

HASTINGS PLANNING COMMISSION

A meeting of the Hastings Planning Commission has been scheduled for Tuesday, March 15, 2022 at 4:00 PM in the City Building, 220 North Hastings Avenue.

AGENDA:

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Motion to adopt the current agenda for the Planning Commission Meeting
5. Public Notice - Official Notice of the Regular Meeting was published in the Hastings Tribune on Friday, March 4, 2022. Pursuant to Nebraska Revised Statute Section 84-1412, the public is advised that a copy of today's agenda and all reproducible written material which will be discussed at today's meeting is located at the back of the Council Chambers. Also, a current copy of the Nebraska Open Meetings Act is posted on the south wall of the Council Chambers which is accessible to members of the public.
6. Approval of Minutes
 - a. Meeting of February 15, 2022
7. Special Order of Business
 - a. Approval of updated City of Hastings Planning Commission Rules and Procedures, Revision dated 3/15/2022
8. Unfinished Business
 - a. Continued Applications - None
 - b. Tabled Applications - None
 - c. Postponed Applications - None
9. Public Hearings
 - a. **2022-011.** Public hearing on a request for an amendment to Campus Master Development Plan for Mary Lanning Healthcare Association (MLHA).

Public hearing on a change of zoning for the South Half of Lot Two (2), Block Three (3), Buswell Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 835 North Kansas Avenue, Lot Six (6) in Block Two (2), except the South 5 and one-half (5 ½) feet thereof in Cline's Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 729 North Denver Avenue, The North Fifty (N 50) feet of Lot Sixteen (16), Block Two (2), Buswell Addition to the City of Hastings, Adams County, Nebraska according to the recorded plat thereof. Commonly addressed as 810 North Kansas Avenue from "R-3 Multiple-family Residential" to "CMP-Campus Institutional District" and to amend the Official Zoning District Map.

Recommend approval of the request for an amended Campus Master Development Plan for Mary Lanning Healthcare Association (MLHA).

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Recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone the South Half of Lot Two (2), Block Three (3), Buswell Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 835 North Kansas Avenue, Lot Six (6) in Block Two (2), except the South 5 and one-half (5 ½) feet thereof in Cline's Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 729 North Denver Avenue, The North Fifty (N 50) feet of Lot Sixteen (16), Block Two (2), Buswell Addition to the City of Hastings, Adams County, Nebraska according to the recorded plat thereof. Commonly addressed as 810 North Kansas Avenue, from "R-3 Multiple-family Residential" to "CMP-Campus Institutional District".

10. Subdivisions

- a. **2022-006.** Final Plat for Orchard Subdivision a replat of a tract of land being all that of Lots 7-18 and the vacated alley abutting said lots, Block 1, A. H. Cramer's Addition to the City of Hastings, Adams County
- b. **2021-051.** Preliminary/Final plat for Landmark Implement Subdivision, a plat of Tax Lot 3 and conveyance of property to Landmark Holdings, LLC under Instrument No. 20215716 as waived and allowed under Resolution No. 2021-55 as a legal subdivision.

11. Reports

- a. Commissioner Reports
- b. Chairman Comments
- c. Staff Reports

Adjourn

HASTINGS PLANNING COMMISSION

Pursuant to due call and notice thereof, a meeting of the Hastings Planning Commission was conducted in the City Building, 220 North Hastings Avenue, Council Chambers, Hastings, Nebraska, on February 15, 2022.

The meeting was called to order at 4:00 p.m. in Regular Session by First Vice-Chair Hinton with the following members present: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Absent: Lou Kully, Greg Sinner.

3. Pledge of Allegiance

The First Vice-Chair led the Commission in the recital of the Pledge of Allegiance to the United States of America.

4. Motion to adopt the current agenda for the Planning Commission Meeting

Moved by Willis Hunt, seconded by Michelle Lewis, to adopt the current agenda for the Planning Commission meeting.

Roll Call: Ayes: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Nays: None.

Absent: Lou Kully, Greg Sinner. The motion carried.

5. Public Notice

Official Notice of the Regular Meeting was published in the Hastings Tribune on Friday, February 4, 2022. Pursuant to Nebraska Revised Statute Section 84-1412, the public is advised that a copy of today's agenda and all reproducible written material which will be discussed at today's meeting is located at the back of the Council Chambers. Also, a current copy of the Nebraska Open Meetings Act is posted on the south wall of the Council Chambers which is accessible to members of the public.

6. Approval of Minutes

a. Meeting of January 18, 2022

Moved by Willis Hunt, seconded by LaDaun Schoenhals, to approve the January 18, 2022 Planning Commission meeting minutes.

Roll call: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Nays: None.

Absent: Lou Kully, Greg Sinner. The motion carried.

7. Special Order of Business

a. 2022-001. Election of Officers: Chair; First Vice-Chair; Second Vice-Chair.

Ann Hinton read a note from Greg Sinner.

Due to an unforeseen medical condition resulting in emergency surgery Monday night, I will not be able to attend today's Planning Commission Meeting. I thank you all, and so forth, and then it says he is interested in being chair, so the fact that Greg Sinner is not here, he would still like to be nominated.

Moved by Willis Hunt, seconded by LaDaun Schoenhals, to nominate Greg Sinner as Chair.

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Roll Call: Ayes: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Nays: None.
Absent: Lou Kully, Greg Sinner. The motion carried.

Moved by Rakesh Srivastava, seconded by Michelle Lewis, to nominate Ann Hinton as First Vice-Chair.

Roll Call: Ayes: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Nays: None.
Absent: Lou Kully, Greg Sinner. The motion carried.

Moved by LaDaun Schoenhals, seconded by Shawn Rossi to nominate Michelle Lewis as Second Vice-Chair.

Roll Call: Ayes: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Nays: None.
Absent: Lou Kully, Greg Sinner. The motion carried.

9. Public Hearings.

a. **2022-000. Public hearing to consider an ordinance to amend Hastings City Code Chapter 34, Article I, regarding definitions of hotels and motels.**

Motion to recommend approval to the Mayor and City Council for an ordinance to amend the Hastings City Code Chapter 34, Article I, regarding definitions of hotels and motels.

Brian Hurskainen explained the agenda item.

City staff has recently been made aware of the definitions for hotels and motels that were creating some challenges for developers and inconsistent with neighboring communities. With how the definition reads now, someone needs 12 or more rooms to open a hotel and there cannot be any provisions for cooking in the individual rooms. The room restriction seems like an odd condition when looking at the surrounding communities like Kearney and Grand Island, both of which do not have any number of rooms in their definitions.

The section about cooking in the rooms also seems unnecessary when looked at in relation to the rest of the Tri Cities. In addition, there are currently operating hotels within the city limits (i.e., 200 W 31st Street) that have things to cook with, such as microwaves, electric stovetops and refrigerators within individual rooms. Having these things within the rooms can give travelers a little flexibility and help them enjoy their stay in Hastings a little more, particularly in a city that admittedly has fewer places to eat.

The revision to the definition for motels is strictly to simplify the definition and to get closer with surrounding communities. Parking areas are a given with the transient nature of the people being served with these types of uses. A majority of the people that travel to Hastings are doing it by automobile and will need a place to leave their car in the immediate vicinity. Vending Machines are another omission because they do not add people to the area; no one goes out to these places just to use the vending machines. The other uses listed are accessory uses but can be used by

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people not staying there. These amendments create fewer arbitrary restrictions for developers and more closely follow what our neighbors in the Tri-Cities adhere to with regard to hotels and motels.

Moved by Willis Hunt, seconded by LaDaun Schoenhals, to recommend approval to the Mayor and City Council for an ordinance and amendment to the Hastings City Code Chapter 34, Article I, regarding definitions of hotels and motels.

Roll Call: Ayes: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Nays: None.

Absent: Lou Kully, Greg Sinner. The motion carried.

- b. 2022-008. Public hearing to recommend a request for Randy Chick regarding Plan Modification No. 2022-1 to amend the Redevelopment Plan for Redevelopment Area Number #14, Trail Ridge Addition 2.0, for the following collective property, to wit: Lots 2 thru 7, Block 1 and Lots 11 thru 23, Block 1 Trail Ridge Addition, Lots 1 thru 4, Block 2 and Lots 7 thru 11, Block 2 Trail Ridge Addition, Lots 1 thru 5, Block 3 Trail Ridge Addition all in the City of Hastings, Adams County, Nebraska according to the recorded plats thereof.**

Motion to recommend approval for Plan Modification No. 2022-1 to amend the Redevelopment Plan for Redevelopment Area Number #14, Trail Ridge Addition 2.0, for the following collective property, to wit: Lots 2 thru 7, Block 1 and Lots 11 thru 23, Block 1 Trail Ridge Addition, Lots 1 thru 4, Block 2 and Lots 7 thru 11, Block 2 Trail Ridge Addition, Lots 1 thru 5, Block 3 Trail Ridge Addition all in the City of Hastings, Adams County, Nebraska according to the recorded plats thereof.

Brian Hurskainen explained the agenda item.

Hastings Economic Development Corporation (HEDC) wants to amend the Redevelopment Plan for Area #14. The developer intends to build out the infrastructure for Trail Ridge Addition.

HEDC will utilize Tax Increment Financing to aid in infrastructure costs including site preparation, water, sewer and paving, design and construction of a public park, architectural, engineering and planning costs, capitalized interest, and legal fees, and any other eligible public improvements essential for public uses in accordance with the Redevelopment Plan. Total anticipated project costs are approximately \$9,920,000.00 for construction and installation of the project. Cost of TIF eligible public improvements are estimated to be \$2,000,000.00. The redevelopment project area currently has an estimated valuation of \$41,679.00. The proposed redevelopment will create an additional valuation of \$7,878,321.00.

Future Land Use for this area is Mixed Use – Neighborhood. The Imagine Hastings Comprehensive Plan stated a desire for a land use pattern that is supportive of similar uses. This area is currently zoned R-1 and will not require rezone to accommodate this use.

Willis Hunt: How does this plan differ from the original plan that was put out by Redevelopment Area #14 in 2017?

Randy Chick: There was a redevelopment plan for area #14 which included most of the lots there. We do plan modifications for every project. The original plan

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modification was the lots by West Laux around the outside lots. There's a street in there with lots on both sides that were wrapped up in a plan modification earlier, about a year ago. Now, the rest of the lots will be developed and this plan modification will include the rest of the balance of the lots.

Willis Hunt: Are all the rest of the lots around West Laux sold already?

Michael Krings: We've sold all of the lots along the finished street. All of them except two have been sold, and those two are under contract, just waiting to close on them.

Willis Hunt: There's 47 lots and they've all been sold?

Michael Krings: All of the lots that are along the street. There's some streets that are included on both plans, so the rest of it will be completed in the second phase. We didn't want to sell them because they are still under construction, but they will be along the street, but will continue to have street development.

Willis Hunt: Some of the lots here that you're talking about have already been developed, sewer and water is already in on what we're talking about today?

Michael Krings: On those particular lots, all of the water and sewer has been installed during phase I of this development, the only thing remaining is the street and we plan to close on the 17th and when this goes to Council, we would also award a bid at this time.

Willis Hunt: On the original proposal the amount was \$2 million for land acquisition and engineering, and water, sewer, and paving was \$1,260,000, so the question is do you need the \$2 million to finish what was done in the past, or to do the whole thing?

Michael Krings: Both. So on the lots that are still in question, we still have to pay for water and sewer, and the paving along with the acquisition and engineering but we will also do the paving as well, but we haven't entered them into the redevelopment agreement plan modification yet. But those costs have been expended and we are now looking at the plan modification.

Willis Hunt: This original plan by the developer, the \$2 million, was that for the whole development that we see or just half of it?

Michael Krings: It would be this portion we are discussing right now.

Willis Hunt: Even though the first portion you have done part of the second portion?

Michael Krings: Correct.

Moved by LaDaun Schoenhals, seconded by Rakesh Srivastava, to recommend approval to the Mayor and City Council for Plan Modification No. 2022-1 to amend the Redevelopment Plan for Redevelopment Area Number #14, Trail Ridge Addition 2.0, for the following collective property, to wit: Lots 2 thru 7, Block 1 and Lots 11 thru 23, Block 1 Trail Ridge Addition, Lots 1 thru 4, Block 2 and Lots 7 thru 11, Block 2 Trail Ridge Addition, Lots 1 thru 5, Block 3 Trail Ridge Addition all in the City of

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Hastings, Adams County, Nebraska according to the recorded plats thereof.
Roll Call: Ayes: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Nays: None.
Absent: Lou Kully, Greg Sinner. The motion carried.

C. 2022-010. Public hearing for a change of zoning for all of Blocks 19 and 20, except the West 40 feet thereof in Lowman's North Side Addition to the City of Hastings, also known as 1430 West 16th Street, Hastings, Nebraska 68901 from R-3, *Multiple Family Residential* District to C-3, *Commercial Business* District, and to amend the Official Zoning District Map.

Motion to recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone all of Blocks 19 and 20, except the West 40 feet thereof in Lowman's North Side Addition to the City of Hastings, also known as 1430 West 16th Street, Hastings, Nebraska 68901 from R-3, *Multiple Family Residential* District to C-3, *Commercial Business* District.

Brian Hurskainen explained the agenda item.

Surrounding zoning is as follows:

North – I-1, Light Industrial District

South – R-3, Multiple Family Residential District

East – R-1 Urban Single Family Residential District (High School Fields)

West – R-1 Urban Single Family Residential District (Libs Park)

This rezone is to fix an inconsistency with the zoning code and the current use of the YMCA. The closest category to what their use is defined as would be an *Indoor entertainment and recreation business*, defined as:

Indoor entertainment and recreation business. A service use where facilities for indoor sports, entertainment, or similar recreation opportunities for participants of spectators are offered as a business. Examples of uses include roller skating rinks, movie theaters, or fitness clubs.

With the current zoning of R-3, *Multiple family residential*, indoor entertainment and recreation are not permitted as uses. The change to C-3, *Commercial Business*, allows them to have this use and upgrade their facility.

The Future Land Use Plan for this area has the land designated as a Mixed-Use Neighborhood. This is a supported use as the plan mentions institutional uses as appropriate for the designation.

Willis Hunt: Is this a housecleaning matter, just something we had to straighten out?

Brian Hurskainen: The YMCA doesn't fit within R-3 zoning so we need it to be C-3. Staff requested the YMCA request the change.

LaDaun Schoenhals: Congratulations to the YMCA for expanding.

Lisa Parnell-Rowe: I would like to add some clarity to that. So the rezone is actually required for us to do the addition. This particular rezone, R-3, didn't particularly fit for the YMCA. It's just a lot of properties we've found, especially public and quasi-public properties, ended up in an R-3, R-1 zone so we clean them up as we go because it helps them to do their additions and their expansions.

Moved by Willis Hunt, seconded by LaDaun Schoenhals, to recommend approval to the Mayor and City Council for an ordinance and the amendment to the Official Zoning District Map to rezone all of Blocks 19 and 20, except the West 40 feet thereof in Lowman's North Side Addition to the City of Hastings, also known as 1430 West 16th Street, Hastings, Nebraska 68901 from R-3, *Multiple Family Residential* District to C-3, *Commercial Business* District.

Roll Call: Ayes: Jacque Cranson, Shawn Rossi, Ann Hinton, LaDaun Schoenhals, Michelle Lewis, Rakesh Srivastava, Willis Hunt. Nays: None.

Absent: Lou Kully, Greg Sinner. The motion carried.

d. 2022-009. Public hearing to recommend a request for a Conditional Use Permit (CUP) for a Storage Facility on a property generally located West of North Marian Road along West 2nd Street in the Southeast Quarter of Section 10, Township 7 North, Range 10 West of the 6th P.M., City of Hastings, Adams County, Nebraska.

Motion to recommend approval for a CUP resolution for a property generally located West of North Marian Road along West 2nd Street in the Southeast Quarter of Section 10, Township 7 North, Range 10 West of the 6th P.M., City of Hastings, Adams County, Nebraska.

Brian Hurskainen explained the agenda item.

The proposed development will integrate compatibility with existing land uses and with permitted uses that may be established within any area to be affected by the proposed development.

Surrounding zoning is as follows:

North – R-1, Urban Single Family Residential and A, Agricultural (Undeveloped)

South – I-1, Light Industrial (Undeveloped)

East – R-1, Urban Single Family Residential, Middle School

West – I-1, Light Industrial (Undeveloped)

1-The use does not have a permanent negative impact that is substantially greater than the impact anticipated from development permitted in the base zone district.

-Pedestrian and vehicular traffic circulation and safety.

This use is for the storage of larger vehicles like recreational vehicles, boats and trailers; with such a use, pedestrian traffic should be at a minimum. The site is designed to be very spread out to make it easy for larger vehicles to traverse the site. The entrance is 30' wide and the aisles range from 75' to 80' wide.

-Reasonable and economic extension of public utilities and facilities

As this is within City limits and already serviced by the City, there is no extension of service required. Utilities has reviewed and approved this site plan.

-No noise, fumes and/or environmental pollution are anticipated.

The self-service storage facility standards for conditional use found in Section 34-404 (9) do not allow for outdoor storage. However, outdoor storage for campers and RVs (recreation vehicles) is not specifically addressed in the Table of Uses and Districts. There are similar uses found in Section 34-404 (5) for storage of vehicles in an impound yard and 34-404 (6) for off-street parking spaces and structures. These

sections do include some applicable standards, though there are many standards that are not applicable. As allowable under 34-104, the Director of Development Services has made a determination that these are comparable uses and provide standards towards this proposed supplementary use that are similar enough after consideration of the intensity and scale of the use relative to this site and that this site accommodates heavier, more industrial uses. Adding to this decision is the fact that there are no residential properties in the vicinity that this use would have an adverse impact on. The following are additional standards that were placed on this development as required by this hybrid of requirements:

1. The exterior storage of any items or objects will not be permitted to be stored in and around the premises with the exception of specifically approved autos, boats and campers in the defined area.
2. Items such as gasoline, fuel, paint, containers with any flammable liquid or items which can readily cause fire or flame will not be allowed to be stored on the premises or within the storage building.
3. No maintenance, dismantling, construction, reconstruction or repair of any vehicles, boats, RV's or appliances will be allowed within the storage units, or the exterior of the building grounds or in any part of this facility.
4. Landscaping shall be provided in the areas outside the fences between the fence and the property line per Section 34-305 of the Hastings City Code.
5. The storage facility shall be enclosed by a six-foot high, sight-proof fence whenever the site abuts residentially zoned or developed property. Said fence, when abutting any residential district, shall be solid or semi-solid and constructed to prevent the passage of debris or light, and constructed of either brick, stone, masonry units, wood or similar materials. Chain-link fence may be used so long as it has slats installed to prevent the passage of light through the unit. The side and rear of a building located upon the site may serve as fencing.
6. All exterior lighting shall be of cut-off type to prevent off-site glare.
7. Buildings shall be separated a minimum of 30 feet from one another within self-service storage facilities.
8. Commercial activity: It shall be unlawful for any owner, operator or lessee of any self-service storage facility or portion thereof to offer for sale, or to sell any item of personal property or to conduct any type of commercial activity of any kind whatsoever, other than leasing of the storage units, or to permit same to occur upon any area designated as a self-service storage facility. Violation of this section shall be subject to the provisions of Section 34-804 of the Hastings City Code. Any violation may be cause for revocation of the conditional use permit by the City Council.
9. Building setbacks shall be the same as in the C-3 District.
10. The site shall abut and have direct access to a city street

2-The maintenance of logical and efficient development patterns and land use mixtures.

The addition of these storage uses to this area is logical due to its use in compatibility with the allowable use of storage in the I-1 District. This use is less intensive than some uses that are permitted within the district, such as general manufacturing. This is important with both the Hastings Middle School and the Head Start Child and Family Development to the east. Storage typically does not add a significant amount of traffic to areas, which is important for this area with morning and afternoon pickup of children.

3-The conditions imposed are necessary to ensure the maintenance of property values and the safety, health, comfort, and repose of the residents.

The use of storage units should not evoke safety concerns and property values should remain the same. Providing these units will provide a service that is lacking in this area, particularly for parking of recreational vehicles. Adjacent property notice letters were sent out to all properties within 300 feet of this location and there has been no response.

4-That the use, subject to conditions, maintains compliance with the Comprehensive Plan and the purpose and intent of the zoning regulations.

The Future Land Use Plan for this property is suburban residential. Staff feels as though this designation is incorrect for this area and should be changed during the major update to the Zoning code in the coming months. There is a large depression in the ground which tends to hold water after rain, to the west and north of this property. There are also train tracks less than 900' to the south of the subject property. Both of these things would make suburban residential development difficult, evidenced by how the surrounding area has remained vacant.

Staff recommends a motion to recommend approval for a CUP resolution for a property generally located West of North Marian Road along West 2nd Street in the Southeast Quarter of Section 10, Township 7 North, Range 10 West of the 6th P.M., City of Hastings, Adams County, Nebraska, subject to the following conditions:

- 1) The applicants' Self-Service Storage Site Plan with inclusive dimensions of buildings, parking locations, access and easement location notes are hereby approved and applicant agrees to comply to all-inclusive details.
- 2) Applicant must provide a detailed landscape plan following provisions listed in Section 34-305 of the Hastings City Code at the time of building permit application.
- 3) There shall be compliance with any other applicable City, County, State or Federal regulations that shall apply.
- 4) This resolution shall be filed with the Registrar of Deeds so as to provide notice to any person examining the real estate records of the existence of this CUP. The recording costs incurred to comply with this section shall be paid by the applicant for the CUP.

Willis Hunt: Is this the best use of this land right next to the middle school?

Brian Hurskainen: This lot is zoned I-1, and they can do general manufacturing and other things without having to come before the Planning Commission. We as staff felt like this was a better use of that land, which is why we gave the recommendation that we did.

Lisa Parnell-Rowe: This area that goes West and moves North behind, there's a lot of water, kind-of wetlands actually, though it's not on the FEMA map, we do believe that when we do our next mapping we would like this area to be looked at. As far as use, topographically, and using a piece of that, which this is out of that wetlands, it's raised, we actually speculate that perhaps when the middle school was built, they had piled their dirt in this area and it built up that area. We do feel like this particular

use out of the broad spectrum of permitted uses that are allowed will fit, and one of the things that we've emphasized with the applicant is to make sure that the landscaping and the screening is appropriate for being next to the school. That's why we have a condition in here for a detailed landscape plan that we approve at time of building permit.

Willis Hunt: I was hoping that when they developed that property and raised it up that there would be recreation areas there basically next to the school, ball fields and so forth. I thought this was a great location for that and I am opposed to anything other than that because I believe that's where recreation belongs, next to the school.

Moved by LaDaun Schoenhals, seconded by Michelle Lewis, to recommend approval to the Mayor and City Council for a CUP resolution for a property generally located West of North Marian Road along West 2nd Street in the Southeast Quarter of Section 10, Township 7 North, Range 10 West of the 6th P.M., City of Hastings, Adams County, Nebraska.

Roll Call: Ayes: Ann Hinton, LaDaun Schoenhals, Rakesh Srivastava, Willis Hunt., Jacque Cranson, Michelle Lewis, Shawn Rossi. Nays: None.

Absent: Lou Kully, Greg Sinner. The motion carried.

- e. 2021-071. Public hearing for a change of zoning for a Casino to be at property commonly located to the north of Walmart and 42nd Street W and to the west of Tom Osborne Expressway in the extra-territorial jurisdiction of Adams County and City of Hastings Nebraska from "A, Agriculture" to "C-3, Commercial Business", and to amend the Official Zoning District Map.**

Motion to recommend disapproval for an ordinance and the amendment to the Official Zoning District Map to rezone property commonly located to the north of Walmart and 42nd Street W and to the west of Tom Osborne Expressway in the extra-territorial jurisdiction of Adams County and City of Hastings Nebraska from "A, Agriculture" to "C-3, Commercial Business".

Lisa Parnell-Rowe explained the agenda item.

Surrounding zoning is as follows:

North – A, Agriculture, RP-3, Multiple Family Planned Residential & R-1, Urban Single-Family Residential districts

South – C-3, Commercial Business District

East – A, Agriculture; C-3, Commercial Business; and R-3, Multiple Family districts

West – A, Agriculture District

It is important for all to understand the rezone is a totally separate action that is necessary only to place the Casino in this area as the use of the Casino is slated as an Indoor Entertainment and Recreation Business that is not allowed in the A, Agriculture District (its current zoning). A rezone is normally an option to consider when the comprehensive plan and corresponding Future Land Use (FLU) map indicate it to be compatible or when there is clearly surrounding growth and changes that would justify the FLU map is not as accurate as it once was when the comprehensive plan was originally undertaken. When staff sees an area they consider to be tagged inaccurately in the future, they will bring it before the Planning Commission and City Council as a proposed FLU change to justify this corresponding rezone as seen in the past year on several occasions.

The applicants are well aware of the practice of a Comprehensive Plan and Future Land Use (FLU) and the intent of this visionary or goal-oriented document to drive current zoning changes. When they first came to us with this proposal, the land they were proposing in the development area included the area to the north. With that area included, there was a fairly even mix of both Suburban Residential and Commercial/Retail being slated for this future development.

Then, after seeing the response in letters opposed to this development that specifically seemed to be feedback from Lochland residents to the north, they responded by providing a revision that peeled back an approximate 325' to the north that was in their original proposal provided on December 21, 2021. In peeling this area back, they are leaving that area, which is mostly slated for Suburban Residential as Agricultural. However, there was still a significant portion of that land slated for future Suburban Residential use—particularly to the northwest portion of the development.

Then, in January, the applicants postponed their cases just prior to the last Planning Commission, and again submitted a revision to the area for which they were requesting rezone. The latest proposal for rezone removes the area to the north where the race track will be placed. A race track is also conditional in the Agricultural district. In this way, they further lower the percentage of the area that is slated for future Suburban Residential uses from their proposal. You can see these changes in the attached document named Rezone area changes by Request to the FLU. Though their proposal changes can be requested, Staff believes the sheer fact that so many adjustments have had to be made on their part is a good indication that this area is not the perfect fit for the use they are attempting to place in this area.

Another important factor that must be considered in a rezone is the amount of area that is optimal for placing the development in or what is referred to as the lay of the land or topography. Some uses are more conducive to a topographically challenging area than others. In looking at the area being proposed, one can see that the topography shown on the Contours Map drastically increases in variances the further south and southeast, indicating larger grade differences. If one also overlays the Resource Map that shows the Floodplain over the top of the FLU Map for this area, it becomes apparent the area to the south is less conducive for development than the rest of this area as shown in the attached Latest Rezone Area in the FLU Map.

In fact, if you take a look at the Site Plan, you will notice this entire area does not have an actual structure placed in it, but rather they are proposing open and impervious space in these areas as one would expect. Roughly 25% of the area found in the Commercial/Retail area of the FLU is in a Floodplain and is best used as open space, a detention area or left undeveloped. When one looks at this entire area (150 acres) currently undeveloped, the area more adaptable to development is predominantly FLU-slated for Suburban Residential.

Something to also understand and consider is that if a residential use were to be placed here, there would also not need to be a consideration for the required buffer found in Table 305-8 of our Zoning Code. This means you can utilize more of this total area for buildout as a residential use than you could as a Commercial/Retail use.

As a result of the floodplain and the residential presence to the north, we will end up

with a development that has to be unnaturally squeezed into a center point of 150+ acres. The area slated to the north of this race track, still slated for future suburban residential, will be less likely to develop as that use if this rezone and the race track CUP are approved. Staff finds it questionable, based upon the abundant public feedback that we have received, as to whether or not anyone would want to live this close to a Racino. So, even though the immediate percentage of area for Suburban Residential in their project area has been greatly diluted, the fact still remains that part of the area where their race track will sit and the area to the north of this are future slated for Suburban Residential.

The even mix of both Suburban Residential & Commercial/Retail slated for the entire 150+ acres of undeveloped area between Walmart and Lochland, as shown in the FLU, indicates to Staff that the most appropriate district zone for this area is C-O, Commercial Office Non-Retail District. This is because the intent of that particular zone district is to “include urban and suburban residential and professional office uses that are appropriate in areas undergoing a transition” and specifically states, “the regulations and restrictions are intended to protect, preserve and enhance the residential uses while permitting uses characterized principally by consultative services or executive, administrative or clerical activities”.

Staff believes if this area were to be zoned to truly consider the potential impacts of both Lochland residents and the southern commercial presence, that C-O, Commercial Non-Retail is the most appropriate district for which we should rezone this entire area. The C-O zoning district would consider both residential and commercial FLU types projected for this area. What does this mean for the future of an area being proposed for a “Racino” that may not be successful but remains zoned C-3? It means other future uses for outdoor sales of any type (like a car lot), some light manufacturing uses, or even other indoor and outdoor entertainment and recreational businesses or uses, and much more could more than likely follow if this area were rezoned to C-3.

