

HASTINGS PLANNING COMMISSION

A meeting of the Hastings Planning Commission has been scheduled for Tuesday, October 18, 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, October 7, 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 September 20, 2022
7. Special Order of Business
 - a. Presentation of 2023-2028 One and Six Year Street Improvement Plan
8. Unfinished Business
 - a. Continued Applications - None
 - b. Tabled Applications - None
 - c. Postponed Applications - None
9. Public Hearings.
 - a. **2022-062.** Public hearing for a change of zoning for property commonly addressed as 3801 Wendell Drive Hastings, Nebraska from "R-1, Urban Single Family Residential" to "R-1A, Single-Family Large Lot Residential", 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 property commonly addressed as 3801 Wendell Drive Hastings, Nebraska from "R-1, Urban Single Family Residential" to "R-1A, Single-Family Large Lot Residential"
 - b. **2022-064.** Public hearing to recommend a request for Randy Chick regarding Plan Modification No. 2022-4 to Redevelopment Area Number #13, Theatre Flats Project, for the following collective property, to wit: Lot Two (2), Block One (1), Theatre District Subdivision, Hastings, Adams County, Nebraska

Motion to recommend approval for Plan Modification No. 2022-4 to Redevelopment Area Number #13, Theatre Flats Project, for the following collective property, to wit: Lot

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Two (2), Block One (1), Theatre District Subdivision, Hastings, Adams County, Nebraska

- c. **2022-058.** Public hearing for a change of zoning for property commonly addressed as 403 West 3rd Street Hastings, Nebraska from "C-2, Central Business District" to "R-3, Multiple Family Residential", 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 property commonly addressed as 403 West 3rd Street Hastings, Nebraska from "C-2, Central Business District" to "R-3, Multiple Family Residential"

- d. **2022-059.** Public hearing on a request for a Planned District Development Plan for Garage Flats LLC for property commonly addressed as 403 West 3rd Street, City of Hastings, Adams County, Nebraska.

Motion to recommend approval of a resolution for a Planned District Development Plan for Garage Flats LLC for property commonly addressed as 403 West 3rd Street, City of Hastings, Adams County, Nebraska.

- e. **2022-063.** Public hearing to recommend a request for Randy Chick regarding Plan Modification No. 2022-3 to Redevelopment Area Number #1, Garage Flats Project, for the following collective property, to wit: Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof, commonly addressed as 403 W 3rd St Hastings, NE

Motion to recommend approval for Plan Modification No. 2022-3 to Redevelopment Area Number #1, Garage Flats Project, for the following collective property, to wit: Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof, commonly addressed as 403 W 3rd St Hastings, NE

- f. **2022-060.** Public hearing for a change of zoning for property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska from "A, Agriculture" to "C-3, Commercial Business", 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 property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska from "A, Agriculture" to "C-3, Commercial Business".

- g. **2022-061.** Public hearing for a Conditional Use Permit (CUP) request for an Outdoor Entertainment & Recreation Business for property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska.

Motion to recommend approval of a request for a CUP for an Outdoor Entertainment & Recreation Business for property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska.

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11. Reports

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

Adjourn

CITY OF HASTINGS, NEBRASKA
MINUTES OF PLANNING COMMISSION
Tuesday, September 20, 2022

Pursuant to due call and notice thereof, a meeting of the Hastings Planning Commission was conducted in the City Building, 220 North Hastings Avenue, Hastings, Nebraska on September 20, 2022.

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

Chair Sinner led the Commission in the recital of the Pledge of Allegiance to the United States of America.

Moved by Ann Hinton, seconded by LaDaun Schoenhals, to adopt the current agenda. Roll Call: Ayes: Rakesh Srivastava, Ann Hinton, Greg Sinner, Michelle Lewis, LaDaun Schoenhals, Lou Kully, Jacque Cranson. Nays: None. Absent: Shawn Rossi. The motion carried.

Public Notice - Official Notice of the Regular Meeting was published in the Hastings Tribune on Friday, September 9, 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.

Moved by LaDaun Schoenhals, seconded by Michelle Lewis, to approve the minutes of the August 16, 2022 Planning Commission meeting. Roll Call: Ayes: Rakesh Srivastava, Ann Hinton, Greg Sinner, Michelle Lewis, LaDaun Schoenhals, Lou Kully, Jacque Cranson. Nays: None. Absent: Shawn Rossi. The motion carried.

Moved by Lou Kully, seconded by Rakesh Srivastava, to approve the minutes of the Planning Commission Worksession of September 8, 2022. Roll Call: Ayes: Rakesh Srivastava, Ann Hinton, Greg Sinner, Michelle Lewis, LaDaun Schoenhals, Lou Kully, Jacque Cranson. Nays: None. Absent: Shawn Rossi. The motion carried.

Presentation from Randy Chick of the Community Redevelopment Authority on the 2021 Tax Increment Financing Annual Report

Randy Chick spoke on the Tax Increment Financing Program. TIF is a very important development tool. It is the only development tool that the state provides for individual communities. The Community Redevelopment Authority, or any community that is using TIF, is required to send a report, not only to the State, but to the City of Hastings and all the different political subdivisions. In our community the CRA accepts applications and negotiates contracts for the redevelopment of property in 15 blighted and substandard areas. A map of the areas was provided in the packet. One area is outside the City limits at the former defense site. All departments play a role in evaluating approval of TIF projects and they are evaluated based on zoning, land utilization, the City's comp plan, and criteria that the CRA has prepared and more importantly, Community Development law. There were 30 active projects being financed in 2021 for about 4.2 million of base value. The base value is the value of the property where we start prior to any improvements. We are collecting at the end of 2021 about \$950,000 to help fund these projects. Where does the \$950,000 go? \$950,000.00 in excess taxes helps fund these projects. Each one of these projects has to create a debt. There is a separate TIF borrowing. There is the borrowing for the project and a separate TIF borrowing. We can collect those excess taxes over a period of 15 years. If the debt is paid off prior to 15 years, we stop collecting and those taxes begin to going to the City, County, NRD, etc. We are utilizing about 2.62% of the total valuation of the city to utilized to fund TIF projects. The State wants us to provide a comparison of the initial projected value. We are projecting a certain amount of value that we are going to receive. In 2021, we had 4 projects that were paid off. That translates to about \$23,000 per year. In 2021, we had 5 projects still under construction. There have been 93 TIF projects approved over 30 years for a total final value of \$120,000,000. Some are still under

construction. Every first-class city is allowed to declare 35% of their community as blighted and substandard. We are at about 28.6%. The report is due to the State in May of each year.

Chair Sinner asked Randy Chick if he would give a report to the Planning Commission each year to update on the current TIF projects.

Randy Chick spoke on comparisons of the other cities of our size. The City of Hastings does not TIF individual homes. Incentives need to be provided if we want to redevelop areas such as the Imperial Mall. We need housing so we provided that incentive. You cannot have more than 35% of your properties blighted and substandard. A property that could be dropped from the blighted and substandard area could be the old landfill, currently the dog park, and pick up land elsewhere.

8. Unfinished Business

b. Tabled Applications

2022-031. Public hearing to consider an Ordinance to amend Hastings City Code sections 34-302 to amend language for Home Occupations and 34-104 regarding definitions of child care.

Brian Hurskainen explained the revisions to the Home Occupations. Staff removed the administrative permit and added a Conditional Use Permit option. This option allows homeowners to go before the elected officials. There is still a 25% of the total square footage.

Brian Hoffman – Believes what is being presented is well received by this Commission.

Chair Sinner asked that the Commission move this forward to the City Council. He asked Taylor Smith to recommend any changes that need to be made at any time.

Moved by Michelle Lewis, seconded by Ann Hinton, to recommend approval to the Mayor and City Council an ordinance to amend the Hastings City Code Section 34-302 to amend language for Home Occupations and 34-104 regarding definitions of child care. Roll Call: Ayes: Rakesh Srivastava, Ann Hinton, Greg Sinner, Michelle Lewis, Brian Hoffman, LaDaun Schoenhals, Lou Kully, Jacque Cranson. Nays: None. Absent: Shawn Rossi. The motion carried.

11. Reports

a. Committee Reports - None

b.

Chairman Comments

Kevin Kubo – Explained the situation at the Bert's Pharmacy site and the need to open up 2nd Street. The facade will be removed and build a temporary façade. Carmichael Construction will do the facade and shore up the building. The flex building at the mall area was discussed. Approval from the FAA is required to bring in a crane for construction. Chair Sinner asked about the retention pond at the Theatre District and car wash on Burlington. Staff has had no contact with the owner for the car wash.

c. Staff Reports

Rakesh Srivastava. He discussed the Theatre District's lack of communication with his business. He has patients coming to his office and wants to make sure his office is accessible during construction.

Moved by Lou Kully, seconded by Brian Hoffman, to adjourn. The vote was unanimous.

Chairman

Department: Engineering
Staff Contact: Lee Vrooman
Planning Commission Meeting Date: 10/18/2022
File No: 2022-2022034
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Names of People/Business affected by this action:

The citizens of Hastings

Why Planning Commission action is required:

The Planning Commission annually receives a presentation on the One and Six Year Street Improvement Plan that will then be presented to the City Council.

Type of action requested:

No Action Required

Suggested motion:

Deadlines associated with action:

None

Department head comments:

Recommendation:



To: Mayor and City Council
Hastings Planning Commission
Community Redevelopment Authority
Business Improvement District
Hastings Economic Development Corp.
Hastings Chamber of Commerce

From: Lee Vrooman, Director of Engineering
Tara Ogren, Civil Engineer
Steve Kostner, Street Superintendent

Date: October 10, 2022

Subject: 2023-2028 One and Six Year Street Improvement Plan

Attached to this memo is the proposed One and Six Year Street Improvement Plan. The plan is scheduled to be heard by the Hastings Planning Commission on October 18, 2022, at 4:00 p.m. and by the Hastings City Council on October 24, 2022, at 5:30 p.m. Both meetings will be held at the Council Chambers – City Hall, 220 N. Hastings Avenue, Hastings, Nebraska.

State Statute 39-2119, requires a public hearing for the One-Year Plan or Program regarding Street Improvements. The Six-Year Plan can be included in this discussion. The Nebraska Board of Public Roads Classifications and Standards (NBCS) recommends adopting the plan at the time the budget is finalized. The proposed time frame meets the requirements for adopting the One and Six year plan.

The Street Department realized another busy year in both replacement of concrete panels and curb ramps, along with patching asphalt. Ongoing maintenance repairs of aging infrastructure continue to be a challenge to keep up with.

The following capital projects were completed or are in-progress during the current 2022 construction season:

- US Hwy 6 Project 6-4(129)
- Street Improvement District 2022-1 – Brookings Circle, Frahm Lane and Rittenhouse Street
- 16th Street Viaduct Demo
- CDBG Downtown Sidewalk and Curb Ramp Improvements
- Asphalt Resurfacing Projects
 - R-2021-R2 Ringland Road – Elm Avenue to California Avenue
 - R-2021-A1 West 14th Street – Hastings Avenue to Eastside Blvd

This activity represents City expenditures for the past fiscal year of \$3,437,355 to date.

The Hastings Quiet Zone project is moving forward. The construction contract for the Pine Avenue and Hastings Avenue crossings has been awarded with construction to start spring of 2023. Staff continues to work with BNSF on finalizing agreements for the other five crossings and as these are finalized, bid packages will be let. Construction for all seven crossings is anticipated to be complete in 2024. Once completed, paperwork will be submitted to the FRA and they will complete their review of the quiet zone before it can be initiated.

City Staff with the help of South Central Economic Development District was awarded a \$435,000 CDBG grant for sidewalk and curb ramp repair/modifications to address the first priority area listed in the Hastings Barriers to Universal Mobility study that was completed in December of 2019. This work will be completed late 2023/spring 2024.

This fall the State of Nebraska is completing construction on Project NH-6-4 (129) – US Highway 6/34 from Baltimore Avenue to Elm Avenue and Burlington Avenue from A Street to J Street. Also being completed this fall is the demolition of the 16th Street Viaduct.

Two future projects to note are the Hastings Southeast Project and 12th Street corridor improvements. The Hastings Southeast Project is on Highway 6 from just west of Elm Avenue to Showboat Blvd. and on Showboat Blvd north to the BNSF tracks. A 3-lane roadway will replace the existing road with construction anticipated in 2024-2025. A preliminary engineering review of the 12th Street corridor from Burlington to the west City Limits will be completed this year. Possible improvements from this review could include a roundabout at 12th and Marian Road along with widening of 12th Street to 3-lanes from Baltimore Avenue to Marian Road.

Please be advised that this is a planning document. Those items shown in year one is in the approved 2022/2023 City Budget. All other years are subject to change with the Hastings City Council making the final determination on all projects to be actually constructed through its budgetary process.

cc: Kevin Johnson, Hastings Utilities Manager
Greg Anderson and Greg Schmidt, Adams County Road Superintendent
Clint Schukei, City Attorney
Roger Nash, Finance Director

City Engineering One- and Six-Year Plan FY 2023 - 2028		FY2023	FY2024	FY2025-2028
Project No.	Street Improvements Project Description	2022/2023	2023/2024	
	Street Sales Tax Fund			
	Arterial Street Improvements			
R-2023-A1	7th Street - Chestnut to Oswego Avenue	\$390,000		
	14th Street - Saunders Avenue to Burlington Avenue		\$225,000	
	Laird Avenue - 9th Street to 11th Street			\$97,000
	2nd Street - Marian Road to Maple Avenue			\$378,000
	Marian Road - 7th Street to 12th Street			\$374,000
	18th Street - Saunders Avenue to Burlington			\$800,000
	Baltimore - E Street to A Street			\$236,000
	7th Street - 6th Avenue to Showboat, Showboat & 7th Intersection			\$500,000
	2nd Street - Eastside Blvd to Elm Avenue			\$375,000
	Marian Road - 2nd Street to 7th Street			\$615,000
	Elm Avenue - 2nd Street to 6th Street			\$500,000
	12th Street - Marian Road to Highland Ave.			\$600,000
	Residential Street Improvements			
	Hastings Avenue - BNSF to South Street (Combined with Quiet Crossing Work)			
R-2023-R1	3rd & 4th Street - Eastside Blvd to California Avenue	\$335,000		
R-2023-R2	Turner Avenue - 12th Street to 14th Street	\$190,000		
R-2023-R3	Lexington Avenue - 7th Street to 9th Street	\$225,000		
R-2023-R4	Crane Avenue - 5th Street to 7th Street	\$150,000		
R-2023-R5	West 5th Street - Kerr Ave to Saunders Ave	\$138,000		
	Woodland Avenue - B Street to D Street			\$150,000
	Crane Avenue 9th Street to Watson School			\$550,000
	East 5th Street - California Avenue to Elm Avenue			\$189,000
	3rd Street - Marian Rd. to Laird Ave.			\$230,000
	6th Street - Baltimore Ave to Saunders Ave			\$192,000
	Westbrook Dr to Hillcrest and 16th St			\$420,000
	Quiet Zones (See attached sheet)	\$1,890,000	\$1,180,000	
	Total Street Sales Tax Fund Spent	\$3,318,000	\$1,405,000	\$6,206,000
	Street Fund			
	Construction Improvements			
	Downtown CDBG Sidewalk Improvements (Carry Over, Grant Received)	\$30,000		
	Construction Improvements - Streets (Annual budget item)	\$200,000	\$200,000	\$200,000
	Construction Improvements - Drainage (Annual Budget Item)	\$100,000	\$100,000	\$100,000
	Downtown Streets One-Way to Two-Way Conversion	\$750,000		
	13th St & Eastside Blvd Street/Drainage Improvements	\$150,000		
	7th and Oswego Intersection including curb ramps		\$50,000	
	6th Street - Kerr Avenue Intersection		\$50,000	
	14th - Hewett Intersection			\$49,000
	CDBG Sidewalk Improvements Phase II			\$400,000
	NDOT projects (cost sharing)			
ELEC-34-4(1031)	Traffic Signal Improvements North Shore Drive to 2nd Street		\$0	
S-6-4 (1022)	US Hwy 6 Project 6-4(1022), C.N. 41086, Hastings SE			\$8,000,000
	Total Street Sales Tax Fund Street Improvements Spent	\$1,230,000	\$400,000	\$8,749,000
	BANS Fund			
	M St Paving Baltimore 800-feet East	\$275,000		
	Laird Avenue - 14th St to Apache Avenue	\$270,000		
	Lakeview Ave - Martin Dr to 33rd St	\$375,000		
	33rd St - East Laux Dr to Utecht Ave	\$175,000		
	12th and Marian Roundabout		\$1,000,000	
	Marian Road - 12th Street to 14th Street		\$650,000	
	12th Street Widening - Baltimore Avenue to Marian Road			\$2,700,000
	A or B Street Extension from Woodland Avenue to Marian Road			\$1,500,000
	Lochland Road - Hwy 281 to Baltimore Ave			\$1,750,000
	Elm Avenue Bridge Repair/Preservation			\$1,500,000
	Marian Road Viaduct			\$12,500,000
	Total BANS Spent	\$1,095,000	\$1,650,000	\$19,950,000
	Total Street Improvements	\$5,643,000	\$3,455,000	\$34,905,000

Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 10/18/2022
File No: 2022-062
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Public hearing for a change of zoning for property commonly addressed as 3801 Wendell Drive Hastings, Nebraska from “R-1, Urban Single Family Residential” to “R-1A, Single-Family Large Lot Residential”, 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 property commonly addressed as 3801 Wendell Drive Hastings, Nebraska from “R-1, Urban Single Family Residential” to “R-1A, Single-Family Large Lot Residential”

Names of People/Business affected by this action:

The applicant, surrounding neighborhood, people of Hastings, and the City.

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 for an ordinance and the amendment to the Official Zoning District Map to rezone property commonly addressed as 3801 Wendell Drive Hastings, Nebraska from “R-1, Urban Single Family Residential” to “R-1A, Single-Family Large Lot Residential”

Deadlines associated with action:

The rezone will be heard at the City Council Regular meeting on November 14, 2022.

Department head comments:

Surrounding zoning is as follows:

North – A, Agricultural

South – R-1, Urban Single Family Residential

East – R-1, Urban Single Family Residential

West – A, Agricultural

Our applicant is Bradley Beck; the intention is to keep a small pony on the property. In the current zone of R-1, it does not allow for limited agriculture, it is not allowed to have horses or hooved animals. This action is to go to R-1A, which allows for limited agriculture. The property is 2.28 acres and has the West Fork Big Blue River running around the north and west sides of the property. Attached is the natural resource map for that area that shows the floodway and floodplain around the property; this will make it difficult to develop around the subject property. There is a large water feature on the property, making it difficult to further divide this property in the future.

The R-1A zoning allows it to meet the Suburban Residential standard of lot minimums ranging in size from 8,750 to 20,000 square feet. The parcel is a little big for Suburban Residential at 2 to 5 dwelling units per acre, but it is too small for Rural Residential as the standard there is 1 dwelling unit for every 5 acres. This is a transition area from Cimmaron Meadows into larger farms to the north and west.

Recommendation:

Staff recommends a motion to recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone property commonly addressed as 3801 Wendell Drive Hastings, Nebraska from “R-1, Urban Single Family Residential” to “R-1A, Single-Family Large Lot Residential”



Owner's Authorization Letter

I/we hereby certify that I/we are the owner(s) of the property described herein. I/we am/are respectfully requesting processing and approval of the application(s) referenced herein. I/we hereby authorize the Applicant(s) listed on this application to act on my/our behalf during the processing and presentation of the request. The person(s) identified as Applicant shall be the principal contact with the City in processing this application.

Project: Rezoning

Address/Location: 3801 Wendell Dr

Applicant(s): Bradley J + Debra D Beck

Owner: [Signature] Owner's Signature

Owner: Debra D Beck Owner's Signature

State of Nebraska)

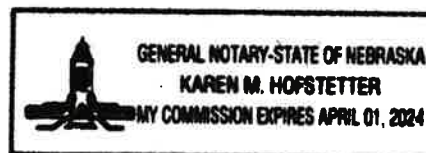
) ss:

County of Adams)

The foregoing document was acknowledged before me this 26 day of September
2022, by Bradley Beck

[Signature]

Notary Public



To City of Hastings,

I am requesting a Zoning Change for my property at 3801 Wendell Dr, Hastings, NE.

I would like to rezone from R-1, Urban Single Family Residential to R-1A, Single Family Large Lot Residential.

The reason for the rezoning request is so I can keep a miniature Shetland pony on my property. I own 2.2 acres and am located on the outskirts of Hastings with plenty of room for a small pony. The pony will be housed on the West end of my property which is not bordered by any neighbors. There is only a corn/bean field to the West and North, a large empty lot to the South and my house to the East.

The legal address is noted below, and I have also sent a copy of the deed on file at the Adams County Registrar of Deeds.

Bradley J Beck

LOT 1 BECK BRAD ADD OF HASTINGS, ADAMS COUNTY NEBRASKA

REMARKS: NKA: MADI PARK ACRES

S-T-R: 36-8-10 PT NE 1/4 NW 1/4

REMARKS: SEE INSTR NKA: MADI PARK ACRES

LOT 1 SHADOW RIDGE 3RD SUB OF HASTINGS, ADAMS COUNTY NEBRASKA

REMARKS: NKA: MADI PARK ACRES

LOT 1 MADI PARK ACRES OF HASTINGS, ADAMS COUNTY NEBRASKA

REMARKS: FKA: BRAD BECK ADD, SHADOW RIDGE 3R



Bradley J Beck

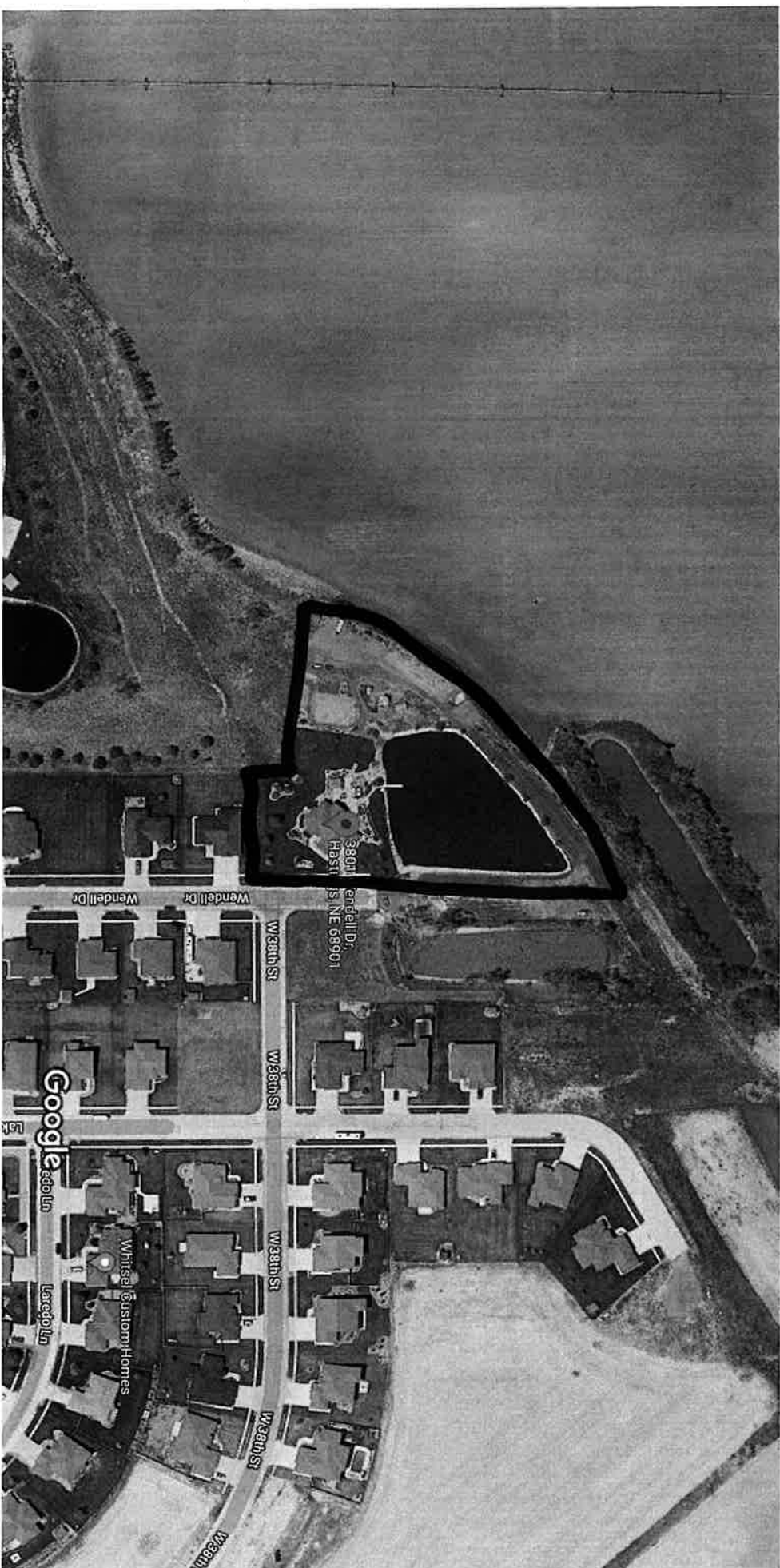
The map displays several land parcels with their respective owners and acreages:

- Madri-Park Acres**: 3801
- Prairie Hills 2nd Add**: 3705 (0.35 acres), 3709 (1.00 acre)
- Shadow Ridge**: 3700 (0.25 acres), 3701 (0.25 acres), 3704 (0.25 acres), 3708 (0.25 acres)
- Rich Lloyd Subdivision**: 3805 (0.25 acres), 3809 (0.25 acres)
- Cimarron Meadows 10th Add**: 3804 (0.25 acres), 3812 (0.25 acres), 3816 (0.25 acres)
- Cimarron Meadows 9th Add**: 3821 (0.25 acres), 3817 (0.25 acres), 3873 (0.25 acres), 3809 (0.25 acres)
- Cimarron Meadows 5th Addition**: 3540 (0.25 acres), 3536 (0.25 acres), 3532 (0.25 acres)

Streets shown include WIDEELL DR, LAKE PARK LN, and 38TH ST W. A large area is shaded with a stippled pattern.

 TwoMile

Limits



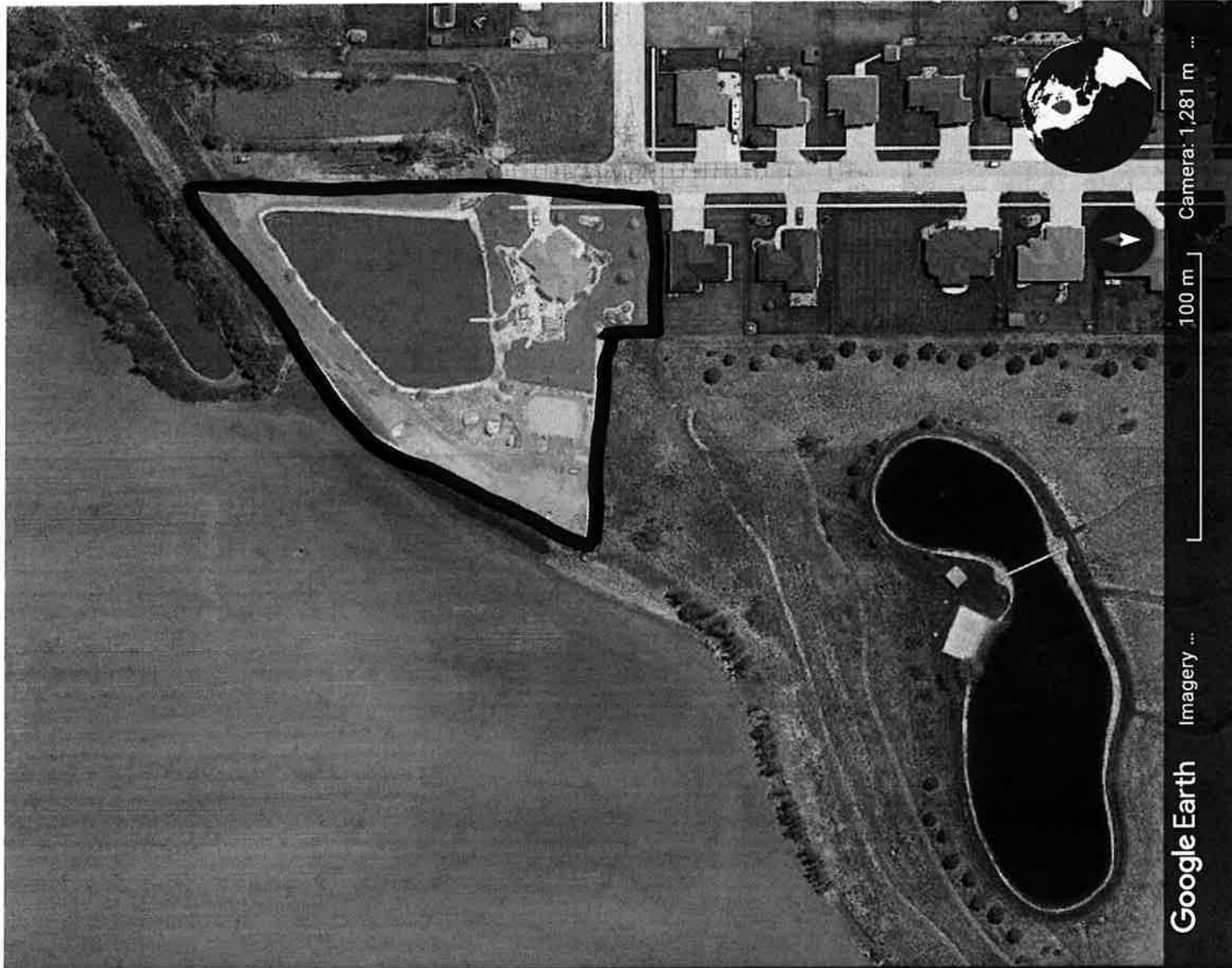
Projects

New project ▾

Recent

Beck

B Brad Beck • 1 minute ago



Google Earth

Imagery ...

100 m

Camera: 1,281 m ...

NUM PGS 4
DOC TAX _____ CK# _____
FEES 40.00 PD _____ CK# _____
CHG 40.00 ACCT# 012
RET FEES: _____ CASH _____
P & M FUND 5.00 GEN FUND 35.00
REC'D Brad Beck
RETURN Retain: Permanent
Record



20180061

ADAMS COUNTY, NE
FILED
INST. NO. 20180061
Date 1-5-18 Time 11:08 AM
Carrie M. Plinton
REGISTER OF DEEDS

Madi Park Acres
36-8-10
Shadow Ridge 3rd Sub
NUM Beck Brad Add
RD. COMP x KQ
COMPARE ✓ RO
CADAS 1-16(a) KQ COMP KQ
OK RO RO

RESERVED FOR REGISTER OF DEEDS RECORDING SPACE
ADAMS COUNTY NE

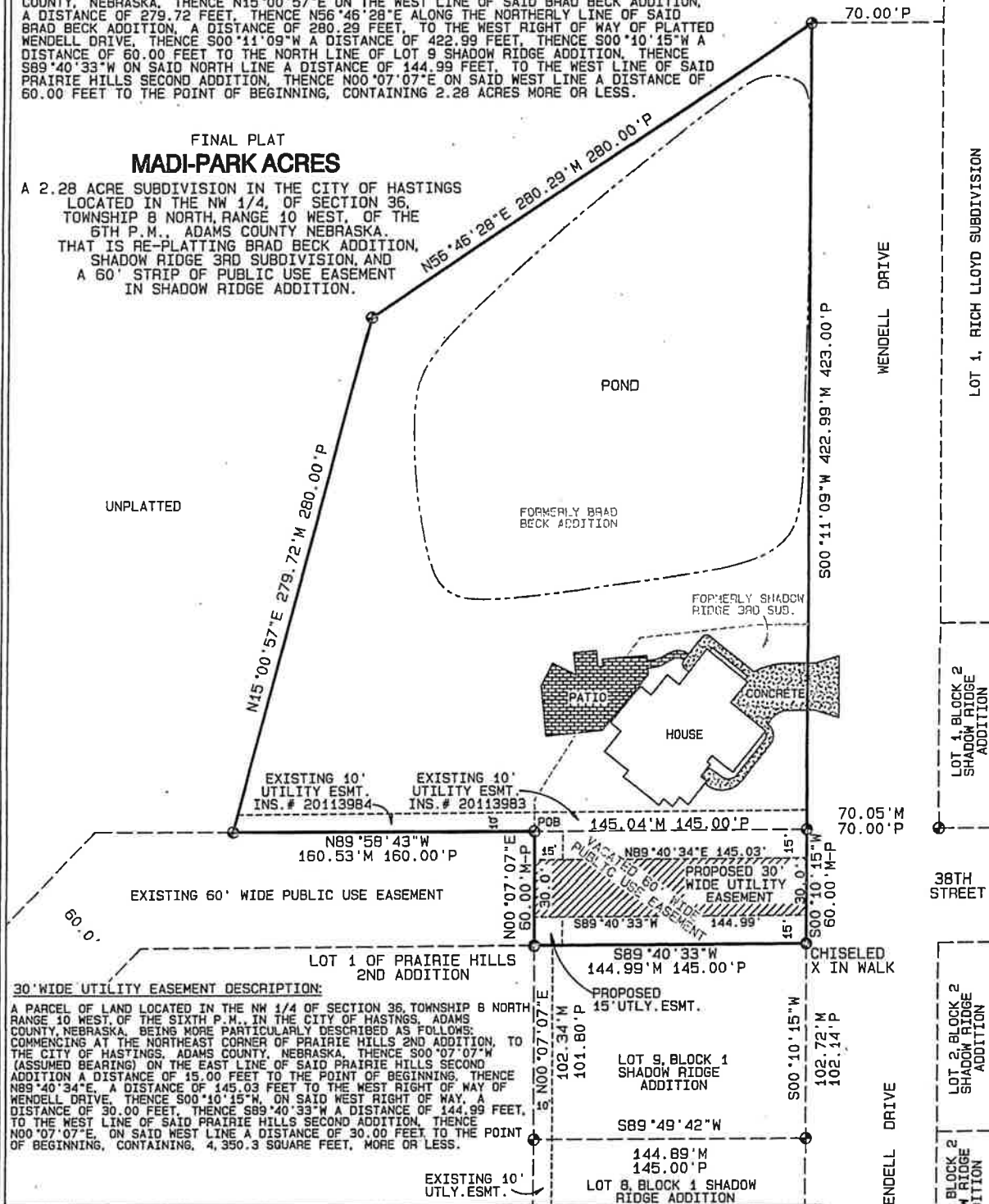
Madi Park
Acres
Plat

LEGAL DESCRIPTION:

A PARCEL OF LAND LOCATED IN THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 8 NORTH, RANGE 10 WEST, OF THE SIXTH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF PRAIRIE HILLS 2ND ADDITION, TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, THENCE N89°58'43"W (ASSUMED BEARING) ON THE NORTH LINE OF SAID PRAIRIE HILLS SECOND ADDITION, A DISTANCE OF 160.53 FEET, TO THE WESTERLY LINE OF BRAD BECK ADDITION, TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, THENCE N15°00'57"E ON THE WEST LINE OF SAID BRAD BECK ADDITION, A DISTANCE OF 279.72 FEET, THENCE N56°46'28"E ALONG THE NORTHERLY LINE OF SAID BRAD BECK ADDITION, A DISTANCE OF 280.29 FEET, TO THE WEST RIGHT OF WAY OF PLATTED WENDELL DRIVE, THENCE S00°10'15"W A DISTANCE OF 422.99 FEET, THENCE S00°10'15"W A DISTANCE OF 60.00 FEET TO THE NORTH LINE OF LOT 9 SHADOW RIDGE ADDITION, THENCE S89°40'33"W ON SAID NORTH LINE A DISTANCE OF 144.99 FEET, TO THE WEST LINE OF SAID PRAIRIE HILLS SECOND ADDITION, THENCE N00°07'07"E ON SAID WEST LINE A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING, CONTAINING 2.28 ACRES MORE OR LESS.

**FINAL PLAT
MADI-PARK ACRES**

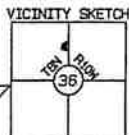
A 2.28 ACRE SUBDIVISION IN THE CITY OF HASTINGS LOCATED IN THE NW 1/4, OF SECTION 36, TOWNSHIP 8 NORTH, RANGE 10 WEST, OF THE SIXTH P.M., ADAMS COUNTY NEBRASKA, THAT IS RE-PLATTING BRAD BECK ADDITION, SHADOW RIDGE 3RD SUBDIVISION, AND A 60' STRIP OF PUBLIC USE EASEMENT IN SHADOW RIDGE ADDITION.



SURVEYOR'S CERTIFICATE:

I, JOSHUA EUGENE GRUMMETT, A LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA, DO HEREBY CERTIFY THIS PLAT OF A SURVEY WAS MADE BY ME OR UNDER MY SUPERVISION, ON SEPTEMBER 25TH 2017.

Joshua E. Grummett
JOSHUA E. GRUMMETT | LS-783



SHEET 1 OF 3
50'
SCALE 1"=50'

LEGEND:
M-MEASURED DISTANCE
R-RECORD DISTANCE
G-GOVERNMENT DISTANCE
P-PLATTED DISTANCE
D-DEED DISTANCE
● FOUND 1/2" REBAR
○ TEMPORARY POINT
● SET 1/2" X 24" REBAR WITH BLUE LS-783 CAP UNLESS NOTED OTHERWISE

NOTES:

A PORTION OF THIS SUBDIVISION DOES FALL WITHIN THE 100 YEAR FLOOD PLAIN, ACCORDING TO THE FLOOD INS. RATE MAP, DATED 08-17-1981, COMMUNITY PANEL #310001-0005-B REFERENCED FROM BRAD BECK ADDITION INSTRUMENT #20112879

PRELIMINARY PLAT
REFERENCE # 09018

G.P.S. PROJECT # 029-2017
G.P.S. GRUMMETT PROFESSIONAL SERVICES, LLC
PO BOX 37, 601 N. FORBES AVE, KENESAW, NE 68958
PHONE 402-879-5701 EMAIL jmgrummett@yahoo.com
www.grummettsurveying.com

OWNERS CERTIFICATE AND DEDICATION:

KNOW ALL MEN BY THESE PRESENTS, THAT BRADLEY J. BECK AND DEBRA D. BECK HUSBAND AND WIFE, THE OWNERS OF RECORD OF THE LAND SHOWN ON THIS PLAT AND DESCRIBED IN THE LEGAL DESCRIPTION HEREIN, HAVE CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, PLATTED AND DESIGNATED AS "MADI-PARK ACRES" A SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, LOCATED IN THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 8 NORTH, RANGE 10 WEST OF THE SIXTH P.M., 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 OWNERS. BE IT FURTHER KNOWN, THAT SAID OWNERS DO HEREBY DEDICATE ALL STREETS AND EASEMENTS SHOWN ON THE PLAT TO THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA.

SIGNED THIS 16th DAY OF October, 2017.

Bradley J. Beck
BRADLEY J. BECK

Debra D. Beck
DEBRA D. BECK

ACKNOWLEDGEMENT

STATE OF Nebraska } SS
COUNTY OF Adams

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE 16th DAY OF October, 2017, BY BRADLEY J. AND DEBRA D. BECK, HUSBAND AND WIFE
MY COMMISSION EXPIRES THE 21st DAY OF July, 2021.

(SEAL)

State of Nebraska - General Notary
CARLA SCHEIERMAN
My Commission Expires
July 21, 2021

Carla Scheierman
NOTARY

WAIVER FOR STREET GRADES:

APPLICANTS HEREBY WAIVES 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.

Bradley J. Beck
BRADLEY J. BECK

Debra D. Beck
DEBRA D. BECK

MAYOR AND CITY COUNCIL ACTION

THIS PLAT OF MADI-PARK ACRES, A SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, IS HEREBY Approved, DATED THIS 13th DAY OF November, 2017.

Kimberly D. Gault
MAYOR

Kimberly D. Gault
CITY CLERK

COUNTY TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE RECORDS OF MY OFFICE SHOW NO TAXES ARE DUE OR DELINQUENT UPON THE PROPERTY, IN THE LEGAL DESCRIPTION ON THIS PLAT AS OF THIS 16 DAY OF October, 2017.

Leannan Shatt. Deputy
ADAMS COUNTY TREASURER

MADI-PARK ACRES

A 2.28 ACRE SUBDIVISION IN THE CITY OF HASTINGS, LOCATED IN THE NW 1/4, OF SECTION 36, TOWNSHIP 8 NORTH, RANGE 10 WEST, OF THE 6TH P.M., ADAMS COUNTY, NEBRASKA. THAT IS RE-PLATTING BRAD BECK ADDITION, SHADOW RIDGE 3RD SUBDIVISION, AND A 60' STRIP OF PUBLIC USE EASEMENT IN SHADOW RIDGE ADDITION.

G.P.S. GRUMMERT PROFESSIONAL SERVICES, LLC
website: www.grummerc.com
PO BOX 27, 601 N. FORBES AVE., KENESAW, NE 68608
PHONE 402-878-5701 EMAIL: jingrummert@yahoo.com

SHEET 2 OF 3



G.P.S. PROJECT # 029-2017

CITY ENGINEER'S APPROVAL

I, THE UNDERSIGNED, DO HEREBY Approve THIS PLAT OF MADI-PARK ACRES,
A SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA.

David J. Walker
CITY ENGINEER

CITY PLANNING COMMISSION RECOMMENDATION

THIS PLAT OF MADI-PARK ACRES, A 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 approved AS PROPOSED DATED THIS 19th DAY OF October, 2017.

Chris Bailey
CHAIRMAN

[Signature]
DIRECTOR

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.

[Signature]
CITY OF HASTINGS TREASURER

REGISTER OF DEEDS CERTIFICATE

STATE OF NEBRASKA

COUNTY OF ADAMS

} SS

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

DATE: January 3, 2018 TIME: 11:08 AM INSTRUMENT NO.: 20180061

Bruce M. Hinton
REGISTER OF DEEDS

MADI-PARK ACRES

A 2.28 ACRE SUBDIVISION IN THE CITY OF HASTINGS
LOCATED IN THE NW 1/4, OF SECTION 36, TOWNSHIP 8 NORTH, RANGE 10 WEST,
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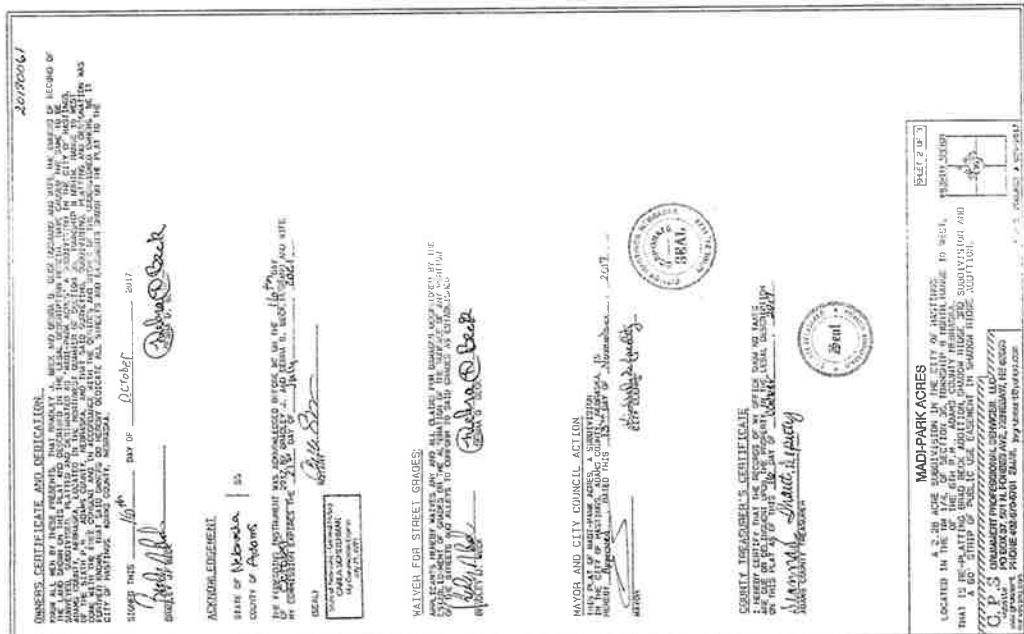
SHEET 3 OF 3

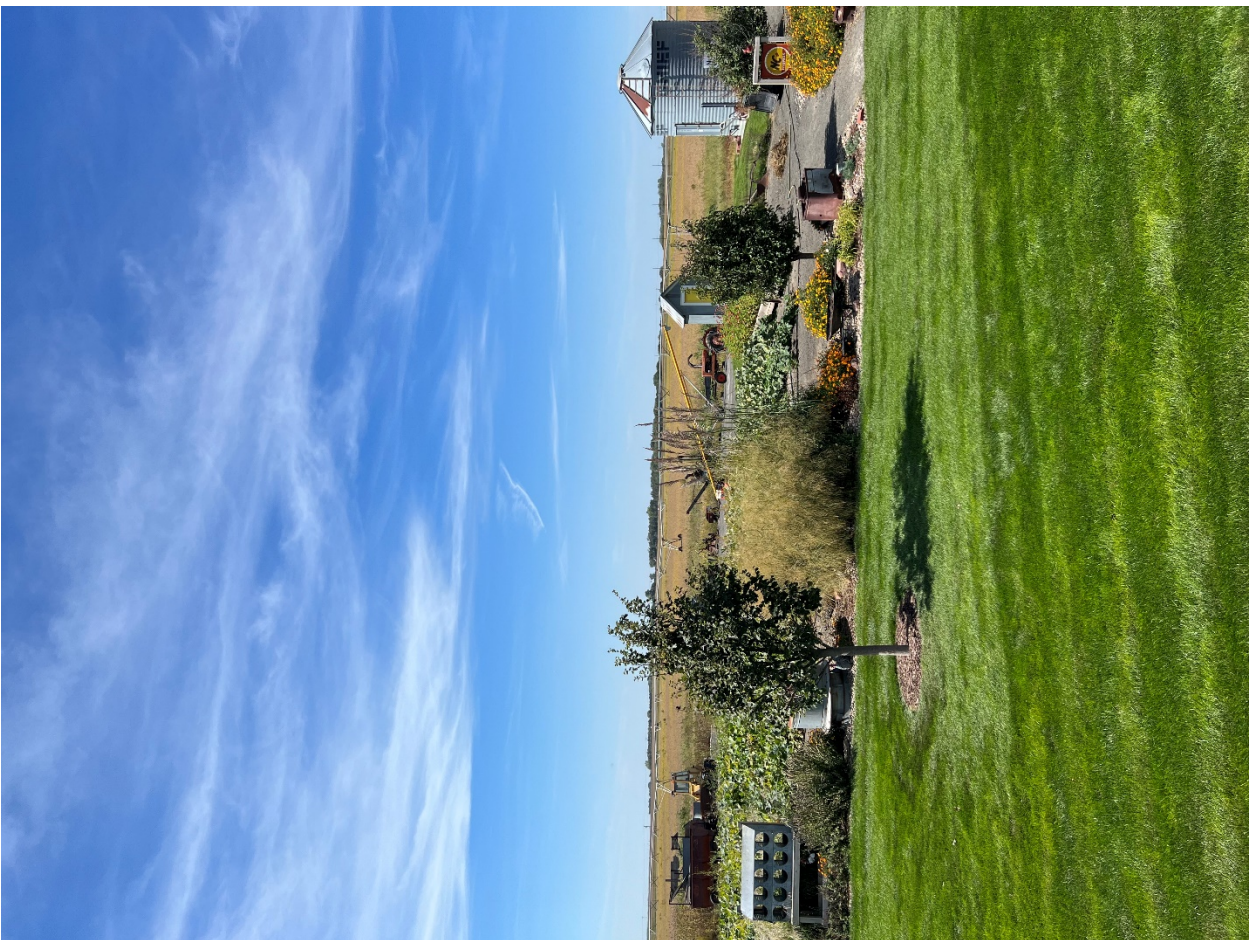
VICINITY SKETCH



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website: www.grummert
PO BOX 37, 601 N. FORBES AVE, KENESAW, NE 68558
PHONE 402-878-5701 EMAIL: jgrummert@yahoo.com
surveying.com

G.P.S. PROJECT # 029-2017









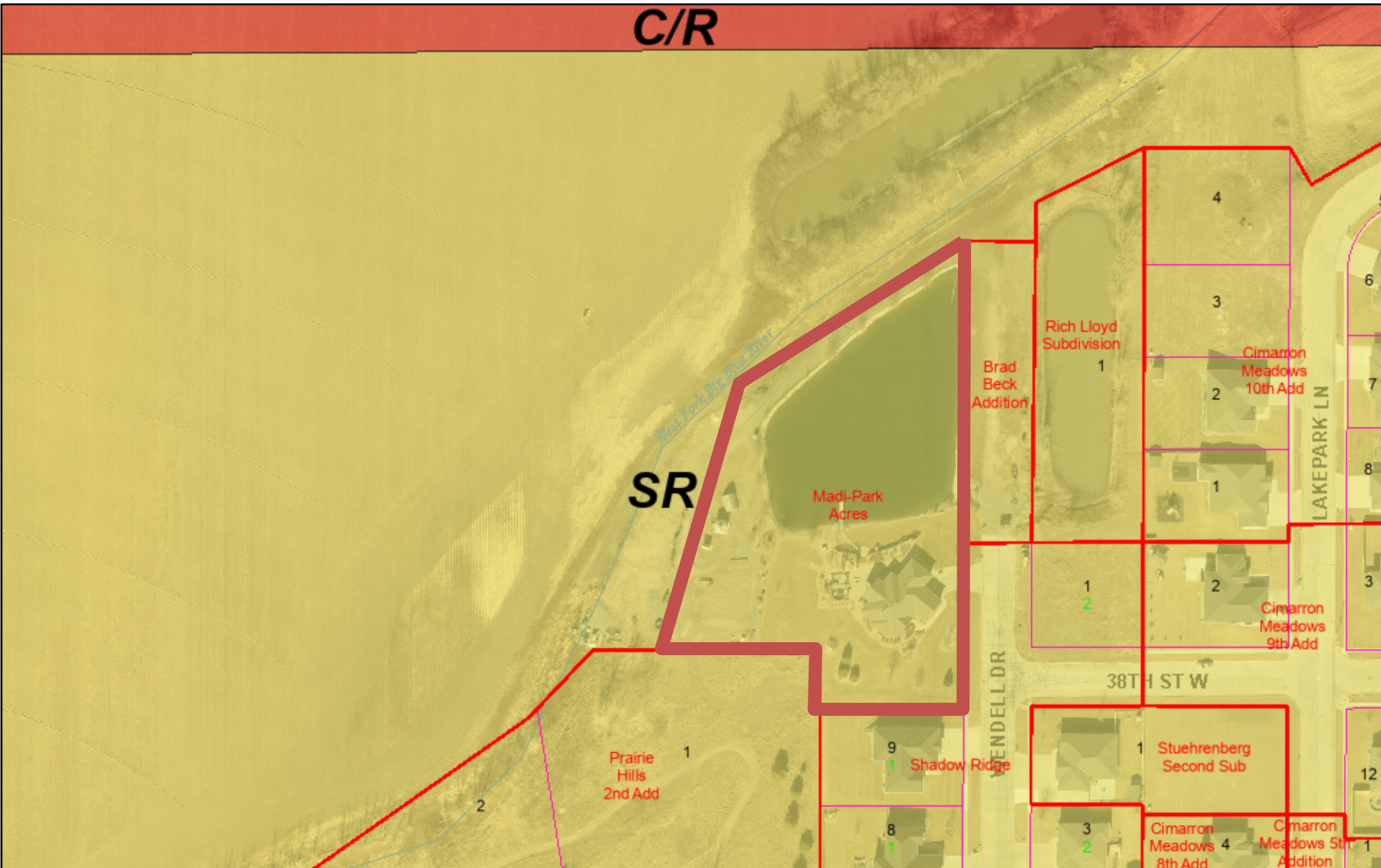




Sub Title

C/R

SR



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Future Land Use

Suburban Residential

Commercial/Retail



ETJ boundary



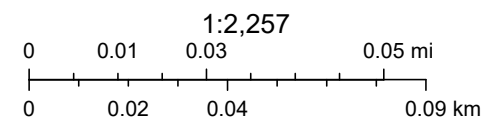
City boundary



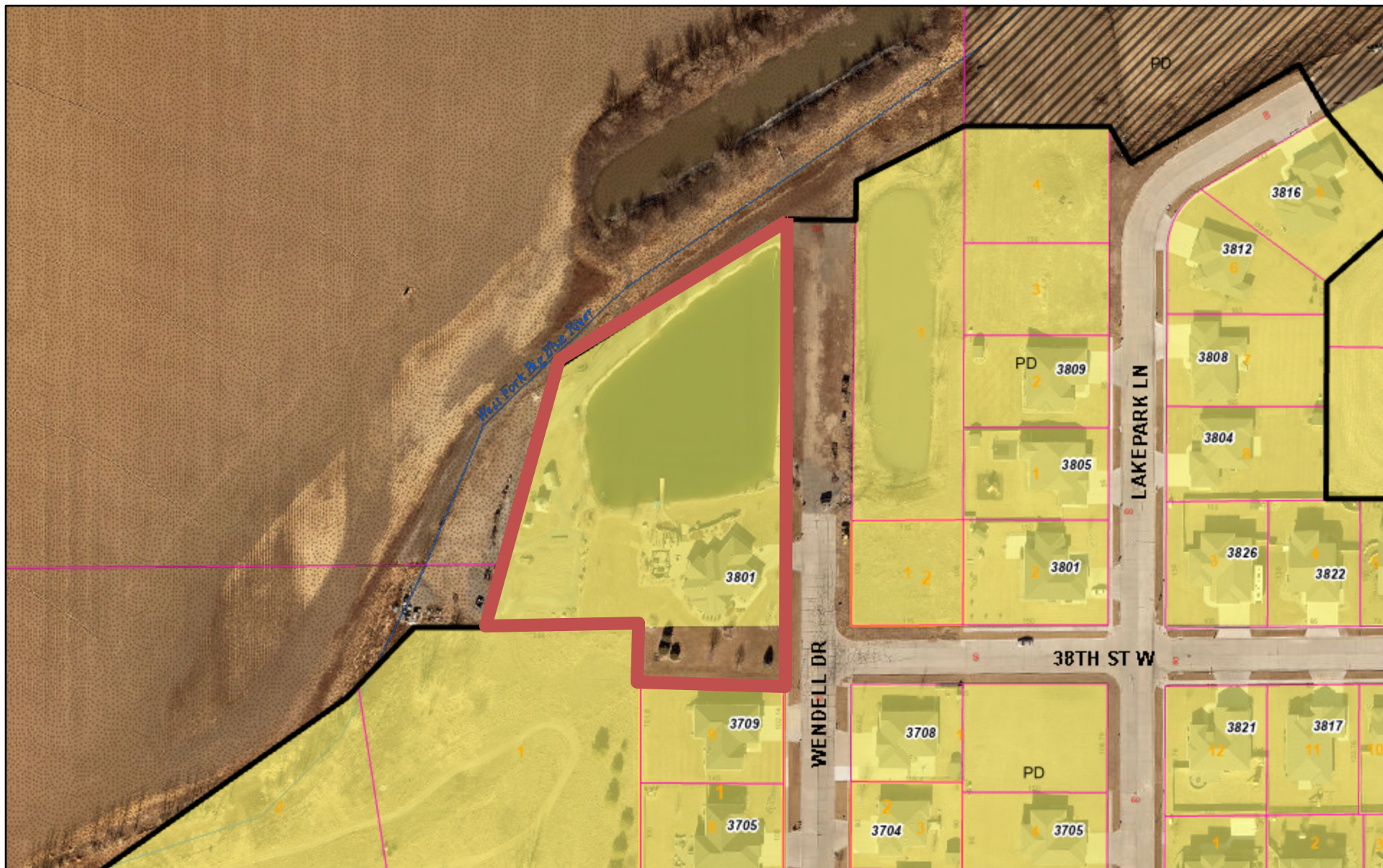
LOTS



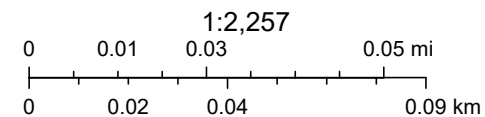
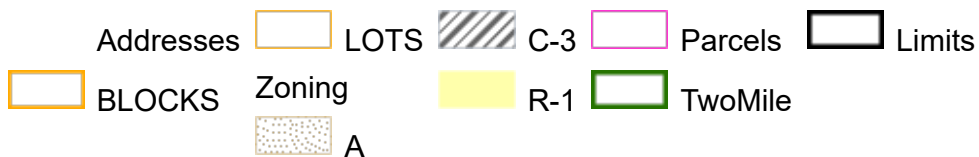
SUBDIVISIONS



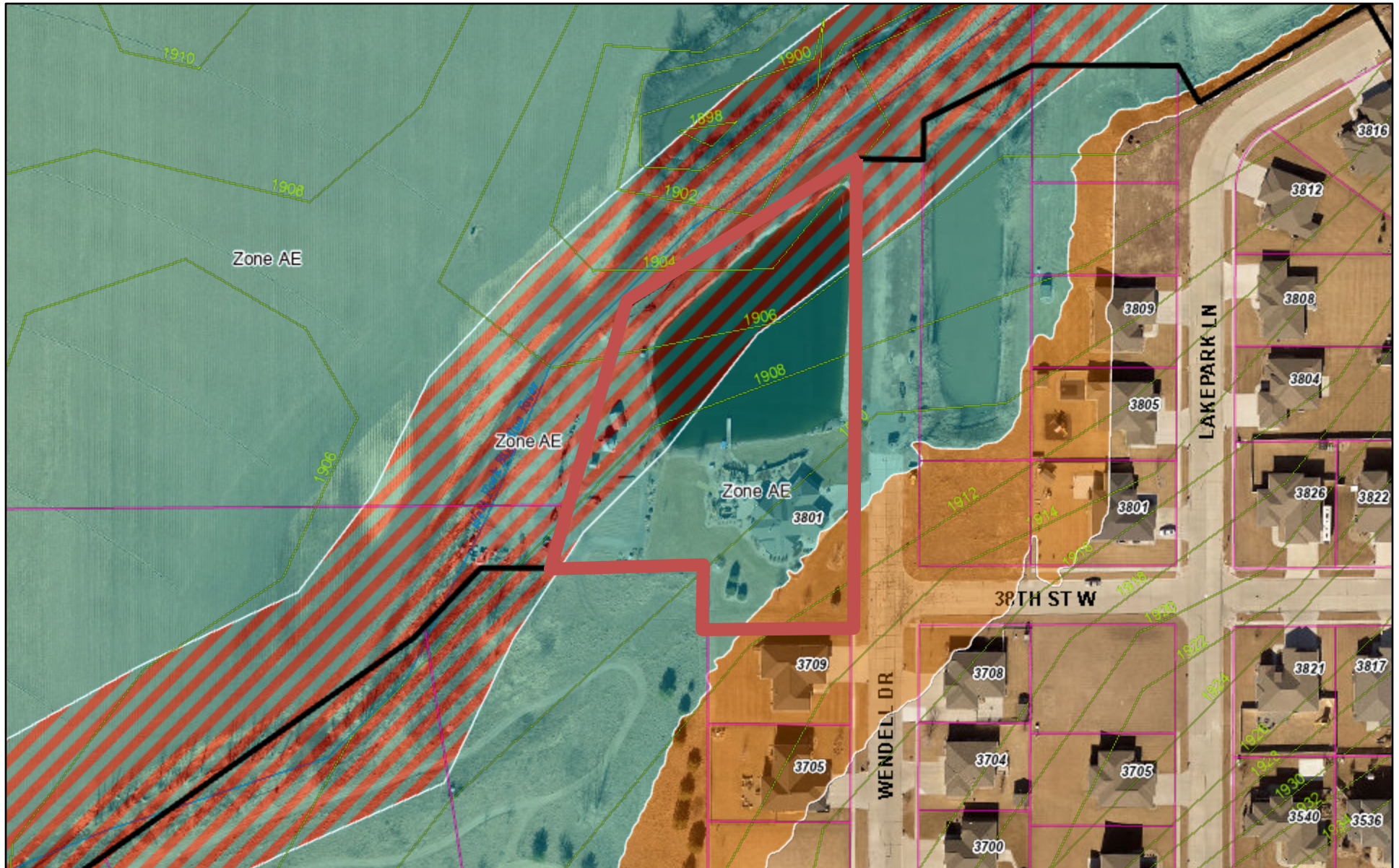
ArcGIS Web AppBuilder



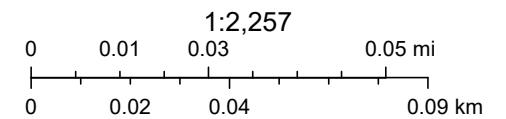
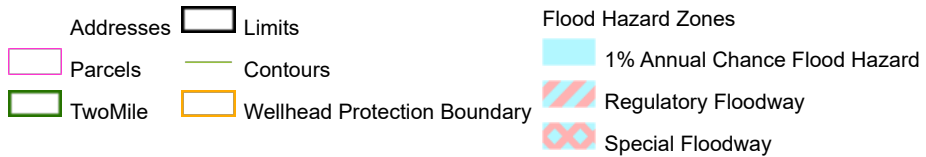
9/29/2022, 10:45:33 AM



ArcGIS Web Map



9/29/2022, 8:59:54 AM



Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 10/18/2022
File No: 2022-064
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Public hearing to recommend a request for Randy Chick regarding Plan Modification No. 2022-4 to Redevelopment Area Number #13, Theatre Flats Project, for the following collective property, to wit: Lot Two (2), Block One (1), Theatre District Subdivision, Hastings, Adams County, Nebraska

Motion to recommend approval for Plan Modification No. 2022-4 to Redevelopment Area Number #13, Theatre Flats Project, for the following collective property, to wit: Lot Two (2), Block One (1), Theatre District Subdivision, Hastings, Adams County, Nebraska

Names of People/Business affected by this action:

The applicant, the people of Hastings, the Community Redevelopment Authority, and the City.

Why Planning Commission action is required:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall submit such plan to the planning commission or board of the city in which the redevelopment project area is located for review and recommendations as to its conformity with the general plan for the development of the city as a whole. The planning commission or board shall submit its written recommendations with respect to the proposed redevelopment plan to the authority within thirty days after receipt of the plan for review. Upon receipt of the recommendations of the planning commission or board or, if no recommendations are received within such thirty days, then without such recommendations, an authority may recommend the redevelopment plan to the governing body of the city for approval (N.R.S. 18-2112).

Type of action requested:

Motion

Suggested motion:

Motion to recommend approval for Plan Modification No. 2022-4 to Redevelopment Area Number #13, Theatre Flats Project, for the following collective property, to wit: Lot Two (2), Block One (1), Theatre District Subdivision, Hastings, Adams County, Nebraska

Deadlines associated with action:

This case will be presented for final approval at the November 14, 2022 regular City Council meeting.

Department head comments:

Theatre District LLC wants to amend the Redevelopment Plan for Area #13. The developer intends to build a 3-story multifamily building containing approximately seventy-five (75) dwelling units which shall be market rate housing available to rent to tenants of all ages.

Theatre District LLC will utilize Tax Increment Financing aid in the acquisition, site preparation, infrastructure expenses, building enhancements and related construction costs associated with the purchase and development of the Theatre Flats project. Total anticipated project costs are approximately \$11,000,000 for construction and installation of the project. Cost of TIF eligible public improvements are estimated to be \$2,200,000. The redevelopment project area currently has an estimated valuation of \$62,497. The proposed redevelopment will create an additional valuation of \$10,937,503.

Future Land Use for this area is Mixed-Use Community. The Imagine Hastings Comprehensive Plan stated a desire for a land use pattern that is supportive of similar uses. This area is currently zoned CP-3 and will not require rezone to accommodate this use.

Plan Modification 2022-4, attached, details further information.

Recommendation:

Staff recommends a motion to recommend approval for Plan Modification No. 2022-4 to Redevelopment Area Number #13, Theatre Flats Project, for the following collective property, to wit: Lot Two (2), Block One (1), Theatre District Subdivision, Hastings, Adams County, Nebraska

**PLAN MODIFICATION NO. 2022-4
TO REDEVELOPMENT AREA #13
(Theatre Flats Redevelopment Project)**

The Community Redevelopment Authority (CRA) of the City of Hastings intends to amend the Redevelopment Plan for Area #13 within the city, pursuant to the Nebraska Community Development Law (the "Act") and provide for a specific redevelopment project involving the second multifamily building within the Theatre District to be located on Lot 2, Block 1, Theatre District Subdivision in Area #13.

Executive Summary:

Project Description

The Project consists of the redevelopment of a vacant parcel located west of Marian Road and south of West 12th Street. The Redeveloper has the opportunity to and intends to proceed with the redevelopment of this parcel which is legally described as:

Lot Two (2), Block One (1), Theatre District Subdivision, Hastings, Adams County, Nebraska
(the "Theatre Flats Project Site").

The Project will involve the construction of a 3-story multifamily building containing approximately seventy-five (75) dwelling units which shall be market rate housing available to rent to tenants of all ages. Multifamily building #1, which commenced construction in June of 2022, is targeted to individuals who are aged 55 and over. The Project shall be referred to as the Theatre Flats Redevelopment Project in this Plan Modification. The housing project shall qualify as "Workforce Housing" for purposes of the definitions provided in Neb. Rev. Stat. 18-2103 (28)(g) and 18-2103 (32)(c).

The Redeveloper shall utilize Tax Increment Financing to aid in the acquisition, site preparation, infrastructure expenses, building enhancements and related construction costs associated with the purchase and development of the Theatre Flats project.

The Project shall utilize the benefits of the Nebraska Community Development Law, including the use of tax increment financing for eligible costs which shall include, but not be limited to:

- Site acquisition costs for the Theatre Flats Project Site
- Site preparation and site grading
- Building enhancements including façade improvements to assist in the prevention of future blight conditions and energy enhancements to make the structures more energy efficient
- The Theatre Flats Project shall qualify as a "Workforce Housing" project for purposes of the Nebraska Community Development Law which makes all of the Project costs eligible as expenses

The Theatre Flats Redevelopment Project will encounter these costs at this Redevelopment Area and the Project is not financially feasible without the use of tax increment financing. The Theatre Flats Project will not occur as presently designed without the use of tax increment financing.

Tax Increment Financing will be used to pay for the eligible expenses of the Theatre Flats Project and shall include site acquisition, site preparation, building enhancements to the façade and other components.

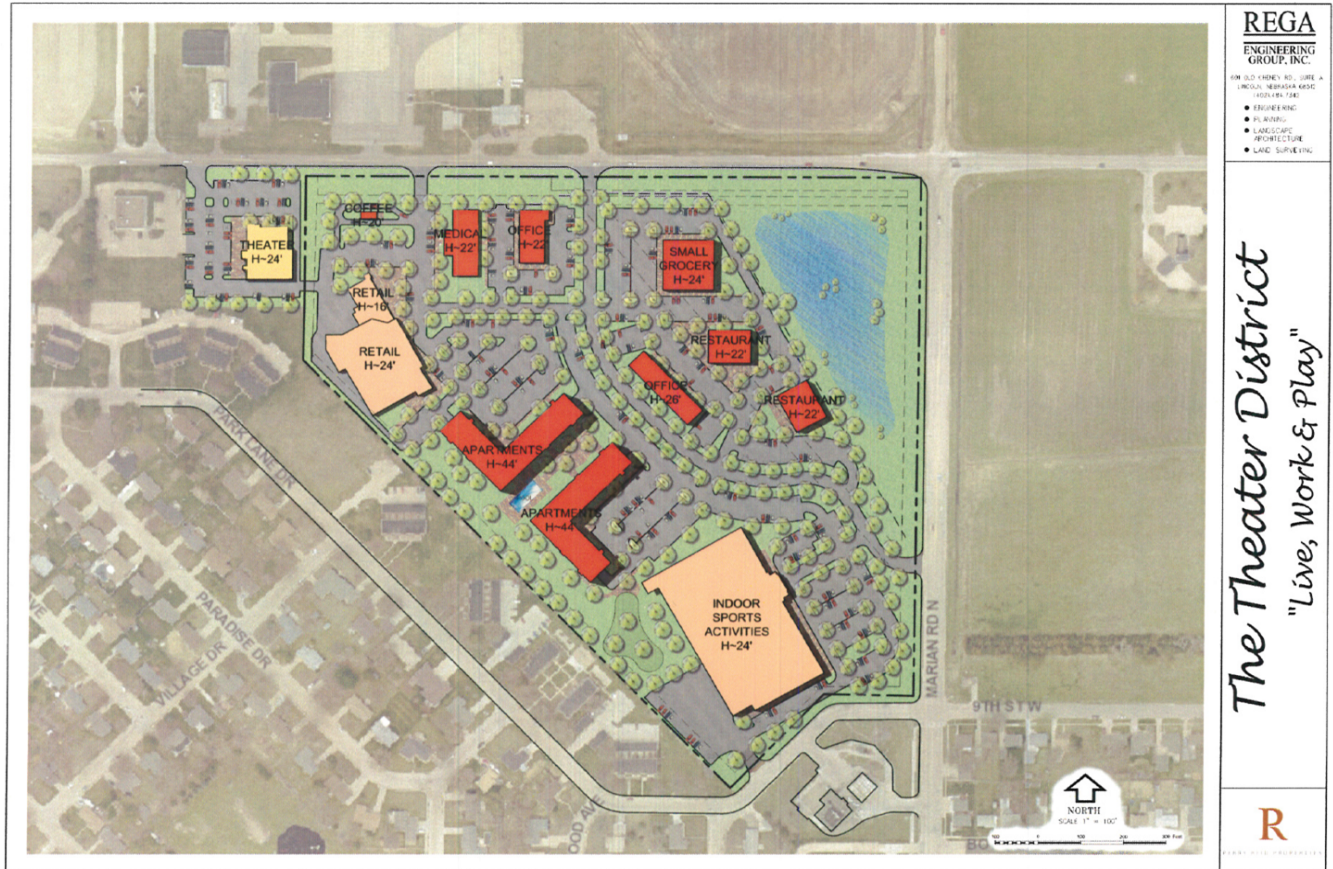
Property Description (the "Redevelopment Project Area")

South of 12th Street and west of Marian Drive East in the newly approved Theatre District Subdivision to the City of Hastings, Adams County, Nebraska.

