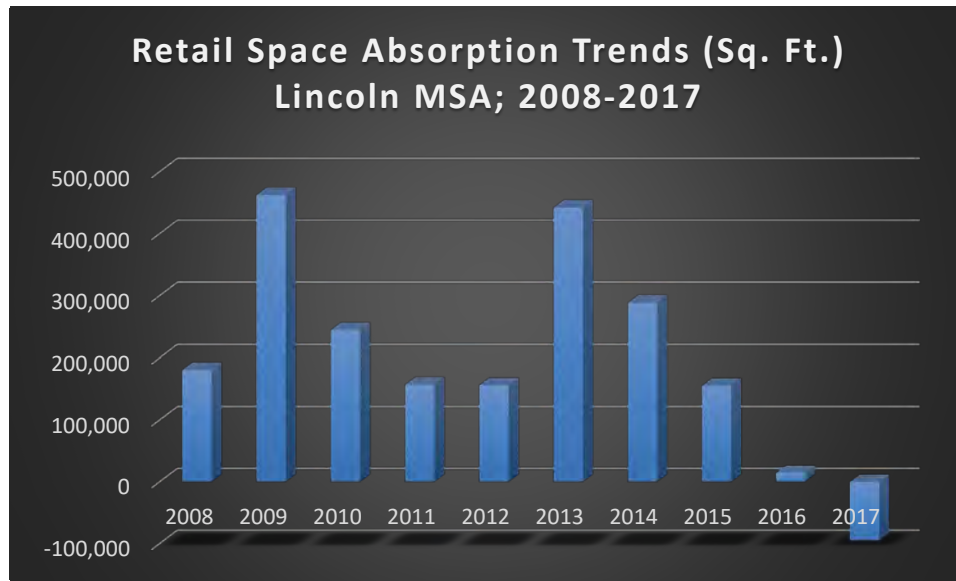
Product Type	Building Sq. Ft.	Vacancy Rate	Asking Rent	Absorption YTD	Space U/C
Malls	1,838,541	2.1%	\$19.00	5,136	0
Power Center	1,292,621	0.9%	\$17.70	0	0
Neighborhood Center	4,021,544	6.7%	\$12.78	108,434	0
Strip Center	1,037,689	5.0%	\$12.97	9,245	0
General Retail	11,508,468	3.3%	\$11.97	103,355	24,220
Other	416,876	4.8%	\$14.44	0	0
Totals	20,115,739	3.8%	\$13.24	226,170	24,220

Source: CoStar.

From 2008 through 2017 over 1.85 million square feet of retail space was constructed in the Lincoln MSA. Retail construction peaked from 2012 through 2014 with the completion of 726,819 square feet of space. Through the first quarter 2018 another 70,136 square feet of new retail space entered the market. The construction of new retail space in Lincoln was in direct response to a growing population and retail sales volumes.



Over the past decade the 1.85 million square feet of retail space constructed in the Lincoln MSA was met with net space absorption totaling over 2.0 million square feet. This supply and demand balance kept the overall vacancy rate well below market equilibrium, averaging 3.2 percent to 4.6 percent since 2013. These healthy market conditions have resulted in escalations in the average rent since 2013, increasing at annual rates of 0.3 percent to 2.3 percent, reaching \$13.28 per square foot by year-end 2017.



The Lincoln MSA retail market consists of ten submarkets. Consistent with historic population growth patterns in Lincoln, the Far South submarket supports the largest inventory of space with over 4.5 million square feet, or 22.5 percent of the total Lincoln MSA supply. Over the past twelve months the Far South submarket has led in new construction with 131,000 square feet of retail space completed. The Northeast submarket which includes the Project Area supports the second largest inventory of retail space with 3.6 million square feet, or an 18.1 percent market share.

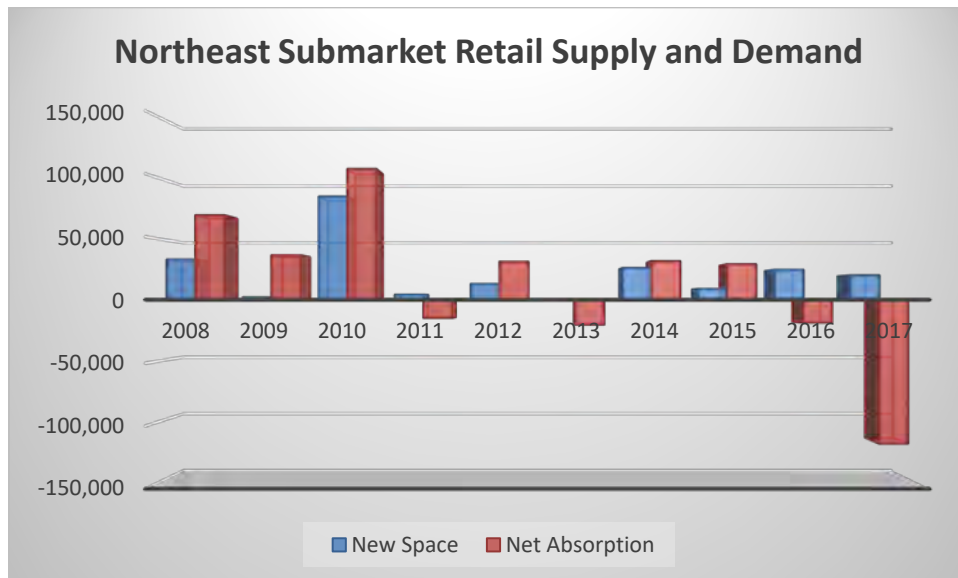
Lincoln MSA Retail Market Conditions by Submarket; 2018 Q1

Submarket	# of Buildings	Inventory Sq. Ft. (000)	Vacant Space	Vacancy Rate	Average Rent
Downtown Lincoln	181	1,890	100,371	5.3%	\$11.66
East	266	3,574	148,687	4.2%	\$13.31
Far South	235	4,519	204,789	4.5%	\$16.66
North Central	292	2,720	50,166	1.8%	\$11.44
North Lancaster County	29	106	3,600	3.4%	\$11.84
Northeast	335	3,632	170,281	4.7%	\$12.16
Seward County	62	532	9,989	1.9%	\$10.63
South	218	1,726	53,191	3.1%	\$12.30
South Lancaster County	43	530	14,293	2.7%	\$17.72
West	91	836	15,430	1.8%	\$9.37
Totals	1752	20,065	770,797	3.8%	\$19.00

Source: CoStar.

Most retail construction over the past decade has occurred in the Far South submarket, including a 136,000 square foot Sam’s Club in 2012 and a 100,000 square foot Walmart in 2013. Since 2010 another 25 retail properties have been constructed in the Far South submarket, most of which are in the corridor between Homestead Expressway and NE-2.

The Project Area is located within the Northeast submarket which serves as Lincoln’s second largest submarket supporting 3.6 million square feet of retail space and an overall vacancy rate of 4.7 percent. Over the past decade the Northeast submarket has added 215,611 square feet of new retail space, accounting for 11.7 percent of the Lincoln MSA’s total inventory of new supply. Net absorption of retail space over the decade within the Northeast submarket totaled 134,576 square feet. During 2016 and 2017 negative absorption of 135,717 square feet was reported.



From 2008 through 2016 the Northeast submarket’s retail vacancy remained well below market equilibrium ranging from 1.5 percent to 3.4 percent. In 2017, with 20,000 square feet of new supply and negative absorption of 117,536 square feet the overall vacancy rate ballooned to 6.5 percent by year-end 2017. During the first quarter 2018 the vacancy rate improved to 4.7 percent.



The North 27th Street corridor located immediately adjacent to the Project Area serves as the Northeast submarket’s principal retail corridor. Completion of the 27th Street and Interstate 80 interchange stimulated commercial development within the corridor, attracting a wide range on national retailers. As depicted in the table below, notable retailers operating along 27th Street north of Cornhusker Highway include Walmart, Sam’s Club, Home Depot, Menards and Gordman’s. Conversely, the Project Area supports very little conventional retail businesses with automotive-related businesses most prevalent.

North 27th Street Corridor Major Retailers

Major Anchors	Junior Anchors	Fast Food Restaurants	Sit-down Restaurants
Walmart	Bed Bath & Beyond	Arby's	Applebee's
Sam's Club	Dollar Tree	Burger King	Cracker Barrel
Home Depot	Mattress Firm	Fazoli's	Culvers
Menard's	Party City	Jimmy John's	Golden Corral
Gordman's	Payless ShoeSource	McDonalds	IHOP
HyVee	Petsmart	Sonic	Ruby Tuesday
Shopko	Slumberland Furniture	Subway	Starbuck's Coffee
		Taco Bell	

The North 27th Street corridor supports two large anchored shopping centers. The shopping center at the northeast corner of 27th Street and Cornhusker Highway is anchored by Home Depot, Menards and Shopko. A 66,228 square foot space is available for lease immediately adjacent to the Home Depot store. Outparcels are occupied by Taco Bell, Canes, Lebeda Mattress Factory, and Great Western Bank. Freestanding shop space is fully leased to Goodcents Deli, Sports Clips, Judy’s Nail & Spa, and Palm Beach Tan.

Stone Ridge Center at the northeast corner of 27th Street and Superior is anchored by Walmart, Sam’s Club, Gordman’s, and HyVee with junior anchors including Bed Bath & Beyond, Famous Footwear, Furniture Row, Mattress Firm, Party City, Slumberland Furniture, and Dollar Tree. Outparcels are occupied by Culvers, Payless ShoeSource, Wells Fargo, and Runza Restaurant.

The Project Area along Cornhusker Highway supports a modest inventory of retail space with automobile-related businesses the most prevalent. National retail chains are limited to Arby’s, Subway, Paycheck Advance, Phillips 66, and Kwik Stop.

Built in 2006, the 15,525 square foot strip center at the southwest corner of 33rd Street and Cornhusker Highway is the only shopping center operating within the Project Area. Principal tenants include Scooters Coffee, Hobby Town USA, and Little King. Several spaces ranging from 1,560 square feet to 6,760 square feet are available for lease at an asking rent of \$11.50 per square foot with six months free rent offered on a five-year lease term.

Trade Area Capture

Information about a community's retail trade area can help assess the ability of local merchants to attract and capture the retail business of local residents. The trade area capture ("TAC") is an estimate of the number of people who shop in the local area during a certain period. TAC assumes that local residents will buy goods at the same rate as the state average, and that the only force that causes a variation in spending patterns is income. The formula for calculating TAC is:

$$\text{TAC} = \frac{\text{Community's Actual Retail Sales}}{\text{State Per Capita Sales} \times \text{Community's Per Capita Income} / \text{State Per Capita Income}}$$

If the TAC estimate is larger than the community's population two explanations are possible: 1) the community is attracting customers outside its boundaries or 2) residents of the community are spending more than the state average. If the estimate is smaller than the community's population: 1) the community is losing its customers to other regions for retail purchases or 2) residents of the community are spending less than the state average.

According to the U.S. Census Bureau, Lancaster County's July 1, 2017 population was estimated at 314,358 residents with a per capita income of \$28,600. Annual retail sales and population levels equate to per capita sales for Lancaster County of \$14,733.

The U.S. Census estimated the July 1, 2017 population for Nebraska at 1,920,076 residents, per capita income of \$28,596, and per capita retail sales of \$16,422.

$$\text{Trade Area Capture} = \frac{\$3,892,522,238}{\$16,422 \times (\$28,600 / \$28,596)} = 236,998 \text{ Residents}$$

The Lancaster County's resident population of 314,358 and estimated TAC of 236,998 residents illustrates the county's low trade area capture and the leakage of retail sales.