If this area were to be rezoned to a C-O zoning district, many of these uses are retail and would not be permitted in this area. This is why this area at most should only be considered for a C-O Zoning District rezone. However, that is not what our applicant has proposed—it is not what they proposed because only the C-3, Commercial Business Zone District will permit them to have the Casino.

There was obviously some intentional consideration on the part of those who created the FLU to cease Commercial/Retail as they moved north towards Lochland. We know this because when we review the FLU and compare the western side of the Tom Osborne Expressway to the eastern side, only the eastern side continues to incorporate Commercial/Retail as it moves north, whereas the western side ceases Commercial/Retail future zoning as it approaches Lochland.

The question Planning Commission and City Council will need to determine is to what point this cessation in future Commercial/Retail use should be cut off or transitioned as you move closer to Lochland. The existing zoning surrounding this property is a mixture of agricultural, commercial and residential. The residential properties adjacent to this property are zoned to allow for lower-density residential; these are larger single-family residential homes where property values average \$344,024. These are not townhomes, apartments or duplexes. This mixture is not uncommon to see in an area such as this located on the outskirts of town, as this area is

technically still in transition from what was farmland to what has become commercial and residential through time. Though we do have Walmart, and many commercial businesses to the south of this area, it is important to remember those were permitted outright by the C-3, Commercial Business District. Walmart, and the other retail businesses and restaurants did not need to consider and prepare plans for mitigating potential hazards and nuisances like horse manure, intense light glare, dust and smell.

Staff has evaluated the submission provided by the applicants and does not feel based on the area for which it is proposed, the future outlook slated in our FLU, the challenges presented by the existing floodplain in the southeast corner, and the proximity it will have to existing residential uses located in Lochland, that their proposal to rezone to C-3, Commercial Business Zone District is the best-suited zone district for this area now or into the future should this development fail.

Though this development would clearly provide some much-needed economic growth for the City of Hastings, staff would not feel this is the appropriate place for this particular use. Staff has provided several other options to the applicants that would seem to offer the applicant similar visibility from a nearby principal street right-of-way, while fitting better into the existing and future land uses. Staff questions the economic need for this in our community when the City of Grand Island has Fonner Park and future plans for a casino. Grand Island and Fonner Park are well-known with the added visibility for all during State Fair events.

Additionally, since the onset of Nebraska State Initiative 429, many other “Racinos” have been planned and/or approved for communities like Gering, North Platte, Bellevue and more. Many of these were placed in areas that did not entail the need to rezone the land, but were already zoned for the use of a casino. Careful consideration should be taken on our part to ensure if this is approved, that we have not been provided with market research evidence that this use would be successful and not a failed use of infrastructure left adjacent to our city's gateway due to an obvious oversaturation of this newly allowable Racino use. Though the applicants have given us verbal assurance of this market research there has yet to be any documentation provided that shows this market research was accomplished.

Additionally, we must not forget this area is the primary gateway to our city. Though it is not unusual for Casinos to desire a gateway location, that type of use may fit for larger cities like Omaha and Lincoln; it simply is not what Staff feels this community would want to express as the identity and first impression of Hastings. Staff knows this because when we held key stakeholder and public focus group meetings to discuss our Transportation and Parking Plan, one of the primary strengths that was identified as part of this plan was our city's unique character, often described as “Small Town Charm” and appeal. This is what is said to be the most important thing to our residents.

The difference between Grand Island, Kearney and Hastings is when you drive into town and down Burlington Avenue, you still see many older, charming residential properties along this corridor. Though this particular area doesn't exude that “Small Town Charm”, it is not currently in complete contrast to that vision. This “Small Town Charm” definitely has been a strength for Hastings that these other communities do not have and the more we stray from that vision the more we gravitate away from that strength. This is not to say Hastings can never grow, but it is to say architecturally

and visually, we want to ensure developments in that gateway area are not visually disparate to the look and feel of the "Small Town Charm". Staff contends a "Racino" at our gateway does not consider this long-standing strength and is a complete disregard to this known community engagement feedback.

Moved by LaDaun Schoenhals, seconded by Rakesh Srivastava, to recommend disapproval to the Mayor and City Council for an ordinance and the amendment to the Official Zoning District Map to rezone property commonly located to the north of Walmart and 42nd Street W and to the west of Tom Osborne Expressway in the extra-territorial jurisdiction of Adams County and City of Hastings Nebraska from "A, Agriculture" to "C-3, Commercial Business".

Roll Call: Ayes: Ann Hinton, LaDaun Schoenhals, Rakesh Srivastava, Willis Hunt.

Nays: Jacque Cranson, Michelle Lewis, Shawn Rossi.

Absent: Lou Kully, Greg Sinner. The motion carried.

- f. **2021-072. Public hearing for a Conditional Use Permit (CUP) request for a horse racetrack as a Commercial and Retail Outdoor Entertainment & Recreation Business use commonly located to the north of Walmart and 42nd Street W and to the west of Tom Osborne Expressway in the extra-territorial jurisdiction of Adams County and City of Hastings Nebraska.**

Motion to recommend disapproval of a request for a CUP for a horse racetrack as a Commercial and Retail Outdoor Entertainment & Recreation Business commonly located to the north of Walmart and 42nd Street W and to the west of Tom Osborne Expressway in the extra-territorial jurisdiction of Adams County and City of Hastings, Nebraska.

Lisa Parnell-Rowe explained the agenda item.

Our applicant is Mr. Brian Jorde of Domina Law Group in Omaha. Mr. Jorde represents the combined entities of Prairie Thunder Hastings, LLC; Hastings Exposition and Racing, Inc.; West Fork, Inc.; and Gremco Inc. to bring a horse racetrack and casino to the City of Hastings. What is unique about this proposal is the way in which Nebraska State Initiative 429 was designed to only allow a casino with a racetrack—a concept that has now been tagged "Racino". A racetrack is allowed without a casino only with Conditional Use Permit (CUP) approval from City Council in 5 zoning districts (i.e., A, C-3, CMP, I-1 & I-2) as a slated use of Outdoor Entertainment & Recreation Business. In fact, our definition of Outdoor Entertainment & Recreation Business includes a racetrack as an example. Our applicant's clients have purchased this property directly to the north of the existing Walmart store for the placement of this racetrack and casino.

Section 34-402 of the Hastings City Code spells out the four general standards that should be successfully addressed in the applicant's submission documents and CUP application. In fact, this guidance goes on to state that, "No conditional use design may be approved which will have a permanent negative impact on the items listed in this section that is substantially greater than that anticipated from development permitted without a conditional use". Below are the four standards with an assessment by staff for this development at this particular location; remembering always that a CUP stays with the land and does not move with ownership from location to location.

1. The proposed development will integrate compatibility with existing land uses and

with permitted uses that may be established within any area to be affected by the proposed development.

Surrounding land uses are:

North: A, Agriculture, RP-3, Multiple Family Planned Residential & R-1, Urban Single-Family Residential districts. Though the initial approximate 756-feet north is agriculturally-zoned with a small patch of area designated for RP-3, the area to the north of this is also home to Lochland Country Club and a large residential population with mostly single family homes.

South: C-3, Commercial Business District. Directly south of 42nd Street right-of-way (ROW) is Walmart, and many other retail-type businesses taking up space in plazas on the outskirts, such as nail salons, restaurants, etc. Again, further southwest, there are extensive residential neighborhoods integrated into the mixed-use community FLU located there.

East: A, Agriculture; C-3, Commercial Business; and R-3, Multiple-Family Residential districts. The vast majority of this area is zoned and used for agricultural business. The 3 lots that are zoned C-3 are a part of a farm operation. To the south of 42nd Street ROW is the home of the City Parks and Recreation Bill Smith Softball complex.

West: A, Agriculture District. All of this area is used for agricultural purposes and owned by GRO THEN Harvest LLC.

This location is currently zoned A, Agriculture. Since the completion of 42nd Street ROW, this area has seen an uptick in the level of interest expressed by many developers. The area is located outside the city limits of the City of Hastings but is in the area where the City of Hastings exercises extraterritorial jurisdiction. When this area becomes fully developed and is pulled into the city limits, this piece of land will fill a missing link that will further tie the residential community of Lochland to the City of Hastings.

Though Lochland has already been pulled into the city limits, the area in between has remained agricultural for many years, creating a seemingly independent community charm among the residents in that area. This area has all the benefits of utilities and services that the City provides, but has had a physical separation that has lent value-added to a quiet and up-scale residential atmosphere for those that live there. The question is whether or not the proposed use will integrate compatibility with this existing land use.

Though the applicant's original proposal was to also rezone this entire area and potentially develop it with some additional residential uses, they have since stated that the northern approximate 300' of this area and their separately owned parcel to the north (adding to 756') will continue to be farmed and remain agricultural in zoning. The 756' is more than sufficient buffer between the uses and more than meets the buffer requirements found in Section 34-305 (4) & Table 305-8. This section only requires a 30' buffer to be incorporated.

However, Staff questions after receiving more phone calls, inquiries and letters in opposition than ever seen in any past casework, whether the required 30' buffer is appropriate for a use such as this "Racino". There are many unique factors that must

be mitigated and explained for the use of a "Racino", in order to determine whether or not this 30' buffer is sufficient. Staff has requested several supplemental plans be provided from the applicant in order to answer this question. Supplemental documentation such as a site-specific tailored Manure Mitigation Plan; a site-specific tailored Noise Mitigation Plan and a more extensive Drainage Plan and Traffic Study will be required as conditions of permits.

2. The use does not have a permanent negative impact that is substantially greater than the impact anticipated from development permitted in the base zone district.

Pedestrian and vehicular traffic circulation and safety.

Though the applicant's most recently submitted site plan does show a few internal and external sidewalks and a trail connection they have added to both the site plan and narrative, there are still no dimensions noted on the sidewalks. We cannot confirm that the sidewalks will meet the code requirements found in City Code Section 38-303. Staff does appreciate the willingness to provide a trail connection to allow Lochland residents safe passage from their subdivision down to the recently finished Pioneer Spirit Trail portion to the south of 42nd Street. This will fulfill a connection that is currently missing and will also count towards the applicant's greenspace open space requirements.

The applicants have also provided some basic data assessing traffic. Though this data is limited, City Engineer, Lee Vrooman, and Nebraska Department of Transportation (NDOT) Representative, Wes Wahlgren, have stated that what they have provided is sufficient for CUP, but that a more extensive traffic study should still be provided as condition of this permit.

Staff has requested number of seats to assess this assembly use to our off-street parking requirements, but this is challenging due to the fact that the racetrack assembly use does not have an actual grand stand with seats. It incorporates an outdoor viewing area instead. Due to this more modern assembly use strategy, consideration will need to take place as to whether or not the parking will be accurately addressed as a business in a calculation based on gross square feet of the building area. Greater detail is still needed for staff to analyze parking and a separate parking plan must be provided to ensure we are not over or under parking as a condition of this permit. We will also need parking space dimensions noted on the parking plan to demonstrate that parking will meet our code requirements for parking spaces as defined in Section 34-103.

Reasonable and economic extension of public utilities and facilities.
Utilities can be extended into this property, as needed.

Civil Engineer & Floodplain Manager, Tara Ogren, and Adams County Highway Superintendent, Dawn Miller, both recommend a Drainage Study be done for the area that shows the necessary hydrologic and hydraulic calculations. Despite approximately 25% of this area being within a floodplain, a very limited drainage memorandum and data was provided. In fact, around 5% of this area is within the floodway and will require a no-rise procedure to occur as one of the driveways going into the site crosses through this floodway. The no-rise procedure will provide proof that neighbors both upstream and downstream are not affected by this development's drainage. A COE permit to construct a new concrete box culvert in the West Fork of Big Blue River may be required, as well as wetlands delineation, and a floodplain

development permit for the Upper Big Blue NRD. Staff recommends that if this permit is approved, we place a condition on the permit to not only provide a full-blown Drainage Study, but to also require the applicants to provide copies of any necessary state and federal approvals related to floodplain documentation and permitting. Permanent Best Management Practices (BMPs) for stormwater will be required as part of State SWPPP, and there will need to be a maintenance agreement put into place with the developers when this occurs. This will also be a condition of this permit.

Noise, fumes, dust or other environmental pollution. A horse racetrack will come with additional smells and waste management, noise, light glare and visual concerns. These potential concerns have been communicated to the applicant in a formal review of their application. Below is detail to explain each of these potential concerns and what we would recommend to mitigate these concerns.

Noise: There will be noise from the animals and public during large events held outdoors, as well as from the commentators over any sound system. As previously mentioned, Staff feels the applicants have more than met the buffer requirement due to the over 700 feet shown on the applicant's site plan from the racetrack to the nearest residential neighbors to the north. However, Staff still questions whether or not the buffer requirement in our City Code fully considers noise of this particular use and whether or not a landscape buffer will be effective in reducing noise from such a development.

City Code only addresses noise in the Excessive Noise ordinance found in Section 18-113.01. This section speaks to excessive noise in public spaces for individuals but not for assembly use. It addresses radio, tape player, compact disc player, stereophonic sound system, or similar devices which reproduce or amplify radio broadcasts, or musical recordings, but it basically excludes an activity that is open to the public, such as an athletic event. The one thing we do know from this code is that 75 feet is a more appropriate distance for these smaller types of noise nuisances. City Code does not address distances required for noise from private assemblies held outdoors. The applicants did briefly address noise in their narrative as requested by staff. It does address the more modern approach of an outdoor patio as opposed to a grand stand that is elevated, which could carry noise further. However, this discussion does not provide evidence as to the time of day when events would be held or what sound equipment, if any, would be utilized by commentators or for background music.

There is still no evidence of the actual noise level that would be discharged from this type of use. It would be a recommendation of staff that there would be a requirement for the applicant to provide a Noise Mitigation Plan. This plan should provide evidence to Staff of the anticipated level of noise and should demonstrate how this plan would reduce or prevent additional noise from interfering with residential neighbors to the north. This plan should also address the specific hours that races will be limited to, the level of noise that any sound equipment would be capable of making and/or what this equipment would be set at during races in order to reduce noise pollution. The plan should propose additional mitigation measures through solid fences or screening, in addition to the landscaping that is being proposed if it is found in this plan that the noise from this use could be heard by the northern residential properties. Though landscaping is shown on the plan, Staff feels this will mostly assist with screening the property visually and may not fully block the noise.

Smell and Waste Management: A Waste Management & Disposal Plan tailored to this site will be required by NDED. The applicants have provided an overview of an equestrian manure management plan for which they will use as a guideline. As these are State mandated requirements staff feels a sufficient amount of information has been provided for CUP, but will place a condition that once this plan has been tailored to this site that plan and any State approvals should be provided as a condition of this permit. Additionally, we would ask that such a plan addresses the number of horses to be stalled and length of time they will stay, and how each area will be managed from stall bedding, exercise areas, track, paddock and any others where this would be relevant. This plan should also include the control of run-off from these areas during wet conditions and explain how this will be maintained. Applicants have added the proposed detention area to their site plan, but additional explanation as to how this will function should be added to this plan.

Light Glare: Lighting does not appear to be an issue and staff believes this has been appropriately addressed in their narrative. Applicants have stated that they will not have track or pole lights or stadium lights. We feel that in a parking lot of this size that there would be a need for pole lighting; however, parking lot pole height and standards for full cutoff will be addressed with a building permit. Applicants have stated there will be no such needs associated with the racetrack use. If such lighting is necessary in future, then this would require applicants to provide a CUP amendment so that it can be reassessed.

Visual Aesthetics: The landscaping should be submitted as a separate plan and greater details as to the type and size of trees and bushes that would be added. There is no information regarding the type of species, and no evidence provided that the American Standards of Nursery Stock have been considered/provided. There should be separate symbols used for the different types of landscaping, a table of the species to be used, and there should be a legend included to interpret when reviewing according to our Open Space Landscape Materials and Street Trees requirements found in Tables 305-4 & 305-5 of Chapter 34. Street trees have not been addressed in their landscaping and will need to be reviewed by the Parks and Recreation Director.

The maintenance of logical and efficient development patterns and land use mixtures:

The apparent mix of both residential uses to the north in Lochland subdivision and commercial uses found to the south of 42nd Street W demonstrates a need for a transitional zone that is sensitive to both uses. Staff feels the most appropriate district zone for this area is C-O, Commercial Office Non-Retail District. This is because the intent of that particular zone district is to "include urban and suburban residential and professional office uses that are appropriate in areas undergoing a transition" and specifically states, "the regulations and restrictions are intended to protect, preserve and enhance the residential uses while permitting uses characterized principally by consultative services or executive, administrative or clerical activities". Staff believes if this area was to be zoned to truly consider logical and efficient development, that C-O, Commercial Non-Retail is the most appropriate district for which we should rezone. The C-O zoning district would also best fit to the mix of both residential and commercial FLU types projected for this area.

Though we do have Walmart and many commercial businesses to the south of this

area, it is important to remember those were permitted outright by the C-3, Commercial Business District. The impact on the surrounding area with these existing businesses was not expected to be potentially negative to the surrounding area, which did not directly impact Lochland. Walmart, and the other retail businesses and restaurants did not need to consider and prepare plans for mitigating potential hazards and nuisances like horse manure, intense light glare, dust and smell as these were permitted use.

Though this development would clearly provide some much-needed economic growth for the City of Hastings, Staff would not feel this is the appropriate place for this particular use. Staff has provided other options to the applicants that would seem to offer the applicant similar visibility from nearby principal street right-of-way, while fitting better into the existing and future land uses. Staff questions the economic need for this in our community when the City of Grand Island has Fonner Park and future plans for a casino.

Grand Island and Fonner Park are well-known with the added visibility for all during State Fair events. Additionally, since the onset of Nebraska State Initiative 429, many other “Racinos” have been planned and/or approved for communities like Gering, North Platte, Bellevue and more. Many of these were placed in areas that did not entail the need to rezone the land, but were already zoned for the use of a casino. Careful consideration should be taken on our part to ensure if this is approved that we have not been provided with market research evidence, that this use would be successful and not a failed use of infrastructure left adjacent to our city's gateway due to an obvious oversaturation. The applicants have not provided us with any such assurance.

If a C-3, Commercial Business zoning is approved, then if this particular use fails, this means other future uses such as outdoor sales of any type (like a car lot), some light manufacturing uses, other indoor and outdoor entertainment and recreational businesses or uses, and much more, may follow. If this area was to be rezoned to a C-O zoning district, many of these uses are retail and would not be permitted in this area. This is why this area at most should only be considered for a C-O Zoning District rezone. However, that is not what our applicant has proposed—it is not what they proposed because only the C-3, Commercial Business Zone District will permit them to have the Casino and also allow them to request a Conditional Use Permit for their racetrack.

Additionally, we must not forget this area is the primary gateway to our city. Though it is not unusual for Casinos to desire a gateway location, that type of use may fit for larger cities like Omaha and Lincoln; it simply is not what Staff feels this community would want to express as the identity and first impression of Hastings. Staff knows this because when we held key stakeholder and public focus group meetings to discuss our Transportation and Parking Plan, one of the primary strengths that was identified as part of this plan was our city's unique character, often described as “Small Town Charm” and appeal. This is what is said to be the most important thing to our residents. The difference between Grand Island, Kearney and Hastings is when you drive into town and down Burlington Avenue, you still see many older, charming residential properties along this corridor.

Though this particular area doesn't exude that “Small Town Charm”, it is not currently in complete contrast to that vision. This “Small Town Charm” definitely has been a

strength for Hastings that these other communities do not have, and the more we stray from that vision the more we gravitate away from that strength. This is not to say Hastings can never grow, but it is to say architecturally and visually, we want to ensure developments in that gateway area are not visually disparate to the look and feel of the “Small Town Charm”. Staff contends a “Racino” at our gateway does not consider this long-standing strength and is a complete disregard to this known community engagement feedback.

Though the applicant has now provided some basic drainage and traffic data, it is felt that this is not as extensive as it can be for the development being proposed in this particular area. Staff does not feel that this criterion has been addressed to the degree which we can be assured that there will be no permanent negative impact that is substantially greater than one that would occur with a permitted use.

3. The conditions imposed are necessary to ensure the maintenance of property values and the safety, health, comfort, and repose of the residents. Adjacent property notice letters were sent out to all properties within 300 feet of this location and, as of the drafting of this report, there were 34 responses received that were against this development and zero responses that are in support of this use. We have included copies of any written responses we have received in this packet and any responses received after packet disbursement will be added into record at the public hearing. I would encourage the Planning Commission to take the time to read all of these letters. In all my years of city planning I have never seen such an overwhelming response from local property owners as I have with this proposed use. However, the applicant has provided two letters from realtors that do provide opinion that this use will not have a negative impact to the Lochland community property values.

4. That the use, subject to conditions, maintains compliance with the Comprehensive Plan and the purpose and intent of the zoning regulations.

When you consider the entire area that was once proposed and is currently undeveloped, the area more adaptable to development due to the floodplain in the southeast corner is predominantly FLU-slanted for Suburban Residential. This means you can utilize more of this total area for buildout as slated for a residential use than you could as it was slated for a Commercial/Retail use.

There was obviously some intentional consideration on the part of those who created the FLU to cease Commercial/Retail as they moved north towards Lochland. We know this because when we review the FLU and compare the western side of the Tom Osborne Expressway to the eastern side, only the eastern side continues to incorporate Commercial/Retail as it moves north, whereas the western side ceases Commercial/Retail future zoning as it approaches Lochland. The question Planning Commission and City Council will need to determine is to what point this cessation in future Commercial/Retail use should be cut off or transitioned as you move closer to Lochland.

Motion to recommend disapproval of a request for a CUP for a horse racetrack as a Commercial and Retail Outdoor Entertainment & Recreation Business commonly located to the north of Walmart and 42nd Street W and to the west of Tom Osborne Expressway in the extra-territorial jurisdiction of Adams County and City of Hastings Nebraska. However, should Planning Commission vote to recommend approval for this CUP then staff would recommend doing so with the following minimum

conditions stipulated:

1. There shall be compliance with any other applicable City, County, State or Federal regulations that shall apply.
2. The City Clerk shall forward to the register of deeds for recording an affidavit or such other instrument as may be deemed appropriate so as to provide notice to any person examining the real estate records of the existence of this conditional use permit. The recording costs incurred to comply with this section shall be paid by the applicant for the conditional use permit.
3. An annexation to pull the area inclusive of both the Casino and Race track into the City will also be required.
4. A site-tailored Noise Mitigation Plan will be required and should provide evidence to Staff of the anticipated level of noise and should demonstrate how this plan would reduce or screen additional noise from interfering with residential neighbors to the north.
5. A separate Landscape Plan the shows species and evidence of meeting City Code Section 34-305 will be required for building permit approval.
6. A site-tailored Waste Management & Disposal Plan and copies of any necessary State approvals of such will be required for building permit approval.
7. A full and extensive Drainage Study will be required as well as copies of any necessary State and federal entities approvals of related floodplain documentation. Additionally, a maintenance agreement will be required for Permanent Post Construction Best Management Practices (BMPs) of stormwater.
8. A more extensive Traffic Study and copies of any related necessary State and County permits will be required for building permit approval.
9. A copy of the group's approved horse-racing and casino licenses from the Racing and Gaming Commission must be provided prior to approval of a building permit and any construction of this development.
10. A separate parking plan the demonstrates acceptable parking practices for the unique assembly use that doesn't particularly provide seats as shown in the city codes off street parking requirements will be required as a condition of this permit and must be provided for building permit approval.

Brian Jorde appeared to speak in favor of the Conditional Use Permit and zoning for the racetrack.

We first met with City officials back in October of 2021 to lay this out so that we can figure out what is the likely reception of this type of a project we met with a handful of individuals including Lisa and Dave Ptak. In that meeting, they gave us a list of other properties to go to. In November, we filed the application after doing a lot of due diligence, and we put our application in on November 28th. We were slated to be before you on December 21st, and I receive communication they are pulling the permit application.

Last month, we were ready to go, the city asks for renditions and changes, and on January 11th I comply, and the next day January 12, there are 24 or so opposition letters that apparently were created between 10 pm on the 11th and 8 am on the 12th. We looked through that and thought we should have more of a dialogue here, let's try to figure it out, we want this to be great for the community. So, we removed it from last month's hearing. We came here and met with some Commission members and walked through other possibilities. At the end of the day we are here to give an opportunity to the City and the County. This project will kick off 10 million dollars in

new tax revenue that the City can do what it wants. This money will be flowing into this community until the end of time as long as this project is here.

November 3, 2020 Nebraska voted to legalize gambling at licensed racetracks. There are only six licensed racetracks in the state, and one of them is in Hastings. Adams county voted between 58 and 61 percent in favor of these exact projects. Lochland voted over 63 percent for these projects. 'Once in a generation' is what Columbus, Nebraska called it in a recent, February 4, 2022 article.

This project is a \$40 million development. There will be 120 to 150 new jobs, \$3.7 million to 5.4 million payroll and benefits, over 650,000 annual visitors that will economically multiply what is currently going on in this community. Initiative 431 is to tax gambling at licensed racetracks. That's \$9.725 million per year. Annual new tax for the city: \$1,162,500, annual new tax for the county: \$1,162,500, \$6.9 million in new property tax relief, \$500,000 in new annual city property taxes based on the \$40 million investment.

We are trying to go from A to C-3 for a rezone, and then a Conditional Use Permit for the racetrack. In Gering, Nebraska there was a rezone and the property touches residences. People showed up and said they didn't want it in there back yard. Is anyone surprised there are people here that are saying that? I'm not. There's always going to be people who don't want it near them, but that's not going to be enough to say no to \$10 million per year. We are finished with the approvals for Gering and North Platte that we need from you.

We are looking at several factors: available land, at least 80 acres, configuration, flat, buffer space, utilities, highway visibility, access, lodging and food, and zoning. For zoning, we are looking at commercial and retail uses. Outdoor entertainment track is conditional in agriculture, so that's why we're asking for a Conditional Use Permit in the currently zoned area of agriculture district, and the indoor casino and this commercial-retail use is permitted in C-3, which is why we're asking for C-3.

We looked at the Future Land Use map, and first went North, and there were only a handful of tracts that worked. None of them were for sale. We called, we sent letters, we tried, and none of them were available. They don't work nearly as well and you're talking about pulling utilities a mile, a mile and a half to get to the location. We looked at the truck bypass, and those pieces of properties, and no deal could be put together. There were also only a couple of these that would work.

We looked South of Hastings. The fairgrounds already has a racetrack and is in this area. This is where we started this whole project out, and we tried to negotiate with them, and that didn't go anywhere. We made them an offer and we didn't get a counter-offer. We went to the Racing Commission and asked what they think about expanding at the fairgrounds. We were told in order to have a casino adjacent to the racetrack, you're going to have to tear down buildings and the grandstand, and rework the property. The fairground needs certain buildings and access. The racetrack enclosure didn't work and the property was too cramped.

We looked at other properties, we ran into various challenges and nothing would lay properly, nothing worked. We called, sent letters to property owners, didn't reply. We're trying to spend \$40 million dollars, we should be able to pick the location as long as within reason it makes sense.

We've centered on the only location that makes sense, because it fits in perfectly with what you said you wanted, which is commercial-retail. It was for sale, it had 80- plus acres, it had the right configuration, it's relatively flat, it has a great buffer space—45 acres of buffer between the nearest residence, highway visibility, access, lodging, food, and now we're here for zoning.

There's a 756-foot buffer from the southern property of those homes to the northern fence line. There's 1330 feet to where the racing will actually take place. A quarter-horse race lasts about 15 seconds so if we want to talk about noise, 15 seconds. That's going to be far less than the noise already generated by the planting of the field, combining of the harvest, screaming at the softball fields across the way. In the beginning, there will be one day of races and we will have a maximum of 12 days per year in about five years.

Currently, the gateway to the city is Wal-Mart and the strip mall. How about a gateway lined by beautiful trees and landscaping, a \$40 million development, instead? Let's talk about the floodplain. People could say, I want to see houses there, but so far no one has stepped up to purchase the property, but you have the floodplain issues. You're not going to build in the 100-year floodplain. The 500-year dips a bit into the parking lot, which is not a major issue.

The development is consistent with the Future Land User map, there's 45-plus acres of agricultural buffer between the racetrack and the nearest residence, 60-plus acres of green and open space, no grandstand, no stadium lighting, LED down lighting in parking areas, no light scatter, horses are not there year-round with a maximum of 12 days of racing five years from now, no equipment will be stored outside, 24/7/365 security with an internal security force.