- The Site Plan reflects the location of the Theatre Flats Site as part of the overall Theatre District Redevelopment Project.

[illegible]

Site Plan of the approved Mixed Use Theatre District:



It is anticipated that the tax increment will be captured for the Theatre Flats Project for tax years 2024 through 2038 inclusive which is premised upon the completion of construction in 2024. Provided, however, if there is no increase in valuation for the 2024 tax year, the increment will be captured beginning in the year when an increase in value is available for capture and ending fifteen years later. Thus, the Effective Date of the Theatre Flats Redevelopment Project is contemplated to be established as January 1, 2024 but can be deferred until January 1, 2025 depending on the valuation of the Project for tax year 2024.

The real property ad valorem taxes on the current or base valuation will continue to be paid to the other taxing entities. The increase in value will come from the redevelopment of the Theatre Flats Project Site to add approximately 75 dwelling units of multifamily housing in the City of Hastings as permitted in the Planned Development District and the Development Plan applicable to the Theatre District.

Total project costs for the Theatre Flats Project are estimated to be approximately \$11,000,000 which includes the costs of development of the 3-story structure containing approximately 75 dwelling units along with tenant amenities on the Project Site.

Statutory Pledge of Taxes.

In accordance with Section 18-2147 of the Act and the terms of the Resolution providing for the issuance of the TIF Note, the Authority hereby provides that any ad valorem tax on the Theatre Flats Building located on Lot 2, Block 1 of the Redevelopment Project Area for the benefit of any public body be divided for a period of fifteen years after the effective date of this provision as set forth in the Redevelopment Contract, consistent with this Redevelopment Plan, Said taxes shall be divided as follows:

- a) That portion of the ad valorem tax which is produced by levy at the rate fixed each year by or for each public body upon the redevelopment project valuation shall be paid into the funds, of each such public body in the same proportion as all other taxes collected by or for the bodies; and
- b) That portion of the ad valorem tax on real property in the redevelopment project in excess of such amount, if any, shall be allocated to and, when collected, paid into a special fund of the Authority to pay the principal of; the interest on, and any premiums due in connection with the bonds, loans, notes, or advances on money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Authority for financing or refinancing, in whole or in part, a redevelopment project. When such bonds, loans, notes, advances of money, or indebtedness including interest and premium due have been paid, the Authority shall so notify the County Assessor and County Treasurer and all ad valorem taxes upon real property in such redevelopment project shall be paid into the funds of the respective public bodies.

Pursuant to Section 18-2150 of the Act, the ad valorem tax so divided is hereby pledged to the repayment of loans or advances of money, or the incurring of any indebtedness, whether funded, refunded, assumed, or otherwise, by the CRA to finance or refinance, in whole or in part, the redevelopment project, including the payment of the principal of, premium, if any, and interest on such bonds, loans, notes, advances, or indebtedness.

Redevelopment Plan Amendment Complies with the Act:

The Community Development Law requires that a Redevelopment Plan and Project consider and comply with a number of requirements. This Plan Amendment meets the statutory qualifications as set forth below.

- 1. The Redevelopment Project Area was first declared blighted and substandard by action of the Hastings City Council based on the “Blight and Substandard Study for Redevelopment Areas #12 and 13 dated March 2009 as prepared by Hanna:Keelan Associates, P.C. (§18-2109) Such declaration was made after a public hearing with full compliance with the public notice requirements of §18-2115 of the Act,**
- 2. Conformation to the General Plan for the Municipality as a whole. (§18-2103 /13) (a) and §18-2110)**

Hastings adopted a Comprehensive Plan on February 24, 2009. This Redevelopment Plan Amendment and Project are consistent with the Comprehensive Development Plan, in that no changes in the Comprehensive Development Plan elements are intended. The Comprehensive Development Plan identifies this Project Site as “Mixed Use - Community” which designation is consistent with the redevelopment plan for the Theatre District. This plan merely provides funding for the redeveloper to construct workforce housing for residential uses on this property as defined by the current and effective zoning regulations. The Hastings City council approved the Redevelopment Plan for the Theatre District on December 14, 2020 pursuant to Resolution No. 2020-65. Further, pursuant to the approval of Resolution 2021-34, the Hastings City council approved the Planned Development Permit for the Theatre District on July 12, 2021 which permits the Mixed-Use development as governed by the Hastings Zoning Ordinance.

- 3. The Redevelopment Plan must be sufficiently complete to address the following items: (§18-2103/13) (b)**

a. Land Acquisition:

The Redevelopment Plan for Area #13 provides for real property acquisition and this plan amendment does not prohibit such acquisition. Theatre District, LLC acquired the entirety of the former Imperial

Mall and retains ownership of the majority of the lots within the subdivision. Theatre District, LLC has entered into a Real Estate Purchase Agreement with Theatre District Flats, LLC in which Theatre District Flats, LLC has agreed to purchase the Theatre Flats Project Site for the purchase price of \$478,908 which is fair market value for the Site.

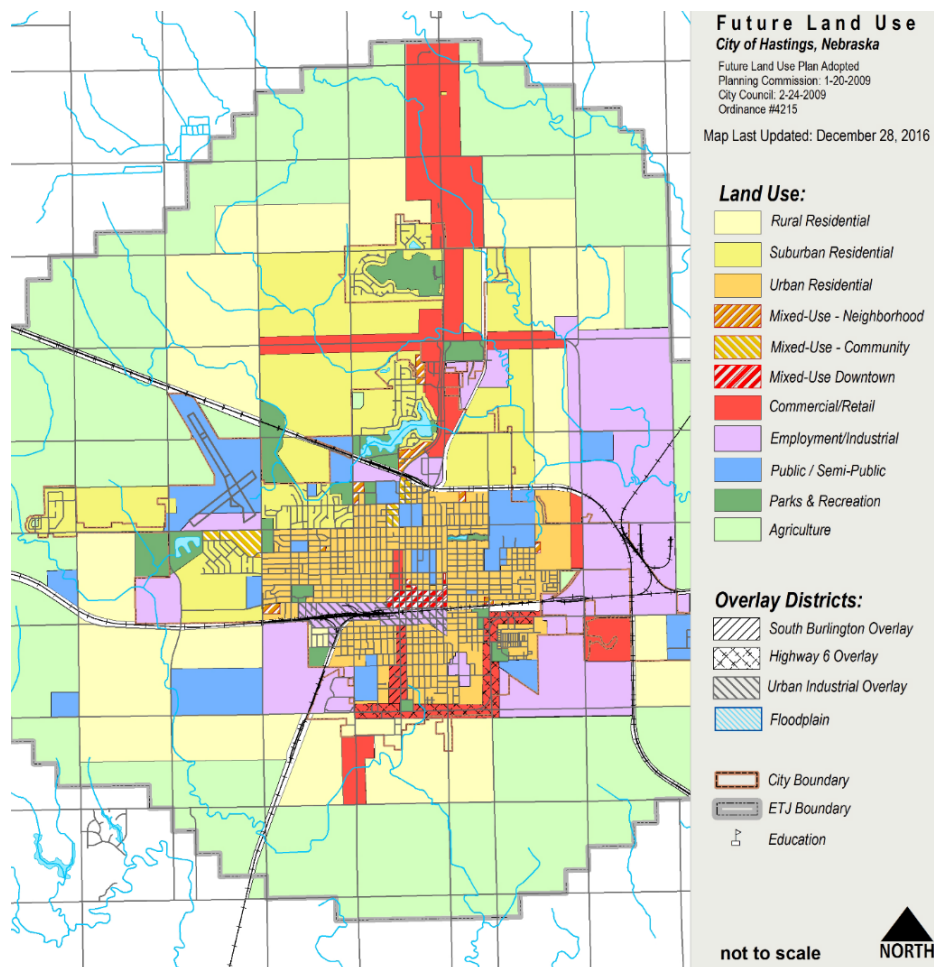
b. Demolition and Removal of Structures:

Theatre District previously demolished and removed the former Imperial Mall structure. The resulting vacant parcel, along with the retained buildings, was then replatted into the Theatre District Subdivision, as approved by the City of Hastings, Nebraska.

c. Future Land Use Plan

See the attached map from the 2009 Hastings Comprehensive Development Plan. The Project Site is identified as “Mixed-Use Community” in the Comprehensive Development Plan which use is consistent with this Amendment. The site in private ownership is planned for residential development and ancillary uses of the area after redevelopment as required by Section 18-2111(5) of the Nebraska Community Development Law. This Theatre Flats Project will add 75 dwelling units to the Theatre District.

Future Land Use Map



d. Changes to zoning, street layouts and grades or building codes or ordinances or other planning changes

The project area is currently zoned for commercial use under the CP-3 district with a Planned Development overlay district and Development Plan. The Redeveloper has received approval from the Hastings City Council of a Planned Development Permit via Resolution 2021-34 approved on July 12, 2021 which allows the mix of uses contemplated herein. The Site Plan reflects the dedication of a new public street which will be constructed in conjunction with the Theatre District Subdivision final plat which was approved by the City of Hastings and recorded with the Register of Deeds of Adams County. The new public street has been constructed and is named "Theatre Drive". No changes are anticipated in building codes or ordinances, nor are any other planning changes contemplated. [§18-2103(b) and §18-2111] other than as described herein.

e. Site Coverage and intensity of Use

Theatre District Flats, LLC intends to construct the new Theatre Flats building to provide much needed additional multifamily, workforce housing to the City of Hastings. The Theatre Flats Redevelopment Project will contain 75 dwelling units which density is approved in the Planned Development Permit for this Mixed-Use Development.

f. Additional Public Facilities or Utilities

Sewer, water and street paving already exist to support this redevelopment of the Theatre Flats structure. Sufficient electric utilities and gas lines also exist which currently serve the existing structure. The redeveloper will be responsible for installing any sidewalks required for the project. No other utilities would be impacted by the development. [§18-2103(b) and §18-2111]. The redeveloper intends to construct a new, off-street parking garages and parking lot to serve the Theatre Flats Project.

4. **The Act requires a Redevelopment Plan provide for relocation of individuals and families displaced as a result of plan implementation.** - The Theatre Flats Project Site is vacant. There are no individuals or families who will be displaced by the Project.
5. **No member of the Authority, nor any employee thereof holds any interest in any property in this Redevelopment Project Area. [§18-2106].** - This statement is true. No member of the Community Redevelopment Authority has any ownership interest in Theatre District Flats, LLC.
6. **Section 18-2114 of the Act requires that the Authority consider:**
 1. **Method and cost of acquisition and preparation for redevelopment and estimated proceeds from disposal to redevelopers.**

Theatre District Flats, LLC has contracted to acquire the Project Site from Theatre District, LLC. The acquisition price for the purchase of the Project Site is \$478,908, which cost is an eligible expenditure under the Nebraska Community Development Law.

It is anticipated that the aggregate development cost of the development of the new Theatre Flats, including all hard and soft costs for the development of the new structure containing approximately 75 dwelling units will be approximately \$11,000,000. In addition, Theatre Flats shall qualify as a "Workforce Housing" project for purposes of the Nebraska Community Development Law which makes all of the Project costs eligible as expenses for which the TIF Indebtedness proceeds can be used.

It is anticipated that the Theatre Flats Redevelopment Project undertaken as Phase 3 of the Redevelopment of the Theatre District will support tax increment financing indebtedness not to exceed the sum of \$2,200,000. Obviously, the Theatre Flats Project will have more eligible costs for tax

increment financing improvements than the project and its incremental valuation will support. The Theatre Flats Redevelopment project would not be feasible without the use of tax increment financing.

2. Statement of proposed method of financing the redevelopment project.

Theatre District Flats, LLC anticipates that the sources of financing for the multifamily portion of the Project shall be structured as follows:

• First mortgage indebtedness:	\$7,700,000
• Tax Increment Financing:	2,200,000
• Equity:	<u>1,100,000</u>
Total	\$11,000,000

The actual cost of development shall be determined following the completion of design and bidding of the Project.

3. Statement of feasible method of relocating displaced families.

No families will be displaced as a result of this plan.

7. Section 18-2113 of the Act requires:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall consider whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted, and harmonious development of the city and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic, and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreational and community facilities, and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of insanitary or unsafe dwelling accommodations or conditions of blight.

The Authority has considered these elements in proposing this Plan Amendment. This amendment, in and of itself will promote consistency with the Hastings Comprehensive Development Plan by providing the following benefits;

- Increasing the housing opportunities available for a growing population of the city;
- The redevelopment of the blighted and substandard parcel existing on the Project site; and
- A mix of neighborhood services and other complementary uses.

8. Time Frame for Development

Development of the Theatre Flats Project is anticipated to be commenced in the Spring of 2023 and construction completion could occur in the Summer of 2024 with an anticipated construction schedule of 12-14 months. Excess valuation should be available for this project for 15 years beginning with the 2024 tax year, provided, however, if there is no increase in valuation for the 2024 tax year, the excess valuation will be available beginning in the year when an increase in value is available for capture.

9. Justification of Project

The redevelopment of the Theatre Flats Project Site while providing a beneficial use for the city is further

justification of the project. The redevelopment of this Theatre Flats Project will result in additional work force housing opportunities for the residents of the City of Hastings.

10. Cost Benefit Analysis

Section 18-2113 of the Act, further requires the Authority conduct a cost benefit analysis of the Plan Modification in the event that Tax Increment Financing will be used. This analysis must address specific statutory issues.

As authorized in the Nebraska Community Development Law, §18-2147, Neb. Rev. Stat. (2012), the City of Hastings has analyzed the costs and benefits of the proposed Redevelopment Project, including:

Project Sources and Uses.

Approximately \$2,200,000 in public funds from tax increment financing provided by the Hastings Community Redevelopment Authority will be required to complete the multifamily component of the Theatre Flats Redevelopment Project. This investment by the Authority will leverage approximately \$8,800,000 in private sector financing; a private investment of \$4.00 for every TIF dollar investment. Since the Theatre District Flats Redevelopment Project qualifies as “Workforce Housing” under the Nebraska Community Development Law, all of its costs and expense is eligible for the use of the proceeds of the TIF Indebtedness.

Tax Revenue. The Theatre Flats land to be redeveloped has a 2022 valuation of \$62,497. Based on the 2021 levy of 2.300454, this valuation would result in real property taxes of approximately \$1,438 which will be paid out to all the existing taxing entities. It is anticipated that the assessed value will increase by approximately \$10,937,503 upon full completion, as a result of the site redevelopment of the Theatre Flats Building. This development will result in an additional estimated tax increase of over \$27,000 annually. This tax increment gained from the Theatre Building Project Area would not be available for use as city general tax revenues, for a period of 15 years, or such shorter time as may be required to amortize the TIF bond, but would be used for eligible private redevelopment costs to enable this project to be realized.

Estimated 2023 assessed value:	\$62,497
Estimated value after completion	\$11,000,000
Increment value	\$10,937,503
Annual TIF generated (estimated)	\$251,612
TIF bond issue	\$2,200,000

(a) Tax shifts resulting from the approval of the use of Tax Increment Financing;

The proposed redevelopment will create additional valuation of \$10,937,503. No additional tax shifts are anticipated from the project. The project creates new valuation from the construction of the Theatre Flats Building that will support taxing entities long after the project tax increment financing indebtedness is paid off.

(b) Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the redevelopment project;

The overall Redevelopment Project includes the installation of a new public street to be dedicated to

the City of Hastings to improve access to the mix of uses contemplated for the Project. The new public street, identified as “Theatre Drive”, has been completed and improves access to the Theatre Flats Redevelopment Project. The site is currently served by municipal services including water and sanitary sewer. Those services will continue following the completion of the Project. Fire and police protection are available and should not be negatively impacted by this development.

(c.) Impacts on employers and employees of firms locating or expanding within the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on employers and employees of firms locating within the boundaries of Redevelopment Area #13. The Theatre Flats Redevelopment Project will provide additional workforce housing opportunities for the residents of Hastings which will attract additional residents for employment. Workforce housing is a driver for economic development.

(d.) Impacts on other employers and employees within the city or village and the immediate area that are located outside of the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on other employers in any manner different from any other expanding business within the Hastings area and should provide for additional housing opportunities for Hastings’s residents.

(e) Any other impacts determined by the authority to be relevant to the consideration of costs and benefits arising from the redevelopment project.

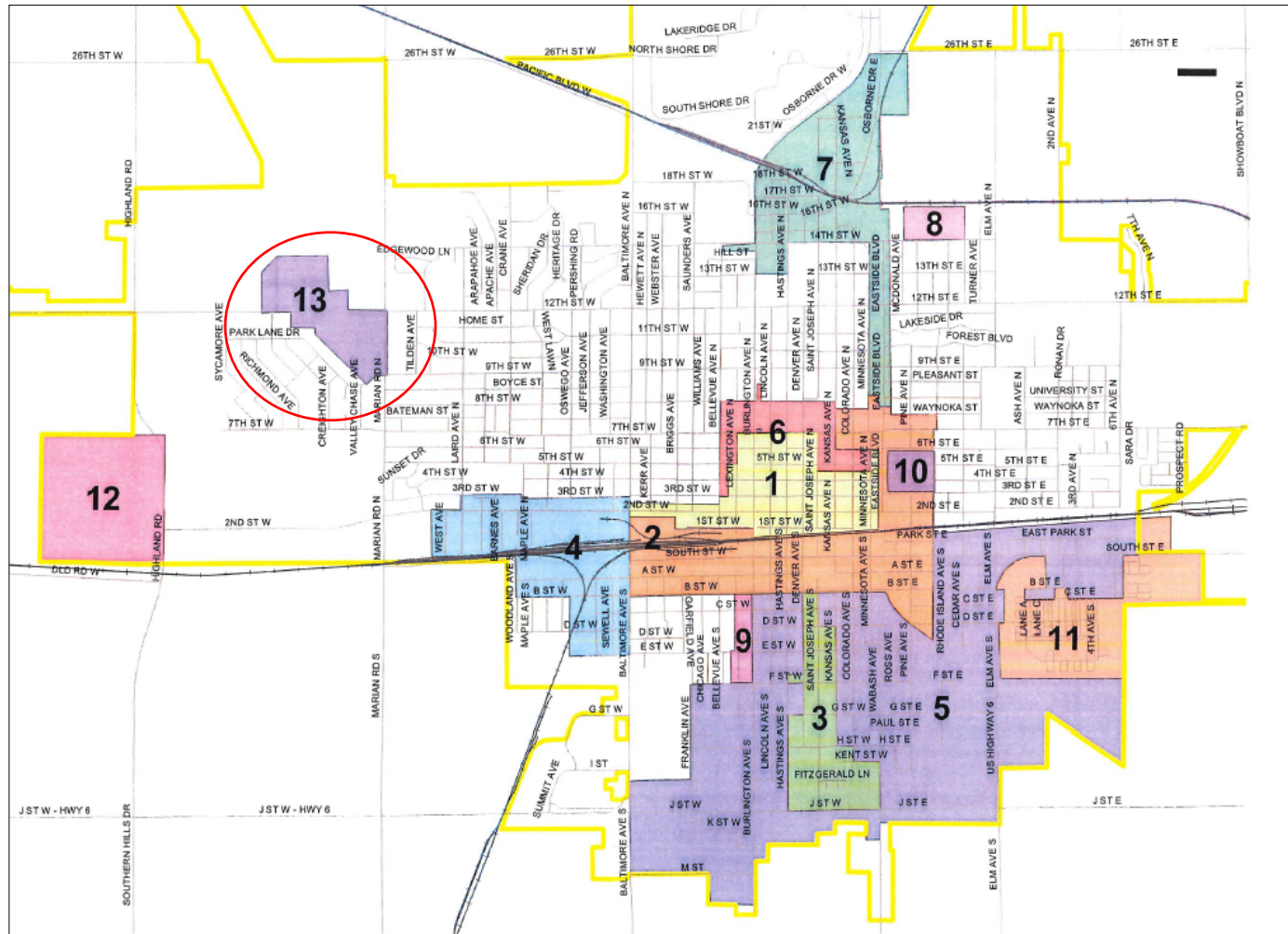
This project is consistent with the goals of the City’s Comprehensive Plan, and the approved Planned Development Permit approved for the Theatre District.

Time Frame for Development

The Theatre Flats Redevelopment Project is anticipated to be developed commencing in the Spring of 2023 and substantially completing construction by Fall of 2024. The new housing units being developed should be ready for occupancy by the Fall of 2024.

MAPS FOR REDEVELOPMENT AREA #13 – Theatre Flats Project

Redevelopment Area #13



Lot Two (2), Block One (1), Theatre District Subdivision to be developed – Plan Modification 2022-4 (orange outlined area)



Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 10/18/2022
File No: 2022-058
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Public hearing for a change of zoning for property commonly addressed as 403 West 3rd Street Hastings, Nebraska from “C-2, Central Business District” to “R-3, Multiple Family Residential”, 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 property commonly addressed as 403 West 3rd Street Hastings, Nebraska from “C-2, Central Business District” to “R-3, Multiple Family Residential”

Names of People/Business affected by this action:

The applicant, surrounding neighborhood, people of Hastings, and the City.

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 for an ordinance and the amendment to the Official Zoning District Map to rezone property commonly addressed as 403 West 3rd Street Hastings, Nebraska from “C-2, Central Business District” to “R-3, Multiple Family Residential”

Deadlines associated with action:

The rezone will be heard at the City Council Regular meeting on November 14, 2022.

Department head comments:

Surrounding zoning is as follows:

North – C-2,Central Business District

South – C-2,Central Business District

East – C-2,Central Business District

West – C-2,Central Business District

Our applicant is Garage Flats LLC, they intend to build apartments. The reason for the request is that C-2 does not allow for 1st floor apartments. The property has a current building that they want to incorporate into the development. In conjunction with this rezone, they have also applied for a planned district to be able to fit the existing building. The property to the west is a triplex built in 1900 that predates the zoning code, so there are similar uses in this area.

The Future Land Use Map is supportive of this rezone with the designation of Mixed Use - Downtown. The R-3 zoning allows it to meet the guidelines of residential uses in downtown, which can include townhomes, stacked flats, live/work units, lofts and walkups of both condominium and rental types. This area is mixed-use in nature and this zoning will allow them some more options in their residential development.

Recommendation:

Staff recommends a motion to recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone property commonly addressed as 403 West 3rd Street Hastings, Nebraska from “C-2, Central Business District” to “R-3, Multiple Family Residential”

22 September, 2022

Mr. Brian Hurskainen
City Planner
City of Hastings, Nebraska



Statement of Intent

Project: Zoning change request for 403 W. 3rd Street

Legal Description: 1309.00 - Lots 1 through 3, Block 20, Johnson's Addition.

Mr. Hurskainen et al,

Thank you for your consideration of Garage Flats LLC's proposal to change the zoning designation of parcel **010006132** from C-2, Central Business District to RP-3, Multiple Family Residential (Planned District).

The existing parcel at 403 W 3rd Street currently contains a vacant auto body garage and is owned by the Community Redevelopment Authority. Pending approval of this zoning change, our client would close on acquisition of the property and redevelop the site into semi-detached residential housing.

The site sits on the transitional edge between the Central Business District and a mixed residential neighborhood. The Planned District designation is required to allow smaller setbacks and greater lot coverage than is typically required for a residential use in order to accommodate the existing conditions of the repurposed building, and in keeping with the context of the adjacent business district.

Utilizing the existing structure on the site, the team intends to build up and through the structure, adding a second level. An additional pair of housing units would be added directly to the north of the existing building, with covered parking constructed on the east side of the new structure (site plan and conceptual images included). The development team plans to incorporate rain garden features in the north right-of-way that will reduce the effects of peak stormwater runoff from the rooftop of the new building. Additionally, pervious yards adjacent to the housing units will reduce runoff from the currently fully-paved site.

Each individual housing unit would be approximately 1,500-1,700 square feet, with 3 bedrooms and 2.5 bathrooms. The objective of the development is to lease the units, working to address "missing middle" housing, as well as to meet the housing demand of area employers looking to attract new people to Hastings.

In order to reach a level of affordability, density must be optimized on the site. That said, while many people are looking to live in downtown Hastings, not everyone desires to live in an apartment. Targeting semi-detached residential on the edge of downtown is consistent with the neighboring property to the

west, and works to enhance the overall health and offerings of downtown Hastings, while not compromising valuable commercial space.

The primary concerns have been the optimization of density to drive affordability, respect, spacing, and safety for the existing multi-family units to the west, buffering from the street and sidewalk, the offering of covered, off street parking, and the ability to ultimately convert the units to owner-occupied housing in the future.

Specific deviations from standard R-3 zoning requirements that would be needed in this Planned District are as follows:

R-3 Requirements:

Front yard – 25 ft

Deviation: Setback is 0 ft.

Side yard – 10% (7 ft min, 25 ft max req)

Deviation: Setback is 0 ft.

Rear yard – 20% (up to 30')

Deviation: Setback is 0 ft.

Max lot coverage 50%

Deviation: coverage is anticipated to be between 65% to 70%

Site plans, architectural plans, and design renderings of the intended project are attached for your use. The developer intends to begin work in December of this year, and anticipates substantial completion in Fall of 2023. Thank you for your thoughtful consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Patrick Moore", is written over a horizontal line.

Patrick Moore, AIA
Principal / Owner
Goodlife Architecture, LLC
2305 5th Ave
Kearney, NE 68845
(308) 440-5275



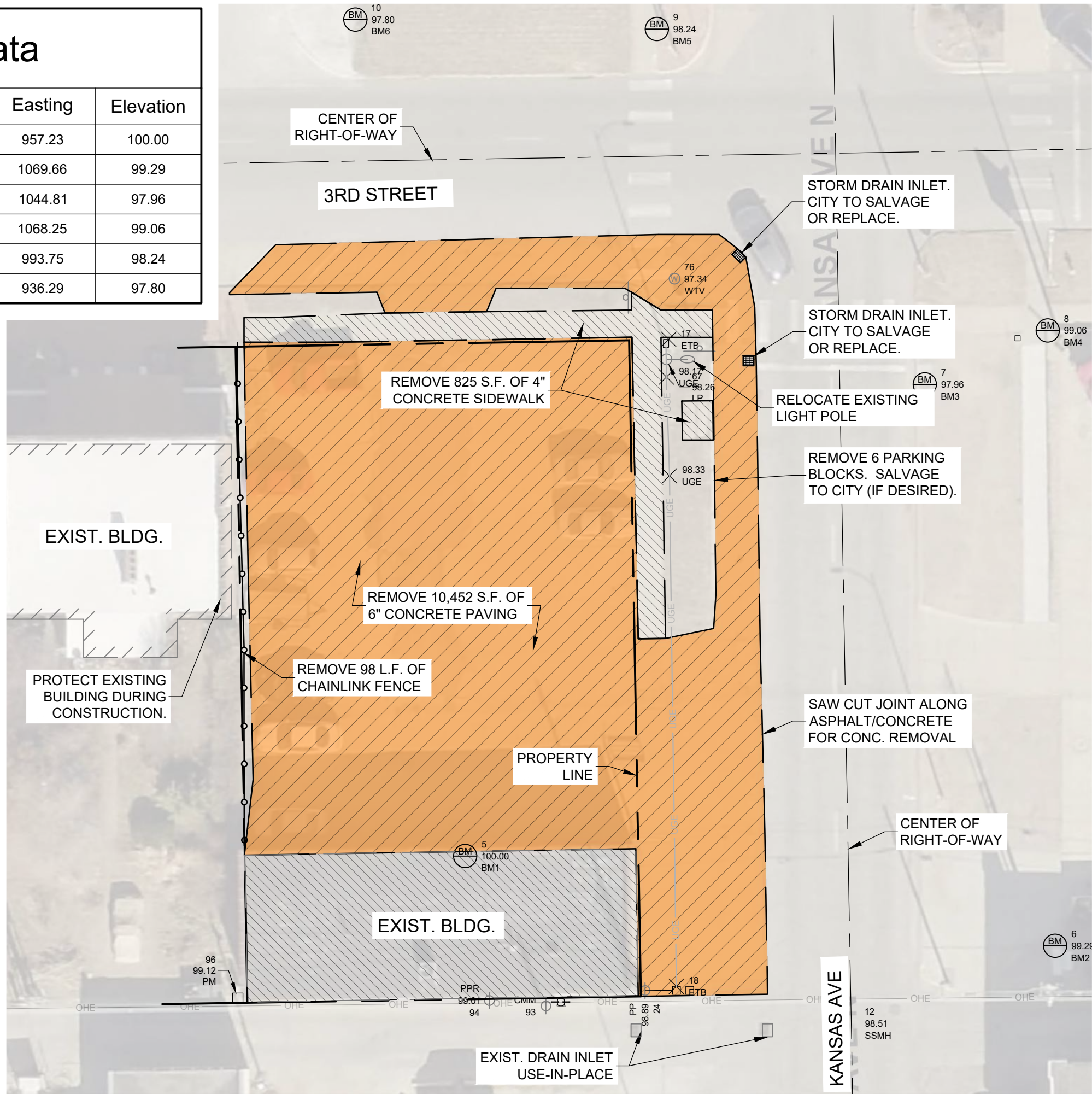




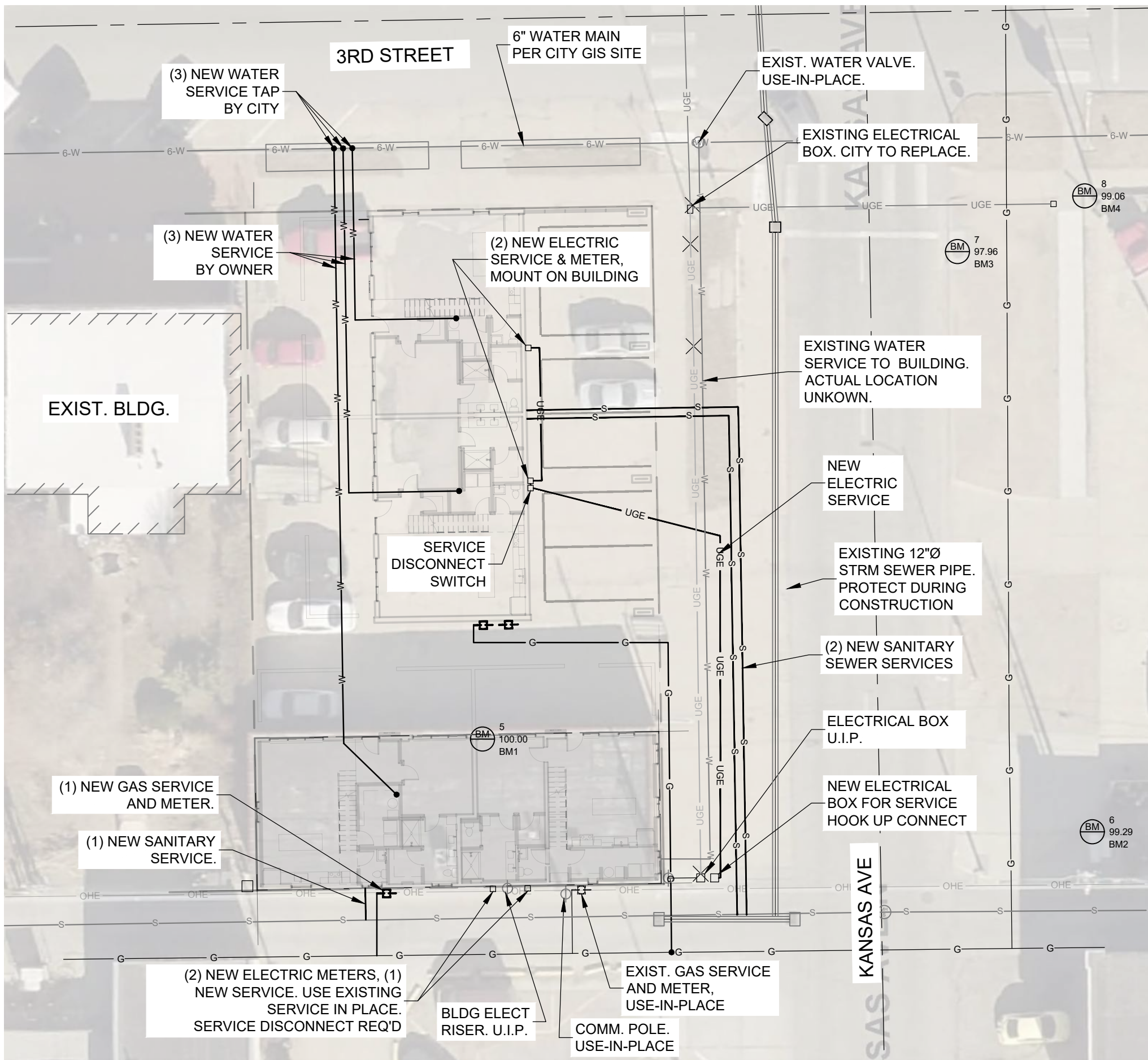




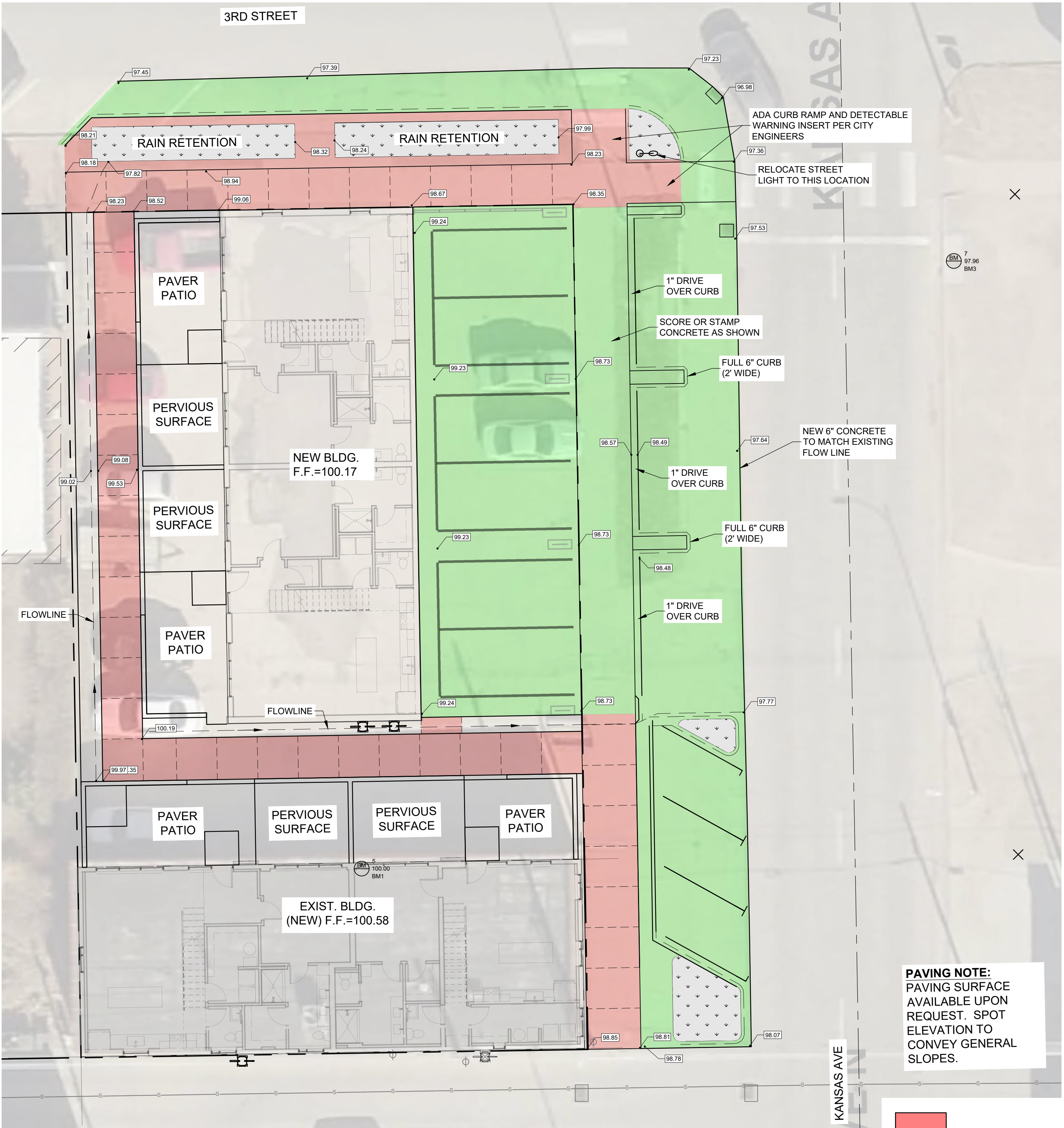
Control Data				
Point #	Description	Northing	Easting	Elevation
5	BM1	935.44	957.23	100.00
6	BM2	918.32	1069.66	99.29
7	BM3	1025.30	1044.81	97.96
8	BM4	1035.55	1068.25	99.06
9	BM5	1092.99	993.75	98.24
10	BM6	1094.79	936.29	97.80



DEMOLITION PLAN
SCALE: 1" = 20'



SITE UTILITIES PLAN
SCALE: 1" = 20'



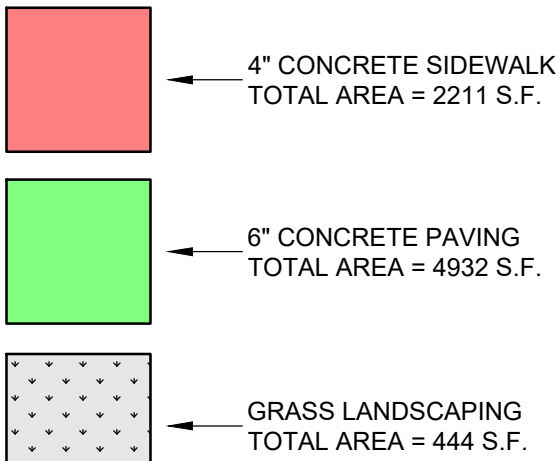
PAVING PLAN
SCALE: 1" = 10'

GENERAL NOTES

- CONTRACTOR SHALL VERIFY LOCATION (INCLUDING DEPTH OR HEIGHT) OF ALL UTILITIES WITHIN THE PROJECT AREA BEFORE CONSTRUCTION. DIGGERS HOTLINE 1-800-331-5666.
- CONTRACTORS SHALL PROTECT ALL PROPERTY CORNER PINS. ANY PINS DISTURBED DURING CONSTRUCTION SHALL BE RESET BY A LICENSED SURVEYOR AT THE CONTRACTORS EXPENSE.
- CONTRACTOR SHALL DROP CURB AT INTERSECTION FOR FUTURE A.D.A. RAMPS. LOCATION TO BE DETERMINED IN FIELD BY CITY ENGINEERING STAFF.

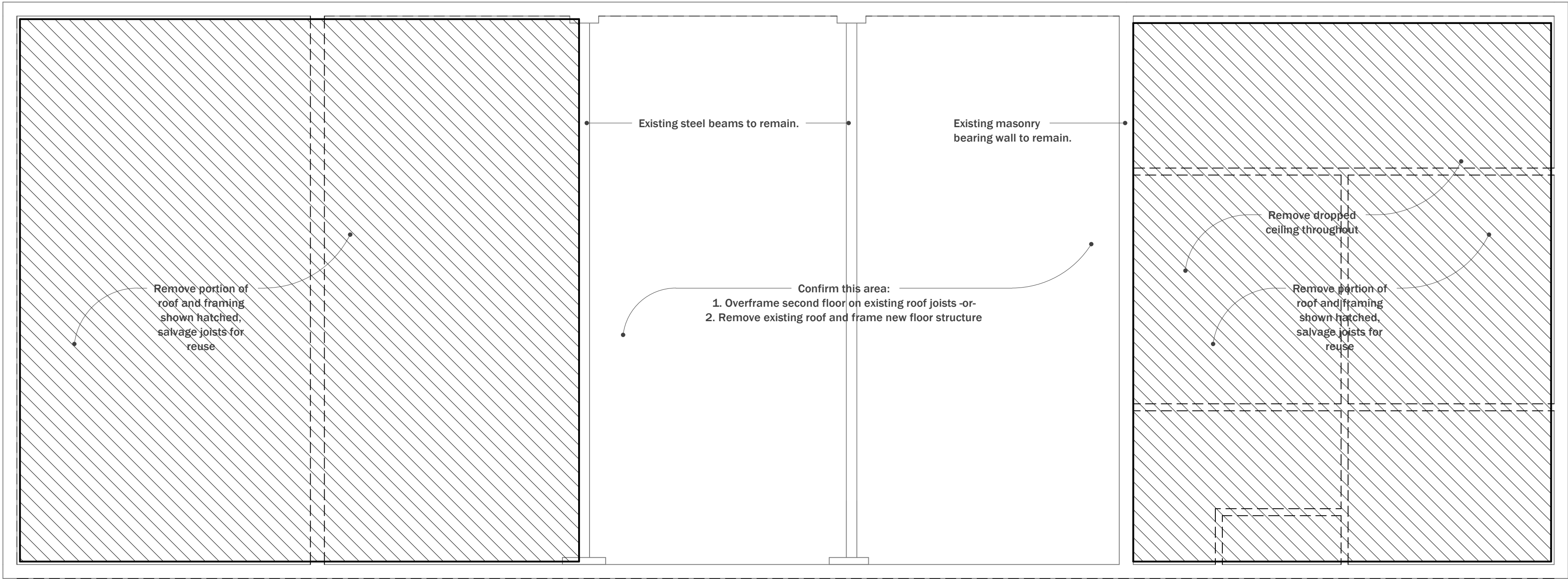
CONCRETE NOTES

- ALL CONCRETE FOR THE PARKING LOT AND ADJACENT AREAS SHALL BE THE THICKNESS INDICATED ON THE DRAWINGS. ALL CONCRETE SHALL BE 47B-3500 CONCRETE WITH 6% AIR-ENTRAIMENT.
- PAVING SHALL BE DONE IN ACCORDANCE WITH THE NEBRASKA DEPARTMENT OF ROADS STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ALL SUBGRADE UNDER CONCRETE SHALL BE COMPACTED TO 95% OF STANDARD PROCTOR DENSITY AT $\pm 3\%$ FROM OPTIMUM MOISTURE.
- ALL PAVING TO BE PLACED ON A SCREED AND COMPACTED SAND CUSHION OR APPROVED EQUAL.
- USE LIGHT BROOM OR BURLAP FINISH ON ALL EXTERIOR PAVEMENT.
- AS SOON AS PRACTICAL AFTER PLACING, ALL CONCRETE SHALL HAVE CONTROL JOINTS CUT, $1/4$ OF THE THICKNESS DEEP AND SPACED SUCH THAT LxW IS LESS THAN 1.25 PER ACI 318.
- JOINT SEALER AT ANY JOINTS, SHALL BE A SELF LEVELING POLYURETHANE SEALANT AS SUPPLIED BY VULKEM, SONNEBORNE, DOW OR W.R. MEADOWS.

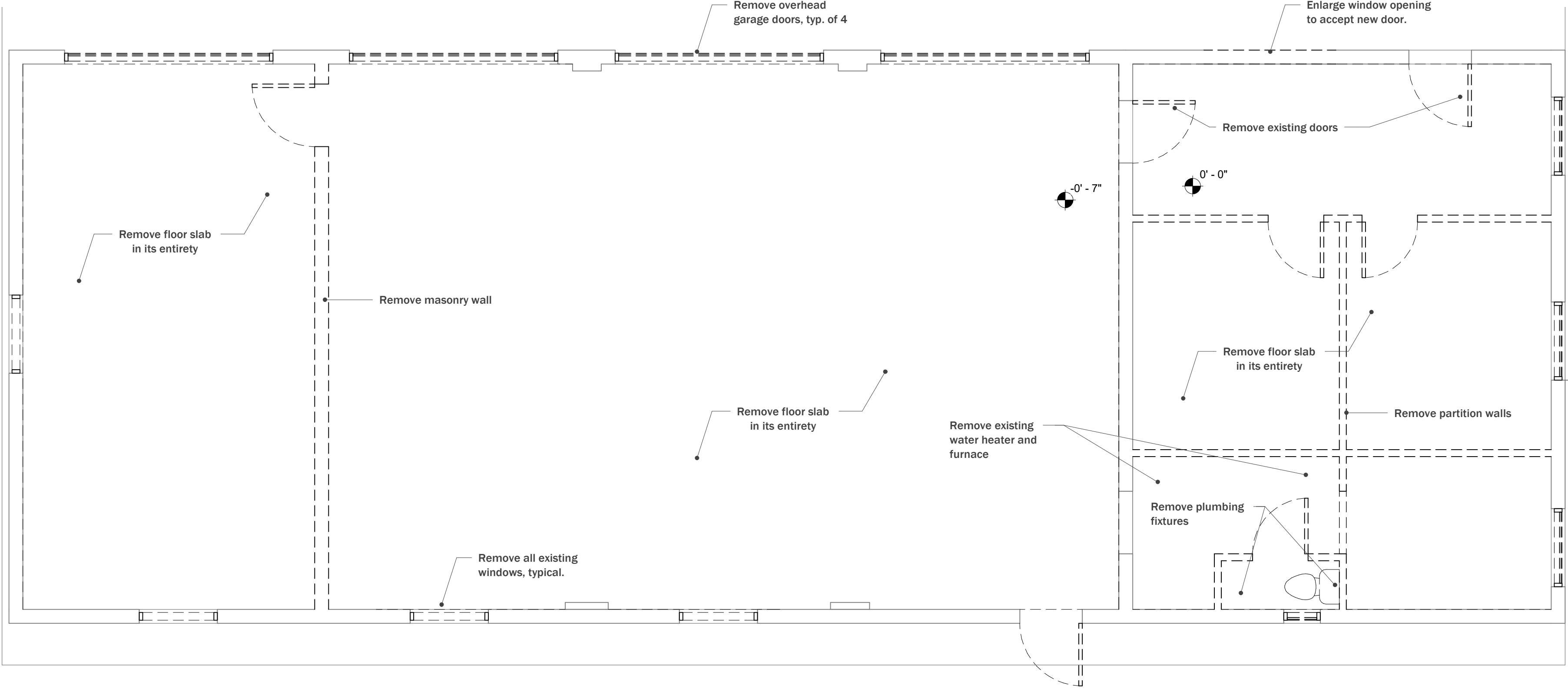


PAVING LEGEND
NO SCALE

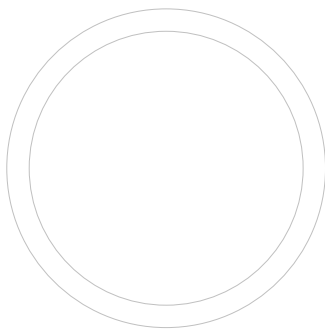
NOTE:
W DESIGN ASSOCIATES, STEVEN W. WOLFORD, P.E., IS PROVIDING PROFESSIONAL ENGINEERING SERVICES FOR THE SITE DESIGN AND STRUCTURAL PLAN FOR THE 403 W. 3RD REDEVELOPMENT PROJECT FOR GOODLIFE ARCHITECTURE IN HASTINGS, NE. WE ARE NOT ACTING AS THE COORDINATING PROFESSIONAL FOR THIS PROJECT. WE ARE REQUIRED TO VERIFY CONSTRUCTION OF THE COMPONENTS SHOWN IN THESE PLANS AND SPECIFICATIONS. PLEASE PROVIDE APPROPRIATE NOTIFICATION FOR INSPECTION(S).



2 Demolition Reflected Ceiling Plan
1/4" = 1'-0"



1 Demolition Floor Plan
1/4" = 1'-0"



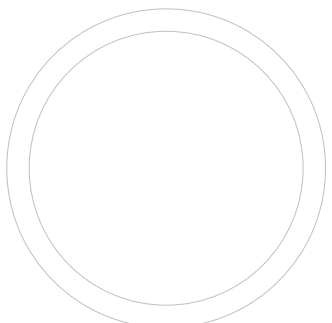
PROJECT:
Garage Flats

403 W 3rd St
Hastings, Nebraska

DATE: 15 Aug, 2022
PROJECT NO: 2201
REVISION: DATE:

NOTES:

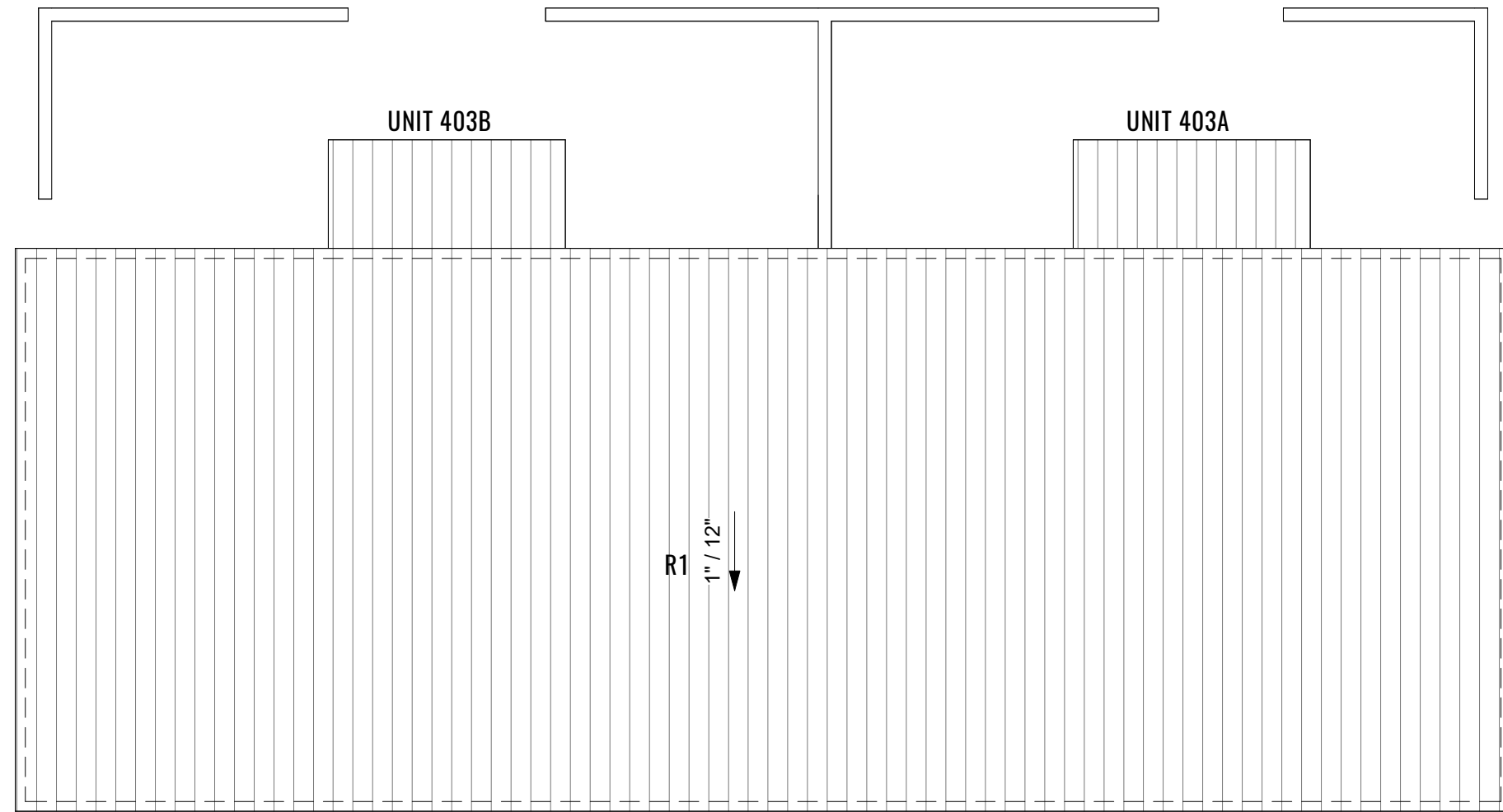
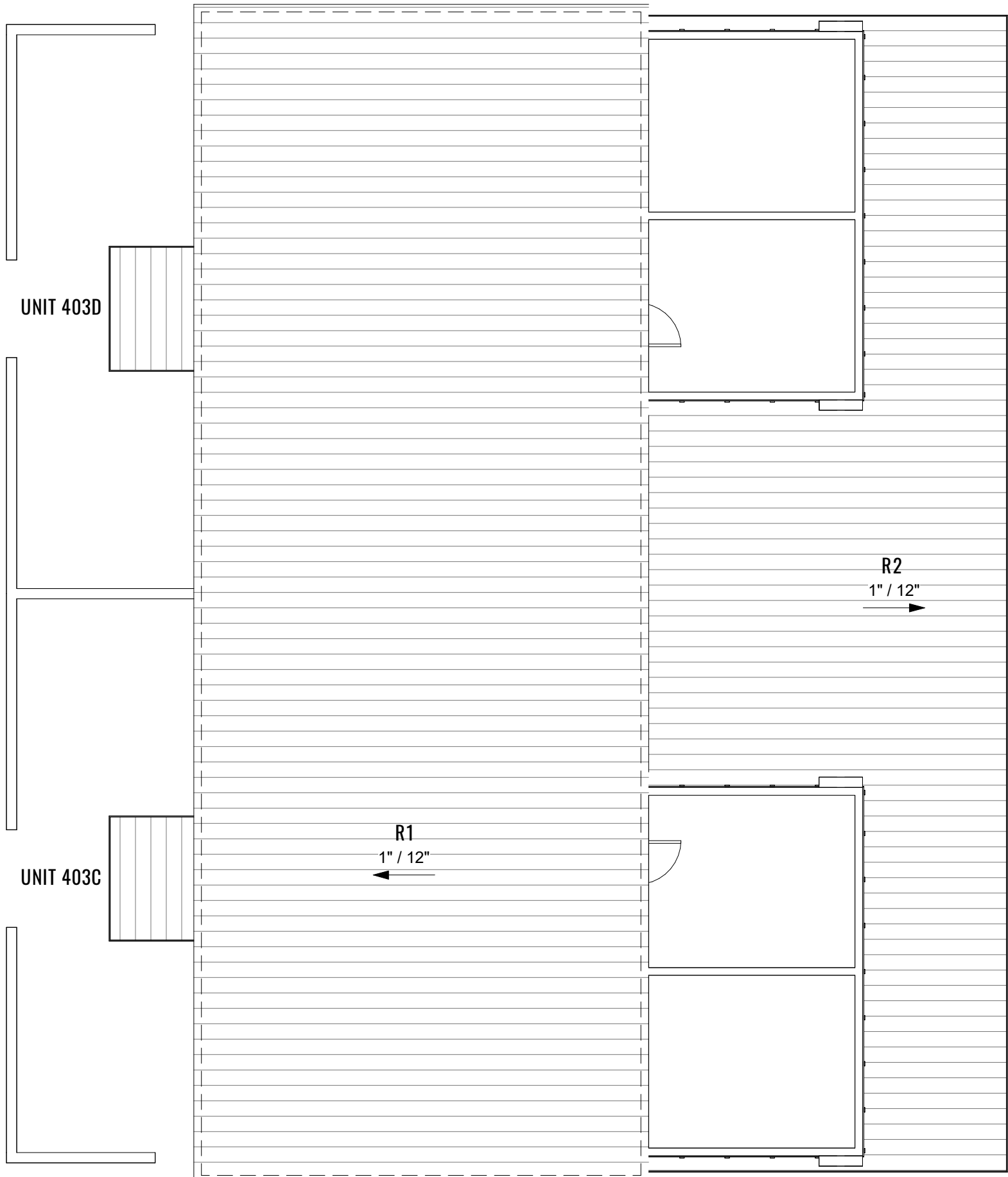
NOT FOR CONSTRUCTION



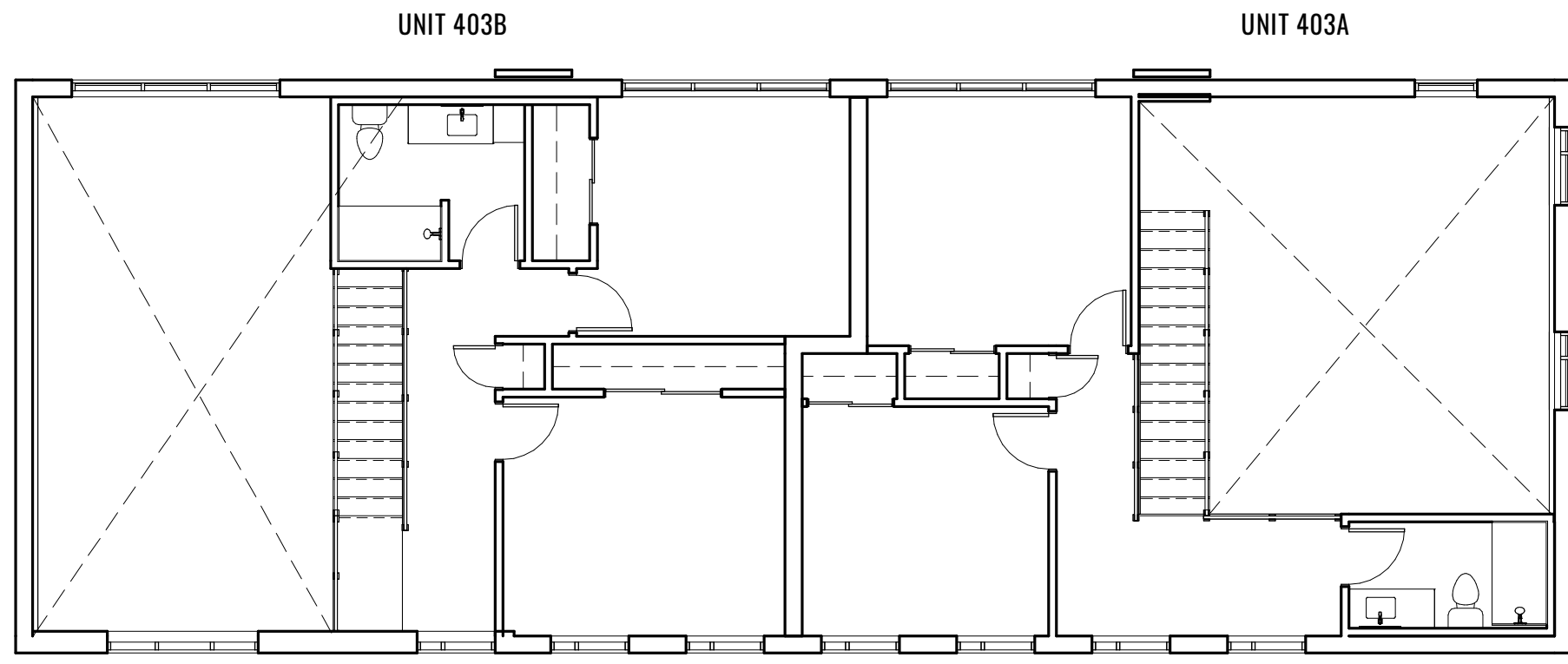
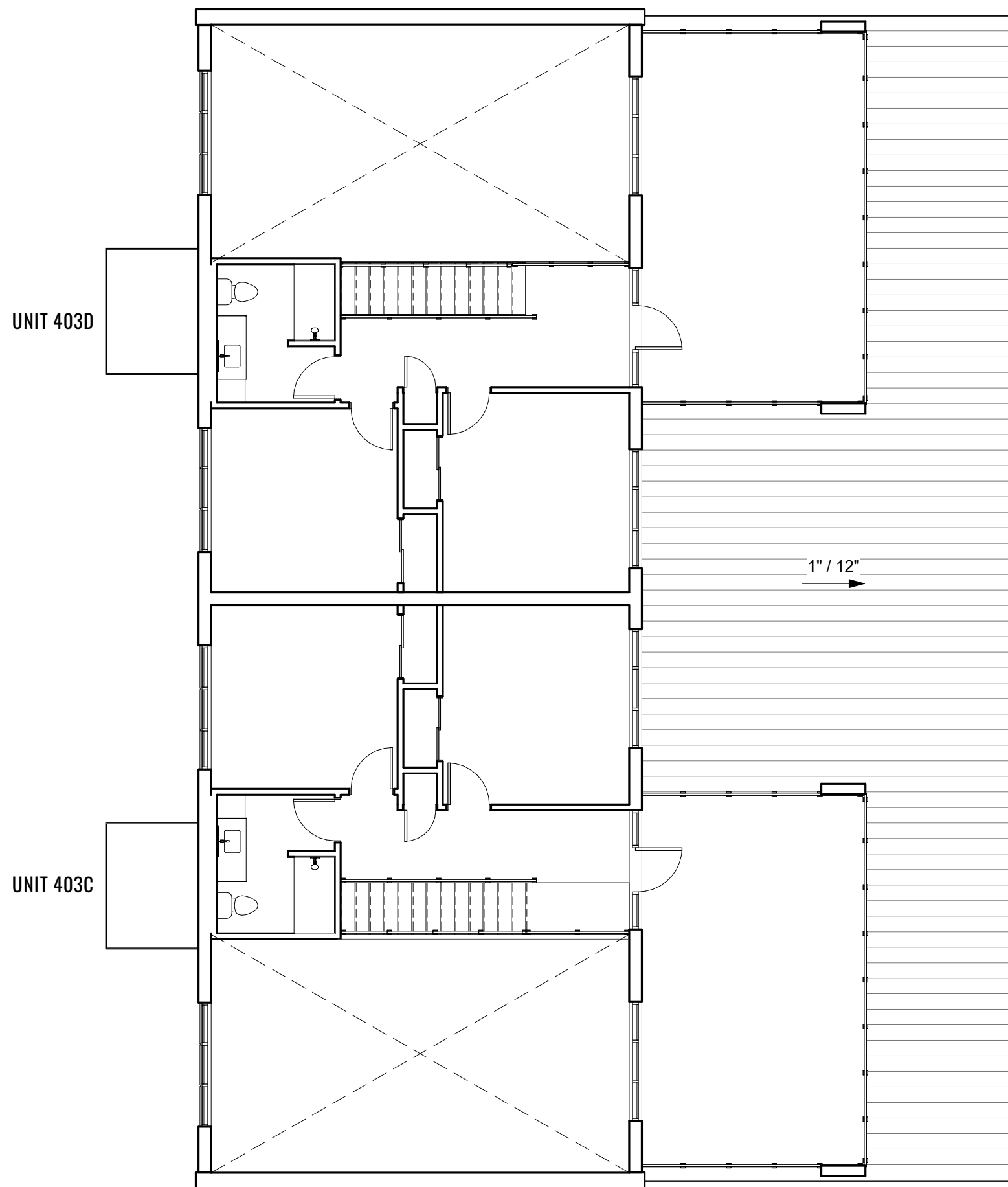
Overall Floor
Plans

SCALE: 1/8" = 1'-0"

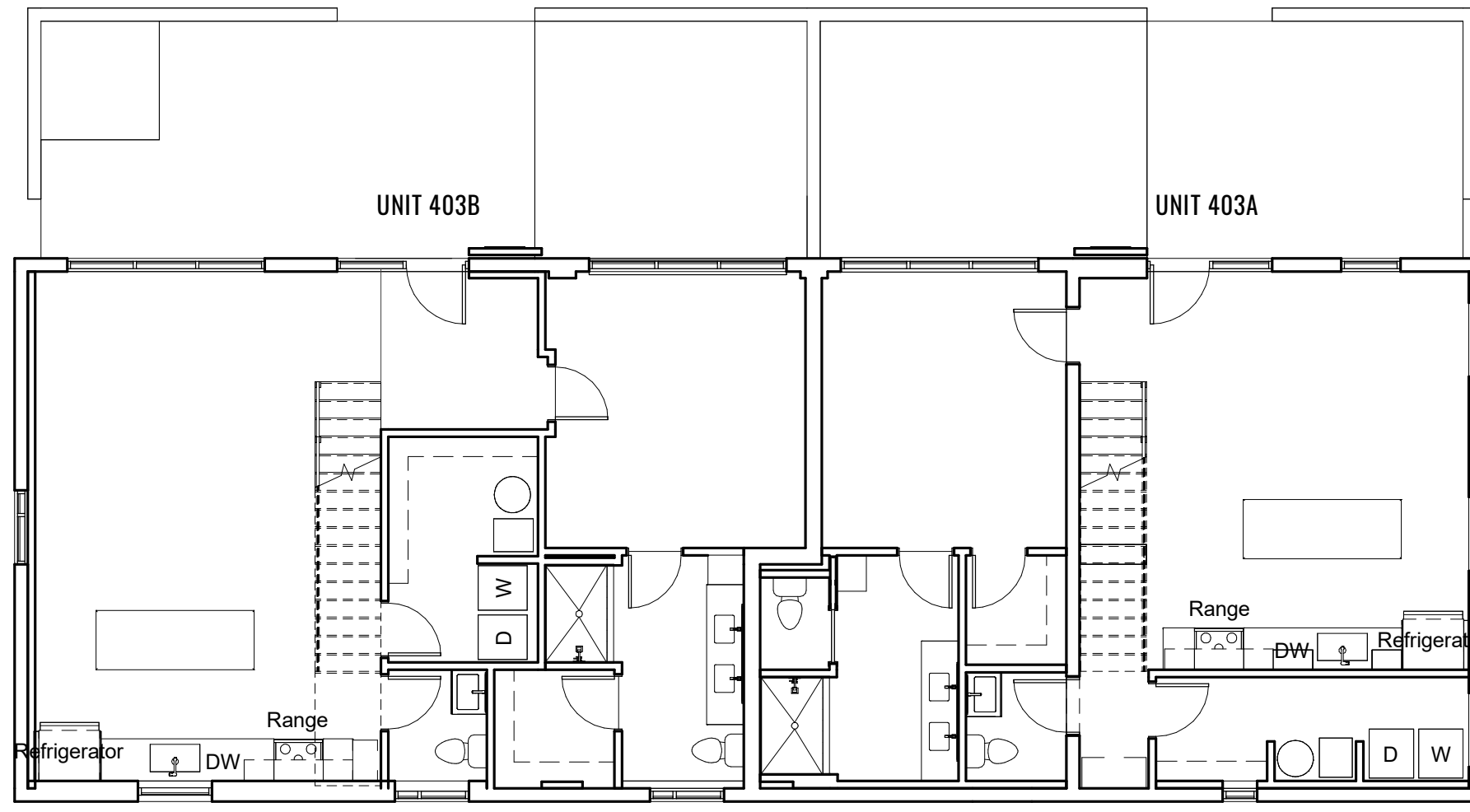
A100



3 Roof Plan
1/8" = 1'-0"



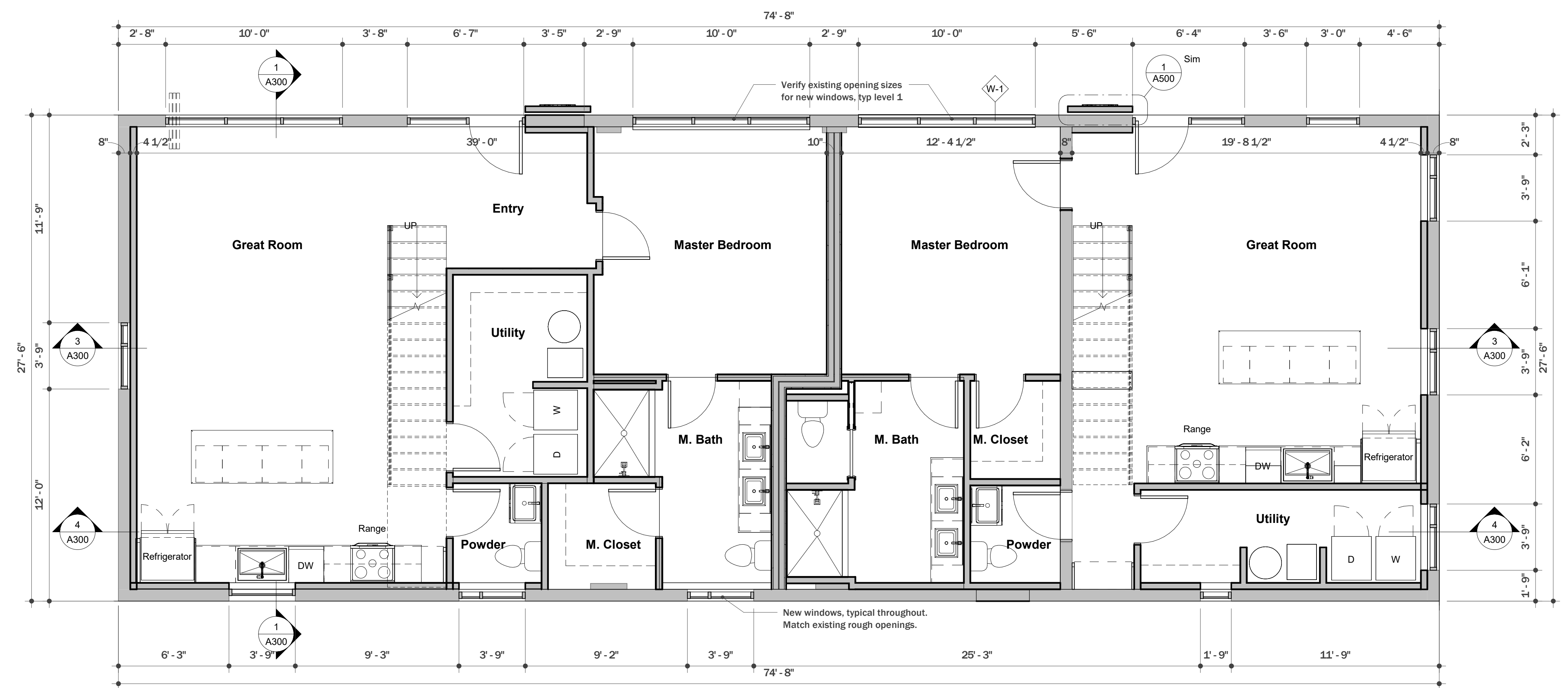
2 Level 2
1/8" = 1'-0"