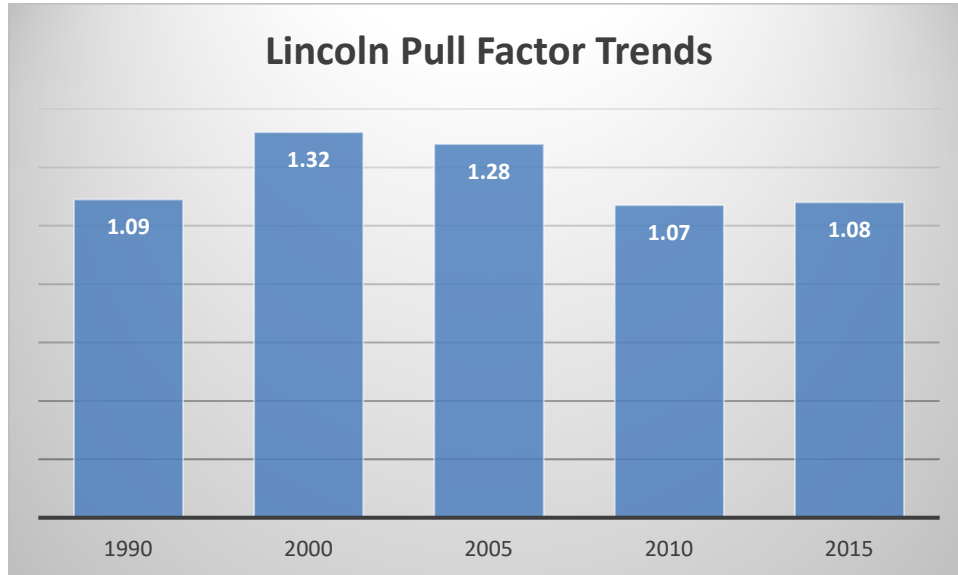
Retail Pull Factor

Pull factors ("PF") measure a community's ability to attract shoppers, residents and non-residents alike, to make retail purchases within the community. A pull factor is a measure of the strength of a community's retail trade, based on a comparison of local spending in relation to that of a wider geographic area (e.g. the state), with a measure of 1.0 representing a perfect balance. A pull factor greater than 1.0 indicates that the community is pulling in retail sales from beyond its boundaries and the balance of trade is favorable. Alternatively, a pull factor less than 1.0 indicates that the community is not capturing local shoppers and is experiencing retail sales leakage. Pull factors are calculated by dividing the TAC by the community's population.

$$\text{PF} = \frac{\text{Trade Area Capture}}{\text{Community Population}}$$

In January 2017 the University of Nebraska published Retail Sales Patterns and Trends Across Nebraska Counties and Localities that calculated Lincoln's pull factor from 1990 through 2015. As depicted in the bar chart below, Lincoln's pull factor of 1.09 reported for 1990 improved dramatically by 2000 to 1.32, equating to retail sales 32 percent higher than the statewide average.

For 2005 the pull factor remained at a strong 1.28. However, the pull factor has since dropped to 1.07 in 2010 and increased slightly in 2015 to 1.08. Lancaster County’s retail pull factor was reported at 1.01 for 2015. Despite still supporting an above average retail pull factor the study illustrates the weakening of Lincoln’s retail market over the past decade with Lancaster County’s pull factor only slightly above the statewide average.



Retail Sales Gap Analysis

The *Retail MarketPlace Profile* published by Esri Business Analyst identifies opportunities for additional retail store types in the Lincoln MSA. The report data is derived from two major sources. The demand data is derived from the Consumer Expenditure Survey published by the U.S. Bureau of Labor Statistics while the supply data is provided by the Census of Retail trade. Retail establishments are classified into 27 industry groups in the retail trade sector and four industry groups within the food services and drinking establishments. The difference between demand and supply represents the opportunity gap or surplus available for each retail category in the specified reporting geography. When the demand is greater than the supply there is an opportunity gap for that retail category. A positive value signifies an opportunity gap, while a negative value signifies a surplus.

The *Retail MarketPlace Profile* indicates that the Lincoln MSA supports a retail sales surplus of approximately \$545 million. The surplus in sales is a result of Lincoln’s strong regional draw and out-of-town visitation but does not suggest additional sales aren’t supportable. The estimated retail potential and actual retail sales by retail category for the Lincoln MSA are identified in the table on the following page.

Opportunity Gap by Retail Category Lincoln MSA, Nebraska

	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap/Surplus
Total Retail Trade and Food & Drink	\$4,672,004,973	\$5,217,324,050	-\$545,319,077
Total Retail Trade	\$4,211,378,991	\$4,660,390,863	-\$449,011,872
Total Food & Drink	\$460,625,982	\$556,933,187	-\$96,307,205
Industry Group (Leakage/Surplus)			
Motor Vehicle & Parts Dealers	\$868,361,494	\$842,050,541	\$26,310,953
Furniture	\$89,786,555	\$114,734,766	-\$24,948,211
Home Furnishings	\$28,773,659	\$58,781,284	-\$30,007,625
Electronics & Appliances	\$163,683,200	\$136,460,715	\$27,222,485
Building Materials	\$251,036,091	\$274,542,821	-\$23,506,730
Lawn & Garden	\$29,183,805	\$48,326,241	-\$19,142,436
Grocery Stores	\$694,651,323	\$768,741,604	-\$74,090,281
Beer, Wine & Liquor	\$41,658,548	\$22,516,232	\$19,142,316
Health & Personal Care	\$255,728,371	\$339,554,585	-\$83,826,214
Clothing Stores	\$109,820,223	\$116,933,639	-\$7,113,416
Shoes Stores	\$21,838,016	\$25,153,109	-\$3,315,093
Jewelry & Luggage	\$36,958,729	\$25,688,336	\$11,270,393
Books & Music Stores	\$17,232,734	\$8,932,757	\$8,299,977
Department Stores	\$581,227,974	\$609,379,122	-\$28,151,148
Specialty Food Services	\$11,879,694	\$8,448,854	\$3,430,840
Office Supplies & Gifts	\$53,076,284	\$36,029,154	\$17,047,130
Drinking Places	\$49,312,346	\$46,901,904	\$2,410,442

Within the Lincoln MSA those retail categories capable of supporting additional sales include motor vehicle and parts dealers; electronics and appliance stores; beer, wine and liquor stores; furniture; grocery stores; beer, wine, and liquor stores; gasoline stations; jewelry, luggage and leather goods stores; book and music stores; office supplies and gift stores; special food services; and drinking places. Again, Lincoln's 1.08 pull factor yields above average retail sales volumes and the potential to support additional retail sales.

Retail Space Demand Estimates

As of the first quarter 2018 the Lincoln MSA's 20 million square feet of retail space was operating at a below market equilibrium vacancy rate of 3.8 percent, indicating a market capable of supporting additional inventory of space. Consistent with the *2040 Lincoln/Lancaster Comprehensive Plan*, this section of the study provides retail space demand estimates from 2017 to 2040 for Lancaster County.

Supportable retail sales are a function of consumer population and income levels. A trade area's total income is calculated by multiplying the total trade area population by the per capita personal income. Purchasing power, or total sales potential of the trade area, is then quantified by applying average retail expenditures as a percentage of total income.

According to the U.S. Census Bureau, Lancaster County's July 1, 2017 population was estimated at 314,358 residents with a per capita income of \$28,600, yielding total personal income of approximately \$8.99 billion. Based on the *U.S. Census Bureau Annual Retail Trade Survey* and Lancaster County's per capita income and retail sales levels, non-automotive retail sales equate to a spending rate equivalent to 44 percent of total personal income.

For 2017, supportable non-automotive retail sales by Lancaster County residents and out-of-town visitors are estimated at \$4.0 billion, translating into the potential to support additional retail sales of \$103 million and 530,503 square feet of retail space supply. By 2040, a forecast growth in population of 98,642 new residents is estimated to generate non-automotive retail sales of \$1.25 billion, sufficient to support 6.46 million square feet of new retail space. Currently, there are approximately 1,900 acres of vacant commercially-zoned land in the city capable of supporting over 10 million square feet of space based on current floor area ratios by zoning district. For this analysis per capita income and average retail sales per square foot remained constant.

Estimated Retail Space Demand; 2017 - 2040 Lancaster County, Nebraska

Retail Sales Formula	2017	Growth 2017-40
Resident Population	314,358	98,642
Per Capita Income	\$28,600	\$28,600
Total Gross Personal Income	\$8,990,638,800	\$2,821,161,200
% Income Spent on Goods & Food Services	0.44	0.44
Supportable Non-Automotive Retail Sales by Lancaster County Residents	\$3,955,881,072	\$1,241,310,928
Lancaster County 2016 Retail Full Factor	1.01	1.01
Supportable Retail Sales by Out-of-Town Visitors	\$39,558,811	\$12,413,109
Total Supportable Non-Automotive Retail Sales	\$3,995,439,883	\$1,253,409,679
Less: 2017 Lancaster Non-Automotive Retail Sales	(\$3,892,522,238)	
Potential Capture of Additional Non-Automotive Retail Sales	\$102,917,645	\$1,253,409,679
Average Retail Sales Per Sq. Ft.	\$194	\$194
Supportable Additional Retail Space (Sq. Ft.)	530,503	6,462,495

Canyon Research Southwest, Inc.

Site Evaluation

Retail developers and major retailers evaluate potential sites based on a series of site specific criteria. Common selection criteria when evaluating prospective development sites include parcel size, visibility and exposure, accessibility, traffic counts, and direct competition. Using these site selection criteria, the Project Area was evaluated for the potential for support retail development.

Three primary sites within the Project Area were considered, including: 1) 20+ acres at the southeast corner of 27th Street and Cornhusker Highway; 2) 21.1 acres at the southeast and southwest corners of 33rd Street and Cornhusker Highway; and 3) 69.1 acres on the southside of Superior Street at 33rd Street alignment.

Parcel Size

Based on retail format criteria published by the International Council of Shopping Centers the three prospective sites possess sufficient land area to accommodate development of a variety of shopping center formats, including strip center, neighborhood center, community center, and power center. The constraint in facilitating anchored shopping center development is that only the site at the southeast corner of 27th Street and Cornhusker Highway occupies a section-line corner. The other two sites are better suited for strip center or mixed-use commercial development.

Visibility

Visibility and exposure have a significant influence on a shopping center's achievable retail sales volumes. All shopping center types should possess major arterial frontage with lifestyle and power centers preferring a freeway or highway location. National and regional big-box retailer, restaurant, convenience store and bank chains also require major arterial frontage.

All three prospective sites offer visibility sufficient to support retail development. The site at the southeast corner of 27th Street and Cornhusker Highway occupies a section-line corner and offers the most superior visibility.

Accessibility

Anchored centers, strip centers and outparcels rely on an efficient local transportation network that typically includes a mix of major and minor arterial streets.

All three prospective sites benefit from adequate local vehicular access via Cornhusker Highway, Interstate 80, and a mix of major arterials and collector streets. On-site access via adjacent arterial streets is available to all three prospective sites.

Traffic Counts

The vehicular traffic counts on arterial streets that flow past the site are important when evaluating a potential retail site. Average daily traffic counts for 2015 reported by the City of Lincoln for major arterial streets running through the Project Area are illustrated in the table on the following page.

Project Area 2015 Traffic Count Volumes

Street	Section	Daily Counts
Cornhusker Highway	27th Street to 35th Street	30,200
	35th Street to 48th Street	19,890
27th Street	South of Cornhusker Highway	26,498
	North of Cornhusker Highway	30,995
Superior Street	27th Street to 33rd Street	20,030
	33rd Street to 40th Street	24,615

City of Lincoln, Nebraska.

Average daily traffic counts in the Project Area are heavy on all three major arterial streets of Cornhusker Highway, 27th Street and Superior Street. During 2015 average daily traffic counts were measured at 19,890 to 30,200 vehicles on Cornhusker Highway, 26,498 to 30,995 vehicles on 27th Street, and 20,030 to 24,615 vehicles on Superior Street. These traffic count volumes provide sufficient exposure for major anchors, junior anchors, inline shops, and outparcels. The Project Area’s prospective development site at the southeast corner of 27th Street and Cornhusker Highway offers the most superior exposure.