We are respectfully requesting your recommendation to City Council that this be approved. We are respectful of the people that have come here today to voice their opposition. Maybe they want 500 houses there, but no one else has purchased the property. If someone else wants to buy it from us right now we will sell it to you. You can't just say no, but we've got to decipher the noise from the fact and what your duty here is economic development. We're prepared to be the very best neighbors and stewards of this land. We hope you have the courage to make the decision to vote yes to the future of Hastings. I realize here there's about 26 people here out of the 26,000 people of Hastings that don't want it and that's ok, but again, the voters already overwhelmingly voted, you've already heard, there was an election and they want this project.

Alan Anderson appeared to speak in favor of the Conditional Use Permit and zoning for the racetrack.

Over the past fifty years, Hall County and Buffalo County populations have grown 43 percent and 59 percent respectively. Adams County had a loss of 152 people. He owns the land across the street from the site and the subdivision next to the site. No other business would be interested in coming to a zero-growth community without asking for aid.

Jose Bruseno appeared to speak in favor of Conditional Use Permit and zoning for the racetrack.

He is from Texas. His family races horses in Texas and Mexico, and they have

horses in Nebraska and are paying for care. He has quarter horses and is excited to compete.

Ed Zimba appeared to speak in favor of the Conditional Use Permit and zoning for the racetrack.

He is part of the Nebraska Quarter horse Racing Association. He is excited for the project. North Platte, Gering and Scottsbluff approved the projects. They are excited to start a Nebraska circuit. Nebraska is a quarter horse state and Hastings has the only quarter horse track in the state.

Daniel Pauley appeared to speak against the Conditional Use Permit and zoning for the racetrack.

He is representing a community of land owners who filed opposition to the racetrack. Mr. Jorde did respond to the substantive issues laid out by the City of Hastings or your staff as to why this location does not work and is not a good permissible use for this racino in this location. This Commission has full legal latitude and authority to approve or deny this. Staff has done a great job of laying out how you have the basis to deny this if it's denied or approved in good faith. City Council will reflect heavily on the Planning Commission's recommendation. There were comments made that 26 people out of the 26,000 are here tonight. If you know anything about these communities, you know that 26 likely represents most of the 25,000. This would absolutely detrimentally change the face of Hastings. We will become a casino town. I would implore you to take into account the substance that your staff has laid before you. Take into account the substance about what the proposed use would be, take into account the substance of what this would do to the community. I think you ought to listen to your staff who focused on substance, law, definition, and what would really be used in this organization and what would really be used in this location. The face of Hastings today a retina center, surgical center, the North Lochland development. It's clean living, farm ground, simple life, good life for the people. It's not the location to put a 40,000 square foot racetrack and facility.

Tim O'Keefe appeared to speak against the Conditional Use Permit and zoning for the racetrack.

The problem is this project is in the wrong location. The project does not align to the Comprehensive Plan. It disrupts the already existing land development pattern in Hastings. Horse tracks cause dead zones. Gering. Nebraska proposal estimate is 1.02 million potential customers in the within 120 miles radius. That is impossible. They present that it cannot have a negative impact on nearby properties. It says that it won't decrease and possibly increase the value of surrounding properties. You see multiple studies where casinos negatively impact the real estate values in the immediate area. There are several areas that will be affected by this. It will kill the area to the West and will have a big impact on the area to the South. You're taking the central point of the natural land development in the community, and you're killing it. Our comprehensive plan calls for other areas for large employer businesses. If you take their 150 top job number and they're telling us 4.5 million that works out to about \$28,000 per job, not including management. The jobs that are being discussed are minimum wage jobs. My encouragement is to vote in favor of staff's recommendation to vote no on the basis it violates our comprehensive plan, it disrupts the already existing natural land development pattern of the city and you can't trust these people.

Colleen Adams appeared to speak against the project.

The numbers Mr. Jorde is giving you today, I'm not sure where they come from. The

amount of work Lisa Parnell-Rowe and staff have put in is phenomenal and people would be impressed with the online reports and the work you've put in and have backed everything up with thoughtful investigation. My letter brought out the salary that Tim O'Keeffe brought up: \$22,000 per employee. In 2020 the national poverty level was set at \$26,000. These jobs are below poverty level for a family of four. The second application, they bumped the average annual salary to \$31,000, so somebody ready my letter and made the change. The other thing I can comment on personally is Conditional Use Permit for my property. The City annexed us 20 years ago to get to Lochland. The City gave us a Conditional Use Permit to have one animal per acre in Lochland is annexed. We are good stewards of our land and had never had more than 50 to 60 animals. They are proposing to bring in 400 to 600 horses. That's irresponsible use of the property and will stop development around the area. Lone Star Park 7,000 visitors per year between Dallas and Ft. Worth, population 7.6 million people. They're telling we will get 650,000 people to visit our casino and racetrack. Our community is 25,000 people and research tells you the people who visit casinos come from within a 35 mile radius and the next level comes within 80 miles which overlaps Grand Island.

Jeff Randall appeared to speak against the Conditional Use Permit and zoning for the racetrack.

As Executive Director of Platte Valley Youth for Christ, I personally and professionally stand against any project at any location that increases the chances of teens becoming trafficking victims, or that pose a risk for trafficked teens that willingly return or are forced to return to this abuse. As my staff and volunteers sit across the table from the teen girls at YRTC Hastings, formerly known as Hastings Regional Center, and hear their stories of being trafficked, sometimes by their own parents, we are saddened that Hastings would intentionally allow a project to be built that is known to increase the number of children who are sold, exploited and abused in addition to the increase in adult addiction, prostitution use, and financial destruction. Quoting Nate Grazi of the Nebraska Family Alliance in the original debate of the now historical LB 461, "The FBI and local law enforcement have continually identified casinos as hubs for trafficking." And in 2017 the United States Department of Justice specifically named casinos in their national strategy to combat human trafficking report as a location where pimps will often target children. Small town charm means keeping that town safe for teens and children, ensuring the safety of children. There is no amount of revenue that justifies a threat to that safety in my opinion. Loving our neighbors, our kids, will always be enough to say no to \$10 million in my book. Saying no to 365 days of danger to our kids and families, I respectfully ask you to disrecommend all aspects of this project.

Joel Remmers appeared to speak against the Conditional Use Permit and zoning for the racetrack.

If we're talking about things that will last until the end of times, I believe in Jesus instead of casinos. Second of all, if we are talking about 12 days a year, I live on the south side of Madden Road, which is 12 days of racing for you, but it's going to be every day of looking out my window and seeing a casino. Your decisions matter. I read previous decisions made by zoning before I bought out there, and if I would have known this would have been a possibility I would not have bought out there. In the past two years we have put an additional \$70,000 into our house and if I had known this would have been a possibility I would not have done that and used that money to move other places. We have heard that over the past 20 years, Hastings has lost 152 people and if this passes, my wife, daughter and I will move out. You will

lose three more. I just want you to know that 26 people sent original letters, with 38 letters. I did not send a letter and if you drive through Lochland, you will see the that, as one of the 37 percent that voted against gaming, there's a whole lot more of us that would have voted if we would have known it was going into the backyard.

Tom Murray appeared to speak against the Conditional Use Permit and zoning for the racetrack.

It has been mentioned the state of Nebraska is overwhelmingly blessed to the idea of gambling and horse racing for money. It may well be the case but the majority is not always the moral decision. You sometimes have to make that decision when the majority doesn't seem to catch it all. George Washington said gambling is the child of avarice, the brother of iniquity and the father of mischief. I don't think George Washington sitting in this group would be in favor of the project before us.

Ann Hinton: It will go on the public record that 47 people agree with the speakers who have spoken so far against the project.

Brian Jorde:

If you all thought I was condescending and rude as Mr. Pauley suggested, I do apologize. I think I was direct because I respect your time, I respect your positions, I respect the difficult decisions you have to make for this community. The only name calling I heard was from the opponents. I heard Jesus referenced four or five times, and that, as a son of an ordained minister, suggests to me that they have very little substance in their opposition when they have to go to that level. Mr. O'Keeffe's slides of our work product were slides from October 2021. How did he get those slides when we didn't submit them to you. I gave them to Lisa. I asked for the complaints and these weren't sent to me timely but somehow he had slides that weren't even public. I never mentioned lawsuits. Dan Pauley mentioned lawsuits. If this town doesn't want the revenue and the jobs, I said we will go elsewhere. That is not a threat. From Mr. Pauley's presentation the things I took away were it's not the right use, but yet no one else is stepping forward to buy it. The property has been on the market, it's been available. Those land owners that own that property have the right to sell it. No one else is coming forward to put their money where their mouth is, it's just complaining. When Mr. O'Keeffe talked about a million people, that's because it pulls from Wyoming, Colorado, and other states. When we talk about 650,000 people, we will pull up people from Northern Kansas into Hastings for this. We have a gentleman here from Texas. They will come from all over the country to race. Mr. Zimba from the quarter horse association attested to that. Mr. O'Keeffe put up pictures from Omaha, Lincoln and Sioux City; that has nothing to do with us. We are talking about a new facility. The picture of Columbus is an old picture. Columbus is moving because they think this is such a great project for the community. The photos of Hastings were of the fairgrounds, which we don't own or control. We need to get out of there because it is in shambles, amongst other reasons. We want to spend \$40 million to make it look like it should. You want to talk about property houses, Google up Del mar racetrack; \$20 million, \$15 million, \$10 million houses all around it. Mrs. Adam talked about Lone Star and the \$20,000 number. Lone Star doesn't have a casino, so they're pulling in 700,000 visitors for horse racing only. We're estimating 650,000 from horse racing plus the casino here, well within reasonable. The amount of horses that come in will come in for a short period of time, racing, then they leave. They do not live here. This is not a horse boarding hotel. Mrs. Adam have the longhorn cattle and that's great. We are not going to have horses roaming around. These are extremely high-end animal investments that are coming for a specific

purpose: to race. They are tested, they are monitored, there's security all around, they race, they leave. They are not going to be a nuisance. Mr. Murray talked about George Washington, that George Washington wouldn't be in favor of this project, well George Washington was a slave owner, and I am not in favor of that, so I'm not sure what the relevance of any of those statements were. In any event, this is about economic development. At the end of the day, would you like a project that's going to bring in needed tax revenue and support to this community that the other communities that have it are clamoring for, are bending over backwards. Omaha has put forth over \$12 million in TIF money for that casino. We're not asking for a single penny from any of you. We are going to fund it all on our own, and you better believe we are very confident this is going to work for now and into the future to put out this kind of money on this kind of a project. With respect to the people who live nearby, 45 acres is beyond a significant buffer. We've done everything we can at every step we can to jump through every hoop that there are no negotiations with anyone else. No one wants to sell and that we've talked to. We've done everything we can do and I respectfully request you vote to approve, and if there's appropriate conditions, by all means put conditions on us and we will follow them, and this project will be a success for the entire community. I ask you to have the courage, that although there are people in this room, the 25,000 members of this community, those that voted overwhelmingly in favor of this, those that maybe couldn't be here at 4:00 pm because they're working, or for other reasons, do what's right for now and for the future, not the past and a view that looks to keep Hastings in a light of no development, no new jobs, of just saying no. Have the courage to say yes.

Lisa Parnell-Rowe: Applications are public knowledge and available to public, but Mr. O'Keeffe put in a public records request on December 17th and asked us to provide him with all of the records, obtained copies of some of the records and name described, call me to discuss, so we have provided him that through a records request.

Daniel Pauley: Mr. Jorde has presented an opportunity to prove whether or not these folks are honest he said to you on the record the would take no legal action against the City of Hastings or this community if they were told to leave. If this organization, this community, this Commission votes against this, he said, we will leave. We will take no legal action. I propose you would ask your city attorney to recess, go draw up a waiver of claims, and if Mr. Jorde and his clients will sign that, let's see how honest they are. Let's see if they will sign what they say they will, that they will bring no action against this community, or this city, of a legal nature if you tell them that you're not gonna uphold or approve their being here. Let's see if they're honest. They keep telling you that they are, they keep saying they're transparent, we say nasty things, hurtful things, and they're telling you they're being honest with you right now. Ladies and gentlemen, this is the way the law works, they say all kinds of things, but nothing matters unless it's in writing. We have a gentleman here on behalf of his clients who said I'll put that in writing. He said in front of everybody today, on the cameras, on the record, I will not bring a legal action, neither will my clients. I would propose you would recess, allow your city attorney to draw up a waiver, I would be happy to give him some help if he needs it and let them sign a waiver that says they will bring no claim against the City of Hastings, legally or otherwise, if you and your legal rights and discretion as they've agreed you have the ability to do, do not approve their use in this location because they have said that was the case. They've said they will bring no action. They said they're transparent, they're honest, you can trust them, you're simple folks, you're slow, I get it, we're all from Hastings that's our problem, not

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theirs, but by golly they're telling us they would put it in writing. That's what I would ask you to do this evening. Thank you.

Jose Bruseno: I wanted to know what the zoning here had to do with the disputes and whether what was said here or not.

Clint Schukei: One, I don't think it's appropriate to draw up a waiver and to provide that to Mr. Jorde. Secondly, when documents are received by public employees, they are public records, they are subject to the public record, whether they are part of the application or not, if Lisa had it, it's a public record. That's what I think the public record laws are for the State of Nebraska.

Jacque Cranson: I'm excited to see everyone here. The reason I'm up here is because I watched the mask mandate and I didn't agree with everyone, and I decided if I was going to complain about things I should get involved, and so I emailed the mayor and here I am. I think it's a hard decision to make. I grew up pretty close to Fonner Park in Grand Island so I saw the racetrack. There never really was an issue in Grand Island, but I certainly can respect everyone that lives close. I think it's a hard decision to make and I respect everyone that decided to show up tonight and I appreciate both sides. I take issue with calling us simple minded folk, I'm a member of the Nebraska State Bar Association and I think words are important and it's a highly educated group up here and we've all done a lot of research on this so I think whatever decision is made I think everyone up here definitely doesn't take this lightly.

Rakesh Srivastava: Thank you Mr. Jorde for presenting this and thanks everyone for being here. We appreciate your passion. I think that we have been discussing this the whole town has been discussing it and coming from a different country different place I moved to this town in 2003, and I want to see a lot of growth, a lot of things, but there are a lot of other things that also make a town a town and I think that we have to also look into what the committee wants, what we do, and I think those are the respects. But, the way you present was very professional, thank you so much for being here tonight and just a few of the numbers you presented, it just needs a little bit more clarification and those are the things that do not approve our votes up here.

Michelle Lewis: To speak to the zoning aspect, from a retail point of view, that property has always been looked at for retail, C-3 sort of stuff. Groceries, neighborhood groceries, big box retail. We've had everybody and their dog looking at it and nobody wants to buy it no one wants to develop it. So, as far as, is C-3 appropriate, yes, because that's what would've put their a long time ago if we could have just found somebody to do it.

LaDaun Schoenhals: I read all of the letters, I read your presentation last month and this month, I moved about a year and a half ago and there's a field behind me. I'm sorry I don't want the racetrack and casino behind my house either. So I understand where you're going, I understand we could make a lot of money helping the City of Hastings but I lived in Virginia for 16 years and it was very congested. I came to Hastings because it wasn't congested. I don't want the casino in my back yard, I don't want the racetrack in my back yard and I don't care if this town grows to be a million people, I like it the way it is.

Shawn Rossi: I see this as something to be excited about as well. I understand the

concerns for it and the reasons why people would not want it in their back yard, but I also see that if you want to keep the younger generation here in town, you need to have opportunities, you need to have entertainment venues, you need to have things that attract people here and you need to have things that build the community and I think this is hard to pass on. I live within a section of this proposed location as well.

Michelle Lewis: I have a question for Lisa. Where the CUP is now, what they are asking for now, if they started this right now with where they're at, would they have even had to have given the Lochland people on that line notice? Wouldn't they have been too far out?

Lisa Parnell-Rowe: So just to clarify, you're asking me about who got noticed?

Michelle Lewis: Would they have gotten noticed where it is now, where they are asking for the CUP right now?

Lisa Parnell-Rowe: We did adjacent property letters each time, for both. The letters that went out talked about the rezone and the Conditional Use Permit. It went out to everyone within 300 feet. We also post the signs, and we have the Public Notice in the paper.

Michelle Lewis: So the CUP is within 300 feet of Lochland then?

Lisa: No, it is not.

Moved by LaDaun Schoenhals, seconded by Rakesh Srivastava, to recommend disapproval to the Mayor and City Council of a request for a CUP for a horse racetrack as a Commercial and Retail Outdoor Entertainment & Recreation Business commonly located to the north of Walmart and 42nd Street W and to the west of Tom Osborne Expressway in the extra-territorial jurisdiction of Adams County and City of Hastings, Nebraska.

Roll Call: Ayes: Ann Hinton, LaDaun Schoenhals, Rakesh Srivastava, Willis Hunt.

Nays: Jacque Cranson, Michelle Lewis, Shawn Rossi.

Absent: Lou Kully, Greg Sinner. The motion carried.

10. Subdivisions

- a. 2021-063. Final Plat for Lakeview 10th Addition of a tract of land located in the Southwest Quarter of Section 36, Township 8 North, Range 10 West of the 6th P.M. City of Hastings, Adams County, Nebraska.**

Brian Hurskainen explained the agenda item.

The Development Department and Plat Track review teams (to include County officials) have reviewed this subdivision plat and the applicant has incorporated all recommendations found to be relevant with subdivision design standards and regulations in City Code Section 38-203. All related utility easement locations have been reviewed and approved by the Utilities Coordinator as part of this plat process.

In addition, the applicant has agreed to plant a filter strip to help protect Lake Hastings from the increased run off and sediments from this development. The strip will be in between lots 6 and 7 of Feuerhelm Subdivision adjacent to Lake Hastings.

Moved by Willis Hunt, seconded by LaDaun Schoenhals, to recommend approval to the Mayor and City Council the Final Plat for Lakeview 10th Addition of a tract of land located in the Southwest Quarter of Section 26, Township 8 North, Range 10 West of the 6th P.M. City of Hastings, Adams County, Nebraska.

Roll Call: Ayes: Ann Hinton, LaDaun Schoenhals, Rakesh Srivastava, Willis Hunt, Jacque Cranson, Michelle Lewis, Shawn Rossi. Nays: None.

Absent: Lou Kully, Greg Sinner. The motion carried.

Willis Hunt: I prefer not to debate our city attorney, but until something is passed and approved by the governing body it is not an official record.

Clint Schukei: I absolutely disagree with that.

11. Reports

a. Committee Reports

No committee reports.

b. Chairman Comments

c. Staff Reports

Lisa Parnell-Rowe: I really appreciate you stepping up to this situation as the First Chair and doing such a phenomenal job. Thank you very much, Ann.

Adjourn

Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 3/15/2022
File No: 2022-015
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Approval of updated City of Hastings Planning Commission Rules and Procedures, Revision dated 3/15/2022

Names of People/Business affected by this action:

Planning Commission, staff and the people of the City of Hastings.

Why Planning Commission action is required:

Neb. Rev. Stat. 19-927 – The commission shall hold at least one regular meeting in each calendar quarter, except the city council or village board of trustees may require the commission to meet more frequently and the chairperson of the commission may call for a meeting when necessary to deal with business pending before the commission. The commission shall adopt rules and regulations for the transaction of business and shall keep a record of its resolutions, transactions, findings, and determinations, which shall be a public record.

Type of action requested:

Motion

Suggested motion:

Motion to approve updated City of Hastings Planning Commission Rules and Procedures, Revision dated 3/15/2022

Deadlines associated with action:

Not applicable

Department head comments:

The changes are to help clean up some inconsistencies within the current rules. The first change is to Article I, Section 3 (C), removing the language about ethical principles attached and changes it to have the link provided so we don't have to update the rules every time the American Planning Association updates their Ethics in Planning. The second change is to Article III Section 3 regarding the order of business. The goal here was to make the order reflect what we actually do at the meetings; our electronic system had a different order and way of naming things; nothing will functionally change on how we conduct meetings. Attached is a copy of the rules with the changes highlighted in red.

Recommendation:

Staff recommends approval of updated City of Hastings Planning Commission Rules and Procedures, Revision dated 3/15/2022

CITY OF HASTINGS
PLANNING COMMISSION



RULES OF PROCEDURE

RULES OF PROCEDURE
PLANNING COMMISSION
HASTINGS, NEBRASKA

ARTICLE I - AUTHORITY AND DUTIES

SECTION 1. Authority. The City of Hastings Planning Commission (hereinafter called "Commission") exists as an advisory planning commission under authority of the code of ordinances of the City of Hastings, Nebraska, and any amendments thereto.

SECTION 2. Duties. The duties of the City of Hastings Planning Commission shall be those set forth under Nebraska State Statutes and the Hastings City Code, together with such other responsibilities as may be assigned to it by the City council of the City of Hastings, Nebraska.

SECTION 3. Commission Membership.

a. The Commission shall consist of nine (9) voting members and an alternate member, appointed in accordance with the requirements of Nebraska State Statutes and the Hastings City Code.

b. The members shall ethically serve the public interest by making decisions and taking actions which will enhance the public health, safety and welfare of our community and by promoting public confidence in the integrity, independence, ability and impartiality of the Commission.

c. The AICP/APA "Statement of Ethical Principles in Planning" is hereby incorporated by reference and is ~~attached to this document.~~ Linked here; <https://www.planning.org/ethics/ethicalprinciples/>

SECTION 4. Rules. In all matters not otherwise provided for by statute, ordinance, or these rules, the 2000 edition of Robert's Rules of Order, as interpreted by the Commission's presiding officer, shall govern the conduct of Commission meetings.

a. Regular Meetings - The Commission shall hold regular monthly meetings on the third Monday of each month at 4:00 o'clock p.m. Whenever the regular monthly meeting date falls on an official holiday of the City of Hastings, another date shall be selected. All regular meetings will be held at the Hastings City Building, unless notice is published as to the holding of a meeting at another location.

b. Special Meetings - Special meetings of the Commission may be called at any time by the Chairman or by a majority of members. Written notice of a special meeting shall not be required if the time, place and purpose of the special

meeting has been fixed in a regular meeting of the Commission, provided that a quorum of members of the Commission shall be present at said regular meeting.

c. Annual Organizational Meeting. At its regular meeting in February each year, the Commission shall hold an annual organizational meeting and elect from its members a chairman and first vice-chairman and a second vice-chairman.

d. Worksessions. The Chairman may call a worksession for the purpose of briefing the Commission or discussion of Commission business. No formal action may be taken at a worksession. Notice of the worksession shall be given to all members and posted on the bulletin board in the City building and published in a newspaper of general circulation not less than three (3) days prior to the date of the meeting. Written notice of a special meeting shall not be required if the time, place and purpose of the special meeting has been fixed in a regular meeting of the Commission per Section 4b.

e. Cancellation. Whenever there is a lack of business for Commission consideration, the Chairman may cancel a regular meeting. Notice of such cancellation shall be given to all members, and the news media shall be notified of such cancellation. Whenever it is determined that a quorum is not available for a regular or special meeting, the chairman of the Commission may dispense with such meeting, and all business scheduled for such meeting will be automatically continued to the next regular or special meeting. The chairman of the Commission also may dispense with a scheduled regular or special meeting. The chairman of the Commission also may dispense with a scheduled regular or special meeting in the event of natural disaster, snow emergency or similar causes. In the event of cancellation for any reason, the chairman may require re-notification to interested parties by the Commission as the chairman deems appropriate.

ARTICLE II - OFFICERS AND STAFF

SECTION 1. Commission Officers. At its regular meeting in February each year, the Commission shall hold an annual organizational meeting and elect from its members a chairman and first vice-chairman and a second vice-chairman.

SECTION 2. Duties of Commission Officers.

a. Chairman - The Chairman shall preside over Commission meetings and on behalf of the Commission shall exercise general supervision over the affairs of the Commission, the appointment of committees and representatives, the determination of points of order and procedure, and the signing of all official documents.

b. First Vice-chairman - The first vice-chairman shall have authority to act as chairman of the Commission during the absence or disability of the chairman.

c. Second Vice-chairman– The second vice-chairman shall during the absence of both the Chair and First Vice-chair or their inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the Commission.

d. Secretary - The Development Services Director of the City appointed by the Mayor or his designee shall act as the commission secretary. The secretary shall certify all official acts of the Commission, including the electronic/roll call votes of the Commission on any and all matters for which such vote is required. In the event of the absence or disability of the secretary, their designee or another individual appointed by the Mayor shall serve secretary protempore.

SECTION 3. Election of Officers.

a. Nomination of officers shall be made from the floor at the annual organizational meeting in February of each year, and the elections of officers shall follow immediately thereafter.

b. A candidate receiving a majority of the vote of the entire membership of the Commission shall be declared elected and shall take office the next regularly scheduled meeting.

c. Vacancies in offices shall be filled immediately by regular election procedures.

ARTICLE III - CONDUCT OF MEETINGS

SECTION 1. Quorum. Five (5) voting members of the Commission shall constitute a quorum. No business shall be transacted nor shall a public hearing be opened at any meeting of the Commission unless a quorum is in attendance.

SECTION 2. Voting.

a. Duty to vote. Every member must vote unless excused by the Chair. No member shall be excused from voting except in cases involving conflict of interest as defined by these rules and law.

b. Majority - No action of the Commission shall be official and effective unless such action is authorized at a regular or special meeting by a majority of the Commission members present and voting at such meeting.

c. Method - All votes of the Commission on matters requiring a public hearing shall be by electronic ballot. Secret ballot votes shall not be permitted except in the election of officers. A voice vote, with record as to the vote cast by

each member shall only be allowed when the electronic voting machine is inoperative.

d. Conflict of interest - A Commission member may not participate in a hearing or decision concerning a matter in which he has a personal interest, direct or indirect financial interest. A member shall declare for the record such known conflict of interest. Questions as to whether such conflict exists shall be determined by the chairman or the Hastings City Attorney. When there is uncertainty as to the applicability of this section, the member shall be automatically disqualified. The Commission shall enter in its records the fact that a member has been disqualified. A member who has a conflict of interest shall leave the commission table. Such member may join the audience but may not give testimony on the matter before the Commission. Nothing in this section shall prevent a member of the Commission from presenting an application on his/her own behalf, but members shall not appear before the Commission on behalf of others.

e. Absentee - Absentee or proxy voting shall not be permitted. Members must be present for the hearing in order to be eligible to vote on any matter. In the event that a member is absent for part of a public hearing, such member's eligibility to vote on the matter shall be at the discretion of the presiding officer.

SECTION 3. Order of Business. The order of business of regular meetings of the Commission shall be as listed below, except that said order of business may be changed by the chairman upon the consenting vote of a majority of those members present and voting.

- ~~1. Call to order~~
- ~~2. Roll call~~
- ~~3. Pledge of Allegiance~~
- ~~4. Special order of business~~
- ~~5. Communications and appearance request~~
- ~~6. Unfinished business~~
 - ~~a. Continued applications~~
 - ~~b. Tabled applications~~
 - ~~c. Postponed applications~~
 - ~~d. Unfinished items~~
- ~~7. New applications~~
 - ~~a. Public hearings~~
 - ~~b. Subdivisions~~
 - ~~c. Other items~~
- ~~8. a. Committee Report~~
 - ~~b. Chairman's Report~~
 - ~~c. Staff Report~~
- ~~9. Adjournment~~

1. Call to order
2. Roll call
3. Pledge of Allegiance
4. Motion to adopt the current agenda for the Planning Commission Meeting
5. Public Notice
6. Approval of Minutes
7. Special order of Business
8. Unfinished business
 - a. Continued applications
 - b. Tabled applications
 - c. Postponed applications
9. Public Hearings
10. Subdivisions
11. Reports
 - a. Commission Reports/Comments
 - b. Chairman's Comments
 - c. Staff Reports
12. Adjourn

SECTION 4. Motions.

a. Action by the Commission. The Commission shall proceed by motion except as otherwise provided for in these Rules. Any member, including the chair, may make a motion

b. Main motions. Any application duly filed shall be brought before the Commission in a main motion. A main motion can only be made when no other motion is pending.

c. Procedural motions. Procedural motions assist the Commission in treating or disposing of the main motion.

1. Withdraw. Any application may be withdrawn provided a written request for withdrawal signed by the applicant or an authorized representative is received by the Commission's staff at least fourteen (14) days before the scheduled hearing. Any request for withdrawal made less than fourteen (14) days before the scheduled hearing may be granted or denied by the Commission. Such request may be in writing or oral and must state the reasons for the request. No application may be withdrawn after a motion has been made and seconded and a vote has been ordered by the presiding officer.