1 Level 1
1/8" = 1'-0"

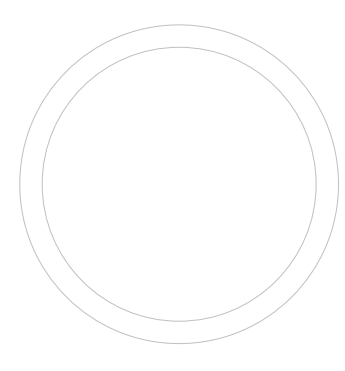


2 Building A Level 1 Reflected Ceiling Plan
1/4" = 1'-0"



1 Building A Level 1
1/4" = 1'-0"

NOT FOR CONSTRUCTION



403 W 3rd St
Hastings, Nebraska

DATE: 15 Aug, 2022
PROJECT NO: 2201

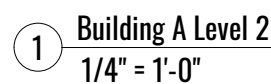
REVISION DATE

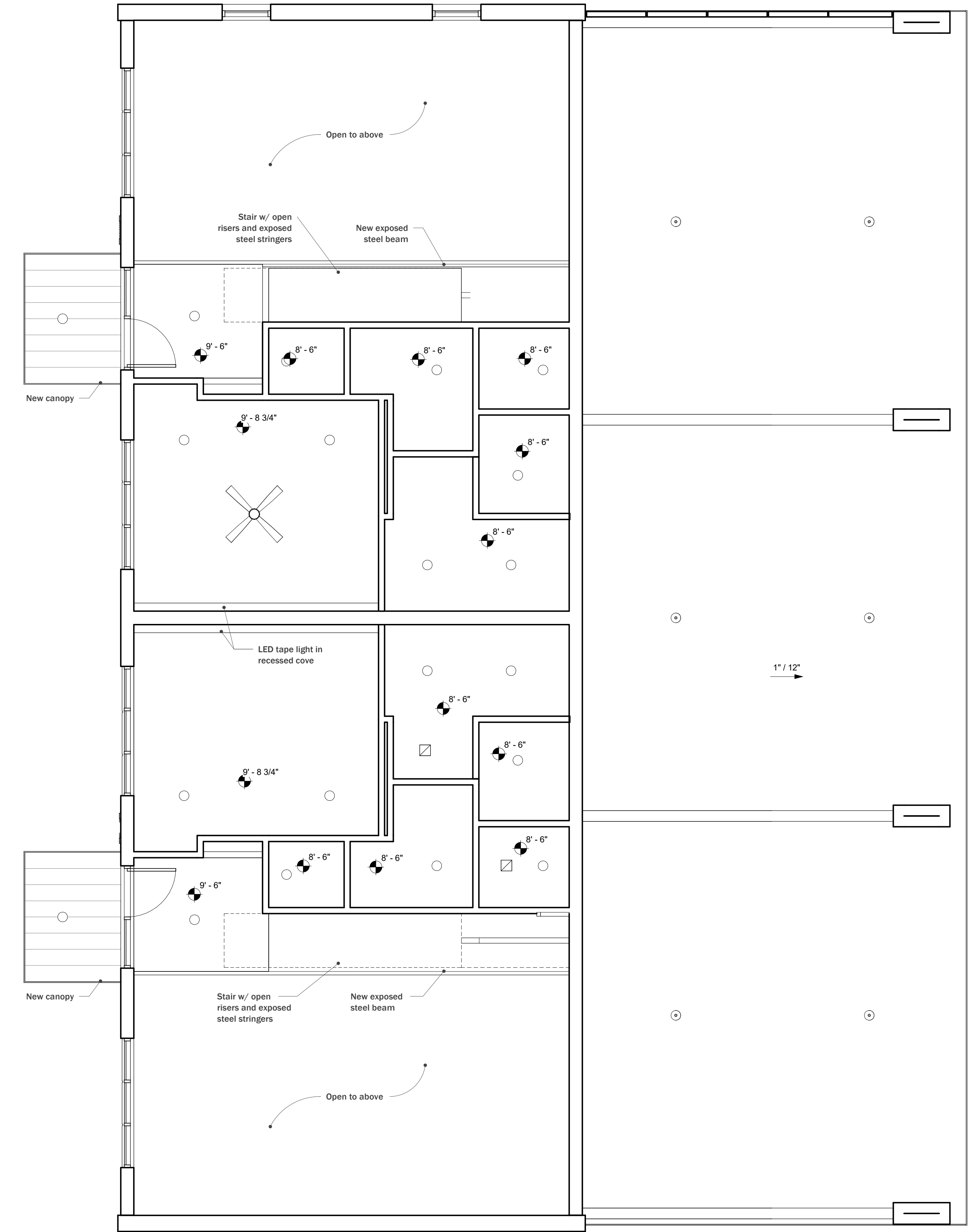
NOTES:

Plans -
Building A
Level 2

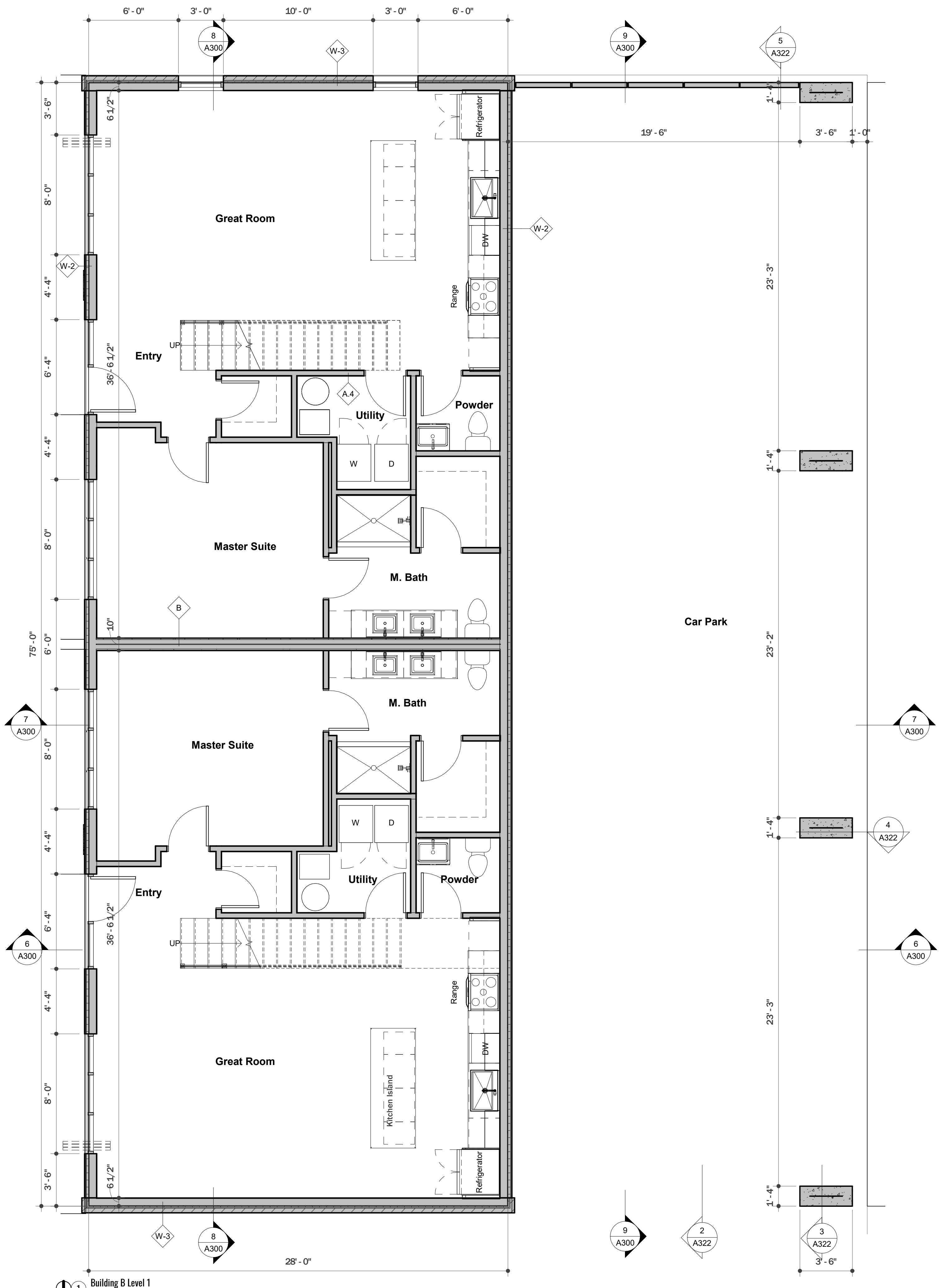
SCALE: 1/4" = 1'-0"

A102





3 Building B Level 1 Reflected Ceiling Plan
1/4" = 1'-0"



1 Building B Level 1
1/4" = 1'-0"

PROJECT:
Garage Flats

403 W 3rd St
Hastings, Nebraska

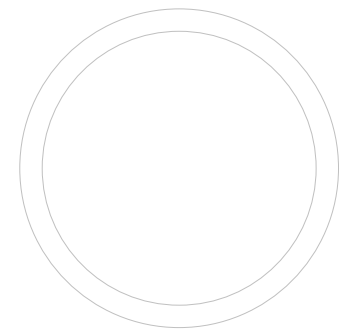
DATE: 15 Aug, 2022

PROJECT NO: 2201

REVISION: DATE:

NOTES:

NOT FOR CONSTRUCTION



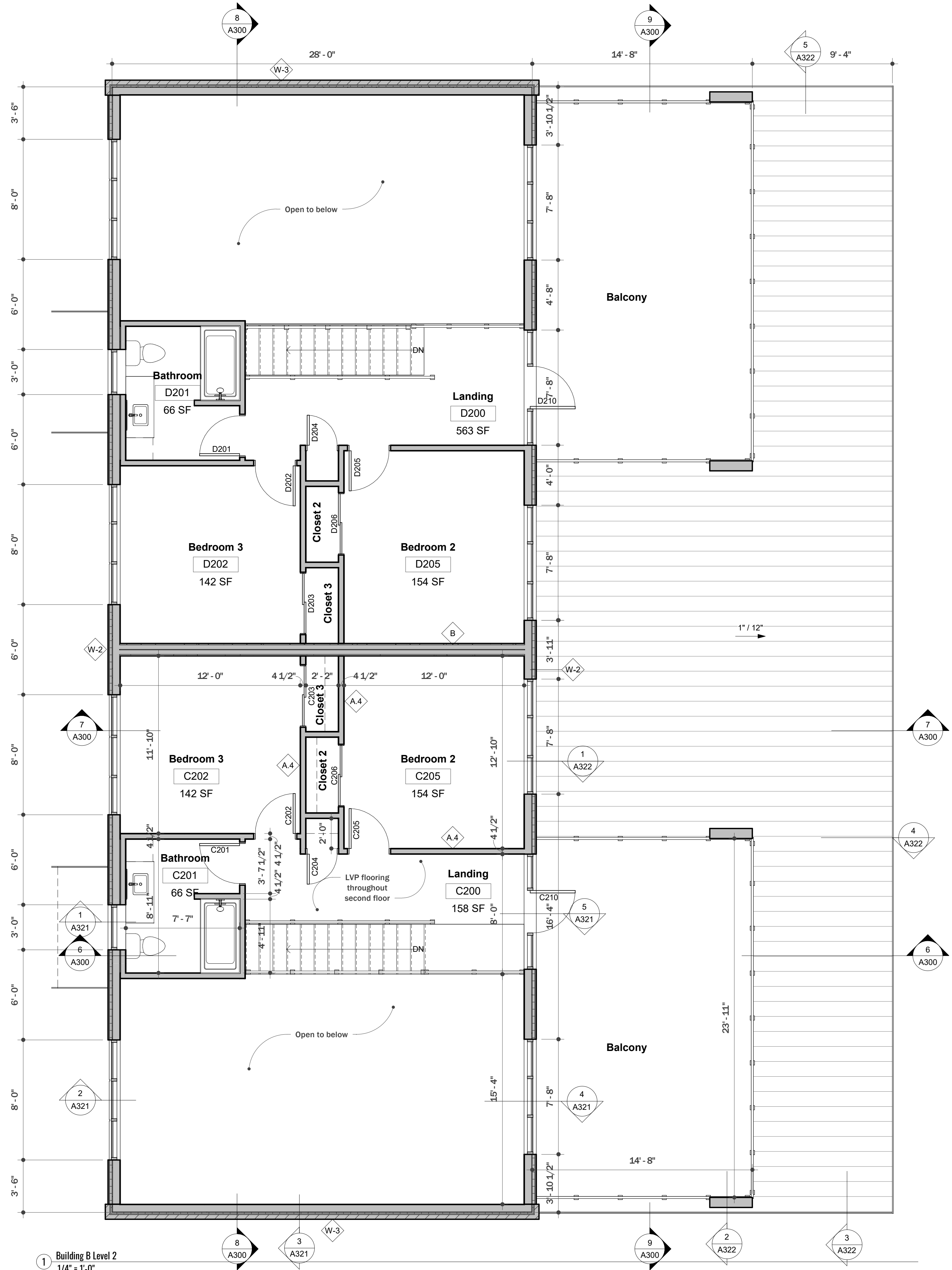
Plans -
Building B,
Level 1

SCALE: 1/4" = 1'-0"

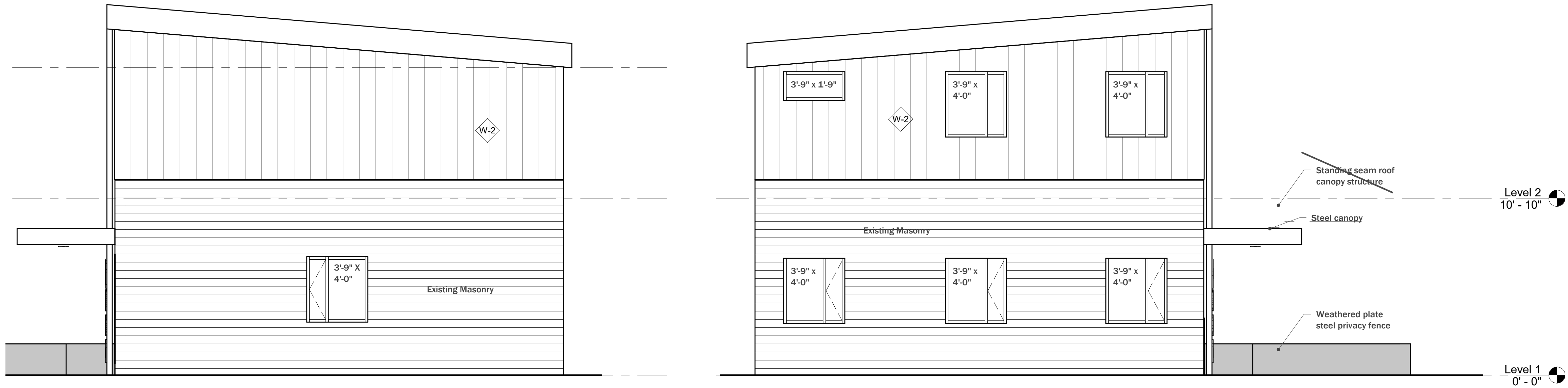
A103



2 Building B Level 2 Reflected Ceiling Plan
1/4" = 1'-0"

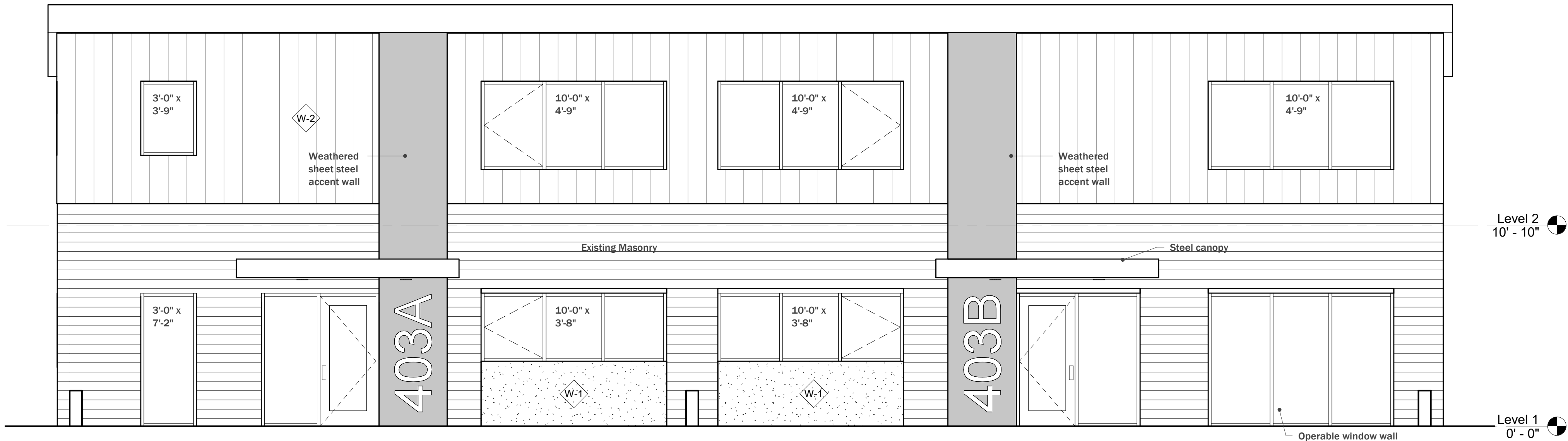


1 Building B Level 2
1/4" = 1'-0"

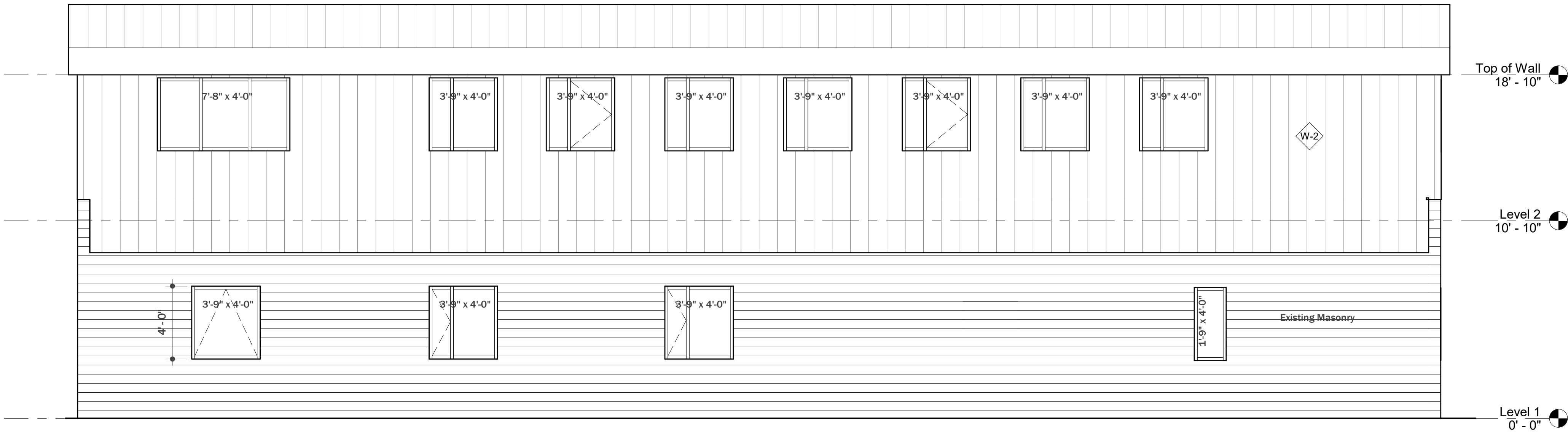


4 Building A West Elevation
1/4" = 1'-0"

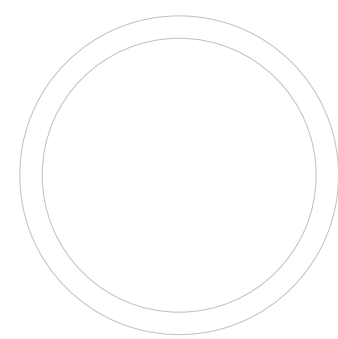
1 East Elevation
1/4" = 1'-0"

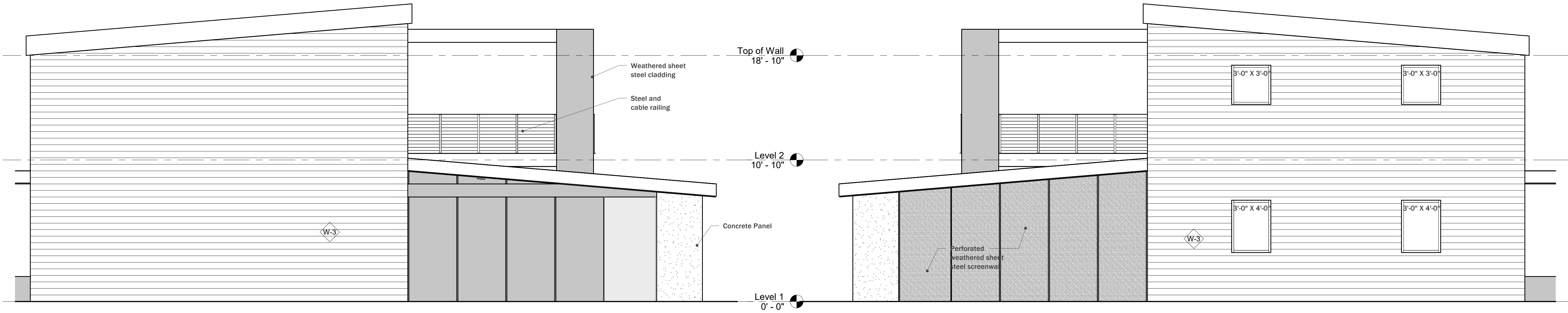


2 Building A North Elevation
1/4" = 1'-0"



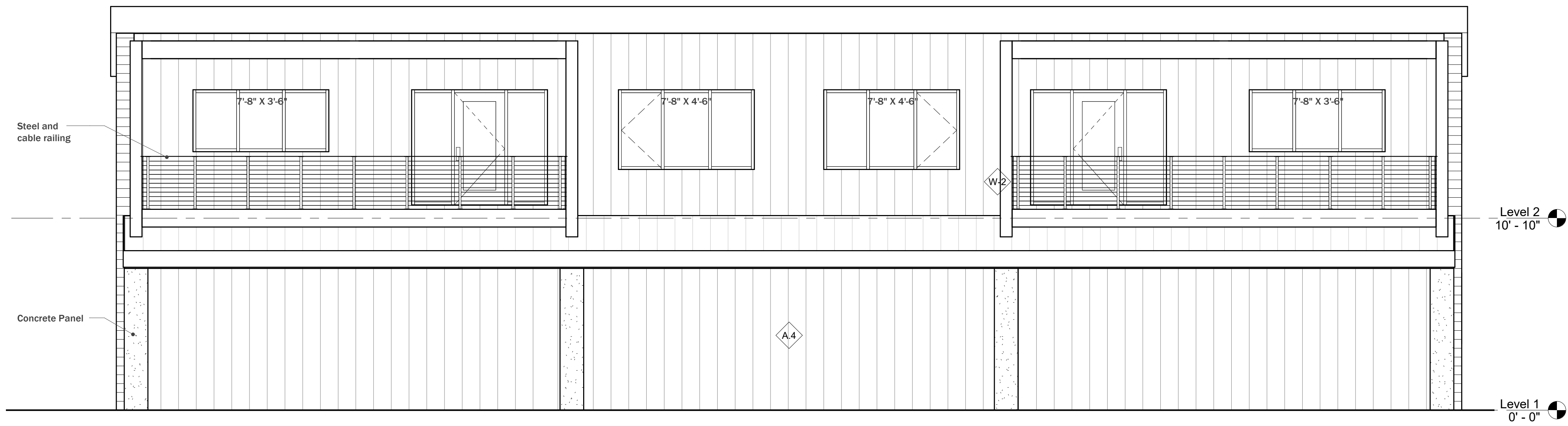
3 Building A South Elevation
1/4" = 1'-0"



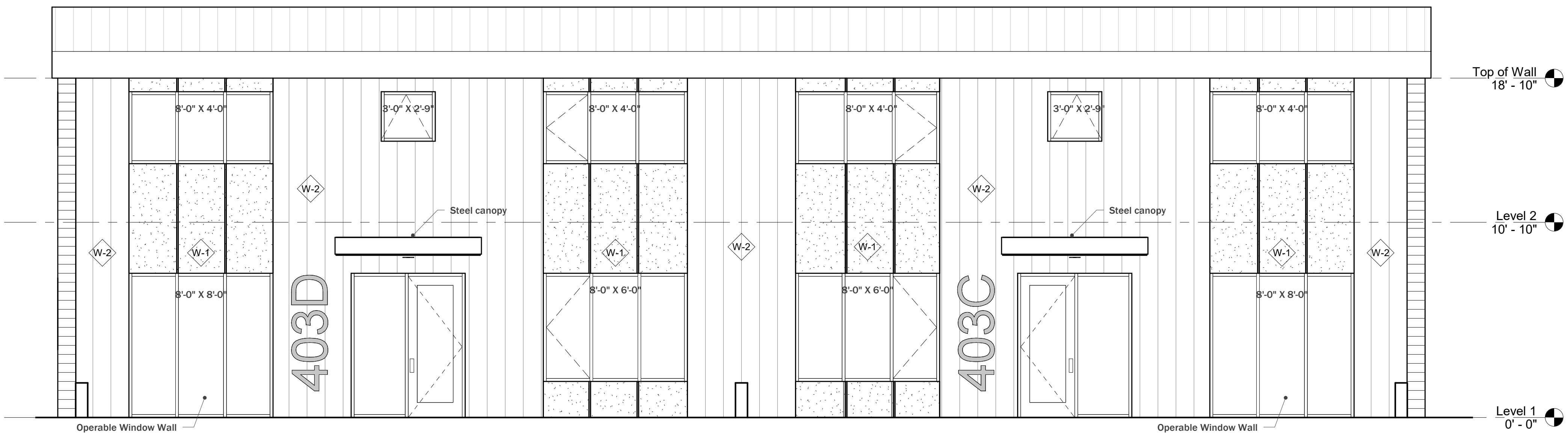


② Building B South Elevation
1/4" = 1'-0"

① Building B North Elevation
1/4" = 1'-0"



④ Building B East Elevation
1/4" = 1'-0"



③ Building B West Elevation
1/4" = 1'-0"

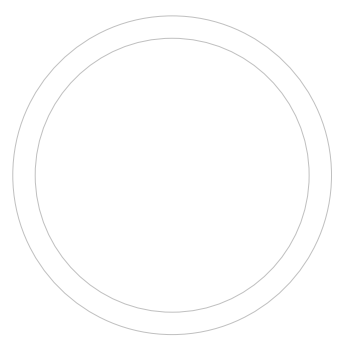
PROJECT:
Garage Flats

403 W 3rd St
Hastings, Nebraska

DATE: 15 Aug, 2022
PROJECT NO: 2201
REVISION: DATE:

NOTES:

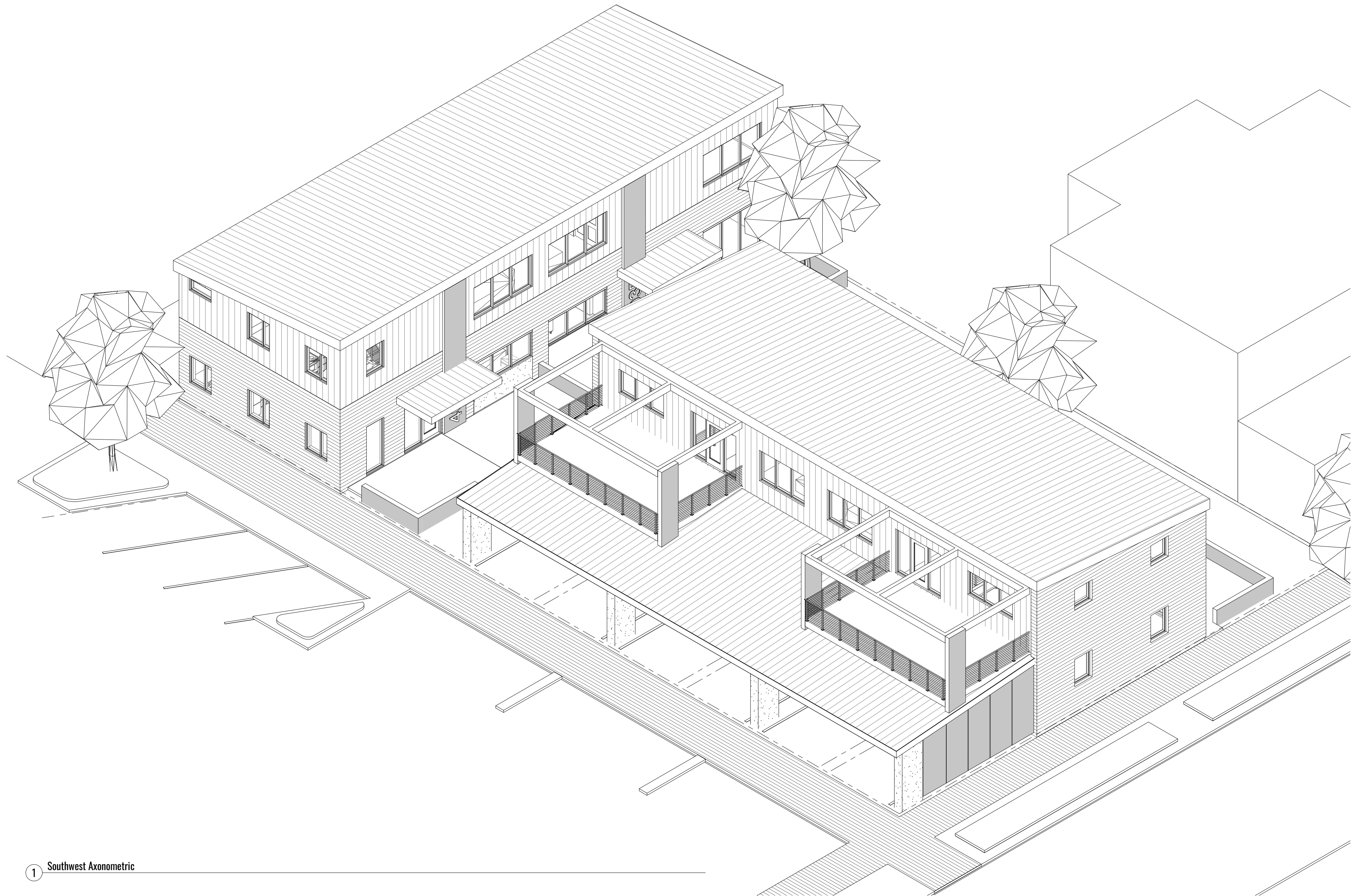
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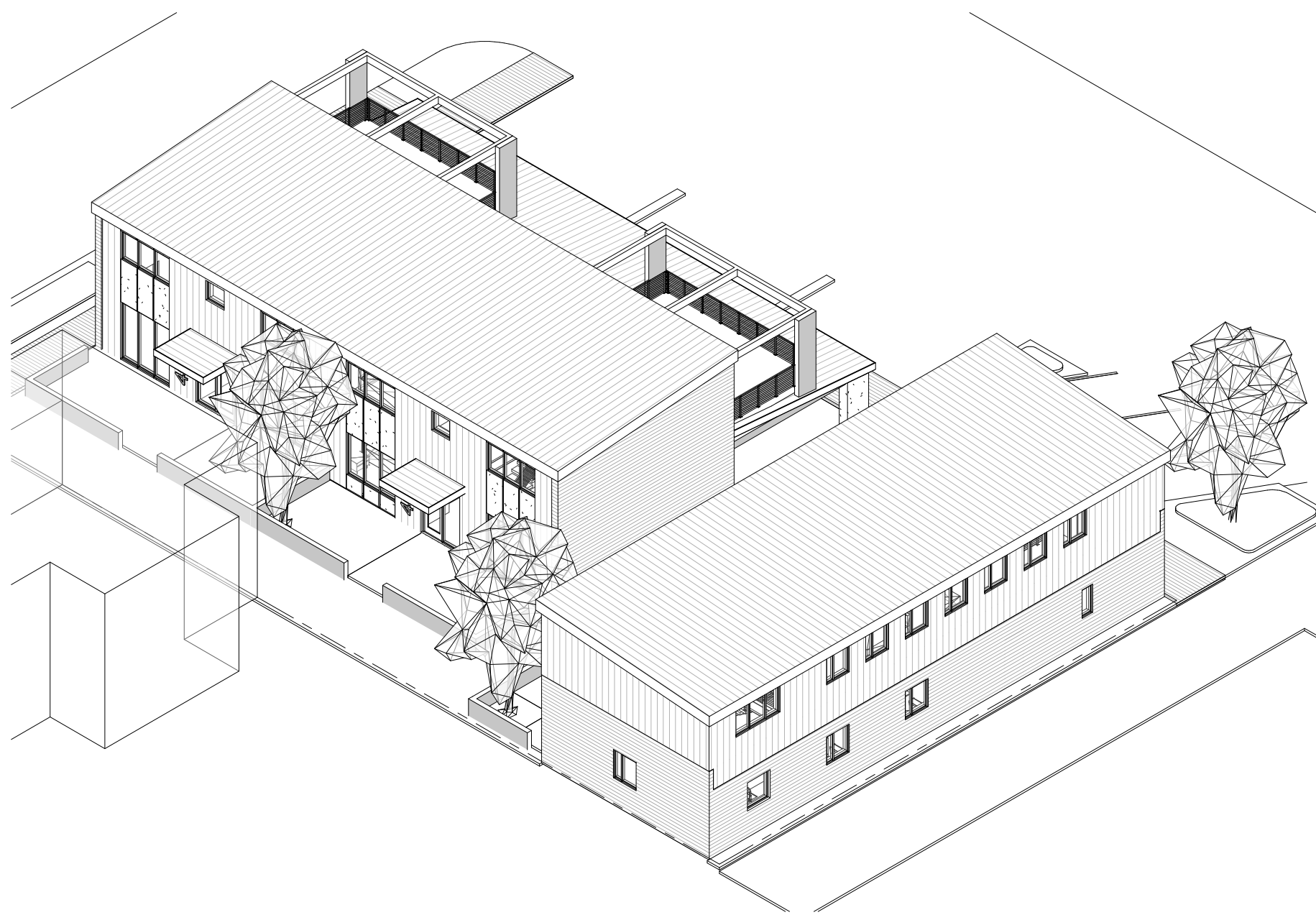
Exterior
Axonometric
Views

SCALE:

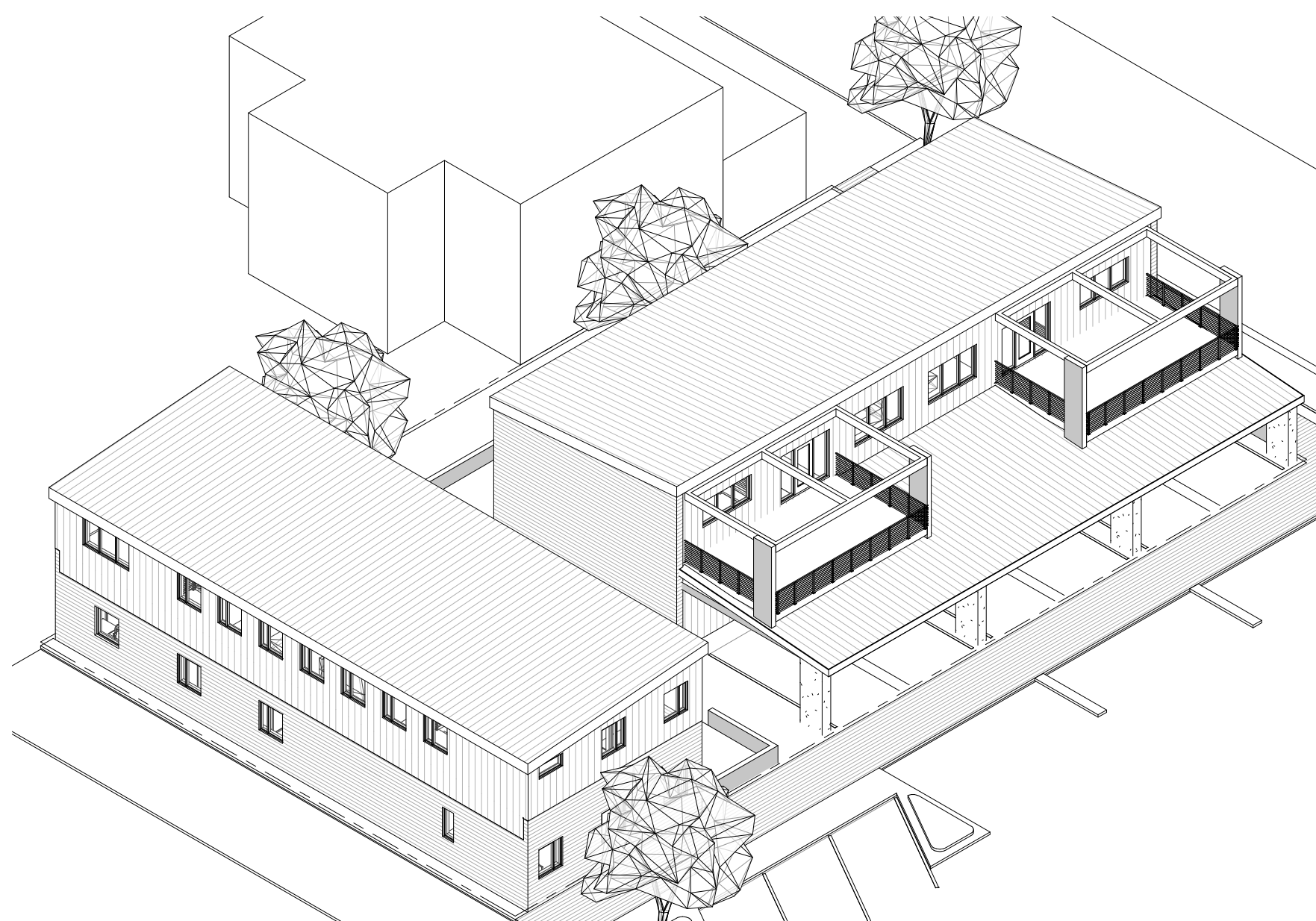
A202



1 Southwest Axonometric



4 Northeast Axonometric

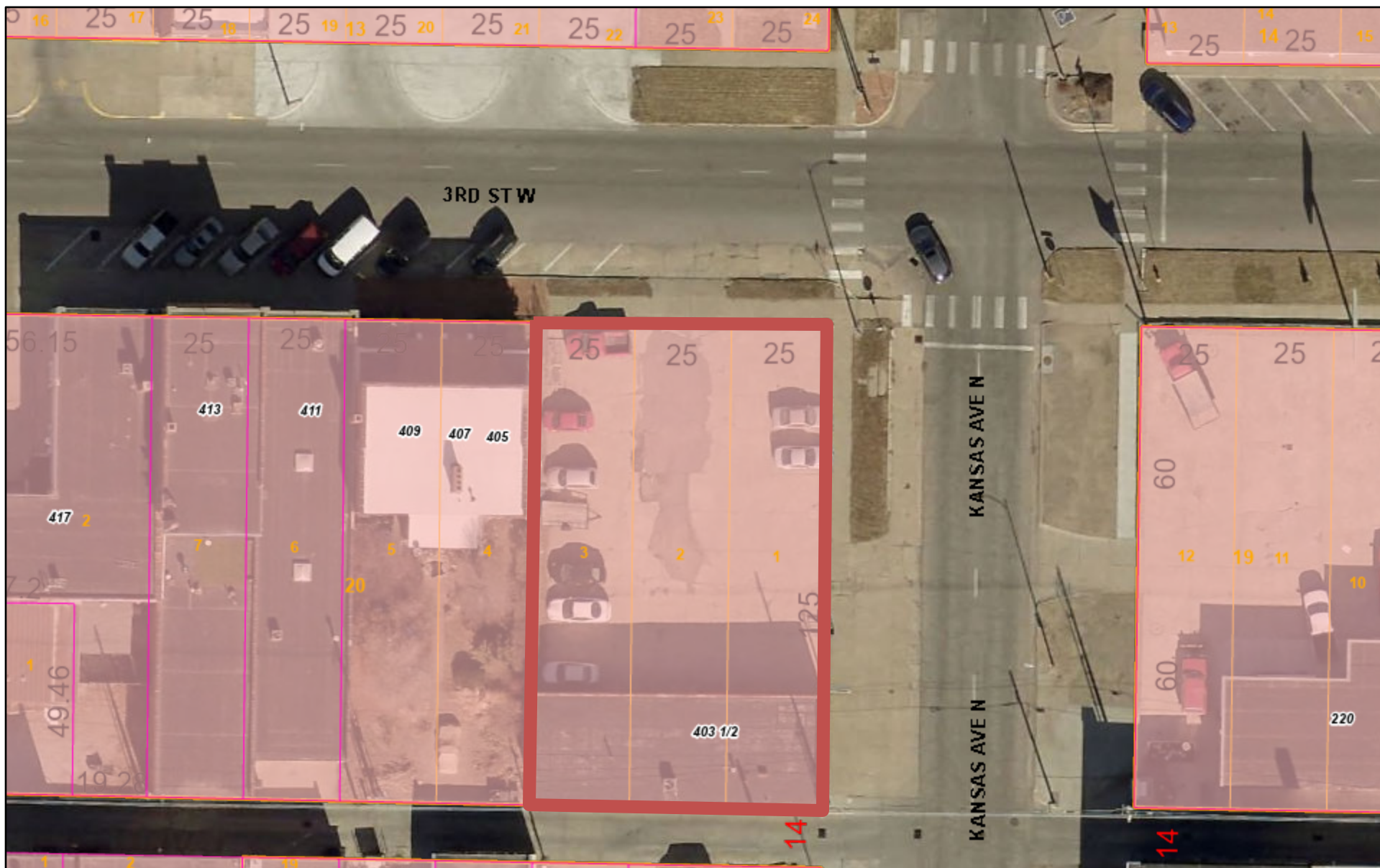


3 Northwest Axonometric



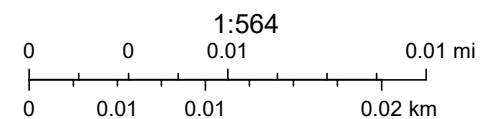
2 Southeast Axonometric

ArcGIS Web AppBuilder



9/29/2022, 11:42:39 AM

Zoning
 C-2
 Addresses
 BLOCKS
 Parcels
 Limits
 LOTS
 TwoMile



Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 10/18/2022
File No: 2022-059
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Public hearing on a request for a Planned District Development Plan for Garage Flats LLC for property commonly addressed as 403 West 3rd Street, City of Hastings, Adams County, Nebraska.

Motion to recommend approval of a resolution for a Planned District Development Plan for Garage Flats LLC for property commonly addressed as 403 West 3rd Street, City of Hastings, Adams County, Nebraska

Names of People/Business affected by this action:

The applicant, surrounding neighborhood, people of Hastings, and the City.

Why Planning Commission action is required:

34-215 (6) (b) The Planning Commission shall advertise and hold a public hearing on the application and plan, as provided in Section 34-801(2) for any changes, amendments or appeals. The Commission shall recommend approval or denial Zoning of the plan and report. At the conclusion of the public hearing, the plan and supporting data shall be sent on to the City Council for action.

Type of action requested:

Motion

Suggested motion:

Motion to recommend approval of a resolution for a Planned District Development Plan for Garage Flats LLC for property commonly addressed as 403 West 3rd Street, City of Hastings, Adams County, Nebraska

Deadlines associated with action:

The planned district will be heard at the City Council Regular meeting on November 14, 2022.

Department head comments:

This current property carries a zoning designation of C-2; if the previous item gets approved, it will transition to R-3. This application takes it from R-3 to RP-3 to allow for some flexibility in the zoning code. The goal is create a development that will mesh with the surrounding neighborhood of C-2 while being able to have first floor apartments. With a planned district, you are not allowed

to add uses to a district but are allowed to encourage latitude and flexibility in the location of buildings, structures, roads, drives, variations in yards and open spaces.

The planned district overlay is intended “to provide maximum flexibility in the development of property and at the same time to preserve and maintain the character and integrity of adjacent lands. It is an alternative to the base district standards where a plan for development equally or better meets the intent of the district or districts uses, better addresses site specific conditions including transitions to adjacent areas, and better service the public purpose than would otherwise occur under base standards.”

The allowances for a residential planned overlay are, “Each building need not face on a public street, and more than one building may be located on a lot. Buildings may be constructed on platted tracts which are smaller than the minimum lot size requirements where other adjacent permanent open space is provided. Buildings may be grouped in clusters or around courts and may be served by private drives in lieu of public streets. Buildings may be located closer to lot lines than otherwise permitted, provided such buildings are architecturally suitable for such a relationship to adjoining buildings and property. Any building or portion thereof may be owned in condominium under applicable state laws governing the same.”

DEVIATIONS: The Development Plan for Garage Flats incorporates the following deviations from the base R-3 District requirements and a few site plan requirements as allowable in the planned district overlay. Staff feels the adaptations that have been made are done in genuine interest of surrounding and adjacent properties in order to, “better service the public purpose than would otherwise occur under base standards” and to “preserve and maintain the character and integrity of adjacent lands”. Those proposed deviations follow:

Front yard setback from 25' to 0'

Side yard setback from 7.5' on the west side and 15' on the east side to 0'

Rear yard setback from 25' to 0'

Max lot coverage from 50% to 70%

These deviations will give this parcel a similar look and feel to other C-2 properties with the standards being very similar.

Staff notes that the remaining R-3 Base District requirements have otherwise been met

Recommendation:

Staff recommends a motion to recommend approval of a resolution for a Planned District Development Plan for Garage Flats LLC for property commonly addressed as 403 West 3rd Street, City of Hastings, Adams County, Nebraska

22 September, 2022

Mr. Brian Hurskainen
City Planner
City of Hastings, Nebraska



Statement of Intent

Project: Zoning change request for 403 W. 3rd Street

Legal Description: 1309.00 - Lots 1 through 3, Block 20, Johnson's Addition.

Mr. Hurskainen et al,

Thank you for your consideration of Garage Flats LLC's proposal to change the zoning designation of parcel **010006132** from C-2, Central Business District to RP-3, Multiple Family Residential (Planned District).

The existing parcel at 403 W 3rd Street currently contains a vacant auto body garage and is owned by the Community Redevelopment Authority. Pending approval of this zoning change, our client would close on acquisition of the property and redevelop the site into semi-detached residential housing.

The site sits on the transitional edge between the Central Business District and a mixed residential neighborhood. The Planned District designation is required to allow smaller setbacks and greater lot coverage than is typically required for a residential use in order to accommodate the existing conditions of the repurposed building, and in keeping with the context of the adjacent business district.

Utilizing the existing structure on the site, the team intends to build up and through the structure, adding a second level. An additional pair of housing units would be added directly to the north of the existing building, with covered parking constructed on the east side of the new structure (site plan and conceptual images included). The development team plans to incorporate rain garden features in the north right-of-way that will reduce the effects of peak stormwater runoff from the rooftop of the new building. Additionally, pervious yards adjacent to the housing units will reduce runoff from the currently fully-paved site.

Each individual housing unit would be approximately 1,500-1,700 square feet, with 3 bedrooms and 2.5 bathrooms. The objective of the development is to lease the units, working to address "missing middle" housing, as well as to meet the housing demand of area employers looking to attract new people to Hastings.

In order to reach a level of affordability, density must be optimized on the site. That said, while many people are looking to live in downtown Hastings, not everyone desires to live in an apartment. Targeting semi-detached residential on the edge of downtown is consistent with the neighboring property to the

west, and works to enhance the overall health and offerings of downtown Hastings, while not compromising valuable commercial space.

The primary concerns have been the optimization of density to drive affordability, respect, spacing, and safety for the existing multi-family units to the west, buffering from the street and sidewalk, the offering of covered, off street parking, and the ability to ultimately convert the units to owner-occupied housing in the future.

Specific deviations from standard R-3 zoning requirements that would be needed in this Planned District are as follows:

R-3 Requirements:

Front yard – 25 ft

Deviation: Setback is 0 ft.

Side yard – 10% (7 ft min, 25 ft max req)

Deviation: Setback is 0 ft.

Rear yard – 20% (up to 30')

Deviation: Setback is 0 ft.

Max lot coverage 50%

Deviation: coverage is anticipated to be between 65% to 70%

Site plans, architectural plans, and design renderings of the intended project are attached for your use. The developer intends to begin work in December of this year, and anticipates substantial completion in Fall of 2023. Thank you for your thoughtful consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Patrick Moore", is written over a horizontal line.

Patrick Moore, AIA
Principal / Owner
Goodlife Architecture, LLC
2305 5th Ave
Kearney, NE 68845
(308) 440-5275



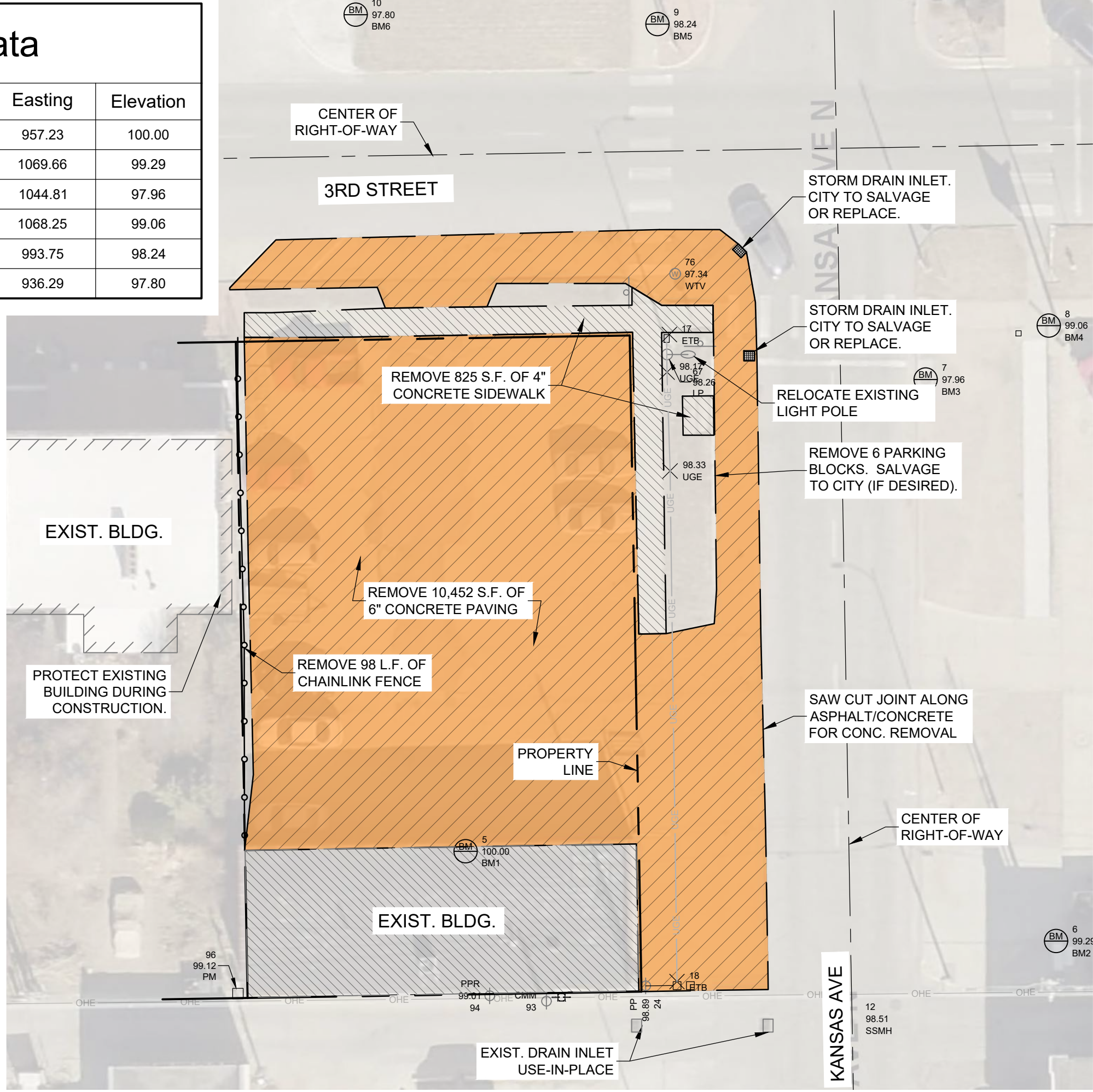




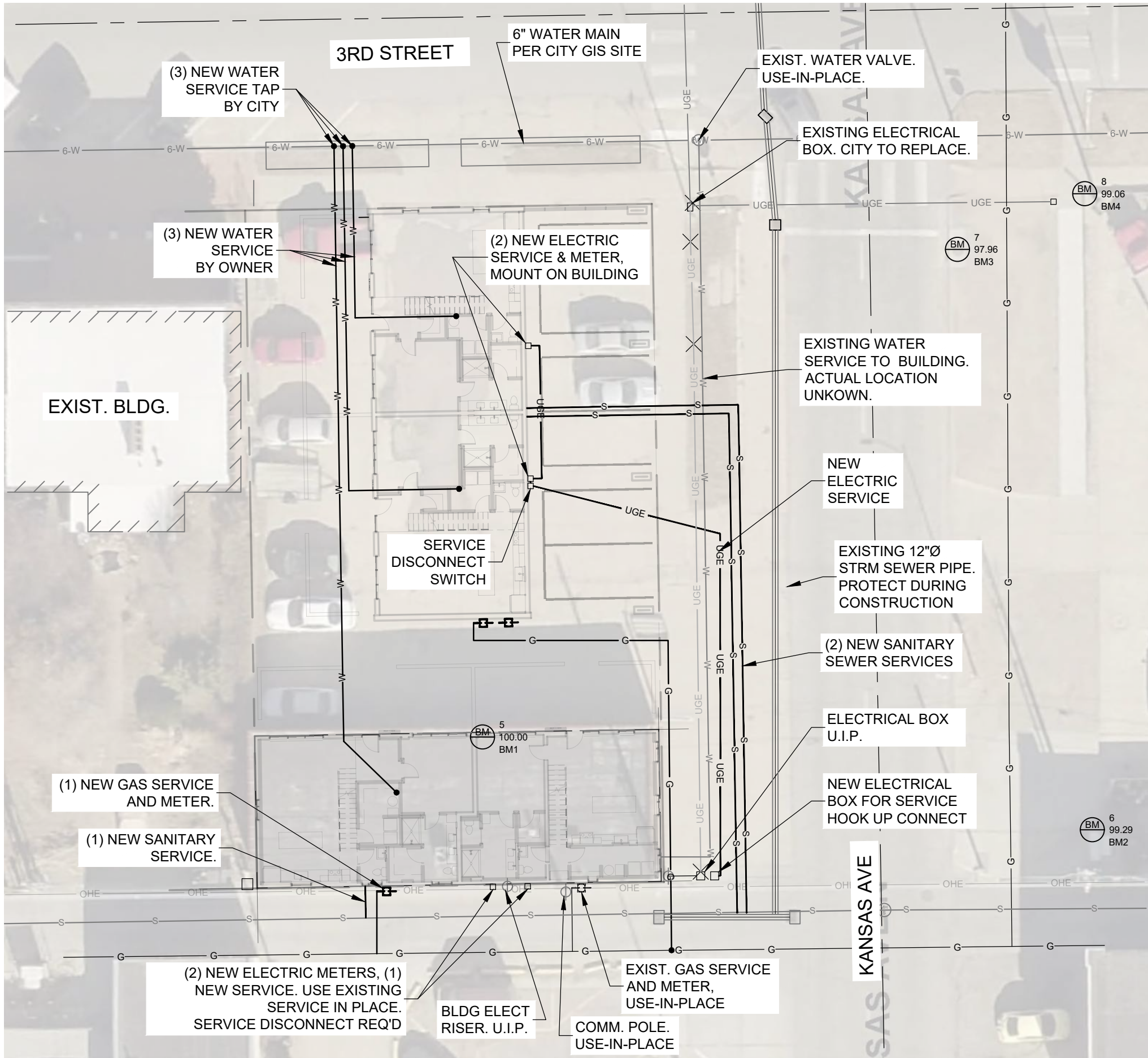




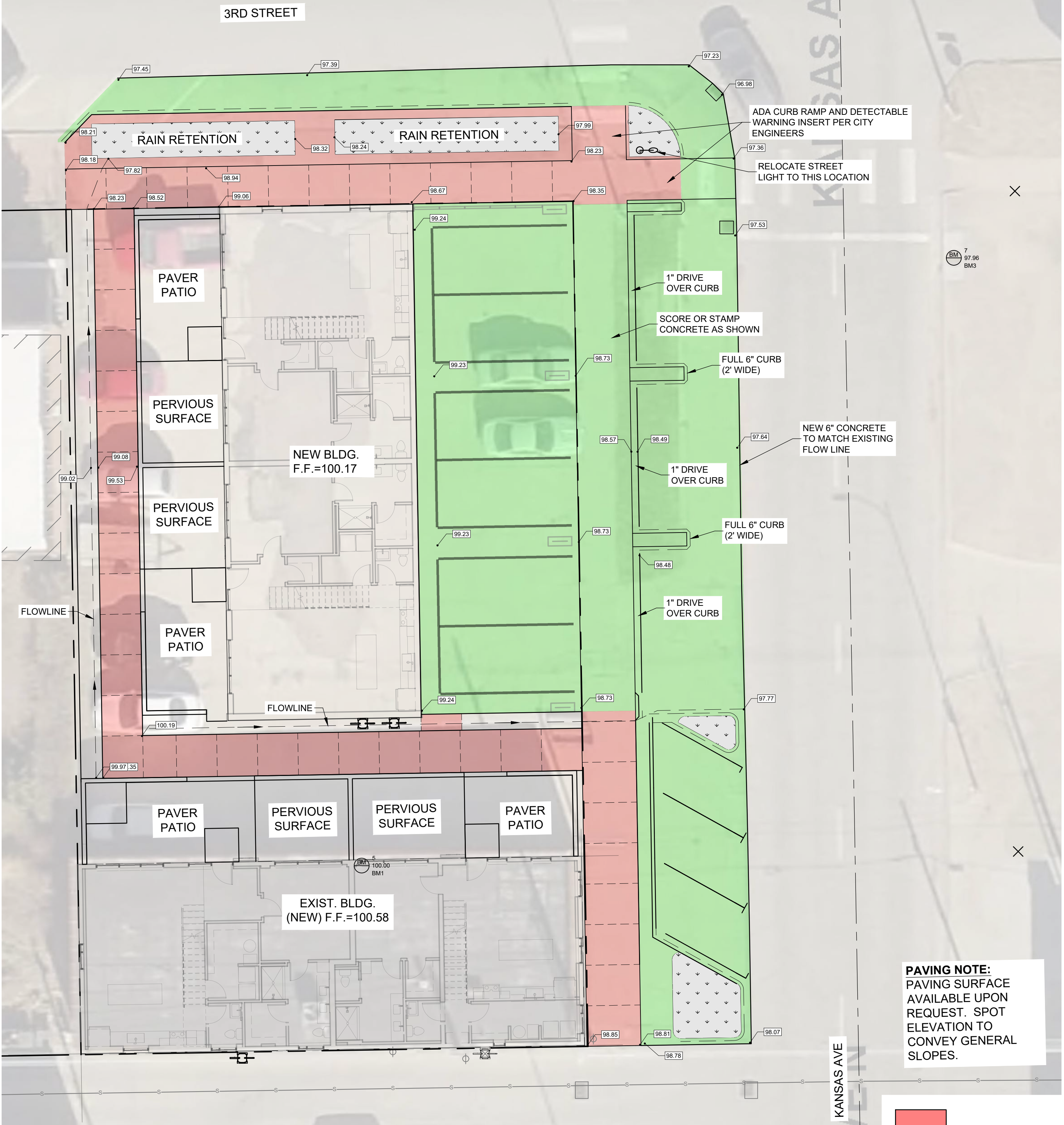
Control Data				
Point #	Description	Northing	Easting	Elevation
5	BM1	935.44	957.23	100.00
6	BM2	918.32	1069.66	99.29
7	BM3	1025.30	1044.81	97.96
8	BM4	1035.55	1068.25	99.06
9	BM5	1092.99	993.75	98.24
10	BM6	1094.79	936.29	97.80



DEMOLITION PLAN
SCALE: 1" = 20'



SITE UTILITIES PLAN
SCALE: 1" = 20'



PAVING PLAN
SCALE: 1" = 10'

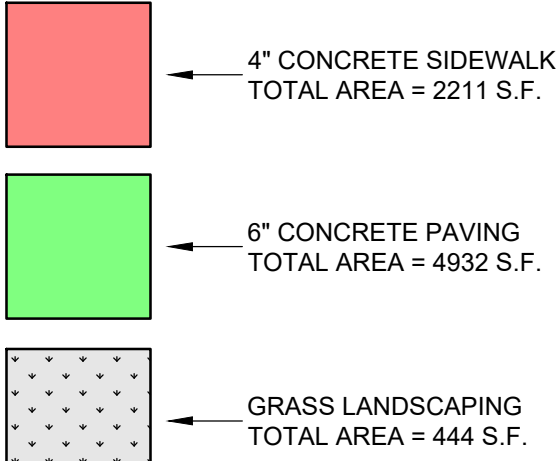
GENERAL NOTES

- CONTRACTOR SHALL VERIFY LOCATION (INCLUDING DEPTH OR HEIGHT) OF ALL UTILITIES WITHIN THE PROJECT AREA BEFORE CONSTRUCTION. DIGGERS HOTLINE 1-800-331-5666.
- CONTRACTORS SHALL PROTECT ALL PROPERTY CORNER PINS. ANY PINS DISTURBED DURING CONSTRUCTION SHALL BE RESET BY A LICENSED SURVEYOR AT THE CONTRACTORS EXPENSE.
- CONTRACTOR SHALL DROP CURB AT INTERSECTION FOR FUTURE A.D.A. RAMPS. LOCATION TO BE DETERMINED IN FIELD BY CITY ENGINEERING STAFF.

CONCRETE NOTES

- ALL CONCRETE FOR THE PARKING LOT AND ADJACENT AREAS SHALL BE THE THICKNESS INDICATED ON THE DRAWINGS. ALL CONCRETE SHALL BE 47B-3500 CONCRETE WITH 6% AIR-ENTRAIMENT.
- PAVING SHALL BE DONE IN ACCORDANCE WITH THE NEBRASKA DEPARTMENT OF ROADS STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ALL SUBGRADE UNDER CONCRETE SHALL BE COMPACTED TO 95% OF STANDARD PROCTOR DENSITY AT $\pm 3\%$ FROM OPTIMUM MOISTURE.
- ALL PAVING TO BE PLACED ON A SCREED AND COMPACTED SAND CUSHION OR APPROVED EQUAL.
- USE LIGHT BROOM OR BURLAP FINISH ON ALL EXTERIOR PAVEMENT.
- AS SOON AS PRACTICAL AFTER PLACING, ALL CONCRETE SHALL HAVE CONTROL JOINTS CUT, $1/4$ OF THE THICKNESS DEEP AND SPACED SUCH THAT LxW IS LESS THAN 1.25 PER ACI 318.
- JOINT SEALER AT ANY JOINTS, SHALL BE A SELF LEVELING POLYURETHANE SEALANT AS SUPPLIED BY VULKEM, SONNEBORNE, DOW OR W.R. MEADOWS.

PAVING NOTE:
PAVING SURFACE
AVAILABLE UPON
REQUEST. SPOT
ELEVATION TO
CONVEY GENERAL
SLOPES.



PAVING LEGEND
NO SCALE

NOTE:
W DESIGN ASSOCIATES, STEVEN W. WOLFORD, P.E., IS PROVIDING PROFESSIONAL ENGINEERING SERVICES FOR THE SITE DESIGN AND STRUCTURAL PLAN FOR THE 403 W. 3RD REDEVELOPMENT PROJECT FOR GOODLIFE ARCHITECTURE IN HASTINGS, NE. WE ARE NOT ACTING AS THE COORDINATING PROFESSIONAL FOR THIS PROJECT. WE ARE REQUIRED TO VERIFY CONSTRUCTION OF THE COMPONENTS SHOWN IN THESE PLANS AND SPECIFICATIONS. PLEASE PROVIDE APPROPRIATE NOTIFICATION FOR INSPECTION(S).