Competition

The North 27th Street corridor located immediately adjacent to the Project Area serves as the Northeast submarket’s principal retail corridor. Notable major anchors and junior anchors operating along 27th Street north of Cornhusker Highway include Walmart, Sam’s Club, Home Depot, Menards, Gordman’s, HyVee, Shopko, Bed Bath & Beyond, Party City and Petsmart. A long list of fast food and sit-down restaurants also operate along the North 27th Street corridor. Major anchors not present along North 27th Street include Target, Lowe’s, Costco and others. Absent junior anchors operating elsewhere in Lincoln include Petco, Best Buy, Jo-Ann Fabrics, TJ Maxx, Michaels, DWS, Staples, Mattress Firm, Walgreens, CVS Pharmacy and others.

Conclusions

Several prospective development sites in the Project Area possess the necessary characteristics to support a variety of retail development formats. The 20+ acre site at the southeast corner of 27th Street and Cornhusker Highway offers the necessary size, visibility, accessibility, exposure, presence within a commercial corridor, and section-line corner location to support anchored shopping center and big-box retailer development. The 21.1-acre site at the southeast and southwest corners of 33rd Street and Cornhusker Highway is best suited for strip center and single tenant use or as part of a mixed-use development. The arterial street frontage for the 69.1-acre site on the southside of Superior Street at 33rd Street alignment is best suited for strip center and single tenant use, with professional office development also a possible alternative.

Employment Market Analysis

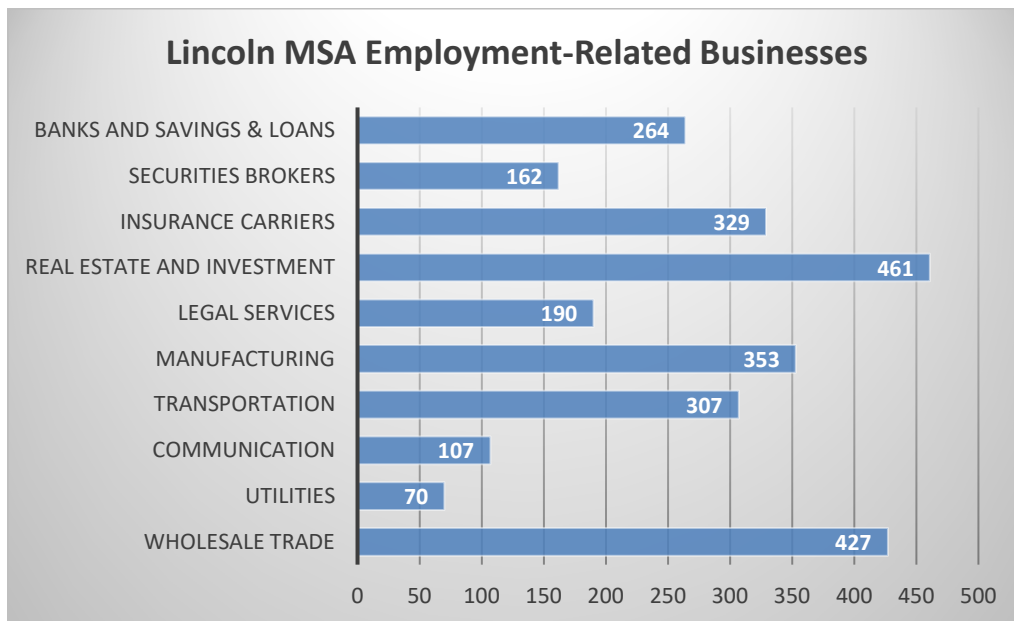
This section of the study evaluates directly competitive employment-related market conditions in the Lincoln MSA by identifying the mix of office and industrial businesses operating in the primary market area; quantifying employment-related space demand; and evaluating prospective development sites. The goal is to identify current and future opportunities for the Project Area to support employment-related development.

Employment-Related Business Mix

According to *Esri Business Analyst*, a total of 12,231 businesses operate within the Lincoln MSA employing 203,917 workers. For this analysis employment-related businesses are defined as professional services and industrial-related businesses.

Employment-related businesses operating in the Lincoln MSA include 1,406 professional services businesses and 1,264 industrial-based businesses, accounting for 21.8 percent of all businesses. Collectively, these 2,670 employment-related businesses support 52,793 jobs, or 25.8 percent of the MSA total.

Professional businesses in the Lincoln MSA include banks and savings and loan institutions, securities brokers, insurance carriers, real estate and investment, and legal services. Industrial-based businesses include manufacturing, transportation, wholesale trade, communications, and utilities.



The table on the following page provides a comparison of the primary market area's professional and industrial business mix by NAICS Code with that of the State of Nebraska. An estimated 21.8 percent of all businesses operating in the Lincoln MSA are employment-related, compared to 23.4 percent for the State of Nebraska.

When compared to the State of Kansas, the Lincoln MSA supports an above average concentration of banking, securities brokers, real estate, and legal services businesses. These business lines offer the opportunity to support continued absorption and construction of new professional office space in the Lincoln MSA. Those business sectors where the Lincoln MSA supports a below average percentage of businesses include insurance, manufacturing, transportation, and wholesale trade.

Comparison of Employment-Related Business Mix Lincoln MSA vs. State of Nebraska

NAICS Code	Lincoln MSA		State of Nebraska	
	# of Businesses	% of Total	# of Businesses	% of Total
Professional Office Businesses				
Banks and Savings & Loan Institutions	264	2.2%	1,619	2.0%
Securities Brokers	162	1.3%	879	1.1%
Insurance Carriers	329	2.7%	2,268	2.8%
Real Estate and Investment	461	3.8%	2,821	3.5%
Legal Services	190	1.6%	1,045	1.3%
Industrial-Related Businesses				
Manufacturing	353	2.9%	2,483	3.1%
Transportation	307	2.5%	3,046	3.8%
Communications	107	0.9%	725	0.9%
Utilities	70	0.6%	471	0.6%
Wholesale Trade	427	3.5%	3,493	4.3%
Totals	2,670	21.8%	18,850	23.4%

Source: Esri Business Analyst.

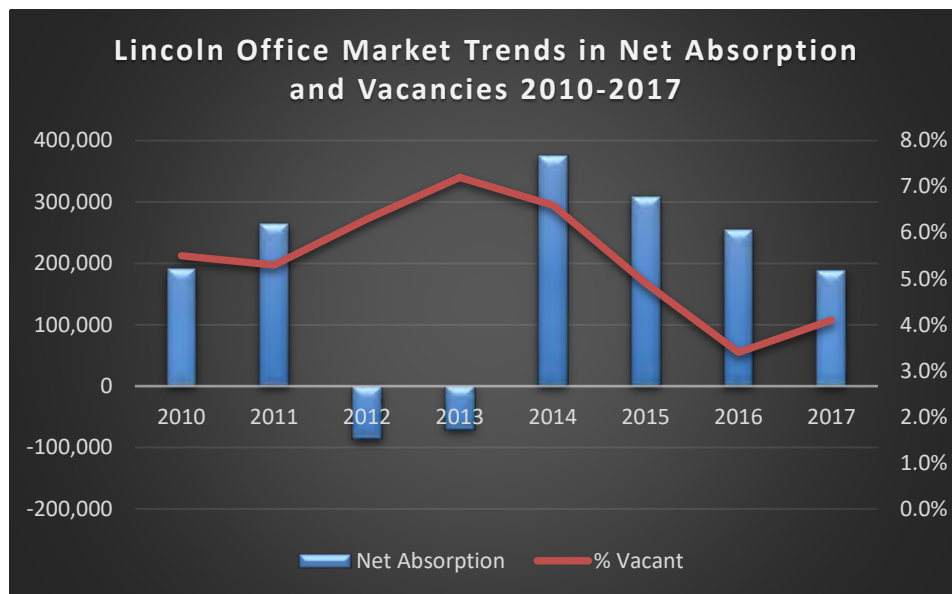
Lincoln Office Market Overview

The Lincoln office market benefits from high educational attainment levels and the presence of the University of Nebraska that serves as a constant source of educated workforce and startup companies. Lincoln benefits from a prosperous startup community, which has attracted many young, educated professionals to the area. Companies increasingly want to locate in areas in which employees can experience the conveniences of an urban setting or have access to amenities such as restaurants, bars, shops and entertainment options. The downtown Lincoln office market has benefitted from this trend towards a live/work/play environment.

A symbol of Lincoln's startup culture is Hudl, a sports video company that was founded by a graduate of the University of Nebraska–Lincoln. Hudl relocated in 2017 and expanded into its new 170,000 square foot headquarters located in downtown Lincoln. A few other notable startups are Nelnet, Bulu Box, Spreetail, and Liberty.

Some of the largest office-using tenants in Lincoln include State Farm Insurance and Ameritas Life Insurance, occupying 220,000 square feet and 191,000 square feet in the East Submarket, respectively.

Office-using employment in Lincoln has surpassed its prerecession peak. According to the *Lincoln Office Market Report* published by CoStar, by the first quarter 2018qq the Lincoln office market totaled 16.6 million square feet of space operating at a healthy vacancy rate of 4.1 percent and an average rent of \$16.41 per square foot. The Lincoln office market supports just 3.0 million square feet off Class A space, of which 36 percent is in downtown Lincoln.



Lincoln's strong economy has translated into steady demand for office space which has outpaced the inventory of new construction. Since 2010, the Lincoln office market has added over 1.1 million square feet of space and absorbed 1.43 million square feet. Net absorption of office space has been strong since 2014 yielding a steady decline in vacancies. Just 192,000 square feet of office space is currently under construction. With limited new supply over the near-term vacancies are expected to remain stable.

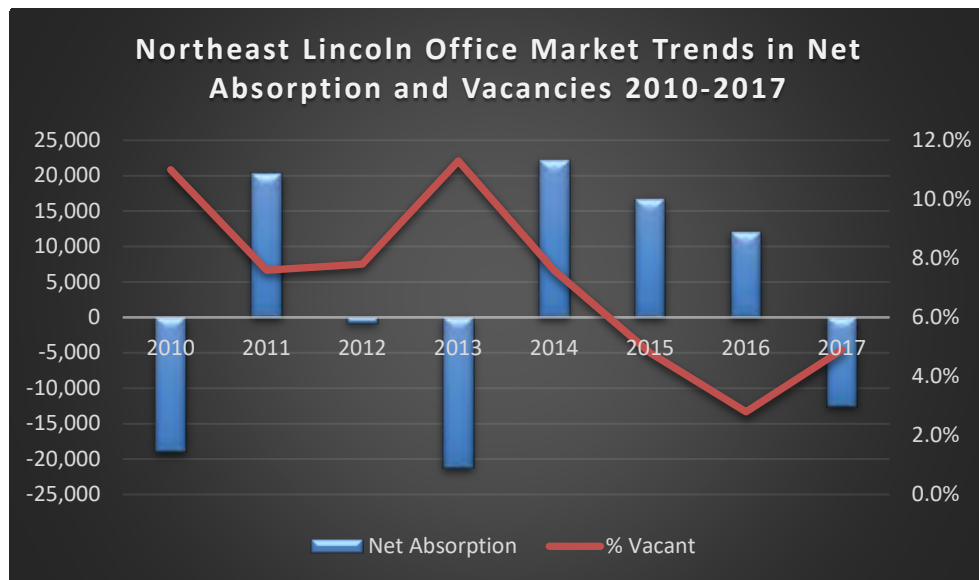
CoStar divides the Lincoln MSA office market into ten submarkets. The CBD (6.3 million square feet), Far South (2.8 million square feet), and North Central (2.5 million square feet) represent the principal hubs of activity. The CBD supports the largest inventory of office space that as of the first quarter 2018 was operating at a healthy vacancy of 3.4 percent.