2. Amend. Any member of the commission may offer a motion to modify or amendment a main motion on an application.

3. Continuance. Any interested party or Commission member may request a continuance in writing prior to the hearing and/or orally at the beginning of the hearing. The party requesting such continuance shall be required to show good and sufficient cause for such continuance, and it shall be within the discretion of the Commission to grant or deny such request.

ARTICLE IV - PUBLIC HEARINGS

SECTION 1. Procedure.

a. Opening the hearing - The Chairman shall call the number of the item scheduled for public hearing and declare the public hearing open.

b. Order of testimony - The order of testimony shall be as follows:

1. Background and comments by the Development Services Director of the City of Hastings

2. Interested parties

c. Closing the hearing - After all public comments have been heard under the rules of this section, the presiding officer shall declare the hearing closed and shall call for a motion. Additional public comment shall not be permitted after the close of the hearing. Any motion which has been made and seconded is open for discussion by the Commission members, but such motion is closed to discussion by the public unless the presiding officer exercises the authority to limit such discussion by the public or the Commission members.

d. Voting - Each motion on a matter requiring a public hearing shall be by written or electronic ballot to the members, in accordance with the provisions of Article III, Section 2 of these rules. Each ballot shall bear the case number of the application. At the conclusion of the vote, the secretary shall report the recorded vote. The vote of each member shall become a part of the record on the application and the vote of each member shall be disclosed by any Commission officer or the staff to anyone requesting such information.

SECTION 2. Conduct

a. Representation - The applicant may appear in person, by agent, or attorney, and may present any supporting witnesses, evidence, statements and arguments in favor of the request. Those persons in opposition or in favor of the request may appear in person, by agent or by attorney, and may present witnesses, evidence, statements and arguments. Any person interested in any

application shall have the right but shall not be required to enter a written appearance in the hearing.

b. Commission participation - The Commission members shall be provided adequate opportunity to examine witnesses and question any evidence, statements and arguments in the interest of a fair hearing.

c. Identification - All persons wishing to be heard on any matter in a public hearing or other hearing must come before the Commission and provide their names and addresses for the record. Statements or comments from the audience shall not be allowed or accepted as part of the record.

d. Commentary addressed to Commission - All commentary at a public hearing or other hearing shall be addressed to the Commission through its presiding officer. Such commentary shall not be permitted between opposing parties without the consent of such officer.

e. Authority of presiding officer - The presiding officer shall have the authority to prohibit repetitious and irrelevant testimony and shall have authority to limit the length of testimony by each speaker deemed appropriate to a fair hearing.

f. Orderly conduct - Every person appearing before the Commission shall abide by the order and direction of the presiding officer. Discourteous, disorderly, or contemptuous conduct shall not be tolerated, and the presiding officer may take such action as is deemed necessary to prevent such conduct or to require the removal from the premises of any disorderly persons by the Hastings Police Department.

ARTICLE V - FILING PROCEDURES

SECTION 1. Application - Each application to the Commission shall be on application forms prescribed by the Development Services Director and shall be accompanied by such information and exhibits as specified on such forms and/or required by City Code. Any communication purporting to be an application not on the prescribed forms or not containing the information required shall be considered incomplete and shall not be scheduled for hearing.

SECTION 2. Eligible Applicants - The owners of property included in any application before the Commission must consent to the filing of the application. Such consent may be evidenced by the owner's signature on said application or by a signature of a person having power of attorney authorizing such signature. In the case of property which is being purchased under a land contract, the signatures of both, the contract purchasers and the contract sellers or their duly authorized agents, shall be required.

ARTICLE VI - NOTICE REQUIREMENTS

SECTION 1. Contents - Any notice of public hearing required by Nebraska State Statute or the Hastings City Code shall contain as a minimum the following information:

- a. Description of the matter to be heard.
- b. General location by address or other description and legal description of the property.
- c. Name of the person or agency initiating the matter to be heard.
- d. Time and place of the hearing.
- e. Statement that interested parties may offer an oral opinion at the hearing.
- f. Any other information which may be required by law to be contained in such notice.

SECTION 2. Publication - When the Commission is required by law to publish in a newspaper of general circulation a notice prior to any hearing of the Commission, the Development Services Director shall cause such notice to be published in accordance with the time periods established by the applicable law. Proof of such publication shall be obtained by the Development Services Director and shall be kept in the application file.

ARTICLE VII - COMMITTEES

SECTION 1. Authority. The presiding officer is hereby authorized to appoint permanent and temporary committees to facilitate the work of or advise the Commission. Such committees may be comprised of Commission members only, or they may include other interested parties. A chairman shall be appointed for each committee, and reports on their assignments shall be made a part of the record. The chairman may be a member or an ex-officio member of any committee so appointed. The Development Services Director shall also be an ex-officio member of each committee.

SECTION 2. Committee Meetings. The Development Services Director shall assist any and all committees established under this section in scheduling the times and places for meetings.

ARTICLE VIII - COMMISSION RECORDS

SECTION 1. Responsibility. It shall be the duty of the Development Services Director or his designee to maintain all Commission files and records, including the official minutes of all meetings.

SECTION 2. Minutes. The Development Services Director shall prepare an accurate record of all hearings, official actions and committee meetings of the Commission, and the minutes representing such record shall be made available within a reasonable time after such hearing or action to all members of the Commission. Upon approval by the Commission, copies of such minutes shall be made available to interested parties.

SECTION 3. Tape Recordings. The Development Services Director may make taped or other mechanical recordings of the Commission's proceedings. Such recording products shall remain on file in the Development Services Director's office for a period not less than one year from the date of the hearing or determination, whichever is later. Such recordings shall not be removed from such office other than by order of a court of competent jurisdiction. Interested parties may listen to such recordings in the planning department office and may copy such recordings, under the supervision of the Development Services Director.

SECTION 4. Commission Case Files. A file shall be maintained for each item placed on the agenda of the Commission. Such files shall contain, as a minimum, the application form and supporting materials and any exhibits pertinent to the decision, conditions, or safeguards or other material related to the binding effects of the Commission's action.

SECTION 5. Public Records. The records and files of the Commission shall be public and shall be made available to the public.

ARTICLE IX - FEES

SECTION 1. Schedule of Fees. The Commission may recommend to the Hastings City Council a uniform schedule of fees to defray the administrative costs connected with processing and hearing applications for rezoning, special uses, and planned developments, for the checking and verifying of proposed subdivision plats, and for other official acts.

SECTION 2. Payment required. In no case shall the Commission take action on any application for which applicable fees have not been paid in full. No part of any fee paid pursuant to this section shall be returnable to the application unless authorized by the Hastings City Council.

SECTION 3. Publicly initiated applications. Nothing herein shall be construed to require a fee for actions initiated in the public interest by the Commission, the Hastings City Council or officials of the City of Hastings.

ARTICLE X - AMENDMENTS AND SUSPENSION

SECTION 1. Amendments. Amendments to the Rules of Procedure may be made by the Commission at any regular or special meeting, provided, however, that the proposed amendment shall have been presented in writing at a previous regular meeting of the Commission or the requirement of this article has been waived by a majority of the Commission as provided in Section 2 of this Article.

SECTION 2. Suspension of Rules. The suspension of any Rule of Procedure herein may be authorized by the Commission at any regular or special meeting upon the affirmative vote of five (5) members, provided, however, that no rule which is required to comply with state or local law may be so suspended.

ARTICLE XI - SEPARABILITY

If any section, clause, provision, or portion of these rules shall be held invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity or constitutionality of any other section, clause, provision, or portion of these rules.

ARTICLE XII - CERTIFICATE OF ADOPTION

The foregoing Rules of Procedure of the City of Hastings Planning Commission are hereby adopted by the affirmative vote of the Commission this 15th day of March, 2022.

Chairman

First Vice-Chairman

Adopted January 19, 1987

Revised March 16, 1992

Re-adopted February 17, 1997

Re-adopted May 15, 2006

Revised November 20, 2017

Revised October 15, 2018

Revised July 20, 2020

Revised March 15, 2022

Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 3/15/2022
File No: 2022-011
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Public hearing on a request for an amendment to Campus Master Development Plan for Mary Lanning Healthcare Association (MLHA).

Public hearing on a change of zoning for the South Half of Lot Two (2), Block Three (3), Buswell Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 835 North Kansas Avenue, Lot Six (6) in Block Two (2), except the South 5 and one-half (5 ½) feet thereof in Cline's Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 729 North Denver Avenue, The North Fifty (N 50) feet of Lot Sixteen (16), Block Two (2), Buswell Addition to the City of Hastings, Adams County, Nebraska according to the recorded plat thereof. Commonly addressed as 810 North Kansas Avenue from "R-3 Multiple-family Residential" to "CMP-Campus Institutional District" and to amend the Official Zoning District Map.

Recommend approval of the request for an amended Campus Master Development Plan for Mary Lanning Healthcare Association (MLHA).

Recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone the South Half of Lot Two (2), Block Three (3), Buswell Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 835 North Kansas Avenue, Lot Six (6) in Block Two (2), except the South 5 and one-half (5 ½) feet thereof in Cline's Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 729 North Denver Avenue, The North Fifty (N 50) feet of Lot Sixteen (16), Block Two (2), Buswell Addition to the City of Hastings, Adams County, Nebraska according to the recorded plat thereof. Commonly addressed as 810 North Kansas Avenue, from "R-3 Multiple-family Residential" to "CMP-Campus Institutional District".

Names of People/Business affected by this action:

The applicant, the people of Hastings, the people of the county and all surrounding communities that utilize MLHA services.

Why Planning Commission action is required:

Neb. Rev. Stat. 19-902 provides the city council shall receive the advice of the planning commission before taking definite action on any contemplated amendment, supplement, change, modification, or repeal, and no such regulation, restriction, or boundary shall become effective until after separate public hearings are held by both the planning commission and the city council

in relation thereto, at which parties in interest and citizens shall have an opportunity to be heard. Notice of the time and place of such hearing shall be given by publication thereof in a legal newspaper in or of general circulation in such municipality at least one time ten days prior to such hearing.

Type of action requested:

Motion

Suggested motion:

Motion to recommend approval of a Resolution for an amendment to Campus Master Development Plan for Mary Lanning Healthcare Association (MLHA).

Motion to recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone the South Half of Lot Two (2), Block Three (3), Buswell Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 835 North Kansas Avenue, Lot Six (6) in Block Two (2), except the South 5 and one-half (5 ½) feet thereof in Cline's Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 729 North Denver Avenue, The North Fifty (N 50) feet of Lot Sixteen (16), Block Two (2), Buswell Addition to the City of Hastings, Adams County, Nebraska according to the recorded plat thereof. Commonly addressed as 810 North Kansas Avenue, from "R-3 Multiple-family Residential" to "CMP-Campus Institutional District".

Deadlines associated with action:

These items are scheduled to be heard at the City Council meeting on April 11, 2022

Department head comments:

The CMP, Campus Institutional District, Section 34-212, is intended as a planned zoning district to assist and encourage the development of educational, institutional, and medical uses; and their complementary land uses, in a campus setting.

The first part of that is to have a Master Development Plan to address how the applicant intends on following the standards of the district and allow them flexibility in uses. With this already being an approved Master Plan, we are looking at amending the current plan to include the new pieces of property Mary Lanning has acquired.

However, Section 34-212, Campus Institutional District does not address how to handle or process any necessary changes to a Master Development Plan. A Master Development Plan should be a fluid and ever-changing document, so it should have a "process" to amend it. As a campus grows and matures with additional area added there may be new needs not originally forecasted when the plan was established. As stated in the MLHA Narrative, this plan will change and be reviewed and updated every 3-5 years. This being a shortfall in Section 34-212, and as CMP was intended to be a planned zoning district, we are following guidance found in the P.D., Planned District regulations, 34-215 (7). This guidance provides a process to amend this plan in going through both the Planning Commission and the City Council. Changes to the original plan were found to be

significant with incorporating pieces of property into the plan.

The second half of this is the rezoning of the pieces to the Campus Institutional District. As shown on the zoning map, the parcels being incorporated are either a fill in for the Campus Master Plan or an extension to the current campus. All of the properties are currently zoned R-3. The Future Land Use Map designates all of the parcels as Public/Semipublic. In the Comprehensive Plan, *Imagine Hastings*, Public/Semipublic is a category consistent with institutional land uses which specifically includes hospitals.

Recommendation:

Motion to recommend approval of a Resolution for an amendment to Campus Master Development Plan for Mary Lanning Healthcare Association (MLHA).

Motion to recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone The South Half of Lot Two (2), Block Three (3), Buswell Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 835 North Kansas Avenue, Lot Six (6) in Block Two (2), except the South 5 and one-half (5 ½) feet thereof in Cline's Addition to Hastings Nebraska in the City of Hastings, Adams County, Nebraska, commonly addressed as 729 North Denver Avenue, The North Fifty (N 50) feet of Lot Sixteen (16), Block Two (2), Buswell Addition to the City of Hastings, Adams County, Nebraska according to the recorded plat thereof. Commonly addressed as 810 North Kansas Avenue, from "R-3 Multiple-family Residential" to "CMP-Campus Institutional District".

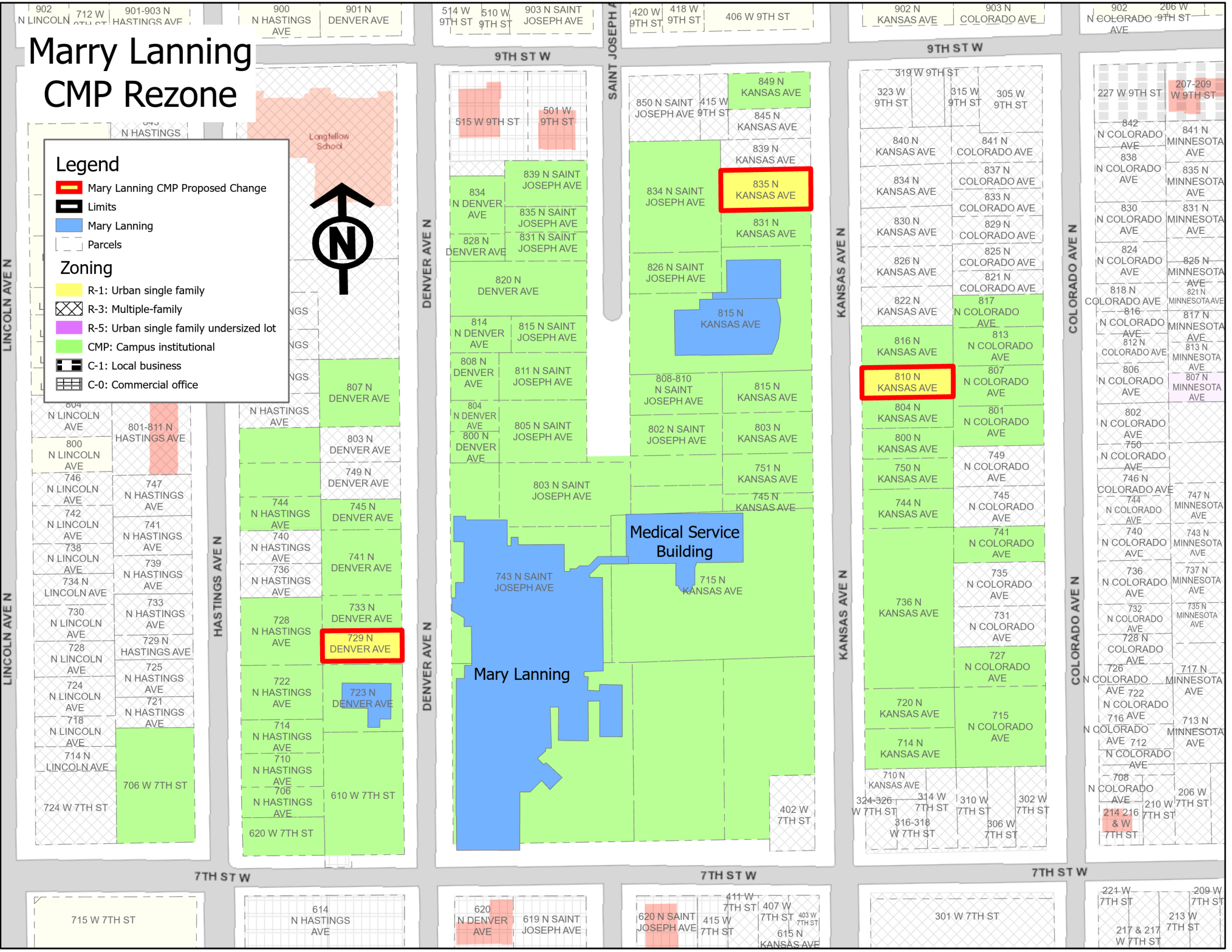
Marry Lanning CMP Rezone

Legend

-  Mary Lanning CMP Proposed Change
-  Limits
-  Mary Lanning
-  Parcels

Zoning

-  R-1: Urban single family
-  R-3: Multiple-family
-  R-5: Urban single family undersized lot
-  CMP: Campus institutional
-  C-1: Local business
-  C-0: Commercial office



Mary Lanning Healthcare

Master Plan Overview

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What are we doing?

As many Western Nebraska residents now realize, the Mary Lanning Healthcare Medical Campus is a premier health care, medical education institution and community interests located downtown Hastings. The campus to date has undergone dramatic growth both in terms of employment and infrastructure additions. It is clearly one of the most tangible expressions of successful economic development in our region that is also directly responsive to the evolving health needs of our citizenry.

This update of the 2018 MLH Master Plan implicitly recognizes the dramatic growth of the campus far exceeding initial expectations. It reflects the need to revise assumptions, process and aspirations. As a result, it is not cast in stone. We appropriately anticipate adaptations “on the fly” and new iterations as we progress. However, the revision exercise itself helps the campus interests to coordinate and collaborate for mutual and community benefit. That has been our guiding objective from the start and it has served us well.

The Mary Lanning Healthcare development projects will evolve over several years. This is not a “single project” proposal, but a multi-phase plan that will occur in stages over the years to come. At its core is our commitment to create an environment in which we can provide the best possible care for patients and families—an environment geared toward safety, healing, and comfort, following the most proven, effective, and efficient practices in healthcare facility design.

- Some details of the plan as it stands now:
- **Ambulance Storage building** – Building to house three (3) ambulances to protect from weather and provide higher level of security for the vehicles. This building will be directly north of the Ambulance Headquarters located at 744 North Hastings Ave. Anticipated start of this project is November 2020.
- A new 65,000 square foot **Medical Office Building** a specialty health center housing outpatient services—will be built on the parking lot south out the MSB and east of main hospital. It connect directly to Medical Service Building on all three floors, allowing MLH to create integrated outpatient clinics and physician offices; that is, they will be located in close proximity to hospitalized patients, labs, and testing facilities. It will also necessitate building additional parking. This project is in the financing stage. Anticipated start early 2021.
- The hospital will be expanding, modernizing, and renovating the **emergency department**. Anticipated start early to mid-2021.
- **New parking lots** will be built between Denver and Hastings Avenues, north of 7th street, (early 2021),and between Kansas and Colorado Avenue south of 9th Street(Late 2021 to mid-2022). These lots will accommodate the needs of patients, visitors, and staff, alleviating demand for on-street parking.
- A **new central boiler plant**, which provides essential utilities such thermal energy and domestic water services for the main hospital, will be built between Denver and Hastings Avenue, north of the parking lot at 7th and Denver / Hastings Avenue, replacing our aging plant currently located inside the main hospital. In an effort to explore alternative approaches within the west Solution and further minimize impact on existing infrastructure, Mary Lanning team is exploring an access tunnel or bridging the street. Considering impacts to the healthcare and building organization approach previously discussed, the structure bridging it would be in the order of 400 - 500 feet in length and 2 full floors in height. Anticipated start in 2022.

Master Plan

The information contained Mary Lanning Healthcare provides the background, details, and context for our Hastings development. Mary Lanning has a history of careful planning and fiscal responsibility, and is deeply committed to the citizens of Hastings, to our neighborhoods, and to the region. The final plan is the culmination of a decade of careful assessment, evaluation, and reevaluation and:

- Projects needs and planning to the year 2030.
 - Modernizes existing facilities and structures, on currently developed land, as much as possible to reduce resource consumption and unnecessary land and infrastructure development.
 - Ensures responsible use of resources by adopting sustainable design and operation practices in new and existing facilities.
 - Minimizes disruption to current medical center services.
 - Maximizes our future capacity and growth opportunities.
 - Serves as a living outline for future development and as such will be periodically updated, presented, and recorded with the agencies having jurisdictional interest and approval, and will be revisited at a minimum of every 3-5 years depending on need and activity.
-



1.0 INTRODUCTION

Mary Lanning Healthcare System is a not for profit healthcare system. The system is comprised of hospital facilities located in central and southern Nebraska, numerous clinics and physician practices, and partnerships with healthcare providers in the surrounding service areas. It is committed and invested in each community it serves. The flagship hospital is located in Hastings, where the most acute cases from the service area are referred for the most specialized care.

Mary Lanning Healthcare facility has existed for more than a century. It has struggled and prospered, all the while providing dedicated care for its community. Its downtown location has grown from a single hospital accommodating, to a hospital with more than 100 inpatient beds and a collection of buildings providing needed care to hundreds of people a day. The perceived impact to the current Mary Lanning Healthcare facility is one element influencing this master plan. The hospital began at 715 North St Joseph Ave and expanded through the decades, east and north. Each new building and addition touching the last, and progressively increasing in size to accommodate the needs of the time. This pattern demonstrates careful planning and fiscal responsibility, as well as the importance of maintaining connectivity to current departments within the hospital, limiting disruptions to current operations.

Having reached 7th Avenue to the south, the building cannot continue to grow further south without great complication, compromise and the uncertainty of success. Therefore, this plan explores alternate approaches to address future expansion. In this plan, great effort has been taken by Mary Lanning Healthcare Administration, community leaders, stakeholders including the City of Hastings

and Adams County. This document is the culmination of a decade of careful assessment, evaluation and reevaluation in reaction to trends and policy.

1.2 PURPOSE OF PLAN

The goals and objectives of any facility master plan should identify the needs and vision of the organization, then strive to provide a clear, albeit flexible, roadmap for coordinated development; a path to modernize existing facilities and systems; and evolutionary planning to replace structures that are nearing the end of their useful lives. Additionally, healthcare facility planning requires imperatives including, most importantly, patient safety and evidence-based design. The plan must be adaptable to offer opportunity to future needs. By its nature, health care is dynamic. Inherently, challenges from the insurance industry, government agencies and policies, treatment and care delivery protocol, ever-improving technologies, and the evolution of illness make the planning of healthcare facilities an ongoing task. Spaces and infrastructure must be planned to be as flexible as possible and anticipate future needs and trends to ensure a maximum usable life. So, too, must be the hospital facility. This master plan projects needs and planning to the year 2030; any further projections become unreliable and any less becomes too limiting to be useful. The document will serve as a living outline for future development and as such will be periodically updated, presented and recorded with the agencies having jurisdictional interest and approval. It has been discussed the plan would be revisited at a minimum of every 3-5 years depending on need and activity.

The master plan is illustrative of a full build-out of the facility; however, based on changing conditions and market need, individual buildings may be phased or scaled back accordingly.

1.3 PLANNING CONSIDERATIONS

The planning framework considers first and foremost the needs of the hospital and its patients. Health care is, at the end of the day, the charge of any healthcare organization. Secondarily, urban and transportation planning objectives have been considered to the extent they do not conflict negatively with the first priority. To be successful, this plan must achieve an acceptable balance and wherever possible improve the lives of those who are impacted. Where ideals of the second priority cannot be met due to the imperatives of the first, the plan offers enhanced alternatives developed with the help and commitment of the community. The iterative plan development process progressed through numerous neighborhood meetings and public open houses. The initial plan was presented and evaluated by all parties, discussion and concerns recorded, and the plan adjusted to address feedback where at all possible.

Hospital Planning Considerations

- Patient First – Organizing the built environment around the patient experience, from wayfinding to treatment and everything in between.
- Maintain and Improve Connectivity – Relating not only to straightforward wayfinding and departmental organization, but to building services and distribution.
- Facility Renewal & Evolution – Responsible planning makes use of existing assets and respects current investments where possible. Considers future phases. Facilities Renewal Plan (Project)
- Provide Flexibility – Healthcare is dependent upon technology. The built environment and building systems must be adaptable to future technological and treatment needs.

- 24-hour Building Occupancy & Operation – The hospital cannot simply be shut down during construction activities, requiring more complex planning and phasing of projects.
- Transportation/Urban Planning Considerations
- Maintain or Improve Neighborhood Connectivity – Community consecutiveness and walkability are key to sustainable urban design. The plan provides adequate access to amenities such as sidewalks, paths, and maintaining and improving the transportation network in and around the study area.
- Minimize Negative Impact on Infrastructure – Mitigate impact on public systems.
- Improve User Experience - Where possible improve and encourage usability of existing facilities, create new amenities, and destinations. Such as incorporating open space and creating opportunities for public.
- Reduce Environmental Impacts - Use existing facilities and structures on previously developed land to the extent possible to reduce resource consumption and unnecessary land and infrastructure development.

1.4 COMMITMENT TO COMMUNITY

It is important to acknowledge Mary Lanning Healthcare’s commitment to the community and its betterment. Mary Lanning has taken care of patients, both from around the corner and from around the state. It strives to be a responsible steward of community development, the environment, and a healthy lifestyle.

Essential to community vibrancy and enhancing quality of life are protecting open space and creating culture. The initial phases of this master plan carry a significant financial investment not only to Mary Lanning’s downtown facilities, but over the next decade it is estimated several hundred million dollars of rollover economic benefit and job growth will be provided to the larger community. As an example of this commitment to the community, Mary Lanning Healthcare is engaged in a robust outreach campaign with the intent of keeping interested parties updated on developments specific to its master plan. The engagement began many years ago and has encompassed separate meetings with agencies, organizations and neighbors. Mary Lanning did not only present information on the plan, but the attendees were able to provide feedback and insight, to further shape and focus this document. The outreach effort is anticipated to continue throughout the public approval process. In addition, Mary Lanning Healthcare’s provides updated plan details and relevant resources. In the plan that follows, there is an assessment of the existing transportation conditions, identifying areas of concerns and proposing solutions for broader consideration. Great care has been given in any of the offered solutions to address safety, performance, and comfort. It is Mary Lanning Healthcare’s intent to enhance its facility with improvements, encouraging use by the public and improving satisfaction with each system.

Taking Advantage of the Investment in Existing Facilities:

All of these efforts have come together over the years to help meet the ongoing need for high quality, evidence-based, compassionate care, and to further Mary Lannings mission. Now, Mary

Lanning Healthcare is planning another critical development that will allow its Hastings hospital to deliver on its commitment to patients and continue to provide the level of care. Over the course of many years, this planned development will result in a new Medical Office Building expansion of the Medical Services Building, modernization and renovation of the main hospital emergency department, expansion of Morrison cancer center services, and construction of a new central plant, and additional parking areas.

2.0 EXISTING CONDITIONS

Beginning in 2018 the team was asked to provide a series of comprehensive assessments of the existing Mary Lanning Healthcare facility. The analysis consisted of a series of building system investigations and walkthroughs of the hospital facility. The assessment considered all aspects of healthcare delivery as well as site conditions, existing infrastructure, surrounding neighborhoods, interior finishes, patient and staff circulation, existing building codes, and forward looking consideration of pending healthcare guidelines and standards.



2.1 ENVIRONMENT OF CARE ASSESSMENT

Purpose of Review:

The purpose of this review was to establish the existing condition of the hospital. In particular, this evaluation is to establish the potential for addition and/or remodeling.

Basis of Evaluation:

- 1. Existing physical condition.
- 2. Compliance with codes that would be in effect if remodeled or an addition was added.
- 3. Site availability for addition.

Existing Physical Condition:

The following review represents a visual and plan evaluation of the facility. There was no specific testing for items behind walls, ceilings, or floors; however, there was opportunity to look above ceilings and below floors in a couple of access points. All mechanical and electrical rooms were visually reviewed. The roof was viewed. A basic understanding of the existing mechanical and electrical systems was achieved. Building was reviewed for space and architectural only. Reports for mechanical and electrical systems are not included.

Site Analysis:

The site is fully used at the present time. Any addition or new building would require loss/relocation of parking and/or other buildings. Site improvements such as pavements and sidewalks, while for the most part are in reasonable condition, some areas show some signs of aging but appear to meet accessibility standards. Site landscaping is mostly simple and mature, except for the newer area around the new parking areas around St Joseph Avenue, and north of the Morrison Cancer Center.