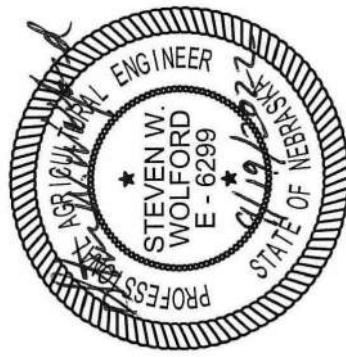
GOODLIFE ARCHITECTURE

403 W. 3RD REDEVELOPMENT PROJECT

HASTINGS, NEBRASKA

DESIGN ASSOCIATES

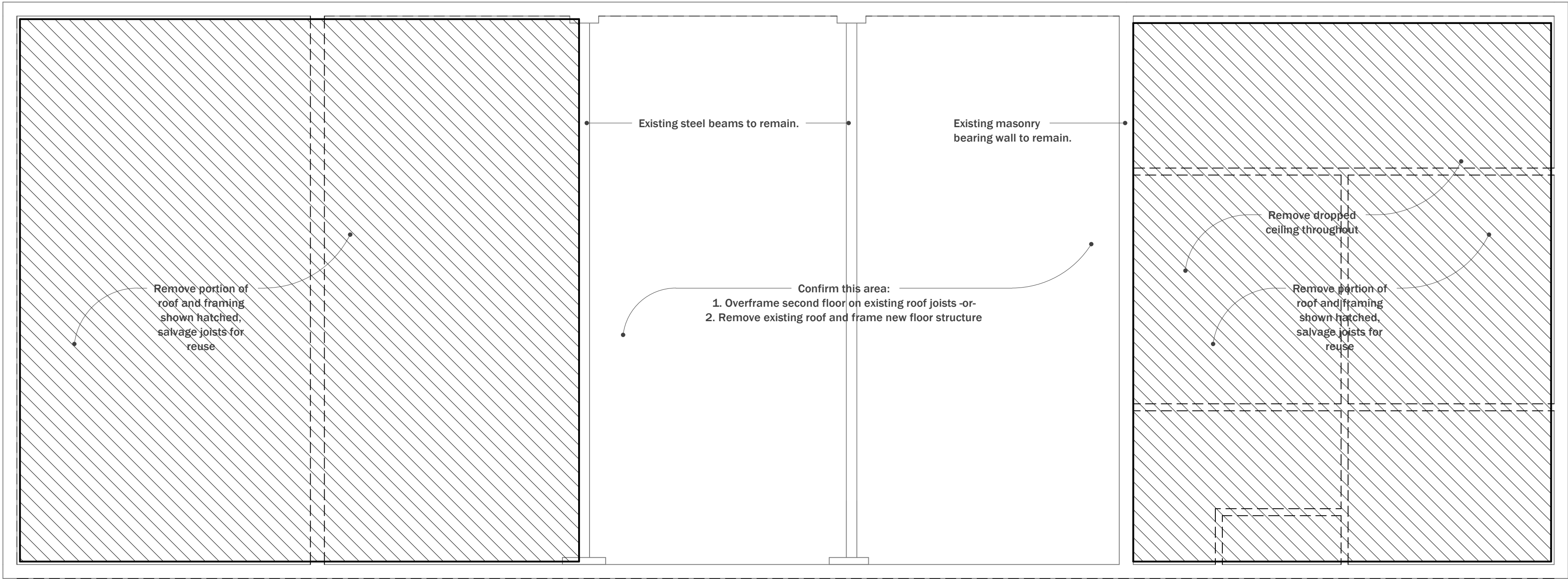
Seal of Coordinating Professional:



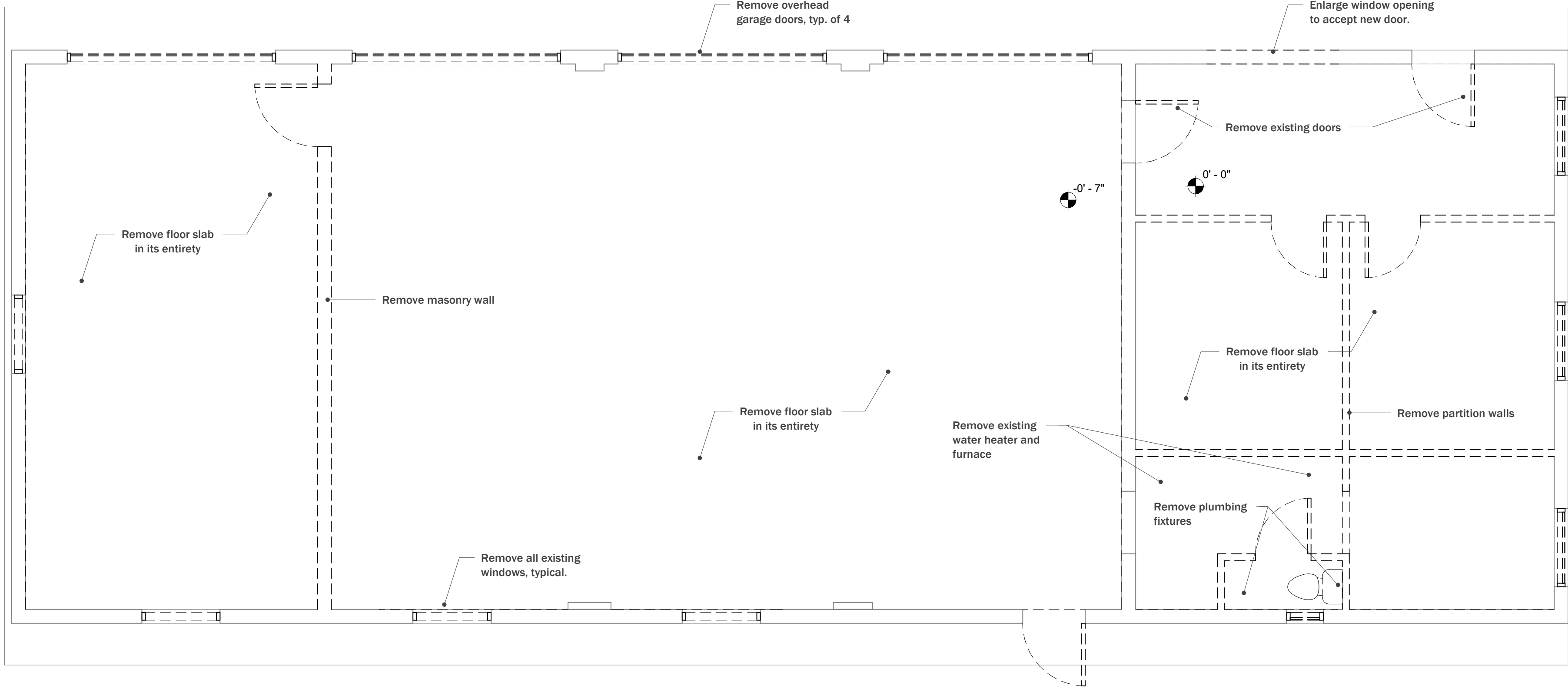
DWG:	915-22 C-1
DRAWN:	NSW/JMT
CHECKED:	SNW
REVISIONS	

C-1

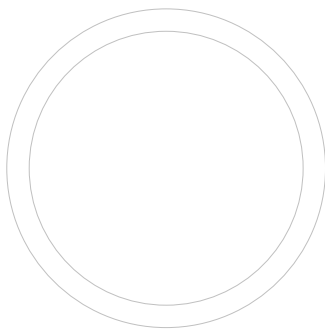
DATE: SEPTEMBER, 2022



2 Demolition Reflected Ceiling Plan
1/4" = 1'-0"



1 Demolition Floor Plan
1/4" = 1'-0"



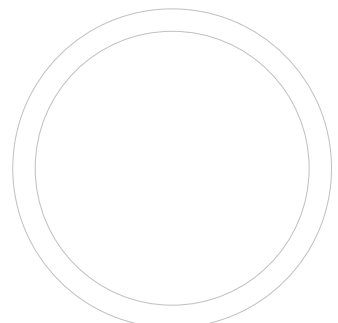
PROJECT:
Garage Flats

403 W 3rd St
Hastings, Nebraska

DATE: 15 Aug, 2022
PROJECT NO: 2201
REVISION: DATE:

NOTES:

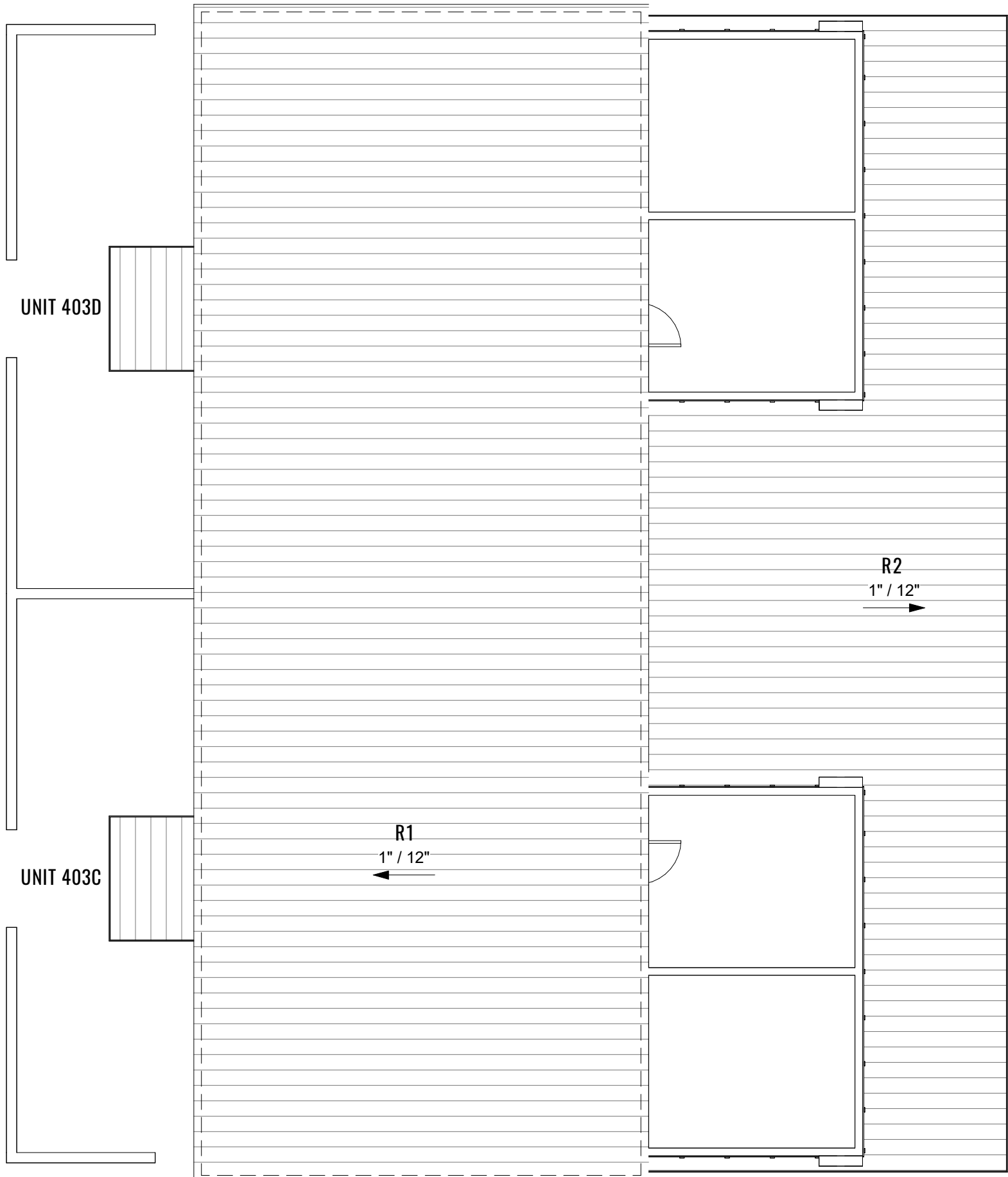
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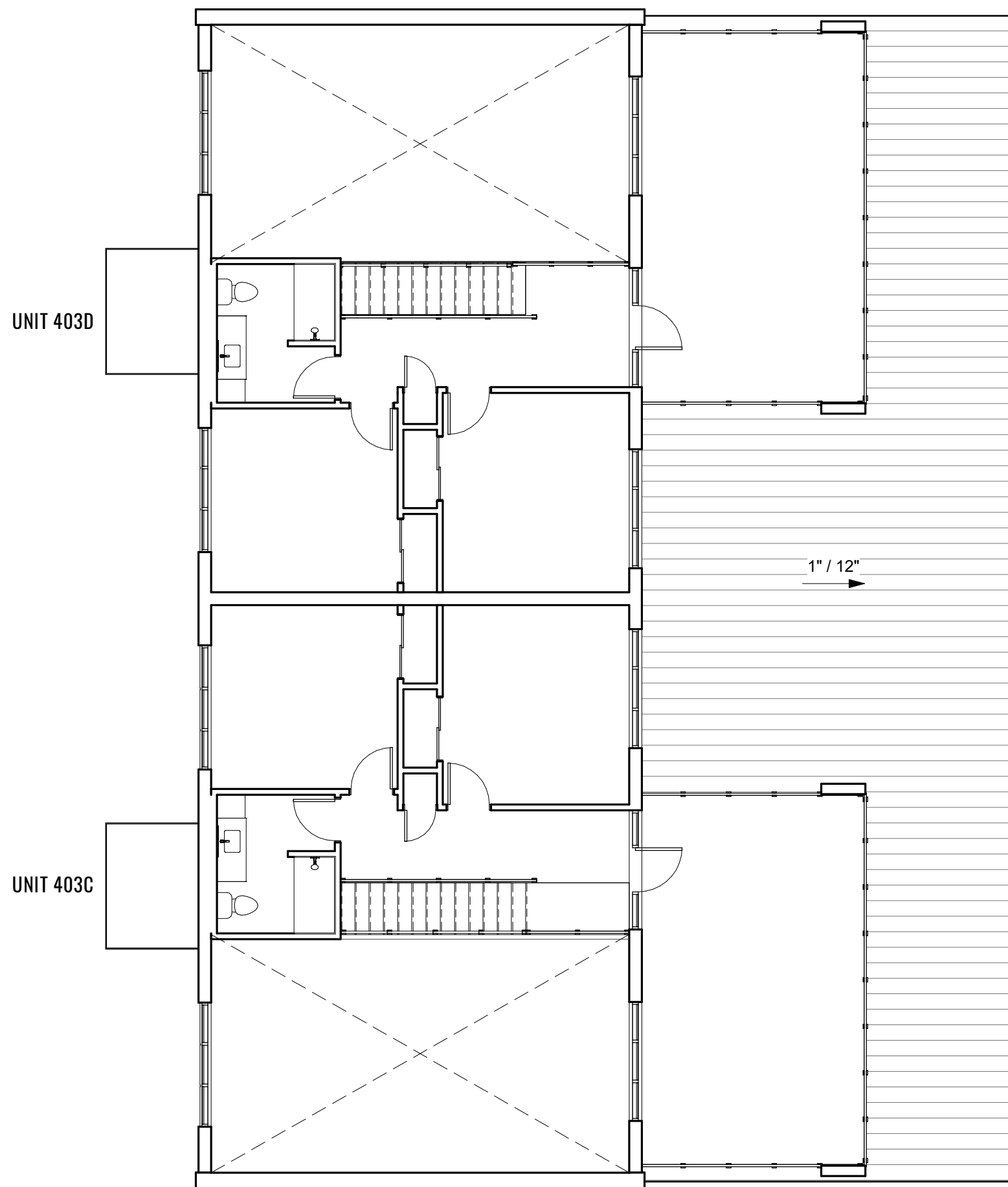
Overall Floor
Plans

SCALE: 1/8" = 1'-0"

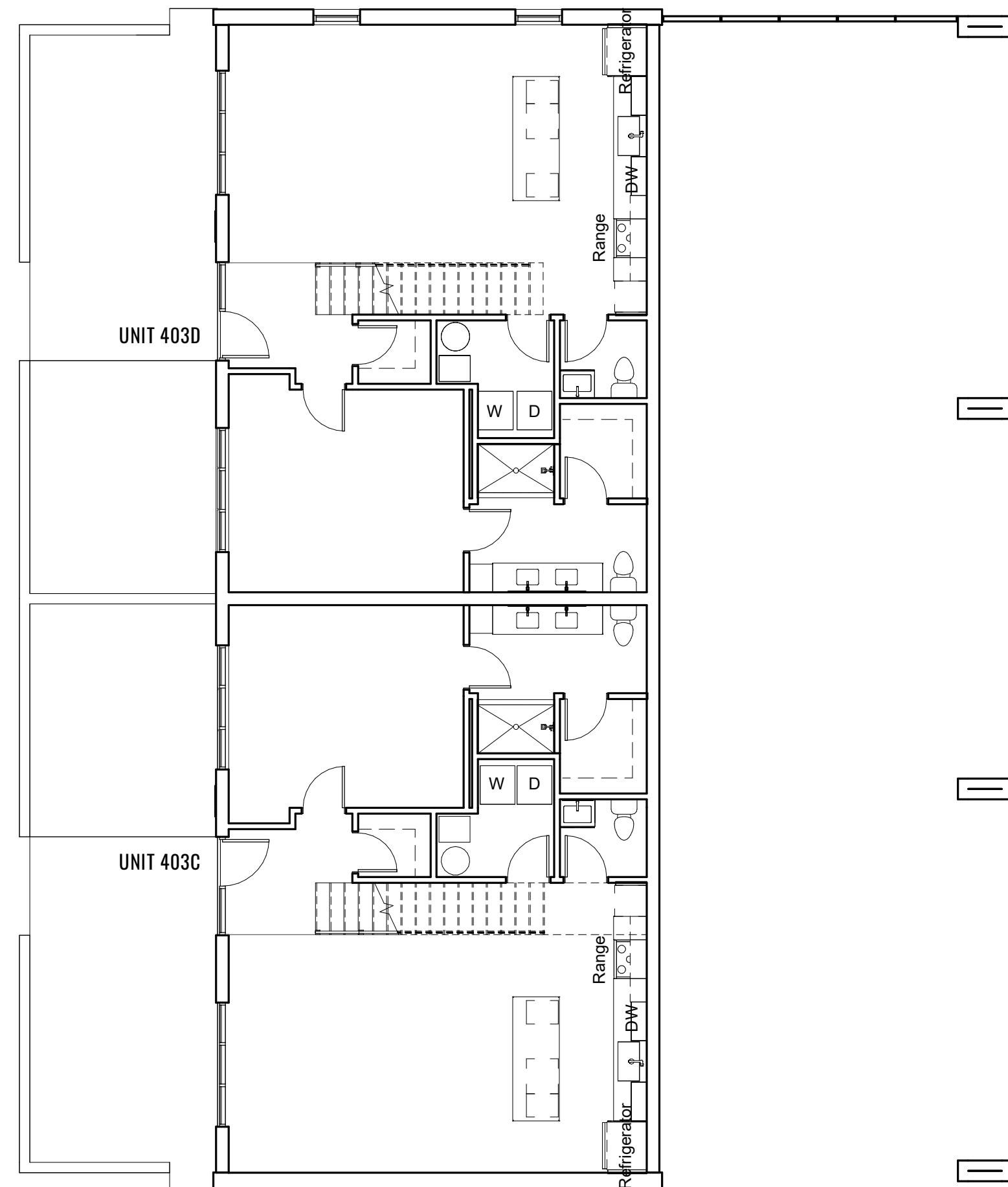
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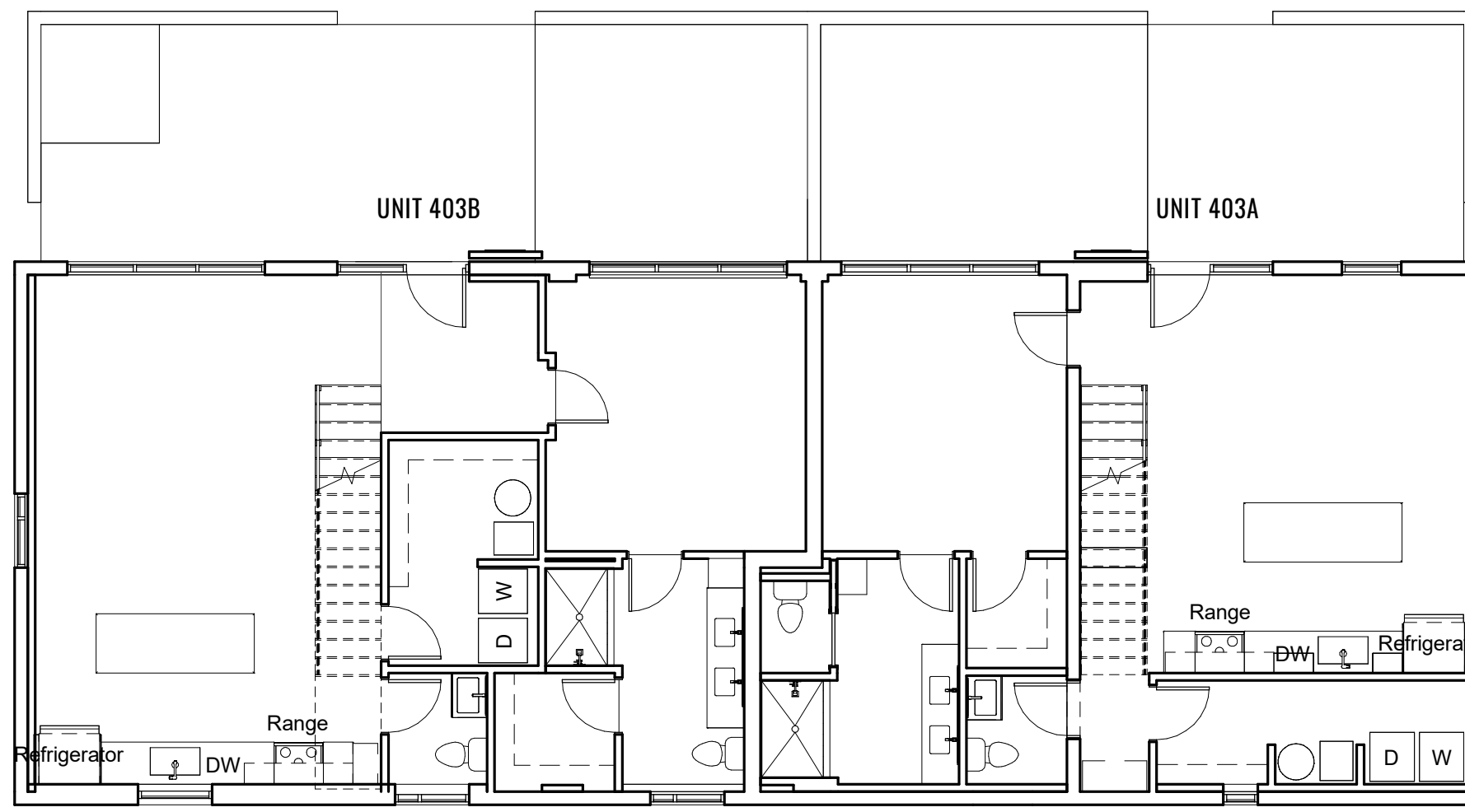
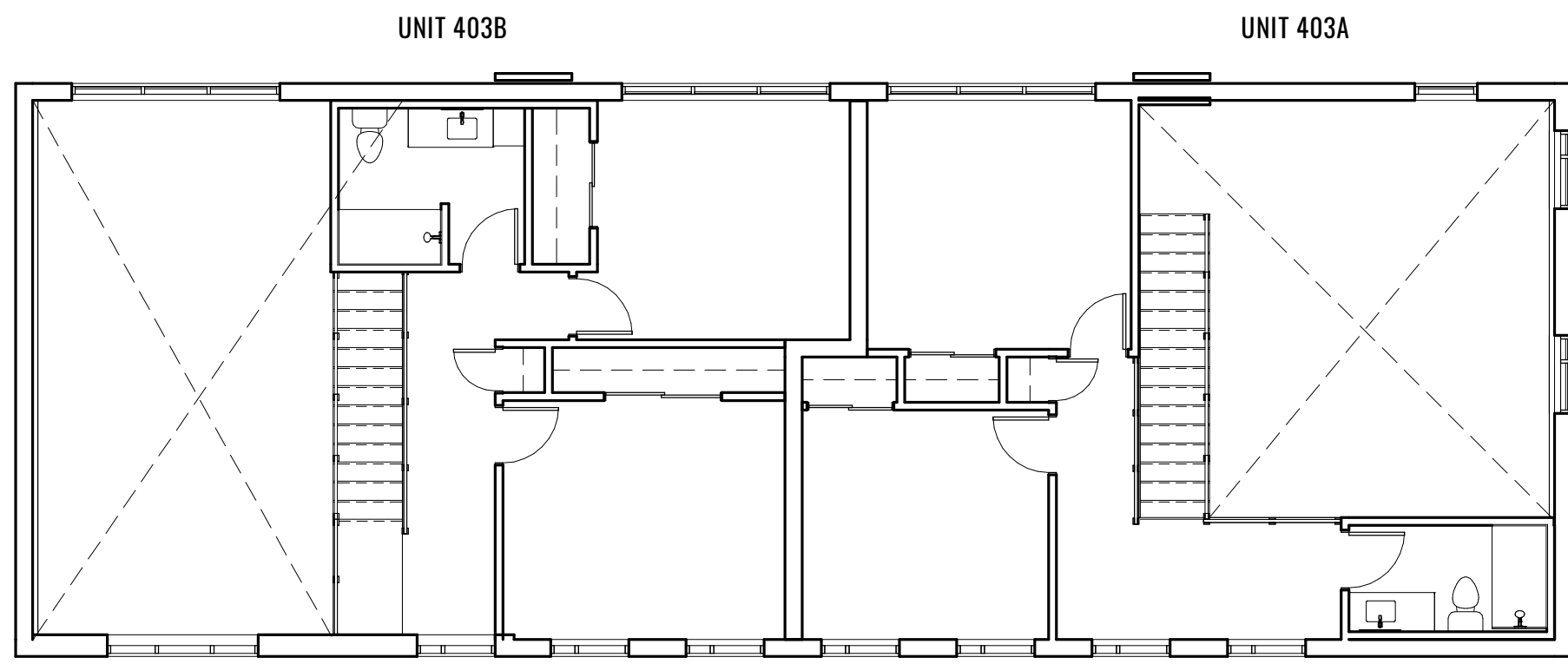
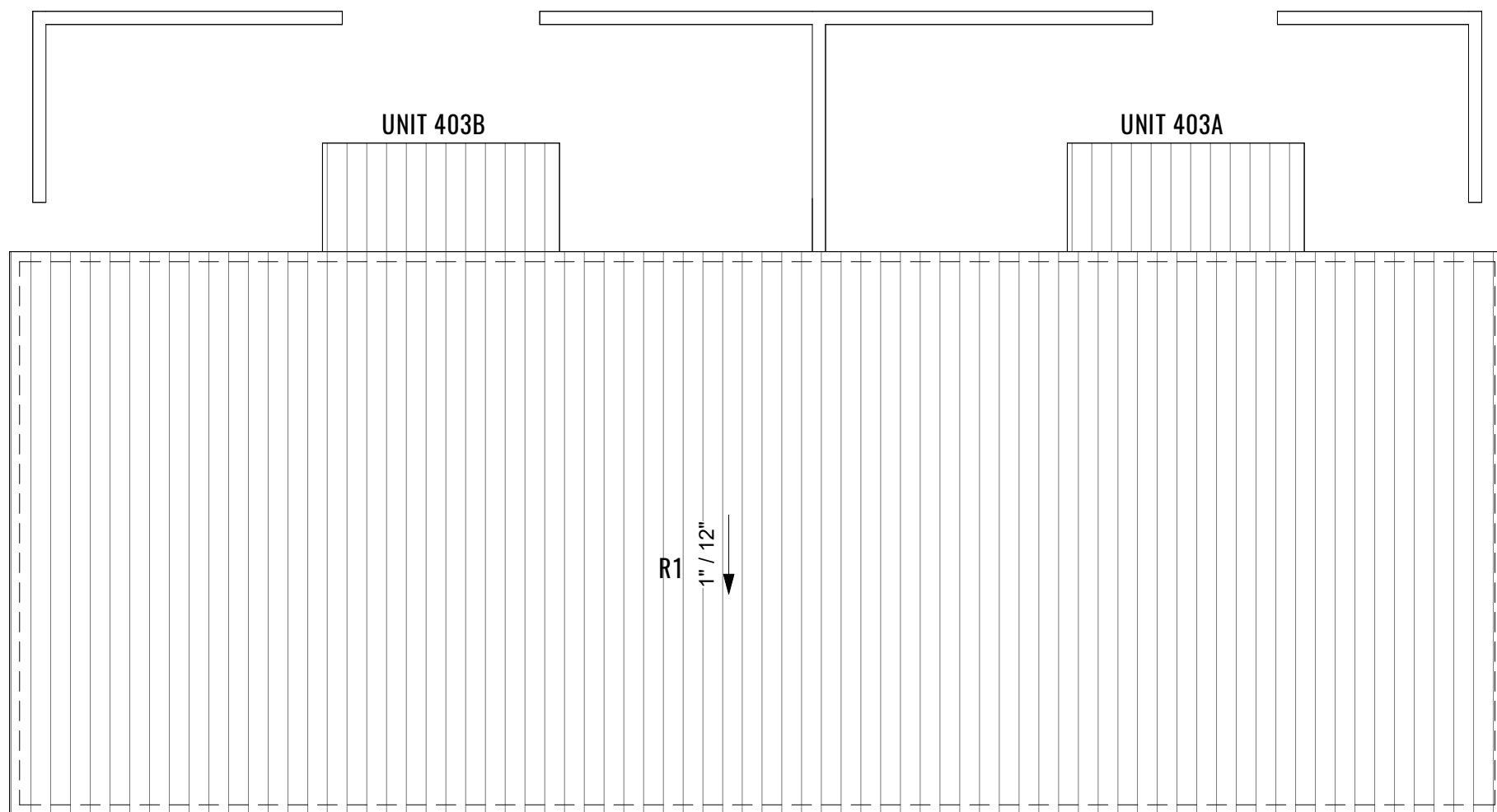
3 Roof Plan
1/8" = 1'-0"



2 Level 2
1/8" = 1'-0"

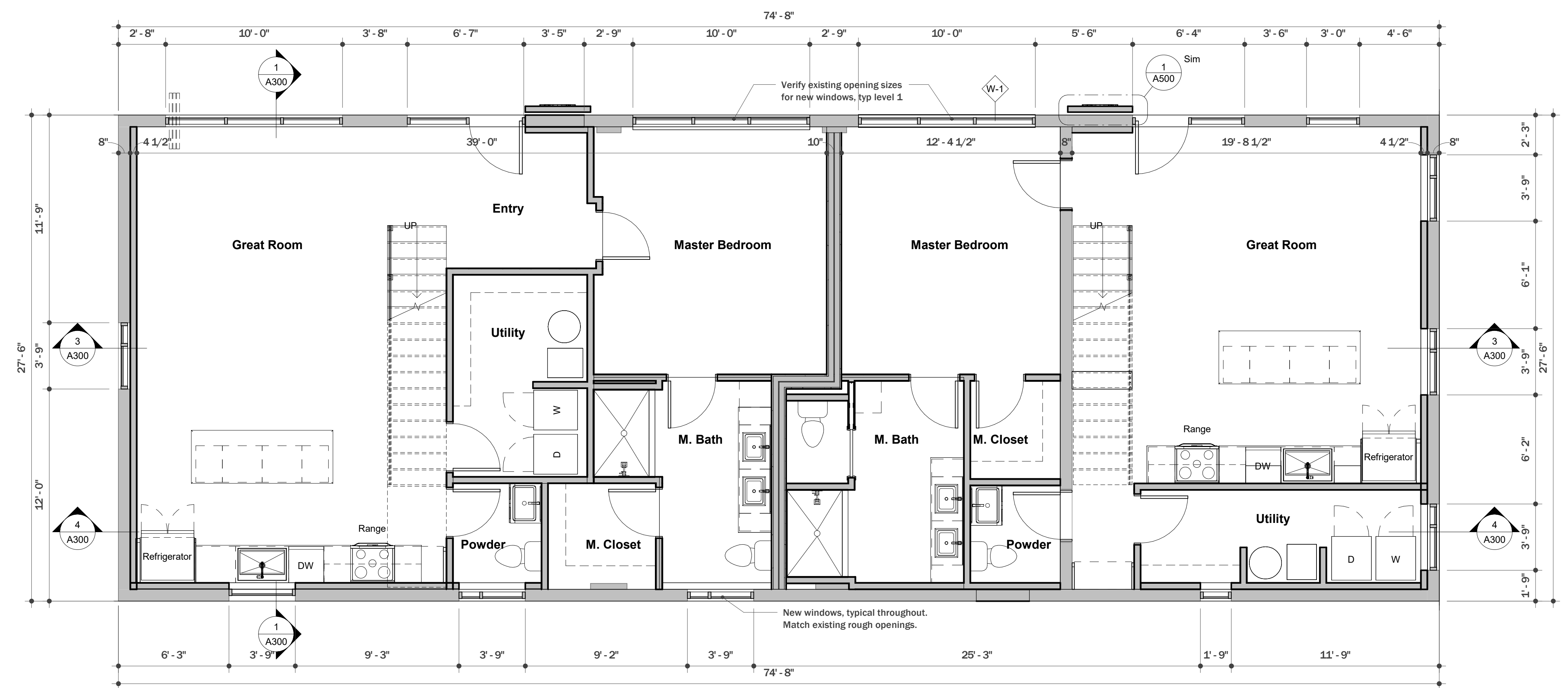


1 Level 1
1/8" = 1'-0"

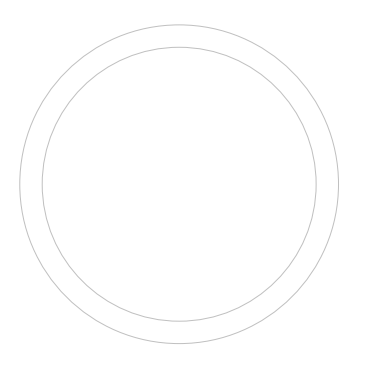


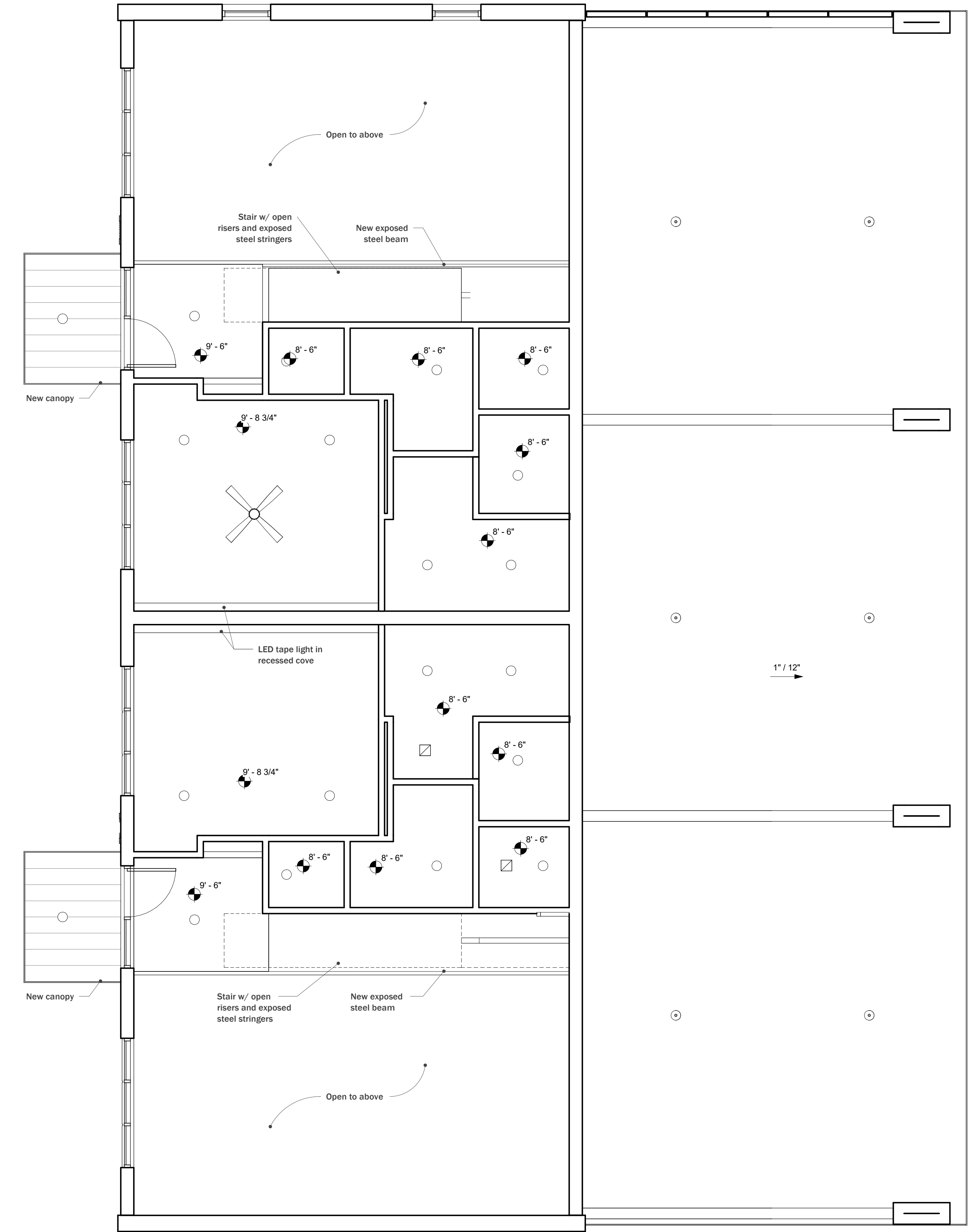


2 Building A Level 1 Reflected Ceiling Plan
1/4" = 1'-0"

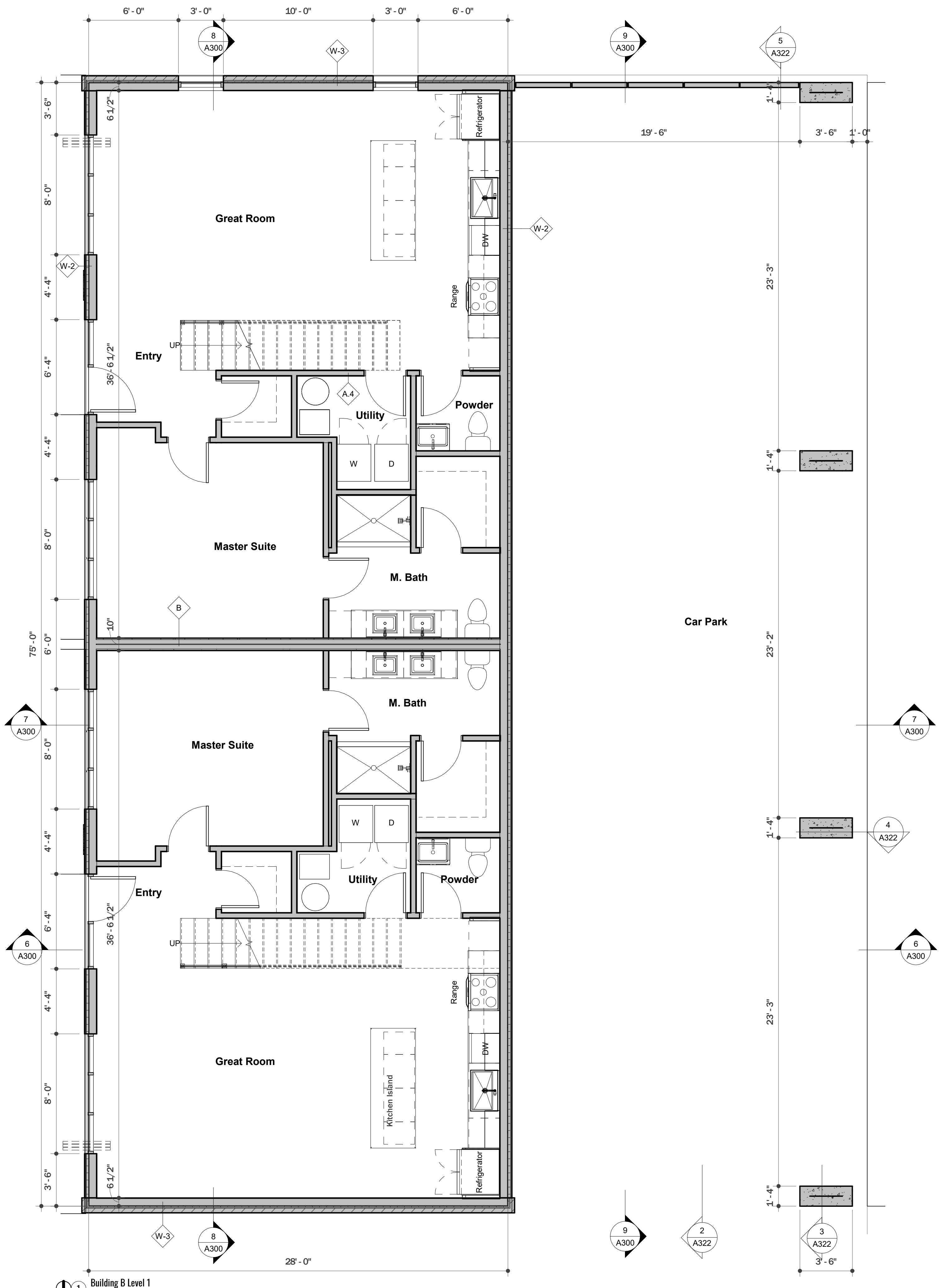


1 Building A Level 1
1/4" = 1'-0"



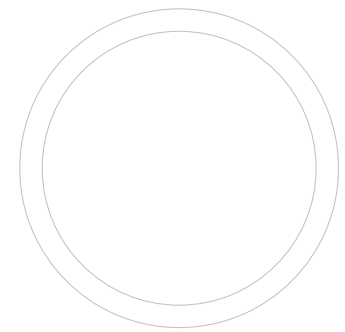


3 Building B Level 1 Reflected Ceiling Plan
1/4" = 1'-0"



1 Building B Level 1
1/4" = 1'-0"

NOT FOR CONSTRUCTION



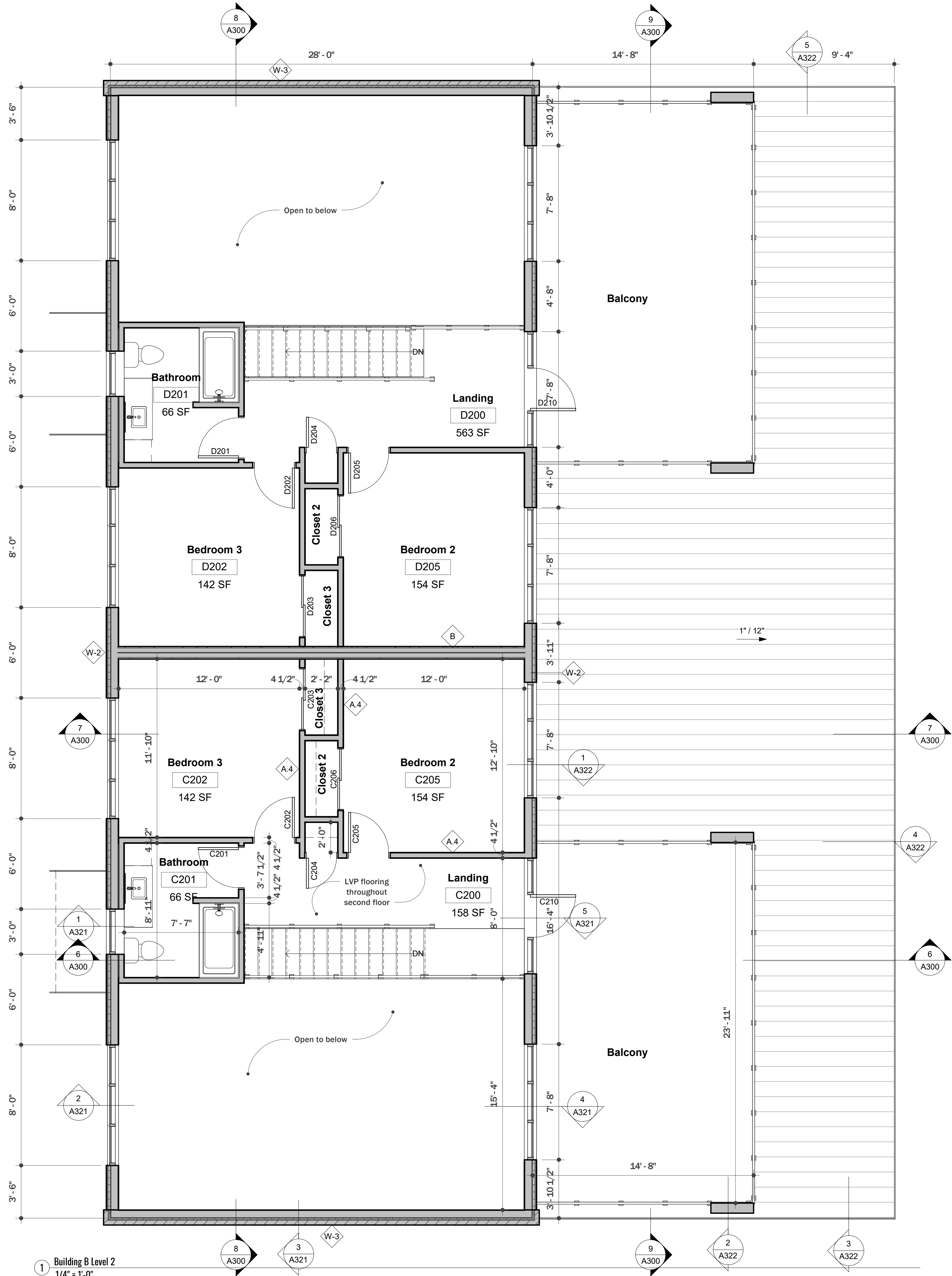
Plans -
Building B,
Level 1

SCALE: 1/4" = 1'-0"

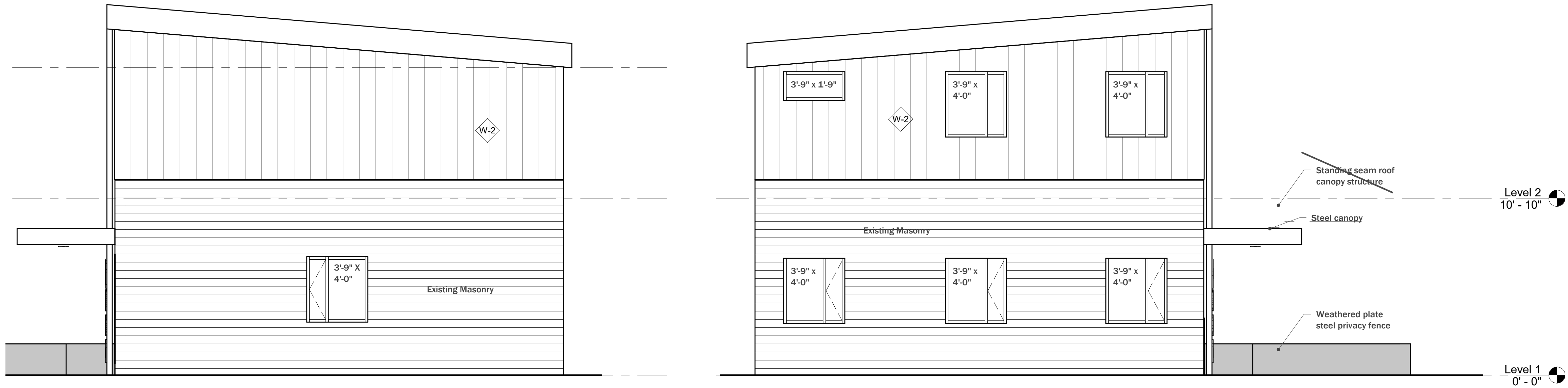
A103



2 Building B Level 2 Reflected Ceiling Plan
1/4" = 1'-0"

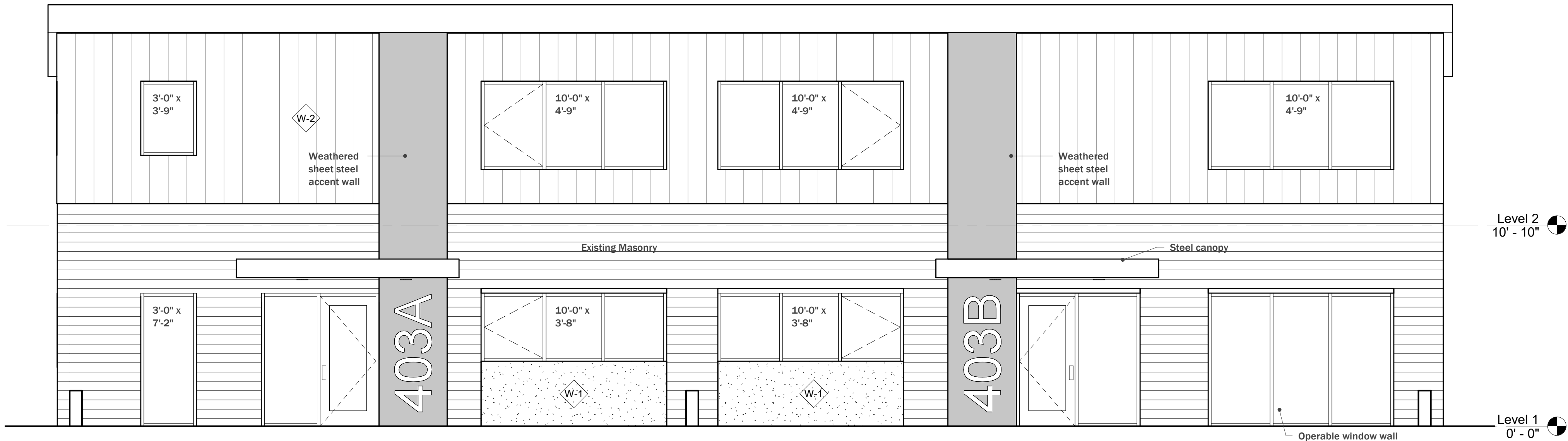


1 Building B Level 2
1/4" = 1'-0"

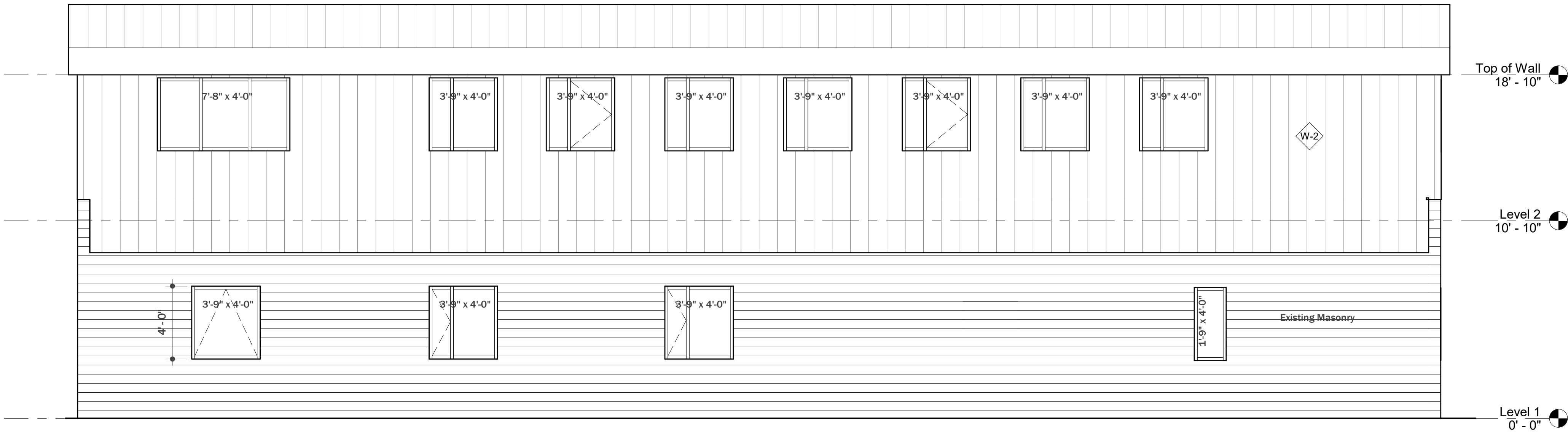


4 Building A West Elevation
1/4" = 1'-0"

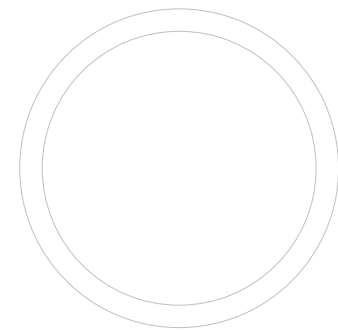
1 East Elevation
1/4" = 1'-0"

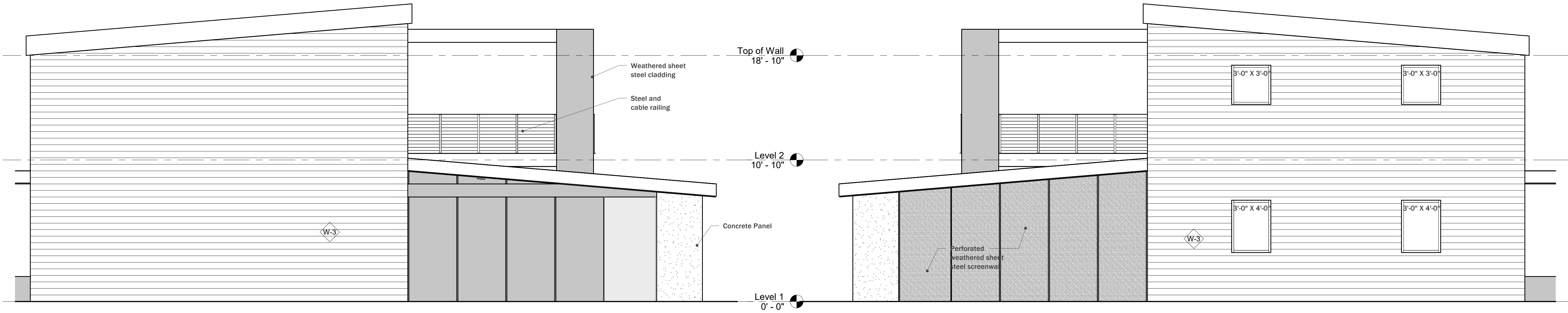


2 Building A North Elevation
1/4" = 1'-0"



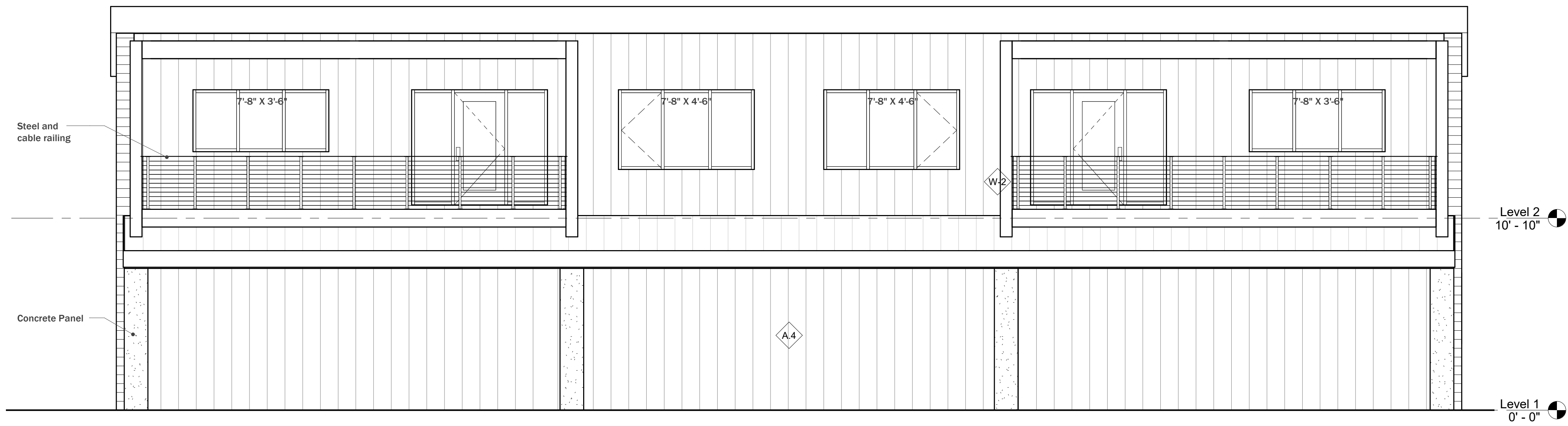
3 Building A South Elevation
1/4" = 1'-0"



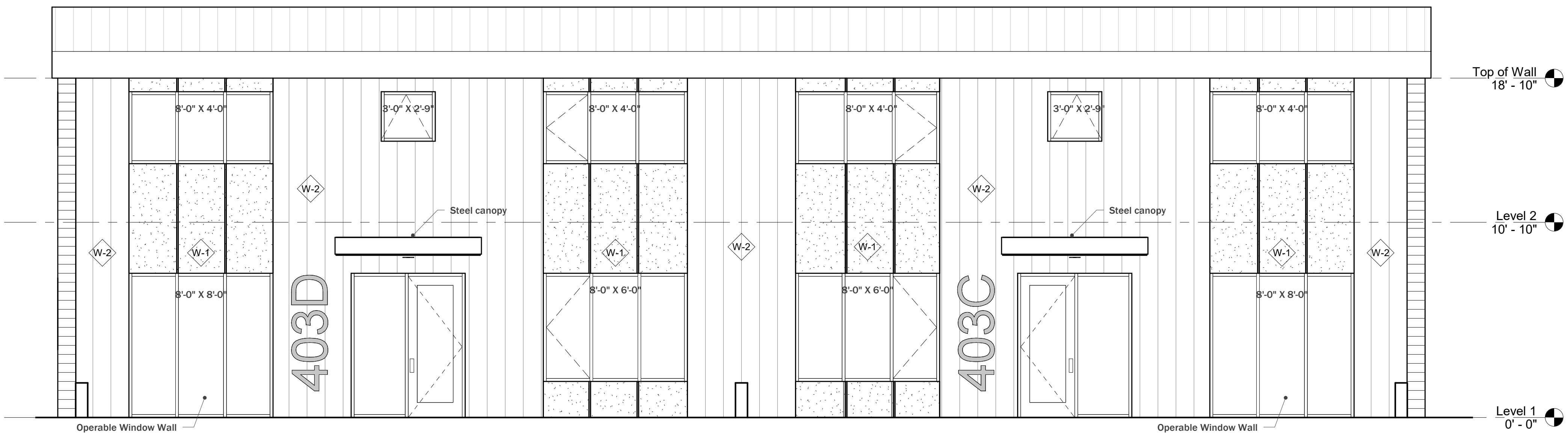


② Building B South Elevation
1/4" = 1'-0"

① Building B North Elevation
1/4" = 1'-0"



④ Building B East Elevation
1/4" = 1'-0"



③ Building B West Elevation
1/4" = 1'-0"

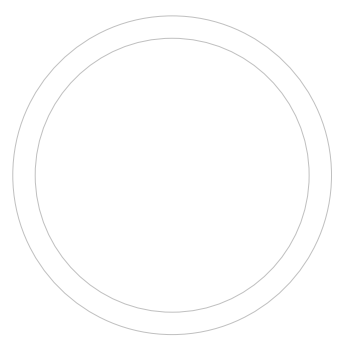
PROJECT:
Garage Flats

403 W 3rd St
Hastings, Nebraska

DATE: 15 Aug, 2022
PROJECT NO: 2201
REVISION: DATE:

NOTES:

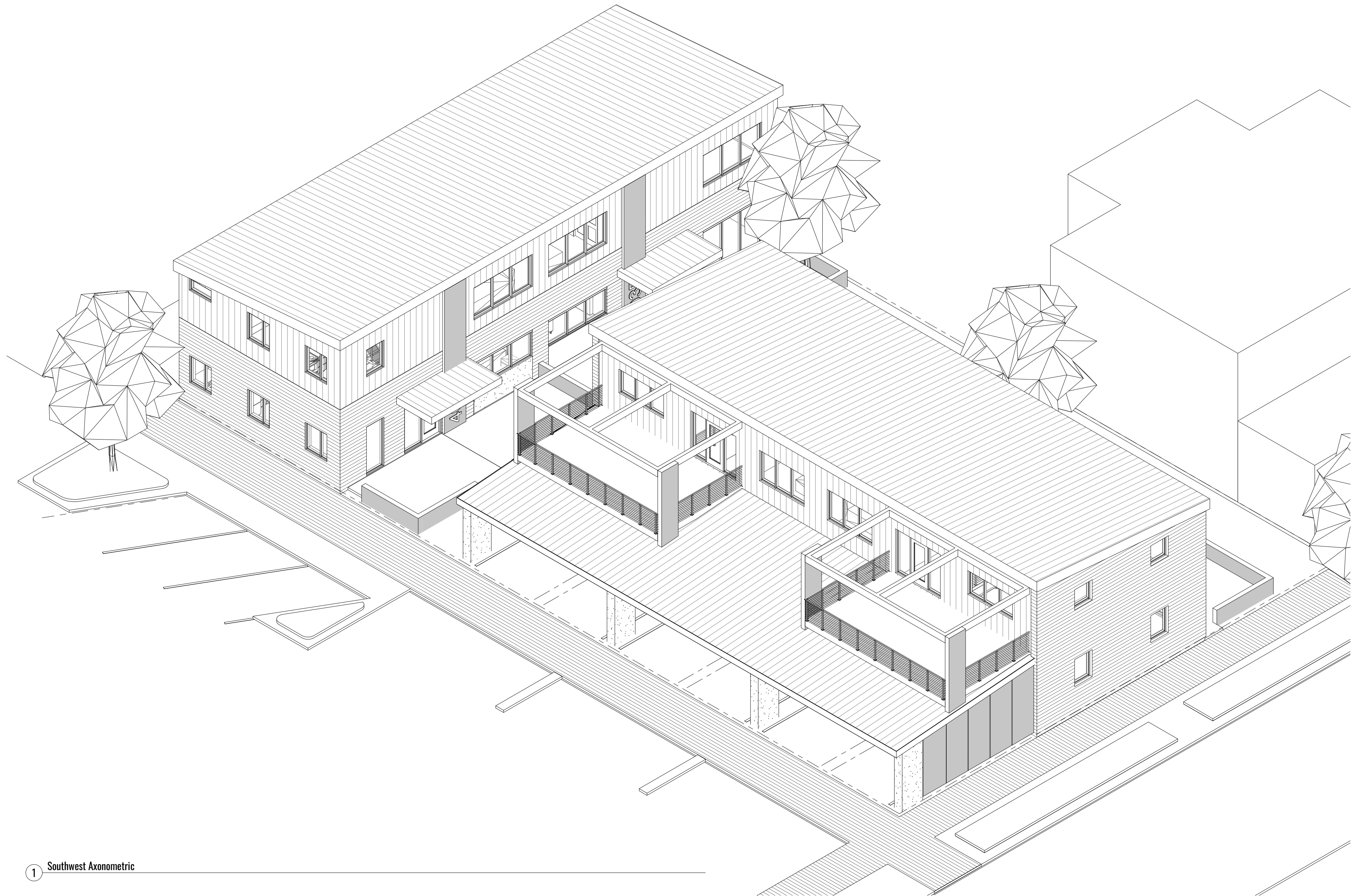
NOT FOR CONSTRUCTION



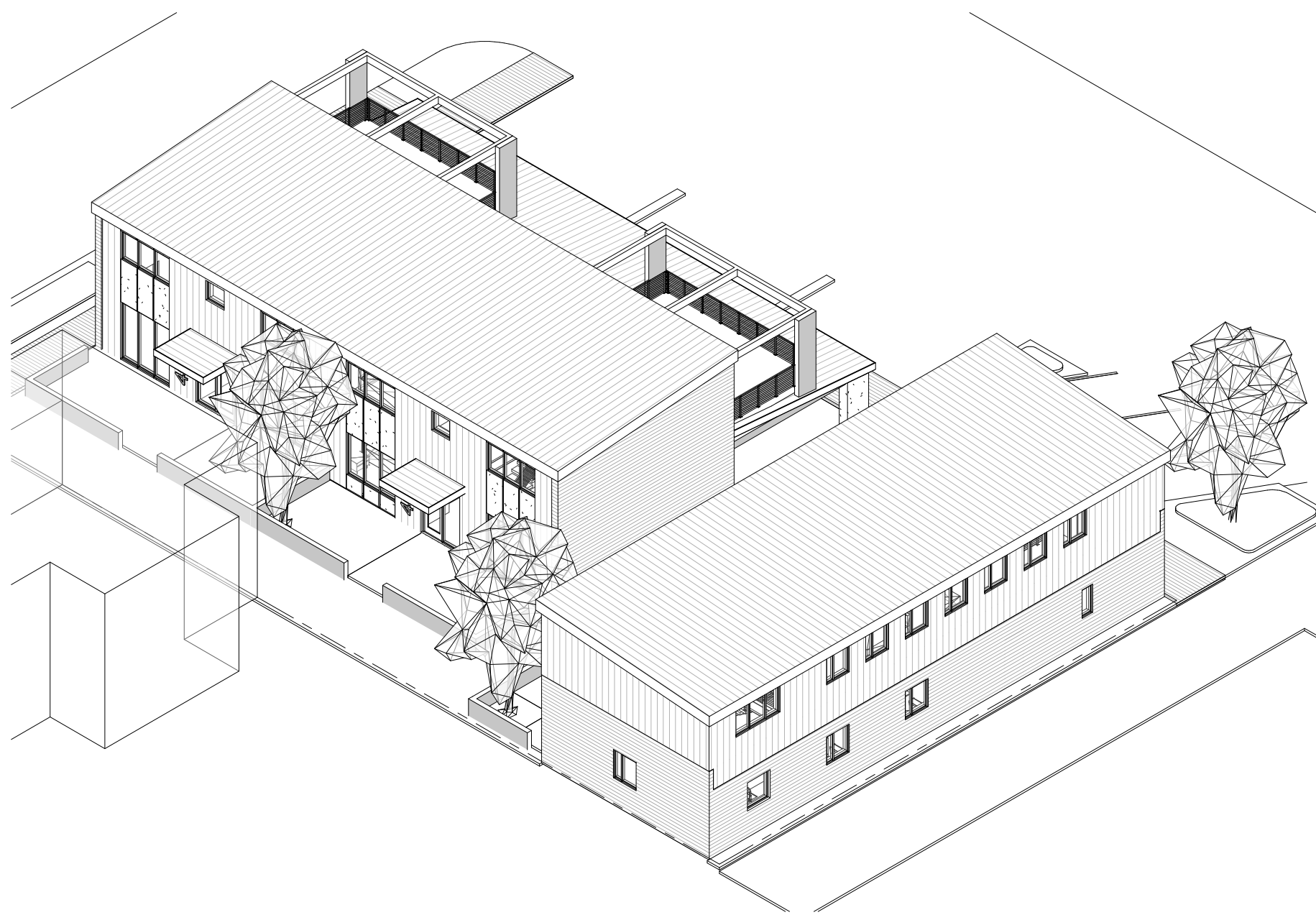
Exterior
Axonometric
Views

SCALE:

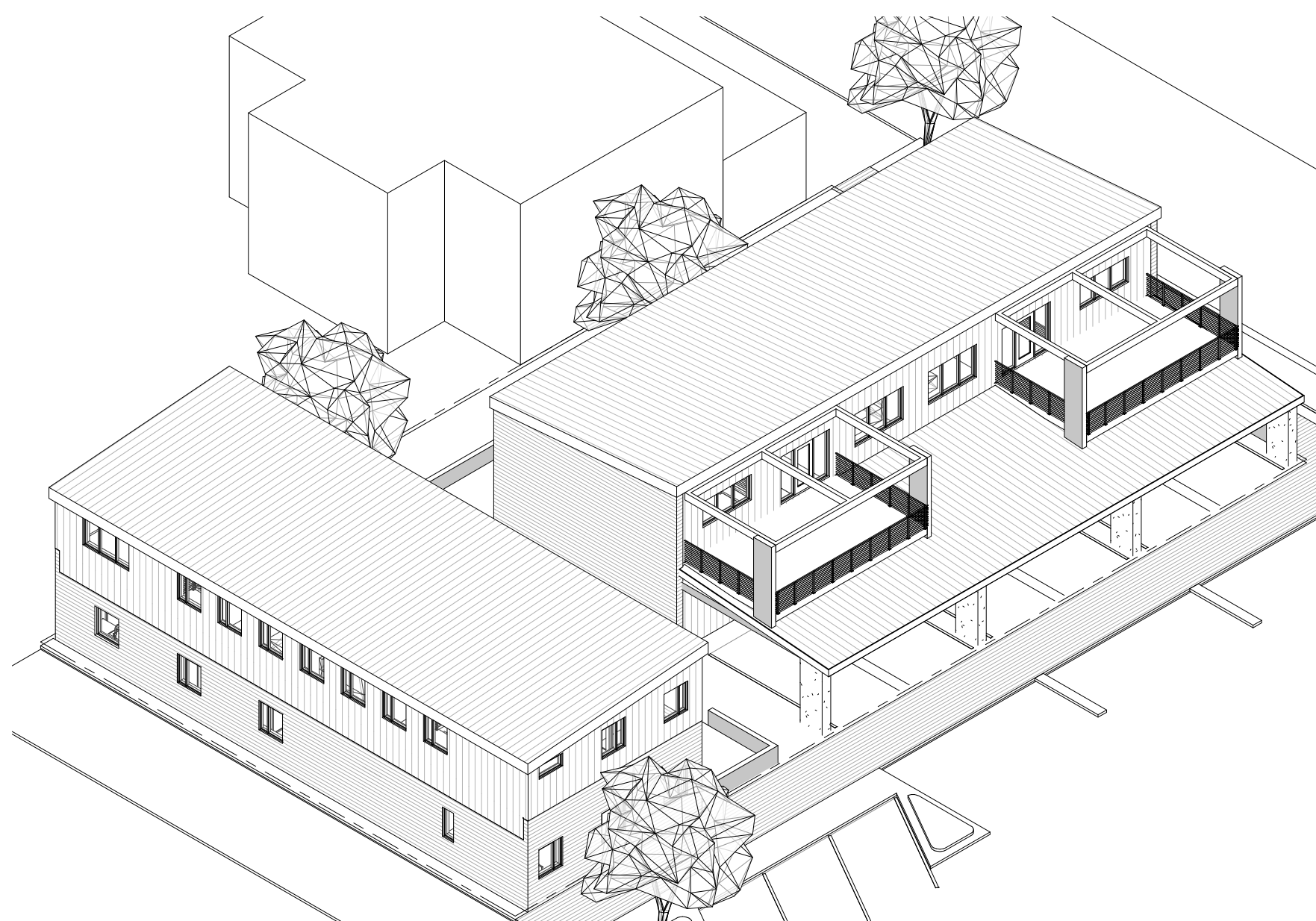
A202



1 Southwest Axonometric



4 Northeast Axonometric



3 Northwest Axonometric



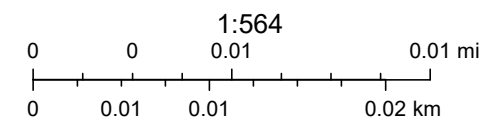
2 Southeast Axonometric

ArcGIS Web AppBuilder



10/6/2022, 1:41:37 PM

 Parcels  TwoMile  Limits



Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 10/18/2022
File No: 2022-063
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Public hearing to recommend a request for Randy Chick regarding Plan Modification No. 2022-3 to Redevelopment Area Number #1, Garage Flats Project, for the following collective property, to wit: Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof, commonly addressed as 403 W 3rd St Hastings, NE

Motion to recommend approval for Plan Modification No. 2022-3 to Redevelopment Area Number #1, Garage Flats Project, for the following collective property, to wit: Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof, commonly addressed as 403 W 3rd St Hastings, NE

Names of People/Business affected by this action:

The applicant, the people of Hastings, the Community Redevelopment Authority, and the City.

Why Planning Commission action is required:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall submit such plan to the planning commission or board of the city in which the redevelopment project area is located for review and recommendations as to its conformity with the general plan for the development of the city as a whole. The planning commission or board shall submit its written recommendations with respect to the proposed redevelopment plan to the authority within thirty days after receipt of the plan for review. Upon receipt of the recommendations of the planning commission or board or, if no recommendations are received within such thirty days, then without such recommendations, an authority may recommend the redevelopment plan to the governing body of the city for approval (N.R.S. 18-2112).

Type of action requested:

Motion

Suggested motion:

Motion to recommend approval for Plan Modification No. 2022-3 to Redevelopment Area Number #1, Garage Flats Project, for the following collective property, to wit: Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof, commonly addressed as 403 W 3rd St Hastings, NE

Deadlines associated with action:

This case will be presented for final approval at the November 14, 2022 regular City Council meeting.

Department head comments:

Garage Flats LLC wants to amend the Redevelopment Plan for Area #1. The developer intends to renovate the existing building and construct a second new building into apartments.

Garage Flats LLC will utilize Tax Increment Financing to Financing to aid in site acquisition, site preparation, interior demolition, rehabilitation of the structure, facade enhancements, architectural, engineering and planning costs, capitalized interest, and legal fees, public parking and any other eligible public improvements. Total anticipated project costs are approximately \$1,279,716 for construction and installation of the project. Cost of TIF eligible public improvements are estimated to be \$287,000. The redevelopment project area currently has an estimated valuation of \$104,078. The proposed redevelopment will create an additional valuation of \$1,095,922.

Future Land Use for this area is Mixed Use – Downtown. The Imagine Hastings Comprehensive Plan stated a desire for a land use pattern that is supportive of similar uses. This area is currently zoned C-2 and will not require rezone to accommodate this use.

Plan Modification 2022-3, attached, details further information.

Recommendation:

Staff recommends a motion to recommend approval for Plan Modification No. 2022-3 to Redevelopment Area Number #1, Garage Flats Project, for the following collective property, to wit: Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof, commonly addressed as 403 W 3rd St Hastings, NE

REDEVELOPMENT PLAN #1
PLAN MODIFICATION NO. 2022-3
(Garage Flats, LLC - Redevelopment Project)

The Community Redevelopment Authority (CRA) of the City of Hastings intends to amend the Redevelopment Plan for Area #1 within the city, pursuant to the Nebraska Community Development Law (the "Act") and provide for the financing of a specific redevelopment related project in Area #1.

Executive Summary:

Project Description

The project consists of the purchase and redevelopment of a 1-story property located at 403 W. 3rd also known as Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof. The property has or will be acquired and will be renovated for residential uses, including fire/life safety improvements and building rehabilitation and remodeling.

The use of Tax Increment Financing will aid in rehabilitation expenses associated with redevelopment of the existing building at 403 W. 3rd into two residential units and the construction of a second two-unit building. The use of Tax Increment Financing is an integral part of the development plan and necessary to make this project affordable. The project will result in renovating one historic building, constructing another building and creating four modern apartments. This project would not be possible without the use of TIF.