Lincoln MSA Office Submarkets; 2018 Q1

Submarket	# of Buildings	Inventory Sq. Ft. (000)	Vacant Space	Vacancy Rate	Average Rent
Downtown Lincoln	130	6,294	214,721	3.4%	\$14.70
East	124	2,271	106,082	4.7%	\$16.38
Far South	185	2,772	171,689	6.2%	\$17.98
North Central	105	2,534	97,680	3.9%	\$20.86
North Lancaster County	5	10			\$14.79
Northeast	72	600	38,435	6.4%	\$13.69
Seward County	4	8			\$15.16
South	148	1,620	103,415	6.4%	\$16.03
South Lancaster County	8	17	500	2.9%	\$12.57
West	20	459	7,373	1.6%	\$15.38
Totals	801	16,585	739,895	4.1%	\$16.41

Source: CoStar.

The Project Area is located within the Northeast submarket. The Northeast Lincoln office market is very small with 600,000 square feet of space, or just 3.6 percent of the entire MSA inventory. The Northeast submarket offers no Class A space with only one-quarter classified as Class B space.



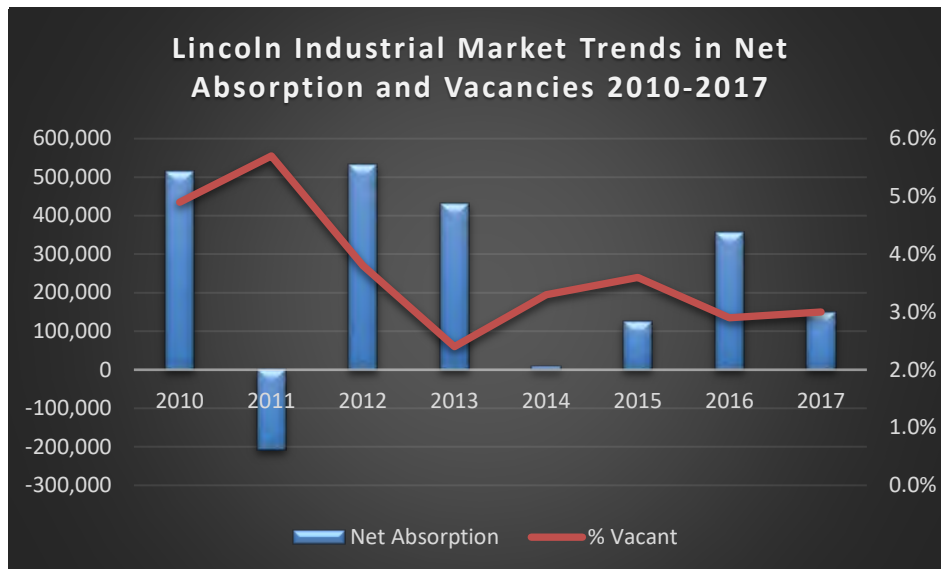
Since 2010 the overall vacancy rate for the Northeast submarket has consistently exceeded the MSA average while average rents are below average. By the first quarter 2017 the overall vacancy rate of 6.4 percent compared to the MSA average of 4.1 percent and the average rent of \$13.69 per

square foot is 16.6 percent below the MSA average. Since 2010, the Northeast office market has absorbed just 17,911 SF of net space.

No new office space is currently under construction within the Northeast submarket with just 5,400 SF proposed for future development. Vacancies are forecast to remain stable over the next several years.

Lincoln Industrial Market Overview

According to the *Lincoln Industrial Market Report* published by CoStar, by the first quarter 2018 Lincoln industrial market supports 28.4 million square feet of space, led by 15.8 million square feet of warehouse space. From 2010 to 2017 net industrial space absorption in the Lincoln MSA outpaced new construction. Nearly 1.1 million square feet of new space was met with 1.9 million square feet of net absorption, yielding an overall vacancy rate under 4 percent since 2012.



The Lincoln industrial market is operating at a healthy 3.9 percent vacancy rate. At the close of the first quarter 2018 just 40,500 square feet of industrial space was under construction.

The *Lincoln Industrial Market Report* divides Lincoln into ten submarkets. Leveraging off the presence of I-80 and the Lincoln Airport, the Northeast (7.5 million square feet) and North Central (7.3 million square feet) submarkets account for over half of the MSA's industrial inventory and are operating at healthy vacancy levels.

Over the twelve months ending in the first quarter 2018 a reported 190,000 square feet of industrial space was constructed within the Lincoln MSA, led by the South Lancaster County (73,000 square feet) and Northeast (67,000 square feet) submarkets.

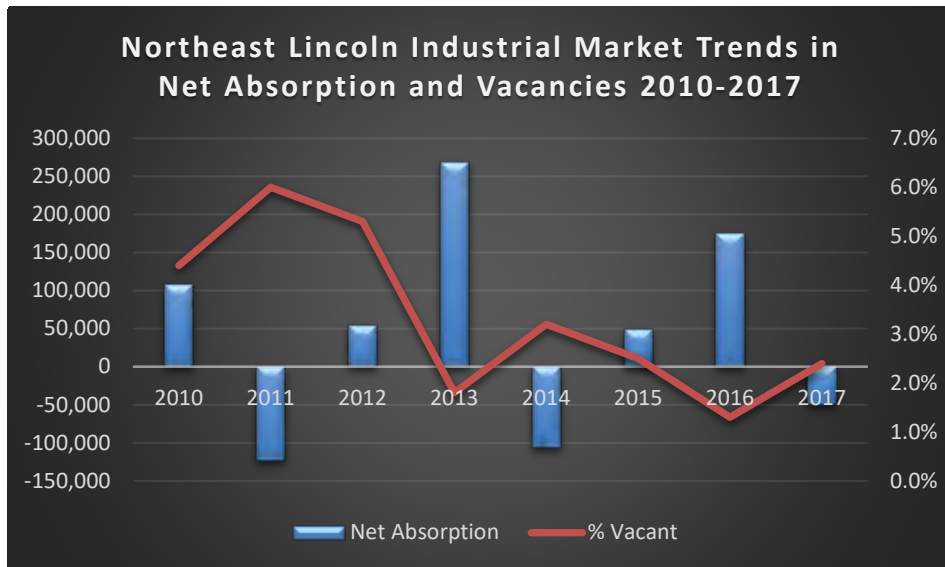
Lincoln MSA Industrial Submarkets; 2018 Q1

Submarket	# of Buildings	Inventory Sq. Ft. (000)	Vacant Space	Vacancy Rate	Average Rent
Downtown Lincoln	11	423	21,000	5.0%	\$5.43
East	24	496	13,830	2.8%	\$5.96
Far South	65	2,568	30,746	1.2%	\$5.67
North Central	220	7,282	287,536	4.0%	\$4.81
North Lancaster County	40	1,825	9,000	0.5%	\$5.10
Northeast	357	7,549	310,293	4.1%	\$5.11
Seward County	9	411	12,720	3.1%	\$4.30
South	128	1,756	12,854	0.7%	\$5.75
South Lancaster County	23	280	76,900	27.5%	\$5.71
West	214	5,866	325,160	5.5%	\$5.79
Totals	1,091	28,456	1,100,039	3.9%	\$5.28

Source: CoStar.

The Project Area is located within the Northeast submarket. By the first quarter 2018 the Northeast Lincoln supported the largest inventory of industrial space in the MSA market totaling 7.5 million square feet and an overall vacancy rate of 4.1 percent with 310,293 square feet of vacant space.

From 2010 to 2017 the Northeast submarket absorbed 376,473 square feet of industrial space, or about 36 percent of the MSA total. New industrial construction since 2010 totaled just 187,937 square feet of space. This supply-demand balance yielded well below market equilibrium rates of 3.2 percent or lower from 2013 through 2017. The low vacancy rates suggest additional new industrial space supply is feasible.



In response to low vacancy levels and shortage of available space for lease in the Northeast submarket average rents have escalated from \$4.53 per square foot in 2013 to \$5.08 per square foot by 2017 in response to the shortage of vacant space.

Over the past 12 months a reported 66,800 square feet of new industrial space was completed within the Northeast submarket with another 24,000 square feet now under construction. The modest increase in inventory is expected to keep vacancies in the 4 percent range over the next couple of years.

Forecast Space Demand

Professional office and industrial space demand projections for Lancaster County, Nebraska through the year 2040 provide an understanding of future market conditions directly impacting the feasibility of new employment-related development supportable within the Project Area.

Professional Office Space

The demand for professional office space is closely correlated with expansion in office space using employment sectors. Future demand for professional office space was forecast utilizing an occupational employment-driven model. This model was designed using the variables of increased employment in categories of economic activity typically associated with demand for office space and average space requirements per employee. A share of regional demand is assigned to the submarket (and specific project) on the basis of location, competition, access, project scale, etc.

The U.S. Department of Labor defines office employment as jobs in the information, financial activities, and professional and business services industries. According to the *County Business Pattern 2016* published by the U.S. Census Bureau, as of July 2016 employment in Lancaster County for the office using sectors of information; finance, insurance and real estate; legal; professional, scientific and technical services; management; and administrative and support services was reported at 33,999 jobs, or 24.9 percent of total employment. In 2005 office-based sectors accounted for 27.3 percent of Lancaster County's total employment base.

The *2040 Lincoln/Lancaster Comprehensive Plan* forecasts the total employment in Lancaster County to increase by 108,713 jobs from 2010 through 2040 to reach a total of 317,836 jobs in 2040. This reflects an average annual rate of growth of 1.41 percent. Business and commerce employment is forecast to escalate at an average annual rate of 1.75 percent, adding 73,785 jobs from 2010 to 2040.

For this study, from 2017 through 2040 office-related job growth in Lancaster County is projected to increase at an average annual rate of 1.5 to 1.75 percent, yielding an estimated 14,603 to 17,559 new jobs.

Office space demand created by the future growth in office-related employment was forecast by applying standard job creation ratio published by NAIOP of 1.0 job per 225 square feet of office space. This job creation rates account for both owner-occupied and speculative office space.

Based on a per capita space requirement of 225 square feet, from 2017 through 2040 office-related job growth in Lancaster County is projected to support the demand for approximately 3.3 million to 3.95 million square feet of both owner-occupied and speculative office space. The table on the following page depicts the professional office space demand projections for Lancaster County through 2040.

Forecast Professional Office Space Demand Lancaster County, Nebraska; 2017 to 2040

		Moderate Scenario	Optimistic Scenario
Lancaster County, NE			
Office-Related Employment Growth		14,603	17,559
Net Office Space Demand (Sq. Ft.)		3,285,600	3,950,671
Average Annual Office Space Demand (Sq. Ft.)		131,424	158,027

Industrial Space

The demand for industrial space is a function of employment, investment, and technology. The U.S. Department of Labor defines industrial employment as jobs in the manufacturing, wholesale trade, and transportation and warehousing industries.

According to the *County Business Patterns 2016* published by the U.S. Census Bureau, Lancaster County supported 21,139 jobs in the manufacturing, wholesale trade, and transportation and warehousing sectors accounting for 15.5 percent of total employment. In 2005 these industrial-based sectors accounted for 18.7 percent of Lancaster County's total employment base.

From 2017 through 2040 industrial-related job growth in Lancaster County is projected to increase at an average annual rate of 0.8 to 1.0 percent, yielding an estimated 4,455 to 5,702 new jobs.

Space demand created by the future growth in industrial-related employment was forecast by applying standard job creation ratio of 1.0 job per 1,250 square feet of light manufacturing, warehouse and flex industrial space. This job creation rates account for both owner-occupied and speculative industrial space.

From 2017 through 2030 industrial-related job growth in Lancaster County is projected to support the demand for approximately 5.6 million to 7.1 million square feet of both owner-occupied and speculative industrial space.