Parking availability is adequate for both visitors and staff, except some of the staff parking is a reasonable distance from the hospital. Parking is provided in existing surface parking. It is not feasible to add on to the existing surface parking; therefore, new parking accommodations for visitors and staff must be provided and convenient to any new construction.

Many of these portions of the hospital have undergone numerous remodels and use changes over the years. Floor-to-floor heights range from 10' to 12' and are very tight to accommodate the needed mechanical, electrical and plumbing utilities inherent in most healthcare uses. The facility uses a primary central corridor system conveying visitors, patients, staff and materials. While this system is not a code violation, the preferred system would be to separate staff and patients from visitors, where material movement can occur on a support floor. All of these portions of the building were built around an inpatient focused model. Outpatient services were a very small portion of care at that time and required minimal technology. Today, outpatient services account for large percent of hospital visits; therefore, most of the outpatient diagnostic and treatment areas have grown, and will continue to grow, far beyond what was originally envisioned. Many of these services (Surgery, Emergency Department, Diagnostic Imaging, Lab, etc.) have planned renovations. Some other challenges with these older portions of the building include:

1. Aging emergency power, data and electrical outlets upgrades to present codes.
2. Aging mechanical and plumbing systems, minimal air changes, and aging infrastructure.
3. Accessibility appears to have been well dealt with for the present uses; however, if more intensive uses needed to expand into these older buildings that would be a concern.
4. Storage is a concern. While not in violation of codes, most departments have expressed concern over the lack of storage convenient to their unit.

The greatest challenge of these older building is the size of rooms. Every few years, codes related to the size of healthcare spaces are updated and typically grow in size required. When originally designed, the sizes were not a concern; however, today those that have not been recently remodeled are problematic.

Outpatient services in the buildings have insufficient space for needed technology. Many of the most intensive services (OR, ED, imaging etc.) have been relocated into these portions of the building and work well today. If expansion/additions are needed in the imaging area and the ED, these spaces could be added on to with minimal code concerns.

2.2 LANDSCAPE ASSESSMENT

The Master Facility Plan, was update was conducted in 2018 - 2019. A review of landscape to determine the cost for relocating any trees that are healthy, desirable, and of the caliper that could be relocated was also conducted. It is also noted that any plant material determined to be capable of relocation should be relocated during the proper season (after leaves have fallen in autumn or before leafing out in spring). Shrubs are briefly described in the assessment to present a complete inventory. Mary Lanning is exploring relocation due to its perceived significance to the donor community; however, a new location has not been identified. Overall, the species and spacing of trees within the Right of Way are consistent and complementary to the surrounding neighborhoods. Most trees surveyed were in fair health at the time of the assessment given their respective ages.

2.3 UTILITIES ASSESSMENT

Hastings Utilities is the purveyor of power to the MLH facility in Hastings. The facility receives power from primarily the North Denver Substation, the alternative substations are B St and Bypass substations. The substation feeds 2 transformers rated 205mega-volt-amperes (MVA) each. These provide power to the feeder circuits. The third 205mega-volt-amperes (MVA) transformer feeds the Morrison Cancer Center and the Medical Service Building.

3.0 ALTERNATIVES ANALYSIS

As part of the master plan process, the MLH Team identified possible expansion sites adjacent to the existing facility. Sites were considered initially regardless of current ownership, but as illustrated in the commentary, ownership was a consideration. Each location was then populated with large blocks representing approximate building square footage required to address each need and conceptually arranged based on best practice departmental adjacencies. The resultant options were then evaluated based on a set of healthcare planning criteria aligning with the institution's commitment of fiscal responsibility.

The options were vetted thoroughly through an iterative process with both internal and external stakeholders, including impacted neighbors and citizens. Possible expansion locations explored include:

- East - Location includes the two full blocks east of the existing hospital bound by Colorado Street, Kansas Avenue, between 9th and 7th Street. Properties include both MLH-owned and non-MLH-owned interests.
- South – Having reached 7th Avenue, the building cannot continue to grow further south without great complication, compromise and the uncertainty of success. Therefore, this plan explores alternate approaches to address future expansion.
- West - Location includes two full blocks to the west of the existing hospital bound by Hastings Avenue and Denver Avenue. Denver Avenue currently housing MLH chiller plant, MLH contractor parking, Mary Lanning Foundation Offices, and the current ambulance team house.

- North - Location includes two full blocks north of the existing hospital bound by 9th Street, Colorado Avenue, Kansas Avenue, Denver Avenue and Hastings Avenue. Properties include hospital helicopter landing site, Morrison Cancer Center, patient / visitor and staff parking, and smaller hospital-owned properties, and smaller non-hospital owned properties. In the following sections, the evaluation criteria is explained, each alternate solution is described and evaluated, and the preferred option illustrated. In addition, the team explored additional variations to the preferred location option, and commentary is included addressing challenges encountered.

3.1 EVALUATION CRITERIA

The possible expansion options were individually evaluated on the following criteria. Each criteria is described in detail in an effort to establish a consistent understanding for application.

Traditionally, hospitals grow and evolve over time; as a result, corridors become buried within masses of building and where there was a door or window yesterday, there is a wall today. If not considered up front as an organizing element, staff efficiency and patient and visitor comfort may be sacrificed. This criteria addresses the need to simplify, maintain, and enhance existing corridors and connectivity into possible expansion areas.

Minimize Disruption to Current Operations - The hospital serves the community and region by providing care for the sick and injured. Key to this objective, the hospital and its services must maintain operations 24 hours a day, 7 days a week, 365 days a year. Its services cannot be interrupted nor stopped without significant consequence.

Visibility/Patient Accessibility and Convenience - The hospital entrances and access must be readily accessible and intuitive to patients. This is especially true in emergency situations when patients and family under situational stress need to find the hospital, park if needed, and locate the entrance as expeditiously as possible.

Sufficient Future Capacity - As previously stated, interruption to hospital operations can be disastrous and costly. By providing the maximum amount of future capacity and flexibility that can be afforded over meeting current needs, the hospital can minimize future impacts. **Parking Near Entrance(s)** - Akin to patient access, adequate parking near entrances is imperative for patients who are of limited mobility and for those responders charged with their care.

Better Health Reduce/Eliminate Pedestrian-Vehicular Conflicts - One of the principle precepts of medical ethics that all students are taught in medical school is "First, do no harm." The hospital facility should, by its nature, be safe. In an urban setting where cars, pedestrians, and bikes exist, care should be given to reduce the possibility of instances where pedestrians can potentially be struck by vehicles.

Minimize Negative Impact on Public Infrastructure - This criteria gauges expansion scenarios on their perceived impact on existing utilities like power, water, and sewer, as well as existing roadway, and pedestrian.

Connects to Most Recent Construction - Over time, building codes and technologies advance, becoming better at protecting and serving building occupants. Connecting to the most recently constructed portion of the hospital is not only safer, it also helps ensure better long-term viability by not attaching to construction that may be nearing the end of its functional life, ultimately needing to be replaced.

Lower Costs Enable Facility Regeneration - As a not-for-profit, Mary Lanning strives to be sustainable and a positive community steward. Aligned with its mission to lower costs, it must responsibly use resources, one of which is the land the MLH facility occupies. To ensure there is room to grow in the future and to mitigate impact to its neighbors, the options were judged on how well they protect future growth opportunities without sprawl.

Connection to Central Plant - The Central Plant houses building systems essential for the operation of the hospital facilities. New construction needing these services must be able to reasonably connect to the Central Plant in order to avoid costly and unnecessary redundancies. Respects Existing Investments - Being a not-for-profit means Mary Lanning has to invest wisely in its facilities and its delivery of health care. Its financial resources are limited and existing investments, like recent investments in surgeries and emergency services, must be maximized. Constructability - The end solution must be able to be efficiently built and flexible to adapt to future needs, so as not to waste limited resources. In Section 5.0 ALTERNATIVES, the preceding criteria have been applied and tabulated to inform site preference.

3.2 BUILDING ORGANIZATION

The emphasis on specialist physicians more and more in both the hospital providing care and in the outpatient clinic on an hour-by-hour basis to provide care. Gone are the days when a specialist physician can have his office blocks or miles away. Mary Lanning Healthcare is the tertiary care center of the health system, caring for the sickest of patients through transfers from other less well-equipped hospitals in the area. The result has been a boon for patients overall by having excellent specialists available to all in the area. The result of these fundamental changes in healthcare delivery has been a need for more specialized care capability at the Hastings hospital facility and the deeper integration of physician clinics in close proximity to the care delivery modalities of surgery, radiation therapy, imaging, neonatal intensive care, cardiac cath, and other vital technologies that save lives. Hospitals are an integrated whole and as a modality such as surgery expands, the footprint of the area needed is beyond the available footprint of the existing blocks.

3.3 ALTERNATIVES

Based on the results and more detailed investigation, the East solution provides the best opportunity to achieve the evaluation criteria from a healthcare planning perspective.

To further illustrate the rationale for the recommendation, each alternative has been taken to a greater level of development and an additional layer of traffic planning evaluation was undertaken to further inform the decision-making process. Each are provided here with further commentary for consideration.



4.0 Mary Lanning Healthcare Building Expansion

4.1 Ambulance Storage building

Ambulance Storage building – Building to house three (3) ambulances to protect from weather and provide higher level of security for the vehicles. This building will be directly north of the Ambulance Headquarters located at 744 North Hastings Ave. Anticipated start of this project is November 2020.

EAST SOLUTION

- Mary Lanning does not own all the property to east of the Ambulance Headquarters.

SOUTH SOLUTION

- Mary Lanning does not currently own the property required to accommodate the South Solution.

West SOLUTION

- Mary Lanning does not currently own the property required to accommodate the West Solution.

North SOLUTION

- MLH currently owns all the property required to accommodate the North Solution.
- North of the existing Ambulance Headquarters Building is currently available and vacant. Previous building was demolished due to not being occupied and capable of meeting code compliance. Solution creates more compact facility and limits sprawl potential.

4.2 Medical Office Building Expansion

EAST SOLUTION

- With some exceptions, MLH currently owns all the property required to accommodate the East Solution.
- South of the existing Medical Services Building. Parking south and east of the proposed construction site would be required to vacate and close.
- Solution creates more compact facility and limits sprawl potential.
- East Side Main Entrance drop-off would require closure, rerouting admission and visitors to the North Admissions entrance traffic, leaving access to the East End only employee entrance. Access from Kansas Avenue and 7th Street would be limited.
- Additional access points to new facilities would be necessary on Kansas, increasing congestion deeper into the East End.
- New Medical Office Building (MOB) development connected to existing Medical Service Building outpatient areas at each floor with the connection to the inpatient area via existing link. This making departmental efficiencies and care delivery a challenge.
- The buildable footprint available for the MOB development would be sufficient for the anticipated building program. The overall height of the expansion would remain the same as current Medical Service Building. Without further impacting the adjacent neighborhood.
- Development to the east straddles Zoning Districts CMP and R-1. Rezoning to allow the new use would require City of Hastings and Open Meetings.
- Street-level connectivity between new construction and existing presents safety challenges to pedestrians crossing Kansas.
- Kansas Avenue drop-off and parking access would require entrance changes to process site access traffic. Patient and visitor access to front door is problematic.
- Internal connectivity and circulation becomes inefficient and problematic between the medical office building (MOB) expansion and the main hospital during the construction phase of the first (1) floor.
- Development to the east across Kansas Avenue straddles Zoning Districts CMP and R-1. Rezoning to allow the new use would be required as well as the area would need to be replatted.

SOUTH SOLUTION

- Mary Lanning does not currently own the property required to accommodate the South Solution.
- Additional access points would be necessary on 7th Street, and Kansas Avenue intersection would increase congestion deeper into the East parking area.
- Expansion to the south causes redevelopment of the east and west sides of the existing hospital.

- Access to the Surgery Department and South Admissions becomes challenging.

WEST SOLUTION

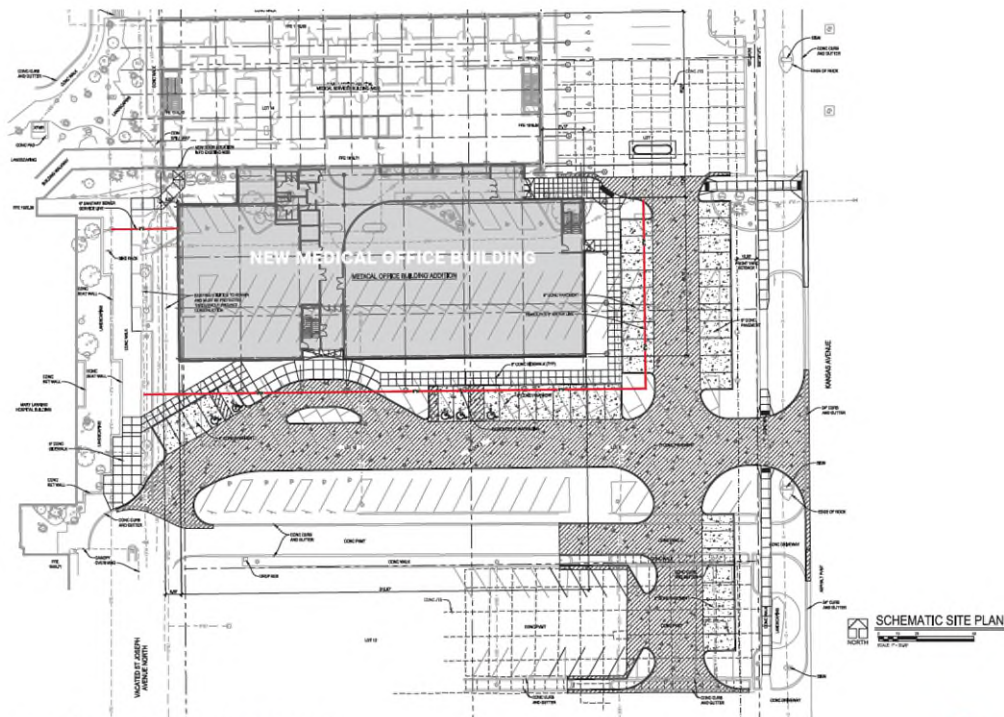
- Locating the hospital development to the west of the existing building would necessitate a Denver Avenue drop-off for expanded and relocated services, increasing vehicular traffic on Denver Avenue. New medical office building would be required to be located on the north side of 7th Street, further increasing congestion. Locating building access along Denver Avenue would also increase pedestrian crossing at street level, increasing the opportunity for vehicular conflict. The 7th Street and Denver Avenue intersection would increase congestion deeper into the 7th Street.
- Emergency department traffic would be potentially be impacted, possibly creating a dead end at the Emergency Department entrance.
- A new parking lot will provide an additional 107 parking spots. It will be constructed between Denver Ave and Hastings Ave. It will also include a change to the entrance / Exit of the lot on the corner of Hastings Ave and 7th St. The plan has two (2) access drives to Hastings Avenue and one (1) access drive to Denver Avenue. The driveway modifications will improve traffic circulation.
- New hospital development not connected to clinics or existing inpatient areas, making departmental efficiencies and care delivery a challenge. Location increases.

NORTH SOLUTION

- New and existing primary hospital functions like surgery, emergency department, and associated support functions connect to create a horizontally integrated care model.
- Traffic circulation becomes inefficient and problematic at the 9th Street and Denver Avenue, due to Longfellow School traffic and lack of school access parking. Although, the resultant congestion could be mitigated.
- Vacation of St Joseph Avenue between 8th and 9th is desired to allow control of setbacks and maximize buildable footprint.
- The North Solution distributes increased traffic volume, driven by Mary Lanning development around the facility, rather than at a single point.

PREFERRED SOLUTION Medical Service Building location

As illustrated, the East Solution ranks best of all locations explored for the Medical Office Building expansion. However, perceived execution of the concept necessitates a parking vacation and entrance closure to allow existing traffic to access east parking. Medical Service Building departments on all floors, containing some of the more expensive and heavily invested space, to expand horizontally. As previously discussed, contiguous space within key departments is operationally and fiscally more efficient. A detailed look at current floor spaces relative to proposed expansion illustrates the challenge of maintaining the parking and street access. Thus, the solution would impact public infrastructure. In this case, existing departments needing large contiguous space could move into the structure to a floor capable of supporting this need, without causing abandonment of multi-million dollars' worth of previous investment and sacrificing current relationships. It would allow for consolidation of supporting ancillary functions. Following are a conceptual rendering illustrating the specific condition described.



MLH MEDICAL OFFICE BUILDING
20 AUGUST 2018

PROJECT SCOPE

SCALE: N/A

PAGE 5

DLR Group
Architects Engineers Planners Interiors

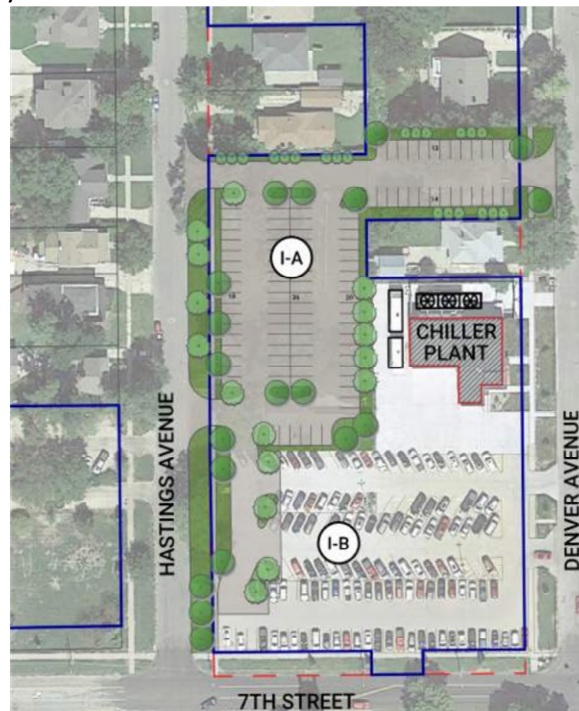
4.3 Boiler Central Plant Building Expansion

The current Hospital boiler plant is located in the interior of the hospital, on the 1st floor. The plant was built in the early 1960's, and has reached the end of its useful life. The hospital Central Boiler physical plant, or steam plant, generates thermal energy in the form of steam for use in heating applications. The boiler heating plant is dedicated to generating heat for use in various processes. The heating plant generates steam which is distributed to each building where it is used to make domestic hot water for human consumption, heating hot water in the case of hydronic heating systems, air heating in HVAC units, humidification, and sterilization at hospitals. The central boiler plant feature boilers, which generate steam for various uses and demands. The plant also hosts all of the boiler auxiliaries such as water treatment equipment,

air handling, fuel handling, controls, instrument air, and various other plant systems which support the production of steam.

WEST SOLUTION

- Locating the hospital Boiler Central Plant Expansion development to the west of the existing Central Chiller Plant off Denver Avenue. New Boiler Central Plant Expansion would be required to be located on the north side of 7th Street, between Denver and Hastings Avenues. The 7th Street and Denver Avenue intersection would not be affected. Locating building access along Denver Avenue would also increase pedestrian crossing at street level, increasing the opportunity for vehicular conflict.
- Emergency department traffic would not be potentially be impacted.
- Access to the current chiller Central Plant and the Boiler Central Plant Building Expansion with a sky bridge or tunnel would reduce pedestrian traffic across Denver Avenue.
- Solution creates more compact facility and limits sprawl potential.
- The Shipping and Receiving office provides services for hospital operations and distribution. It is assumed half of the trips occur during off-peak time periods.
- A new parking lot will provide an additional 107 parking spots. It will be constructed between Denver Ave and Hastings Ave. It will also include a change to the entrance / Exit of the lot on the corner of Hastings Ave and 7th St. The plan has two (2) access drives to Hastings Avenue and one (1) access drive to Denver Avenue. The driveway modifications will improve traffic circulation. See artist renditions of planned parking lot.
- With some exceptions, MLH currently own all the property required to accommodate the East Solution. ** The property at 729 North Denver is not a Mary Lanning Memorial Hospital Association property. **



EAST SOLUTION

- With some exceptions, MLH currently own all the property required to accommodate the East Solution.

- South of the existing Medical Services Building. Parking south and east of the proposed construction site would be required to vacate and close.
- Solution creates more compact facility and limits sprawl potential.
- East Side Main Entrance drop-off would require closure, rerouting admission and visitors to the North Admissions entrance traffic, leaving access to the East End only employee entrance. Access from Kansas Avenue and 7th Street would be limited.
- Additional access points to new facilities would be necessary on Kansas, increasing congestion deeper into the East End.
- The buildable footprint available for the New Boiler Central Plant Expansion development would be sufficient for the anticipated building program. Without further impacting the adjacent neighborhood.
- Internal connectivity and circulation becomes inefficient and problematic between the New Boiler Central Plant Expansion and the main hospital during the construction phase.

SOUTH SOLUTION

- Mary Lanning does not currently own the property required to accommodate the South Solution.
- Additional access points would be necessary on 7th Street, and Kansas Avenue intersection would increase congestion deeper into the East parking area.
- Expansion to the south causes redevelopment of the east and west sides of the existing hospital.
- Access to the Surgery Department and South Admissions becomes challenging.

NORTH SOLUTION

- New and existing primary hospital functions like surgery, emergency department, and associated support functions connect to create a horizontally integrated care model.
- Traffic circulation becomes inefficient and problematic at the 9th Street and Denver Avenue, due to Longfellow School traffic and lack of school access parking. Although, the resultant congestion could be mitigated.
- Vacation of St Joseph Avenue between 8th and 9th is desired to allow control of setbacks and maximize buildable footprint.
- The North Solution distributes increased traffic volume, driven by Mary Lanning development around the facility, rather than at a single point.

PREFERRED SOLUTION Boiler Central Plant Building Expansion

As illustrated, the West Solution ranks best of all locations explored for the **Boiler Central Plant Building Expansion**. **Boiler Central Plant Building Expansion creates an open space on ground and first floors**, containing some of the more expensive and heavily invested space, to allow for internal hospital departments to expand horizontally. As previously discussed, contiguous space within key departments is operationally and fiscally more efficient. In this case, existing departments needing large contiguous space could move into the structure to a floor capable of supporting this need. Future conceptual rendering will illustrate the specific condition described.

5.0 TRANSPORTATION ANALYSIS

5.1 EXISTING CONDITIONS

The existing roadway system serving the area is described as follows:

- Colorado Avenue is a minor arterial at intersections and a stop signs at 7th and 9th streets, is an urban two-lane collector located east of the area.
- Kansas Avenue is a two-lane minor arterial (to 7th and 9th Streets).
- St Joseph Avenue is a two-lane minor arterial (to 9th Street) that terminates at 8th Street.
- Denver Avenue is a two-lane minor arterial (to 7th and 9th Streets). Traffic signals exist at Denver Avenue and 7th Street intersection. Denver carries the emergency department traffic, and houses the loading dock facilities for the main hospital.
- Hastings Avenue is a two-lane minor arterial (to 7th and 9th Streets) is an urban two-lane collector located west of the area.

A thorough data collection effort was has not been undertaken to establish baseline traffic conditions. Existing turn movement counts (TMCs) should be at key intersections for both the A.M. and P.M. peak hours. To capture peak-hour conditions, counts should be, from 7:00 A.M. to 9:00 A.M. and from 3:00 P.M. to 6:00 P.M.

5.2 FORECAST NO BUILD CONDITIONS

6.0 FORECAST BUILD CONDITIONS WITH MARY LANNING HEALTHCARE DEVELOPMENT -Site traffic generation.

6.1 7TH Street LANE EXPANSION INVESTIGATION

Board of Public Roads Classifications and Standards
Form 9 Summary of Six-Year Plan
Six-Year Period Ending: September 30, 2025

Sheet 1 of 2

COUNTY:		CITY: HASTINGS		VILLAGE:	
PRIORITY NUMBER	PROJECT NUMBER	LENGTH- (Nearest Tenth)	UNIT OF MEASURE	ESTIMATED COST (Thousands)	REMARKS
	M-330 (45) / STP-5512 (2)	0.5	Miles	1,650	7th Street Widening - Burlington Ave to Colorado Ave

It is Mary Lanning's position, that this could negatively impact our campus and our mission if the expansion requires footprint on the north side of 7th street between Kansas and Denver. Mary Lanning is committed to working with the City of Hastings and community stakeholders to implement transportation solutions that greatly enhance the transportation experience for all stakeholders.

6.2 CIRCULATION

Mary Lanning facility serves as a regional destination for patients and visitors. As such, connectivity and access to the facility and its front door is of the utmost importance. The current vehicular circulation network consists of minor arterials bordering the east and south edge of the facility. North Admissions current vehicular circulation network consists of minor arterials bordering the west and north edge of the facility, providing expedient vehicular access, with urban collectors serving the facility interior, east and south edge. Pedestrian access is facilitated by a complete sidewalk and crosswalk network to and through the current parking facility. 2018 Parking plan recommended improvements include conversion of Kansas Avenue from a two way to a boulevard street, intersection improvements, as well as expanded and enhanced pedestrian facilities. Phase V will include the option to develop boulevard medians in Kansas Avenue and St Joseph Avenue. The median development will enhance the aesthetics of the site with additional landscaping, clarify traffic circulation and provide opportunities for added clarity to site wayfinding and signage.

7.0 PARKING ANALYSIS

Mary Lanning Healthcare hired DLR in 2018 to prepare a Parking Demand Analysis for their main Hospital facility. The DLR Group planning process began with confirmation of the goals for the site parking evaluation and master plan. The scope of the planning study to be inclusive of the existing hospital campus site in conjunction with the continued acquisition of residential properties contiguous to the existing hospital campus. The site parking planning master plan study area includes the existing hospital campus bounded by 7th Street on the south and 9th Street on the north and Kansas Avenue on the east and Denver Avenue on the west. Additional properties acquired by the hospital to the west side of Denver Avenue and to the east side of Kansas Avenue are also considered in the master plan.

Specific planning goals include the following:

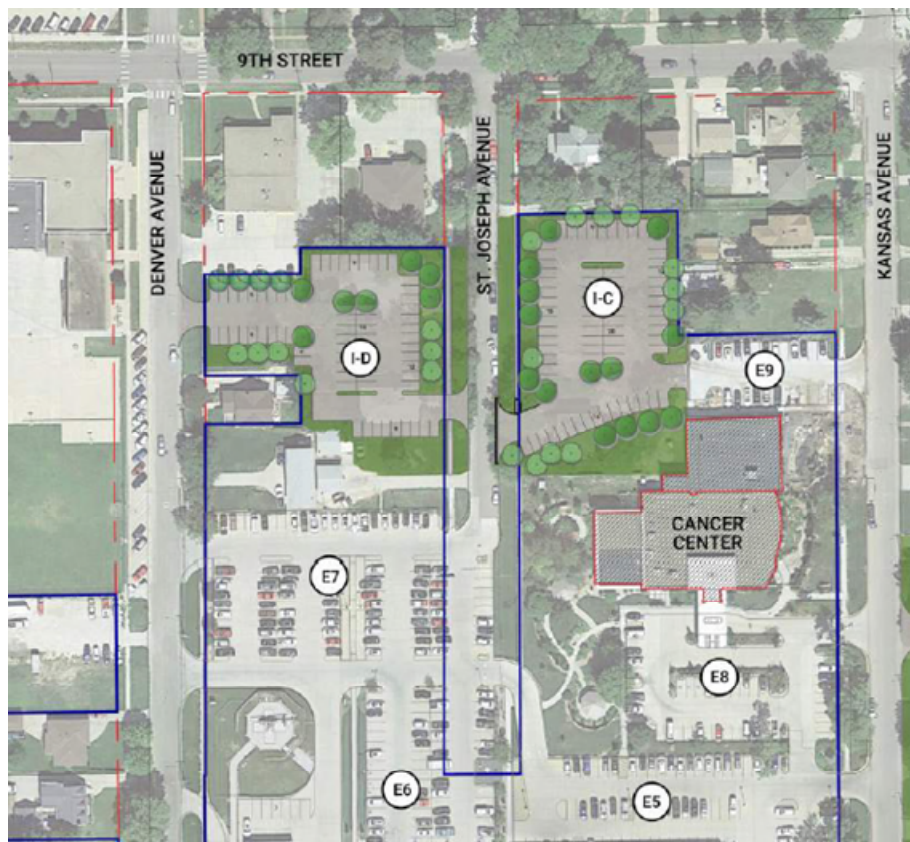
- Development of a site parking and circulation master plan that can be implemented through phases, providing flexibility in build-out of the master plan in alignment with available funding.
- Improve overall traffic circulation, simplified wayfinding and improve safety for vehicles and pedestrians on the hospital campus.
- Provide an improved and visible main entrance to the campus.
- Improve parking efficiency of the existing campus.
- Comply with zoning requirements for parking capacity, layout and landscaping per the City of Hastings.
- Provide a plan that accommodates areas of construction for a proposed new Medical Office. Building and meets the increased parking requirements for the new building.
- Provide a plan that is cost efficient and allows for phased implementation and flexibility for continued growth of hospital facilities.
- Maintain existing emergency and patient admissions entry on the north and the primary hospital visitor entry to the east; while developing a clearer circulation path for travel from the north side of the campus to the east side of the campus.
- Maintain visibility of the main Hospital building from 7th Street.
- Provide a plan that limits conflicts between parent drop-off operations before and during school at Longfellow Elementary School (located at the northwest corner of the site) and Hospital patrons. A fence was added south of the dentist office, to reduce the potential conflict with Pre-school and afternoon school. With the intention of reducing vehicular and pedestrian interaction.