Garage Flats, LLC plans to purchase the building at 403 W. 3rd and the building is currently vacant. The developer is in the process of finalizing development plans and will provide evidence that they have secured adequate debt financing and equity to cover the costs associated with the remodeling and rehabilitation of the existing building and construction of a second new building prior to the execution of a Redevelopment Contract. The Hastings Community Redevelopment Authority (CRA) intends to pledge the ad valorem taxes generated over the 15-year period beginning January 1, 2023 towards the allowable costs and associated financing for rehabilitation.

TAX INCREMENT FINANCING TO PAY FOR ACQUISITION AND THE REHABILITATION OF THE PROPERTY WILL COME FROM THE FOLLOWING REAL PROPERTY:

Property Description (the "Redevelopment Project Area")

403 W. 3rd Hastings, Nebraska

Legal Description: Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings, Adams County, Nebraska.

Garage Flats, LLC will utilize Tax Increment Financing to aid in site acquisition, site preparation, interior demolition, rehabilitation of the structure, facade enhancements, architectural, engineering and planning costs, capitalized interest, and legal fees, public parking and any other eligible public improvements essential for public uses in accordance with the Redevelopment Plan. The housing project shall qualify as "Workforce Housing" for purposes of the definitions provided in Neb. Rev. Stat. 18-2103 (28)(g) and 18-2103 (32)(c).

The Project shall utilize the benefits of the Nebraska Community Development Law, including the use of tax increment financing for eligible costs which shall include, but not be limited to:

- Site acquisition costs for the Project Site

- Site preparation and site grading for the Project Site
- Building enhancements including façade improvements to assist in the prevention of future blight conditions and energy enhancements to make the structures more energy efficient
- Garage Flats shall qualify as a “Workforce Housing” project for purposes of the Nebraska Community Development Law which makes all of the Project costs eligible as expenses

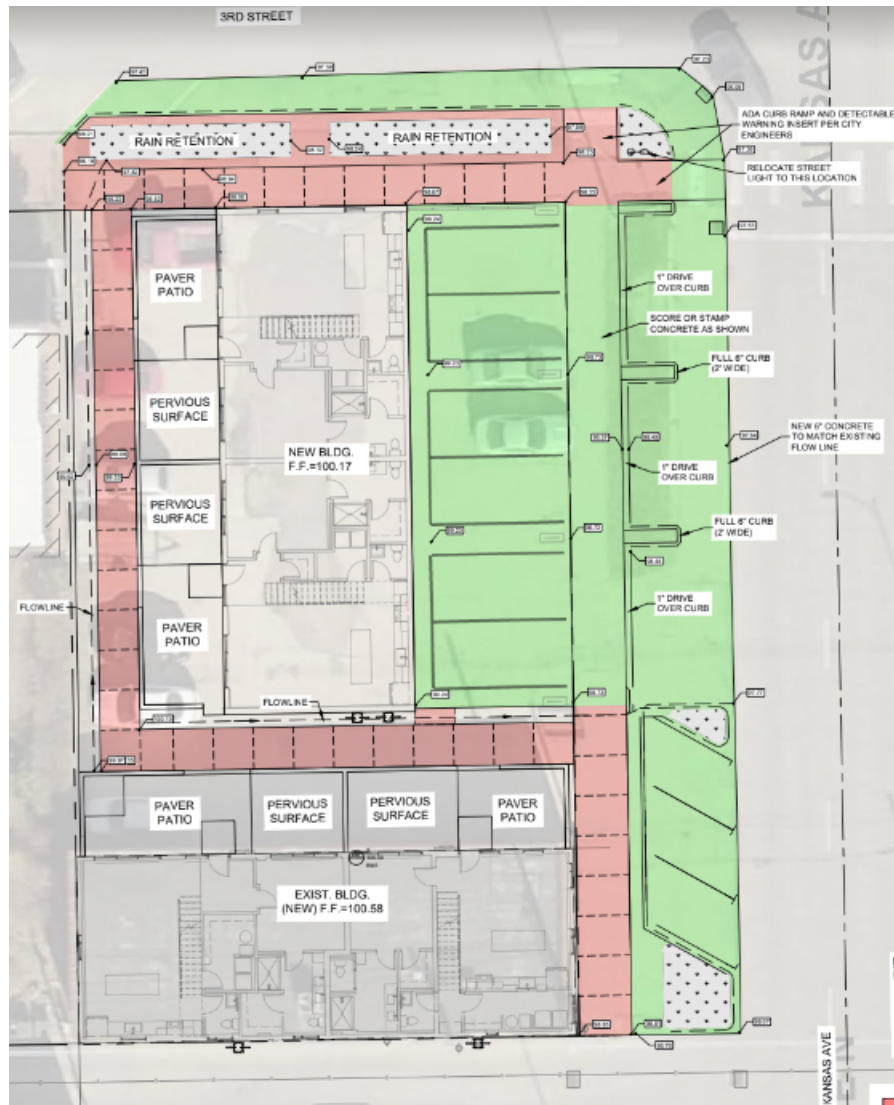
Map of Existing Land Use and Proposed Redevelopment Site



City Limits	R-3: Multiple-family	C-1: Local business
subdivision	R-1A: Single family large lot	C-2: Central business
A: Agricultural district	R-1S: Single family suburban	C-3: Commercial business
R-1: Urban single family	R-1S: Urban single family undersized lot	C-4: Commercial office
R-2: Two-family	CMP: Campus Institutional	I-1: Light industrial
R-3G: Garden apartment	C2: Clear zone	I-2: Heavy industrial

403 W. 3rd City of Hastings Zoning

Site Plan - Garage Flats



The tax increment will be captured for the tax years 2023 through 2037 inclusive.

The real property ad valorem taxes on the current valuation will continue to be paid to the normal taxing entities. The increase in value will come from the construction residential space as permitted in the R-3 Planned Zoning District. The tax increment will be captured for the tax years 2023 through 2037 inclusive. Provided, however, if there is no increase in valuation for the 2023 tax year, the increment will be captured beginning in the year when an increase in value is available for capture and ending fifteen years later.

Project costs for the acquisition, facade, renovation and construction of two duplex style residential apartments are estimated to be \$1,279,716. The anticipated project valuation when completed is \$1,200,000 and the developer projects an incremental valuation increase of approximately \$1,095,922.

Statutory Pledge of Taxes.

In accordance with Section 18-2147 of the Act and the terms of the Resolution providing for the issuance of the TIF Note, the Authority hereby provides that any ad valorem tax on the Redevelopment Project Area for the benefit of any public body be divided for a period of fifteen years after the effective

date of this provision as set forth in the Redevelopment Contract, consistent with this Redevelopment Plan. Said taxes shall be divided as follows:

- a) That portion of the ad valorem tax which is produced by levy at the rate fixed each year by or for each public body upon the current redevelopment project area valuation shall be paid into the funds, of each such public body in the same proportion as all other taxes collected by or for the bodies; and
- b) That portion of the ad valorem tax on real property in the redevelopment project in excess of such amount, if any, shall be allocated to and, when collected, paid into a special fund of the Authority to pay the principal of; the interest on, and any premiums due in connection with the bonds, loans, notes, or advances on money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Authority for financing or refinancing, in whole or in part, a redevelopment project. When such bonds, loans, notes, advances of money, or indebtedness including interest and premium due have been paid, the Authority shall so notify the County Assessor and County Treasurer and all ad valorem taxes upon real property in such redevelopment project shall be paid into the funds of the respective public bodies.

Pursuant to Section 18-2150 of the Act, the ad valorem tax so divided is hereby pledged to the repayment of loans or advances of money, or the incurring of any indebtedness, whether funded, refunded, assumed, or otherwise, by the CRA to finance or refinance, in whole or in part, the redevelopment project, including the payment of the principal of, premium, if any, and interest on such bonds, loans, notes, advances, or indebtedness.

Redevelopment Plan Amendment Complies with the Act:

The Community Development Law requires that a Redevelopment Plan and Project consider and comply with a number of requirements. This Plan Amendment meets the statutory qualifications as set forth below.

- 1. The Redevelopment Project Area was first declared blighted and substandard by action of the Hastings City Council on March 23, 1987 (Resolution No. 1069). In September of 2017 a blight and substandard study was completed and the area was re-declared blighted and substandard by action of the Hastings City Council on November 13, 2017. (§18-2109) Such declaration was made after a public hearing with full compliance with the public notice requirements of §18-2115 of the Act,**
- 2. Conformation to the General Plan for the Municipality as a whole. (§18-2103 /13) (a) and §18-2110)**

Hastings adopted a Comprehensive Plan on February 24, 2009. This redevelopment plan amendment and project are consistent with the Comprehensive Development Plan, in that no changes in the Comprehensive Development Plan elements are intended. This plan merely provides funding for the developer to preserve a historic building and create workforce housing for residential uses on this property as defined by the current and effective zoning regulations. The Hastings Planning Commission will hold a public hearing at their meeting on October 18, 2022 to approve Plan Modification No. 2022-3 to Redevelopment Plan I confirming that this project is consistent with the Comprehensive Development Plan for the City of Hastings.

- 3. The Redevelopment Plan must be sufficiently complete to address the following items: (§18-2103/13) (b)**
 - a. Land Acquisition:**

The Redevelopment Plan for Area I provides for real property acquisition and this plan amendment does not prohibit such acquisition. Garage Flats, LLC plans to purchase the property prior to the start of construction of the Project.

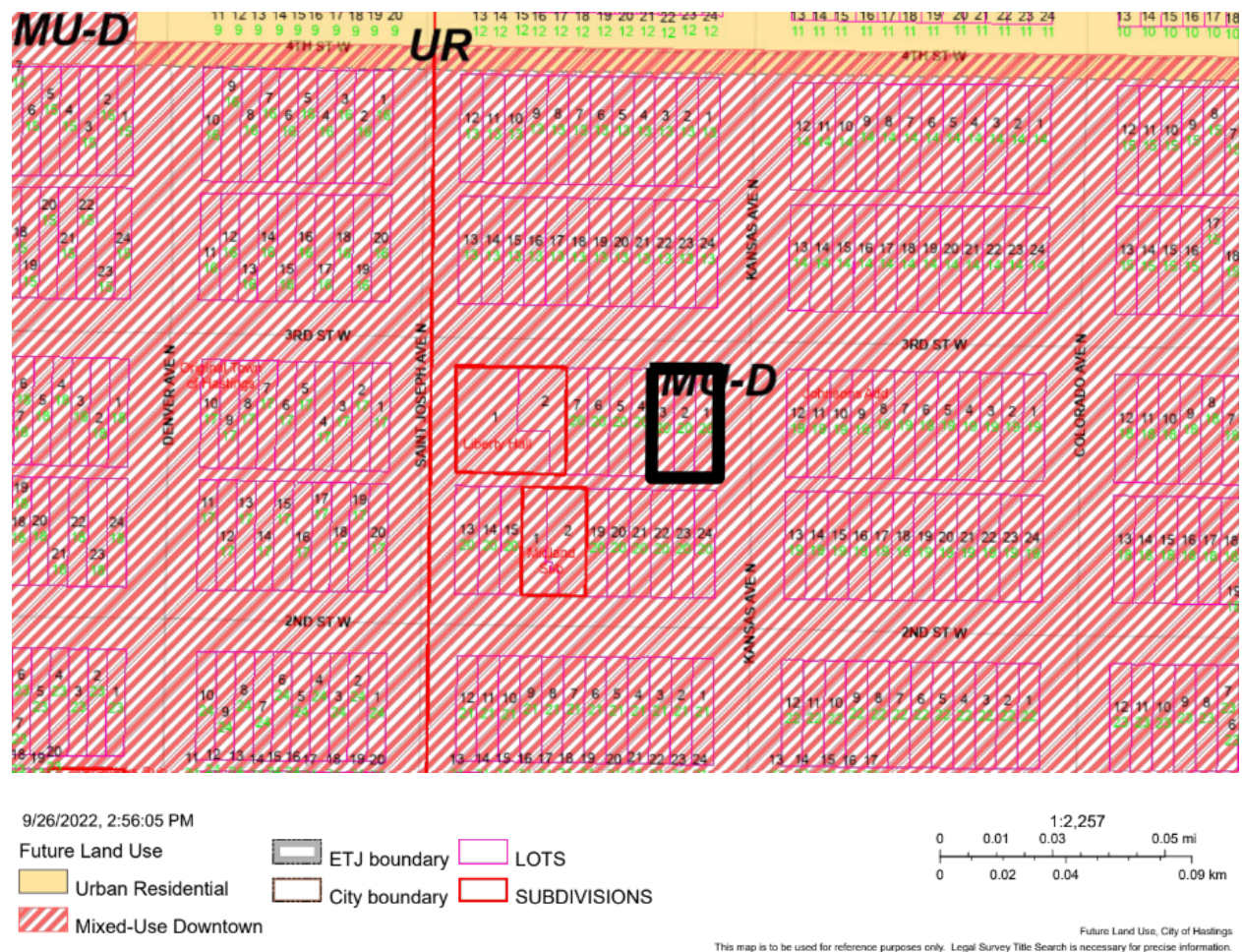
b. Demolition and Removal of Structures:

The project to be implemented with this plan does not provide for the demolition and removal of any structures on this property.

c. Future Land Use Plan

See the attached map from the 2009 Hastings Comprehensive Development Plan. All of the area around the site in private ownership is planned for Downtown Commercial development; this includes housing and commercial uses within the same structure. The property is currently owned by the Community Redevelopment Authority and the developer plans and rezone the property to R-3 Planned District and acquire the site prior to the start of construction. [§18-2103(b) and §18-2111] The attached map also is an accurate site plan of the area after redevelopment. [§18-2111(5)]

Future Land Use Map



d. Changes to zoning, street layouts and grades or building codes or ordinances or other planning changes

The area is zoned C-2 Commercial District and a change to R-3 Planed District is being requested with this project. No changes are anticipated in street layouts or grades. No changes are anticipated in building

codes or ordinances nor are any other planning changes contemplated. [§18-2103(b) and §18-2111]

e. Site Coverage and intensity of Use

The developer plans to rehabilitate the existing building and construct an additional building on the site. The buildings will meet the applicable regulations regarding site coverage and intensity of use after the rezoning takes place. [§18-2103(b) and §18-2111]

f. Additional Public Facilities or Utilities

Sewer, water, gas and electric are available to support this development. The developer may be required to extend a water line capable of providing sufficient water for a sprinkler system to convert this building into the proposed uses.

4. **The Act requires a Redevelopment Plan provide for relocation of individuals and families displaced as a result of plan implementation. These properties have previously been utilized for commercial related uses and no relocation is contemplated or necessary. [§18-2103.02]**
5. **No member of the Authority, nor any employee thereof holds any interest in any property in this Redevelopment Project Area. [§18-2106]**
6. **Section 18-2114 of the Act requires that the Authority consider:**
 1. **Method and cost of acquisition and preparation for redevelopment and estimated proceeds from disposal to redevelopers.**

The developer has purchased or plans to purchase the property and acquisition is part of the request for tax increment financing. The CRA has been asked to provide \$287,000 in TIF funding to this project to offset the cost of TIF eligible expenditures. Garage Flats shall qualify as a “Workforce Housing” project for purposes of the Nebraska Community Development Law which makes all of the Project costs eligible as expenses. The CRA has identified the following developer TIF eligible expenses for the developers’ proposed improvements;

- a) site acquisition - \$60,00
- b) demolition - \$100,000
- c) planning & engineering services - \$30,000
- d) repair & renovation costs - \$1,030,716
- e) façade & exterior enhancements - \$50,000

The total TIF eligible expenses for this project are \$1,279,716. The property will be purchased by the developer and the developer will provide and secure all necessary financing.

2. Statement of proposed method of financing the redevelopment project.

The developer will provide all necessary financing for the project. The Authority will assist the project by granting the sum of \$287,000 from the proceeds of the TIF. This indebtedness will be repaid from the Tax Increment Revenues generated from the project. TIF revenues shall be made available to repay the original debt and associated interest after January 1, 2023 through December 2037.

3. Statement of feasible method of relocating displaced families.

No families will be displaced as a result of this plan.

7. Section 18-2113 of the Act requires:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall consider whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted, and harmonious development of the city and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic, and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreational and community facilities, and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of insanitary or unsafe dwelling accommodations or conditions of blight.

The Authority has considered these elements in proposing this Plan Amendment. This amendment, in and of itself will promote consistency with the Hastings Comprehensive Development Plan. This will have the intended result of preventing recurring elements of unsafe buildings and blighting conditions. This will accomplish the goal of both the Downtown Business Improvement District and the Hastings City Council of increasing the number of residential units available in the Downtown area and will help with the prevention of the recurrence of insanitary or unsafe dwelling accommodations or conditions of blight.

8. Time Frame for Development

Development of this project is anticipated to be completed between fall of 2022 and fall of 2023. Excess valuation should be available for this project for 15 years beginning with the 2023 tax year.

9. Justification of Project

A historic building in downtown Hastings will be preserved with this project and one new building will be constructed. When renovation and construction is complete, the buildings will provide new opportunities for unique workforce housing units for rent. The renovation of the existing building will help to prevent the reoccurrence of blight and substandard conditions in the area.

10. Cost Benefit Analysis

Section 18-2113 of the Act, further requires the Authority conduct a cost benefit analysis of the plan amendment in the event that Tax Increment Financing will be used. This analysis must address specific statutory issues.

As authorized in the Nebraska Community Development Law, §18-2147, Neb. Rev. Stat. (2012), the City of Hastings has analyzed the costs and benefits of the proposed Redevelopment Project, including:

Project Sources and Uses.

Approximately \$287,000 in public funds from tax increment financing provided by the Hastings Community Redevelopment Authority will be required to complete the project. This investment by the Authority and the City will leverage \$992,7160 in private and public sector financing; a private investment of \$3.45 for every public/TIF dollar of investment.

USE OF FUNDS		SOURCE OF FUNDS	
Site Acquisition	\$60,000	Bank Financing	\$462,716
Demolition & Site Development	\$100,000	Owner Equity	\$105,000
Engineering & architecture	\$30,000	CRA Loan	\$150,000
Façade & Exterior Enhancements	\$50,000	TIF Loans	\$287,000
Repair & Rehabilitation	\$1,039,716	NAHTF Funding	\$275,000
TOTALS	\$1,279,716	TOTALS	\$1,279,716

Tax Revenue. The property to be redeveloped is anticipated to have a January 1, 2022, valuation of approximately \$104,078. Based on the 2021 levy of .02300454 this would result in real property taxes of approximately \$2,394.25 which will be paid out to all the existing taxing entities. It is anticipated that the assessed value will increase by \$1,095,922 upon full completion, as a result of the building redevelopment. This development will result in an additional estimated tax increase of over \$25,206 annually. This tax increment gained from the Redevelopment Project Area would not be available for use as city general tax revenues, for a period of 15 years, or such shorter time as may be required to amortize the TIF bond, but would be used for eligible private redevelopment costs to enable this project to be realized.

Estimated 2022 assessed value:	\$104,078
Estimated value after completion	\$1,200,000
Increment value	\$1,095,922
Annual TIF generated (estimated)	\$25,206
TIF bond issue	\$287,000

Statement Identifying Financial Gap and Necessity for use of Tax Increment Financing for proposed Project:

A large financial gap exists on this project after conventional financing is utilized. A combination of owner equity, TIF and other incentives are needed to make the project feasible. The developer is contributing owner equity and other financing of \$992,716 and TIF funds are intended to fill the remaining gap, making this project feasible. The project is asking for \$287,000 in a TIF loan amortized over 15 years. Without the availability of TIF funding for the project, it would not be feasible for the developer to proceed with this redevelopment. Please see the table below which shows rate of returns from -\$12,403 to -\$12,378 without TIF funding which is an unacceptable return on investment in today's market.

Proforma Operating Statement w/o TIF					
			<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>
Rent Revenue			\$ 74,970	\$ 75,720	\$ 76,477
Expenses			\$ (36,322)	\$ (37,047)	\$ (37,789)
NOI Without TIF			\$ 38,648	\$ 38,673	\$ 38,688
Debt Service			\$ (51,051)	\$ (51,051)	\$ (51,051)
Cash Flow Without TIF			\$ (12,403)	\$ (12,378)	\$ (12,363)

Proforma with TIF

Proforma Operating Statement with TIF					
			<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>
Rent Revenue			\$ 74,970	\$ 75,720	\$ 76,477
Expenses			\$ (36,322)	\$ (37,047)	\$ (37,789)
NOI With TIF			\$ 38,648	\$ 38,673	\$ 38,688
Debt Service			\$ (34,625)	\$ (34,625)	\$ (34,625)
Cash Flow With TIF			\$ 4,023	\$ 4,048	\$ 4,063

(a) Tax shifts resulting from the approval of the use of Tax Increment Financing;

The redevelopment project area currently has an estimated valuation of \$104,078. The proposed redevelopment will create additional valuation of \$1,095,922. No tax shifts are anticipated from the project. The project creates new valuation from the rehabilitation of the existing building and the construction of an additional building with workforce housing which will support taxing entities long after the project is paid off.

(b) Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the redevelopment project;

No additional public service needs have been identified. Existing water and waste water facilities will not be impacted by this development. The electric utility has sufficient capacity to support the development. Fire and police protection are available and should not be negatively impacted by this development. The addition of life safety elements to this building will actually reduce the chances of negative impacts to the fire department.

(c.) Impacts on employers and employees of firms locating or expanding within the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on employers and employees of firms locating within the boundaries of the redevelopment area but will create new opportunities for these same firms to lease unique and renovated commercial space.

(d.) Impacts on other employers and employees within the city or village and the immediate area that are located outside of the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on other employers in any manner different from any other expanding business within the Hastings area.

(e) Impacts on student populations of school districts within the City or Village:

This development will have no impact on the Hastings area school systems as it will not result in any increased attendance. The 4 units to be developed with this project are residential and if any new tenants have children, it is likely that the local school systems would be able to absorb any students without adding to school facilities or staffing.

(e) Any other impacts determined by the authority to be relevant to the consideration of costs and benefits arising from the redevelopment project.

This project is consistent with the goals of the City Council, the Business Improvement District and the Community Redevelopment Authority to create unique housing opportunities in downtown Hastings. The project will create more workforce housing for downtown employees which will benefit local businesses.

(f) Any other impacts determined by the authority to be relevant to the consideration of costs and benefits arising from the redevelopment project.

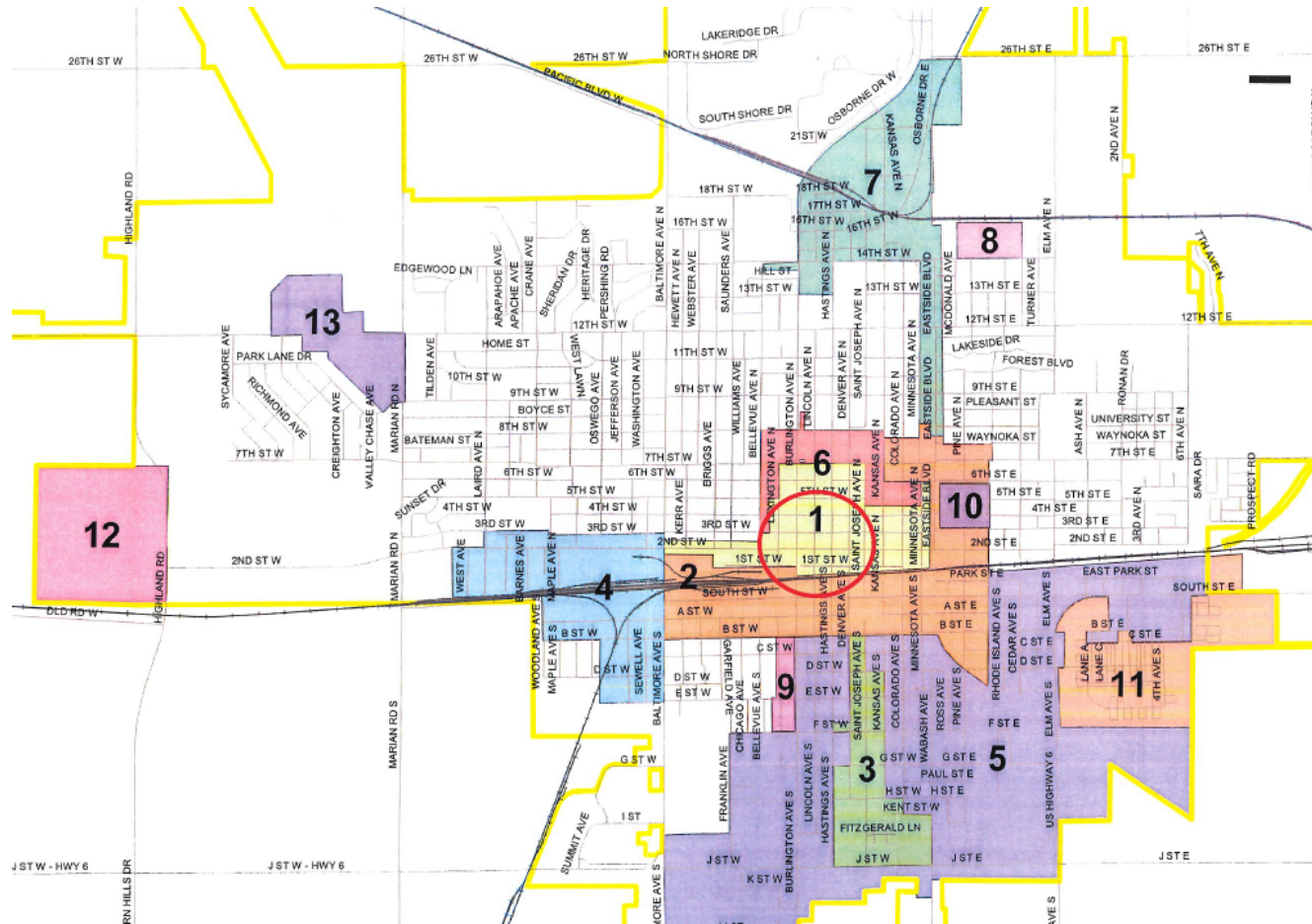
This project is consistent with the goals of the City's Comprehensive Plan, and the Downtown Hastings Strategic Plan of 2013.

Time Frame for Development

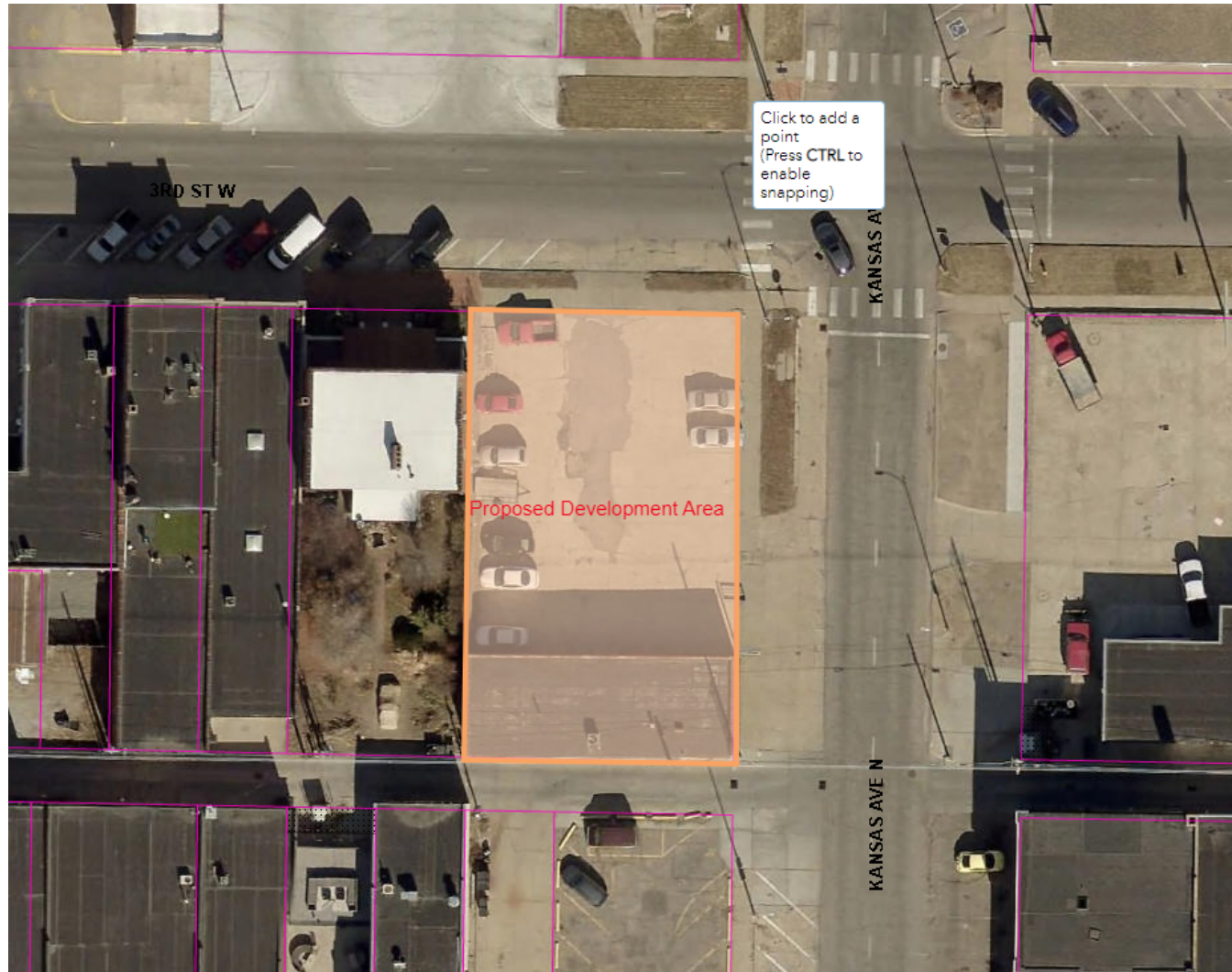
Development of this project is anticipated to be completed between October 2022 and October of 2023. The base tax year should be calculated on the value of the property as of January 2022. Excess valuation should be available for this project for 15 years beginning in 2023 with taxes due in 2024. Excess valuation will be used to pay the TIF Indebtedness issued by the CRA per the contract between the CRA and the developer for a period not to exceed 15 years on an amount not to exceed \$287,000 the projected amount of increment based upon the anticipated value of the project and current tax rate.

MAPS FOR REDEVELOPMENT AREA #1 – Garage Flats Project

Redevelopment Area #1



Lot 1, 2 and 3, Block 20, Johnson's Addition to the City of Hastings to be developed – Plan Modification 2022-3 (orange outlined area)



Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 10/18/2022
File No: 2022-060
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Public hearing for a change of zoning for property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska from "A, Agriculture" to "C-3, Commercial Business", 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 property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska from "A, Agriculture" to "C-3, Commercial Business".

Names of People/Business affected by this action:

The applicant, City of Hastings, Adams County and the public.

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

Deadlines associated with action:

This case will be presented for final approval at the November 14, 2022 regular City Council meeting.

Department head comments:

Surrounding zoning is as follows:

North – A, Agricultural

South – A, Agricultural

East – A, Agricultural

West – A, Agricultural

The applicant is Prairie Thunder Hastings, LLC and West Fork Inc. and Gremco Inc. This change is to allow for a casino slated as an indoor entertainment and recreation business. The project is centralized on the large property. The access will come from 42nd Street, reducing the impact on the residential development to the north. It will match the C-3 properties that are to the south.

The Future Land Use Map shows designations for this property as a mix of Suburban Residential and Commercial Retail. From the Comprehensive Plan about Commercial Retail “The commercial/retail land use designation provides the opportunity for the development of general retail and service uses that serve neighborhoods and the community and region... Commercial/retail uses should be along primary arterials such as Burlington Avenue.” This project is along a primary arterial and will service the community and region. The Comprehensive Plan refers to Suburban Residential as “Suburban residential development is primarily reserved for single-family uses.”

Recommendation:

1401 S. Burlington
Hastings, NE 68901

City of Hastings Planning Commission
Attn: Development Services Department
220 N. Hastings Ave.
Hastings, NE 68901

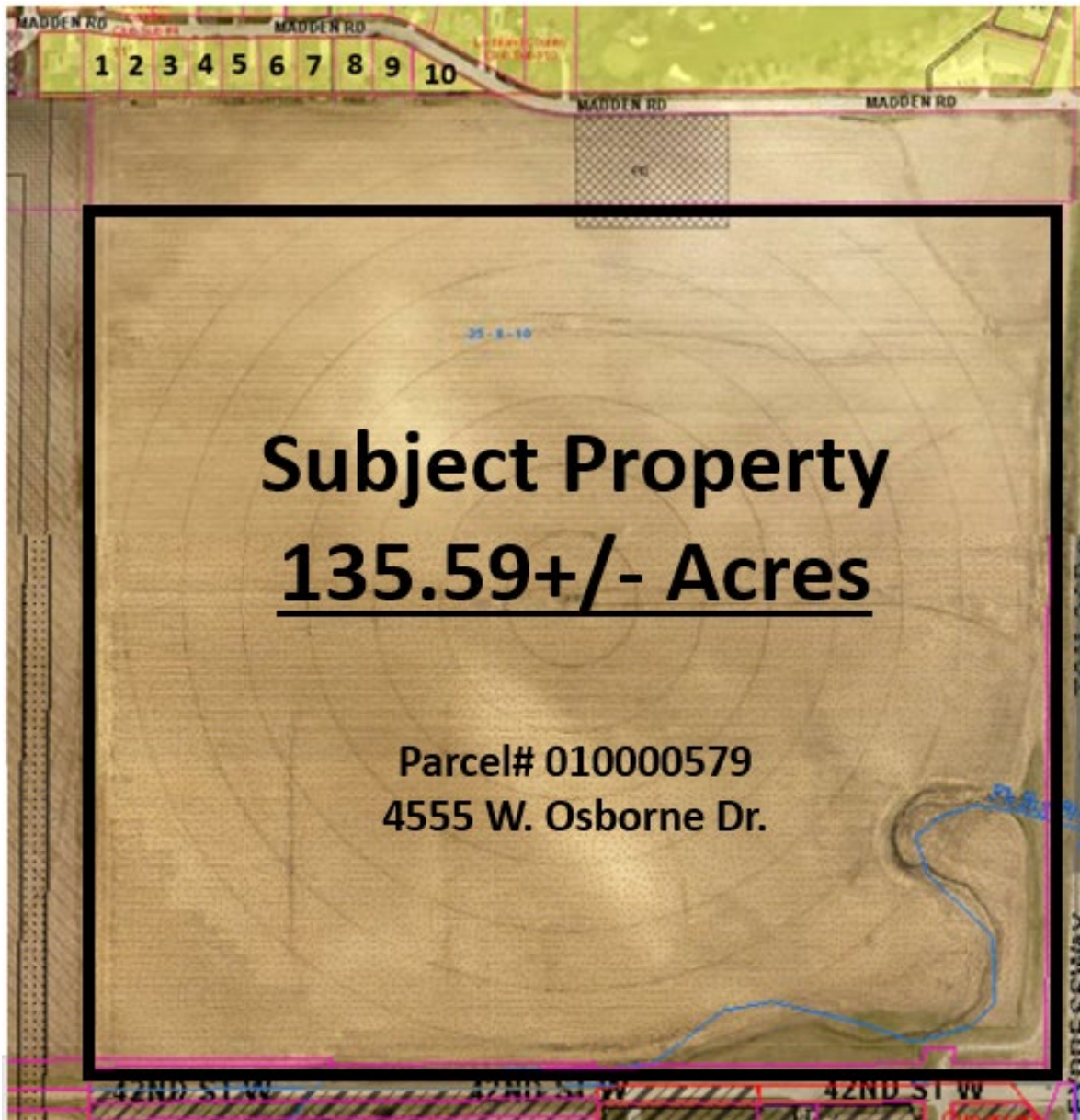
Commissioners:

Prairie Thunder Hastings, LLC, ("PTH") along with West Fork, Inc., and Gremco, Inc., respectfully request you approve a Rezoning Application and a Conditional Use Permit Application upon land abutting the Tom Osborne Expressway (HWY 281) and West 42nd Street as shown below:



SUBJECT PROPERTY

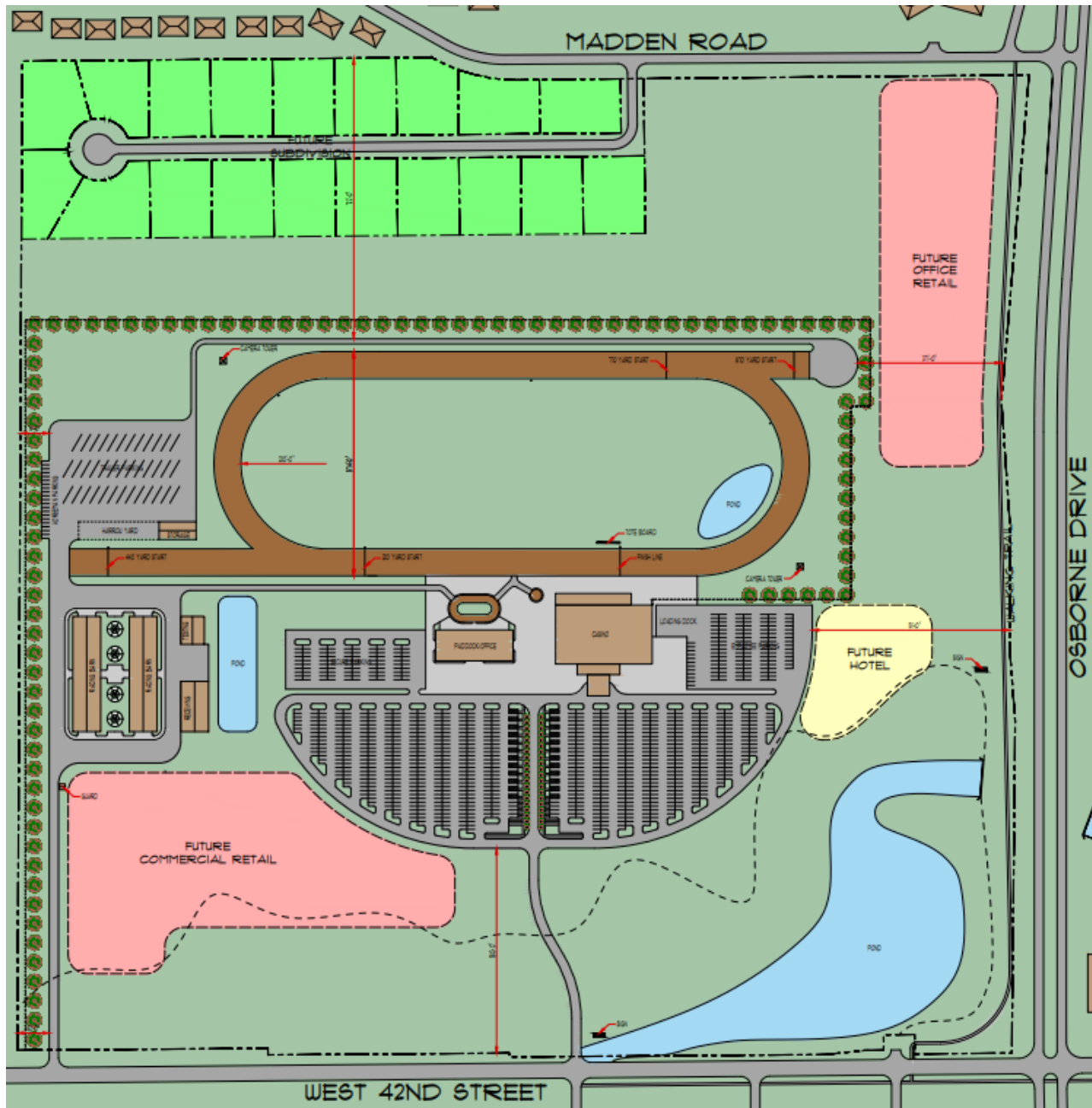
The subject property shown below consists of nearly 136 acres and is located northwest of the intersection of Hwy 281 and W 42nd St.



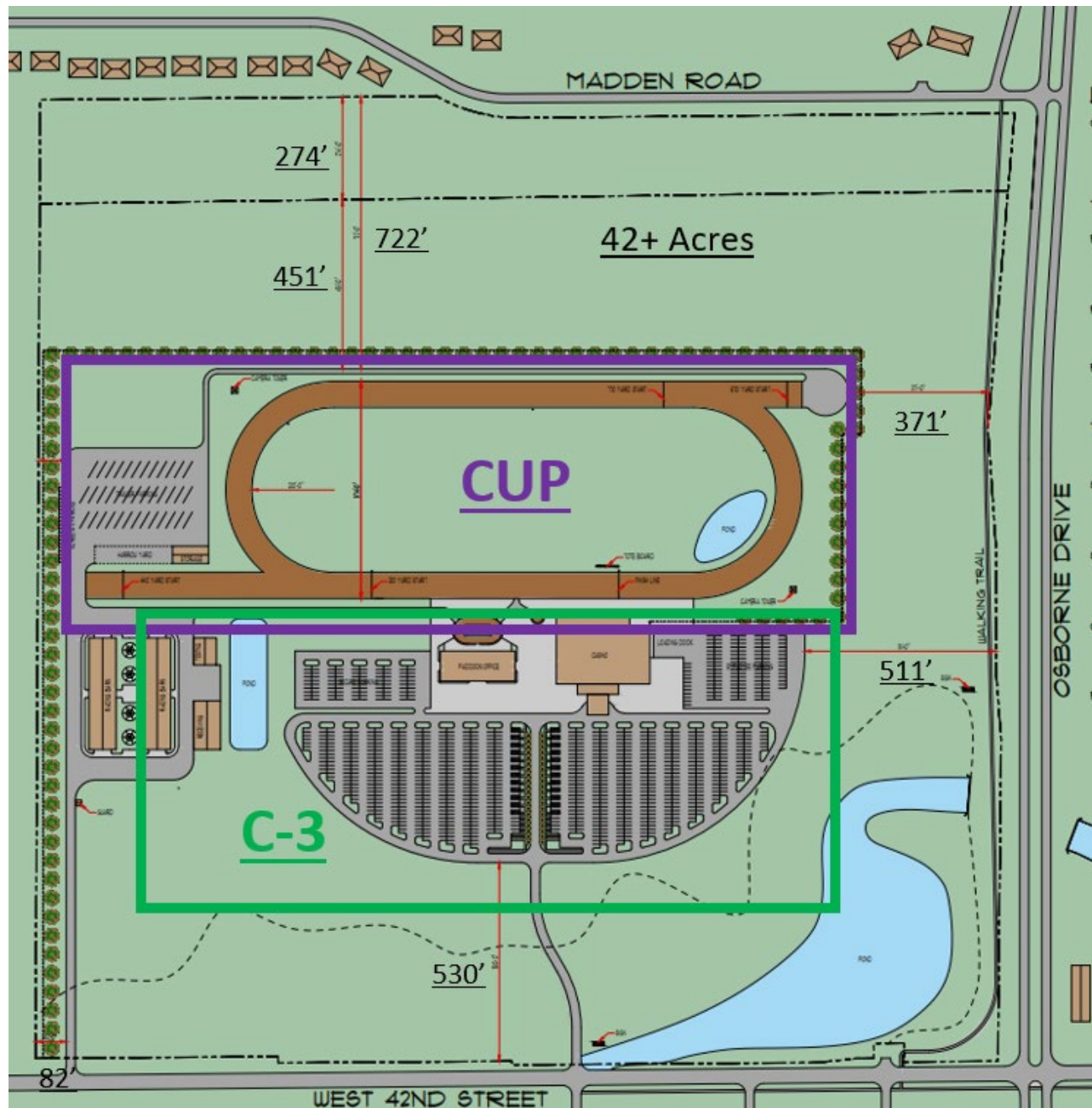
The Subject Property is currently zoned “A” (Agricultural District) with a small portion in the north, designated PD, as shown above. The PD is currently zoned for R-3 which would accommodate multiple family housing.

OVERALL DEVELOPMENT PLAN

Our development plan consists of phases. After obtaining approval of our C3 rezone application and our conditional use application, phase one will consist of constructing the horse racetrack and the casino and administrative building. Phase two of our plan is to add commercial retail towards the southwest portion of the property near 42nd St. In either phase two or phase three, depending upon market forces and demand, we would start development of the residential lots in the northern portion of the property. Next, we would develop a hotel immediately to the West of the casino and then office retail along the Expressway in the northeastern portion of the property.

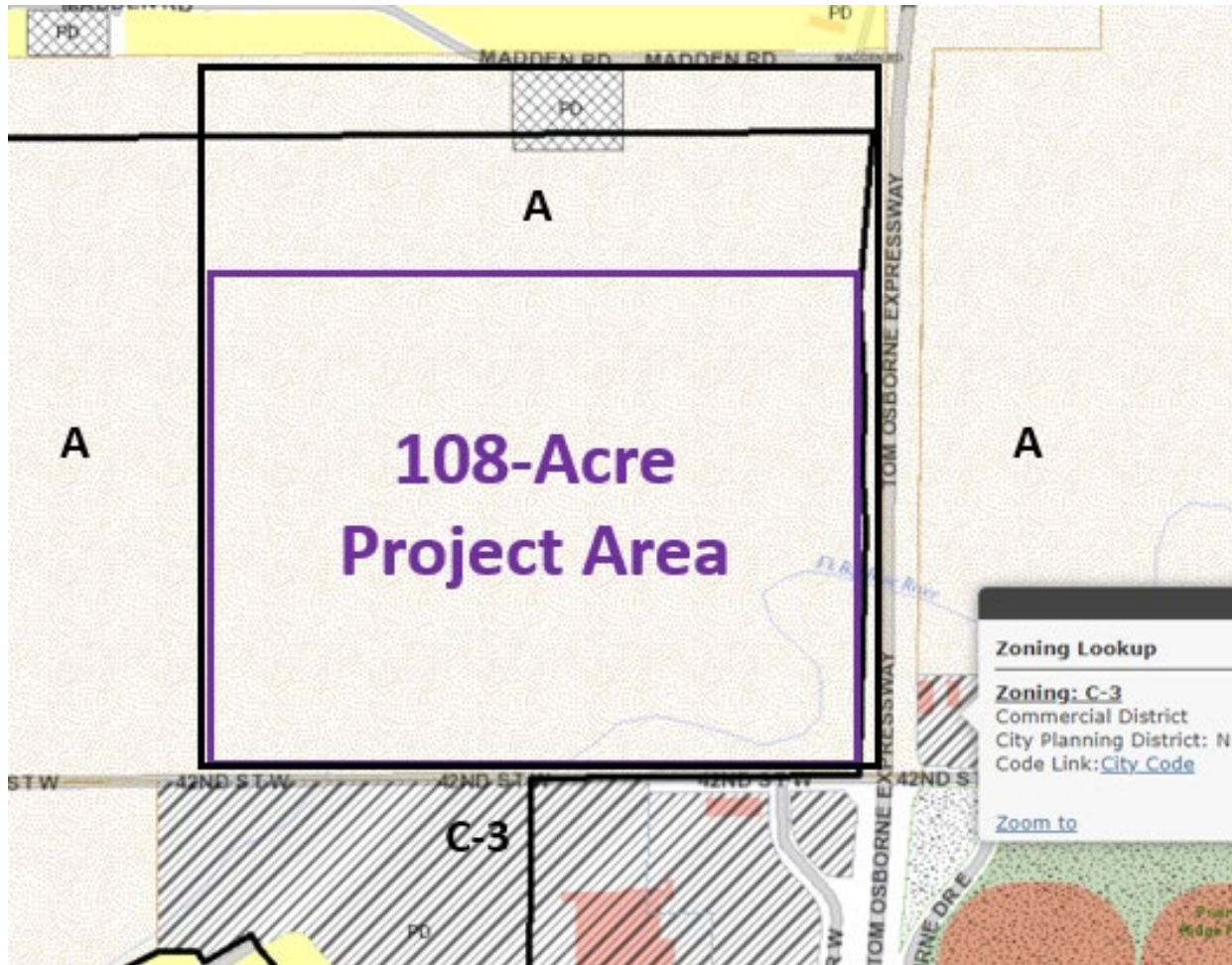


To be clear, however, our requests before the Commission today and your analysis here are very narrow – to 1) consider rezoning the small area as indicated below in the green rectangle and 2) consider a conditional use permit for the small area in the purple rectangle below. Below is phase 1:



SURROUNDING PROPERTIES – CURRENT ZONING

Our plans fit in well and complement the existing surrounding properties. For reference, the property west of the Subject Property is zoned A (Agricultural), to the north is R-1 (Urban single family residential), to the south is C-3 (Commercial Business District), and east across Hwy 281 has both A and C-3 according to the Hastings Zoning designations:



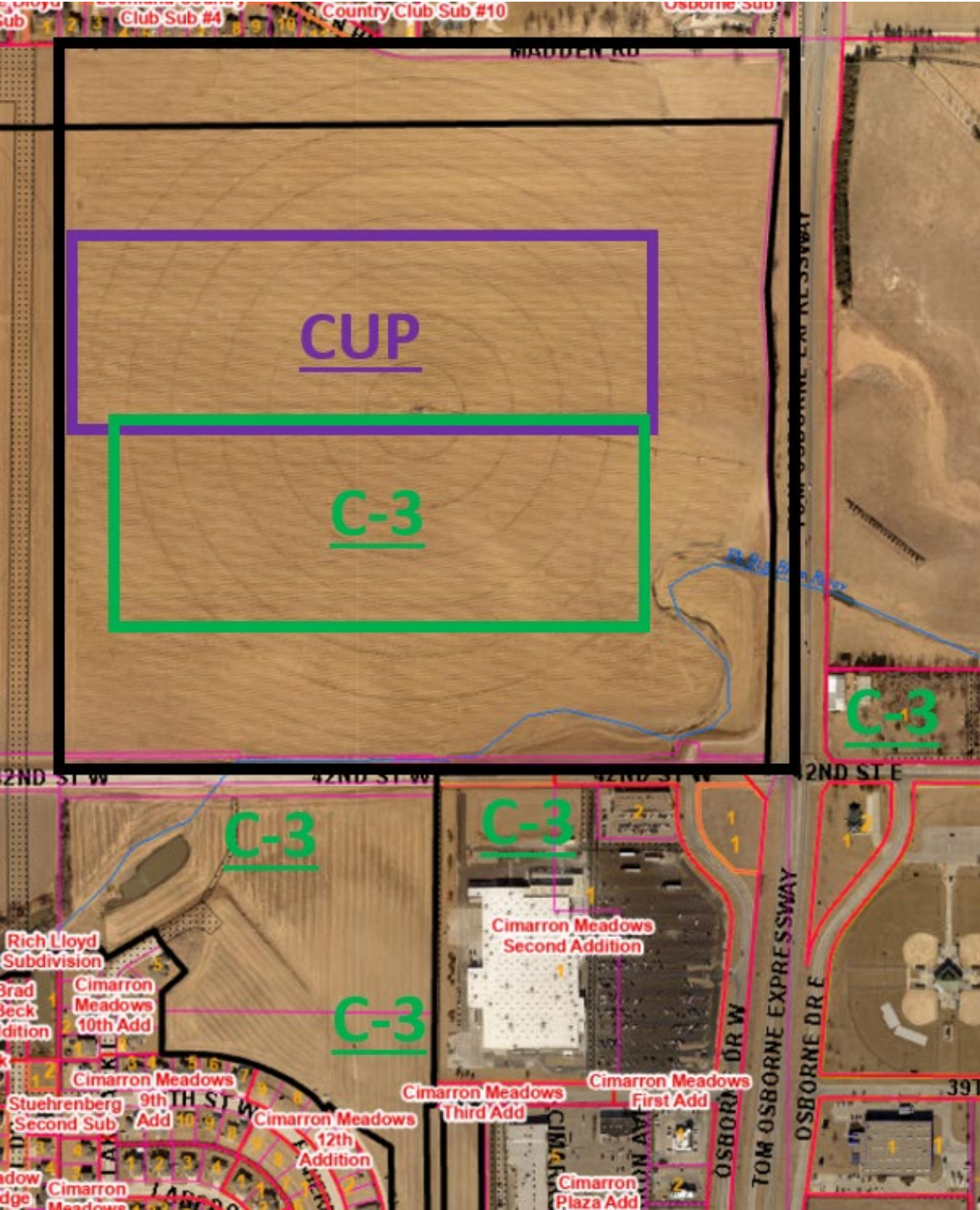
Given the existing zoning of C-3 to the east and south, As well as the traffic corridor between the Expressway and newly expanded W 42nd St we believe our re-zone and conditional use permits fit well in this area and will be the impetus and springboard for positive developmental growth and business activity in the future.

APPLICATIONS FOR BOARD DECISION

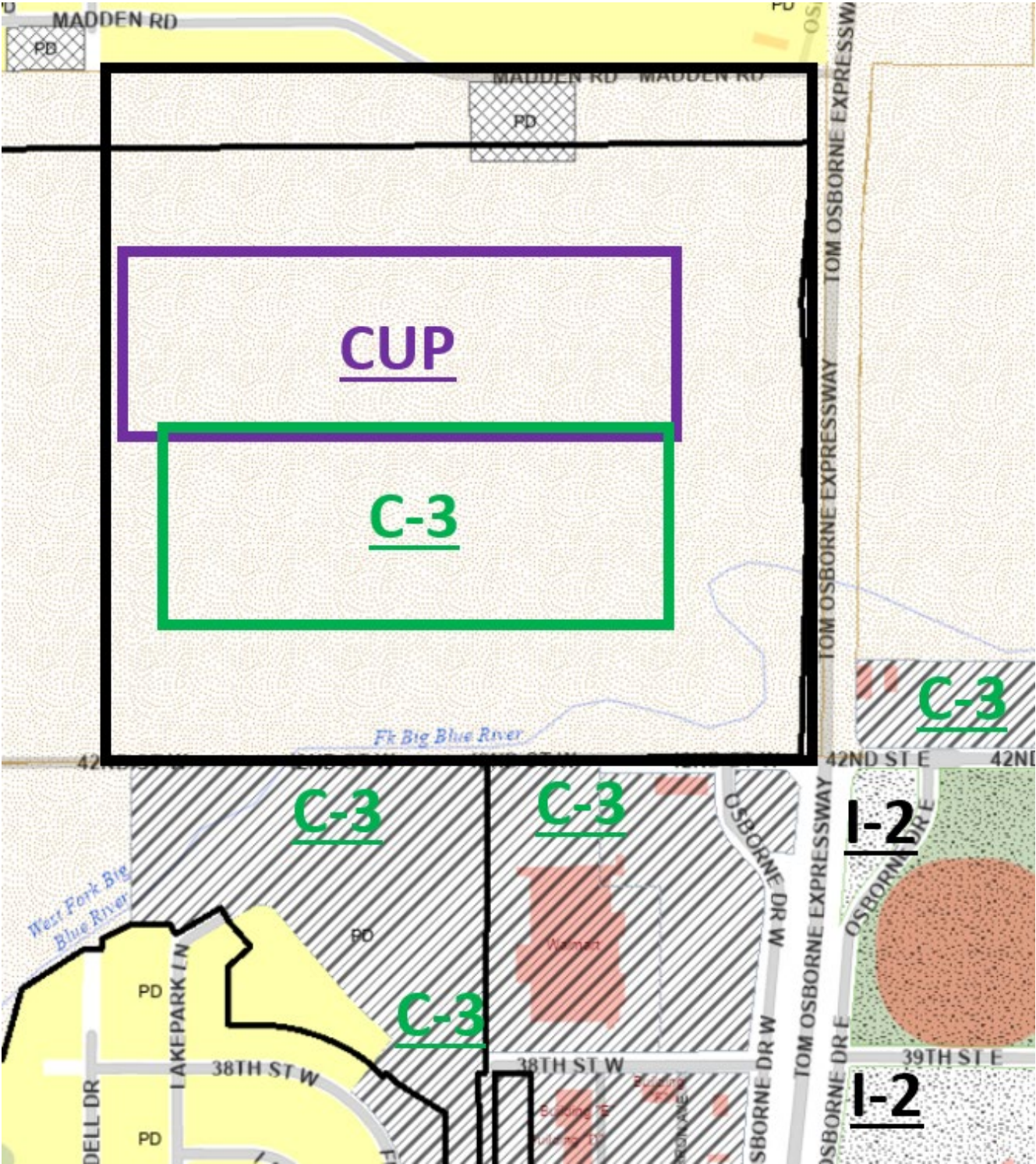
We have two related applications before you. The first application is a request to rezone a small portion of the subject property from its historical use as agricultural land to C-3 zoning. The second application is for a conditional use permit to use a small portion of the property to develop a horse racetrack. Each application is complementary to the other because the phase one development plans for the small area to be rezoned C-3 is to construct a casino and also a

small office building. The conditional use permit is necessary so that we can be compliant under Nebraska law which requires any casino to be adjacent to a horse racetrack.

The areas of the subject property we are requesting a conditional use permit for as well as the area of the property we are requesting be rezoned to C-3 are shown below with the conditional use permit area shown in the purple rectangle letterbox and the C3 re-zone area shown within the green rectangular box



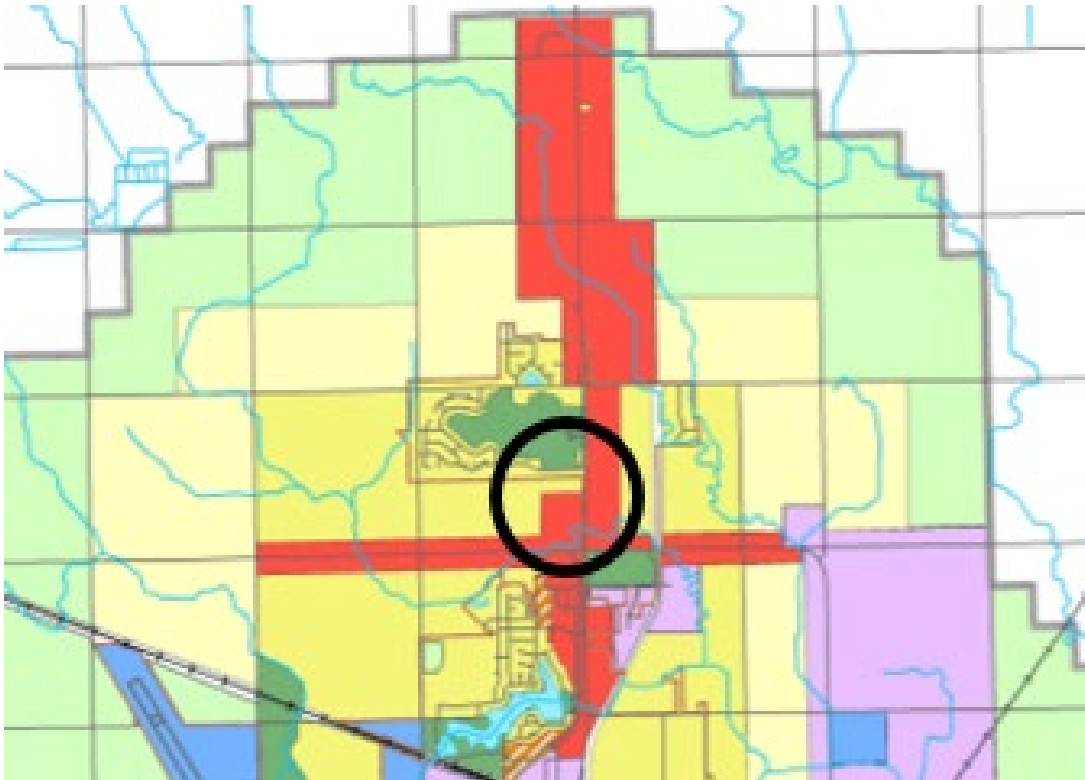
Here our Application areas are superimposed upon the City of Hastings zoning map:



CONSISTENT WITH HASTINGS FUTURE LAND USE

Our development plans work well with and compliments the Hastings Comprehensive Plan and Future Land Use (“FLU”) designations and the already existing C-3 zoning on immediately adjacent properties.

The Hastings FLU map below designates that our Project Area is divided between Suburban Residential on the west and north (yellow) and Commercial/Retail on the east and south (red).

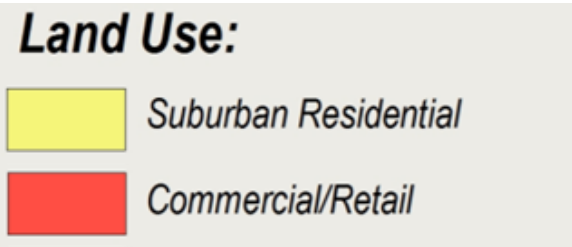
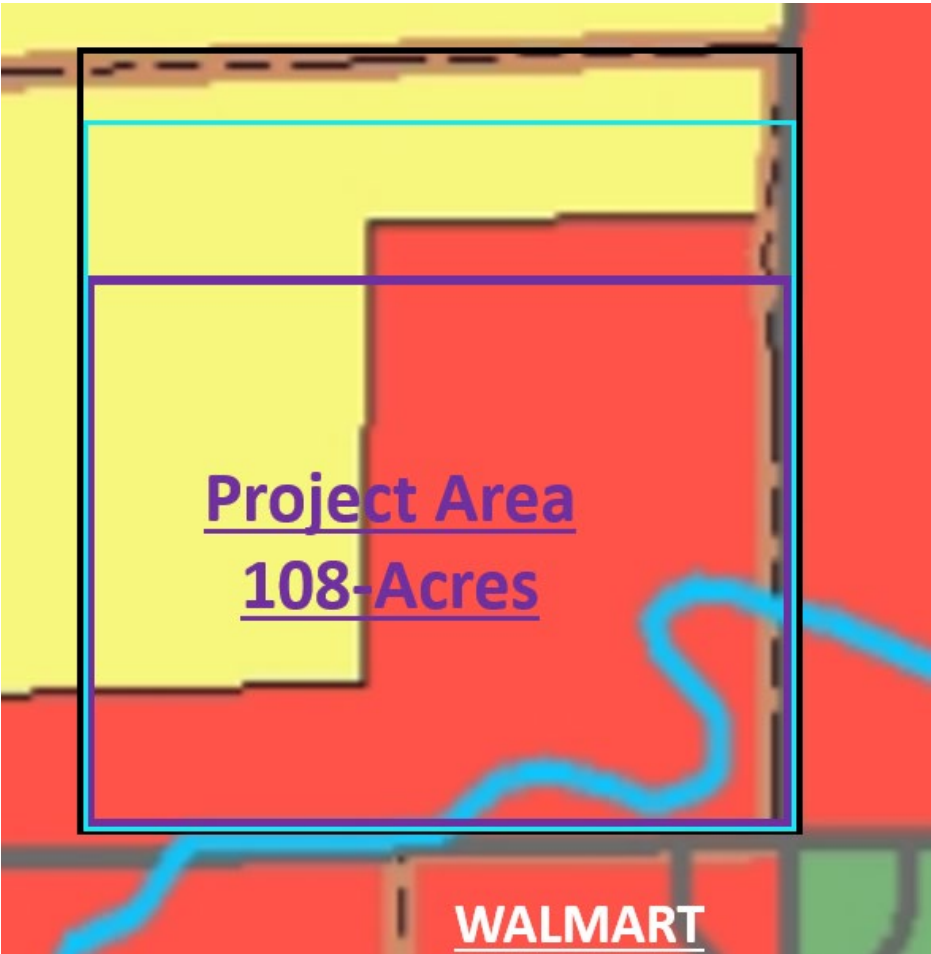


As you are aware, immediately to the south of our site on both sides of HWY 281 are commercial and retail businesses including a large Walmart. Hastings currently has over approximately 900 residential lots for sale and there is significant future capacity for residential lots in the immediate area around our site, most notably the west, south, and southwest. Additionally, it is our plan and intent to develop most of the northern portion of the subject property into large lot single family residential development. Our proposed use for Commercial/Retail and outdoor/indoor entertainment works perfectly in this area.

The Subject Property is the ideal candidate for a mix of residential and commercial/retail/office. You will note that there are only 2 residences in Lochland that front HWY 281 and that is because highway frontage is not ideal for residential. Also, given that our

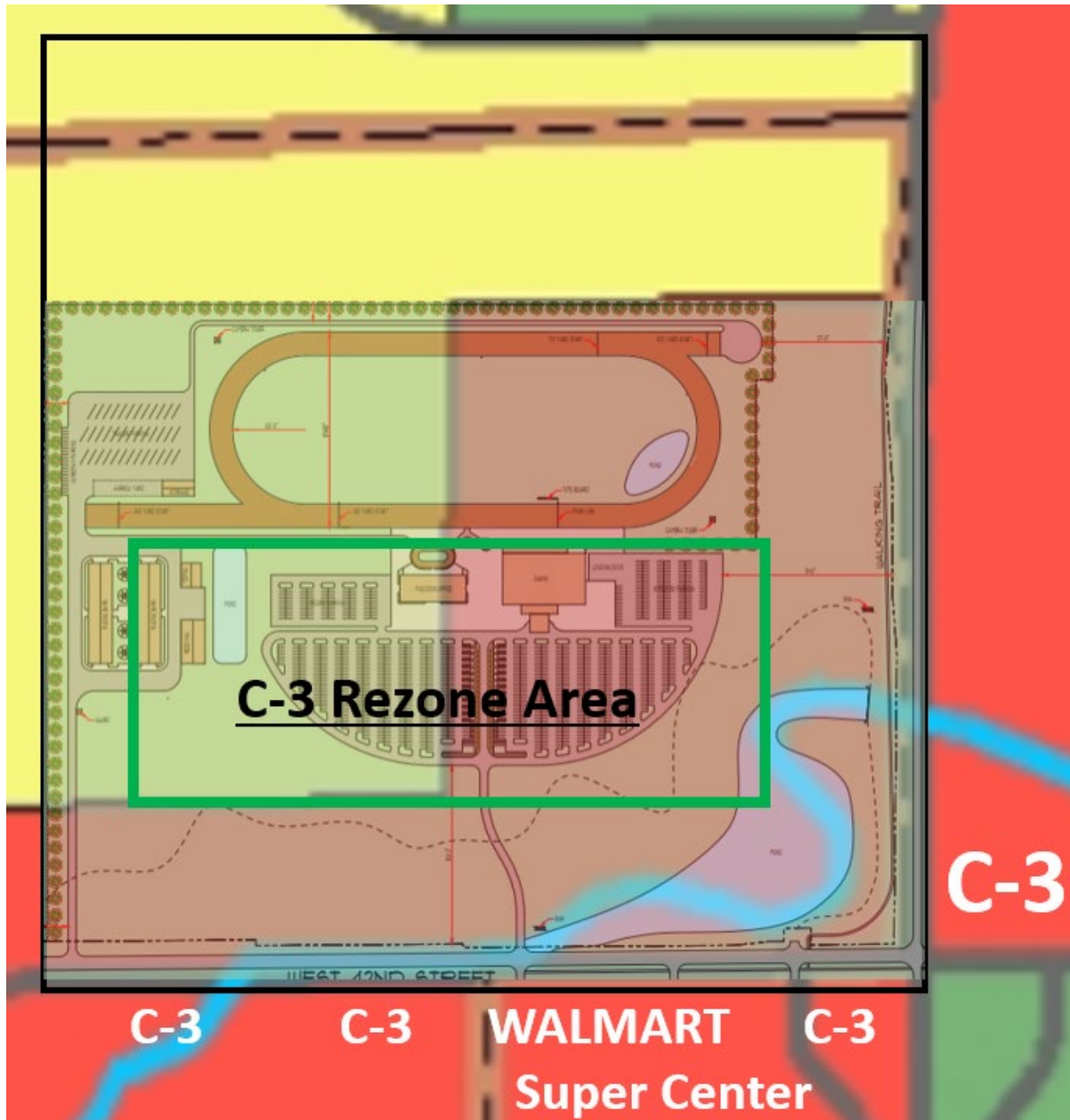
site has its low-lying area in the southeast corner including a floodway, our proposed layout is appropriate given you could not build homes or develop in that area anyway.

Below is directly from the Hastings Future Land Use (FLU) Map:

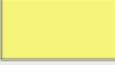
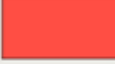


REZONE AREA OVERLAYED ON FLU MAP

As you can see below, our proposed C-3 Rezone Area is small and keeps the Casino, a commercial/retail indoor entertainment business, fully within the already designated future Commercial Use Red Area which is the Commercial Retail area of the FLU.