Industrial Space Demand Forecasts Lancaster County; 2017 to 2030

		Moderate Scenario	Optimistic Scenario
Lancaster County			
Industrial-Based Employment Growth		4,455	5,702
Industrial Space Demand (Sq. Ft.)		5,568,680	7,127,401
Average Annual Industrial Space Demand (Sq. Ft.)		222,747	285,096

Site Evaluation

A feasible employment-related development site possesses the following characteristics: excellent location and access; appropriate parcel size and shape; availability to a large and diverse labor pool; proximity to customers; and compatibility with surrounding land uses. Suburban office development tends to gravitate to convenient freeway locations and/or mixed-use environments that provide the needed support services (i.e., restaurants, retail goods, lodging and entertainment) and prestigious business image. Industrial development also tends to concentrate along freeway corridors and rail lines. The Project Area's vacant and underdeveloped properties have been evaluated for its potential to support professional office and industrial development.

Five vacant and underdeveloped sites within the Project Area were considered for professional office and industrial development, including: 1) 20+ acres of mixed-use commercial property at the southeast corner of 27th Street and Cornhusker Highway; 2) 21.1-acre automobile salvage yard at the northeast corner of 33rd Street and Gladstone Street; 3) 31.9-acre vacant parcel at the northwest corner of 33rd Street and Gladstone Street; 4) 44.4 acres of vacant land on the west side of 40th Street at Colfax Avenue; and 5) 69.1 acres of vacant land on the southside of Superior Street at 33rd Street alignment.

Location and Access

The Project Area is in northeast Lincoln with convenient access to Cornhusker Highway, Interstate 80, and rail service. Proximity to the Nebraska Innovation Campus affords the opportunity to attract spin-off light manufacturing and distribution warehouse uses. Northeast Lincoln represents Lincoln's largest industrial submarket with 7.5 million square feet of space. The Northeast Lincoln professional office market is very small supporting just 600,000 square feet of space. Several single-tenant office buildings have been constructed along 33rd Street north of Superior Street. The extension of 33rd Street north to Superior Street would provide a direct connection to this office market.

The North 27th Street corridor borders the Project Area to the west providing convenient access to shopping, and personal and business services, restaurants, and hotels. Both for-sale and rental housing is available within the immediate neighborhood with newer large-scale apartments and for-sale housing located north of Superior Street.

Vehicular access to each of the prospective development sites is excellent with local access provided by the major arterial street network with regional access provided via Cornhusker Highway and Interstate 80. The extension of 33rd Street from Cornhusker Highway north to Superior Street will provide much needed on-site access to prospective Sites #2, #3 and #4. The nearby Lincoln Airport provides both commercial and private air service.

Site Characteristics

As an employment-related development site all five prospective development sites benefit from a large land area capable of supporting mixed-use development within a master planned business park setting. All but Site #1 are zoned for industrial use and impacted by the Salt Creek flood plain. Extension of 33rd Street is necessary to effectively develop Sites #2, #3 and #4.

Access to Labor

The Lincoln MSA is the second largest metropolitan area in Nebraska supporting a population of 332,000 and a workforce of over 190,000. The current employment composition favors manufacturing, distribution, and warehousing positions. The Lincoln MSA supports above average levels of professional and medical services employment. The local population is also on average better educated than the state and national norms and the presence of the University of Nebraska provides a pipeline of educated graduates in a multitude of professional and technical fields.

Lancaster County's above average levels of employment in the government, information; finance, insurance and real estate; and professional, scientific and technical services sectors will have a positive impact on the demand for professional office space. While manufacturing; wholesale trade; and transportation and utilities employment lags statewide averages, high levels of employment has driven the demand for light manufacturing and warehouse space.

Proximity to Customers

Lincoln's central location within the United States and convenient highway and rail access provides opportunities for transload and logistics operations. Major hubs such as Chicago, Dallas, Denver, Minneapolis, and St. Louis can be reached by vehicle within one business day.

Neighboring Land Uses

The Project Area is surrounded by a mix of land uses including single family housing, apartments, retail, professional office, automobile dealerships, and industrial buildings. North 27th Street services as a major retail corridor while 33rd Street north of Superior Street supports newer professional office buildings. The land uses that will have the greatest impact on the Project Area's potential to support office and industrial development include the Nebraska Innovation Campus and the University of Nebraska's East Campus. The Nebraska Innovation Campus currently supports 380,000 square feet of commercial space housing 450 to 500 employees with 80,000 square feet of space now under construction. At build-out the Nebraska Innovation Campus will house 2.2 million square feet of space and 4,000 to 5,000 employees. The University of Nebraska supports approximately 35,000 students, faculty and staff. The East Campus houses several educational departments including Agriculture, Dental and Law along with Nebraska Education Television and Nebraska Games and Parks.

Conclusions

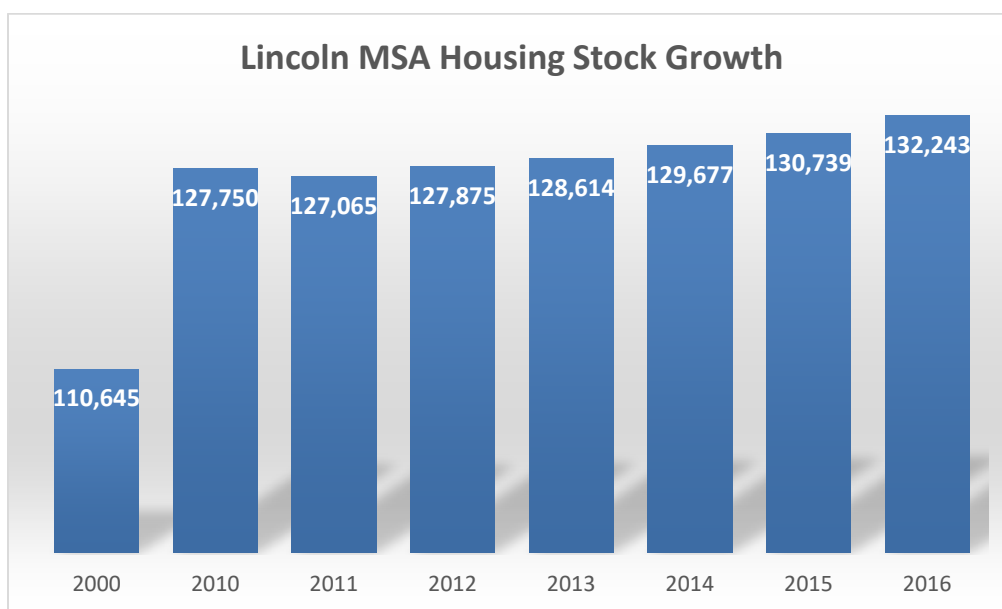
Future employment-related development opportunities for the Project Area include a master planned business park designed to support a mix of light manufacturing, warehouse distribution, and office uses. Benefits of the Project Area for such employment-related development include sufficient land area to accommodate master planning, adequate access, and the ability of neighboring uses to enhance the attractiveness of the property to businesses. Of the five prospective development sites those best suited for business park development include Sites #2, #3, #4 and #5. However, to effectively support future business park development the extension of 33rd Street north to Superior Street is vital.

Residential Housing Market Analysis

This section of the report evaluates the Lincoln MSA's existing housing stock by identifying such characteristics as total inventory of dwelling units, occupancies, age and type of the existing housing inventory as well as recent trends in new home construction activity. The goal is to identify current and future opportunities to support new housing stock in Lincoln and Project Area. The Lincoln MSA consists of Lancaster and Seward Counties.

Housing Stock Characteristics

The 2010 Census reported the Lincoln MSA housing stock at 127,750 dwelling units. According to the *American Community Survey*, from the 2010 Census through 2016 the Lincoln MSA's housing stock increased to 4,493 dwelling units.



The table on the following page compares the age of the Lincoln MSA housing stock with that of the State of Nebraska as reported by the *2016 American Community Survey* published by the U.S. Census Bureau. The Lincoln MSA's housing stock is relatively new with over one-third of the existing inventory built since 1990. The oldest housing built prior to 1940 accounts for just 14.8 percent of the MSA's total housing stock, or 19,550 dwelling units. Newer housing built since 2010 represents just 3.1 percent of the MSA's total inventory, or 4,076 dwelling units.

The age of the Lincoln MSA's housing stock is newer than that of the State of Nebraska. The Lincoln MSA's stock of housing built prior to 1990 represents a much larger share than the statewide average and the stock of housing built prior to 1970 is much lower than the statewide average. The Lincoln MSA's newer housing stock is attributed to strong population growth over the past 25 years.

Housing Stock by Year Built Lincoln MSA vs. Nebraska

Year Structure Built	Lincoln	
	MSA	Nebraska
Total Housing Units	132,240	815,006
Built 2014 or Later	0.6%	0.4%
Built 2010 to 2013	2.5%	2.2%
Built 2000 to 2009	16.1%	12.2%
Built 1990 to 1999	15.3%	11.4%
Built 1980 to 1989	10.6%	9.5%
Built 1970 to 1979	15.4%	16.3%
Built 1960 to 1969	10.7%	11.4%
Built 1950 to 1959	10.7%	9.9%
Built 1940 to 1949	3.4%	5.0%
Built 1939 or Earlier	14.8%	21.7%

Source: U.S. Census Bureau.

The table below identifies the Lincoln MSA’s housing stock by unit type as reported by the *2016 American Community Survey*. While detached single family housing is the Lincoln MSA’s most dominant housing product its 61.5 percent share of the total inventory lags the statewide average of 72.7 percent. Meanwhile, multi-family housing with 10 or more dwelling units accounts for 17.9 percent of the Lincoln MSA housing stock compared to 11.3 percent for Nebraska. Lincoln’s housing stock mix is influenced by the presence of the University of Nebraska and the demand for rental housing.

Lincoln MSA Occupied Housing Stock by Type – 2016

Units in Structure	# of Units	% of Total	Nebraska %
1-Unit, Detached	81,264	61.5%	72.7%
1-Unit, Attached	9,451	7.1%	3.8%
2 Units	4,335	3.3%	2.0%
3 or 4 Units	3,840	2.9%	2.6%
5 to 9 Units	6,917	5.2%	4.0%
10 to 19 Units	10,345	7.8%	4.8%
20 or More Units	13,380	10.1%	6.5%
Mobile Home and other Types of Housing	2,708	2.0%	3.5%
Totals	132,240		100.0%

Source: U.S. Census Bureau, American Community Survey 2016.

As indicated by the table below, homeowners in the Lincoln MSA are more likely to occupy detached single-family housing while renters generally occupy multi-family housing. Owner-occupied housing in the Lincoln MSA accounts for 59.9 percent of the entire occupied housing stock with renter-occupied accounting for the remaining 40.1 percent. By comparison, owner-occupied housing accounts for 66.0 percent of Nebraska’s total occupied housing stock with renter-occupied accounting for 34.0 percent. Again, Lincoln’s above average inventory of rental housing can be attributed to the presence of the student population at the University of Nebraska.

**Lincoln MSA Occupied Housing Stock by Type – 2016
Owner-Occupied vs. Renter-Occupied Housing**

Housing Type	MSA Total	Owner-Occupied	Renter-Occupied
Occupied Housing Units	125,602	75,201	50,401
Units in Structure			
1-Unit, Detached	62.0%	88.2%	23.1%
1-Unit, Attached	7.3%	7.4%	7.1%
2 Units	3.1%	0.7%	6.9%
3 or 4 Units	2.9%	0.4%	6.7%
5 to 9 Units	5.1%	0.1%	12.6%
10 or More Units	17.5%	1.2%	41.9%
Mobile Home and other Types of Housing	2.0%	2.2%	1.6%
Totals	100.0%	100.0%	100.0%

Source: U.S. Census Bureau, American Community Survey 2016.

For 2016, the U.S. Census Bureau estimated that 75,201 owner-occupied housing units in the Lincoln MSA were occupied. Detached single family homes accounted for 88.2 percent of all occupied owner-occupied housing units. Meanwhile, an estimated 50,401 rental housing units were occupied. Renters were much less likely to occupy detached single-family homes accounting for 23.1 percent of all occupied rental units.