The report addresses the existing parking needs for the hospital, using two different approaches:

- Parking spaces required by City Code, and
- Parking spaces needed based on the observed current usage (with an appropriate adjustment for the design day).

The analysis also provides a review of this master plan and projects associated with the Medical Office Building. Parking Required by Code Parking required for the facility may be subject to some interpretation, as different buildings may be located outside of the overlay zone, and/ or may fall under older code standards or variances which have been grandfathered in.

Construction in summer of 2019 included two new parking lots north of the hospital. Parking lots I-C and I-D added 164 stalls with 3 of the stalls being ADA. This allowed the hospital to move employee parking from the north and south side of the Medical Service Building, and allow more hospital visitor parking.



Visitor parking will be impacted by the construction of the Medical Office Building. With some exceptions, MLH does not currently own all the property required to accommodate the East Solution.



DLR Group has provided a master plan parking study evaluating the required parking count once the MOB has been completed. The existing parking count is currently below the recommended number before the reduction of parking due to the addition of the MOB. The existing parking count is 832 and the recommended capacity is 927 stalls without adding the MOB. Once the MOB is added in Phase III the recommended parking is 1,172.

The master plan outlines a five-phase approach in executing the addition of the MOB and provides for a total parking capacity of 1,318 parking stalls. The proposed master plan improves the identity of Mary Lanning campus, improves wayfinding, and improves parking efficiency.

Projected parking improvement	Parking onsite	city zoning min required	city maximum allowed	Parking study recommended capacity	existing parking removed or Demo'd	New parking construction / improved parking	improved parking construction	
Existing site	832	927	1020	966	7	164	989	* 164 stalls added in 2019 with 3 ADA stalls
Phase 2	989	927	1020	966	0	93	1082	**Schedule construction of 1-A Denver / Hastings Ave delayed by COVID 19 pandemic. Will include 4 ADA stalls.
Phase 3	1082	1172	1086	1172	16	37	1103	
Phase 4	1103	1086	1194	1172	433	560	1230	
Phase 5	1230	1086	1194	1172	0	88	1318	

Phase 1 Construction completed in 2019

Phase I was partial completed in 2019. Which was the construction of two additional parking areas towards the northern end of the hospital campus. Parking **Lots I-C and I-D** increased the total site capacity by an additional 164 stalls for a total site parking capacity at the end of Phase I construction of 989 parking stalls. The added capacity has provided employee parking away from the hospital, and freed up space for visitor parking area in the North Entrance area.

Phase 1 Anticipated start in Mid-2021.

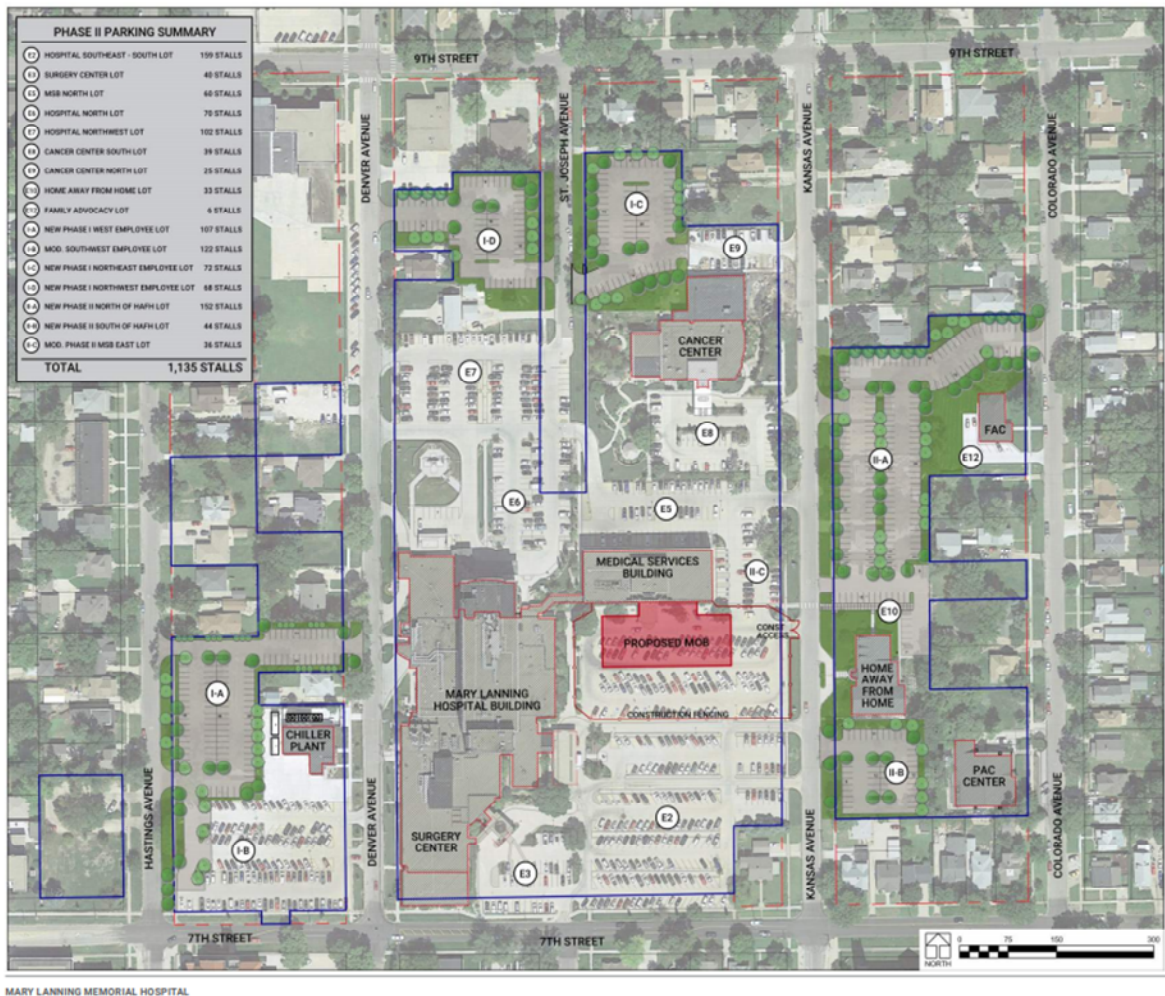
The first phase of construction was to provide an additional employee designated parking area. Parking Lot I-A, which was delayed due to the COVID -19 pandemic, will providing an additional 107 parking

stalls, will be constructed between the existing chiller plant and Hastings Avenue. Construction of Lot I-A also includes the reconfiguration of the western end of existing Lot E11 (resulting in a loss of 7 parking stalls within the lot, becoming Lot I-B) by eliminating the access drive to Hastings Avenue, which is located too near to the intersection with 7th Street. The new parking lot will include the construction of two access drives to Hastings Avenue and one access drive to Denver Avenue. The driveway modifications will improve traffic circulation for employees in this area of the campus. As construction of the new MOB begins, existing parking will be displaced.

PHASE II

Phase II implementation plan will provide the necessary site area for a proposed new Medical Office Building (MOB), an area required for a construction staging zone, and includes the construction of additional parking areas on the east side of Kansas Avenue. During the construction time frame of the MOB, 133 parking stalls will be displaced on the south and east sides of the existing Medical Services Building, temporarily reducing the total site parking capacity. Construction of Lots II-A and II-B will add 196 parking stalls. The parking indicated on Phase II meets the City's zoning requirements for the site (including the required parking needed to serve the new MOB construction) while staying beneath the 110% threshold for additional landscaping requirements.

Construction of the Phase II parking indicated will adequately provide parking for the Hospital Campus while construction for the MSB is underway. The anticipated construction timeline is scheduled to be a duration of twenty months. In addition to the site parking capacity another consideration with the Phase II MOB construction plan is the need to provide adequate parking and convenient access for hospital visitors and Medical Service Building patients. The recommended parking capacity for hospital visitors is 85 and for MSB patients is 185. This combined parking capacity will be served with designated hospital visitor parking on the east side of the hospital and on the south and north sides of the existing MSB. Providing convenient patient access to the existing MSB during construction of the proposed Medical Office Building will also require improvements to the north MSB entrance and construction of a new temporary entrance near the southwest corner of the MSB.



PHASE III Anticipated start late 2021 to early 2022.

Phase III site development is planned to be constructed concurrently with completion of the proposed new Medical Office Building. Completion of Phase III will provide an additional parking capacity of an additional 37 parking stalls (all located in direct proximity to the new MOB).

This total parking capacity meets both the City of Hastings's zoning requirements and the recommended requirements associated with the new Medical Office Building and the hospital. The parking construction included in **Phase III** will include some minor reconfiguration in the northeast corner of the existing hospital southeast parking area, and construction/ modification of parking around the new MOB and on the east side of the existing MSB. The parking completed at the end of Phase III and after completion of the MOB meets the recommended requirements, and maintains much of the existing southeast parking lot as is.

This gives the hospital the flexibility to implement future parking renovations of the existing parking lots to improve circulation and landscaping without significantly hindering the daily operations of the hospital. Completion of Phase III provides a parking capacity of 292 parking stalls within the parking lots located south of the new MOB and north and east of the existing MSB (located west of Kansas Avenue). With the assumption that employee parking will be in other designated areas this capacity will meet the

recommended parking requirements for hospital visitors and MOB and MSB patients exclusive of additional parking areas (II-A and II-B) indicated on the east side of Kansas Avenue.

Phase III site development will also include development of a well-defined pedestrian crosswalk on Kansas Avenue enhancing safe access to the parking area on the east side of Kansas Avenue. Parking areas and access drives on the south side of the new Medical Office Building will be planned and constructed to align with future parking area improvements on the east side of the hospital building. Improved site signage will be developed to improve way finding, reserve designated patient and visitor parking and coordinate with the master site development plan.

PARKING CAPACITY EVALUATION

Based on DLR's interpretation of Title 11, the following has been concluded:

Determination of the required parking counts of the Mary Lanning Hospital campus necessitates an understanding of the City of Hastings zoning requirements as well as available research data and parking recommendations documented for healthcare facilities. Development of a site parking master plan also requires an understanding of the specific and unique parking needs of various healthcare services and buildings on the hospital campus. Consideration of specific parking requirements for patients, visitors and hospital employees will allow planning options to be responsive to the necessary distribution of parking as well as total parking capacity.

The City of Hasting's Zoning Ordinance defines the parking requirement for a hospital use as one (1) car per three (3) beds plus one (1) car for every two (2) employees. The existing Medical Services Building (MSB) and Cancer Center are assumed to be business occupancies. City of Hasting's Zoning Ordinance for a business use requires 3.3 cars per 1,000 square feet for buildings less than 60,000 square feet and 3.3 cars per 1,000 square feet of net leasable area for buildings larger than 60,000 square feet. Based on these criteria the minimum required parking of the existing site per the City's Zoning Ordinance is determined to be 927 cars. As proposed the new Medical Office Building (MOB) will be a 48,000-square foot building and will require an additional 159 parking stalls on the site to meet the City's Zoning Ordinance. The total parking requirement inclusive of the proposed MOB will therefore be 1,086 cars. The Zoning Ordinance also requires additional mitigating design features be implemented should the provided on-site parking exceed 110-percent of the minimum requirement. These additional requirements would necessitate increased areas of site landscaping or development of public or common open space within parking areas. The use of permeable pavement design alternatives may also be considered as one of the required mitigating design features. Since implementation of the allowable mitigating design features conflicts with the goal of cost efficiency and effective use of available parking areas site parking planning has been completed assuming 110% of the minimum requirement as the maximum allowable parking. The maximum allowable parking inclusive of the proposed MOB therefore is 1,194 cars.

Typically, City Zoning Ordinances provide criteria for total site parking but do not clearly identify a breakdown of parking requirements necessary to meet peak needs or criteria important to the distribution of parking on the site. To further validate parking requirements, guidelines published by the Facility Guidelines Institute (FGI) and the Institute of Transportation Engineers (ITE) were also considered. The FGI recommendations for hospitals include one (1) car per bed plus one (1) car for each employee during a maximum weekday shift. The guideline for surgery centers is four (4) cars per procedure room plus one (1) car for each employee. The ITE recommendation for the MSB and the proposed MOB is 4.5 cars per 1,000 square feet of building area. This recommendation exceeds the City of Hasting's parking requirement. The recent ITE recommendation is based on 2007 research completed at 50 stand-alone Medical Office Buildings similar in size to the existing MSB and proposed MOB.

The recommended planning criteria for parking considers the City Zoning requirement, the ITE and FGI guidelines and specific detail provided by Mary Lanning Memorial Hospital regarding the number of

peak shift employees, number of physicians as well as the anticipated patient and visitor requirements of the specialty clinic and hospital occupancies. As shown in the table summary the recommended parking capacity breakdown for the six primary healthcare facility occupancies is comparable to the FGI and ITE guidelines. The recommended employee parking requirement has been determined to be 90% of the number of peak shift employees. This factor assumes that 10% of employees will ride share or use alternative transportation. In total the recommended parking requirement exceeds the City Zoning requirement and is within the 110% maximum number as determined by City zoning. The total recommended parking count is 966 for the existing site and 1,172 inclusive of the proposed new Medical Office Building.

PARKING CAPACITY CALCULATION SUMMARY

CITY ZONING REQUIREMENT	HOSPITAL	SURGERY CENTER	MEDICAL SERVICES BLDG	CANCER CENTER	HOME AWAY	TOTAL EXISTING SITE	MEDICAL OFFICE BLDG	TOTAL W/ NEW MOB
	REQD PARKING	REQD PARKING	REQD PARKING	REQD PARKING	REQD PARKING		REQD PARKING	
	PATIENTS/VISITORS 85	25			6	6		
	EMPLOYEES 1,200	600			2	1		
	TOTAL AREA	29,000 SF	68,000 SF	13,000 SF			48,000 SF	159
	LEASEABLE AREA		45,500 SF				32,000 SF	159
TOTAL PARKING	629	96	152	43	7	927	159	1086
								MAXIMUM PARKING = 1194
ITE GUIDELINES (MOB) FGI GUIDELINES (HOSP)	HOSPITAL	SURGERY CENTER	MEDICAL SERVICES BLDG	CANCER CENTER	HOME AWAY	TOTAL EXISTING SITE	MEDICAL OFFICE BLDG	TOTAL W/ NEW MOB
	REQD PARKING	REQD PARKING	REQD PARKING	REQD PARKING	REQD PARKING		REQD PARKING	
	PATIENTS/VISITORS 85	85			6	6		
	EMPLOYEES 500	500	50	50	2	1		
	PROCEDURE ROOMS	6	24					
	TOTAL AREA		68,000 SF	13,000 SF			48,000 SF	216
TOTAL PARKING	505	74	306	59	7	1031	216	1247
RECOMMENDED PLANNING CRITERIA	HOSPITAL	SURGERY CENTER	MEDICAL SERVICES BLDG	CANCER CENTER	HOME AWAY	TOTAL EXISTING SITE	MEDICAL OFFICE BLDG	TOTAL W/ NEW MOB
	REQD PARKING	REQD PARKING	REQD PARKING	REQD PARKING	REQD PARKING		REQD PARKING	
	PATIENTS/VISITORS 85	85	185	15	6	6	130	130
	EMPLOYEES (X 0.9)	500	450	87	22	20	2	56
	PHYSICIANS	14	14	30	10	28	20	20
	TOTAL PARKING	549	79	292	41	8	206	1172

8.0 RECOMMENDED DISTRIBUTION OF USES

8.1 EXISTING ZONING ORDINANCE

Current zoning designations surrounding Mary Lanning facility include: R-3 Multi-Family Residential, CMP- Health Service. The adjacent map illustrates the boundaries and extents of zoning districts in the area of discussion. Mary Lanning is bounded by a Residential Office zone to the west and south, Commercial Office Non-Retail District Area to the north, Combined Residential and Mult-Family Residential to the east. Mary Lanning facility is zoned as CMP Campus Institutional District. There are no perceived non-conforming uses being envisioned as part of the proposed master plan. Aerial photograph of Mary Lanning.

The neighborhood to the west is reflective of neighborhoods in transition from residential use to more dense and commercial in nature. Many single-family homes have been converted into multi- Family Residential. Uses to the east are primarily residential in nature.

8.2 MASTER PLANNED DISTRIBUTION OF USES

The proposed facility plan is a continuation of established best practice hospital facility planning. Careful study shows today's hospital and cadre of ancillary facilities has followed a similar hub and spoke development model throughout its history. In concept, the inpatient functions and highly specialized care occur at the center, or in the hospital proper with ancillary and support functions, like parking facilities, building services and medical office buildings, concentrically located at the periphery. This arrangement allows convenient public and outpatient access to the higher-activity, more frequently used functions associated with and housed on the grounds of the hospital without having to penetrate deep into the heart of the development. Items such as physician offices and outpatient imaging and testing are located conveniently at the edge with immediate access to parking, major streets and transit facilities. Inpatient functions, typically characterized by longer lengths of patient stay and acute care involving more staff and more equipment, occur at the center of the facility. By allowing vehicular access at the edge and limiting through traffic, the potential for pedestrian/vehicular conflicts is reduced and internal hospital transport of compromised patients can occur horizontally in a controlled healthcare environment without having to traverse streets, or cross at street level.

8.3 EXISTING & PLANNED FACILITY ZONES In addition to planning concerns expressed in the previous section, consideration is also given to respect the livelihoods of the facility's neighbors by organizing hospital activities in a complementary fashion. In looking at the way the current facility is organized, the observation can be made that the more regular business hour operations happen adjacent to the more residential neighbors and the more 24-hour functions occur either at the center of the development buffered by those that cease to operate in the evening, or adjacent to nonresidential neighbors, like the park and businesses to the north. The benefits of such planning concepts mitigate obtrusive noise caused by around the clock operation and emergency services, as well as excessive traffic on neighborhood streets, and parking lot lighting that can be minimal at night to prevent unwanted nighttime light intrusion. As the diagrams indicate, the proposed organization continues this approach. Emergency traffic, such as ground ambulance and activities will continue to be accessed from North Admissions which is off Denver Avenue. The main Emergency Department public entrance and drop-off will continue to be accessed as it is today. New outpatient functions, central plant, and supporting parking facility will be located to the north and west, abutting mixed residential uses

8.4 OPEN SPACE

There is open space built into the parking plans.

8.5 WAYFINDING

This section describes key wayfinding elements around Mary Lanning Healthcare facility for the public and staff. The present plan is part of the master plan for this project. These elements will be further developed as the project progresses. Wayfinding – Key Decision Points and Drop-offs. This wayfinding is circulation routes that will be utilized by the public and staff when heading to Mary Lanning campus.

One key decision point, unique from the others, is located on Denver Avenue. At this location, public access is available onto Denver Avenue, but is not available at the ambulance entrance exit from Denver Street. Access to facility is from the North Admissions area that involves drop-off, parking, or both; South Admissions area, that involves drop-off, parking, or both, and East facility entrance area that involves drop-off, parking, or both. There are multiple access points for staff that do not have drop-off or parking. Access to the Medical Service Building involves drop-off, parking, or both;

Appropriate material and signage are needed to properly convey to the public that the ambulance entrance is not a place of public access. Patient access involves drop-off, parking, or both.

Most of the public parking currently exists on the north end and Southeast end of the facility. Additional public parking will be provided on the north end of the facility and north and east of the Morrison Cancer Center and east of the Pac -2 Children Care Pavilion.

The new parking lots located on the north end of the facility (2019) provides direct access to the outpatient main entrance. Staff and patients can enter/exit the surface parking from Denver Avenue (north and south), from Kansas Avenue (north), and an additional entrance from south end of St. Joseph Avenue. The public parking area east of the Children's Care center "PAC -2" will be accessed from Kansas Avenue.

Major deliveries and truck traffic will access the loading docks west of Mary Lanning hospital off of Denver Avenue. This separation of traffic will minimize blockage of main public access routes and other drop-off locations.

The location and types of signage that will be used to help the public and staff navigate the hospital facility. Located near the intersection of 7th and Denver Avenue is an existing Mary Lanning pedestal sign that will remain. This sign is not so much a wayfinding sign, but rather signifies to the public their arrival at the Mary Lanning campus. Beyond this point, wayfinding signs will be strategically placed to guide the public to their destinations. The types of signs to be used are pedestals and wall-mounted signs.

The existing Mary Lanning pedestal sign on Denver Avenue is a tall pedestals is that one boldly locates the Emergency Department. Pole-mounted signs are represented by private parking, visitor, and contractor parking areas. Entrances to the North Admission area is made noticeable with wall-mounted signage, back-lit so the public can clearly locate the Emergency Department at all hours lighted for easier nighttime visibility and. Near the ambulance entrance, appropriate signage that the access is to prevent public access.

8.5 LIGHTING

The facility outdoor lighting system is well developed, and consists of decorative luminaires and poles. The outdoor lighting system will maintain the standard already developed. The poles will consist of straight-fluted shafts 10 to 14 feet in height, colored black. The luminaires will be decorative acorn style to match the existing Holophane Granville model used throughout the facility. The lighting system will be designed to enhance security and allow for safe movement along paths, sidewalks, roadways, and drive entries. Lighting is controlled by photo sensors and are full cutoff. Target horizontal illumination levels will be 0.5 foot-candles maintained. Outdoor lighting will match the standard established for the hospital facility.

9.0 BUILDING DESIGN STANDARDS

The original hospital Mary Lanning built in 1913 – 1915, with official opening on January 15, 1915 at the corner of St. Joseph and 7th streets established the precedent for the architectural vocabulary that has characterized Mary Lanning facilities for more than 105 years. Over this era, many Mary Lanning visionaries and their chosen design professionals have continued to develop the aesthetic into today's recognizable building brand. Although no two buildings are exactly the same, many of the additions and new facilities possess trademark design elements and a common material palette. Regardless of type of care, number of stories, size or scale, all locations and facilities evoke the feeling of "this is a Mary Lanning facility."

The following discussion identifies common elements and variations indicative of the timeless quality found throughout Mary Lanning Health System's family of facilities.

9.1 EXISTING TYPOLOGIES - BUILDINGS

The landscape of Mary Lanning, like health care, is ever changing and continually growing. In the early 1990's, Mary Lanning began expanding its services to outlying communities. Planned medical office plazas, buildings, and clinics were being constructed. Mary Lanning expansion included a new hospital building, and a supporting medical office buildings. While the existing hospital showcase the design elements of Mary Lanning facilities, they are the face of health care for those community. Facilities currently at the hospital site location include: the hospital, a professional medical office building and clinics, and the facility's central chiller and emergency power plant. Each facility type has different requirements of access/entry for the public and staff, visibility, security, privacy, and service. Along with these requirements, consistent building elements have been established from existing building typologies that will continue as the facility continues to evolve and expand.

TYPOLOGIES - BUILDING VOCABULARY AND FEATURES Typically, Mary Lanning buildings are constructed with a common material palette. The building's size, scale, climate, and use will affect the amount of each material used. Although strong and iconographic, not all identifiable design features will be incorporated into each new facility. However, the design of a new Mary Lanning building will have a material palette, including a few consistent building elements, as the baseline. Typical design elements include: stepped pediments, stepped parapets with flat roofs, and relief in the brickwork, inset corners at the building edges, columns and pilasters, patterned window arrangements in lobbies and entrances.

MATERIAL USE - Mary Lanning building palette embodies three primary materials: Precast concrete panels, anodized aluminum window frames and tinted glazing systems, and grey-white colored exterior insulation finish system (EIFS). Other complementary building materials have been introduced into the palette at different facilities, including: stone, architectural precast concrete. They have been utilized for their effect, appropriateness and durability. The grey-white colored exterior insulation finish system (EIFS) has been, and will continue to be, the signature material symbolizing Mary Lanning buildings. It is the primary and most used building material. The arrangement of the panels can be characterized in a simplistic large planar arrangement that incorporates soldier coursing at floor breaks, and window head and sill conditions. It is best utilized at areas of buildings that require little to no transparency and protection from public visibility. Openings are usually oriented vertically (tall and narrow). Typically, entrances and lobbies maximize the use of window and glass systems for their transparency, but more importantly as a wayfinding element for the public to find the "front door." In addition, where possible, these systems are utilized along public corridors fronting exterior walls, again to aid as a wayfinding element. Having exposure to natural light is important for patients admitted for extended stay and recovery. Patient rooms capture natural light, but at a smaller scale. Privacy and screening are factors when determining opening sizes and placement. Exterior insulation finish systems (EIFS) are used as the primary building cap and parapet elements. Mary Lanning architects use EIFS for its flexibility to create multiple shapes and profiles, efficient cost, and because it is a light, durable building material.

9.2 LANDSCAPE AND DRAINAGE FEATURES

Mary Lanning Health System successfully implements landscape elements to enhance the aesthetics of its facilities. Landscape features are designed and maintained to provide a link between the built and natural context within which they reside. Beyond streetscapes, Mary Lanning landscape elements combine areas of hard and softscapes for a variety of purposes including beautification, external auto and pedestrian circulation, recreation, and respite. For example, landscapes can reduce or eliminate storm water discharges from built improvements, while improving water quality. Landscape plantings,

especially trees, improve air quality and mitigate heat islands by reducing or shading impermeable surfaces such as asphalt and concrete. Strategies can include incorporation of permeable paver systems and bio-retention planter areas. Native and drought-tolerant plantings, such plantings are used in combination with more traditional turf type landscaping at many of Mary Lanning facilities. Throughout the Mary Lanning Health site, differing climate conditions afford opportunities for a variety of approaches for landscape treatments. Incorporating climate and region-appropriate landscape treatments help conserve water while also helping to reduce operating and maintenance costs. Permeable pavers and bio-retention designed into pedestrian circulation. The environmental benefits of site landscapes are less evident than the obvious aesthetic appeal of well-landscaped sites. Mary Lanning has in the past used several runoff infrastructure practices that mimic natural habitats and absorb excess water. These include permeable pavements, bioretention cells (or bioswales), vegetative swales, infiltration trenches, and garden catching filtration. Using decorative gardens that catch the stormwater, and allow for filtering of the water, that encourage the infiltration and reduce excessive runoff. Mary Lanning has plans for future parking and building projects that will include the will include use of several runoff infrastructure practices at the time of project permitting.

10.0 SUSTAINABLE BUILDING PRACTICES

One of the most important parts of creating a successful, sustainable facility is the internal elements that are not always visible. Mary Lanning Heath System is particularly interested in taking such elements into consideration in order to improve energy efficiency and provide a high quality indoor environment for both staff members and patients. Mary Lanning Healthcare pursues efficiency through both design and operational practices. Hospitals and healthcare buildings typically have some of the highest energy intensities of all other building types. Due to the high energy use, utilities can be a substantial operating cost. To mitigate this cost, Mary Lanning designated design and operational staff to pursue efficiency whenever possible. During the design phase at the Medical Office Building, extensive design efforts resulted in substantial energy savings. Reducing energy use at its facilities not only helps Mary Lanning, but it also helps preserve the health of the environment and its inhabitants. Beyond saving energy to improve the natural environment, Mary Lanning is also focused on providing a high quality, healthy indoor environment within their facility. In order to provide such environment, designs must be centered on the incorporation of natural light, clean filtered air, and providing a connection to nature. The materials used in the facility are selected upon a criteria of durability, ability to increase air quality, and cleanliness to lessen the spread of bacteria. The conservation of energy, incorporation of nature indoors, and meticulous material selection all work cohesively to create an indoor setting that utilizes the positive effects of nature on personal and environmental health. As previously mentioned in the Landscape Features section a variety of best practice storm water control features have previously been introduced at Mary Lanning facilities including at the hospital. Planning for future low impact, sustainable storm water development at the facilities will be included in the overall planning process. This process will include, but will not be limited to the following design principles for storm water management.