Land Use:

	<i>Suburban Residential</i>
	<i>Commercial/Retail</i>

REZONING & CUP REQUEST

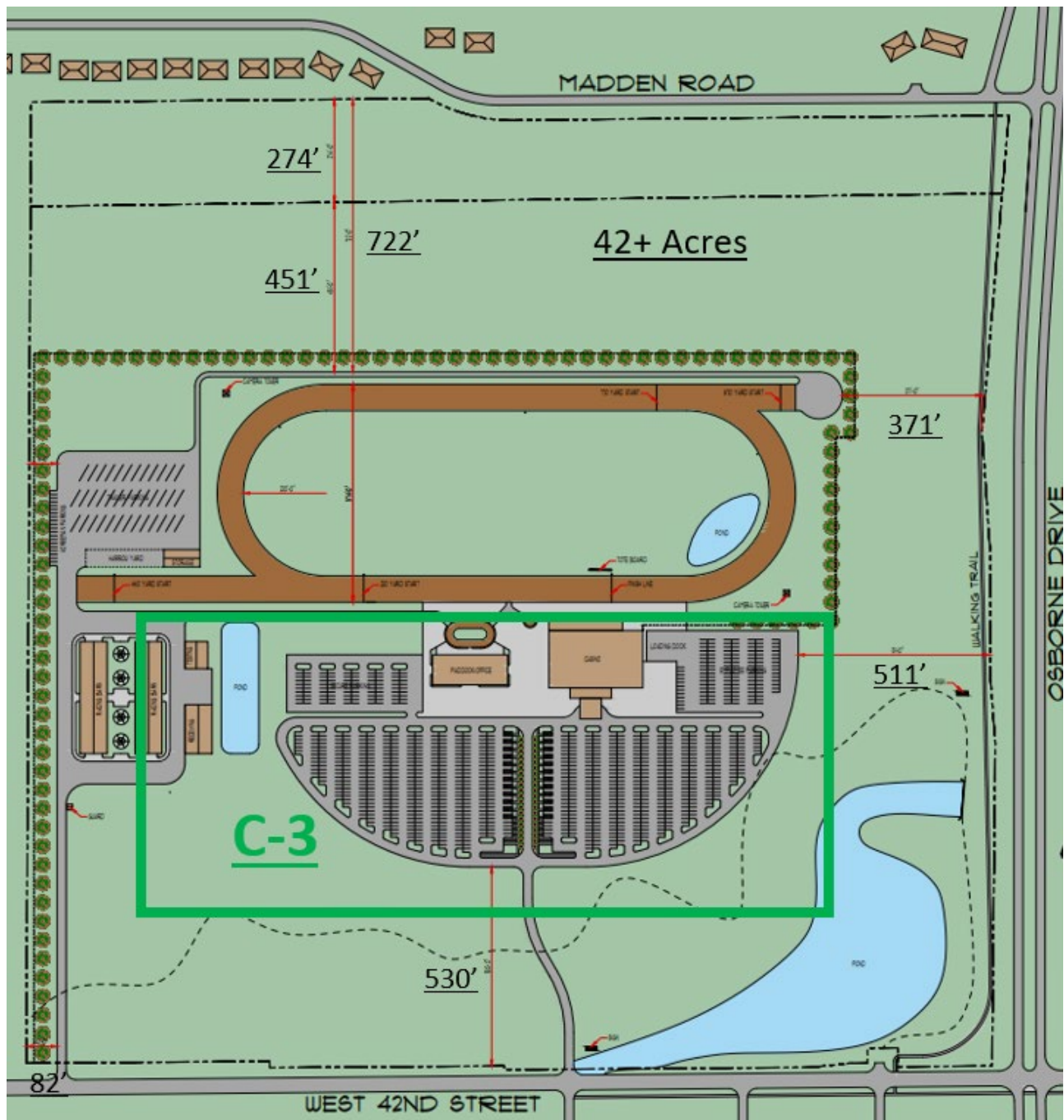
Again, our two Applications collectively request a small Rezone for the Casino area from Agricultural (A) to Commercial (C-3) and for approval of a Conditional Use Permit (CUP) for the Racetrack.



According to Hastings City Code Chapter 34, Article II, Section 34-200 - Uses and District Table - within Agricultural zoning an Outdoor entertainment & Rec. business, such as the proposed Racetrack, is Conditional and allowed subject to approval of a Condition Use Permit application. However, because we seek to develop the Casino, a commercial/retail development, we are simultaneously requesting rezoning of only the portion of the Project Area where the Casino and its auxiliary structures and features are located to change from A to C-3 and for a portion of the area north of the Casino, we request a CUP for the Racetrack.

TABLE 200-1: USES AND DISTRICTS														
	A	R-1	R-1A	R-1S	R-2	R-3	R-4	C-O	C-1	C-2	C-3	CMP	I-1	I-2
Commercial and Retail Uses														
Indoor entertainment & Rec. business										P	P	C	P	P
Outdoor entertainment & Rec. business	C										C	C	C	C

The approximately 42-acre portion of land to the north of our Project Area, will remain Agricultural for the immediate future but will later be redeveloped consistent with the future site plan shown previously. We are only requesting C-3 rezoning of the area shown in the green rectangle:

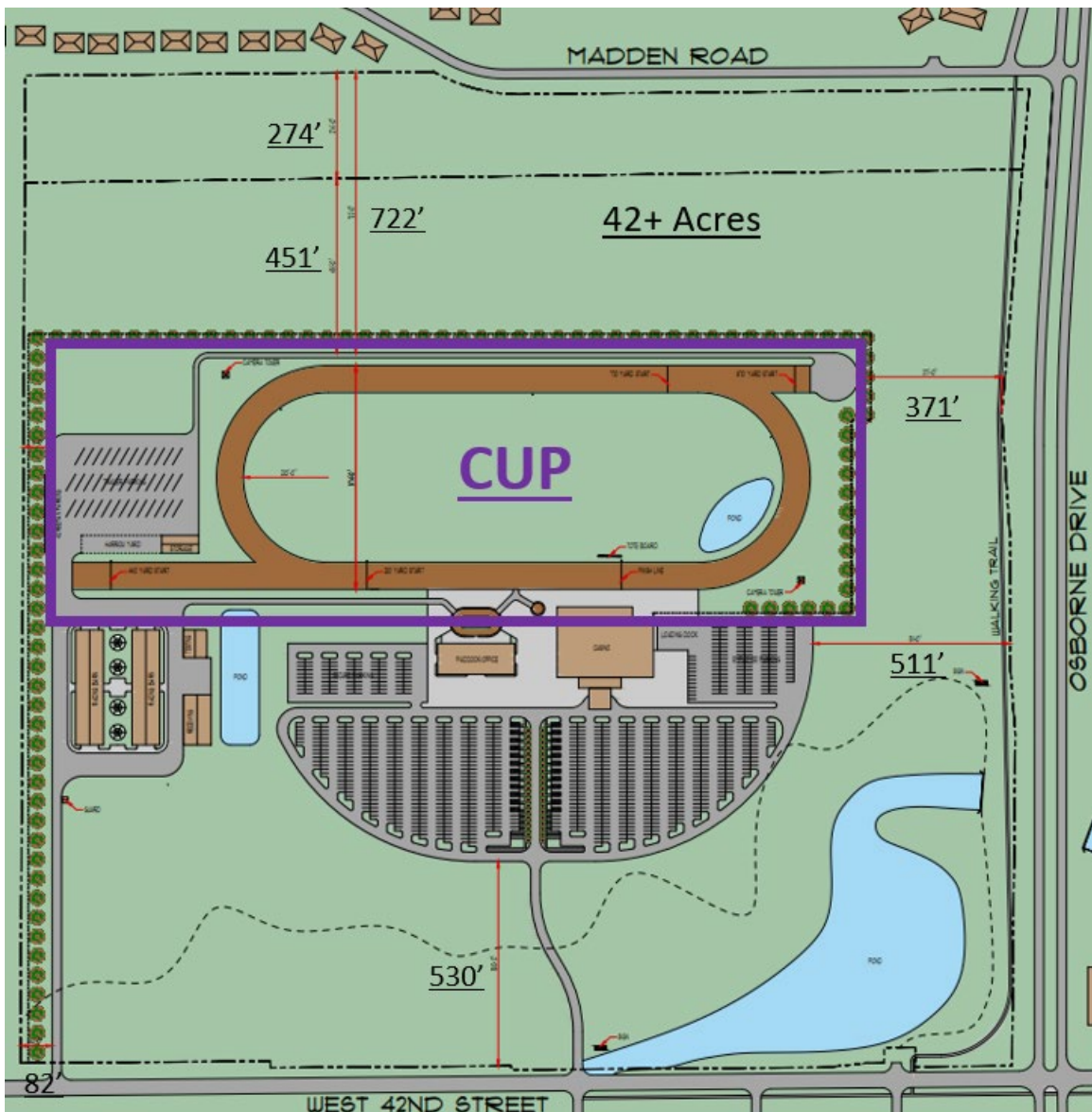


Based upon discussions with City Staff and listening to surrounding landowners we have reconfigured and reduced the area of rezone to approximately 38 acres. The small administrative office building and casino are collectively less than 2 acres of building footprint.

Hastings City Code describes the intent of the C-3 Commercial Business District as: “This district includes those areas which are heavily exposed to automobile traffic, and which have been developed with general commercial uses. The district is intended specifically for those areas surrounding major arterial intersections where personal services, convenience goods, and auto-related service facilities are desirable and appropriate land uses.” This description fits exactly the existing surrounding uses and our proposed development.

The Rezone and CUP areas will feature a 5/8 Mile Racetrack, a 40,000+/- square foot Casino, administrative offices, 2 one hundred stall horse barns, 1000+ total parking spaces, landscaping buffer with trees and prairie grass, and is surrounded by and includes over 70 acres of open and green space.

CONDITIONAL USE AREA



PARKING CAPACITY

We project approximately 1134 total parking spaces as follows: 1059 standard, 24 are ADA designated; 90 secure parking spaces for race officials, stewards, Nebraska Racing and Gaming employees, and racetrack employees; 128 Casino employee parking spaces; 43 spaces for horsemen's vehicles; and approximately 51 spaces for horse trailers. We expect to average a total of 1,629 vehicles visiting in any given 24-hour period. On race days we anticipate 300-500 people at an average of 1.3 persons per vehicle for a total of 230 to 385 vehicles per race day. 1134 spaces as configured will provide sufficient parking on race days when Casino patrons are also on site.

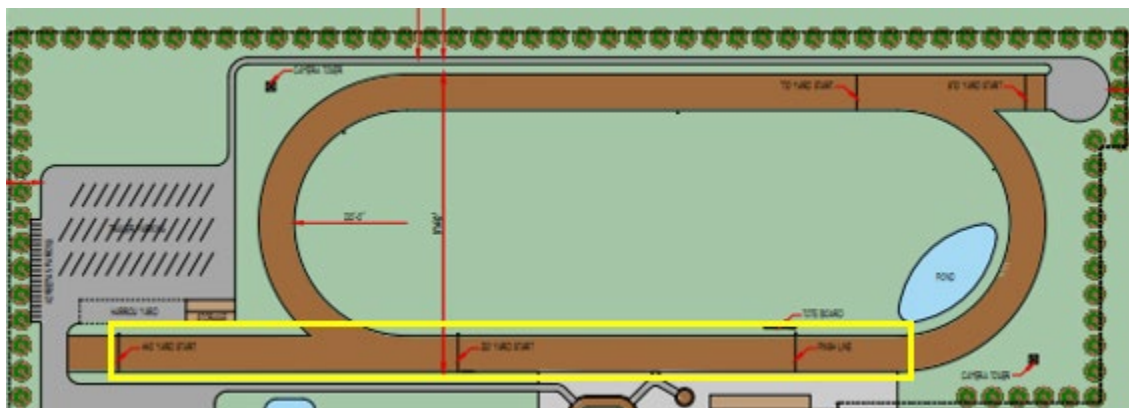
PROJECT AREA - SETBACKS & BUFFER

The north side of the Project Area is set back from the Subject Property's northern boundary by over 722 feet. There is a minimum 371-foot setback from the Racetrack to the nearest east boundary of the Subject Property. On the east there is a 130-foot setback from property line to the first horse barn and on the south, there is a 530-foot setback from the southernmost portion of the parking lot to the south property line.

BUFFER & LANDSCAPING

As shown on the previous site plans, only ten (10) existing residences share a property line with the Subject Property, however, no residence borders the Project Area. The distance between the southernmost point of the existing residences and the northernmost point of the Project Area is over 722 feet. There is additional distance from the location of each residence and the southern boundary of each of their properties adding more of a buffer.

This 42-acre buffer area will remain agricultural in the near term, and we will continue to farm that land. Thus, no change to the nature or use of the property bordering the ten (10) residences. Further, the quarter horse races will be held on the southernmost portion of the track, shown in yellow rectangle below, which is over 1,285 feet south of the nearest existing residential property.



LIGHTING

We will not have track lights or pole lights or stadium lights - the traditional kind of lights that would illuminate a racetrack like those found at high school sports fields. Because we will run day races in the May-June timeframe we will not need to have the lights that could lead to light pollution.

Lights related to signage on the Casino itself will be located on the front of the building which is that side facing south toward 42nd Street and will not be visible by the residences to the north. A monument sign will be located near the entrance to the Casino/Racetrack near 42nd Street and on the west side of the project area. Any exterior lighting will comply with required shielding and full cutoff standards found in City Code Table 305-11.

NOISE

A typical quarter horse race lasts approximately 15 seconds. Our four-year plan following racetrack construction is to get up to a maximum of 12 race days per year. Each race day will likely have multiple races. Assume 8 races in one race day multiplied by 15 seconds equals 120 seconds or a total day's race time of 2-minutes. During this time, we expect race watchers to be cheering but beyond that we do not expect the much noise at all and likely less or similar to the noise a tractor makes planting the field in the spring or the noise a combine makes during harvest in the fall - both which the 10 bordering Lochland homes have been accustomed to for years.

HORSE BARN

We have reduced the number of horse barns to 2. Each of the 2 barns can hold up to 100 horses given each barn is a 100-stall barn. We have additional capacity for 40 testing and receiving stalls. It is important to note that horses do not live in these barns and horses will not be on site all year round. These barns will have horses a handful of days in our first year in operation and up to not more than about 30 days or so once we are up to a full race season approximately 5-6 years from now.

MANURE MANAGEMENT PLAN

Historically, after the re-zoning and CUP is approved, we would contact the state agency, NDEE for instance, and confirm with them that our manure plan in accordance with their expectations and all regulatory bodies. While we understand this concern, in our industry the safe and secure handling of this matter is commonplace and not difficult to achieve. We will develop a site-specific plan which will be modeled after the white paper on the subject found in **Attachment #8** at the end of this Narrative.

LIVESTOCK HUSBANDRY

Horse races are heavily regulated. Members of the Nebraska Racing and Gaming Commission are on-site each race day. Horses are drug tested and supervised at all times. Horse owners and trainers are responsible for their horses. We will have staff as well as security monitoring all activities related to horses when they are present on the premises.

STORAGE FACILITY

We will not have grounds equipment or similar stored outside. All such equipment will be stored year-round within our Storage Facility.

SECURITY

We will employ a 24/7 security force that will monitor and patrol inside and outside of the facility 365 days of the year. We have opportunities for off-duty and retired law enforcement to be a part of our team and continue to provide a great service to the City of Hastings and for the 650,000 people that will visit this site annually. This will be one of the most monitored and surveilled properties in all of Adams County.

RACETRACK OPERATION

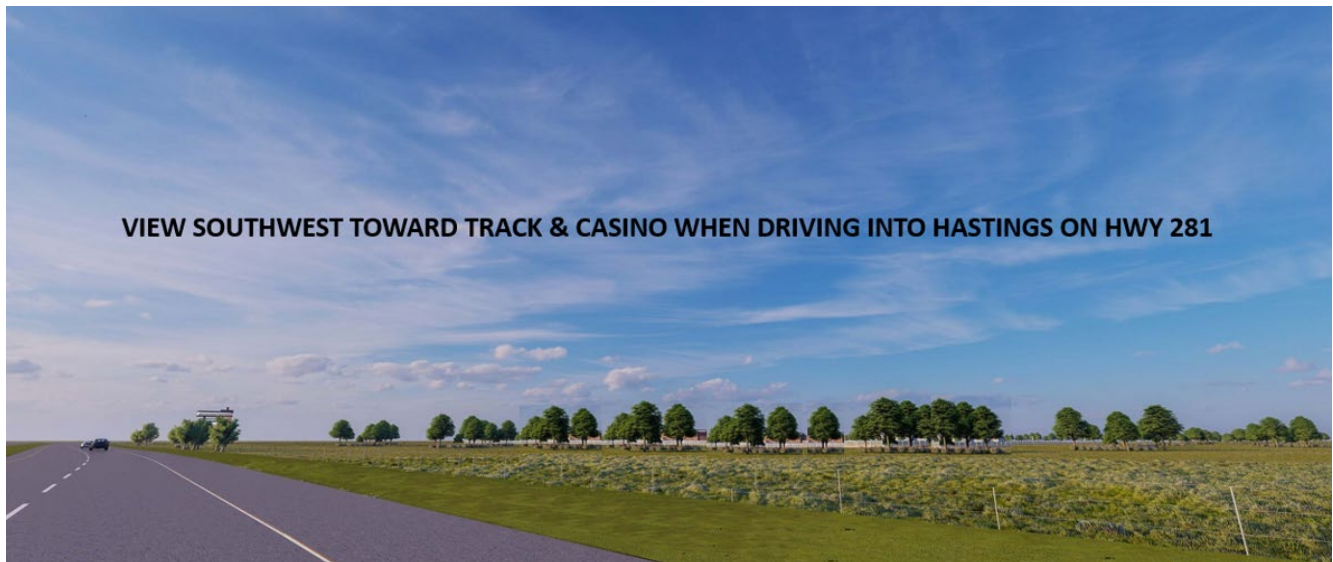
Contrary to what people may think, there is very little racing that actually occurs given not having overlapping racing at times when other racetracks are holding their events and the relatively limited racing season. We have a four-year plan to get to a total of 12 race days annually. All of these races will occur within a three-month period, likely April to early June each year. In the first year following Racetrack construction completion, Hastings Exposition and Racing, Inc., (“HER”) the Nebraska Non-profit that holds the Race License, will comply with Nebraska law and run at least one race day likely in April or May, or the minimum required. In year two following construction completion we expect 3 race days in May, and in year three we expect 6-9 race days over four weekends in May to early June. We will work with the Nebraska Racing and Gaming Commission on the exact schedule and consider all other Hastings and Adams County events occurring during the same times to compliment and not compete with other scheduled events. The Nebraska Racing and Gaming Commission (“Commission”) approves the number of race days in Hastings and the race day schedule.

An additional important legal requirement is that in order to run any races at all at any licensed Nebraska racetrack, you must run at least one race with exclusively Nebraska bred and raised horses. To qualify, these quarter horses must be pre-registered with the Nebraska Quarter Racing Association. Therefore, to get up to multiple race days and to comply with this law, there must be a sufficient number of qualifying quarter horses available to run the Nebraska bred races. HER has a license to utilize Nebraska-bred and registered quarter horses so there are no issues related to not having horses to run.

Hastings Exposition and Racing already holds one of only six Nebraska Racing Licenses for 2022-2023 and has already complied with all 2022 requirements per the Nebraska Racing and Gaming Commission regulations.

VISUAL FROM HWY 281

When you drive into town on HWY 281 heading south and look west towards our site below is what you will see:



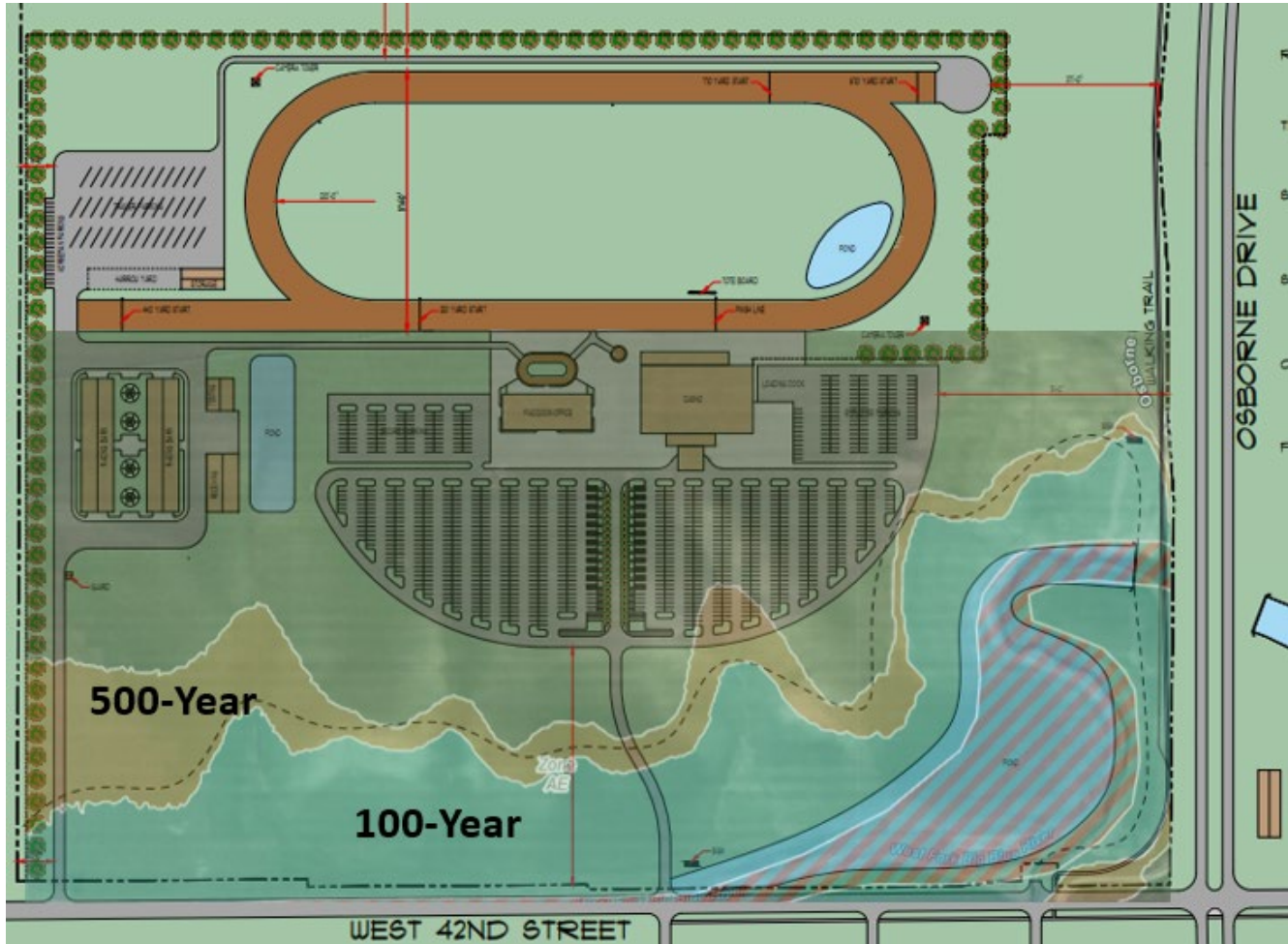
DRAINAGE/FLOODPLAIN

Floodplain designations are found in the southern portion of the Project Area and also found on the Walmart and residential properties to the south and west:

ZONE AH: Special Flood Hazard Areas subject to inundation by 100-Year shallow flooding (usually areas of ponding) where average depths are between one and three feet. ZONE AH has Effective Flood Zone X which areas that are subject to flooding by a 0.2% Annual Chance (500-Year) flood event.

ZONE AE: Enhanced areas subject to inundation by the 1% Annual Chance (100-Year) flood determined during a Flood Insurance Study by detailed methods.

Below is the Floodplain map with the Site Plan overlay showing how we have carefully laid out the site so that no building structures are within the 100-year floodplain.



Unlike if this property was used exclusively for hundreds of houses, with our unique use and significant amount of green and open spaces and retention ponds and the natural slope of the property to the southeast we do not foresee any issues with the floodplain. You can see how we have designed the site plan to best deal with any site-specific challenges.

A Contour Map is **Attachment #4** to this Narrative incorporated here. You can see on the site plan we have avoided the 100-year flood plain and the property naturally slope north to south and west to east. We have added a retention pond in the Racetrack oval as well as one west of the parking area.

ANNEXATION

Should Hastings seek to annex any or all of the Project Area or the Subject Property, we fully support this idea.

CASINO DEVELOPMENT

Casino Development will begin following grant of the Gaming Operator License or sooner if allowed by law. This phase consists of constructing an approximately 40,000 square foot gaming facility complete with approximately 500 to 650 electronic games, approximately 8 to 10 table games, simulcasting racing area, a sportsbook, restaurant and bar, among other amenities. The gaming experience will be fluid and tailored to the desires of the patrons.

OPEN SPACE

The Site Plan shows a considerable portion of the Subject Property is greenspace, in fact over 70 acres of the site is open or greenspace.

PEDESTRIANS WALKING TRAIL

We are not aware of any portion of the City Code that would require us to construct a walking trail from Madden Road south to 42nd Street, however, we are willing to do so as shown on our Site Plan.

NO GRANDSTAND

We will not have a grandstand that you may associate with older racetracks. There is not any stadium or outdoor seating. The industry has been moving away from grandstands for some time and instead we will have both outdoor and indoor viewing areas. Visitors including families will be able to move freely in our outdoor and indoor space. Eliminating the traditional grandstand also reduces noise from race watchers. Rather than being elevated and in close proximity seated next to each other here the race watchers are on ground level and spread out across the outdoor patio.



TRAFFIC STUDY

Following this rezoning and CUP approval we will conduct a traffic study and share that data with the City and any other necessary agencies and happy to add that as a requirement in the Development Agreement and if that study suggests changes to our existing ingress/egress or other design within our Site Plan we will work with the City to ensure any traffic concerns are alleviated.

Attachment #11 is a Technical Memorandum as to the potential need for additional improvements to the intersections of HWY 281 and 42nd Street and the conclusion is this is not likely given the existing turn lanes and the build out of our project.

PROPERTY VALUES

We do not expect any negative impact to the 10 homes that are, at the closest, 722 feet to the northern portion of the Racetrack, nor do we expect any negative impact on any of the homes that are further away from our development. We have gone to great effort and expense to re-design this project following the helpful comments and feedback from the City and other officials from our initial proposed Site Plan and from public comments. We did this to further accommodate concerns raised and we now have a significant buffer and green space landscaping between the Racetrack and the homes to the north.

The existing 10 residences will continue to have the exact same bordering property as they have for years and what existed before these 10 homes were ever built - farmland. As described above there will not be a material change in noise generated from the property as the majority of annual activities will be securely indoor in the Casino. The parking is all to the south and following construction of our facility the 10 Lochland residences will no longer be able to see Walmart and its giant parking lot which should help them improve property values.

We have no data to suggest any depreciation in property values of any of the residences in the vicinity of our Subject Property. We have included two opinion letters supporting our beliefs at **Attachment #6 and #7**.

NE GAMING LAW HISTORY

On November 3, 2020, Nebraska and Adams County overwhelmingly voted to approve gaming in Nebraska. The voters did so by passing three initiatives, 429, 430, and 431. Together, Initiatives 429, 430, and 431 allow, authorize, regulate, and tax gambling at licensed racetracks. The new laws ensure that horse racing and gaming are economically linked so that there is a consistent source of revenue generated from the Casino to build and sustain Nebraska horse breeding and racing.

58.35% of Adams County voters voted for 429; 58.14% for 430; and 61.52% for 431. Notably, Hastings Precinct 3-C, where Lochland is located, voted over 63% for all three.

In order to operate a Casino, you must hold a Gaming Operator License and the prerequisite to apply for a Gaming Operator License is you must hold a valid Nebraska Race License. There are currently only 6 Race Licenses in the State: Omaha, Lincoln, Columbus, South Sioux City, Grand Island, and Hastings. These are the only current locations in Nebraska that can apply for and be granted a Gaming Operator license to operate a Casino. Hastings has not yet been able to apply due to not having local zoning approvals. Adams County and the City of Hastings are in the driver seat to secure for its voters and residents a one-time only opportunity because Hastings is one of the only 6 of 93 counties where there is an active Race License. And this is absolutely one-time only – if this project is not approved no one else can bring it to anywhere in Adams County as they do not have and cannot obtain a Race License. Only 6 Race Licenses exist in the State and you cannot have multiple licenses in one County.

Your approval of our re-zoning and CUP Applications are the prerequisite to bring tens of millions of dollars in new tax revenue to Adams County and Hastings that will not be possible again unless this project moves forward now.

For approximately 20 years Hastings Exposition and Racing, Inc., “HER”, a Nebraska non-profit entity, has kept the Adams County Race License alive by complying with all State regulations and Nebraska Racing (and Gaming) Commission rules year after year. Had HER not preserved its Race License and kept it alive for the past two decades, Adams County and Hastings would not have this once-ever opportunity today.

ECONOMIC BENEFITS

Between 2000 and 2020, Hastings population has increased by 1,088 residents. During this same time, Grand Island grew by 10,191 persons, a growth rate of 23.7%. We believe Hastings deserves economic growth and population growth and that starts with approval of PTH’s applications. PTH estimates new job creation from 120 to 150 employees with total annual salaries projected from \$3.7 million to \$4.5+ million plus benefits. This represents a significant number of new jobs and new economic growth. However, what is likely to be a much larger positive for economic development is the multiplier effect of new persons and activity in the area who look to local retail, food, lodging, gas-stations, and other local business to fill their needs.

Growing tourism in Hastings and bringing in new dollars from those living outside of Hastings is an additional bonus. Hotel, Restaurant and Retail revenue will increase for surrounding business from the tourists visiting the facility. We estimate 650,000+ in annual visitors to the proposed facility. Imagine the multiplier effect of these person staying, eating, and spending in Hastings.

Not only will this development contribute meaningfully to revitalization of the horse industry and greatly increase tourism to Hastings, projections estimate new tax revenue

generated by the Casino of \$1,162,500 to Adams County, \$1,162,500 to the City of Hastings, and an additional \$6,900,000 for property tax relief - each on an annual and recurring basis.

And not to be forgotten, this development which will cost approximately \$40,000,000.00 and once completed will bring significant new property tax revenue to the City/County on an annual basis close to \$500,000 per year.

HASTINGS EXPOSITION AND RACING, INC., (“HER”)

Hastings Exposition and Racing, Inc., (“HER”) is a Nebraska Non-Profit corporation which holds the Race License as granted by the Nebraska Racing and Gaming Commission and is the entity which will oversee and conduct horse races for the few days those occur.

DEVELOPMENT AGREEMENT

As is common following Application approval, we commit to providing the following via a Hastings Development Agreement as required: Landscape Plan; Drainage Study; and a Traffic Study, along with any other required plans, permits, or approvals. Naturally, following our dialogue with the Planning and Zoning Commission and thereafter with the City Council, we can discuss other areas of the project and come to mutually agreeable solutions.

INVESTMENT OPPORTUNITY

To further solidify goodwill and community participation in our project we will allow Adams County residents and business to invest at a level of up to twenty percent (20%) of our development. We will share more details about this once the project moves forward.

PROJECT SUMMARY

Economic Estimated Benefits:

- \$40,000,000 Development
- 120 to 150 New Jobs
- \$3.7M to \$4.5M Payroll + Benefits
- 650,000 Annual Visitors = Economic Multiplier Benefits
- Annual New Tax Revenue for Hastings \$1,162,500
- Annual New Tax Revenue for County \$1,162,500
- \$6,900,000 in New Annual Property Tax Relief
- \$500,000+ New Annual City Property Taxes

Overview:

- Development Consistent w/ Hasting Future Land Use – Commercial/Retail
- 42+ Acres of Agricultural Buffer between Racetrack & nearest residence
- 70+ Acres of Green and Open Space

- No Grandstand; No Stadium Lighting
- LED down lighting in parking areas and no light scatter
- Horses will NOT be present year round
- No equipment will be stored outside
- 24/7/365 Security – Internal Security Force – Property Surveilled 24/7/365

Racetrack and Casino:

- | | |
|--|--------------------------|
| • 5/8 th Mile Quarter Horse Racetrack | • 40,000 SF Casino |
| • Quarter Horse Races are 15+/- seconds | • 8-10 Table Games |
| • Year 1 – One Race Day | • 500+ Electronic Games |
| • Year 2 – Three Race Days | |
| • Year 3 – Three to Six Race Days | • Simulcast Horse Racing |
| • Year 4 – Six to Nine Race Days | • Sportsbook |
| • Year 5+ – up to Max. Twelve Race Days | • Restaurant & Bar |

CONCLUSION

Our focus is bringing jobs, economic development, and growth to Hastings now and for decades to come. We can get there together for the benefit of this community if our re-zoning and CUP Applications are granted. If you believe we can comply with City Code requirements, then please approve our Applications for Re-zoning and CUP and we will happily enter into a Development Agreement with the City that will spell out the additional conditions of development.

As we work to advance our proposals through proper local and state channels, we look forward to a healthy dialogue with community leaders, elected officials, as well as all interested citizens in Nebraska. Our commitment is to be good listeners and ultimately long-term partners with this community.

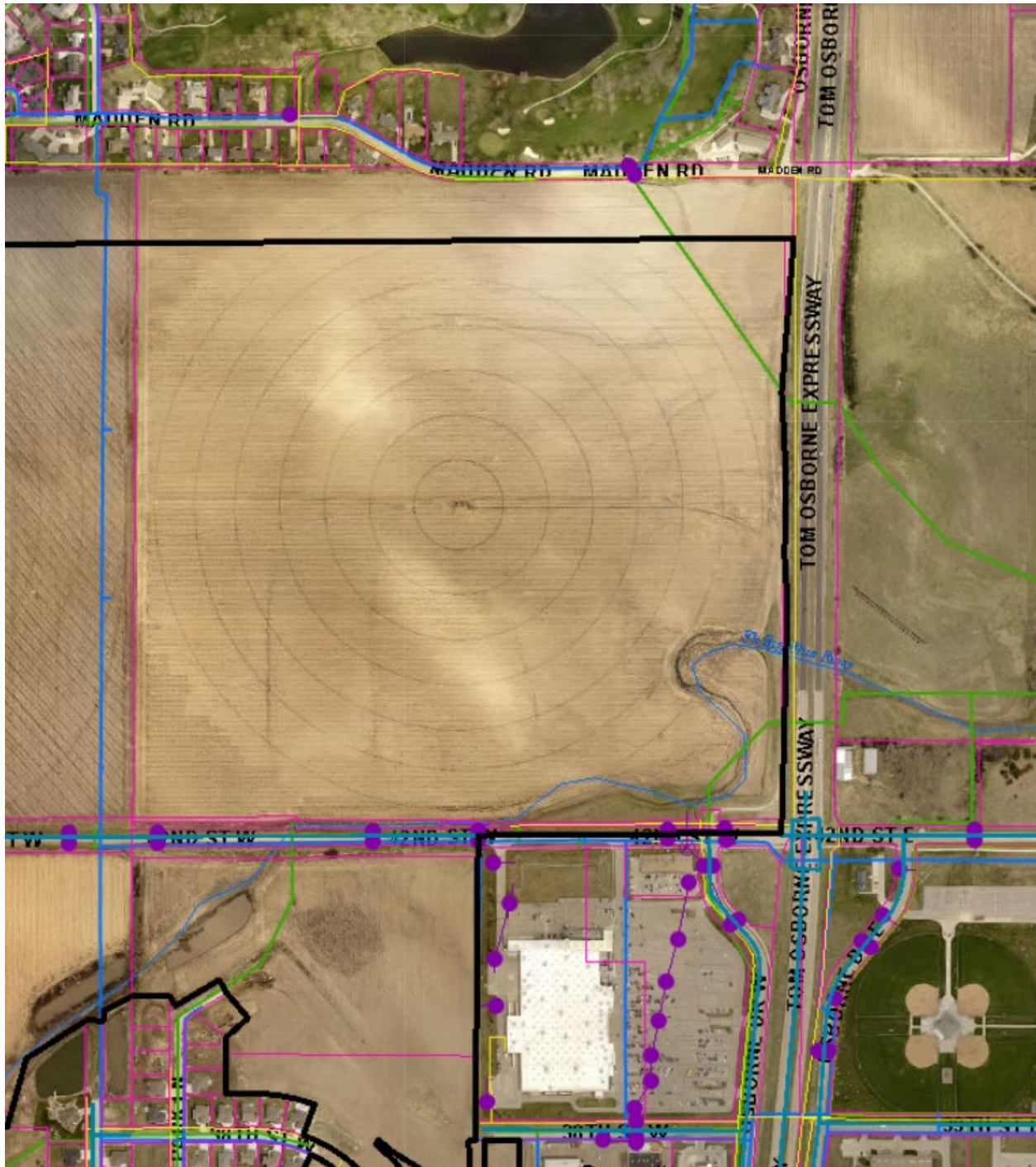
As soon as this project is developed it will start to generate millions of new tax dollars for the City of Hastings and Adams County. We therefore respectfully request you approve our Re-zoning and CUP Applications so that we can move forward now and so the facility is one step closer to generating the over \$10 million dollars in new tax revenue for the county and city every year and bringing over 120 new jobs to Hastings.

We welcome any questions, feedback, and suggestions the Commission has as our partners in making this operation a success for all.

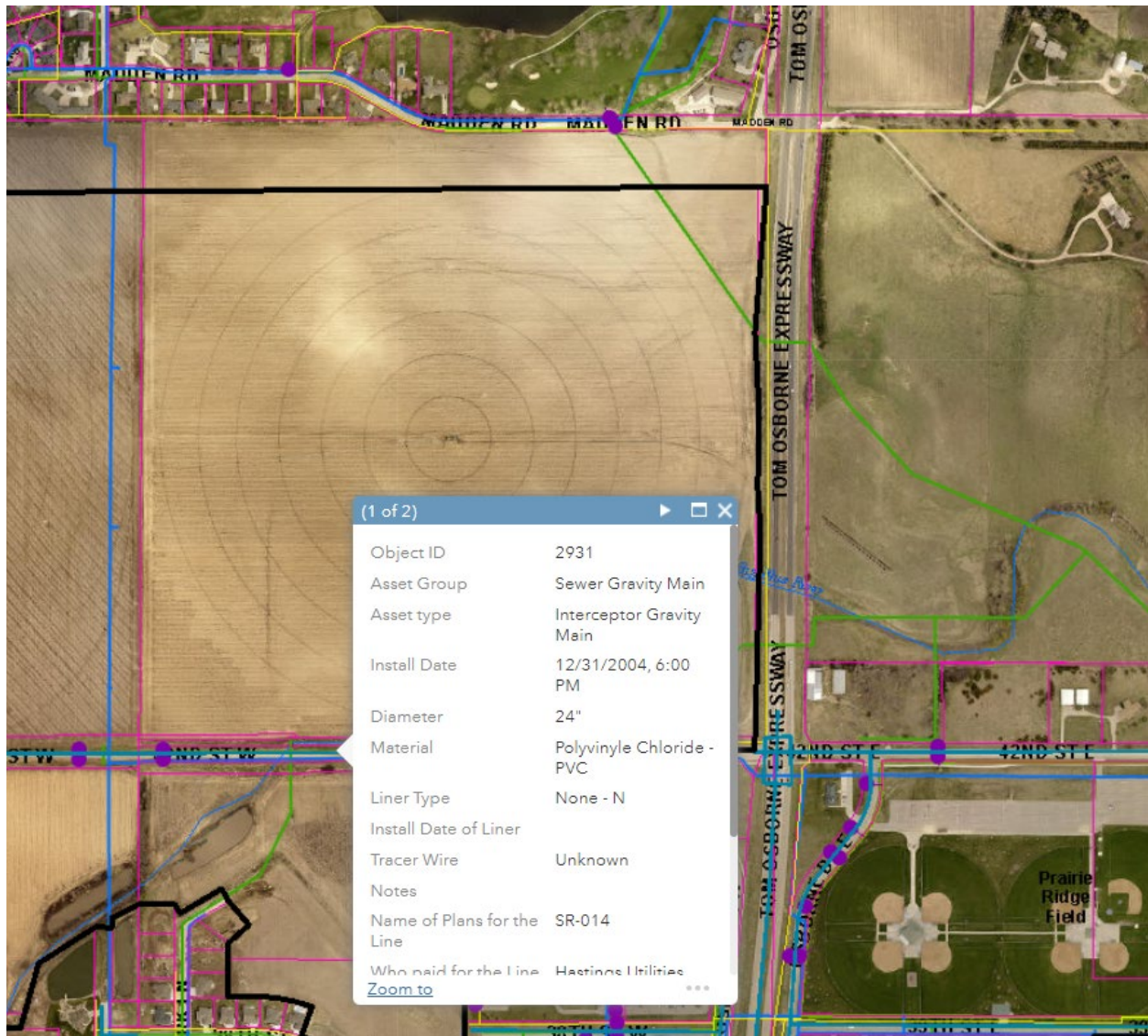
Respectfully submitted,

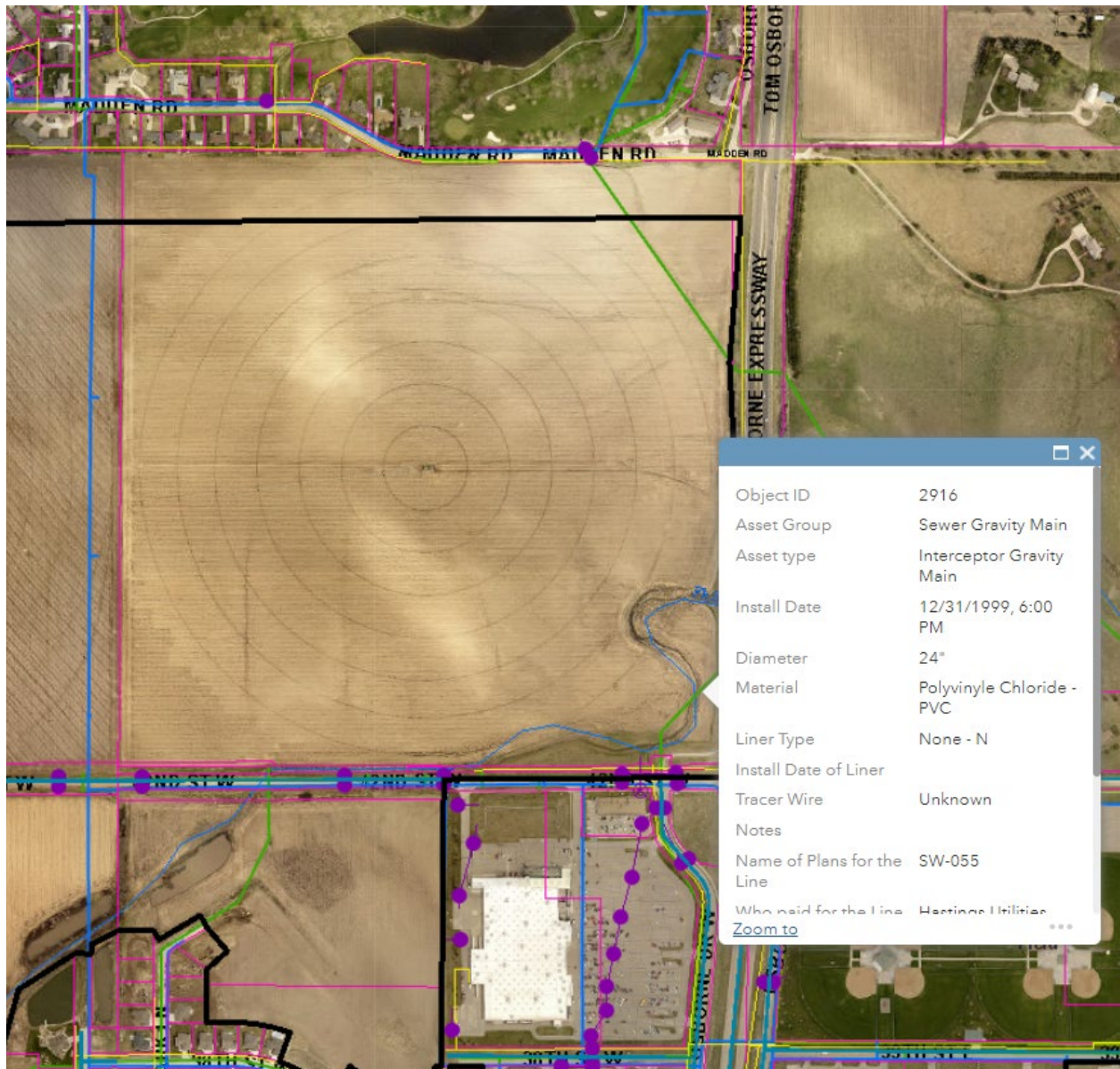
Prairie Thunder Hastings, LLC / Hastings Exposition & Racing, Inc.
West Fork, Inc. / Gremco, Inc.

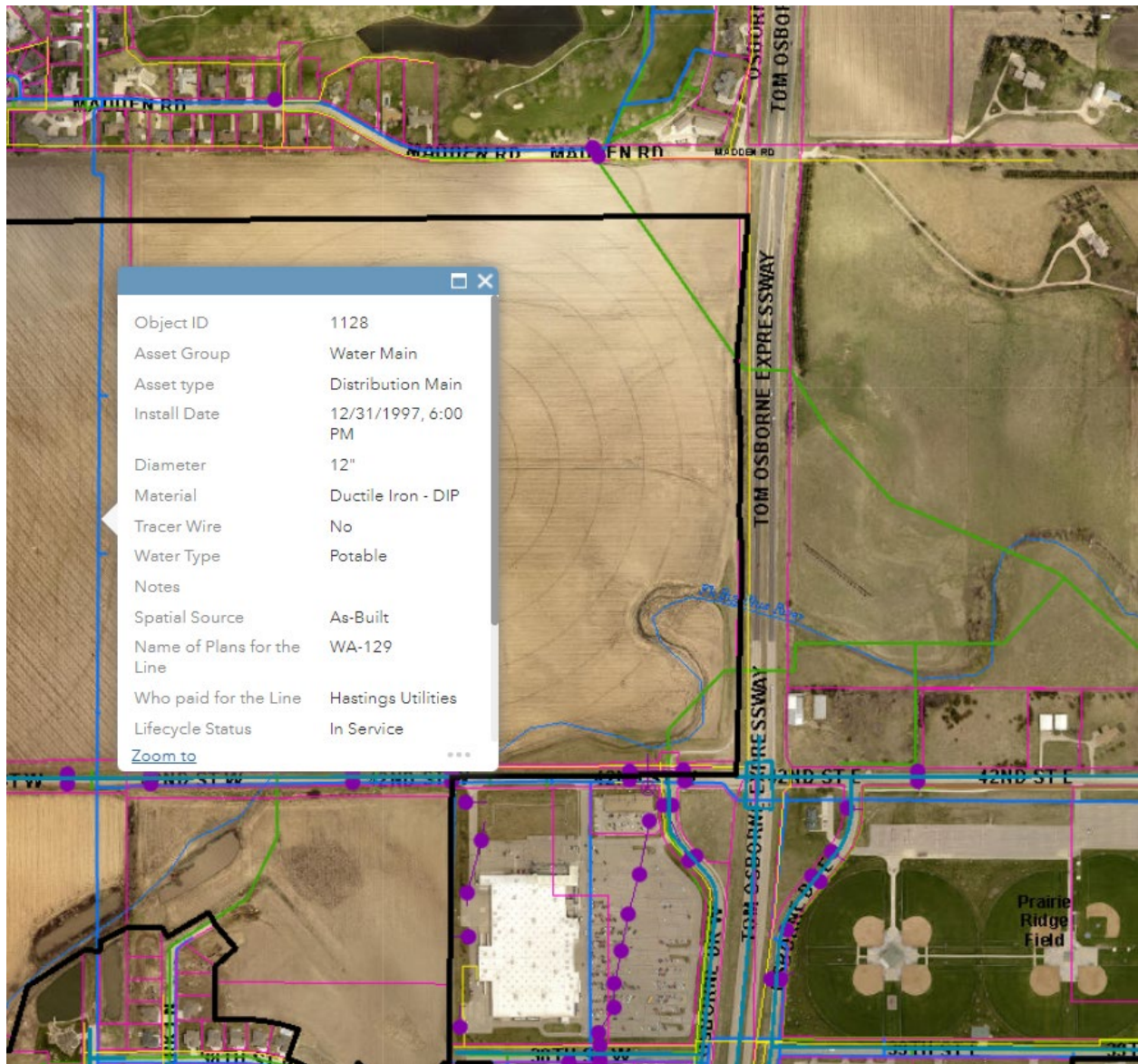
ATTACHMENT #1 - CURRENT UTILITY MAPS











ATTACHMENT #2 - CURRENT OWNERSHIP



ATTACHMENT #3A – C-3 REZONE AREA LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 8 NORTH, RANGE 10 WEST OF THE 6TH P.M., ADAMS COUNTY, NEBRASKA BEING DESCRIBED AS FOLLOWS:

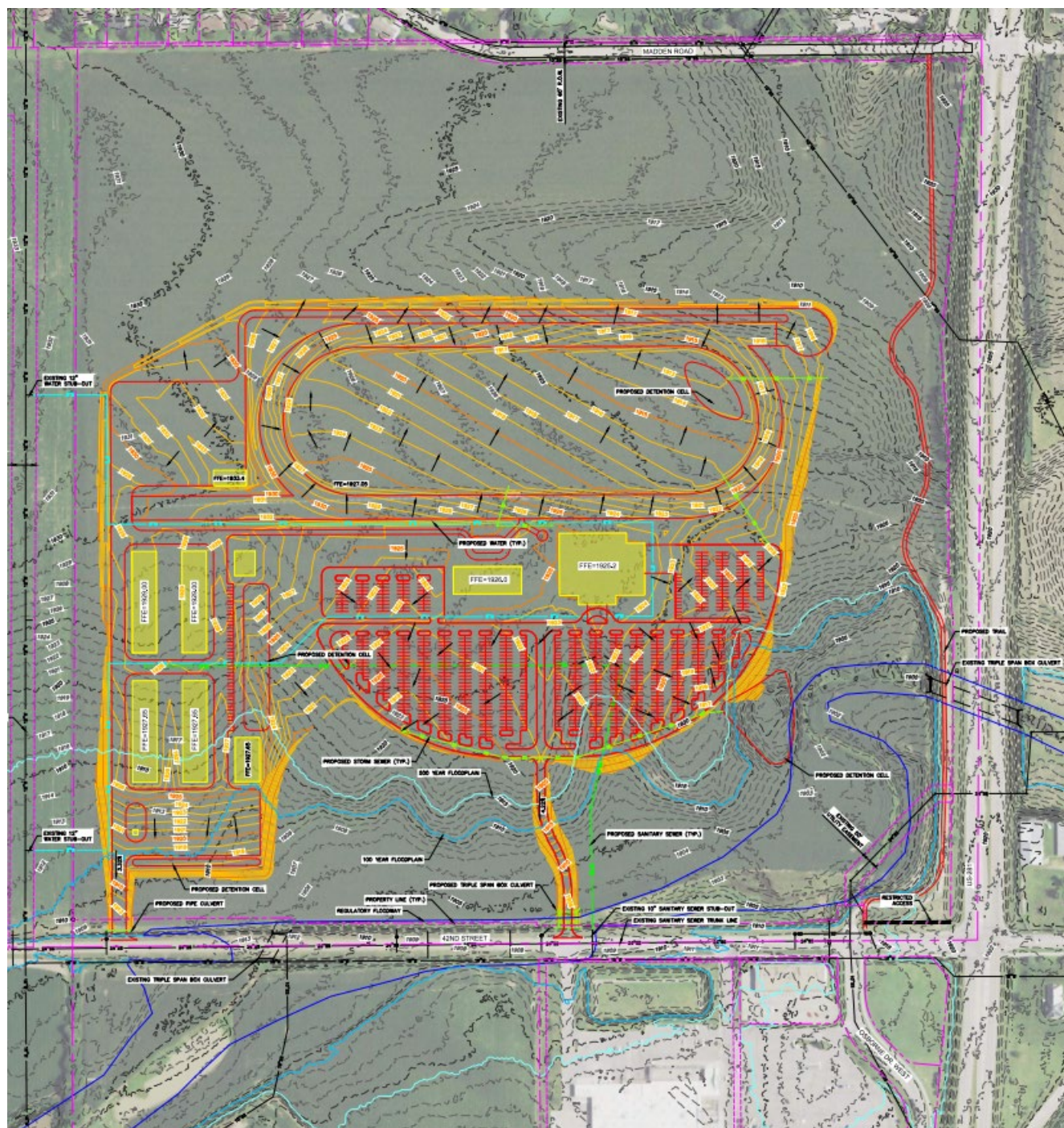
COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 25, THENCE SOUTH ON THE WEST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 1340.00 FEET; THENCE EASTERLY A DISTANCE OF 150 FEET, THIS BEING THE POINT OF BEGINNING; THENCE SOUTHERLY, A DISTANCE OF 825.00 FEET; THENCE EASTERLY, PERPENDICULAR TO SAID WEST LINE, A DISTANCE OF 2025.00 FEET; THENCE NORTHTERLY, PERPENDICULAR TO SAID SOUTH LINE, A DISTANCE OF 825.00; THENCE WESTERLY, PERPENDICULAR TO SAID EAST LINE, A DISTANCE OF 2025.00 FEET TO THE POINT OF BEGINNING, 38.35 ACRES MORE OR LESS.

ATTACHMENT #3B – CUP AREA LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 8 NORTH, RANGE 10 WEST OF THE 6TH P.M., ADAMS COUNTY, NEBRASKA BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 25, THENCE SOUTH ON THE WEST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 722.00 FEET; THENCE EASTERLY A DISTANCE OF 60 FEET, THIS BEING THE POINT OF BEGINNING; THENCE SOUTHERLY, A DISTANCE OF 800.00 FEET; THENCE EASTERLY, PERPENDICULAR TO SAID WEST LINE, A DISTANCE OF 2130.00 FEET; THENCE NORTHTERLY, PERPENDICULAR TO SAID SOUTH LINE, A DISTANCE OF 800.00; THENCE WESTERLY, PERPENDICULAR TO SAID EAST LINE, A DISTANCE OF 2130.00 FEET TO THE POINT OF BEGINNING, 39.11 ACRES MORE OR LESS.

ATTACHMENT #4 - CONTOUR MAP



ATTACHMENT #5 - OWNER AUTHORIZATION



Owner's Authorization Letter

I/we hereby certify that I/we are the owner(s) of the property described herein. I/we am/are respectfully requesting processing and approval of the application(s) referenced herein. I/we hereby authorize the Applicant(s) listed on this application to act on my/our behalf during the processing and presentation of the request. The person(s) identified as Applicant shall be the principal contact with the City in processing this application.

Project: Horse Racetrack & Casino

Address/Location: 4555 Osborne Drive West , Hastings, NE 68901

Applicant(s): Prairie Thunder Hastings, LLC

West Fork, Inc

Owner:

Robert A. Wallace
Owner's Signature

Gremco, Inc.

Owner:

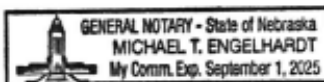
Robert A. Wallace
Owner's Signature

State of Nebraska)

) ss:

County of Adams)

The foregoing document was acknowledged before me this 15 day of December
2021, by Robert A Wallace



Michael Engelhardt
Notary Public

ATTACHMENT #6 - REALTOR OPINION LETTER #1



December 20, 2021

City of Hastings Planning Commission
Attn: Development Services Department
220 N. Hastings Ave.
Hastings, NE 68901

Re: Proposed Casino and Racetrack - 4555 W. Osborne Drive

Planning Commissioners:

I am a licensed realtor in good standing here in Hastings and have been representing buyers and sellers of all kinds of properties in Hastings and Adams County for over 20 years. I have been asked for an opinion related to a proposed development site located at 4555 W Osborne drive. I have been presented materials by the developers including site plan describing the project the project area and I've also seen building and property renderings showing the type of investment and equality construction proposed.

I am familiar with the surrounding properties including the residence is north of the subject property both bordering the Expressway and those bordering the northwest corner of the subject property.

After considering all the facts familiar to me my experience background and insight derive from speaking with thousands of property owners over the course of my career it is my opinion that the proposed \$30 million plus construction of a commercial structure and parking lot along with a 5/8-mile horse racetrack and associated buildings is not likely to have a negative impact on the values of these surrounding properties.

In fact, if anything it is my opinion that developing property in question consistent with the developers renderings and plans will more likely than not increase surrounding property values. This is true not only for the Lochland residences but also for the farmland located 2 the West. This project will be one of the most significant development projects but Hastings has seen in years. The developers have carefully analyzed the subject property and will be leaving proximately 45 acres agricultural land as it is today and as it has been since before any of the surrounding residences existed.

In other words, the surrounding existing residences will not have any change in the nature character of the property that currently borders their properties. Based on the site plan the casino will be facing South towards a commercial area including a large Walmart which is currently the view south from the existing Lochland residences.

The majority of the property in question is designated for commercial use which makes perfect sense given its orientation on the Expressway and the adjacent commercial properties.

Further researching the project and speaking to those in our community I have heard significant positive comments about the millions of dollars in tax revenue that will be generated including several million to go directly to property tax relief. From my years of experience I found that lower property taxes are one of the factors buyers used to differentiate between potential homes. One could argue that this project can only help reduce property taxes in our city and our county which would be a positive for all residences not only those north of the subject property.

A misconception about this project may be related to the amount of racing and the features of the racetrack. At the height of the racetrack activities which will take approximately four years after completion of construction to get to there will be approximately a maximum of 12 race days out of 365 per year. In speaking with the developer I've learned that there they do not plan to do night racing and they are not constructing any pole lighting or stadium lighting. Additionally, there will not be a grandstand of any kind.

It is my opinion that a project of this kind with all of the tax and financial benefits as well as the being a project will draw tourists and new dollars into our community to support our existing hotels motels restaurants and retail is a very positive opportunity that should be embraced by the Planning Commission, the City Council and the community. All my opinions are based on my education, experience, background, and review of information directly related to this project.



Michael Engelhardt
Nebraska Realty

ATTACHMENT #7 - REALTOR OPINION LETTER #2



December 20, 2021

City of Hastings Planning Commission
Attn: Development Services Department
220 N. Hastings Ave.
Hastings, NE 68901

Re: Proposed Casino and Racetrack - 4555 W. Osborne Drive

Planning Commissioners:

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Brent Parker



Nebraska Realty

POPULOUS™

DRAWING PEOPLE TOGETHER™

Equestrian Manure Management

Charlie Kolarik, RA, NCARB

Introduction:

The methods indicated in this report are based on a manure management system originally developed for the Oklahoma State Fair Park, an urban equestrian and livestock venue. This manure management method has proven to be highly effective at eliminating manure odor, flies, and the potential for runoff contamination. Given the success of this manure management system it is becoming an industry “best practice” for new and existing equestrian and livestock event venues across the United States. Additionally, Populous will be implementing a similar manure management plan in our design for the equestrian venue at the 2012 London Olympic Games.

The typical Equestrian and Rodeo Facility is planned with barns that are implemented through a series of phases. Given this phased implementation it is a complex task to calculate precise manure volumes for a facility from a annual or long term perspective, as the volume will change over time and will be dependent on the growth and attendance of events. This document provides details on the key elements of a well designed manure management plan, an example volume calculation for a typical equestrian event facility, and a brief section on manure disposal and reuse options.

Managing Manure Properties

A successful manure removal plan is a critical component when creating a clean and comfortable environment at an equestrian event facility. There are three byproducts of manure that must be controlled to create a clean and comfortable environment:

Odor:

Odor is the byproduct of a natural decomposition process in which bacteria consume manure and urine and release gas. Ammonia is commonly produced in manure that decomposes in an environment with poor air exchange. When exposed to ample fresh air the decomposition process works efficiently and foul odor is not produced.

Controlling odor is best accomplished by providing ample natural ventilation, absorbent stall bedding, limiting exposure to moisture, and daily manure removal from horse stalls and buildings.

Flies:

Fly problems occur when manure is stockpiled in open air storage and exposed to moisture. Decomposing manure will attract flies, however infestations occur as a result of fly breeding in the manure. Controlling flies is best accomplished by collecting manure in closed containers that limit exposure to moisture, limiting fly exposure, and removing manure from the site periodically throughout the day.

Contaminated Runoff:

Typically manure exposed water runoff is not damaging to the environment unless the manure has been stockpiled and allowed to decompose. A stockpile of manure that is not turned regularly will begin to decompose internally via an anaerobic decomposition process. This is a decomposition process that occurs when ample oxygen is not available to the bacteria in the center of a moist manure stockpile. Anaerobic manure will ferment and attract insects, develop unpleasant odors, and leak an unpleasant and environmentally hazardous liquid called leachate. When leachate is exposed to running water it produces an environmental runoff hazard. Controlling contaminated runoff is best accomplished by collecting manure in closed containers that limit exposure to rain and running water, removing manure from the site daily, and capturing wash water from animals in the sanitary sewer system.

Tradition and Transition:

Equestrian event facilities and fairgrounds traditionally collect livestock manure from barns and place- it in outdoor concrete bunkers or large metal bins. Manure is allowed to stockpile in these bins or bunkers until it is eventually removed by a tractor or forklift and placed in trucks. The tractors and forklifts that lift and carry metal bins around the site pose a serious safety threat to barn inhabitants both human and equestrian.

Bin cleaning typically occurs when the bunker is at or near capacity or at the end of an event. This practice leaves the stockpiled manure in the bunkers for several days before it is removed. Traditionally these bins are not covered, they are exposed to rain and insects, and are allowed to overflow onto the surrounding ground or street. In some facilities the bins are cleaned and the manure stockpiled in large quantities at a remote area of the site. This style of manure management is commonly practiced at many equestrian and livestock facilities today.

In recent years this practice has come under scrutiny as once rural livestock and fairgrounds facilities have been surrounded by urban growth. Additionally, competitors and spectators at livestock event facilities are demanding cleaner and more pleasant environments, environmental stewardship is being embraced, and related environmental regulations are being developed and enforced.

Traditional Manure Removal Solution



Traditional Metal Bin Stockpile



Poorly Managed Manure Removal Results in Manure Piles Outside of Designated Areas

A Modern Solution:

As an international leader in the design of fairgrounds and equestrian event venues Populous recognized the need for a clean and environmentally sustainable manure management solution. The rehabilitation and expansion of the Oklahoma State Fair Park equestrian and livestock facilities provided the first opportunity to develop and implement a large-scale, modern manure management system that would create a pleasant barn environment for competitors, provide ease of operational management, respect the surrounding residential and commercial uses, and minimize the risk of manure-related environmental contamination.

There are three critical components to this manure management system:

Mobile Manure Containers - Rolling containers can be easily moved and filled by the facility users and staff. The containers are affordable and efficient for the facility to provide, empty, and service. The containers have covers to eliminate moisture and insect exposure. These containers are emptied periodically throughout the day into packer trucks and the manure is immediately removed from the site.

Sliding Stall Partitions – Stall partitions slide to the center aisle to allow more thorough and efficient stall cleaning between events.

Drainage Plan – The drainage plan for the facility captures and confines water that has been exposed to manure or washing of animals. This water is directed into the sanitary sewer system.



Case Study: Oklahoma State Fair Park

The Super Barn at the Oklahoma State Fair Park houses 1,016 stalls under one roof and is a primary component of the 3,200 stall equestrian complex, which is the largest in North America. The facility hosts world-class competitions and must provide a very clean, modern, and pleasant environment for show participants and spectators. Exposed manure, unpleasant odors, and flies are not an option for this facility.

In addition to daily stall cleaning during events a unique solution was required to expedite stripping bedding and manure from stalls at the completion of events. The high demand for Equestrian venues at the park requires that the stalls are stripped, cleaned and prepared with absolute minimal turnover time between events. A unique stall system was designed and developed by the equestrian design leaders at Populous to accomplish this task while minimizing labor costs.

Additionally, a carefully planned solution was developed to eliminate the risk of contaminated runoff by isolating water that has been or may potentially be exposed to an environmental contaminant such as manure or soap. Drain types were carefully selected and placed to capture and screen water runoff at the facility.

The following is a brief overview of the manure management system at the Oklahoma State Fair Park Equestrian Venue:

Daily Manure Removal:

Daily manure removal is critical to maintaining a clean and comfortable environment during equestrian and livestock events. Stockpiling manure for bulk handling is a traditional solution, however it is not an acceptable practice for a modern equestrian venue. As an alternative to this traditional practice, the equestrian venues at the Oklahoma State Fair Park provide one plastic 96-gallon rolling trash cart per every ten stalls at the facility. The carts are located inside the barns at the end of each stall row for at-will use of the exhibitors. Manure dropped by the horses in the barn aisles is picked up by the facility staff and placed in these carts. Periodically throughout the day, facility staff will roll the receptacles to designated pickup spaces outside the barns where a packer truck empties the containers and immediately removes the manure from the site. The containers are then rolled back into position at the end of each stall row where users may access them for stall cleaning at their convenience. The rolling trash carts confine the manure in an enclosed container so it is never exposed to moisture or insects. This practice creates a barn environment free of manure odor, fly infestation, and contaminated runoff. This simple solution has revolutionized the way that livestock and equestrian event facilities are addressing manure management around the world.

Rolling Bin Solution



Rolling Carts at Stall Rows



Curb Side Manure Pickup



Rolling Cart with Stall Waste



Rolling Carts at SuperBarn Curb

Post Event Manure and Bedding Removal:

Manure removal is important during events however it must also be considered between events. A thorough cleaning of all stalls is required between each event. This cleaning process produces a much greater volume of waste as all stall bedding is collected in addition to manure that may have been left in the stalls or soaked into the stall bedding. Traditionally stalls are cleaned individually by workers who hand-shovel the stall waste into the aisle. Once all of the waste is in the aisle it is pushed to the outside of the building and loaded into waste containers or dump trucks.

The equestrian planners at Populous developed a unique stall system for the Oklahoma State Fair Park Barns that has resulted in 60% savings in both labor and time for the event turnover when compared to traditional methods. The key to this system is a stall design that allows the stall side partitions to be pulled into the aisle. This opens the stall row to allow a tractor, Bobcat, or similar equipment to push and collect the majority of the stall waste in 40-cubic yard containers inside the building. A riding commercial floor scrubber thoroughly cleans the remaining bedding or waste. The result is a much cleaner stall than achieved through traditional cleaning methods. A cleaner stall greatly reduces the risk of transmitting disease, ensures that manure is not left behind in stall corners to potentially create odor or fly issues, and provides a fresh environment for equestrian competitors and visitors. The 40-cubic yard containers are removed immediately and are not stored on site.

Stall Cleaning Process



1. Barn is vacated after event



2. Stall side partions pull into aisle



3. Stalls are cleared of Bedding and then scrubbed



4. Aisle is cleared and then scrubbed

Drainage / Runoff Protection:

Capturing drainage and runoff that is or may be exposed to environmental contaminants is crucial when constructing an environmentally responsible equestrian event venue. Planning to capture contaminated runoff should begin early in the planning of the facility. Floor slopes and drain locations are designed to isolate areas where contaminated water is likely to occur. The wash stalls at the Oklahoma State Fair Park Equestrian Venues are isolated to avoid over spray of water and have two drains to provide maximum collection of wash water. The wash stalls have a rectangular floor drain in one corner. The floor of the wash stall is sloped to this drain which contains a sump with removable strainer basket to capture solid waste that may be washed into the drain. Additionally, a trench drain runs along the exterior of the wash bays to capture overspray or wash water that escapes the bay. The trench drain outlets have baskets and strainers to catch solid animal waste that may enter through the grate. All wash water is directed into the sanitary sewer system. Washing of animals is not permitted or provided for in areas other than dedicated wash stalls.

Contaminated runoff is not produced in the stall areas as stall bedding will capture urine or other liquids that may be used in the stalls. Soiled bedding is removed with other manure daily via the rolling manure containers discussed previously.

Water and Runoff Control



Confined wash stalls with internal floor drain and external trench drain



Floor drain detail – note grill, basket, and strainer to collect solid waste



South Point Casino and Equestrian Center

The South Point Equestrian complex houses a 4,400 seat equestrian event arena with 1,200 show stalls. South Point is located in an urban environment in Las Vegas, Nevada.

This facility has successfully implemented a similar manure removal system to Oklahoma City State Fair Park and the proposed Kansas Star system.

South Point provides one large capacity open top rolling cart per every other row of stalls for at-will use of the exhibitors. These carts or “gondolas” are emptied into covered 40 cubic yard dumpsters periodically throughout the day. There are three covered 40 cubic yard containers on site that are removed and emptied daily.

The system developed and implemented at the Oklahoma City State Fair Park is a more refined system than utilized at South Point as the South Point collection containers are subject to insect and water exposure. However, the South Point approach is an important example of how modern equestrian event facilities are addressing manure handling and removal in response to customer demand, facility appearance, their urban setting, and the need for increased operational efficiency.

Volume Calculation Considerations

The volume of manure that will be produced by an equestrian event facility cannot be precisely determined as show attendance, frequency, and size will vary show to show and year to year. Shows may vary in size between 50 and 1200 horses at a facility with 800 permanent stalls and space for temporary stall expansion. On average, a large regional show would likely generate around 400 horses and a national show would host about 700. It is important to note that the larger shows will likely run longer than a 3 day weekend and many competitors will stay just long enough to compete in their class but not for the entire length of the show. Some competitors may be leaving as others are arriving.

A sample manure volume calculation is provided below to demonstrate how a facility would utilize the above described manure management system to handle the manure removal for an average horse show. It is likely that the majority of shows at the facility would be regional events so the example manure volume calculation will assume a horse count of 400.

Populous has developed the following formulas for calculating manure volume based on university research reports, agricultural extension research, articles prepared by experts in the field of livestock and equine science, as well as our personal and professional involvement in the industry. A list of resources and cited works is provided in the reference section of this document.

Horse Units:

Horse units are used to provide flexibility in the calculation of manure volume. One horse unit is equivalent to a 1,000 pound horse. Horse waste is comprised of about 60% solids and 40% urine. A 1,000 pound horse or 1 horse unit will produce about 31 pounds of feces and 2.4 gallons (20 pounds) of urine daily. This standard horse unit provides a basis for estimating the expected waste volume for each of the following three equestrian manure categories:

Stall Horse Unit:

A stall horse unit is a 1,000 pound horse that is primarily kept in a stall throughout the year. It is assumed that a stall horse will produce 100% of its waste as stall manure. Stall manure is defined as horse excrement both solid and liquid in combination with soiled bedding and some additional bedding that may be removed in the process of mucking the stalls on a daily basis.

Pasture Horse Unit:

A pasture horse unit is a 1,000 pound horse that is primarily kept in a pasture or paddock throughout the year. It is assumed that a pasture horse will produce 100% of its waste as pasture manure. Pasture manure is defined as solid horse excrement with no bedding.

Stall / Pasture Horse Unit:

A stall/pasture horse unit is a 1,000 pound horse that is kept in a stall for 50% of the year and in the pasture for 50% of the year. It is assumed that a stall/pasture horse will produce 50% of its waste as stall manure and 50% as pasture manure.

All horses at an equestrian event facility will fall into the category of stall horse units. It is important to note that the horse units, manure volume estimates, and manure qualities in this report reflect the most widely accepted method for estimating anticipated manure volume and quality for a typical horse facility. Some shows or events that specialize in certain larger breeds such as draft horses or smaller breeds such as ponies would utilize a multiplier to adjust the size of the horse unit to more accurately estimate the volume of manure that will be produced at the show or event. Additionally, the volume of manure produced by a 1,000 lb horse unit may vary up to 20% higher or lower than the numbers used in this report depending on the horses diet and lifestyle as well as stall cleaning techniques.