Properties with 10+ rental units were the most popular attached housing product for renters accounting for 41.9 percent of all renter-occupied units. Properties with 3 to 4 dwelling units account for 6.7 percent of all renter-occupied units. Meanwhile, structures with 5 to 9 rental units accounted for 12.6 percent of all renter-occupied units.

The table of the following page segments monthly housing costs in the Lincoln MSA for both homeowners and renters as provided by the *American Community Survey 2016*. The data illustrates a strong demand for affordable housing for both owner-occupied and rental housing. For owner-occupied housing units about 37 percent of the occupied inventory possesses a cost of just \$300 to \$799 per month. Just 6.5 percent of owner-occupied housing has a cost of \$2,000 or more per month. The average monthly cost for owner-occupied housing in the Lincoln MSA is \$1,062.

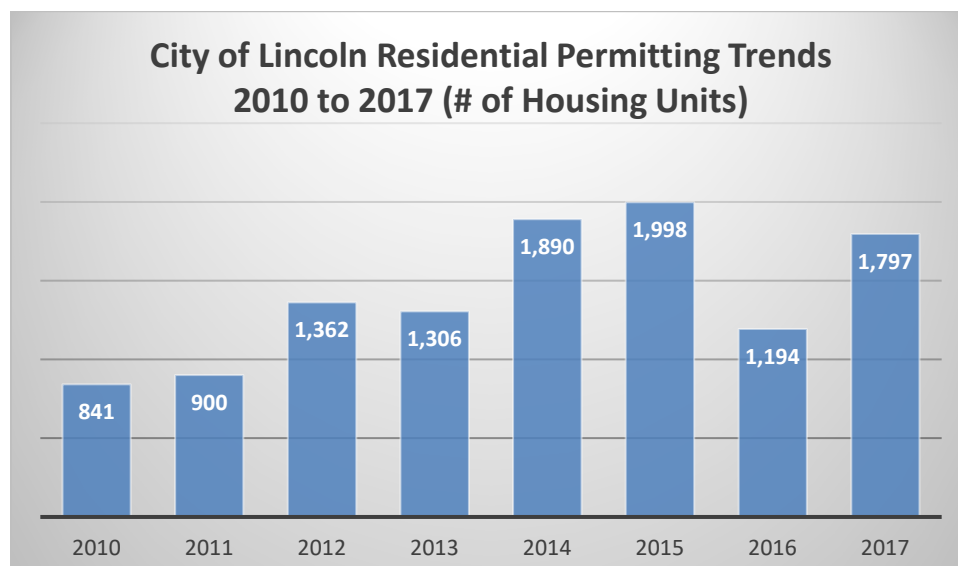
Rental housing in the Lincoln MSA supports a much higher percentage of affordable housing. Over 40 percent of all rental housing supports monthly housing costs of under \$800. The median renter-occupied housing cost is just \$749.

Lincoln MSA Monthly Housing Costs – 2016 Owner-Occupied vs. Renter-Occupied Housing

Housing Type	MSA Total	Owner-Occupied	Renter-Occupied
Occupied Housing Units	125,602	75,201	50,401
Less than \$300			
\$300 to \$499	12.9%	18.1%	13.4%
\$500 to \$799	27.2%	18.8%	39.7%
\$800 to \$999	14.7%	11.2%	20.6%
\$1,000 to \$1,499	24.9%	29.5%	18.0%
\$1,500 to \$1,999	9.5%	14.6%	1.8%
\$2,000 to \$2,499	3.4%	5.3%	0.5%
\$2,500 to \$2,999	1.5%	2.2%	0.5%
\$3,000 or more	1.6%	2.2%	0.7%
Median	\$880	\$1,062	\$749

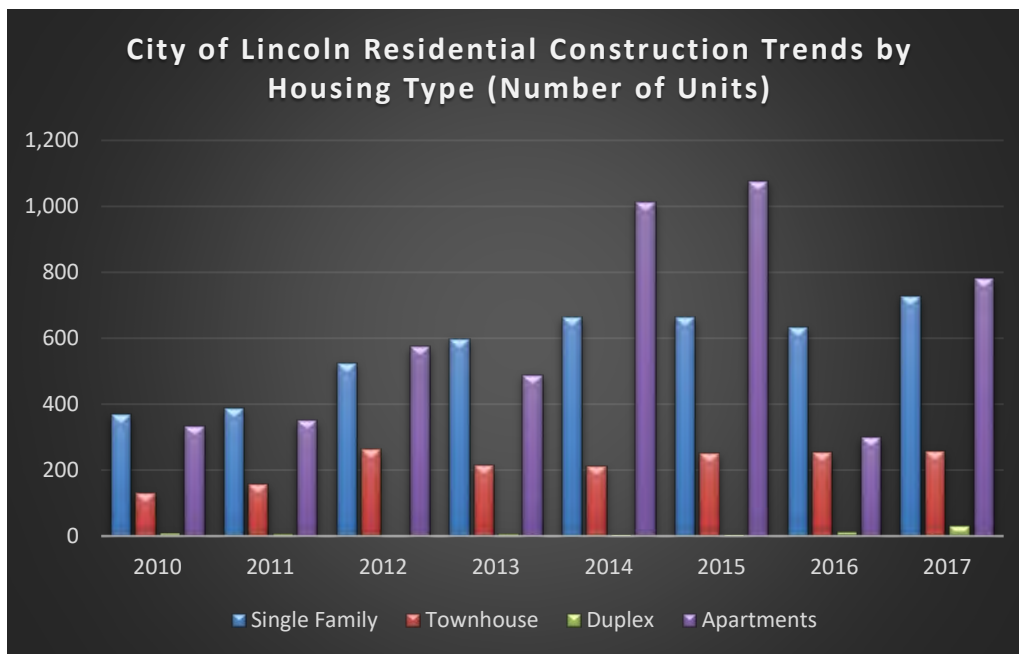
Source: U.S. Census Bureau, American Community Survey 2016.

From 2010 through 2017 the City of Lincoln experienced a boom in residential construction with a total of 11,286 housing units permitted for construction, averaging 1,410 units per year. From a low of 841 housing units in 2010, new housing construction in Lincoln peaked in 2014 and 2015 when 1,890 and 1,998 housing units, respectively were permitted for construction. During 2014 and 2015 both single family and apartment construction peaked.



Due primarily to a significant decline in apartment construction, during 2016 total residential construction in Lincoln declined 40 percent to 1,194 new housing units. A spike in both single family and apartment construction during 2017 produced a 50 percent increase in permitting activity totaling 1,797 new housing units for the year. New residential construction remained strong during the 1st quarter 2018 with a total of 238 dwelling units permitted.

Since 2010 new residential construction in the City of Lincoln was led by apartments with a total of 4,914 dwelling units permitted, equating to 43.5 percent of all housing units permitted. Detached single family housing construction has also been active with 4,566 dwelling units permitted for construction since 2010, for a 40.5 percent market share. Demand for single family housing has been particularly strong since 2014 in response to low interest rates and population growth.



From 2012 through 2017 the City of Lincoln issued permits for the construction of 4,914 multi-family housing units. Over the past three years infill development accounted for 26 percent of all multi-family units permitted for construction in the City of Lincoln.

City of Lincoln Residential Permits by Product Type

	Housing Units Permitted for Construction								Total Units
	2010	2011	2012	2013	2014	2015	2016	2017	
Single Family	370	388	525	597	663	663	632	728	4,566
Townhouse	131	156	263	214	211	252	253	258	1,738
Duplex	8	6	0	6	4	4	10	30	68
Apartments	332	350	574	489	1,012	1,077	299	781	4,914
Total Units	841	900	1,362	1,306	1,890	1,996	1,194	1,797	11,286

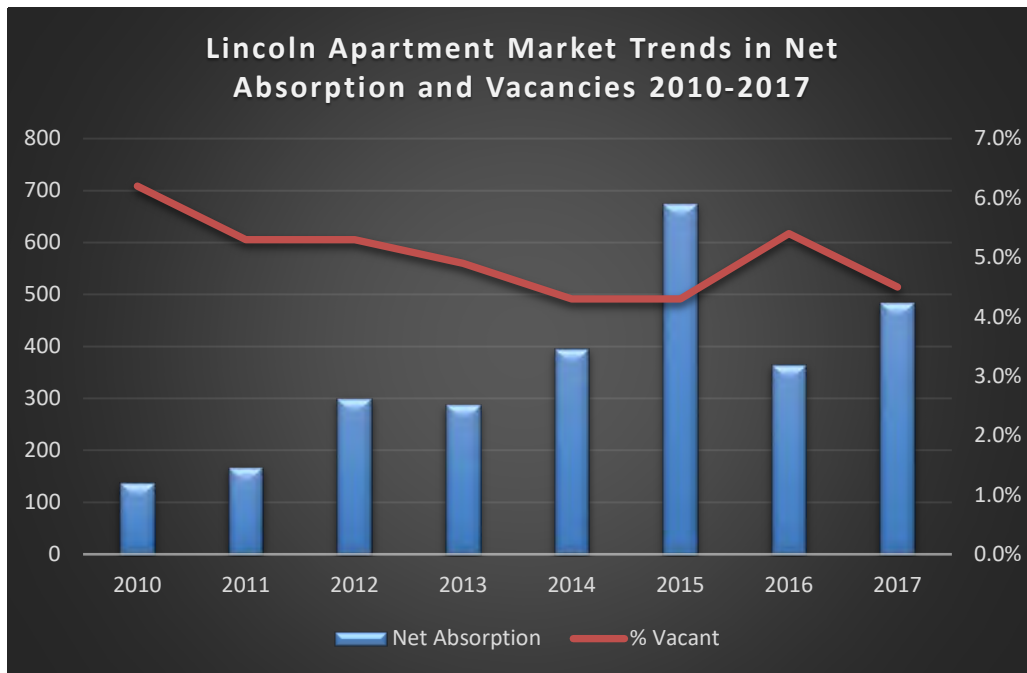
Source: City of Lincoln.

Lincoln Apartment Market

Lincoln's status as the state capital and presence of the University of Nebraska are key demand generators for the local apartment market. Despite a growing inventory of new apartment units over the past five years demand has kept vacancies low and rent growth healthy.

Employment in the Lincoln MSA is led by state government and the education/health services. Several universities are in Lincoln, anchored by the University of Nebraska with an enrollment of more than 25,000 students and more than 6,000 employees. As the state capital, Lincoln has more than 12,000 government employees. Together, the university staff and students along with government employees, represent a stable base of renters.

According to the *Lincoln Multi-Family Market Report* published by CoStar, by the first quarter 2018 the Lincoln MSA apartment market supported 488 apartment properties with a total inventory of 21,585 dwelling units, an overall vacancy rate of 4.1 percent, and an average effective rent of \$801 per month. Since 2010 a total of 2,653 new apartment units have been built and 2,811 units absorbed. A total of 523 apartment units are now under construction. Over the past three years there has been an increased emphasis on infill development in Lincoln, accounting for 26 percent of apartment units constructed.



The average apartment rent in Lincoln has increased by 2.2 percent over the past twelve months. From \$695 in 2010 the average rent per unit has increased by 15.3 percent through 2017.

The South and North submarkets support the largest inventories of apartment units in the Lincoln MSA with 9,091 and 7,062 dwelling units, respectively. The South submarket has supported the highest volume of post-recession construction, delivering more than 40 percent of the Lincoln MSA's new inventory.

Despite the boom in new apartment construction since 2010, the Lincoln MSA has supported vacancies below 6.0 percent supported by steady job and population growth fueling housing demand exceeding the level of new supply. The Northeast submarket currently boasts the lowest vacancy rate of 3.3 percent, followed by Outlying Lancaster County at 3.8 percent and West at 3.9 percent.

Effective monthly rents are highest within the Outlying Lancaster County (\$889), West (\$855) and South (\$827) submarkets. Over the past twelve months rent escalations were led by the Outlying Lancaster County (8.9%), West (4.1%), and South (2.5%) submarkets.