- Understand the site and its watershed setting context. This step should include gaining better understanding of local hydrological features, such as water table depth, design storm flows, and floodway impacts for example.
- Apply conservation design. Working within the context of an urban setting, appropriate building and landscape interactions can be explored to minimize the impacts from development on natural and man-made hydrology.

- Manage rainfall where it originates. Landscape and architectural features should be designed to retain and absorb water onsite, rather than convey it away.
- Design with construction and maintenance in mind. Systems should be evaluated for their proven track record and durability
- Calculate runoff volume and water quality. Total volumes and quantities should be compared against existing and proposed design solutions.

11.0 DEVELOPMENT PHASING Mary Lanning plans to maintain and develop its current facilities in Hastings, although exact timing of the projects will be somewhat dependent on philanthropic involvement from the community and hospital board approvals, a conceptual phasing sequence is articulated in the following section.

The timing of each phase is relative to the issuance of the submission date of this document and denotes potential construction start dates.

Phase 1:

Ambulance Storage building – Anticipated start of this project is November 2020.

Building to house three (3) ambulances to protect from weather and provide higher level of security for the vehicles. This building will be directly north of the Ambulance Headquarters located at 744 North Hastings Ave. Anticipated start of this project is November 2020.

Medical Office Building – Anticipated Start Date: 6 months – 2 years

Phase 1 will include construction of a new medical office building directly connected to the existing Medical Service Building located east of main hospital, south of the Morrison Cancer Center at 715 N. Kansas Avenue. The currently entitled facility is a three-story building with below-grade basement floor. The building will house physician clinics and is planned to connect to the Medical Service Building on each floor at the elevator lobby. Also included in this phase will be the demolition of existing Mary Lanning owned properties to the north and east of the existing hospital in order to make room for the surface parking needed to replace the parking sacrificed for the building footprint. Addition of the planned Medical Office Building expansion of the Medical Services Building, gives Mary Lanning the flexibility to centralize some of the outlying clinics.

Phase 2: Boiler Central Plant Relocation – Anticipated Start Date: 1-3 years

The building will house boiler and facility maintenance related shops / offices and is planned to connect to the main hospital via underground utility tunnels or sky bridge.

Phase 3 activities will include the demolition of the existing central boiler plant, after the completion of the new central plant between Kansas and Hasting Avenue. The new central plant is planned to be integrated into the existing Central Chiller / Emergency Power plant facility, and will connect to the existing and expanded hospital via underground utility tunnels or sky bridge. Moving the central boiler plant to Denver / Hastings Avenue provides additional valuable high usage patient space for potential modernization and renovation of the main hospital emergency department, laboratory and imaging area.

Phase 3: Existing Hospital Renovations – Anticipated Start Date: 5-7 years.

The third major phase of construction planned as part of this master plan will be extensive remodels of the existing emergency department on 1st floor.

It is anticipated this will take many interim logistical phases to complete once the expansion is complete and can be used for temporary swing space. This phase will most likely be confined to interior remodels of the existing buildings and development of an improved emergency room entry to be located adjacent to the existing North Admissions entry.

Phase 4: Existing Hospital Renovations – Anticipated Start Date: 5-7 years.

The fourth and final major phase of construction planned as part of this master plan will be extensive remodels of the existing hospital 5th floor. It is anticipated this will take many interim logistical phases to complete once the expansion is complete and can be used for temporary swing space. This phase will most likely be confined to interior remodels of the existing buildings.

- Need to convert to private rooms.
- Update finishes to latest standards
- Indoor air quality

Future Phases: The planning team has included conceptualized possible locations for future construction as a potential starting point for planning beyond the scope of this current plan. The locations illustrated, size, and uses are all subject to change as future demands are currently unknown.

- Medical Services Building
 - Elevator modernization
 - Removal or replacement of chiller plant
- Visitor Entrance Lobby
 - Remodel to latest standards
- Improvement of Garden View Grill
- Other Space Needs
 - Emergency department
 - Surgery / PACU
- Electrical System Updates
 - Safety issues with old panels
 - Surgery Isolated Power Panels
- High Rise Code Requirements
 - Elevator control system upgrade
- Lighting Updates
 - Parking lot lighting

- Develop a 10 year capital plan for facility improvements
- Determine the new location for the Lab
- Prioritize infrastructure improvements
 - Energy/ Plant
- Purchase strategic properties

12.0 IMPROVING NEIGHBORHOOD CONNECTIVITY As illustrated in the body of this document, Mary Lanning Health System is deeply committed to improving the health of the region. Hospitals must engage their communities when it comes to plans for growth and development. Likewise, communities must engage hospitals—their anchor institutions—in the decisions that shape the neighborhood. In the former case, a hospital representative is being part of the City of Hastings Parking and Traffic council, or become a member of a local planning commission. Having community members attend planning meetings and play an active role in the public process completes this two-way street. It is critical to build trust and collaboration with adjacent neighborhoods and find ways of providing true community benefit.

A tried-and-true key to success: plan ahead. Experience has shown, hospitals do not always expand according to plan. Instead, expansion comes when opportunity arises—either when a donor makes funding available, or when a temporary solution becomes untenable, such as leasing off-campus space. By contrast, when hospitals create a 15- or 10-year strategic plan, it becomes possible to evaluate specific sites within a larger framework and a set of defined goals. Such a framework might address shifting service models, expansion or contraction, lease timelines, costs of land development, impact on the community. Hospitals are in positions of power to dramatically shape neighborhoods, and it is deeply important for them to outline in advance how they will function as good neighbors. Once a clear path is charted for these and other themes, determining the highest and best use of a property becomes much easier. We must develop symbiotic relationships with their surrounding neighborhoods. By doing so, there is tremendous opportunity for hospitals to remain competitive while becoming true engines for community and economic development.

APPENDIX

The documents attached as part of this appendix are included for additional relevant detail and are referenced in the appropriate sections of the greater document. Additional materials provided include:

Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 3/15/2022
File No: 2022-006
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Final Plat for Orchard Subdivision a replat of a tract of land being all that of Lots 7-18 and the vacated alley abutting said lots, Block 1, A. H. Cramer's Addition to the City of Hastings, Adams County

Names of People/Business affected by this action:

The applicant, the City of Hastings and Adams County

Why Planning Commission action is required:

Neb. Rev. Stat. 19-929 states that city council shall not take final action on subdivision development matters without the recommendation of the Planning Commission.

Type of action requested:

Motion

Suggested motion:

Motion to recommend approval of the Final Plat for Orchard Subdivision

Deadlines associated with action:

This Final Plat case will be presented for approval at the City Council Regular Meeting to be held on April 11, 2022.

Department head comments:

The Development Department and Plat Track review teams (to include County officials) have reviewed this subdivision plat and the applicant has incorporated all recommendations found to be relevant with subdivision design standards and regulations in City Code Section 38-203. All related utilities easement relocations have been reviewed and approved by the Utilities Coordinator as part of this plat process.

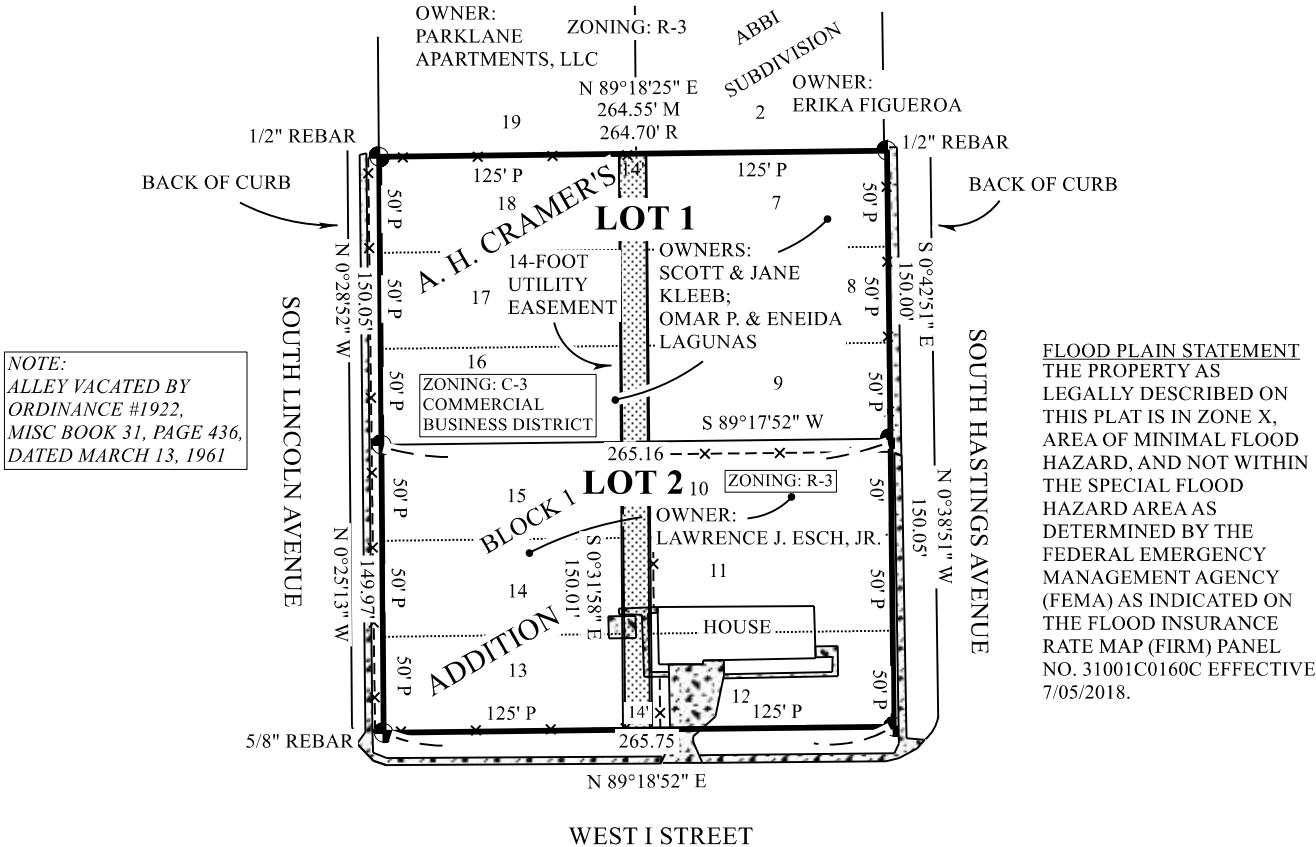
Recommendation:

Motion to recommend approval of the Final Plat for Orchard Subdivision

ORCHARD SUBDIVISION

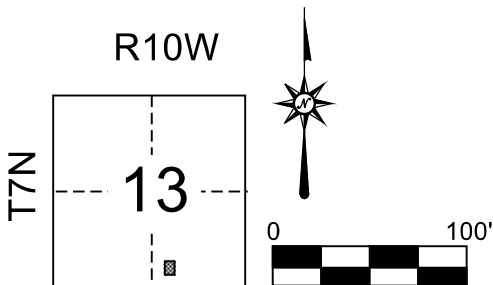
FINAL PLAT

LOTS 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, AND 18,
THE VACATED ALLEY ABUTTING SAID LOTS,
BLOCK 1, A. H. CRAMER'S ADDITION
TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA



LEGAL DESCRIPTION

LOTS 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, AND 18, THE VACATED ALLEY ABUTTING SAID LOTS,
BLOCK 1, A. H. CRAMER'S ADDITION TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA



NOTE: ALL BEARINGS ARE ASSUMED

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT OF A SURVEY WAS MADE BY ME OR UNDER MY SUPERVISION AND IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA.

THOMAS L. KRUEGER | LS-448

FINAL PLAT

FILE NAME A.H. CRAMER'S ADDITION, HASTINGS		
SCALE 100 Ft/In	DATE 02-04-2022	DRAWN BY T. KRUEGER
JOB KLS-21185	FIELD WORK TK	SHEET 1 OF 4

KRUEGER LAND SURVEYING

2837 WEST U.S. HIGHWAY 6 #204
HASTINGS, NE 68901
402-984-2176

ORCHARD SUBDIVISION
FINAL PLAT

LOTS 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, AND 18,
THE VACATED ALLEY ABUTTING SAID LOTS,
BLOCK 1, A. H. CRAMER'S ADDITION
TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

OWNER'S CERTIFICATE

KNOW ALL MEN BY THESE PRESENT, THAT LAWRENCE J. ESCH, JR., AN UNMARRIED MAN; SCOTT KLEEB AND JANE KLEEB, HUSBAND AND WIFE; AND OMAR P. LAGUNAS AND ENEIDA R. LAGUNAS, HUSBAND AND WIFE, OWNER(S) OF RECORD OF THE LAND SHOWN ON THE PLAT AND DESCRIBED IN THE LEGAL DESCRIPTION HEREON, HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, PLATTED, AND DESIGNATED AS ORCHARD SUBDIVISION, IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, AND DO HEREBY FREELY AND VOLUNTARILY DEDICATE THE EASEMENTS AS SHOWN HEREON FOR THE LOCATION, CONSTRUCTION, AND MAINTENANCE OF PUBLIC SERVICE UTILITIES FOREVER THAT SAID SURVEYING, SUBDIVIDING, PLATTING AND DESIGNATION WAS DONE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES AND WISHES OF THE UNDERSIGNED OWNERS.

SIGNED THIS DAY OF , 2022.

LAWRENCE J. ESCH, JR., AN UNMARRIED MAN

SCOTT KLEEB, HUSBAND

JANE KLEEB, WIFE

OMAR P. LAGUNAS, HUSBAND

ENEIDA R. LAGUNAS

ACKNOWLEDGEMENT

STATE OF NEBRASKA)
COUNTY OF ADAMS)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE DAY OF , 20 , BY LAWRENCE J. ESCH, JR., AN UNMARRIED MAN

MY COMMISSION EXPIRES THE DAY OF , 20 .

NOTARY

ACKNOWLEDGEMENT

STATE OF NEBRASKA)
COUNTY OF ADAMS)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE DAY OF , 20 , BY SCOTT KLEEB AND JANE KLEEB, HUSBAND AND WIFE

MY COMMISSION EXPIRES THE DAY OF , 20 .

NOTARY

ACKNOWLEDGEMENT

STATE OF NEBRASKA)
COUNTY OF ADAMS)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE DAY OF , 20 , OMAR P. LAGUNAS AND ENEIDA R. LAGUNAS, HUSBAND AND WIFE.

MY COMMISSION EXPIRES THE DAY OF , 20 .

NOTARY

FINAL PLAT

KRUEGER LAND SURVEYING
2837 WEST U.S. HIGHWAY 6 #204
HASTINGS, NE 68901
402-984-2176

Table with 3 columns: FILE NAME, SCALE, DATE, DRAWN BY, JOB, FIELD WORK, SHEET. Row 1: A.H. CRAMER'S ADDITION, HASTINGS, 100 Ft/in, 02-04-2022, T. KRUEGER, KLS-21185, TK, 2 OF 4.

ORCHARD SUBDIVISION
FINAL PLAT

LOTS 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, AND 18,
THE VACATED ALLEY ABUTTING SAID LOTS,
BLOCK 1, A. H. CRAMER'S ADDITION
TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

CONSENT OF LIENHOLDER

I, _____, (PRINT NAME) _____ (TITLE) OF ONE REVERSE MORTGAGE, LLC,
BENEFICIARY, BEING LIENHOLDER OF THE DESCRIBED TRACT OF LAND, HEREBY APPROVE AND AGREE TO THE PLATTING
OF ORCHARD SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA,
ON THIS _____ DAY OF _____, 2022.

_____(SIGNATURE)
ON BEHALF OF SAID ONE REVERSE MORTGAGE, LLC , BENEFICIARY

_____(PRINT NAME AND TITLE)

ACKNOWLEDGEMENT

STATE OF NEBRASKA)
)
COUNTY OF ADAMS)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE _____ DAY OF _____, 20____, BY ONE
REVERSE MORTGAGE, BENEFICIARY.
MY COMMISSION EXPIRES THE _____ DAY OF _____, 20____.

NOTARY

CONSENT OF LIENHOLDER

I, _____, (PRINT NAME) _____ (TITLE) COMMISSIONER OF HOUSING AND
URBAN DEVELOPMENT, BENEFICIARY,BEING THE LIENHOLDER OF THE DESCRIBED TRACT OF LAND, HEREBY APPROVE
AND AGREE TO THE PLATTING OF ORCHARD SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA,
ON THIS _____ DAY OF _____, 2022.

_____(SIGNATURE)
ON BEHALF OF SAID COMMISSIONER OF HOUSING AND URBAN DEVELOPMENT, BENEFICIARY

_____(PRINT NAME AND TITLE)

ACKNOWLEDGEMENT

STATE OF NEBRASKA)
)
COUNTY OF ADAMS)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE _____ DAY OF _____, 20____, BY
COMMISSIONER OF HOUSING AND URBAN DEVELOPMENT
MY COMMISSION EXPIRES THE _____ DAY OF _____, 20____.

NOTARY

CITY TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE RECORDS OF MY OFFICE SHOW NO SPECIAL ASSESSMENTS ARE DELINQUENT UPON THE PROPERTY
DESCRIBED IN THE LEGAL DESCRIPTION ON THIS PLAT.

CITY OF HASTINGS TREASURER

COUNTY TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE RECORDS OF MY OFFICE SHOW NO TAXES ARE DUE OR DELINQUENT UPON THE PROPERTY
DESCRIBED IN THE LEGAL DESCRIPTION ON THIS PLAT AS OF THIS _____ DAY OF _____, 2022.

ADAMS COUNTY TREASURER

KRUEGER LAND SURVEYING
2837 WEST U.S. HIGHWAY 6 #204
HASTINGS, NE 68901
402-984-2176

FINAL PLAT

FILE NAME A.H. CRAMER'S ADDITION, HASTINGS		
SCALE 100 Ft/In	DATE 02-04-2022	DRAWN BY T. KRUEGER
JOB KLS-21185	FIELD WORK TK	SHEET 3 OF 4

ORCHARD SUBDIVISION
FINAL PLAT

LOTS 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, AND 18,
THE VACATED ALLEY ABUTTING SAID LOTS,
BLOCK 1, A. H. CRAMER'S ADDITION
TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

PLANNING COMMISSION RECOMMENDATION
THIS PLAT OF ORCHARD SUBDIVISION, IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA HAS BEEN SUBMITTED TO
AND REVIEWED BY THE CITY PLANNING COMMISSION FOR APPROVAL AND IS HEREBY TRANSMITTED TO THE GOVERNING
BODY OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA WITH THE RECOMMENDATION THAT SAID PLAT BE
AS PROPOSED

DATED THIS DAY OF , 2022.

CHAIRPERSON, CITY PLANNING COMMISSION DEVELOPMENT SERVICES DIRECTOR

MAYOR AND CITY COUNCIL APPROVAL
THIS PLAT OF ORCHARD SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA IS HEREBY
BY MOTION DULY PASSED,

DATED THIS OF , 2022.

MAYOR CITY CLERK

WAIVER FOR STREET GRADES
APPLICANT(S) HEREBY WAIVE(S) ANY AND ALL CLAIMS FOR DAMAGES OCCASIONED BY THE ESTABLISHMENT OF
GRADES OR THE ALTERATION OF THE SURFACE OF ANY PORTION OF THE STREETS AND ALLEYS TO CONFORM TO SAID
GRADES AS ESTABLISHED.

SIGNED THIS DAY OF , 2022.

LAWRENCE J. ESCH, JR.

SCOTT KLEEB JANE KLEEB

OMAR P. LAGUNAS ENEIDA R. LAGUNAS

CITY ENGINEER'S APPROVAL
THIS PLAT OF ORCHARD SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA HAS BEEN RECEIVED
AND REVIEWED BY ME AND IS IN COMPLIANCE WITH THE PROVISIONS OF CHAPTER 38 OF THE CITY OF HASTINGS,
ADAMS COUNTY, NEBRASKA, PROVIDING FOR THE APPROVAL OF SUBDIVISIONS AND PLATS BY THE CITY ENGINEER
UNDER CERTAIN CIRCUMSTANCES.

APPROVED THIS DAY OF , 2022.

CITY ENGINEER

REGISTER OF DEEDS CERTIFICATE
STATE OF NEBRASKA)
) SS
COUNTY OF ADAMS)

THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN THE REGISTER OF DEEDS OFFICE OF ADAMS
COUNTY, NEBRASKA.

DATE: TIME: INSTRUMENT NO:

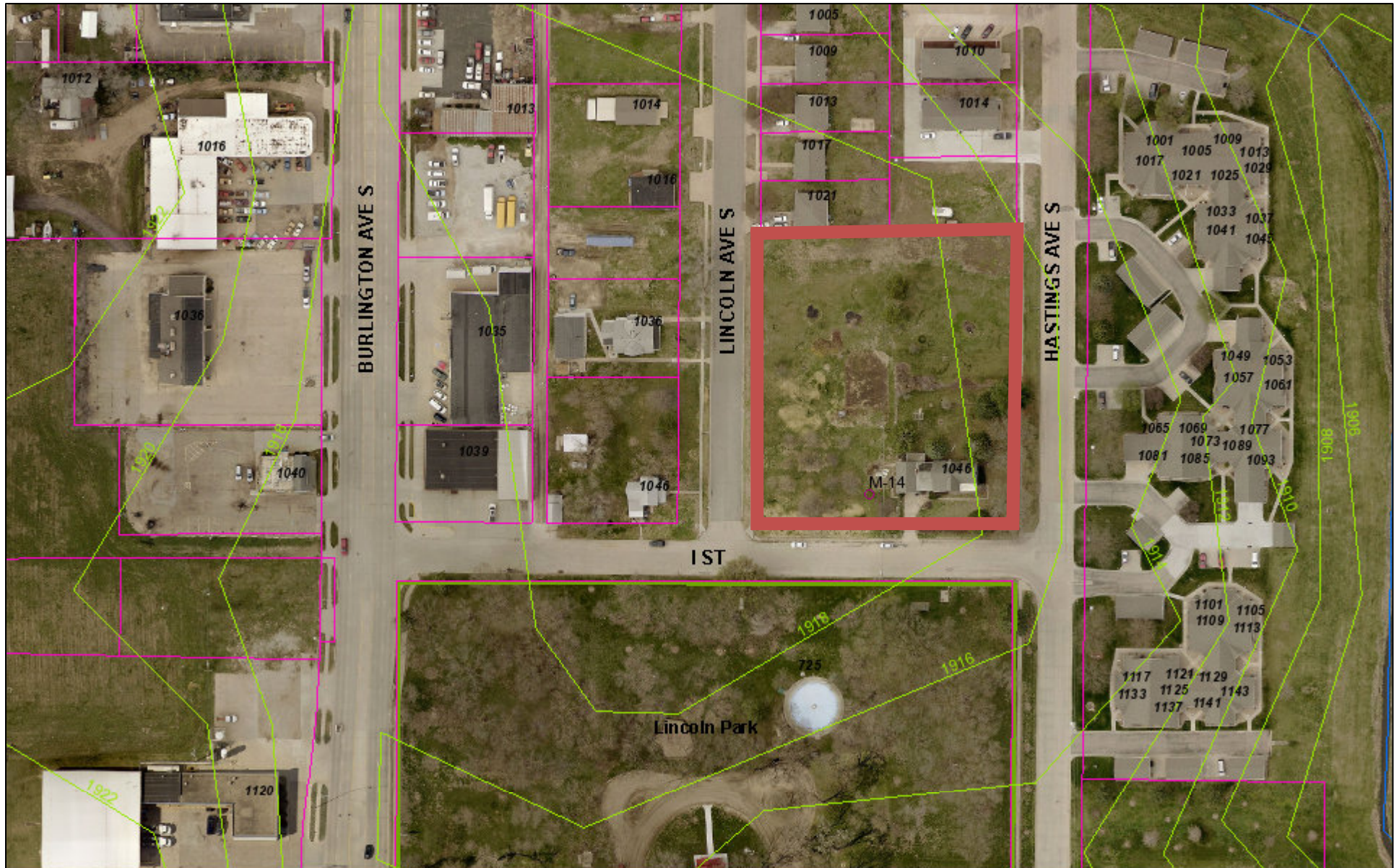
REGISTER OF DEEDS

KRUEGER LAND SURVEYING
2837 WEST U.S. HIGHWAY 6 #204
HASTINGS, NE 68901
402-984-2176

FINAL PLAT

Table with 3 columns: FILE NAME, SCALE, DATE, DRAWN BY, JOB, FIELD WORK, SHEET. Row 1: A.H. CRAMER'S ADDITION, HASTINGS, 100 Ft/in, 02-21-2022, T. KRUEGER, KLS-21185, TK, 4 OF 4.

ArcGIS Web Map



3/8/2022, 3:40:38 PM

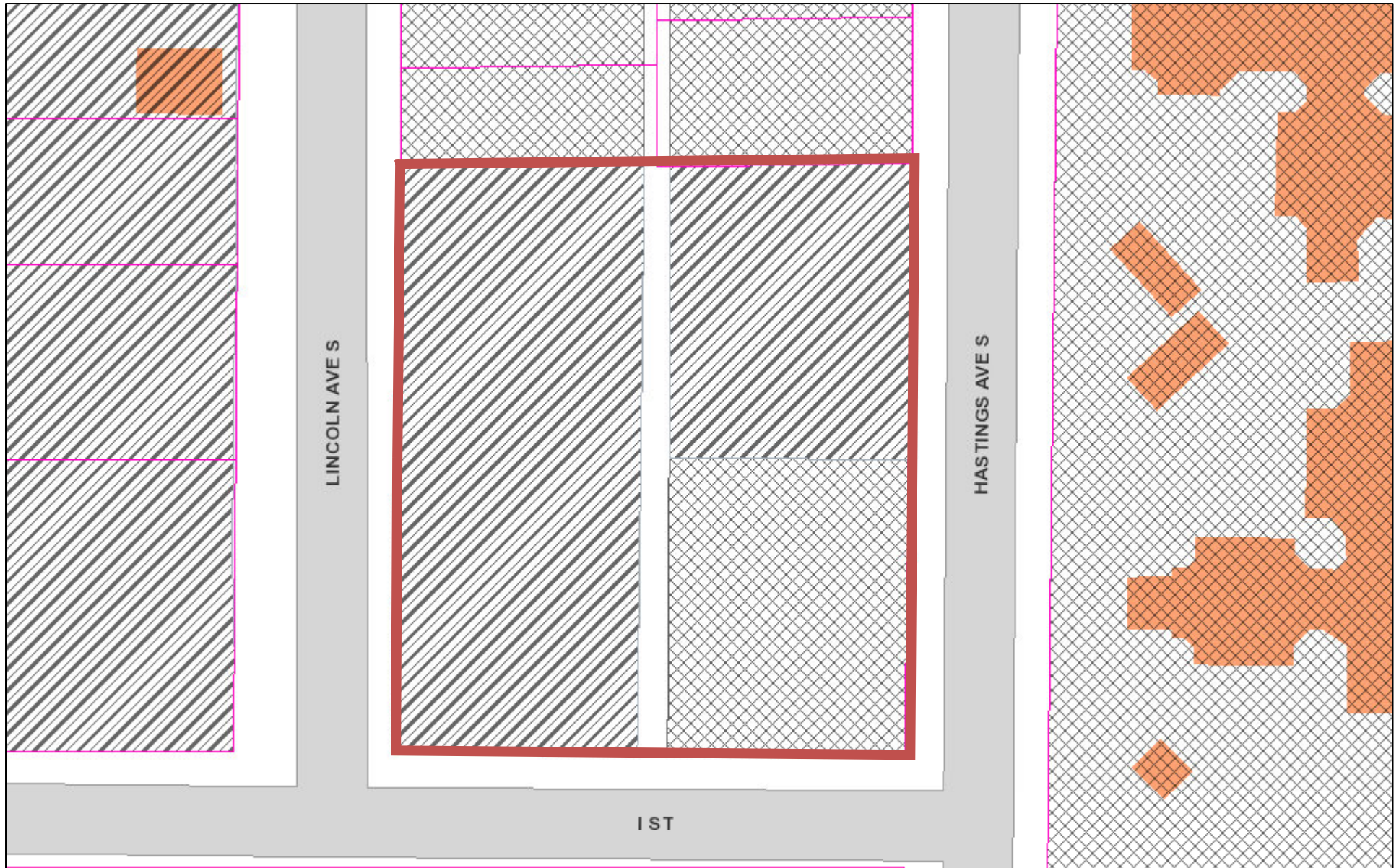
-  Limits
-  OneMile
-  TwoMile
-  Institutional Control Area Boundary

-  Wellhead Protection Boundary
-  Monitoring Well
-  Addresses
-  Parcels

1:2,257
0 0.0175 0.035 0.07 mi



ArcGIS Web Map



3/8/2022, 3:29:16 PM

Limits	Zoning	C-1	CZ	MU	R-2	TA
OneMile	A	C-2	FS	R-1	R-3	
TwoMile	AG	C-3	I-1	R-1A	R-3G	
Parcels	C-0	CMP	I-2	R-1S	R-5	

1:1,128
0 0.0075 0.015 0.03 mi



Department: Development Services
Staff Contact: Lisa Parnell-Rowe
Planning Commission Meeting Date: 3/15/2022
File No: 2021-051
Prepared By: Clara McCully, Administrative Assistant

AGENDA ITEM SUMMARY SHEET

Description of Item:

Preliminary/Final plat for Landmark Implement Subdivision, a plat of Tax Lot 3 and conveyance of property to Landmark Holdings, LLC under Instrument No. 20215716 as waived and allowed under Resolution No. 2021-55 as a legal subdivision.