Manure Volume:

Manure will vary in its volume depending on whether it is collected from the stable or the pasture. It is important to quantify the volume of each type of manure to help determine which reuse and removal options are the most economically and functionally feasible. In this example manure will be removed from the facility rather than composted or otherwise reused on site. Additionally, the key volume calculation for a typical equestrian event facility will be stall manure volume as no pasture is typically available to horses at the facility. Below are descriptions of the volumes that can be generally expected from raw and stall horse units:

Raw Manure:

Raw manure is comprised of solid and liquid waste. A single horse unit will produce about 31 pounds (0.5 ft^3) of feces and 2.4 gallons (20 pounds or 0.3 ft^3) of urine daily. This equals about 51 pounds (62 lb/ft^3) or 0.8 ft^3 of raw manure from the horse daily.

Stall Manure:

Stall manure is comprised of both solid and liquid waste as well as soiled bedding and a certain amount of clean bedding that is collected when cleaning stalls. Stall manure is collected daily which requires daily management of the waste. (The bedding in the following volume estimate is assumed to be pine shavings) The average daily stall cleaning will result in the removal of 8 to 12 pounds 1.6 ft^3 of bedding per stall in addition to raw manure. Adding raw manure to the bedding brings the total daily volume of stall manure per horse unit to around 60 pounds and 2.4 ft^3 . It is important to note that the volume of bedding is greater than the volume of raw manure.

Estimated Manure Volume (Example Calculation):

A typical equestrian event venue is hosting a regional AQHA show of 400 horses. The horses will be housed in permanent stalls with pine shaving bedding. No turnouts or paddocks are provided and it is anticipated that all 400 horses will be housed in the stalls for the majority of the time that they are attending the 4 day show.

Utilizing the previously provided manure volume data, the daily volume of collected manure is therefore estimated as follows:

$$400 - \text{Stall Horse Units: } 60 \text{ pounds and } 2.4 \text{ ft}^3 (400) = \mathbf{24,000 \text{ pounds and } 960 \text{ ft}^3 \text{ daily}}$$

Forty, 96-gallon (12.83 ft³) rolling manure collection carts are provided by for daily manure removal by the event facility (one cart per every 10 stalls). The total daily volume that each container would accumulate is calculated as follows:

$$960 \text{ ft}^3 \text{ daily} / 40 = \mathbf{24 \text{ ft}^3 \text{ per cart daily}}$$

Each cart has a capacity of 12.83 ft³ so the manure containers must be emptied twice per day minimum. The facility would likely schedule three pickups per day for this show as the containers would be filled to 93% of their maximum capacity if picked up twice. Three scheduled pickups per day would reduce the filled volume of the containers to 62% of their maximum capacity for each pickup.

At the end of the show the facility will remove the remaining bedding from the stalls. A 10'x10' stall typically holds around 6 bags or 50 to 60 ft³ of bedding. When placed in a removal bin the bedding will compact to around 40% of its stall volume which will equal around 20 to 24 ft³ per stall. Clearing 400 stalls will result in a removal bin volume of **8,000 to 9,600 ft³ or 296 yd³ to 356 yd³ per 400 stall event.**

Large capacity removal dumpsters are typically sized in cubic yards. Commonly available sizes are 10, 20, 30, and 40 cubic yards. Removal of this waste will fill 8 or 9 roll off dumpsters with 40 cubic yard capacity. The dumpsters would be brought to the site by a contracted waste removal company and the stall waste would be removed. Rather than delivering 8 or 9 individual dumpsters to the site it is likely that the waste removal contractor would remove the waste in multiple trips through the course of a day.

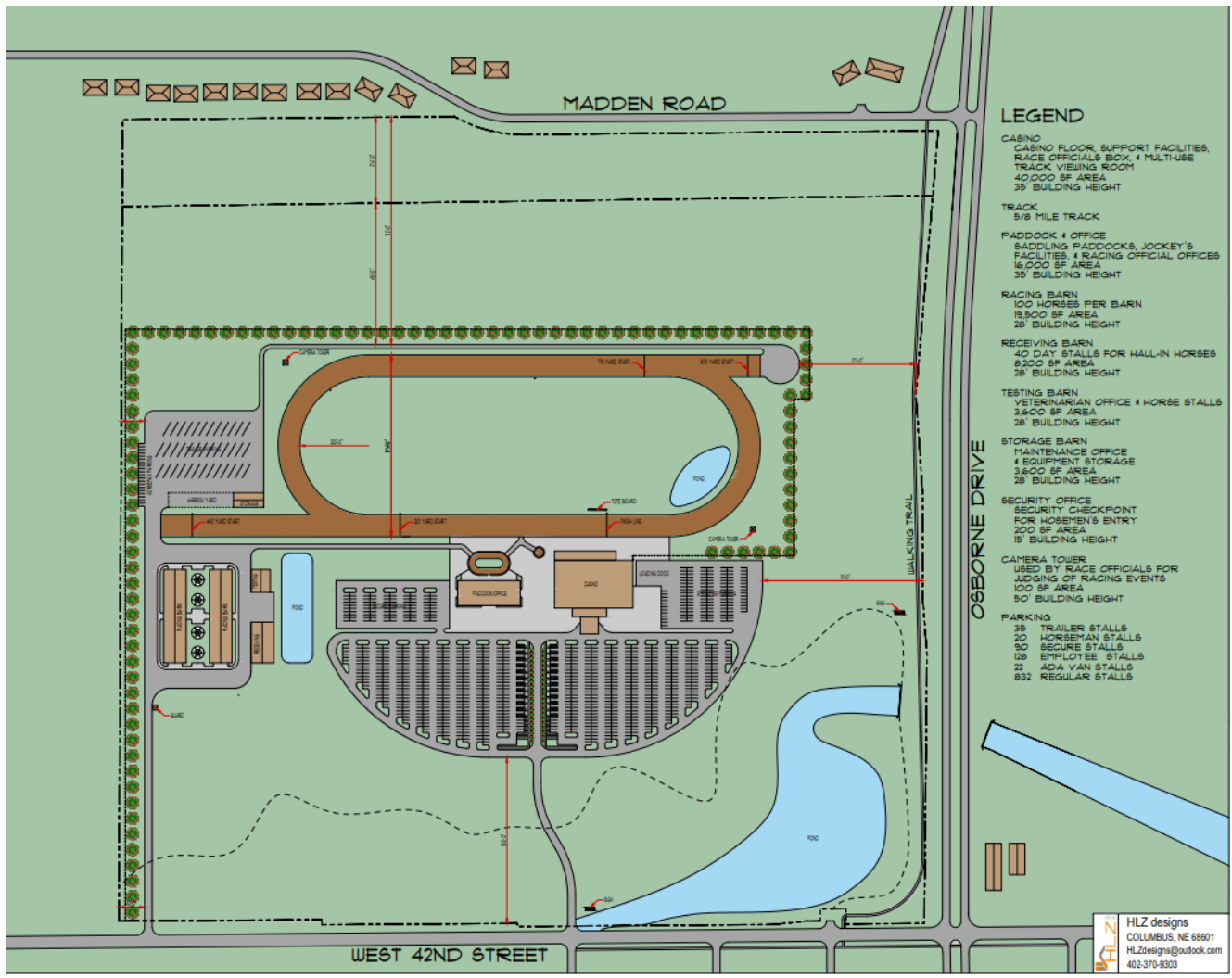
Manure Reuse and Removal Options:

Removing stall and manure waste from the site does not automatically relegate the waste to a local landfill. The preferred option is to partner with a local source that will reuse or recycle the waste. Manure reuse options vary widely depending on a variety of local resources and may include composting, pelletizing, pasture or field spreading, and energy production options. Reuse is not always a feasible option as some event facilities are located in areas where recycling resources are not available.

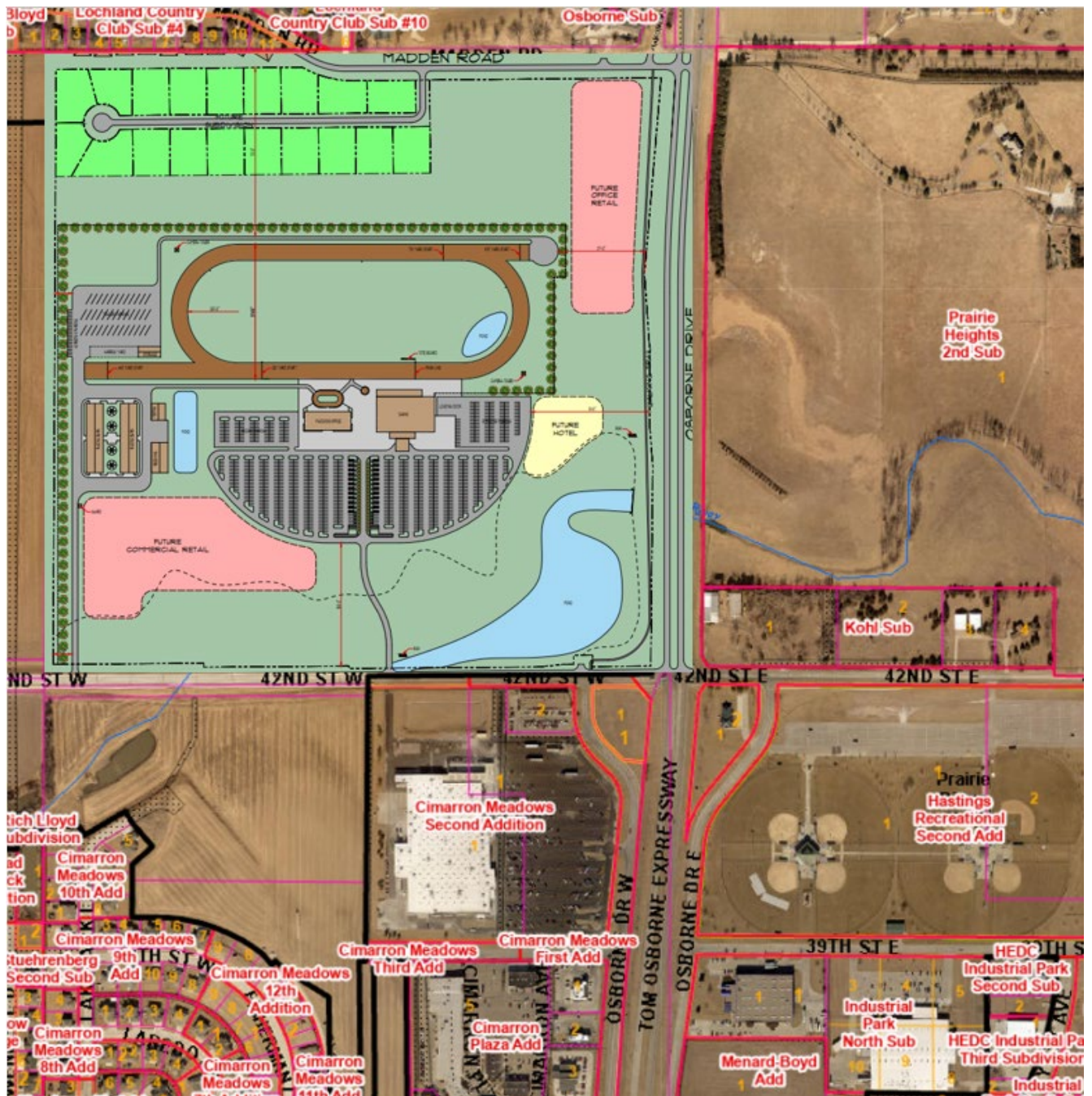
Research References:

1. Wheeler, E and Zajackowski, J. *Horse Stable Manure Management*. Pennsylvania State College of Agricultural Sciences. 2002.
2. Natural Resource, Agriculture, and Engineering Services (NRAES) Cooperative Extension. *On-Farm Composting Handbook*. NRAES. 1992.
3. Davis, J.G. and Swinker, A.M. *Horse Manure Management*. Colorado State University Equine Extension. 2002.
4. Bilderback, T.E. and Powell, M.A. *Using Compost in Landscape Beds and Nursery Substrates*. North Carolina Cooperative Extension Service. 1996.
5. Stutz, J. Donahue, S. Mintzer, E. and Cotter, A. *Compost in Landscaping Applications*. Tellus Institute (US EPA publication). 2003.
6. Buchanan, M. *Horse Manure Management: A guide for Bay Area Horse Keepers*. The Council of Bay Area Resource Conservation Districts and USDA Natural Resources Conservation Services. 2003.
7. Moon, P. *Basic On-Farm Composting Manual*. Land Technologies for the Clean Washington Center. 1997.
8. Auvermann, B. McDonald, L. Devin, R. and Sweeten, J. *Composting Horse Manure*. Texas Agricultural Extension Service. 1999.

ATTACHMENT #9 - SITE PLAN



ATTACHMENT #10 – FUTURE PLANS DEMONSTRATIVE





Technical Memorandum

Date: January 12, 2022
To: Jeff Palik, PE
From: Dan Bellizzi, PE, PTOE
RE: Hastings Casino Initial Traffic Due Diligence
Project #: 021-06683

It is our understanding that a horse track with a casino and hotel is being proposed on the northwest quadrant of U.S. Highway 281 and 42nd Street in Hastings, Nebraska. The purpose of this initial traffic due diligence is to determine at a high level, what, if any, public infrastructure improvements may be required with the construction of the site.

Based on the current site plan, there is a main access point approximately 1,200 feet west of U.S. Highway 281 along 42nd Street aligned with an existing access for Wal-Mart. A secondary access is located approximately 2,500 feet west of U.S. Highway 281 that is intended to be used by trailers for the horse track and will have minimal traffic.

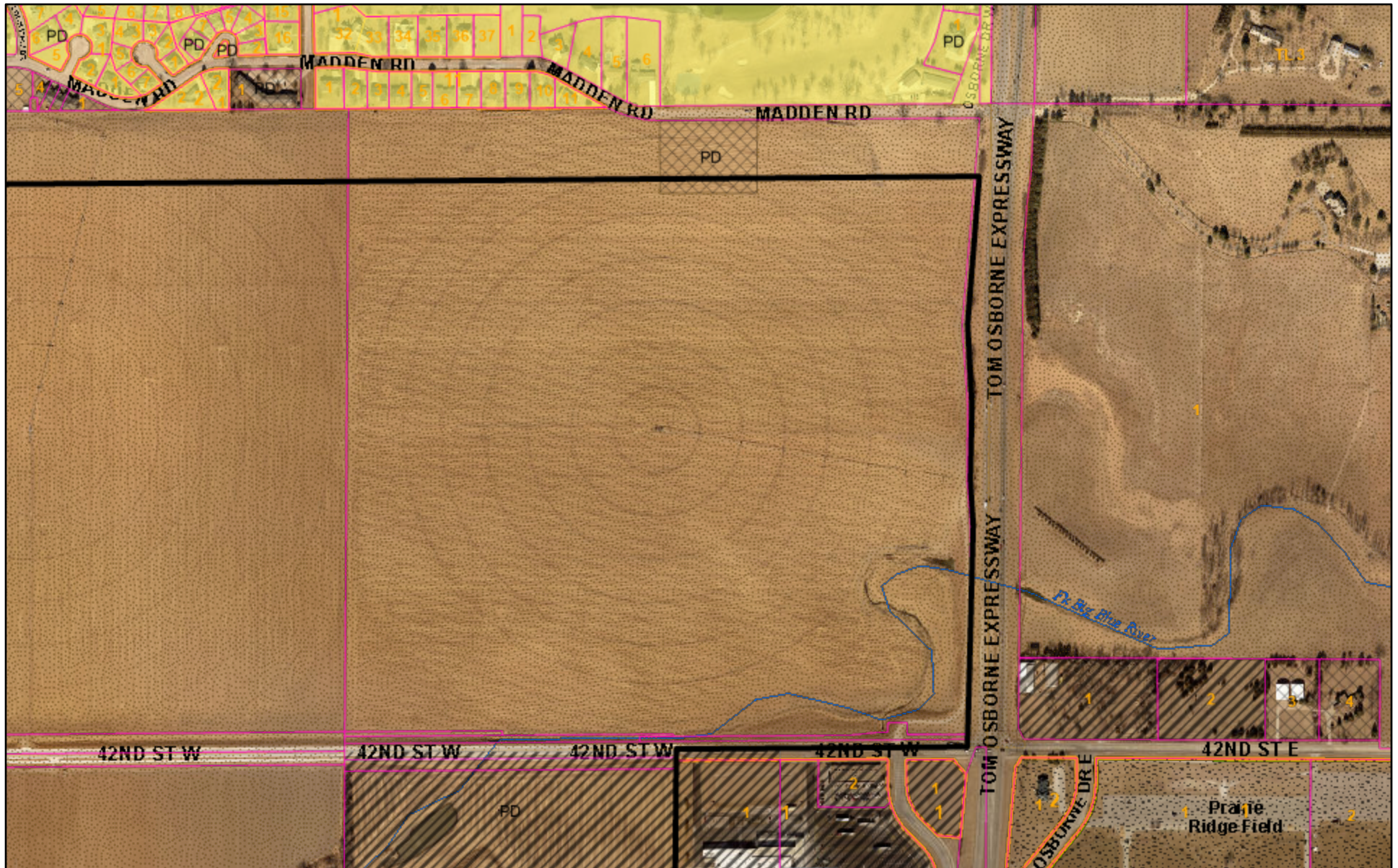
Available average daily traffic (ADT) data was procured from the Nebraska Department of Transportation (NDOT) map library. ADTs along 42nd Street just west of U.S. Highway 281 were approximately 4,000 vehicles per day (vpd) in 2018. Likewise, ADTs along U.S. Highway 281 were approximately 14,000 vpd near 42nd Street in 2018. Based on information provided by the client, the site is estimated to produce approximately 3,260 total daily trips, 1,630 entering and exiting trips. In addition, during race days, anticipated attendance is estimated between 300 and 500 visitors.

With most of the site traffic using the main drive, there may be a need for a westbound right-turn lane along 42nd Street. Further study at the intersection would be required to determine the need for this improvement. At the intersection of U.S. Highway 281 and 42nd Street, there are dedicated left and right-turn lanes on the eastbound, northbound, and southbound approaches. Signal timings and phasing may need to be reviewed to reduce intersection delay and queues, especially during race days. There are not anticipated to be additional improvements required at this intersection with the build out of the site.

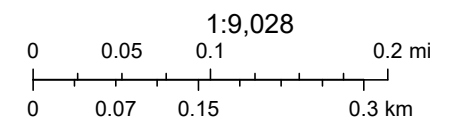
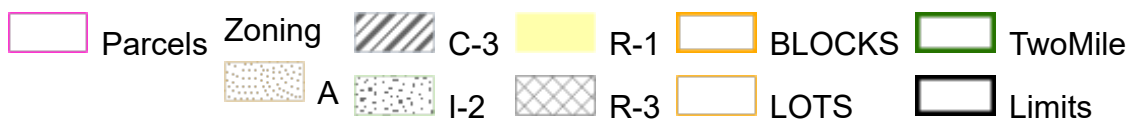
ATTACHMENT #12 – ADDITIONAL AERIAL RENDERING



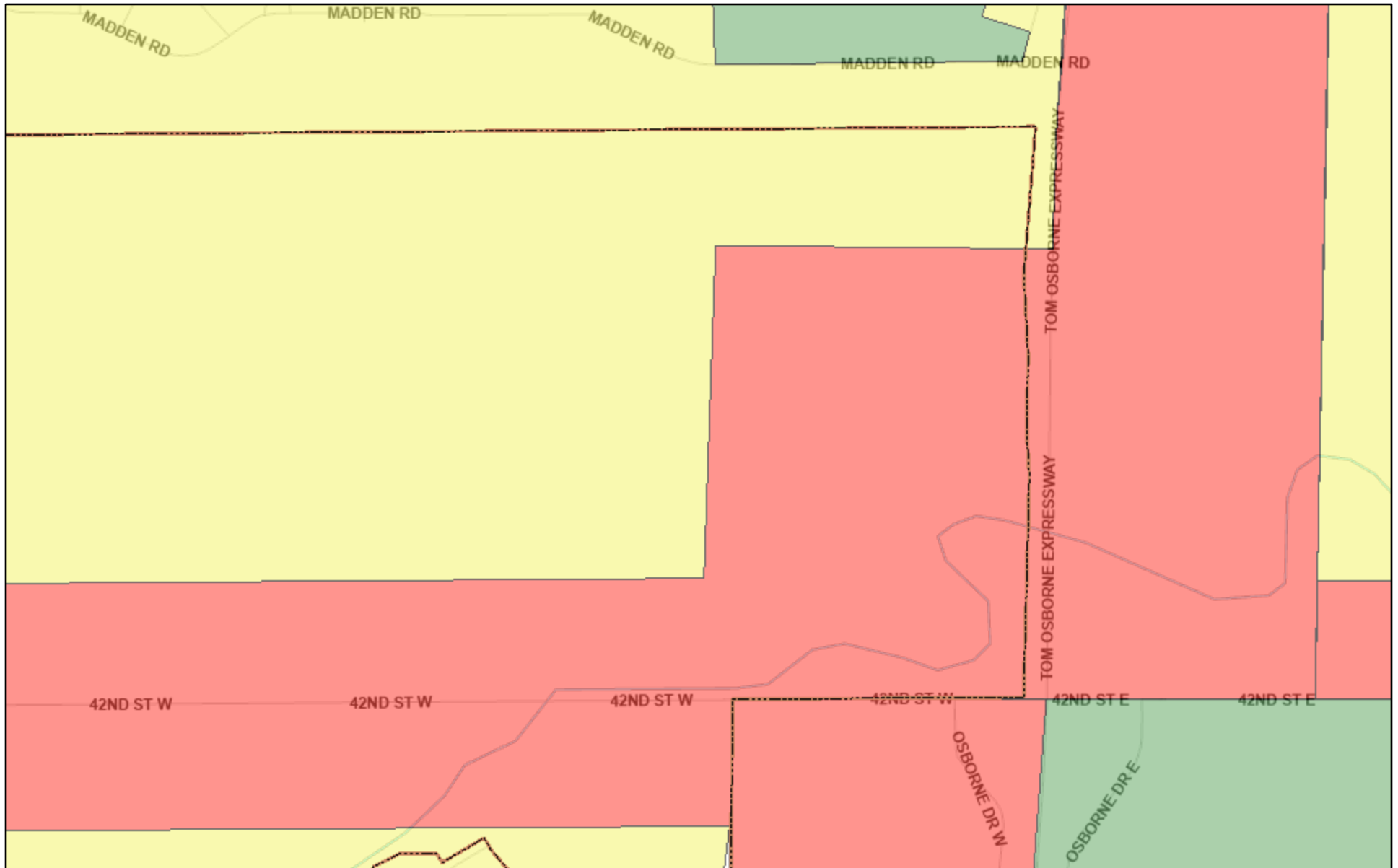
Zoning



10/7/2022, 12:41:14 PM



FLU Map



10/7/2022, 12:44:35 PM

Future Land Use

Suburban Residential

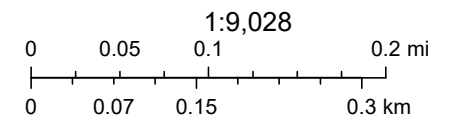
Mixed-Use - Neighborhood

Commercial/Retail

Parks & Recreation

ETJ boundary

City boundary



Department: Development Services
Staff Contact: Brian Hurskainen
Planning Commission Meeting Date: 10/18/2022
File No: 2022-061
Prepared By: Brian Hurskainen, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

Public hearing for a Conditional Use Permit (CUP) request for an Outdoor Entertainment & Recreation Business for property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska.

Motion to recommend approval of a request for a CUP for an Outdoor Entertainment & Recreation Business for property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska.

Names of People/Business affected by this action:

The applicant, City of Hastings, Adams County and the public.

Why Planning Commission action is required:

Neb. Rev. Stat. 19-929 requires a conditional use permit to be approved by the City Council unless the City Council has, through a zoning ordinance or special ordinance, generally authorized the Planning Commission to exercise such power and has approved the standards and procedures adopted by the Planning Commission for equitably and judiciously granting such conditional uses or special exceptions. City Code 34-401 requires a recommendation from the Planning Commission before City Council can approve a CUP.

Type of action requested:

Motion

Suggested motion:

Motion to recommend approval of a request for a CUP for an Outdoor Entertainment & Recreation Business for property generally located north of West 42nd Street and west of Tom Osborne Expressway in the extra-territorial jurisdiction of the City of Hastings, Adams County, Nebraska, subject to the following conditions:

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 Racetrack into the City will 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. Trees must be planted as shown on the approved narrative on page 3, trees shall be at least 1.5" caliper at the time of planting. Must be maintained
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 Drainage Study that includes flows and calculations for each Phase of development (racetrack, commercial, residential) shall be required. Design standards for culverts, storm sewer, and detention cells must conform to the City's Drainage Criteria Manual. Preliminary evaluations shall be conducted to avoid conflicts during the building phase of development; otherwise, pending approval of the Development the Final Drainage Study shall also include the following:
 - a. Proposed entrance for horse trailers (pipe/road) shall be able to pass the 100-year event so as to not restrict flood waters or negatively impact the existing triple box culvert at 42nd St (County Structure No. C000101205).
 - b. The proposed triple box culvert at the main entrance across from Walmart must handle the 100-year event.
 - c. The No Rise Procedure shall be required for entrances across the Regulated Floodway.
 - d. Development impact to floodplain shall include hydraulic analysis that shows rise in floodplain is no greater than 1-foot during the base flood.
 - e. The impact of post development flows/scour must be evaluated regarding the existing triple box culvert (State Structure No. S03421307).
 - f. The applicant may request the 2018 Hydraulic Effective Model from the Department of Natural Resources to aid in the design of culverts and to perform the No Rise Procedure.
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 that 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.
11. Trail must be constructed as shown on the approved narrative on page 3, built to City Standards

Deadlines associated with action:

This case will be presented for final approval at the November 14, 2022 regular City Council meeting.

Department head comments:

The applicant is Prairie Thunder LLC, West Fork, Inc. and Gremco, Inc. Mr. Jorde represents the combined entities of Prairie Thunder Hastings, LLC, 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 racetrack is allowed 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.

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.

Surrounding zoning is as follows:

North –A, Agricultural

South – Proposed C-3, Commercial Business

East – A, Agricultural

West – A, Agricultural

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 site is just off a major highway with adequate access from 42nd Street. The applicant has agreed to do a more comprehensive traffic study before building permit approval to make sure there are no required improvements.

-Reasonable and economic extension of public utilities and facilities

This property is just outside of the city limits, it should be reasonable to bring utilities to the project. Utilities has reviewed and approved this site plan.

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

There is a manure plan submitted in the narrative; it is general in nature but gives an idea of how other facilities dispose of their waste. There are also proposed conditions to require both a site-specific waste-management and disposal plan as well as a site-specific noise mitigation plan. In addition, the project is over 700' away from the residential properties along Madden Road.

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

This area is where the commercial uses from the south and the residential uses to the north meet. According to the applicant's site plan, they have left adequate room for the other phases they mention to integrate within that area.

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

The conditions listed are based off of comments we have received in the past about this development, such as screening with trees as well as building the pioneer spirit trail along Highway 281.

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 Map shows designations for this property as a mix of Suburban Residential and Commercial Retail. From the Comprehensive Plan about Commercial Retail “Supporting uses such as open space and recreation are also appropriate. Commercial/retail uses should be along primary arterials such as Burlington Avenue.” This project is along a primary arterial and could be considered a recreation use. The Comprehensive Plan refers to Suburban Residential as “Suburban residential development is primarily reserved for single-family uses.”

Recommendation:

1401 S. Burlington
Hastings, NE 68901

City of Hastings Planning Commission
Attn: Development Services Department
220 N. Hastings Ave.
Hastings, NE 68901

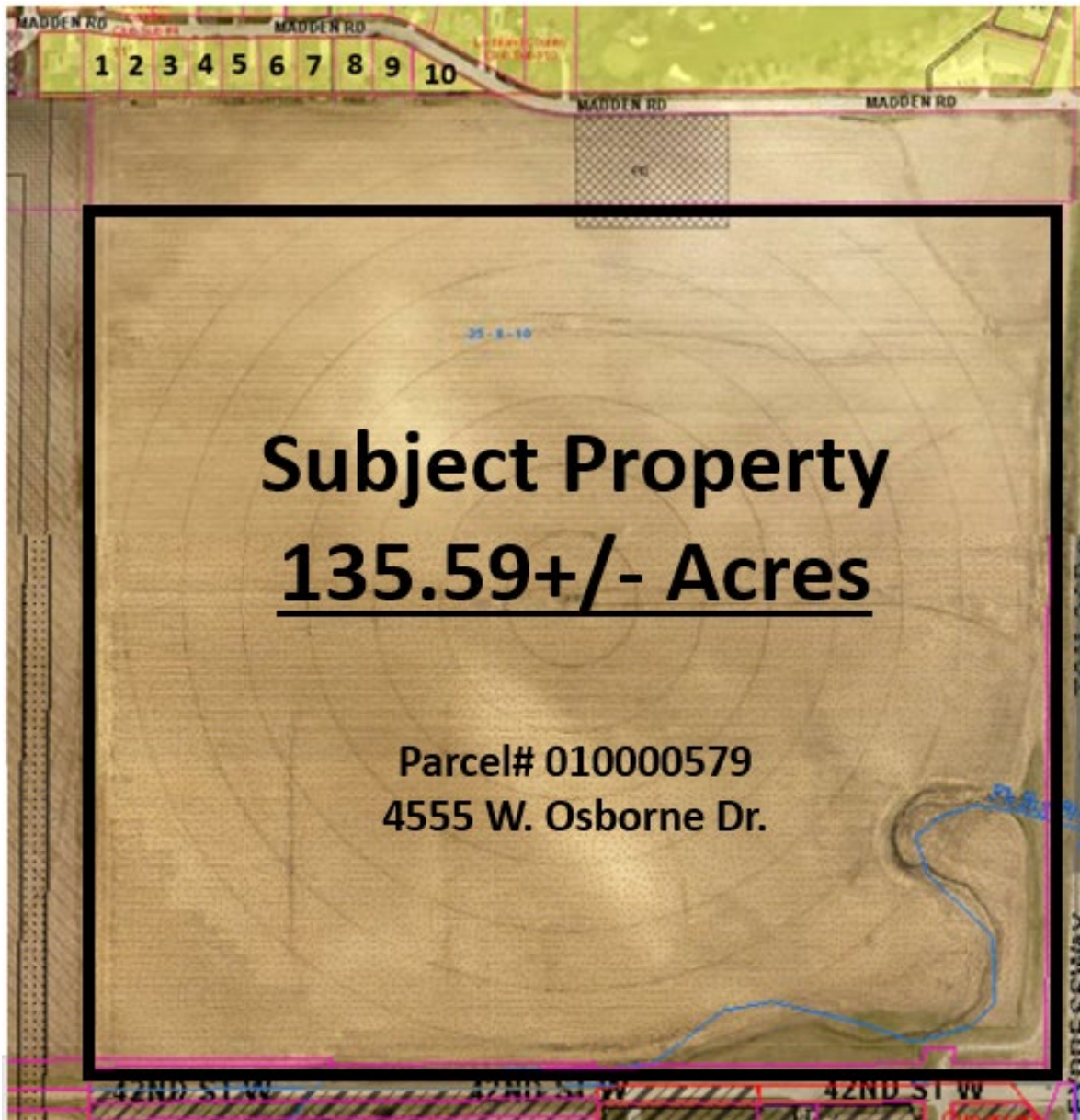
Commissioners:

Prairie Thunder Hastings, LLC, ("PTH") along with West Fork, Inc., and Gremco, Inc., respectfully request you approve a Rezoning Application and a Conditional Use Permit Application upon land abutting the Tom Osborne Expressway (HWY 281) and West 42nd Street as shown below:



SUBJECT PROPERTY

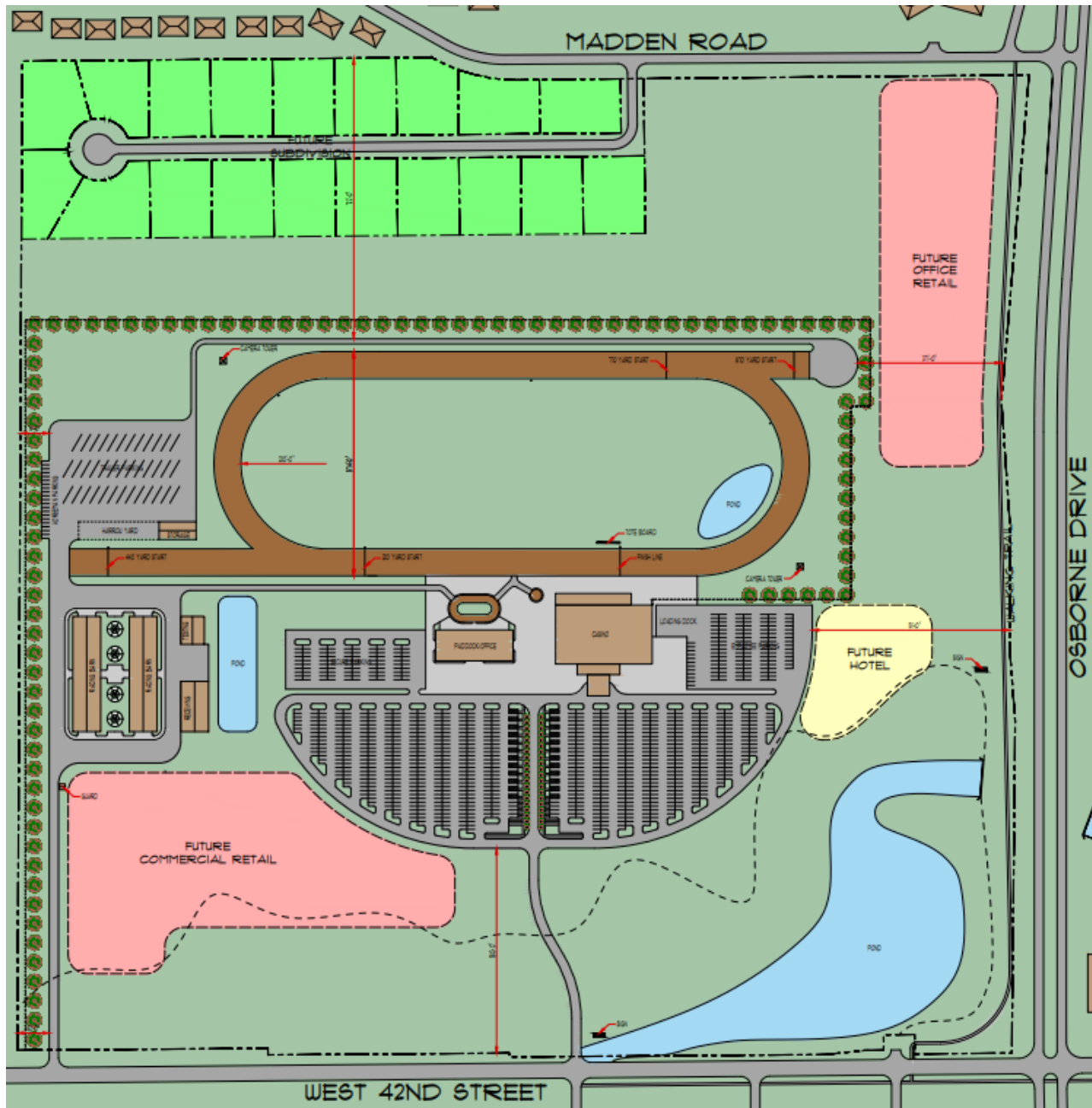
The subject property shown below consists of nearly 136 acres and is located northwest of the intersection of Hwy 281 and W 42nd St.



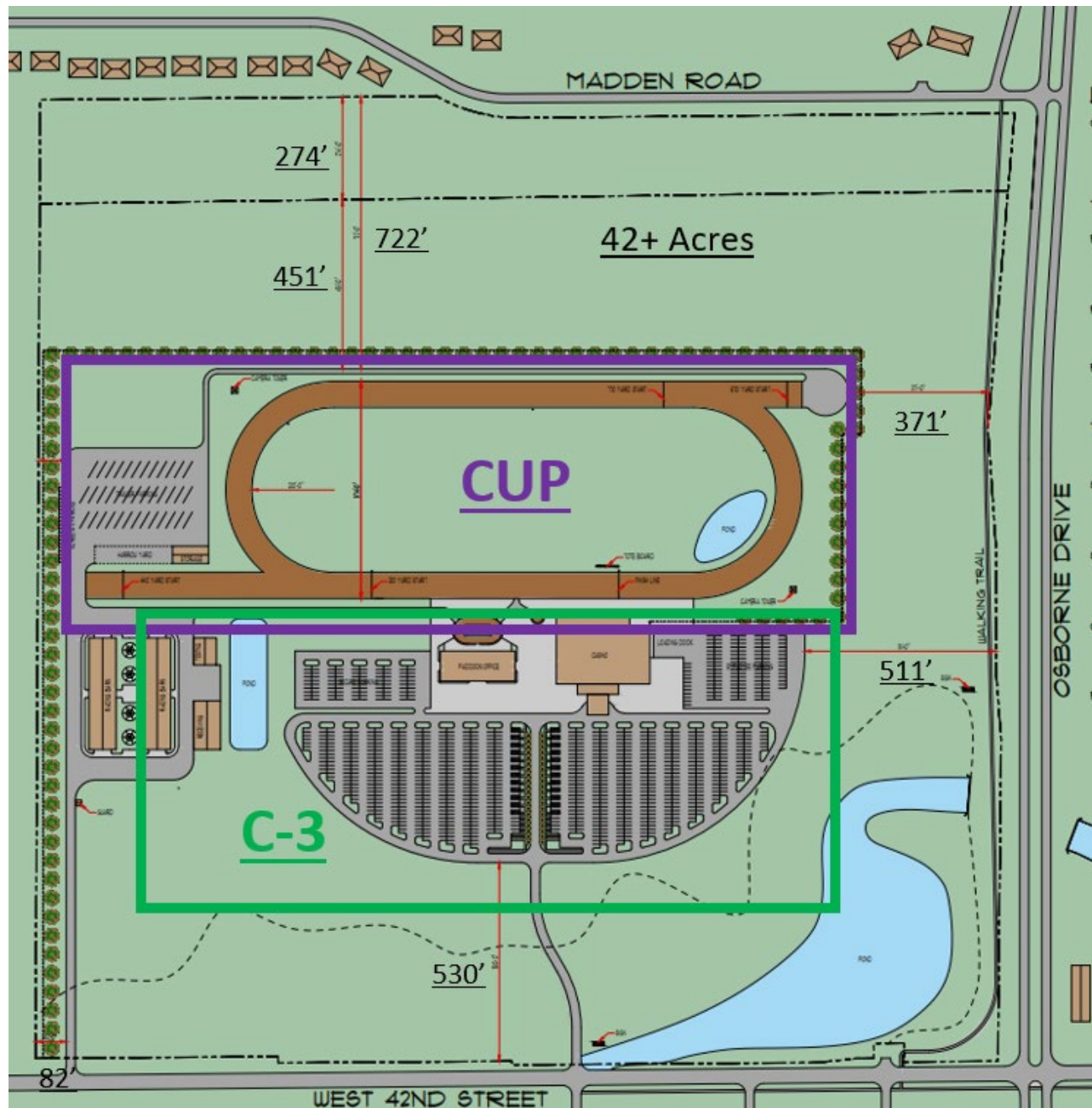
The Subject Property is currently zoned “A” (Agricultural District) with a small portion in the north, designated PD, as shown above. The PD is currently zoned for R-3 which would accommodate multiple family housing.

OVERALL DEVELOPMENT PLAN

Our development plan consists of phases. After obtaining approval of our C3 rezone application and our conditional use application, phase one will consist of constructing the horse racetrack and the casino and administrative building. Phase two of our plan is to add commercial retail towards the southwest portion of the property near 42nd St. In either phase two or phase three, depending upon market forces and demand, we would start development of the residential lots in the northern portion of the property. Next, we would develop a hotel immediately to the West of the casino and then office retail along the Expressway in the northeastern portion of the property.

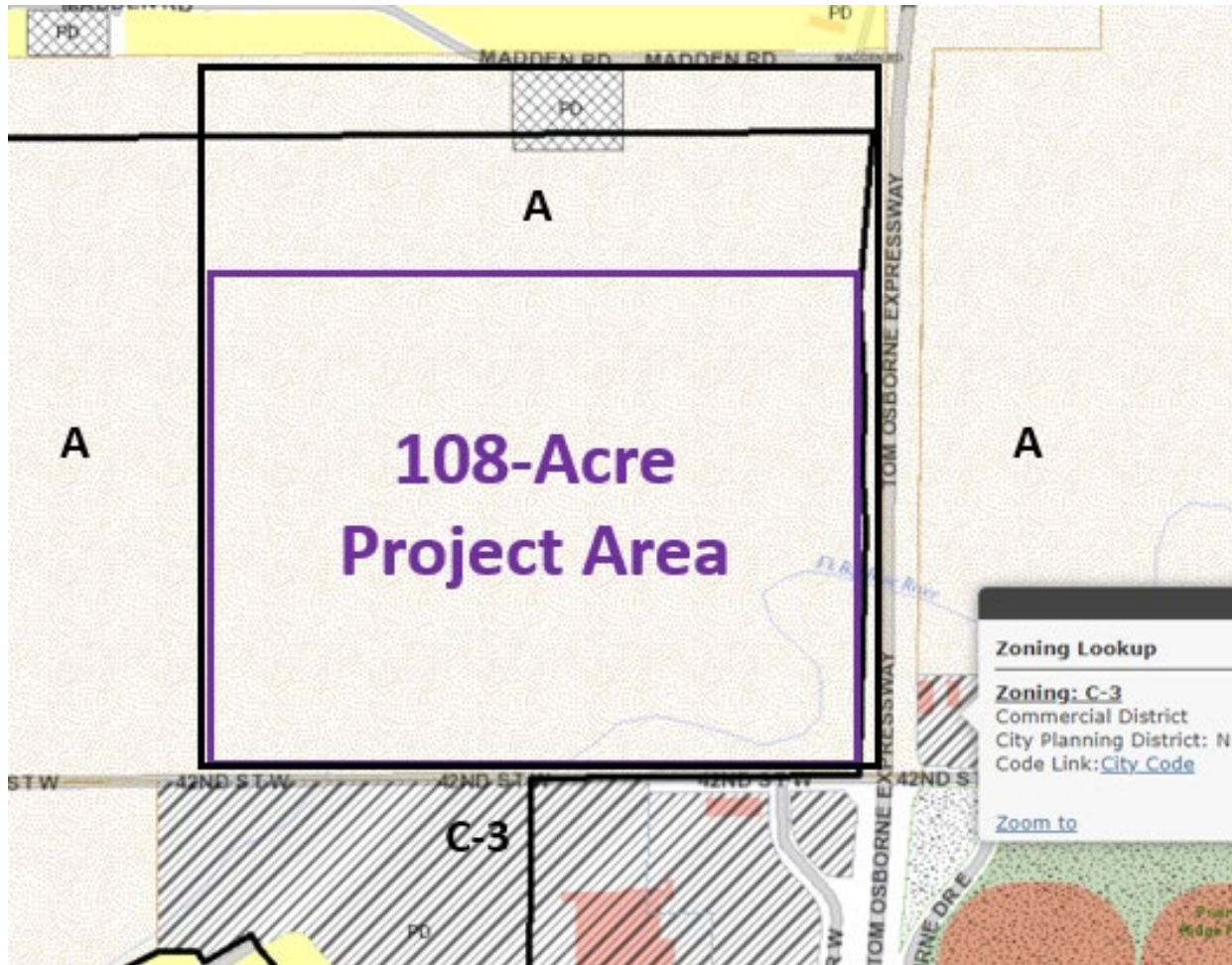


To be clear, however, our requests before the Commission today and your analysis here are very narrow – to 1) consider rezoning the small area as indicated below in the green rectangle and 2) consider a conditional use permit for the small area in the purple rectangle below. Below is phase 1:



SURROUNDING PROPERTIES – CURRENT ZONING

Our plans fit in well and complement the existing surrounding properties. For reference, the property west of the Subject Property is zoned A (Agricultural), to the north is R-1 (Urban single family residential), to the south is C-3 (Commercial Business District), and east across Hwy 281 has both A and C-3 according to the Hastings Zoning designations:



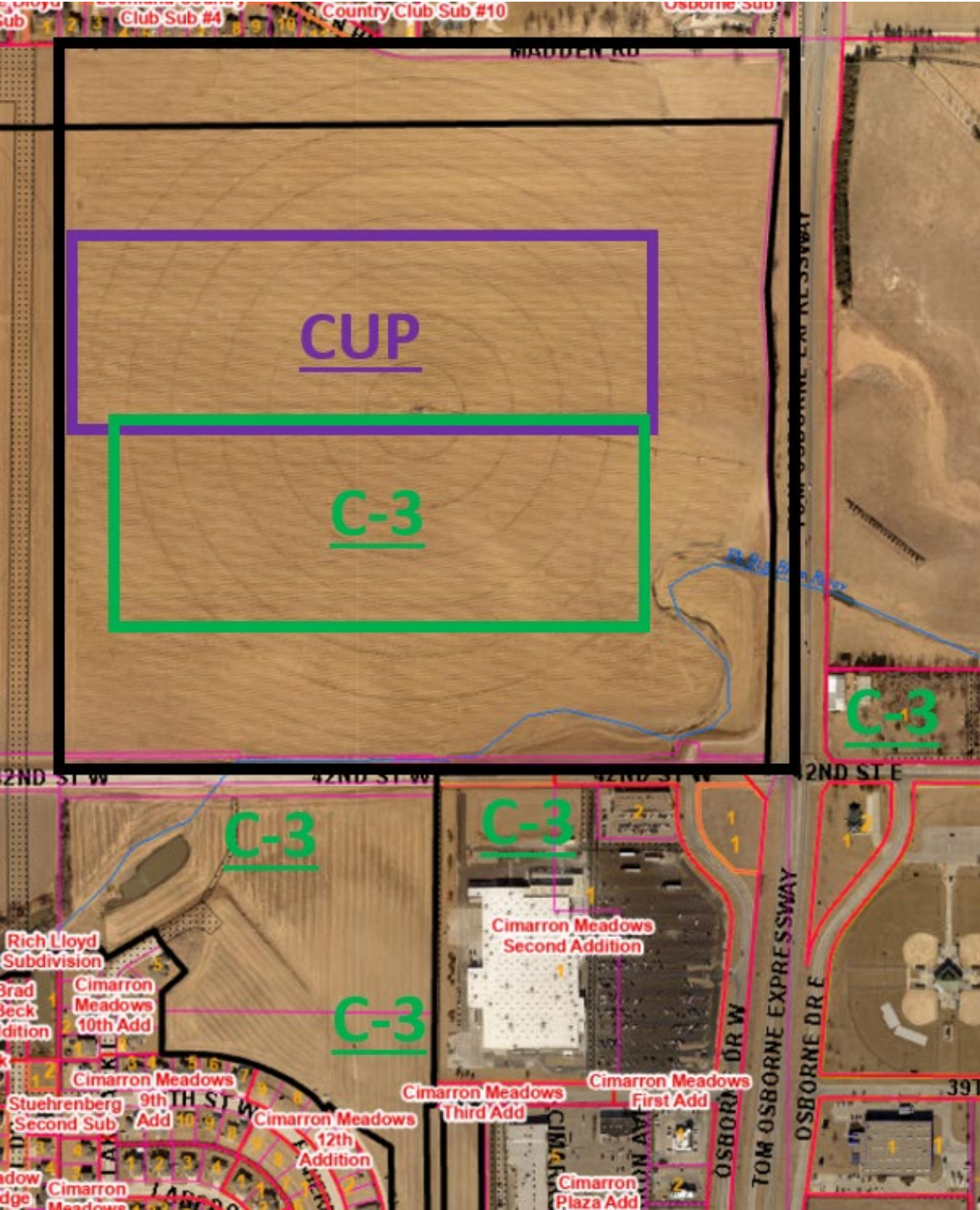
Given the existing zoning of C-3 to the east and south, As well as the traffic corridor between the Expressway and newly expanded W 42nd St we believe our re-zone and conditional use permits fit well in this area and will be the impetus and springboard for positive developmental growth and business activity in the future.

APPLICATIONS FOR BOARD DECISION

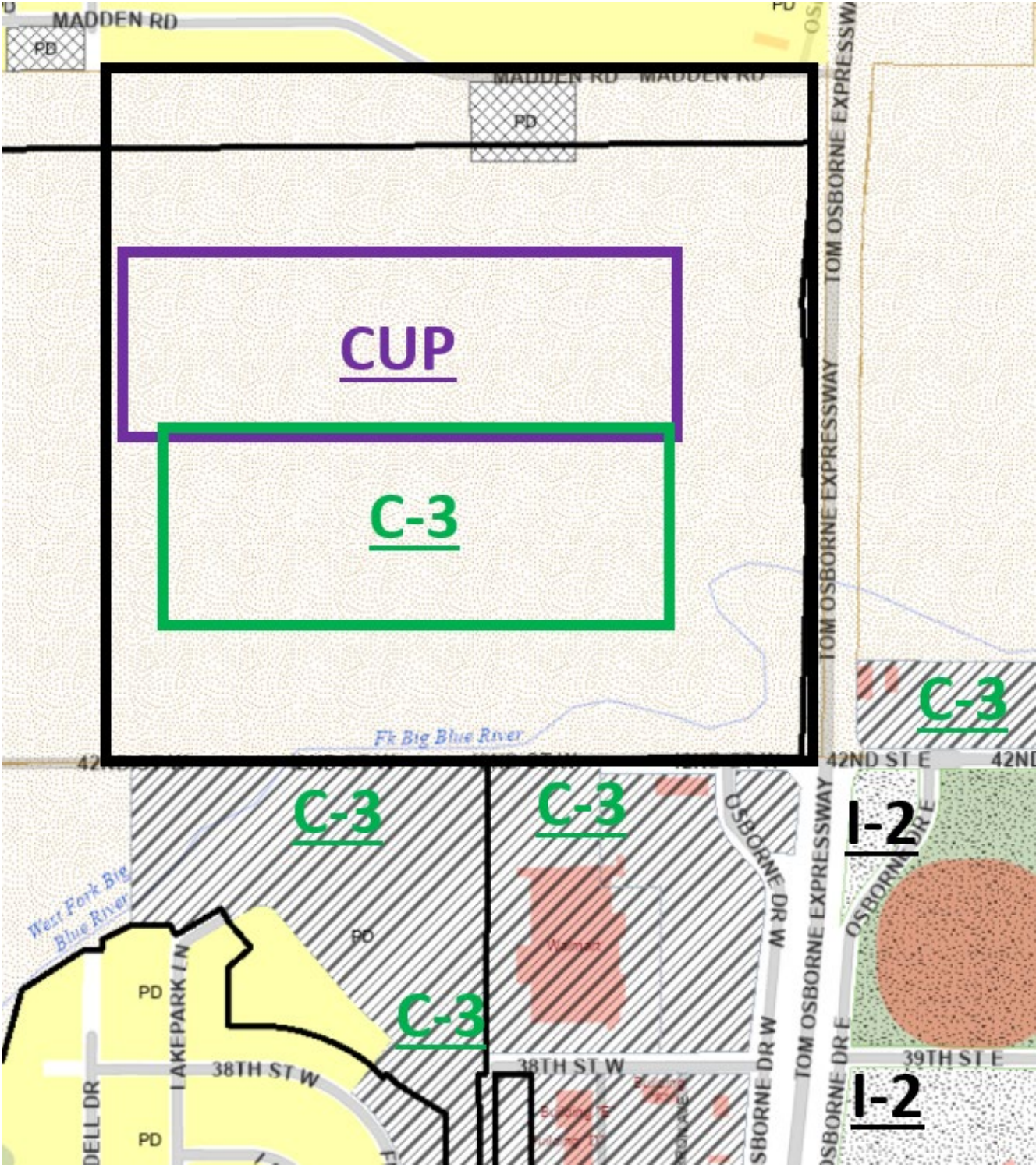
We have two related applications before you. The first application is a request to rezone a small portion of the subject property from its historical use as agricultural land to C-3 zoning. The second application is for a conditional use permit to use a small portion of the property to develop a horse racetrack. Each application is complementary to the other because the phase one development plans for the small area to be rezoned C-3 is to construct a casino and also a

small office building. The conditional use permit is necessary so that we can be compliant under Nebraska law which requires any casino to be adjacent to a horse racetrack.

The areas of the subject property we are requesting a conditional use permit for as well as the area of the property we are requesting be rezoned to C-3 are shown below with the conditional use permit area shown in the purple rectangle letterbox and the C3 re-zone area shown within the green rectangular box



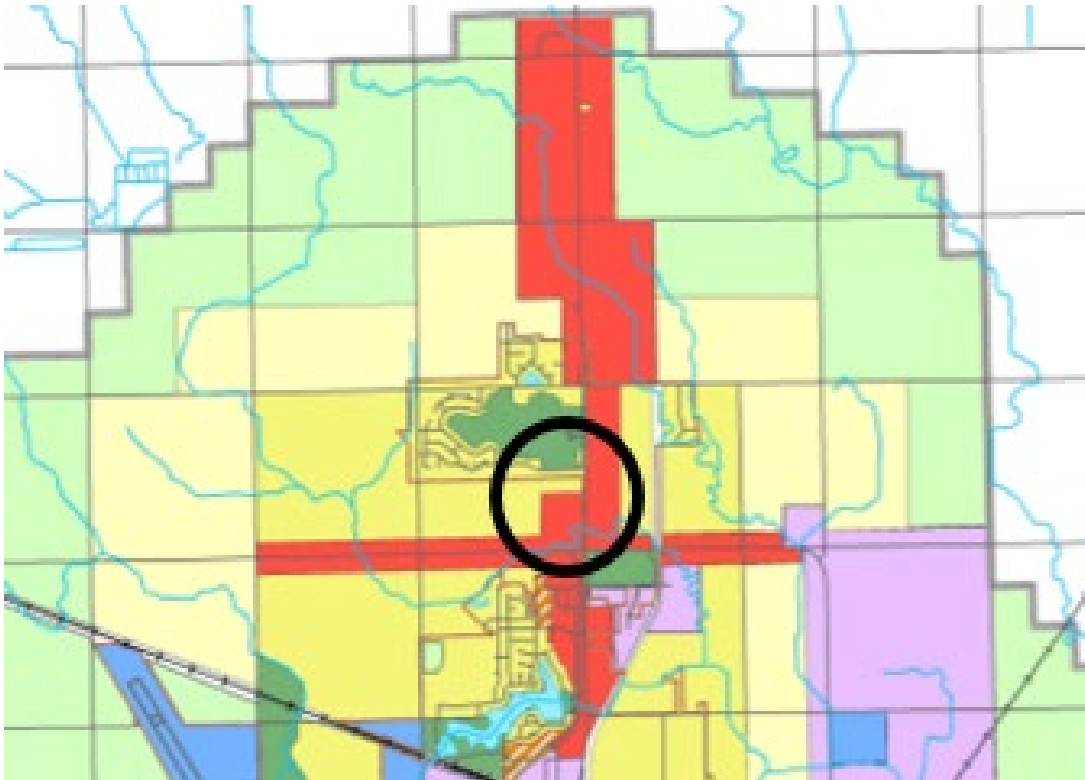
Here our Application areas are superimposed upon the City of Hastings zoning map:



CONSISTENT WITH HASTINGS FUTURE LAND USE

Our development plans work well with and compliments the Hastings Comprehensive Plan and Future Land Use (“FLU”) designations and the already existing C-3 zoning on immediately adjacent properties.

The Hastings FLU map below designates that our Project Area is divided between Suburban Residential on the west and north (yellow) and Commercial/Retail on the east and south (red).

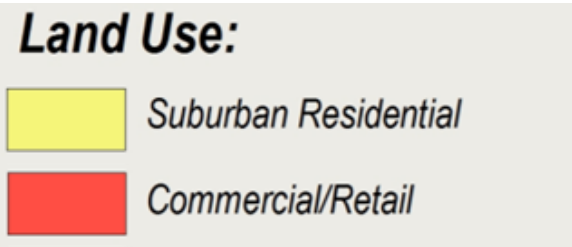
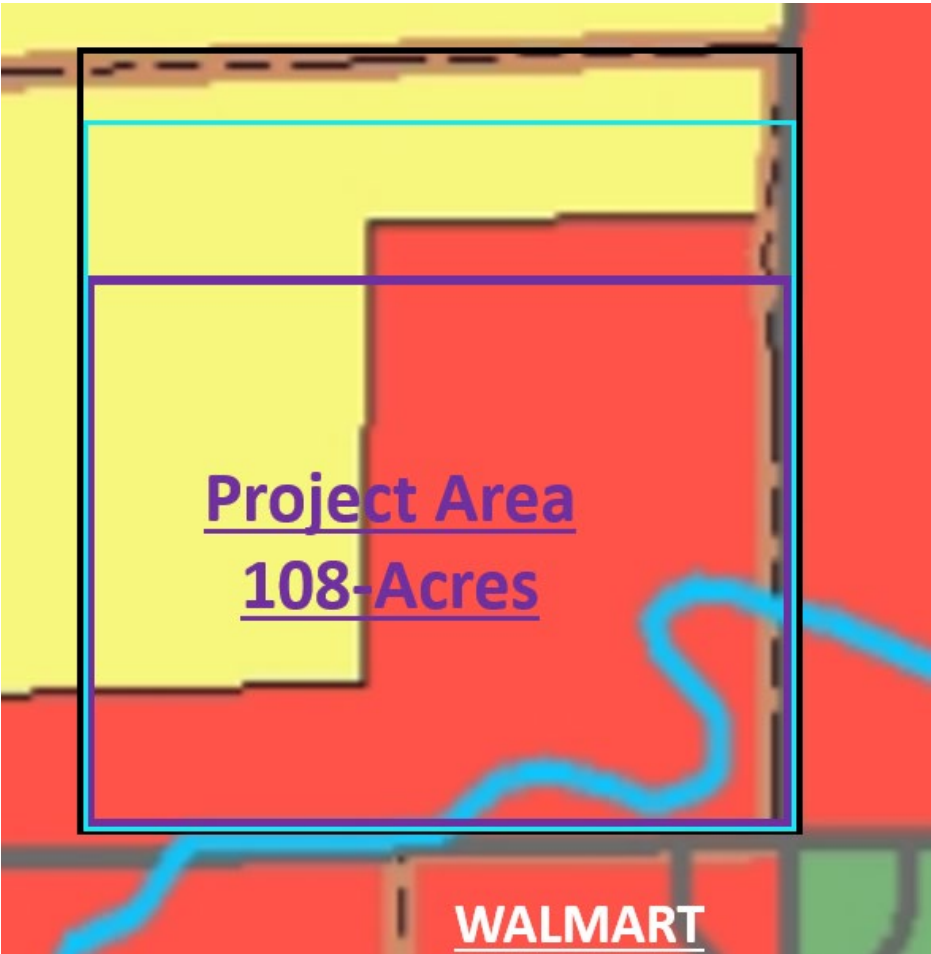


As you are aware, immediately to the south of our site on both sides of HWY 281 are commercial and retail businesses including a large Walmart. Hastings currently has over approximately 900 residential lots for sale and there is significant future capacity for residential lots in the immediate area around our site, most notably the west, south, and southwest. Additionally, it is our plan and intent to develop most of the northern portion of the subject property into large lot single family residential development. Our proposed use for Commercial/Retail and outdoor/indoor entertainment works perfectly in this area.

The Subject Property is the ideal candidate for a mix of residential and commercial/retail/office. You will note that there are only 2 residences in Lochland that front HWY 281 and that is because highway frontage is not ideal for residential. Also, given that our

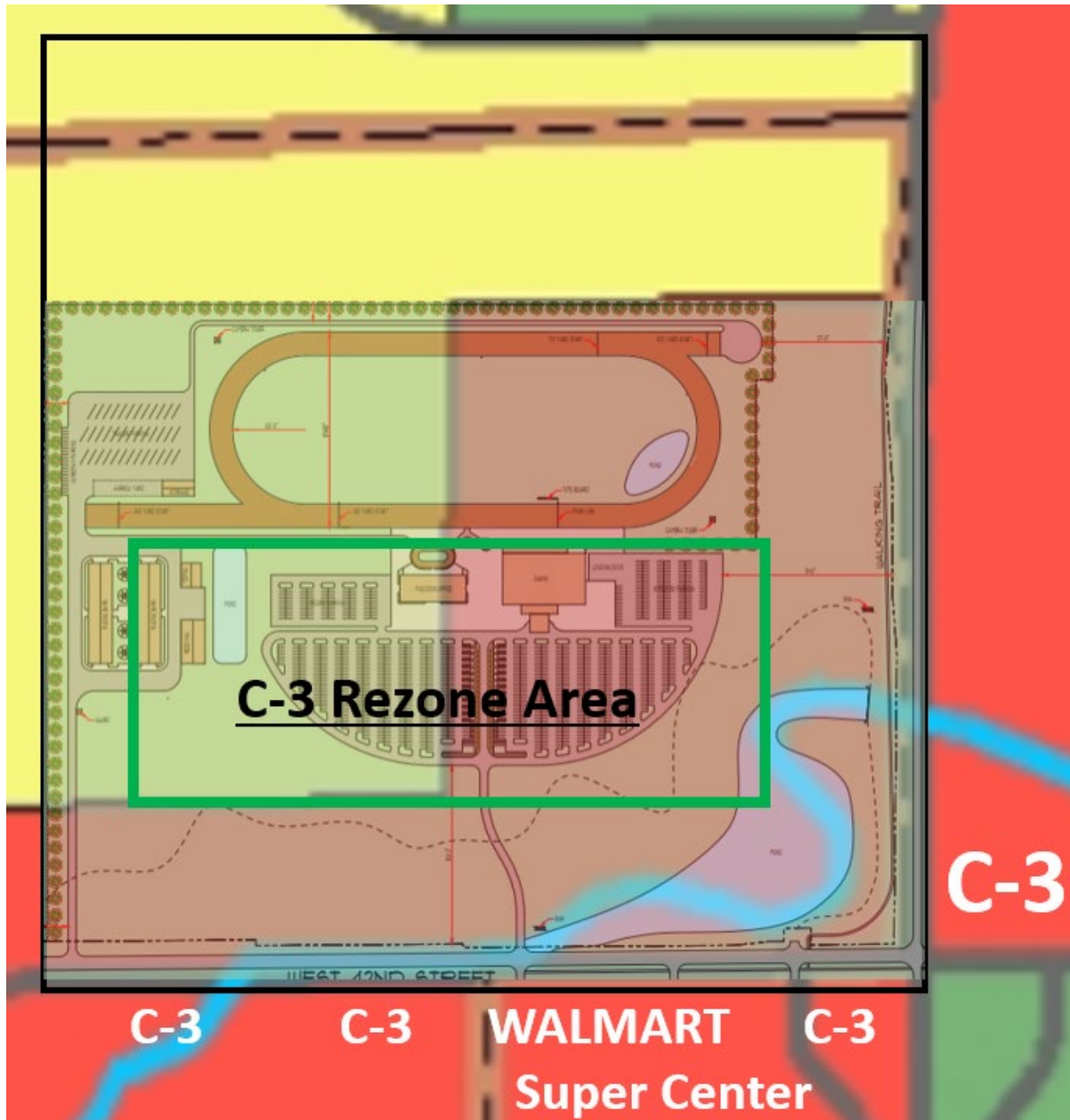
site has its low-lying area in the southeast corner including a floodway, our proposed layout is appropriate given you could not build homes or develop in that area anyway.

Below is directly from the Hastings Future Land Use (FLU) Map:



REZONE AREA OVERLAYED ON FLU MAP

As you can see below, our proposed C-3 Rezone Area is small and keeps the Casino, a commercial/retail indoor entertainment business, fully within the already designated future Commercial Use Red Area which is the Commercial Retail area of the FLU.



Land Use:

	<i>Suburban Residential</i>
	<i>Commercial/Retail</i>

REZONING & CUP REQUEST

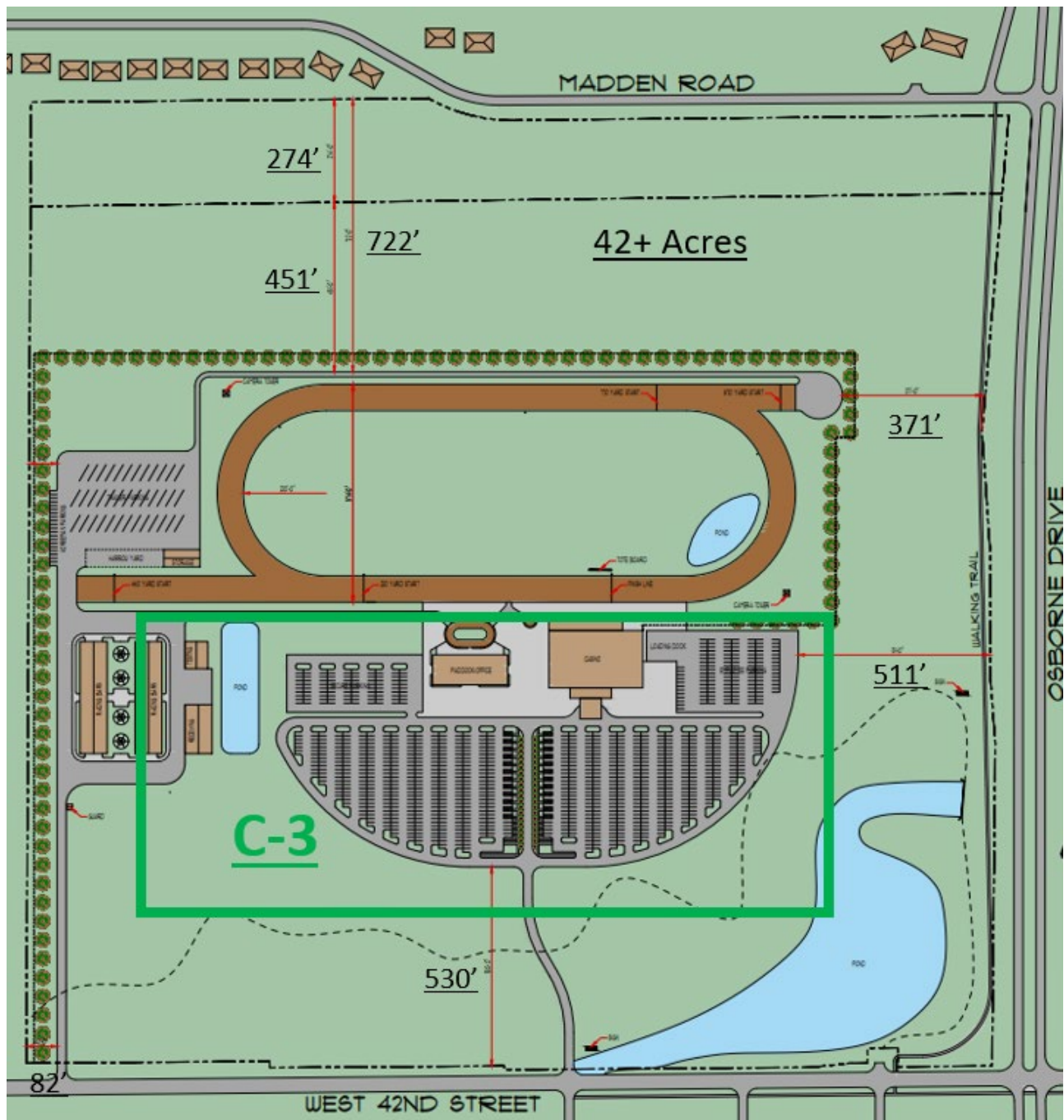
Again, our two Applications collectively request a small Rezone for the Casino area from Agricultural (A) to Commercial (C-3) and for approval of a Conditional Use Permit (CUP) for the Racetrack.



According to Hastings City Code Chapter 34, Article II, Section 34-200 - Uses and District Table - within Agricultural zoning an Outdoor entertainment & Rec. business, such as the proposed Racetrack, is Conditional and allowed subject to approval of a Condition Use Permit application. However, because we seek to develop the Casino, a commercial/retail development, we are simultaneously requesting rezoning of only the portion of the Project Area where the Casino and its auxiliary structures and features are located to change from A to C-3 and for a portion of the area north of the Casino, we request a CUP for the Racetrack.