Lincoln MSA Apartment Submarkets; 2018 Q1

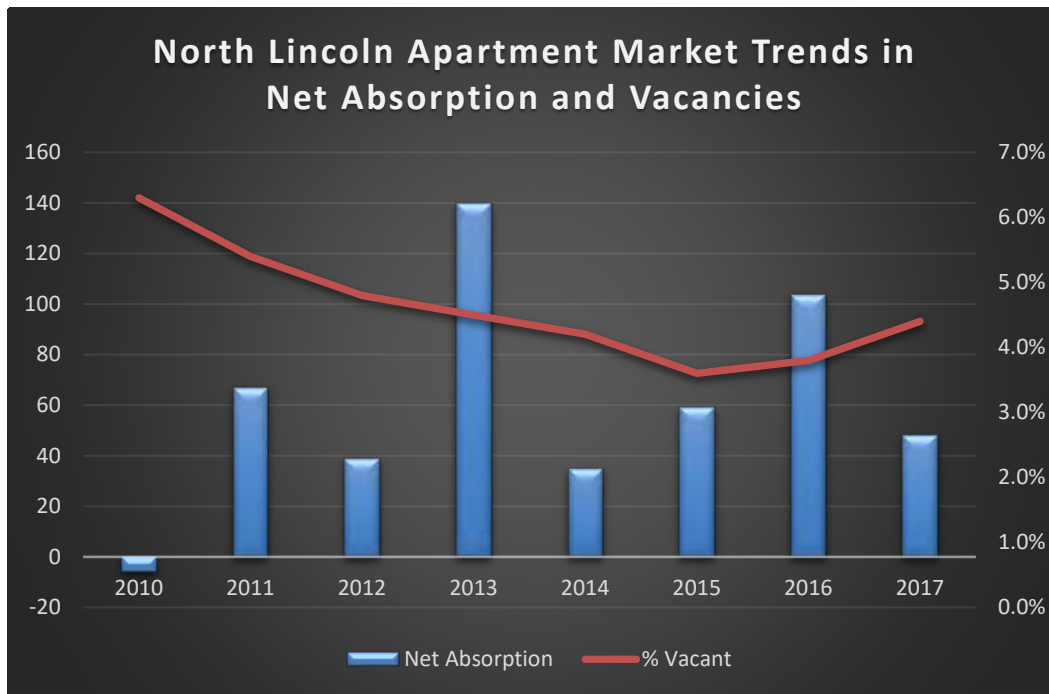
Submarket	# of Properties	# of Units	Vacancy Rate	Monthly Rent	Units U/C
Downtown Lincoln	95	1,873	4.2%	\$648	0
North	127	7,062	4.2%	\$788	200
Northeast	27	2,166	3.3%	\$778	126
Outlying Lancaster County	2	256	3.8%	\$889	0
Seward County	7	67	13.6%	\$517	0
South	219	9,091	4.3%	\$827	197
West	11	1,038	3.9%	\$855	0
Totals	488	21,553	4.1%	\$801	523

Source: CoStar.

The Project Area is located within the North Lincoln apartment submarket. The North Lincoln submarket benefits from proximity to the CBD and the University of Nebraska, now supporting the second largest apartment inventory with 127 properties totaling 7,062 units.

Since 2010 the construction of 375 new apartment units in North Lincoln has been met with net absorption of 485 units, yielding healthy vacancies. From a high of 6.3 percent in 2010, North Lincoln’s overall vacancy rate has declined steadily, reaching a healthy 3.8 percent by 2016. With new supply of 98 dwelling units and net absorption of just 48 dwelling units, at year-end 2017 the overall vacancy rate rose slightly to 4.4 percent. By the first quarter 2018 the overall vacancy rate improved to 4.2 percent. Current healthy vacancy levels and strong rental rate escalations suggest additional near-term new supply is supportable within the North Lincoln submarket.

During 2017 Square at 48 was completed, a mixed-use project at 48th and Holdrege Streets featuring 98 apartment units over ground floor commercial space. University Place, a similar mixed-use project with 200 units is now under construction at 48th Street and Huntington Avenue.



The average apartment rent in the North Lincoln submarket has increased by 2.3 percent over the past twelve months. From \$681 in 2010 the average rent per unit has increased by 16.5 percent through 2017.

North Lincoln Apartment Market Trends

Year	# of Units	Units Built	Net Absorption	Vacancy Rate	Average Rent
2010	6,687	0	-6	6.3%	\$681
2011	6,687	0	67	5.4%	\$687
2012	6,687	0	39	4.8%	\$696
2013	6,812	125	140	4.5%	\$712
2014	6,825	13	35	4.2%	\$724
2015	6,844	19	59	3.6%	\$752
2016	6,964	120	104	3.8%	\$775
2017	7,062	98	48	4.4%	\$793

Source: CoStar.

Four large-scale apartment properties built between 1996 and 2006 are located within the 27th Street corridor north of the Project Area. The properties range in size from 174 to 448 apartment units offering studio, 1-, 2-, and 3-bedroom models. Monthly rents range from \$625 for studios, \$705 to \$1,029 for 1-bedroom, \$825 to \$1,395 for 2-bedroom, and \$1,240 for 3-bedroom units. A brief description of each property follows in the text below.

The Black Sand Apartments are located at 4911 North 32nd Street. Built in 2006 the property features 379 apartment units. Common area amenities include a clubhouse, pool, and sundeck. Units features include balcony/patio, washer/dryer, vaulted ceilings, walk-in closets, and air conditioning. One-bedroom units are 716 square feet and rent for \$710 to \$720 per month while two-bedroom models are 1,052 square feet and rent for \$850 to \$880 per month.

The Pinebrook Apartments are located at 6010 Meridian Drive. Built in 2005 the property features 174 apartment units. Common area amenities include a clubhouse, pool, fitness center, picnic area, and grills. Units features include balcony/patio, fireplace, vaulted ceilings, walk-in closets, and air conditioning. Four, 1-bedroom models are 905 to 1,108 square feet and rent for \$875 to \$1,029 per month while two, 2-bedroom models are 1,278 to 1,705 square feet and rent for \$1,045 to \$1,395 per month. Detached garages are available for \$70 per month.

The Northridge Heights Apartments are located at 2840 Fletcher Avenue. Built in 1996 the property features 448 apartment units. Common area amenities include a clubhouse, pool, fitness center, sand volleyball court, and basketball court. Units features include balcony/patio, washer/dryer, vaulted ceilings, walk-in closets, and air conditioning. Thirteen models are available including a 536 square foot studio that rents for \$625 per month; 1-bedroom models are 719 to 839 square feet and rent for \$705 to \$835 per month; and 2-bedroom models are 842 to 1,146 square feet and rent for \$805 to \$925 per month. Detached garages are available for \$55 to \$65 per month.

The Northbrook Apartments are located at 2901 Fletcher Avenue. Built in 1999 the property features 396 apartment units. Common area amenities include a clubhouse, pool, fitness center, playground, and basketball court. Units features include balcony/patio, washer/dryer, fireplace, vaulted ceilings, walk-in closets, and air conditioning. Twenty models are available with 1-bedroom models of 881 to 1,021 square feet renting for \$780 to \$960 per month, 2-bedroom models are 1,198 to 1,705 square feet and rent for \$950 to \$1,365 per month, and 3-bedroom models are 1,575 square feet and rent for \$1,240 per month. Detached garages are available for \$65 per month.

In 2017 the Square at 48 opened at the northeast corner of 48th and Holdrege Street. The urban-style, mixed-use project features 98 apartments and ground floor commercial space in a 5-story structure. The property features security access, elevator, 5th floor outdoor lounge, and garages available for \$75 per month. Studios, 1- and 2-bedroom models range in size from 548 to 1,267 square feet. Just five, 2-bedroom units remain available for rent at \$1,160 to \$1,280 per month.

University Place, a similar mixed-use development, is currently under construction at 48th Street and Huntington Avenue featuring 200 rental apartments and commercial space. This type of mixed-use commercial/residential development is a prospective use for development within the Project Area at locations offering major arterial frontage and proximity to the University of Nebraska East Campus.

Forecast Housing Demand

Residential housing demand estimates for Lancaster County through the year 2040 were forecast based on anticipated demographic and economic trends for the community. Key input to the model includes historical patterns in annual residential building permit activity and projected population and household growth, average household formation rates, households by income levels, and population by age.

Demographic characteristics for the Lincoln MSA were provided by both the U.S. Census Bureau and Esri Business Analyst, a leading provider of global demographic and economic data. Housing characteristics for the Lincoln MSA were provided by the *American Community Survey 2016*. Population growth projections for Lancaster County through 2040 was provided by the *2040 Lincoln/Lancaster Comprehensive Plan*.

According to the *American Community Survey 2016*, the Lancaster County maintained 125,247 residential housing units. The existing housing units were operating at an overall occupancy rate of 95.2 percent. The occupied housing units included 70,622 owner-occupied units (59.2%) and 48,632 renter-occupied units (40.8%). A total of 5,993 vacant housing units were reported. Lancaster County's average household size is 2.4 persons.

According to the U.S. Census Bureau, Lancaster County's July 1, 2017 population was estimated at 314,358 residents. By 2040, Lancaster County population is forecast to grow by 98,642 residents, generating demand for additional housing units.

From 2017 through 2040 the Lancaster County population is forecast to increase by 98,642 residents, equating to the demand for 41,101 new occupied housing units. Given the region's age composition, household income levels, and existing housing stock, from 2017 through 2040 the housing demand is estimated to be segmented 60 percent owner-occupied and 40 percent renter-occupied. Therefore, through 2040 the mix of new housing demand is estimated at 24,661 owner-occupied units and 16,440 rental units.

By product type, from 2017 through 2040 the growth in the inventory of occupied housing units in Lancaster County is forecast to be led by single family detached housing with 26,305 occupied housing units and multi-family housing with ten and more units with 8,220 dwelling units.

Forecast Housing Demand by Product Type Lancaster County; 2017-2040

	2016 Estimate		2040 Forecast	
	# of Units	# of Total	# of Units	# of Total
Total Housing Units	125,602			
Occupied Housing Units	119,254		41,101	
Owner-Occupied	70,622	59.2%	24,661	60.0%
Renter-Occupied	48,632	40.8%	16,440	40.0%
Vacant Housing Units	6,348			
Single Family Detached	72,745	61.0%	26,305	64.0%
Single Family Attached	8,944	7.5%	2,466	6.0%
2 to 4 Units	7,274	6.1%	2,055	5.0%
5 to 9 Units	6,320	5.3%	1,644	4.0%
10 or More Units	21,704	18.2%	8,220	20.0%
Mobile Home or Other	2,385	2.0%	411	1.0%

Source: U.S. Census and Canyon Research Southwest, Inc.

According to the U.S. Census Bureau, housing units in the Lincoln MSA supporting monthly costs of under \$500 totals 20,355 dwelling units. Meanwhile, over 27,000 households in the Lincoln MSA have annual household incomes less than \$25,000, suggesting additional need exists for affordable housing.

Site Evaluation

Four vacant and underdeveloped sites within the Project Area were considered for residential development, including: 1) 20.1 acres at the intersection of 33rd Street and Cornhusker Highway; 2) 31.9-acre vacant parcel at the northwest corner of 33rd Street and Gladstone Street; 3) 44.4 acres of vacant land on the west side of 40th Street at Colfax Avenue; and 4) 69.1 acres of vacant land on the southside of Superior Street at 33rd Street alignment.

These properties were evaluated for the ability to facilitate development of residential housing based on the following site criteria: physical attributes of the site; visibility and exposure; access; and proximity to housing demand generators and services.

Physical Attributes

A potential large-scale single family subdivision or apartment site should be fully serviced utilities available. A prospective single family subdivision site should possess the size to accommodate a minimum of 50 housing units with the presence of a natural tree cover or water features desirable in creating value. For a prospective apartment site a rectangular shape with the capacity to facilitate a minimum of 100 dwelling units is desirable to promote efficient and financially viable land planning.