Names of People/Business affected by this action:

The applicant, City, County and the citizens of the City of Hastings and the County

Why Planning Commission action is required:

Neb. Rev. Stat. 16-903 provides no plat or instruments effecting the subdivision of real property, described in Neb. Rev. Stat. 16-902, shall be recorded or have any force and effect unless the same has been approved by the City Council.

Type of action requested:

Motion

Suggested motion:

This Final Plat case will be presented for approval at the next City Council Regular Meeting to be held on March 28, 2022. The applicant will then need to apply for relevant building permits for the expansion of their existing structure.

Deadlines associated with action:

The applicant will then need to apply for relevant building permits for the expansion of their existing structure.

Department head comments:

The Development Department and Plat Track review teams (to include County officials) have reviewed this preliminary/final subdivision plat and the applicant has incorporated all recommendations found to be relevant with subdivision design standards and regulations in both 38-202 and 38-203. This plats Tax Lot 3 and land that was conveyed as property to Landmark Holdings, LLC under Instrument No. 20215716 and waived and allowed under state statutes under Resolution No. 2021-55 as a legal subdivision. This subdivision fulfills a condition of that resolution that this land and lot would be preliminary and final platted unto one lot within the statutory 120 days. Our applicant, Landmark Holdings, LLC, has agreed to a maintenance

agreement for a detention cell and will need to acquire a State SWPPP and CSW-NOI Authorization prior to construction as agreed with City Civil Engineer, Tara Ogren.

Recommendation:

Staff recommends motion to recommend approval of Preliminary/Final plat for Landmark Implement Subdivision.



Permit #: 21051

Permit Date: 08/20/21

Permit Type:

GROUP: Planning

Permit Type: Preliminary / Final Plat

Title: Landmark Implement Preliminary Plat

Site Address: 4815 W Highway 6

Parcel Number:

Owner Name: Landmark Holdings LLC

Owner Address: 5308 Parklane Drive Suite 8

City State Zip:

Owner Phone:

Owner Email:

Applicant Name: Matt Habrock

Applicant Address: 4815 W Highway 6

City, State, Zip: Hastings NE 68901

Phone Number: 402-486-5286

Applicant Email: MatHabrock@LandMarkImp.com

Proposed Use: Building Expansion

Description: Purchase an additional 7.5 acres

Number of Cases: 1

Project Cost: 0

Square Feet: 0

**Within City
Limits:** No

**Current
Zoning:** A, Agriculture

Current Zoning Explained: See letter sent 3.15.20. County did not want to rezone this due to the presence of nearby residential. Promised county we can leave is AG for now.

**Proposed
Zoning:** A, Agriculture

Conditions:

Conditions

Defined:

1st PN &

Agenda Send

By (11:30):

1st PN &

Agenda Due

Date:

1st PN &

Agenda Sent:

2nd PN &

Agenda Send

By (11:30):

2nd PN &

Agenda Due

Date:

2nd PN &

Agenda Sent:

Sign / Website

Posting - Post

By:

Sign / Website

Posting -

Posted:

APO Letter -

Send By:

APO Letter -

Sent:

PC Approval -

Date Approved:

**PC Outcome
Letter - Due:** 12/22/2021

PC Outcome -

Completed:

CRA Approval

- Meeting Date:

CRA Approval

- Approved:

CC Packet - 12/31/2021

Goal Load

Date:

CC Packet - 01/04/2022
Due Date:

CC Out/Admin 01/11/2022
Due Date:

CC Packet -
Completed:

Stage: Ready for PC Staff Report

CC Out/Admin
- Completed:

ENG Meeting: Completed

ENG Email:

Plat Track KKubo@cityofhastings.org; AStory@hastingspolice.org, lvrooman@hastingsutilities.com,
Review Email: AReinhardt@hastingsutilities.com, dmiller@adamscounty.org,
dbergmann@cityofhastings.org, jnewlun@cityofhastings.org,
jhassenstab@cityofhastings.org, kleonhardt@hastingsutilities.com,
KJohnson@hastingsutilities.com, tvorderstrasse@hastingsfire.org,
mstange@hastingsutilities.com, RAspen@hastingsutilities.com, skostner@cityofhastings.org,
TOgren@hastingsutilities.com, twaite@hastingsutilities.com

Communication

Preferences:

Status: Open

Assigned To: Lisa Parnell-Rowe

Property

Parcel #	Address	Legal Description	Owner Name	Owner Phone	Zoning
010003174	4815 W HWY 6		LANDMARK HOLDINGS LLC		

Contractors

Contractor	Primary Contact	Phone	Address	Contractor Type	License	License #
JEO Consulting	Adam Goertzson	402-462-5657	308 W. 3rd Street, Suite 1	Surveyor		

Inspections

Date	Inspection Type	Description	Scheduled Date	Completed Date	Inspector	Status
09/13/2021	2. City Council Meeting		03/28/2022		Lisa Parnell-Rowe	Open
09/13/2021	1. Planning Commission Meeting		03/15/2022		Lisa Parnell-Rowe	Open
01/10/2022	3. Review	Assigned to Plat track review. Sent back to applicant on 1/25/22	01/18/2022	01/25/2022		Closed

Plan Reviews

Date	Review Type	Description	Assigned To	Review Status
01/10/2022	Planning/Zoning	I have not completed my relook but started some plan edits	Lisa Parnell-Rowe	Pending

01/11/2022	Planning/Zoning	In the Owner's Certificate it says "Owner do". It should be "Owner does". This is in the second line up from the bottom of Certificate.	Ann Hinton	Assigned
01/13/2022	Planning/Zoning	Along the West side call out the measurement of 749.83 that is from C-D as this measurement is called out in the legal.	Lindsey Stone	Revision Requested
01/13/2022	Building	See my plan edit layers. Drainage Plan needed in line with Drainage Plan	Rachael Ormsby	Revision Requested
01/25/2022	Building	Checklist. Permanent Post Construction BMPs need to be included in the Drainage Plan. See attached checklist	Tara Ogren	Revision Requested

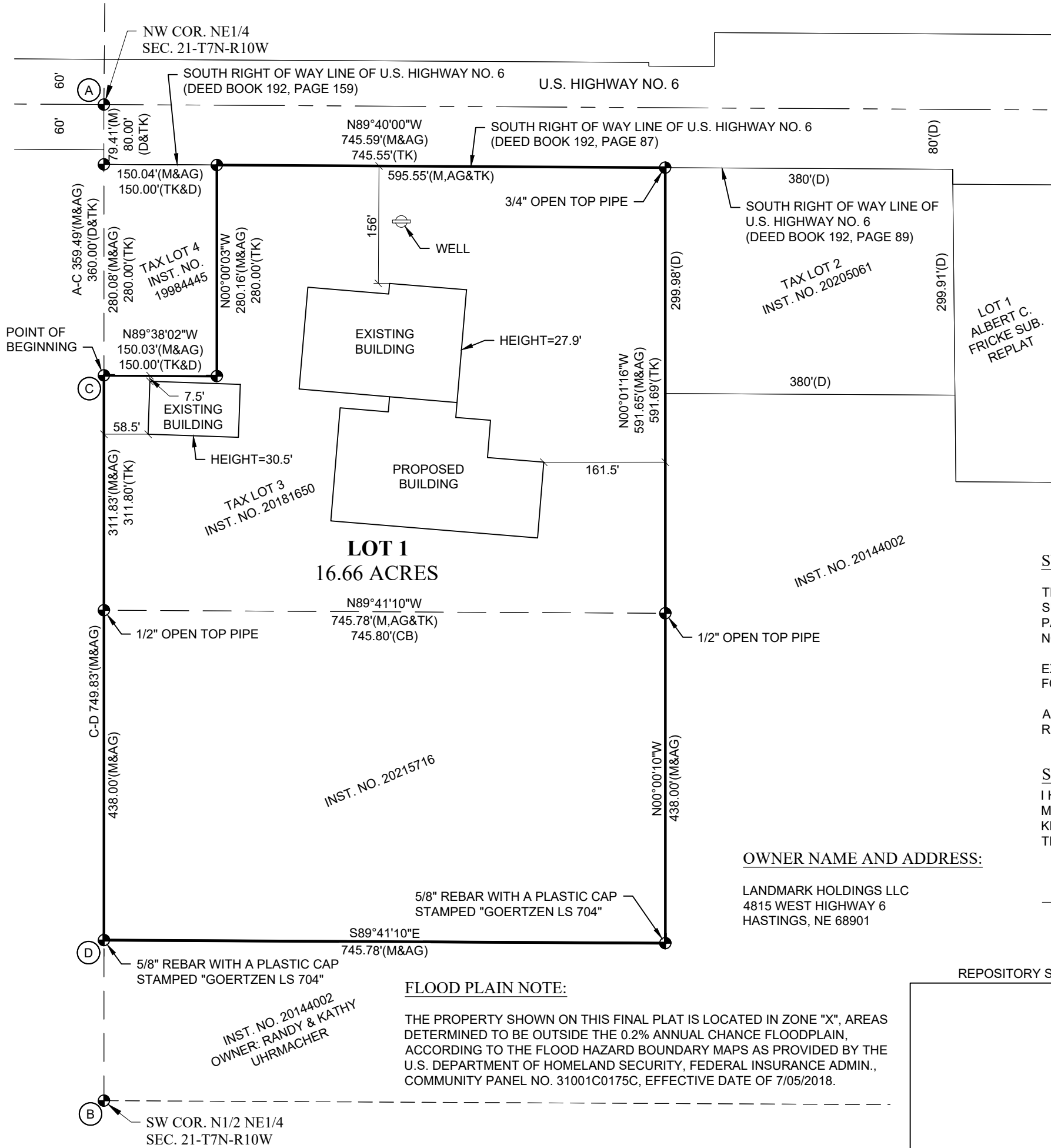
Fees

Fee	Description	Notes	Amount
Subdivision Plats - 11" x 17"	Input # of Pages		\$16.00
Final Subdivision Plat Submitted with the Preliminary Plat	# of Lots		\$520.00
Total			\$536.00

Payments

Date	Paid By	Description	Payment Type	Accepted By	Amount
02/07/2022	Landmark Implement		#60854	Teri Schelkopf	\$536.00
Outstanding Balance					\$0.00

P:\Surveying\211102.00 - LandMark Implement Hastings\6 Survey\Drawings\211102 Survey.dwg, on 2/10/2022 10:12 AM.



PRELIMINARY / FINAL PLAT
LANDMARK IMPLEMENT SUBDIVISION
A PART OF THE NORTH HALF OF THE NORTHEAST
QUARTER OF SECTION 21
TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE SIXTH P.M.
WITHIN THE EXTRA-TERRITORIAL JURISDICTION OF THE
CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

LEGAL DESCRIPTION:

A PARCEL OF LAND LOCATED IN THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE SIXTH P.M., ADAMS COUNTY, NEBRASKA, BEING DESCRIBED AS FOLLOWS: REFERRING TO THE NORTHWEST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 21; THENCE S00°00'10"E (ASSUMED BEARING) ON THE WEST LINE OF SAID NORTH HALF OF THE NORTHWEST QUARTER, A DISTANCE OF 359.49 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AND RECORDED IN INSTRUMENT NUMBER 19984445 AND THE POINT OF BEGINNING; THENCE CONTINUING S00°00'10"E ON SAID WEST LINE, A DISTANCE OF 749.83 FEET; THENCE S89°41'10"E, PARALLEL WITH THE SOUTH LINE OF A PARCEL OF LAND DESCRIBED AND RECORDED IN INSTRUMENT NUMBER 20181650, A DISTANCE OF 745.78 FEET; THENCE N00°00'10"W, PARALLEL WITH SAID WEST LINE, A DISTANCE OF 438.00 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL; THENCE N00°01'16"W ON THE EAST LINE OF SAID PARCEL, A DISTANCE OF 591.65 FEET TO THE SOUTH RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 6, AS DESCRIBED AND RECORDED IN DEED BOOK 192, PAGE 87; THENCE N89°40'00"W ON SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 595.55 FEET TO THE EAST LINE OF SAID PARCEL DESCRIBED AND RECORDED IN INSTRUMENT NUMBER 19984445; THENCE S00°00'03"E ON SAID EAST LINE, A DISTANCE OF 280.16 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL; THENCE N89°38'02"W ON THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 150.03 FEET TO THE POINT OF BEGINNING, CONTAINING 16.66 ACRES, NOW KNOWN AS LANDMARK IMPLEMENT SUBDIVISION

SURVEYOR'S REPORT:

THIS SURVEY WAS PERFORMED AT THE REQUEST OF LANDMARK HOLDINGS LLC. THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH THE PERIMETER AND CREATE A METES AND BOUNDS DESCRIPTION OF A PARCEL OF LAND LOCATED IN THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE SIXTH P.M., ADAMS COUNTY, NEBRASKA AND PLAT IT INTO ONE LOT.

EXISTING MONUMENTS OF RECORD WERE FOUND AT LOCATIONS SHOWN ON THIS PLAT. ALL MONUMENTS FOUND ARE A 5/8" REBAR, UNLESS NOTED OTHERWISE, OR AS DESCRIBED IN THE CORNER TIES.

ALL LINES WERE PRODUCED AND ANGLES AND DISTANCES MEASURED WITH A TRIMBLE R12i GNSS RECEIVER UTILIZING THE SEILER INSTRUMENTS REAL TIME NETWORK.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THIS PLAT OF A SURVEY WAS MADE BY ME OR UNDER MY SUPERVISION AND IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE, AND THAT I AM A DULY REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA.

OWNER NAME AND ADDRESS:

LANDMARK HOLDINGS LLC
4815 WEST HIGHWAY 6
HASTINGS, NE 68901

ADAM J. GOERTZEN, LS 704

REPOSITORY STAMP



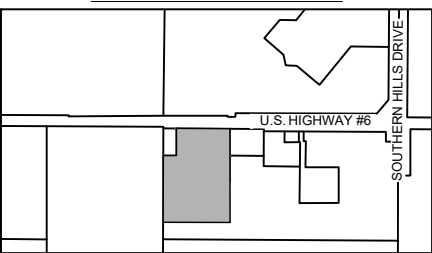
LEGEND

- MONUMENT FOUND
- MONUMENT SET
- CALCULATED POINT
- D DEEDED DISTANCE
- G GOVERNMENT DISTANCE
- M MEASURED DISTANCE
- P PLATTED DISTANCE
- R RECORDED DISTANCE
- AG RECORDED DISTANCE (ADAM GOERTZEN 10/27/2021)
- TK RECORDED DISTANCE (THOMAS KRUEGER 4/09/1998)
- CB RECORDED DISTANCE (CHARLES BEER 5/18/1981)

GRAPHIC SCALE



VICINITY SKETCH:



NOTE: ALL BEARINGS ARE ASSUMED.

PRELIMINARY / FINAL PLAT
LANDMARK HOLDINGS LLC

A PART OF THE NORTH HALF
OF THE NORTHEAST QUARTER
SECTION 21
TOWNSHIP 7 NORTH, RANGE 10 WEST
ADAMS COUNTY, NEBRASKA

PROJECT NO.
R211102
DATE
2/10/2022
DRAWN BY
AG
FILE NAME
211102 Survey.dwg
FIELD BOOK
ADAMS CO #41
FIELD CREW
BS
SURVEY FILE NO.
2021-173

P:\Surveying\211102.00 - Landmark Implement Hastings\6 Survey\Drawings\211102 Survey.dwg, on 2/10/2022 10:12 AM.

PRELIMINARY / FINAL PLAT
LANDMARK IMPLEMENT SUBDIVISION
A PART OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 21
TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE SIXTH P.M.
WITHIN THE EXTRA-TERRITORIAL JURISDICTION OF THE
CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

OWNER'S CERTIFICATE:

KNOW ALL MEN BY THESE PRESENT, THAT LANDMARK HOLDINGS, LLC, A NEBRASKA LIMITED LIABILITY COMPANY, THE OWNER(S) OF RECORD OF THE LAND SHOWN ON THIS PLAT AND DESCRIBED IN THE LEGAL DESCRIPTION HEREON, HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, PLATTED AND DESIGNATED AS "LANDMARK IMPLEMENT SUBDIVISION", WITHIN THE EXTRA-TERRITORIAL JURISDICTION OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, AND THAT SAID SURVEYING, SUBDIVIDING, PLATTING AND DESIGNATION WAS DONE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES AND WISHES OF THE UNDERSIGNED OWNER. BE IT FURTHER KNOWN, THAT SAID OWNER DOES HEREBY DEDICATE ALL EASEMENTS SHOWN ON THIS PLAT TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA.

SIGNED THIS _____ DAY OF _____, 2022.

ANDREW P. GROLLMES, PRESIDENT OF LANDMARK HOLDINGS, LLC

ACKNOWLEDGEMENT:

STATE OF _____)
COUNTY OF _____) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE _____ DAY OF _____, 2022,
BY ANDREW P. GROLLMES, PRESIDENT OF LANDMARK HOLDINGS, LLC.

MY COMMISSION EXPIRES THE _____ DAY OF _____, _____.

(SEAL)

NOTARY

CORNER TIES:

- (A) NW CORNER NE1/4 SECTION 21-T7N-R10W
FOUND A SURVEY NAIL MARKER WITH HEAD SHEARED OFF, FLUSH WITH ASPHALT SURFACE.
NW 68.97' TO A 5/8"x24" REBAR WITH A PLASTIC CAP STAMPED "RM 2021"
N 61.18' TO A NAIL FOUND IN THE EAST FACE OF A POWER POLE (1.5' ABOVE GROUND)
N 60.04' TO A 5/8" REBAR WITH A PLASTIC CAP STAMPED "LS 448"
N 59.70' TO THE NEAR FACE OF A RIGHT OF WAY MARKER
SE 59.06' TO A 5/8"x24" REBAR WITH A PLASTIC CAP STAMPED "RM 2021"
SW 65.19' TO A NAIL AND DISK FOUND IN THE EAST FACE OF A POWER POLE (2' ABOVE GROUND)
S 59.16' TO THE NEAR FACE OF A RIGHT OF WAY MARKER
N 1' TO THE CENTERLINE OF AN EAST-WEST U.S. HIGHWAY 6

NOTE: REBARS SE-NW ARE ON A RANDOM LINE OVER CORNER.

- (B) SW CORNER N1/2 NE1/4 SECTION 21-T7N-R10W
FOUND A 1/2" OPEN TOP PIPE, FLUSH WITH GROUND.
SW 35.32' TO A 5/8"x24" REBAR WITH A PLASTIC CAP STAMPED "RM 2021"
W 0.19' TO A NAIL "X" SET IN THE EAST FACE OF A FENCE POST (0.5' ABOVE GROUND)
NNE 121.45' TO THE TOP CENTER OF AN IRRIGATION WELL
NE 34.00' TO A 5/8"x24" REBAR WITH A PLASTIC CAP STAMPED "RM 2021"

PRELIMINARY / FINAL PLAT
LANDMARK HOLDINGS LLC

A PART OF THE NORTH HALF
OF THE NORTHEAST QUARTER
SECTION 21
TOWNSHIP 7 NORTH, RANGE 10 WEST
ADAMS COUNTY, NEBRASKA

PROJECT NO. R211102
DATE 2/10/2022
DRAWN BY AG
FILE NAME 211102 Survey.dwg
FIELD BOOK ADAMS CO #41
FIELD CREW BS
SURVEY FILE NO. 2021-173



P:\Surveying\211102.00 - LandMark Implement Hastings\6 Survey\Drawings\211102 Survey.dwg, on 2/10/2022 10:12 AM.

PRELIMINARY / FINAL PLAT
LANDMARK IMPLEMENT SUBDIVISION
A PART OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 21
TOWNSHIP 7 NORTH, RANGE 10 WEST OF THE SIXTH P.M.
WITHIN THE EXTRA-TERRITORIAL JURISDICTION OF THE
CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

CITY ENGINEER'S APPROVAL:

THIS PLAT OF LANDMARK IMPLEMENT SUBDIVISION, WITHIN THE EXTRA-TERRITORIAL JURISDICTION OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA HAS BEEN RECEIVED AND REVIEWED BY ME AND IS IN COMPLIANCE WITH THE PROVISIONS OF CHAPTER 38 OF THE CITY CODE FOR THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, PROVIDING FOR THE APPROVAL OF SUBDIVISIONS AND PLATS BY THE CITY ENGINEER UNDER CERTAIN CIRCUMSTANCES.

APPROVED THIS _____ DAY OF _____, 2022.

CITY ENGINEER

COUNTY TREASURER'S CERTIFICATE:

I HEREBY CERTIFY THAT THE RECORDS OF MY OFFICE SHOW NO TAXES ARE DUE OR DELINQUENT UPON THE PROPERTY DESCRIBED IN THE LEGAL DESCRIPTION ON THIS PLAT AS OF THIS

_____ DAY OF _____, 2022.

ADAMS COUNTY TREASURER

CITY TREASURER'S CERTIFICATE:

I HEREBY CERTIFY THAT THE RECORDS OF MY OFFICE SHOW NO SPECIAL ASSESSMENTS ARE DELINQUENT UPON THE PROPERTY DESCRIBED IN THE LEGAL DESCRIPTION ON THIS PLAT AS OF THIS

_____ DAY OF _____, 2022.

CITY OF HASTINGS TREASURER

REGISTER OF DEEDS CERTIFICATE:

STATE OF NEBRASKA)
) ss
COUNTY OF ADAMS)

THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN THE REGISTER OF DEEDS OFFICE OF ADAMS COUNTY, NEBRASKA.

DATE: _____ TIME: _____ INSTRUMENT NO.: _____

REGISTER OF DEEDS

MAYOR AND CITY COUNCIL ACTION:

THIS PLAT OF LANDMARK IMPLEMENT SUBDIVISION, WITHIN THE EXTRA-TERRITORIAL JURISDICTION OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA IS HEREBY APPROVED THIS

_____ DAY OF _____, 2022.

MAYOR

CITY CLERK

CITY PLANNING COMMISSION RECOMMENDATION:

THIS PLAT OF LANDMARK IMPLEMENT SUBDIVISION, WITHIN THE EXTRA-TERRITORIAL JURISDICTION OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA HAS BEEN SUBMITTED TO AND REVIEWED BY THE CITY PLANNING COMMISSION FOR APPROVAL AND IS HEREBY TRANSMITTED TO THE GOVERNING BODY OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA WITH THE RECOMMENDATION THAT SAID PLAT BE APPROVED THIS

_____ DAY OF _____, 2022.

CHAIRMAN

DIRECTOR

WAIVER FOR STREET GRADES:

THE APPLICANTS HEREBY WAIVE ANY AND ALL CLAIMS FOR DAMAGES OCCASIONED BY THE ESTABLISHMENT OF GRADES OR THE ALTERATION OF THE SURFACE OF ANY PORTION OF THE STREETS AND ALLEYS TO CONFORM TO SAID GRADES ESTABLISHED.

LANDMARK HOLDINGS, LLC

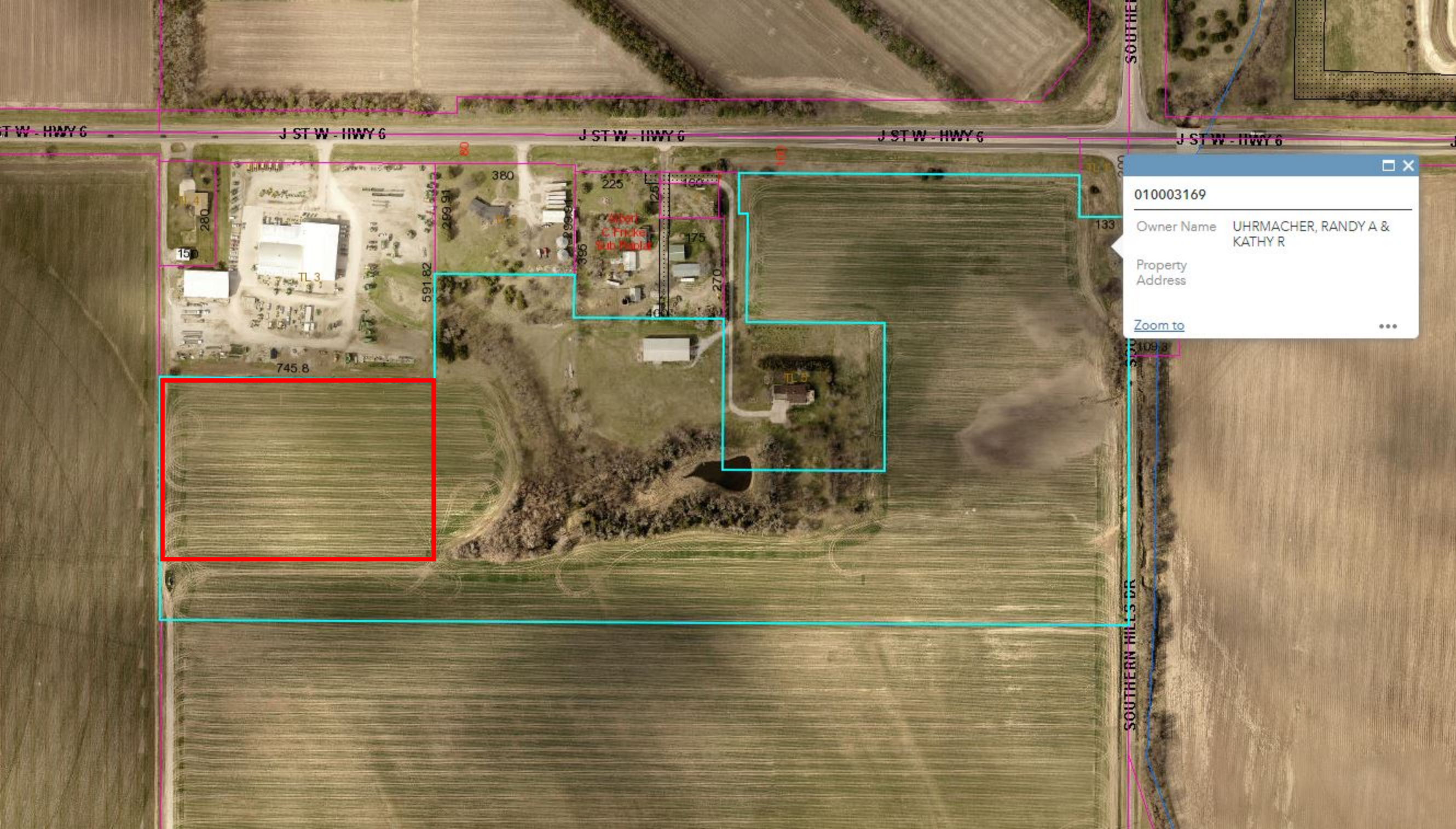
ANDREW P. GROLLMES, PRESIDENT OF LANDMARK HOLDINGS, LLC



PRELIMINARY / FINAL PLAT
LANDMARK HOLDINGS LLC

A PART OF THE NORTH HALF
OF THE NORTHEAST QUARTER
SECTION 21
TOWNSHIP 7 NORTH, RANGE 10 WEST
ADAMS COUNTY, NEBRASKA

PROJECT NO. R211102
DATE 2/10/2022
DRAWN BY AG
FILE NAME 211102 Survey.dwg
FIELD BOOK ADAMS CO #41
FIELD CREW BS
SURVEY FILE NO. 2021-173



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Owner Name UHRMACHER, RANDY A & KATHY R

Property Address

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