All four properties offer the necessary parcel size and dimensions to facilitate construction of either a single-family subdivision or large-scale apartment community. The ability to create an open space network along the path of the Salt Creek and Dead Mans Run would create a unique setting for residential development on all four properties.

Visibility and Exposure

Potential large-scale apartment sites should possess visibility via a major arterial so that an adequate marketing window can be provided. High traffic counts past the site also improve the site's market exposure. Major arterial frontage for a prospective single-family development site is less critical.

Sites #1 and #4 possess major arterial frontage with suitable exposure to facilitate large-scale apartment development. Extension of 33rd Street north to Superior Street would provide Site #2 with suitable access, visibility and exposure. Site #3 is located on a residential collector arterial which is better suited for single-family development.

Accessibility

Regional, local and on-site vehicular access is important when assessing a prospective single-family home subdivision or large-scale apartment site.

All four properties benefit from excellent regional, neighborhood and on-site access via a transportation network that features a mix of freeways, highways, and major and collector arterial streets.

Proximity to Housing Demand Generators

Proximity to such housing demand generators as employment centers, colleges and urban cores is critical when evaluating a potential residential site. Housing demand generators in proximity to the four prospective development sites include the Nebraska Innovation Campus, University of Nebraska East Campus, and the large inventory of industrial space in Northeast Lincoln.

Availability of Community Services

A prospective residential development site should afford convenient access to such community services as shopping, dining, entertainment, recreation and schools.

Shopping, dining, entertainment, recreation and schools are conveniently located near all four prospective development sites. The property's proximity to the North 27th Street corridor provides convenient vehicular access to restaurants, banking, grocery shopping, and a wide selection of retail goods and services.

Conclusions

All four prospective development sites possess the location and site characteristics to facilitate construction of a single-family subdivision and/or large-scale apartment community, including the necessary parcel size, access, visibility, exposure, and proximity to shopping, dining, entertainment, recreation, and employment.

Site #1 surrounding the intersection of 33rd Street and Cornhusker Highway is best suited for multi-family rental housing in the form of mixed-use development and conventional suburban-style apartments featuring a clubhouse, fitness center, swimming pool and modern unit features. The property on the southside of Cornhusker Highway is best suited for higher density (4 and 5 floors) development with rental apartments over first floor commercial space. Linking into an open space network along Dead Mans Run would provide for a unique amenity separating the development from competitors. The property on the northside of Cornhusker Highway is best suited for conventional suburban-style apartment development.

Site #2 is best suited for conventional suburban-style apartment development. At an average density of 18 to 20 dwelling units per acre a 10- to 12-acre site is ideal.

Site #3 is best suited for conventional suburban-style apartment development. At an average density of 18 to 20 dwelling units per acre a 10- to 12-acre site is ideal. The most suitable location is along the 40th Street frontage.

Site #4 is best suited for conventional suburban-style apartment development. At an average density of 18 to 20 dwelling units per acre a 10- to 15-acre site is ideal. The most suitable location is along the Superior Street frontage. Should the alignment of the 33rd Street extension run through the middle of the site an interior development site location is possible backing onto the Salt Creek open space network.

STUDY RECOMMENDATIONS

The primary objective of the *Market Feasibility Study* was to evaluate future commercial, employment, and residential development opportunities for the North 33rd and Cornhusker Project Area (“Project Area”) that generally parallels Cornhusker Highway from 27th Street northeast to 48th Street in Lincoln, Nebraska. Based on the study findings potential development opportunities for the Project Area were identified. Study recommendations include the following:

- Identify prospective development sites and appropriate mix of land uses that could take advantage of sites’ location, physical characteristics, and existing zoning; and
- Quantify reasonably achievable absorption rates for new development given current directly competitive market trends.

Prospective Development Sites

The Project Area features several large tracts of vacant land and underdeveloped properties that offer a unique opportunity to promote comprehensive planning and mixed-use development. The priority of the master plan should be to foster economic development through attracting more value-added enterprises and jobs. Seven prospective development sites have been identified and land use recommendations discussed based on site and location characteristics as well as competitive market conditions. The prospective development sites are illustrated in the aerial on the following page with a description of each site and prospective development options discussed in the text below.

SEC 27th Street and Cornhusker Highway (Site #1)

This site totals approximately 20 acres zoned H-3 with existing land uses including a RV sales business, restaurants, and commercial and industrial buildings. Prospective development options include an anchored shopping center, big-box retailer or several freestanding commercial buildings. An alternative option for a portion of the site would be a suburban-style apartment community.

SWC 33rd Street and Dead Mans Run (Site #2)

This site is zoned I-1 and currently houses several industrial buildings. Given the 33rd Street frontage and proximity to a large inventory of apartments along Huntington Avenue, the University of Nebraska East Campus, and Fleming Fields Recreational Sports Park high density rental apartments are a suitable development format.



Realigned intersection of 33rd Street and Cornhusker Highway (Site #3)

This site surrounds the existing intersection of 33rd Street and Cornhusker Highway and is zoned I-1 and H-3. Existing land uses include a strip shopping center, convenience store, freestanding commercial and industrial buildings, and automotive sales and service uses. Relocation of 33rd Street at Cornhusker Highway would create the opportunity to support redevelopment efforts with a differing mix of land uses.

The SWC and SEC of the realigned intersection total approximately 21 acres that are ideal for higher density mixed-use development featuring rental apartments over ground floor commercial space similar to University Place at the NWC of 48th Street and Leighton and Square at Forty-Eight at the NEC of 48th Street and Holdrege Street. Development at the scale of 4- to 5-stories would be appropriate.

Potential land uses for the NEC and NWC of the realigned intersection include suburban-style apartments and freestanding commercial buildings. The portion of the site bordering Salt Creek could accommodate open space, trail system or park land.



NWC 33rd Street and Gladstone Street (Site #4)

This approximately 32-acre vacant parcel is zoned I-1. Salt Creek borders the north and west sides of the property and it is impacted by the flood plain. Existing industrial uses are located to the east and south. The portion of the site bordering Salt Creek could be transformed into open space, trail system or park land which would elevate the overall site as a prospective development site. Extension of 33rd Street north to Superior Highway is necessary to achieve the site's highest-and-best use. Property is best suited for industrial use such as warehouse or light manufacturing. An alternative land use for a portion of the site would be a conventional suburban-style apartment community. At an average density of 18 to 20 dwelling units per acre a 10- to 12-acre site is ideal. Another option is to develop the entire 32-acre site into a recreational park including such facilities as baseball and soccer fields, basket and tennis court, playground, dog park, and trail network.

NEC 33rd Street and Gladstone Street (Site #5)

This approximately 21-acre site is zoned I-1 and currently houses an automobile salvage yard and several industrial buildings fronting Gladstone Street. Existing industrial uses are located to the east and south. In conjunction with Site #6, the property is best suited for business park development featuring warehouse, light manufacturing, and office uses.

SWC 40th Street and Colfax Avenue (Site #6)

This site is zoned I-1 and is currently vacant land. Salt Creek borders the west side of the property and it is impacted by the flood plain. Property is best suited for business park development featuring warehouse, light manufacturing, and office uses. The portion of the site bordering Salt Creek could accommodate open space, trail system or park land.

An alternative land use for the portion of the site along the 40th Street frontage would be a conventional suburban-style apartment community. At an average density of 18 to 20 dwelling units per acre a 10- to 12-acre site is ideal.

SWC Superior Street and Salt Creek (Site #7)

This approximately 69-acre vacant parcel is zoned I-1. Much of the site is located outside of the flood plain, though some flood plain mitigation would be required prior to development. This site offers the size and major arterial frontage to support mixed-use development. Potential uses include rental apartments and commercial development along the Superior Street frontage and medium density for-sale housing at the southern half of the site. An open space network and/or park land could be incorporated along the Salt Creek frontage, elevating the desirability of the site for both for-sale and rental housing.

Assemblages of commercial properties on north side of Cornhusker Highway

Commercial properties on the north side of Cornhusker Highway between 33rd and 48th Streets feature strip zoning with shallow lot depths. As a result, individual properties generally support single tenant buildings with a heavy concentration of automotive-related uses. Redevelopment opportunities include the assemblage of two or more properties to create larger development sites suitable for larger single tenant commercial buildings. The shallow lot depths will place constraints on the ability to support multi-tenant shopping centers.

Assemblages of industrial properties along southside of Cornhusker Highway

Properties on the south side of Cornhusker Highway between 33rd and 48th Street are zoned I-1 and support a mix of warehousing, light industrial, and automotive-related uses. The absence of frontage onto Cornhusker Highway due to the presence of a rail line precludes the potential to support retail uses. Areas with the potential to assemblage larger tracts include along Adams Street between 35th and 41st Streets as well as the southwest corner of 48th Street and Cornhusker Highway. Larger assembled properties are best suited for industrial use such as warehouse or light manufacturing.

To conclude, the presence of three vacant parcels totaling approximately 145 acres of land affords the opportunity to facilitated mixed-use development within a cohesive master planned environment. Incorporating a trail system and/or municipal parks into the master plan will assist in improving the Project Area's perception and elevate the development potential of adjoining properties. Given the site characteristics of these properties prospective development formats include commercial, industrial, and for-sale and rental housing. Extension of 33rd Street north to Superior Street is necessary for these properties to achieve each site's highest-and-best use. In addition, several under-utilized sites are present within the Project Area capable of supporting more intensive commercial and residential development.

Projected Absorption

A long-term development time horizon for the Project Area's prospective development sites is anticipated given the large inventory of vacant land and underdeveloped properties. By providing a unique master planned mixed-use setting the Project Area could garner above average market shares of office, industrial, and residential absorption.

By 2040, Lancaster County's forecast growth in population is estimated to generate non-automotive retail sales of \$1.25 billion, sufficient to support 6.46 million square feet of new retail space. Currently, there are approximately 1,900 acres of vacant commercially-zoned land in the city capable of supporting over 10 million square feet of space. Based on modest population growth through 2040 the Northeast submarket is forecast to capture a 6 percent to 7 percent market share of Lincoln MSA retail space demand, equating to 387,600 square feet to 452,200 square feet.

From 2017 through 2040 office-related job growth in Lancaster County is projected to support the demand for approximately 3.3 million to 4.0 million square feet of both owner-occupied and speculative office space. The Northeast submarket is forecast to capture a 4 percent market share of Lincoln MSA office space demand, equating to approximately 132,000 square feet to 158,000 square feet.

From 2017 through 2040 industrial-related job growth in Lancaster County is projected to support the demand approximately 5.6 million to 7.1 million square feet of both owner-occupied and speculative industrial space. The Northeast submarket is forecast to capture a 26 percent to 28 percent market share of Lincoln MSA industrial space demand, equating to approximately 1.5 million square feet to 2.0 million square feet.

From 2017 through 2040 new housing demand in Lancaster County is forecast at 37,364 occupied housing units, including 23,166 owner-occupied units and 14,198 rental units. Apartment properties with ten or more dwelling units are forecast to capture demand for 7,473 occupied dwelling units through 2040. The Northeast submarket is forecast to capture 20 percent to 22 percent of Lancaster County’s apartment demand through 2040, equating to absorb approximately 1,500 to 1,650 apartment units.

Based on site and location characteristics as well as the extension of 33rd Street north to Superior Street and completion of other infrastructure improvements, through 2040, the Project Area is forecast to absorb an estimated 517,000 to 679,000 square feet of commercial and industrial space as well as 750 to 825 rental apartments.

**Project Area Forecast Absorption; 2017-2040
Commercial, Industrial and Residential Uses**

	Moderate Scenario	Optimistic Scenario
Retail	135,000	158,000
Professional Office	20,000	24,000
Light Industrial	362,000	497,000
Rental Apartments	750	825

Assuming an average floor-area-ratio (“FAR”) of 0.2 to 0.4 for the retail, office and industrial space and an average density of 18 dwelling units per acre, through 2040 an estimated 80 to 94 acres of land will be developed within the Project Area.