TABLE 200-1: USES AND DISTRICTS														
	A	R-1	R-1A	R-1S	R-2	R-3	R-4	C-O	C-1	C-2	C-3	CMP	I-1	I-2
Commercial and Retail Uses														
Indoor entertainment & Rec. business										P	P	C	P	P
Outdoor entertainment & Rec. business	C										C	C	C	C

The approximately 42-acre portion of land to the north of our Project Area, will remain Agricultural for the immediate future but will later be redeveloped consistent with the future site plan shown previously. We are only requesting C-3 rezoning of the area shown in the green rectangle:

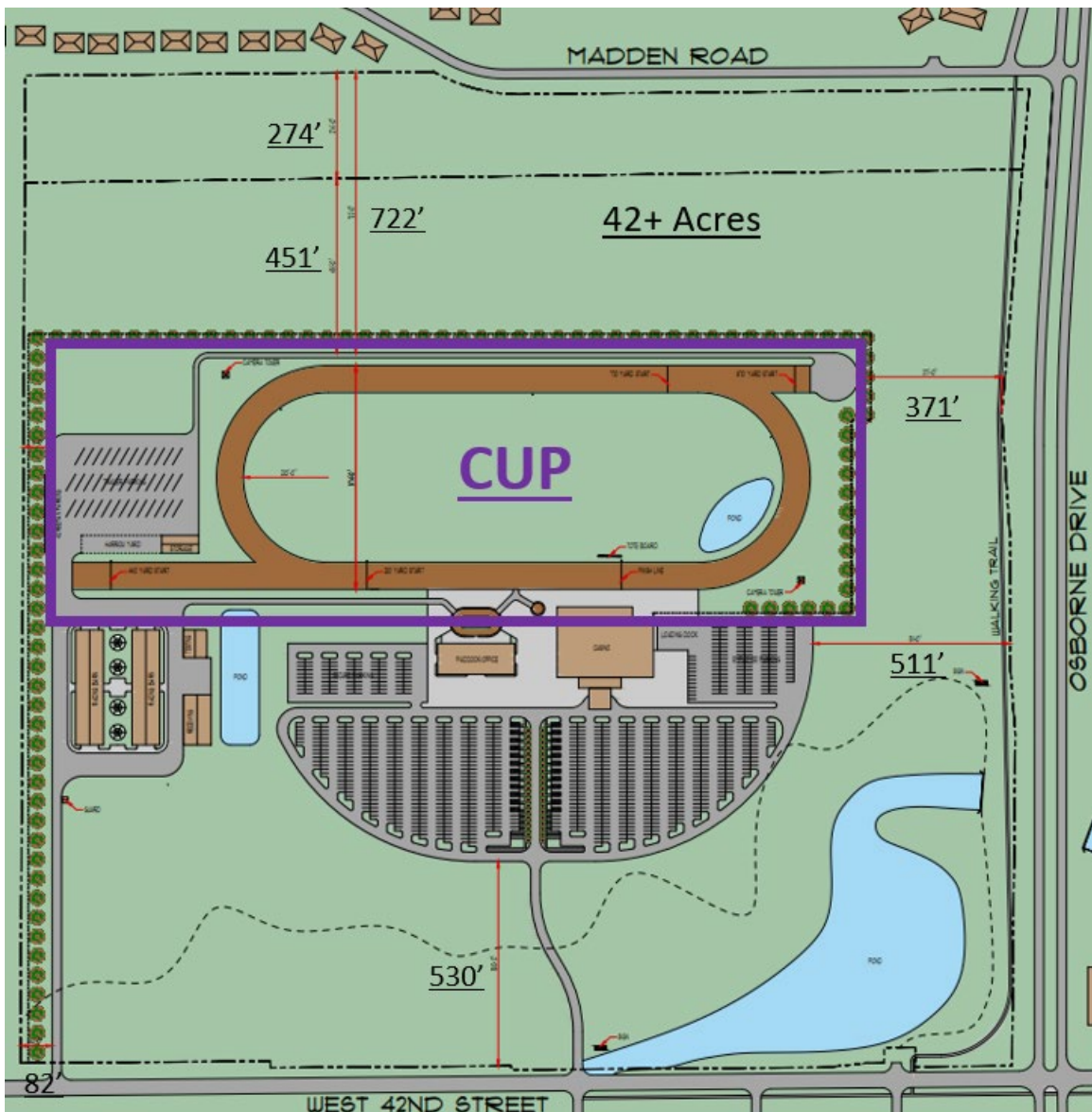


Based upon discussions with City Staff and listening to surrounding landowners we have reconfigured and reduced the area of rezone to approximately 38 acres. The small administrative office building and casino are collectively less than 2 acres of building footprint.

Hastings City Code describes the intent of the C-3 Commercial Business District as: “This district includes those areas which are heavily exposed to automobile traffic, and which have been developed with general commercial uses. The district is intended specifically for those areas surrounding major arterial intersections where personal services, convenience goods, and auto-related service facilities are desirable and appropriate land uses.” This description fits exactly the existing surrounding uses and our proposed development.

The Rezone and CUP areas will feature a 5/8 Mile Racetrack, a 40,000+/- square foot Casino, administrative offices, 2 one hundred stall horse barns, 1000+ total parking spaces, landscaping buffer with trees and prairie grass, and is surrounded by and includes over 70 acres of open and green space.

CONDITIONAL USE AREA



PARKING CAPACITY

We project approximately 1134 total parking spaces as follows: 1059 standard, 24 are ADA designated; 90 secure parking spaces for race officials, stewards, Nebraska Racing and Gaming employees, and racetrack employees; 128 Casino employee parking spaces; 43 spaces for horsemen's vehicles; and approximately 51 spaces for horse trailers. We expect to average a total of 1,629 vehicles visiting in any given 24-hour period. On race days we anticipate 300-500 people at an average of 1.3 persons per vehicle for a total of 230 to 385 vehicles per race day. 1134 spaces as configured will provide sufficient parking on race days when Casino patrons are also on site.

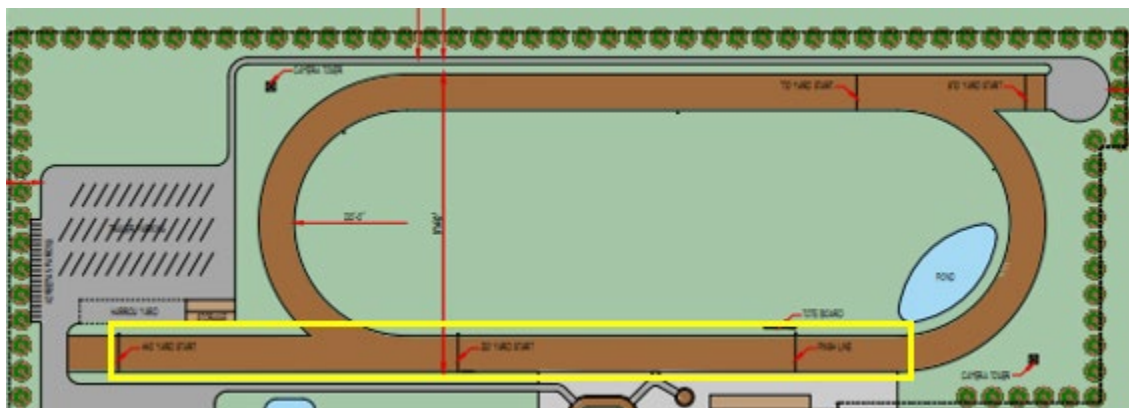
PROJECT AREA - SETBACKS & BUFFER

The north side of the Project Area is set back from the Subject Property's northern boundary by over 722 feet. There is a minimum 371-foot setback from the Racetrack to the nearest east boundary of the Subject Property. On the east there is a 130-foot setback from property line to the first horse barn and on the south, there is a 530-foot setback from the southernmost portion of the parking lot to the south property line.

BUFFER & LANDSCAPING

As shown on the previous site plans, only ten (10) existing residences share a property line with the Subject Property, however, no residence borders the Project Area. The distance between the southernmost point of the existing residences and the northernmost point of the Project Area is over 722 feet. There is additional distance from the location of each residence and the southern boundary of each of their properties adding more of a buffer.

This 42-acre buffer area will remain agricultural in the near term, and we will continue to farm that land. Thus, no change to the nature or use of the property bordering the ten (10) residences. Further, the quarter horse races will be held on the southernmost portion of the track, shown in yellow rectangle below, which is over 1,285 feet south of the nearest existing residential property.



LIGHTING

We will not have track lights or pole lights or stadium lights - the traditional kind of lights that would illuminate a racetrack like those found at high school sports fields. Because we will run day races in the May-June timeframe we will not need to have the lights that could lead to light pollution.

Lights related to signage on the Casino itself will be located on the front of the building which is that side facing south toward 42nd Street and will not be visible by the residences to the north. A monument sign will be located near the entrance to the Casino/Racetrack near 42nd Street and on the west side of the project area. Any exterior lighting will comply with required shielding and full cutoff standards found in City Code Table 305-11.

NOISE

A typical quarter horse race lasts approximately 15 seconds. Our four-year plan following racetrack construction is to get up to a maximum of 12 race days per year. Each race day will likely have multiple races. Assume 8 races in one race day multiplied by 15 seconds equals 120 seconds or a total day's race time of 2-minutes. During this time, we expect race watchers to be cheering but beyond that we do not expect the much noise at all and likely less or similar to the noise a tractor makes planting the field in the spring or the noise a combine makes during harvest in the fall - both which the 10 bordering Lochland homes have been accustomed to for years.

HORSE BARN

We have reduced the number of horse barns to 2. Each of the 2 barns can hold up to 100 horses given each barn is a 100-stall barn. We have additional capacity for 40 testing and receiving stalls. It is important to note that horses do not live in these barns and horses will not be on site all year round. These barns will have horses a handful of days in our first year in operation and up to not more than about 30 days or so once we are up to a full race season approximately 5-6 years from now.

MANURE MANAGEMENT PLAN

Historically, after the re-zoning and CUP is approved, we would contact the state agency, NDEE for instance, and confirm with them that our manure plan in accordance with their expectations and all regulatory bodies. While we understand this concern, in our industry the safe and secure handling of this matter is commonplace and not difficult to achieve. We will develop a site-specific plan which will be modeled after the white paper on the subject found in **Attachment #8** at the end of this Narrative.

LIVESTOCK HUSBANDRY

Horse races are heavily regulated. Members of the Nebraska Racing and Gaming Commission are on-site each race day. Horses are drug tested and supervised at all times. Horse owners and trainers are responsible for their horses. We will have staff as well as security monitoring all activities related to horses when they are present on the premises.

STORAGE FACILITY

We will not have grounds equipment or similar stored outside. All such equipment will be stored year-round within our Storage Facility.

SECURITY

We will employ a 24/7 security force that will monitor and patrol inside and outside of the facility 365 days of the year. We have opportunities for off-duty and retired law enforcement to be a part of our team and continue to provide a great service to the City of Hastings and for the 650,000 people that will visit this site annually. This will be one of the most monitored and surveilled properties in all of Adams County.

RACETRACK OPERATION

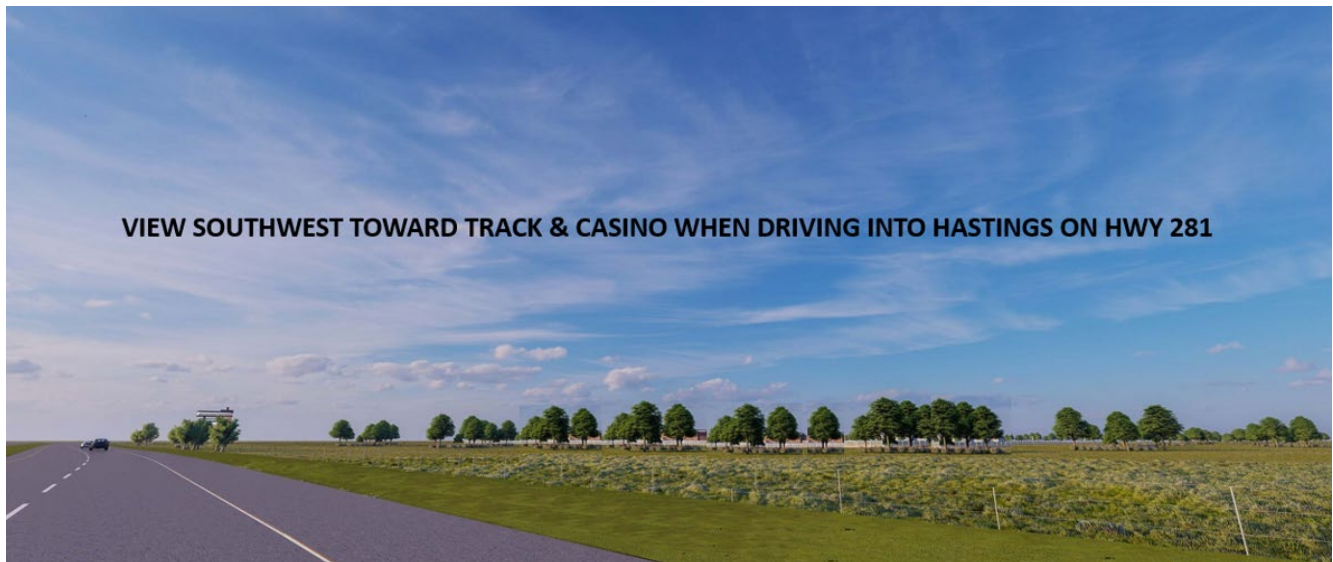
Contrary to what people may think, there is very little racing that actually occurs given not having overlapping racing at times when other racetracks are holding their events and the relatively limited racing season. We have a four-year plan to get to a total of 12 race days annually. All of these races will occur within a three-month period, likely April to early June each year. In the first year following Racetrack construction completion, Hastings Exposition and Racing, Inc., (“HER”) the Nebraska Non-profit that holds the Race License, will comply with Nebraska law and run at least one race day likely in April or May, or the minimum required. In year two following construction completion we expect 3 race days in May, and in year three we expect 6-9 race days over four weekends in May to early June. We will work with the Nebraska Racing and Gaming Commission on the exact schedule and consider all other Hastings and Adams County events occurring during the same times to compliment and not compete with other scheduled events. The Nebraska Racing and Gaming Commission (“Commission”) approves the number of race days in Hastings and the race day schedule.

An additional important legal requirement is that in order to run any races at all at any licensed Nebraska racetrack, you must run at least one race with exclusively Nebraska bred and raised horses. To qualify, these quarter horses must be pre-registered with the Nebraska Quarter Racing Association. Therefore, to get up to multiple race days and to comply with this law, there must be a sufficient number of qualifying quarter horses available to run the Nebraska bred races. HER has a license to utilize Nebraska-bred and registered quarter horses so there are no issues related to not having horses to run.

Hastings Exposition and Racing already holds one of only six Nebraska Racing Licenses for 2022-2023 and has already complied with all 2022 requirements per the Nebraska Racing and Gaming Commission regulations.

VISUAL FROM HWY 281

When you drive into town on HWY 281 heading south and look west towards our site below is what you will see:



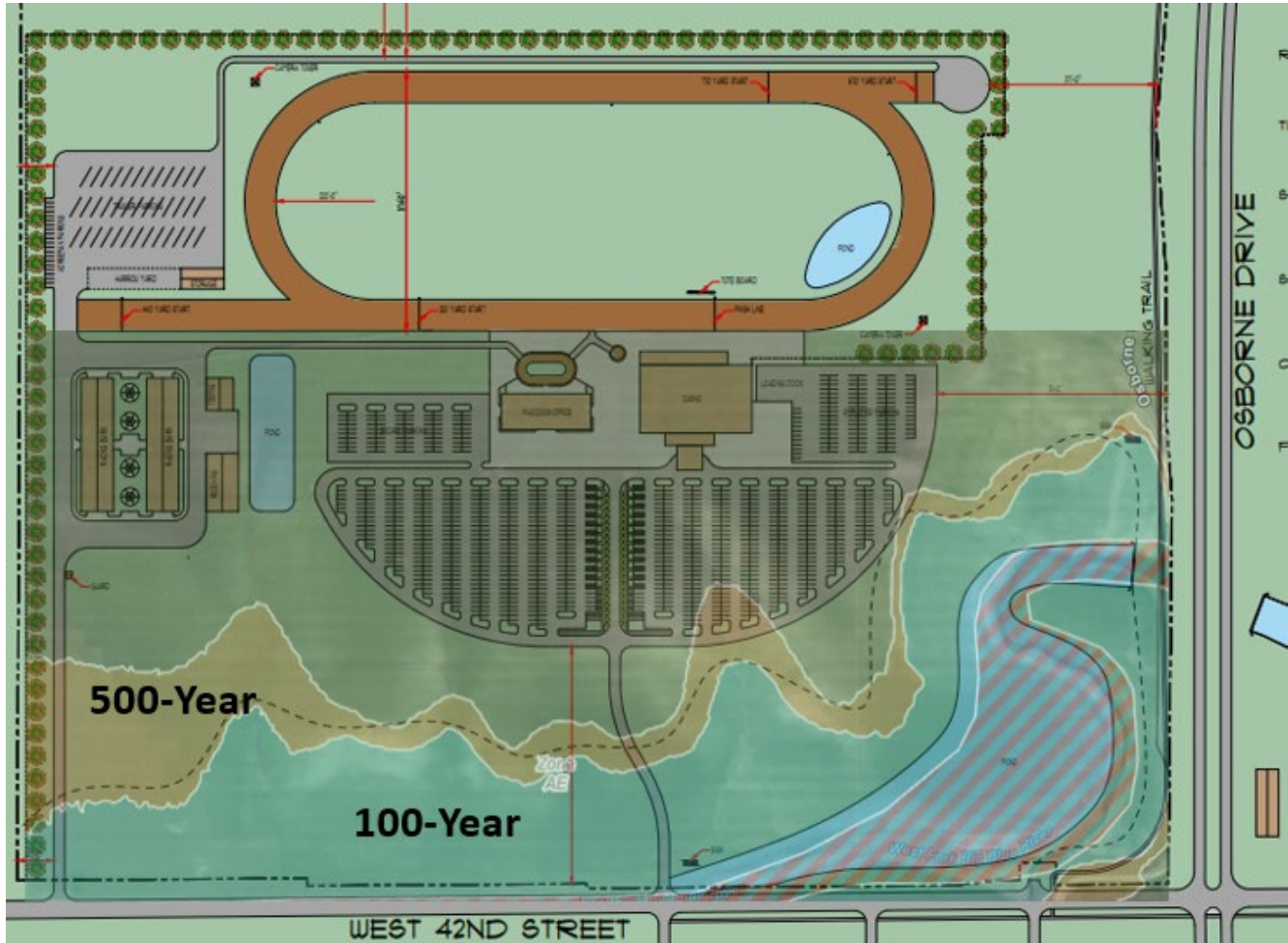
DRAINAGE/FLOODPLAIN

Floodplain designations are found in the southern portion of the Project Area and also found on the Walmart and residential properties to the south and west:

ZONE AH: Special Flood Hazard Areas subject to inundation by 100-Year shallow flooding (usually areas of ponding) where average depths are between one and three feet. ZONE AH has Effective Flood Zone X which areas that are subject to flooding by a 0.2% Annual Chance (500-Year) flood event.

ZONE AE: Enhanced areas subject to inundation by the 1% Annual Chance (100-Year) flood determined during a Flood Insurance Study by detailed methods.

Below is the Floodplain map with the Site Plan overlay showing how we have carefully laid out the site so that no building structures are within the 100-year floodplain.



Unlike if this property was used exclusively for hundreds of houses, with our unique use and significant amount of green and open spaces and retention ponds and the natural slope of the property to the southeast we do not foresee any issues with the floodplain. You can see how we have designed the site plan to best deal with any site-specific challenges.

A Contour Map is **Attachment #4** to this Narrative incorporated here. You can see on the site plan we have avoided the 100-year flood plain and the property naturally slope north to south and west to east. We have added a retention pond in the Racetrack oval as well as one west of the parking area.

ANNEXATION

Should Hastings seek to annex any or all of the Project Area or the Subject Property, we fully support this idea.

CASINO DEVELOPMENT

Casino Development will begin following grant of the Gaming Operator License or sooner if allowed by law. This phase consists of constructing an approximately 40,000 square foot gaming facility complete with approximately 500 to 650 electronic games, approximately 8 to 10 table games, simulcasting racing area, a sportsbook, restaurant and bar, among other amenities. The gaming experience will be fluid and tailored to the desires of the patrons.

OPEN SPACE

The Site Plan shows a considerable portion of the Subject Property is greenspace, in fact over 70 acres of the site is open or greenspace.

PEDESTRIANS WALKING TRAIL

We are not aware of any portion of the City Code that would require us to construct a walking trail from Madden Road south to 42nd Street, however, we are willing to do so as shown on our Site Plan.

NO GRANDSTAND

We will not have a grandstand that you may associate with older racetracks. There is not any stadium or outdoor seating. The industry has been moving away from grandstands for some time and instead we will have both outdoor and indoor viewing areas. Visitors including families will be able to move freely in our outdoor and indoor space. Eliminating the traditional grandstand also reduces noise from race watchers. Rather than being elevated and in close proximity seated next to each other here the race watchers are on ground level and spread out across the outdoor patio.



TRAFFIC STUDY

Following this rezoning and CUP approval we will conduct a traffic study and share that data with the City and any other necessary agencies and happy to add that as a requirement in the Development Agreement and if that study suggests changes to our existing ingress/egress or other design within our Site Plan we will work with the City to ensure any traffic concerns are alleviated.

Attachment #11 is a Technical Memorandum as to the potential need for additional improvements to the intersections of HWY 281 and 42nd Street and the conclusion is this is not likely given the existing turn lanes and the build out of our project.

PROPERTY VALUES

We do not expect any negative impact to the 10 homes that are, at the closest, 722 feet to the northern portion of the Racetrack, nor do we expect any negative impact on any of the homes that are further away from our development. We have gone to great effort and expense to re-design this project following the helpful comments and feedback from the City and other officials from our initial proposed Site Plan and from public comments. We did this to further accommodate concerns raised and we now have a significant buffer and green space landscaping between the Racetrack and the homes to the north.

The existing 10 residences will continue to have the exact same bordering property as they have for years and what existed before these 10 homes were ever built - farmland. As described above there will not be a material change in noise generated from the property as the majority of annual activities will be securely indoor in the Casino. The parking is all to the south and following construction of our facility the 10 Lochland residences will no longer be able to see Walmart and its giant parking lot which should help them improve property values.

We have no data to suggest any depreciation in property values of any of the residences in the vicinity of our Subject Property. We have included two opinion letters supporting our beliefs at **Attachment #6 and #7**.

NE GAMING LAW HISTORY

On November 3, 2020, Nebraska and Adams County overwhelmingly voted to approve gaming in Nebraska. The voters did so by passing three initiatives, 429, 430, and 431. Together, Initiatives 429, 430, and 431 allow, authorize, regulate, and tax gambling at licensed racetracks. The new laws ensure that horse racing and gaming are economically linked so that there is a consistent source of revenue generated from the Casino to build and sustain Nebraska horse breeding and racing.

58.35% of Adams County voters voted for 429; 58.14% for 430; and 61.52% for 431. Notably, Hastings Precinct 3-C, where Lochland is located, voted over 63% for all three.

In order to operate a Casino, you must hold a Gaming Operator License and the prerequisite to apply for a Gaming Operator License is you must hold a valid Nebraska Race License. There are currently only 6 Race Licenses in the State: Omaha, Lincoln, Columbus, South Sioux City, Grand Island, and Hastings. These are the only current locations in Nebraska that can apply for and be granted a Gaming Operator license to operate a Casino. Hastings has not yet been able to apply due to not having local zoning approvals. Adams County and the City of Hastings are in the driver seat to secure for its voters and residents a one-time only opportunity because Hastings is one of the only 6 of 93 counties where there is an active Race License. And this is absolutely one-time only – if this project is not approved no one else can bring it to anywhere in Adams County as they do not have and cannot obtain a Race License. Only 6 Race Licenses exist in the State and you cannot have multiple licenses in one County.

Your approval of our re-zoning and CUP Applications are the prerequisite to bring tens of millions of dollars in new tax revenue to Adams County and Hastings that will not be possible again unless this project moves forward now.

For approximately 20 years Hastings Exposition and Racing, Inc., “HER”, a Nebraska non-profit entity, has kept the Adams County Race License alive by complying with all State regulations and Nebraska Racing (and Gaming) Commission rules year after year. Had HER not preserved its Race License and kept it alive for the past two decades, Adams County and Hastings would not have this once-ever opportunity today.

ECONOMIC BENEFITS

Between 2000 and 2020, Hastings population has increased by 1,088 residents. During this same time, Grand Island grew by 10,191 persons, a growth rate of 23.7%. We believe Hastings deserves economic growth and population growth and that starts with approval of PTH’s applications. PTH estimates new job creation from 120 to 150 employees with total annual salaries projected from \$3.7 million to \$4.5+ million plus benefits. This represents a significant number of new jobs and new economic growth. However, what is likely to be a much larger positive for economic development is the multiplier effect of new persons and activity in the area who look to local retail, food, lodging, gas-stations, and other local business to fill their needs.

Growing tourism in Hastings and bringing in new dollars from those living outside of Hastings is an additional bonus. Hotel, Restaurant and Retail revenue will increase for surrounding business from the tourists visiting the facility. We estimate 650,000+ in annual visitors to the proposed facility. Imagine the multiplier effect of these person staying, eating, and spending in Hastings.

Not only will this development contribute meaningfully to revitalization of the horse industry and greatly increase tourism to Hastings, projections estimate new tax revenue

generated by the Casino of \$1,162,500 to Adams County, \$1,162,500 to the City of Hastings, and an additional \$6,900,000 for property tax relief - each on an annual and recurring basis.

And not to be forgotten, this development which will cost approximately \$40,000,000.00 and once completed will bring significant new property tax revenue to the City/County on an annual basis close to \$500,000 per year.

HASTINGS EXPOSITION AND RACING, INC., (“HER”)

Hastings Exposition and Racing, Inc., (“HER”) is a Nebraska Non-Profit corporation which holds the Race License as granted by the Nebraska Racing and Gaming Commission and is the entity which will oversee and conduct horse races for the few days those occur.

DEVELOPMENT AGREEMENT

As is common following Application approval, we commit to providing the following via a Hastings Development Agreement as required: Landscape Plan; Drainage Study; and a Traffic Study, along with any other required plans, permits, or approvals. Naturally, following our dialogue with the Planning and Zoning Commission and thereafter with the City Council, we can discuss other areas of the project and come to mutually agreeable solutions.

INVESTMENT OPPORTUNITY

To further solidify goodwill and community participation in our project we will allow Adams County residents and business to invest at a level of up to twenty percent (20%) of our development. We will share more details about this once the project moves forward.

PROJECT SUMMARY

Economic Estimated Benefits:

- \$40,000,000 Development
- 120 to 150 New Jobs
- \$3.7M to \$4.5M Payroll + Benefits
- 650,000 Annual Visitors = Economic Multiplier Benefits
- Annual New Tax Revenue for Hastings \$1,162,500
- Annual New Tax Revenue for County \$1,162,500
- \$6,900,000 in New Annual Property Tax Relief
- \$500,000+ New Annual City Property Taxes

Overview:

- Development Consistent w/ Hasting Future Land Use – Commercial/Retail
- 42+ Acres of Agricultural Buffer between Racetrack & nearest residence
- 70+ Acres of Green and Open Space

- No Grandstand; No Stadium Lighting
- LED down lighting in parking areas and no light scatter
- Horses will NOT be present year round
- No equipment will be stored outside
- 24/7/365 Security – Internal Security Force – Property Surveilled 24/7/365

Racetrack and Casino:

- | | |
|--|--------------------------|
| • 5/8 th Mile Quarter Horse Racetrack | • 40,000 SF Casino |
| • Quarter Horse Races are 15+/- seconds | • 8-10 Table Games |
| • Year 1 – One Race Day | • 500+ Electronic Games |
| • Year 2 – Three Race Days | |
| • Year 3 – Three to Six Race Days | • Simulcast Horse Racing |
| • Year 4 – Six to Nine Race Days | • Sportsbook |
| • Year 5+ – up to Max. Twelve Race Days | • Restaurant & Bar |

CONCLUSION

Our focus is bringing jobs, economic development, and growth to Hastings now and for decades to come. We can get there together for the benefit of this community if our re-zoning and CUP Applications are granted. If you believe we can comply with City Code requirements, then please approve our Applications for Re-zoning and CUP and we will happily enter into a Development Agreement with the City that will spell out the additional conditions of development.

As we work to advance our proposals through proper local and state channels, we look forward to a healthy dialogue with community leaders, elected officials, as well as all interested citizens in Nebraska. Our commitment is to be good listeners and ultimately long-term partners with this community.

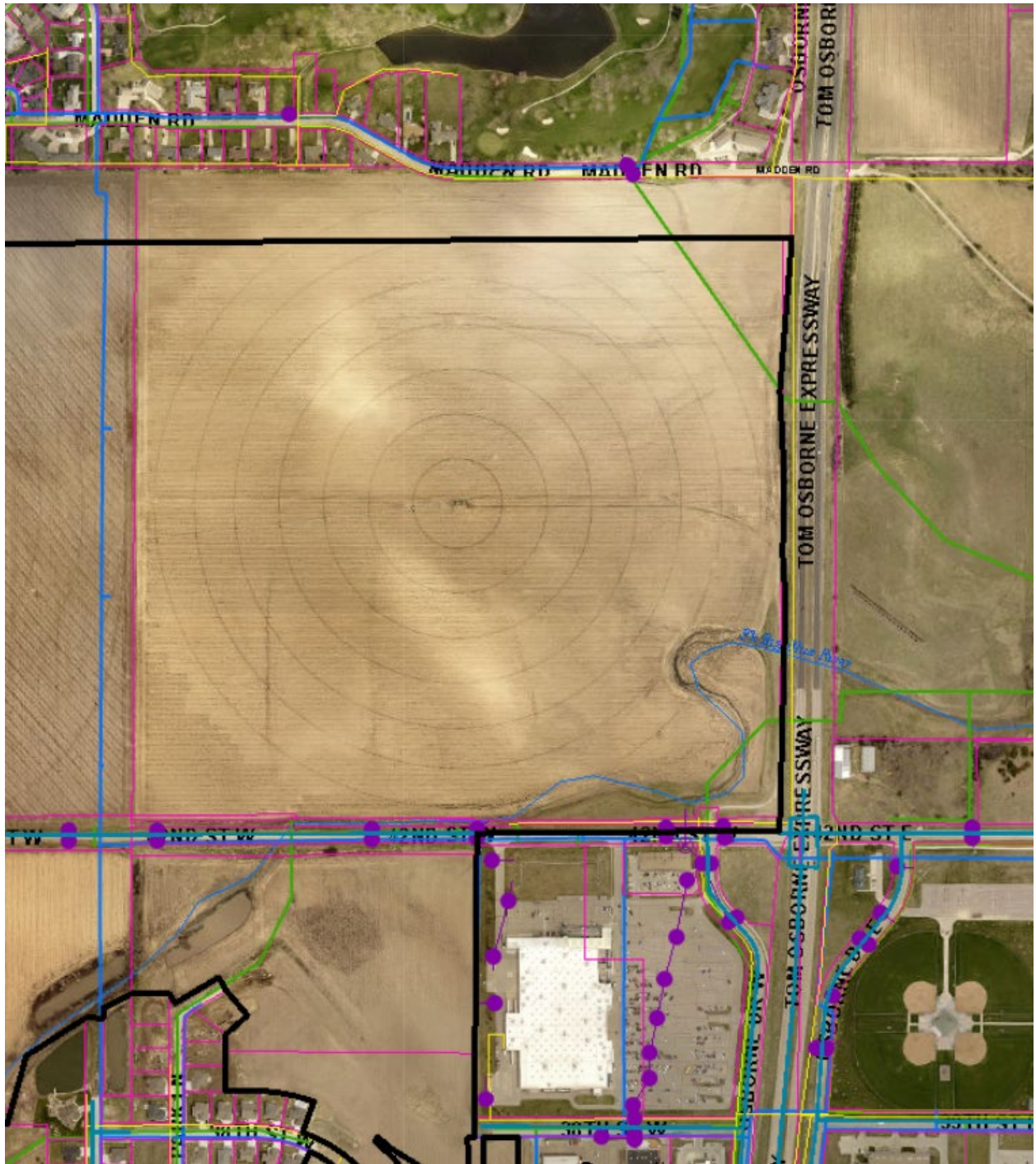
As soon as this project is developed it will start to generate millions of new tax dollars for the City of Hastings and Adams County. We therefore respectfully request you approve our Re-zoning and CUP Applications so that we can move forward now and so the facility is one step closer to generating the over \$10 million dollars in new tax revenue for the county and city every year and bringing over 120 new jobs to Hastings.

We welcome any questions, feedback, and suggestions the Commission has as our partners in making this operation a success for all.

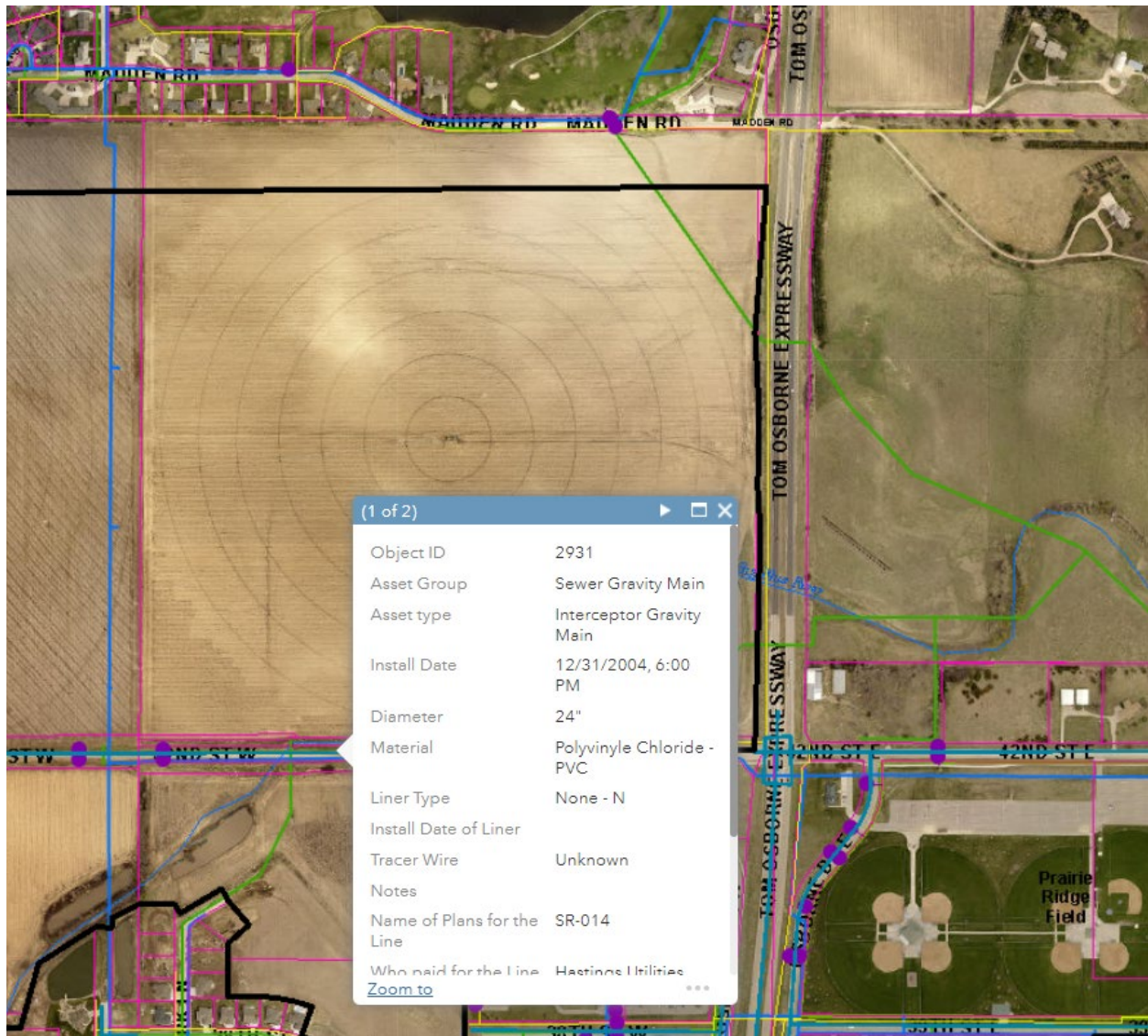
Respectfully submitted,

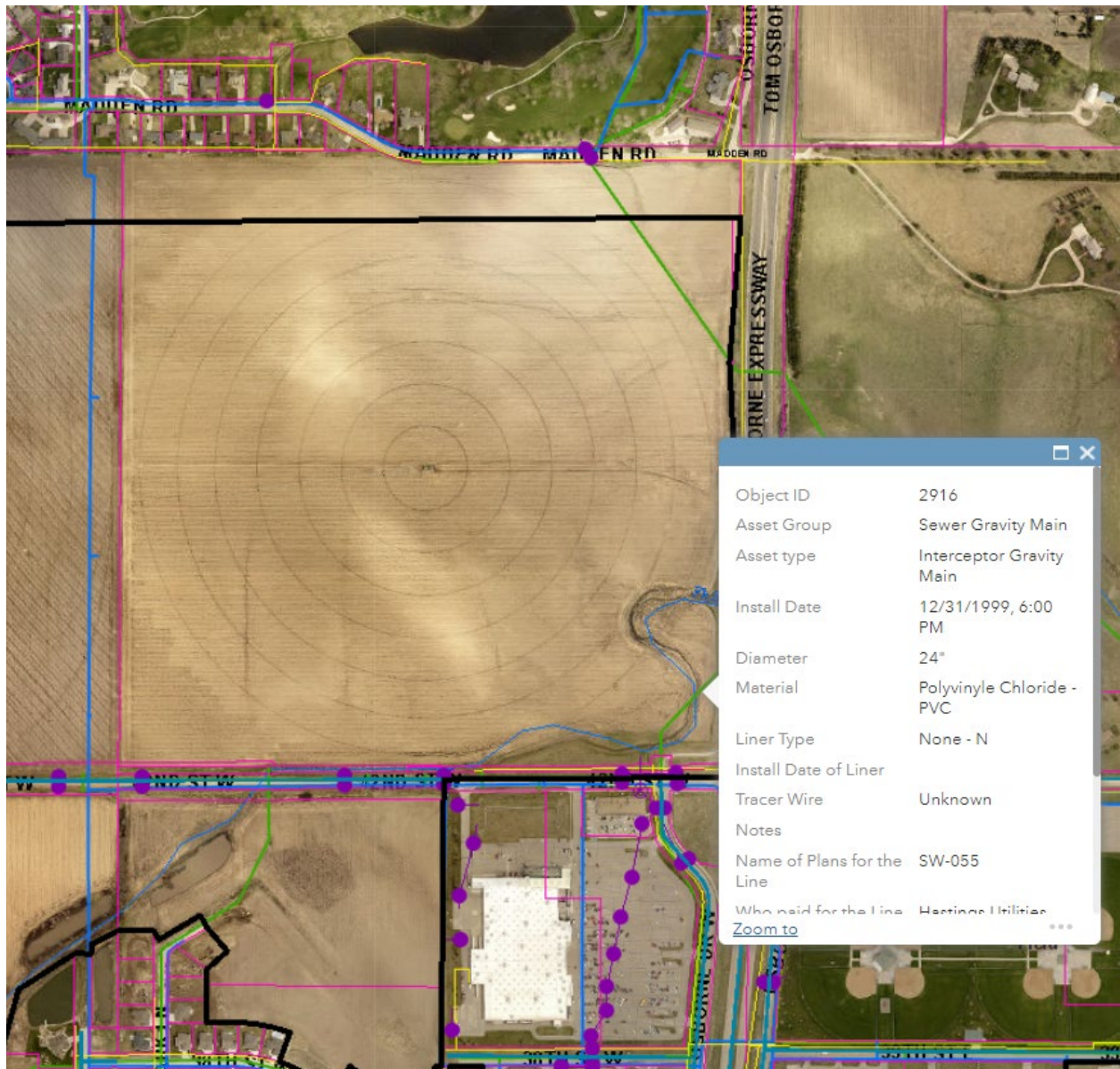
Prairie Thunder Hastings, LLC / Hastings Exposition & Racing, Inc.
West Fork, Inc. / Gremco, Inc.

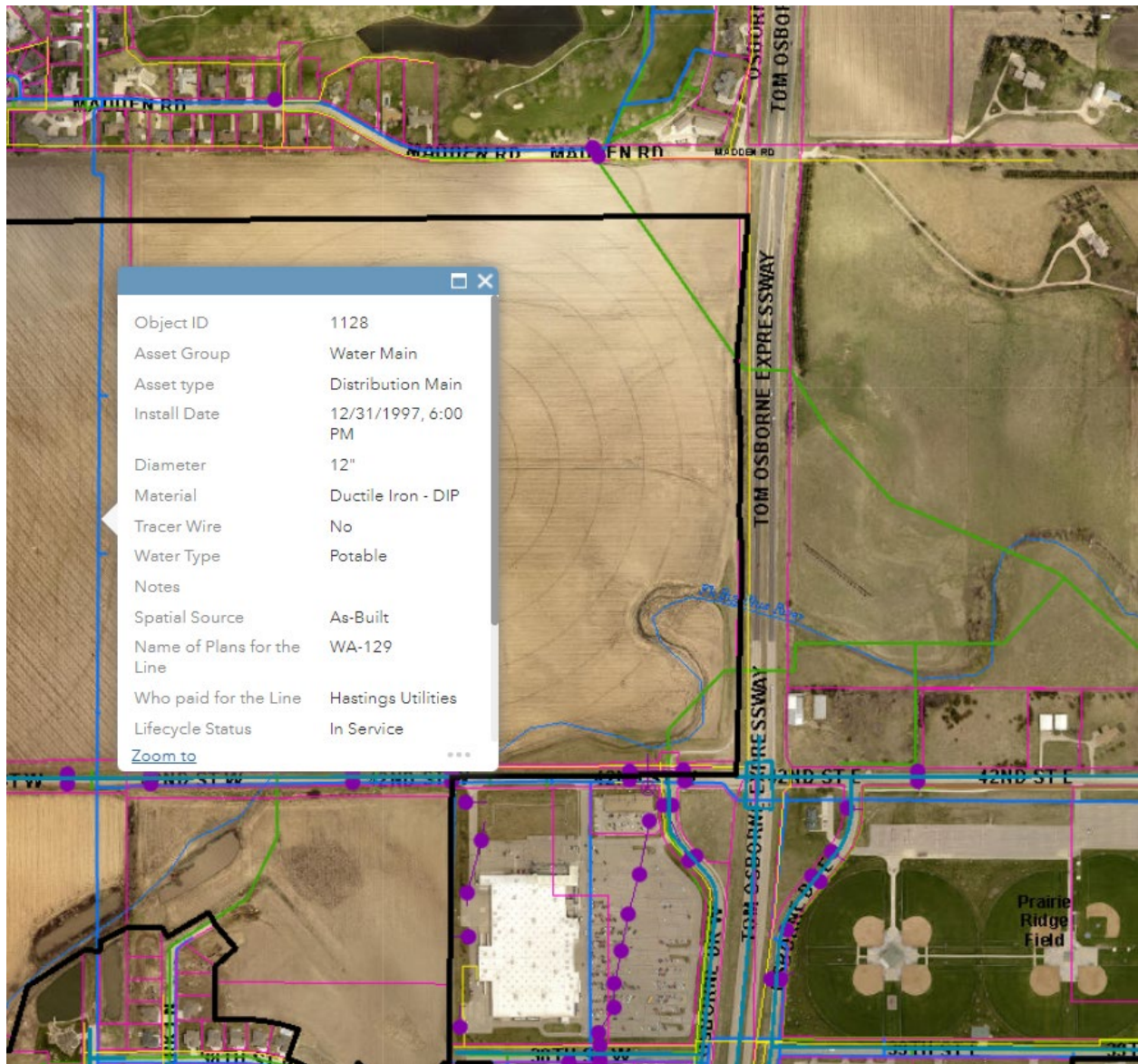
ATTACHMENT #1 - CURRENT UTILITY MAPS



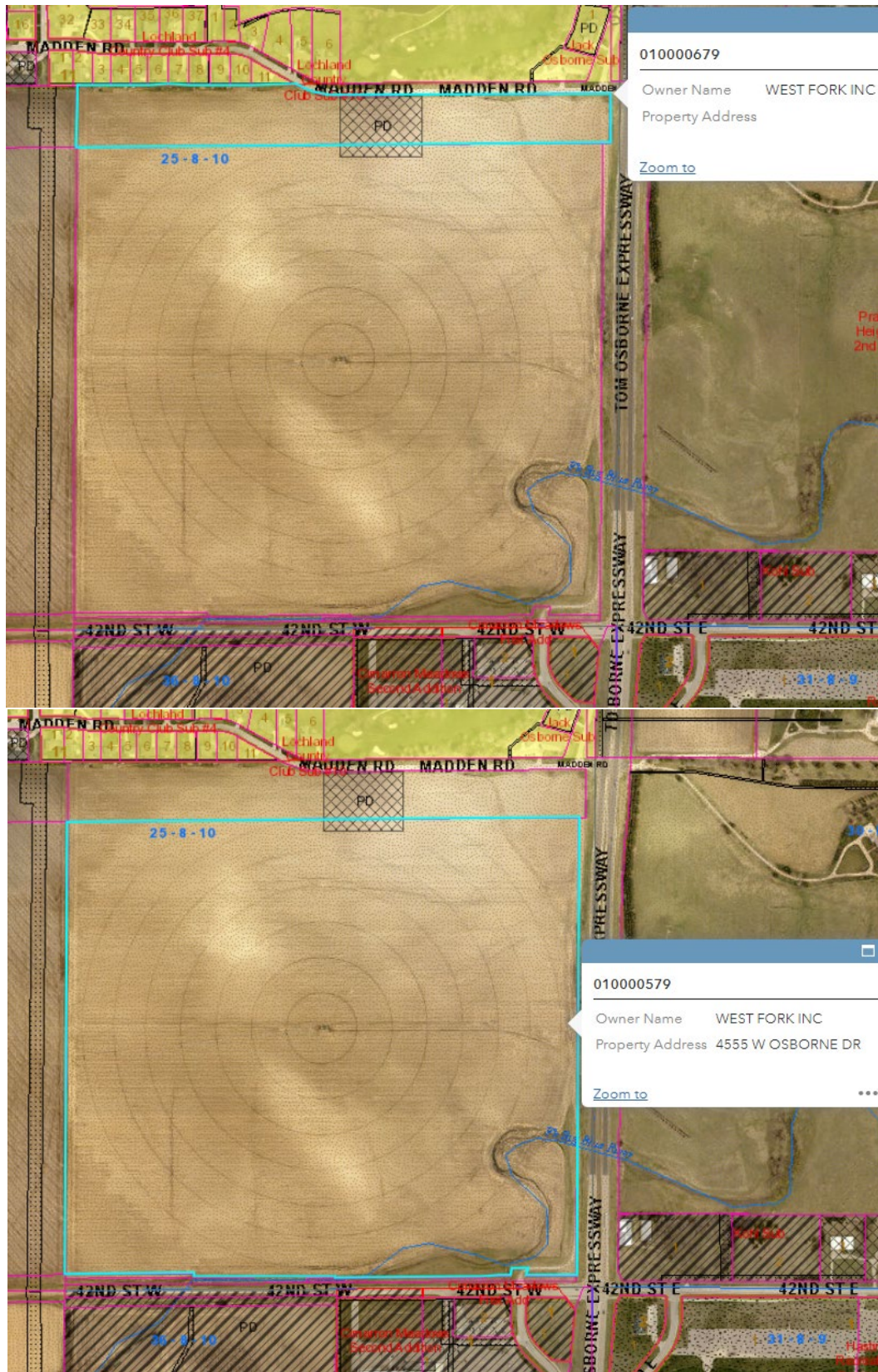








ATTACHMENT #2 - CURRENT OWNERSHIP



ATTACHMENT #3A – C-3 REZONE AREA LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 8 NORTH, RANGE 10 WEST OF THE 6TH P.M., ADAMS COUNTY, NEBRASKA BEING DESCRIBED AS FOLLOWS:

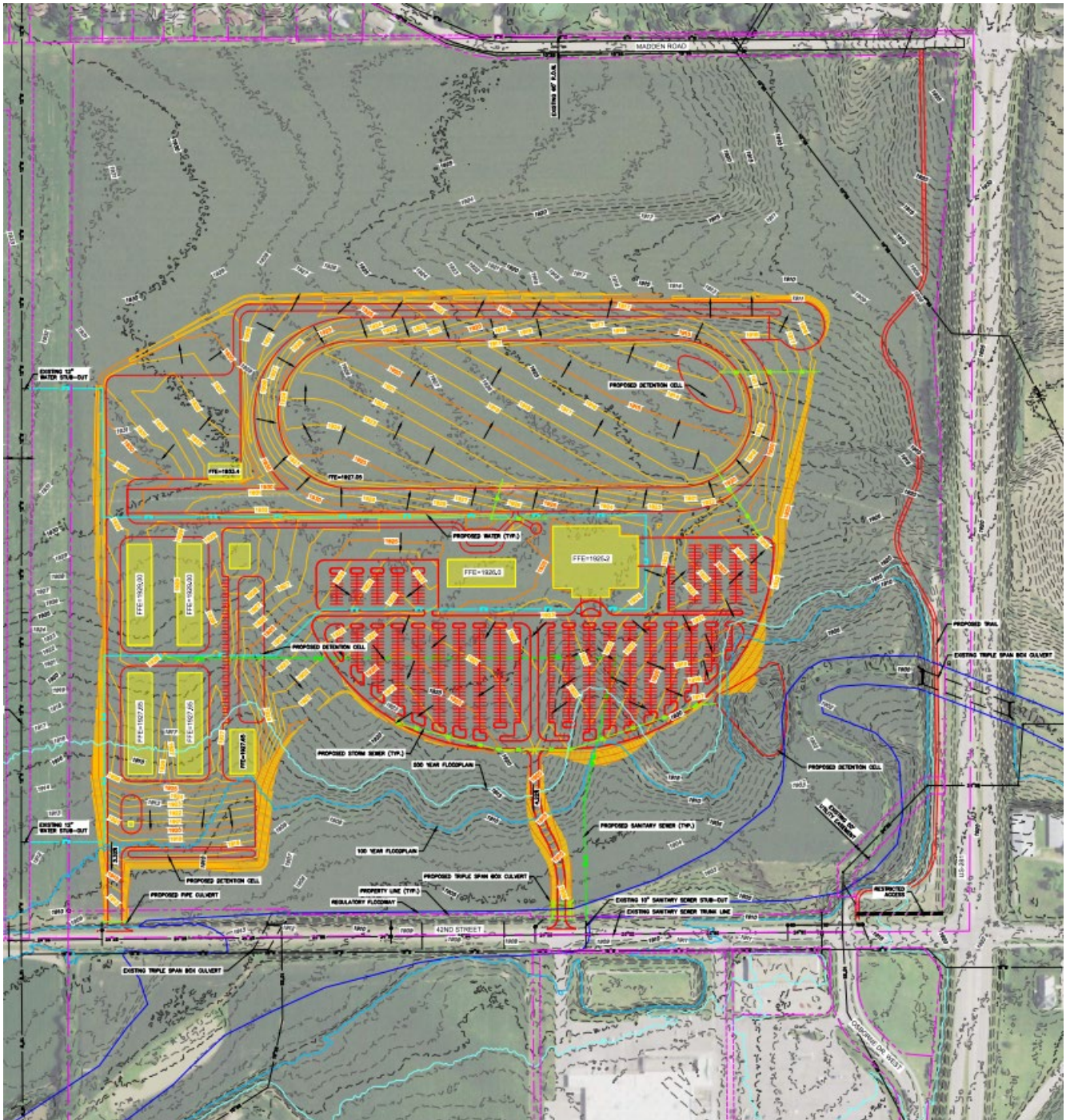
COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 25, THENCE SOUTH ON THE WEST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 1340.00 FEET; THENCE EASTERLY A DISTANCE OF 150 FEET, THIS BEING THE POINT OF BEGINNING; THENCE SOUTHERLY, A DISTANCE OF 825.00 FEET; THENCE EASTERLY, PERPENDICULAR TO SAID WEST LINE, A DISTANCE OF 2025.00 FEET; THENCE NORTHTERLY, PERPENDICULAR TO SAID SOUTH LINE, A DISTANCE OF 825.00; THENCE WESTERLY, PERPENDICULAR TO SAID EAST LINE, A DISTANCE OF 2025.00 FEET TO THE POINT OF BEGINNING, 38.35 ACRES MORE OR LESS.

ATTACHMENT #3B – CUP AREA LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 8 NORTH, RANGE 10 WEST OF THE 6TH P.M., ADAMS COUNTY, NEBRASKA BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 25, THENCE SOUTH ON THE WEST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 722.00 FEET; THENCE EASTERLY A DISTANCE OF 60 FEET, THIS BEING THE POINT OF BEGINNING; THENCE SOUTHERLY, A DISTANCE OF 800.00 FEET; THENCE EASTERLY, PERPENDICULAR TO SAID WEST LINE, A DISTANCE OF 2130.00 FEET; THENCE NORTHERLY, PERPENDICULAR TO SAID SOUTH LINE, A DISTANCE OF 800.00; THENCE WESTERLY, PERPENDICULAR TO SAID EAST LINE, A DISTANCE OF 2130.00 FEET TO THE POINT OF BEGINNING, 39.11 ACRES MORE OR LESS.

ATTACHMENT #4 - CONTOUR MAP



ATTACHMENT #5 - OWNER AUTHORIZATION



Owner's Authorization Letter

I/we hereby certify that I/we are the owner(s) of the property described herein. I/we am/are respectfully requesting processing and approval of the application(s) referenced herein. I/we hereby authorize the Applicant(s) listed on this application to act on my/our behalf during the processing and presentation of the request. The person(s) identified as Applicant shall be the principal contact with the City in processing this application.

Project: Horse Racetrack & Casino

Address/Location: 4555 Osborne Drive West , Hastings, NE 68901

Applicant(s): Prairie Thunder Hastings, LLC

West Fork, Inc

Owner:

Robert A. Wallace
Owner's Signature

Gremco, Inc.

Owner:

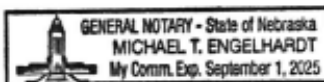
Robert A. Wallace
Owner's Signature

State of Nebraska)

) ss:

County of Adams)

The foregoing document was acknowledged before me this 15 day of December
2021, by Robert A Wallace



Michael Engelhardt
Notary Public

ATTACHMENT #6 - REALTOR OPINION LETTER #1



December 20, 2021

City of Hastings Planning Commission
Attn: Development Services Department
220 N. Hastings Ave.
Hastings, NE 68901

Re: Proposed Casino and Racetrack - 4555 W. Osborne Drive

Planning Commissioners:

I am a licensed realtor in good standing here in Hastings and have been representing buyers and sellers of all kinds of properties in Hastings and Adams County for over 20 years. I have been asked for an opinion related to a proposed development site located at 4555 W Osborne drive. I have been presented materials by the developers including site plan describing the project the project area and I've also seen building and property renderings showing the type of investment and equality construction proposed.

I am familiar with the surrounding properties including the residence is north of the subject property both bordering the Expressway and those bordering the northwest corner of the subject property.

After considering all the facts familiar to me my experience background and insight derive from speaking with thousands of property owners over the course of my career it is my opinion that the proposed \$30 million plus construction of a commercial structure and parking lot along with a 5/8-mile horse racetrack and associated buildings is not likely to have a negative impact on the values of these surrounding properties.

In fact, if anything it is my opinion that developing property in question consistent with the developers renderings and plans will more likely than not increase surrounding property values. This is true not only for the Lochland residences but also for the farmland located 2 the West. This project will be one of the most significant development projects but Hastings has seen in years. The developers have carefully analyzed the subject property and will be leaving proximately 45 acres agricultural land as it is today and as it has been since before any of the surrounding residences existed.

In other words, the surrounding existing residences will not have any change in the nature character of the property that currently borders their properties. Based on the site plan the casino will be facing South towards a commercial area including a large Walmart which is currently the view south from the existing Lochland residences.

The majority of the property in question is designated for commercial use which makes perfect sense given its orientation on the Expressway and the adjacent commercial properties.

Further researching the project and speaking to those in our community I have heard significant positive comments about the millions of dollars in tax revenue that will be generated including several million to go directly to property tax relief. From my years of experience I found that lower property taxes are one of the factors buyers used to differentiate between potential homes. One could argue that this project can only help reduce property taxes in our city and our county which would be a positive for all residences not only those north of the subject property.

A misconception about this project may be related to the amount of racing and the features of the racetrack. At the height of the racetrack activities which will take approximately four years after completion of construction to get to there will be approximately a maximum of 12 race days out of 365 per year. In speaking with the developer I've learned that there they do not plan to do night racing and they are not constructing any pole lighting or stadium lighting. Additionally, there will not be a grandstand of any kind.

It is my opinion that a project of this kind with all of the tax and financial benefits as well as the being a project will draw tourists and new dollars into our community to support our existing hotels motels restaurants and retail is a very positive opportunity that should be embraced by the Planning Commission, the City Council and the community. All my opinions are based on my education, experience, background, and review of information directly related to this project.



Michael Engelhardt
Nebraska Realty

ATTACHMENT #7 - REALTOR OPINION LETTER #2



December 20, 2021

City of Hastings Planning Commission
Attn: Development Services Department
220 N. Hastings Ave.
Hastings, NE 68901

Re: Proposed Casino and Racetrack - 4555 W. Osborne Drive

Planning Commissioners:

I am a licensed realtor in good standing here in Hastings and have been representing buyers and sellers of all kinds of properties in Hastings and Adams County for over 20 years. I have been asked for an opinion related to a proposed development site located at 4555 W Osborne drive. I have been presented materials by the developers including site plan describing the project the project area and I've also seen building and property renderings showing the type of investment and equality construction proposed.

I am familiar with the surrounding properties including the residence is north of the subject property both bordering the Expressway and those bordering the northwest corner of the subject property.

After considering all the facts familiar to me my experience background and insight derive from speaking with thousands of property owners over the course of my career it is my opinion that the proposed \$30 million plus construction of a commercial structure and parking lot along with a 5/8-mile horse racetrack and associated buildings is not likely to have a negative impact on the values of these surrounding properties.

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A misconception about this project may be related to the amount of racing and the features of the racetrack. At the height of the racetrack activities which will take approximately four years after completion of construction to get to there will be approximately a maximum of 12 race days out of 365 per year. In speaking with the developer I've learned that there they do not plan to do night racing and they are not constructing any pole lighting or stadium lighting. Additionally, there will not be a grandstand of any kind.

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Brent Parker



Nebraska Realty

POPULOUSTM

DRAWING PEOPLE TOGETHERTM

Equestrian Manure Management

Charlie Kolarik, RA, NCARB

Introduction:

The methods indicated in this report are based on a manure management system originally developed for the Oklahoma State Fair Park, an urban equestrian and livestock venue. This manure management method has proven to be highly effective at eliminating manure odor, flies, and the potential for runoff contamination. Given the success of this manure management system it is becoming an industry “best practice” for new and existing equestrian and livestock event venues across the United States. Additionally, Populous will be implementing a similar manure management plan in our design for the equestrian venue at the 2012 London Olympic Games.

The typical Equestrian and Rodeo Facility is planned with barns that are implemented through a series of phases. Given this phased implementation it is a complex task to calculate precise manure volumes for a facility from a annual or long term perspective, as the volume will change over time and will be dependent on the growth and attendance of events. This document provides details on the key elements of a well designed manure management plan, an example volume calculation for a typical equestrian event facility, and a brief section on manure disposal and reuse options.

Managing Manure Properties

A successful manure removal plan is a critical component when creating a clean and comfortable environment at an equestrian event facility. There are three byproducts of manure that must be controlled to create a clean and comfortable environment:

Odor:

Odor is the byproduct of a natural decomposition process in which bacteria consume manure and urine and release gas. Ammonia is commonly produced in manure that decomposes in an environment with poor air exchange. When exposed to ample fresh air the decomposition process works efficiently and foul odor is not produced.

Controlling odor is best accomplished by providing ample natural ventilation, absorbent stall bedding, limiting exposure to moisture, and daily manure removal from horse stalls and buildings.

Flies:

Fly problems occur when manure is stockpiled in open air storage and exposed to moisture. Decomposing manure will attract flies, however infestations occur as a result of fly breeding in the manure. Controlling flies is best accomplished by collecting manure in closed containers that limit exposure to moisture, limiting fly exposure, and removing manure from the site periodically throughout the day.

Contaminated Runoff:

Typically manure exposed water runoff is not damaging to the environment unless the manure has been stockpiled and allowed to decompose. A stockpile of manure that is not turned regularly will begin to decompose internally via an anaerobic decomposition process. This is a decomposition process that occurs when ample oxygen is not available to the bacteria in the center of a moist manure stockpile. Anaerobic manure will ferment and attract insects, develop unpleasant odors, and leak an unpleasant and environmentally hazardous liquid called leachate. When leachate is exposed to running water it produces an environmental runoff hazard. Controlling contaminated runoff is best accomplished by collecting manure in closed containers that limit exposure to rain and running water, removing manure from the site daily, and capturing wash water from animals in the sanitary sewer system.

Tradition and Transition:

Equestrian event facilities and fairgrounds traditionally collect livestock manure from barns and place- it in outdoor concrete bunkers or large metal bins. Manure is allowed to stockpile in these bins or bunkers until it is eventually removed by a tractor or forklift and placed in trucks. The tractors and forklifts that lift and carry metal bins around the site pose a serious safety threat to barn inhabitants both human and equestrian.

Bin cleaning typically occurs when the bunker is at or near capacity or at the end of an event. This practice leaves the stockpiled manure in the bunkers for several days before it is removed. Traditionally these bins are not covered, they are exposed to rain and insects, and are allowed to overflow onto the surrounding ground or street. In some facilities the bins are cleaned and the manure stockpiled in large quantities at a remote area of the site. This style of manure management is commonly practiced at many equestrian and livestock facilities today.

In recent years this practice has come under scrutiny as once rural livestock and fairgrounds facilities have been surrounded by urban growth. Additionally, competitors and spectators at livestock event facilities are demanding cleaner and more pleasant environments, environmental stewardship is being embraced, and related environmental regulations are being developed and enforced.

Traditional Manure Removal Solution



Traditional Metal Bin Stockpile



Poorly Managed Manure Removal Results in Manure Piles Outside of Designated Areas

A Modern Solution:

As an international leader in the design of fairgrounds and equestrian event venues Populous recognized the need for a clean and environmentally sustainable manure management solution. The rehabilitation and expansion of the Oklahoma State Fair Park equestrian and livestock facilities provided the first opportunity to develop and implement a large-scale, modern manure management system that would create a pleasant barn environment for competitors, provide ease of operational management, respect the surrounding residential and commercial uses, and minimize the risk of manure-related environmental contamination.

There are three critical components to this manure management system:

Mobile Manure Containers - Rolling containers can be easily moved and filled by the facility users and staff. The containers are affordable and efficient for the facility to provide, empty, and service. The containers have covers to eliminate moisture and insect exposure. These containers are emptied periodically throughout the day into packer trucks and the manure is immediately removed from the site.

Sliding Stall Partitions – Stall partitions slide to the center aisle to allow more thorough and efficient stall cleaning between events.

Drainage Plan – The drainage plan for the facility captures and confines water that has been exposed to manure or washing of animals. This water is directed into the sanitary sewer system.



Case Study: Oklahoma State Fair Park

The Super Barn at the Oklahoma State Fair Park houses 1,016 stalls under one roof and is a primary component of the 3,200 stall equestrian complex, which is the largest in North America. The facility hosts world-class competitions and must provide a very clean, modern, and pleasant environment for show participants and spectators. Exposed manure, unpleasant odors, and flies are not an option for this facility.

In addition to daily stall cleaning during events a unique solution was required to expedite stripping bedding and manure from stalls at the completion of events. The high demand for Equestrian venues at the park requires that the stalls are stripped, cleaned and prepared with absolute minimal turnover time between events. A unique stall system was designed and developed by the equestrian design leaders at Populous to accomplish this task while minimizing labor costs.

Additionally, a carefully planned solution was developed to eliminate the risk of contaminated runoff by isolating water that has been or may potentially be exposed to an environmental contaminant such as manure or soap. Drain types were carefully selected and placed to capture and screen water runoff at the facility.

The following is a brief overview of the manure management system at the Oklahoma State Fair Park Equestrian Venue:

Daily Manure Removal:

Daily manure removal is critical to maintaining a clean and comfortable environment during equestrian and livestock events. Stockpiling manure for bulk handling is a traditional solution, however it is not an acceptable practice for a modern equestrian venue. As an alternative to this traditional practice, the equestrian venues at the Oklahoma State Fair Park provide one plastic 96-gallon rolling trash cart per every ten stalls at the facility. The carts are located inside the barns at the end of each stall row for at-will use of the exhibitors. Manure dropped by the horses in the barn aisles is picked up by the facility staff and placed in these carts. Periodically throughout the day, facility staff will roll the receptacles to designated pickup spaces outside the barns where a packer truck empties the containers and immediately removes the manure from the site. The containers are then rolled back into position at the end of each stall row where users may access them for stall cleaning at their convenience. The rolling trash carts confine the manure in an enclosed container so it is never exposed to moisture or insects. This practice creates a barn environment free of manure odor, fly infestation, and contaminated runoff. This simple solution has revolutionized the way that livestock and equestrian event facilities are addressing manure management around the world.

Rolling Bin Solution



Rolling Carts at Stall Rows



Curb Side Manure Pickup



Rolling Cart with Stall Waste



Rolling Carts at SuperBarn Curb

Post Event Manure and Bedding Removal:

Manure removal is important during events however it must also be considered between events. A thorough cleaning of all stalls is required between each event. This cleaning process produces a much greater volume of waste as all stall bedding is collected in addition to manure that may have been left in the stalls or soaked into the stall bedding. Traditionally stalls are cleaned individually by workers who hand-shovel the stall waste into the aisle. Once all of the waste is in the aisle it is pushed to the outside of the building and loaded into waste containers or dump trucks.

The equestrian planners at Populous developed a unique stall system for the Oklahoma State Fair Park Barns that has resulted in 60% savings in both labor and time for the event turnover when compared to traditional methods. The key to this system is a stall design that allows the stall side partitions to be pulled into the aisle. This opens the stall row to allow a tractor, Bobcat, or similar equipment to push and collect the majority of the stall waste in 40-cubic yard containers inside the building. A riding commercial floor scrubber thoroughly cleans the remaining bedding or waste. The result is a much cleaner stall than achieved through traditional cleaning methods. A cleaner stall greatly reduces the risk of transmitting disease, ensures that manure is not left behind in stall corners to potentially create odor or fly issues, and provides a fresh environment for equestrian competitors and visitors. The 40-cubic yard containers are removed immediately and are not stored on site.

Stall Cleaning Process



1. Barn is vacated after event



2. Stall side partions pull into aisle



3. Stalls are cleared of Bedding and then scrubbed



4. Aisle is cleared and then scrubbed

Drainage / Runoff Protection:

Capturing drainage and runoff that is or may be exposed to environmental contaminants is crucial when constructing an environmentally responsible equestrian event venue. Planning to capture contaminated runoff should begin early in the planning of the facility. Floor slopes and drain locations are designed to isolate areas where contaminated water is likely to occur. The wash stalls at the Oklahoma State Fair Park Equestrian Venues are isolated to avoid over spray of water and have two drains to provide maximum collection of wash water. The wash stalls have a rectangular floor drain in one corner. The floor of the wash stall is sloped to this drain which contains a sump with removable strainer basket to capture solid waste that may be washed into the drain. Additionally, a trench drain runs along the exterior of the wash bays to capture overspray or wash water that escapes the bay. The trench drain outlets have baskets and strainers to catch solid animal waste that may enter through the grate. All wash water is directed into the sanitary sewer system. Washing of animals is not permitted or provided for in areas other than dedicated wash stalls.

Contaminated runoff is not produced in the stall areas as stall bedding will capture urine or other liquids that may be used in the stalls. Soiled bedding is removed with other manure daily via the rolling manure containers discussed previously.

Water and Runoff Control



Confined wash stalls with internal floor drain and external trench drain



Floor drain detail – note grill, basket, and strainer to collect solid waste



South Point Casino and Equestrian Center

The South Point Equestrian complex houses a 4,400 seat equestrian event arena with 1,200 show stalls. South Point is located in an urban environment in Las Vegas, Nevada.

This facility has successfully implemented a similar manure removal system to Oklahoma City State Fair Park and the proposed Kansas Star system.

South Point provides one large capacity open top rolling cart per every other row of stalls for at-will use of the exhibitors. These carts or “gondolas” are emptied into covered 40 cubic yard dumpsters periodically throughout the day. There are three covered 40 cubic yard containers on site that are removed and emptied daily.

The system developed and implemented at the Oklahoma City State Fair Park is a more refined system than utilized at South Point as the South Point collection containers are subject to insect and water exposure. However, the South Point approach is an important example of how modern equestrian event facilities are addressing manure handling and removal in response to customer demand, facility appearance, their urban setting, and the need for increased operational efficiency.

Volume Calculation Considerations

The volume of manure that will be produced by an equestrian event facility cannot be precisely determined as show attendance, frequency, and size will vary show to show and year to year. Shows may vary in size between 50 and 1200 horses at a facility with 800 permanent stalls and space for temporary stall expansion. On average, a large regional show would likely generate around 400 horses and a national show would host about 700. It is important to note that the larger shows will likely run longer than a 3 day weekend and many competitors will stay just long enough to compete in their class but not for the entire length of the show. Some competitors may be leaving as others are arriving.

A sample manure volume calculation is provided below to demonstrate how a facility would utilize the above described manure management system to handle the manure removal for an average horse show. It is likely that the majority of shows at the facility would be regional events so the example manure volume calculation will assume a horse count of 400.

Populous has developed the following formulas for calculating manure volume based on university research reports, agricultural extension research, articles prepared by experts in the field of livestock and equine science, as well as our personal and professional involvement in the industry. A list of resources and cited works is provided in the reference section of this document.

Horse Units:

Horse units are used to provide flexibility in the calculation of manure volume. One horse unit is equivalent to a 1,000 pound horse. Horse waste is comprised of about 60% solids and 40% urine. A 1,000 pound horse or 1 horse unit will produce about 31 pounds of feces and 2.4 gallons (20 pounds) of urine daily. This standard horse unit provides a basis for estimating the expected waste volume for each of the following three equestrian manure categories:

Stall Horse Unit:

A stall horse unit is a 1,000 pound horse that is primarily kept in a stall throughout the year. It is assumed that a stall horse will produce 100% of its waste as stall manure. Stall manure is defined as horse excrement both solid and liquid in combination with soiled bedding and some additional bedding that may be removed in the process of mucking the stalls on a daily basis.

Pasture Horse Unit:

A pasture horse unit is a 1,000 pound horse that is primarily kept in a pasture or paddock throughout the year. It is assumed that a pasture horse will produce 100% of its waste as pasture manure. Pasture manure is defined as solid horse excrement with no bedding.

Stall / Pasture Horse Unit:

A stall/pasture horse unit is a 1,000 pound horse that is kept in a stall for 50% of the year and in the pasture for 50% of the year. It is assumed that a stall/pasture horse will produce 50% of its waste as stall manure and 50% as pasture manure.

All horses at an equestrian event facility will fall into the category of stall horse units. It is important to note that the horse units, manure volume estimates, and manure qualities in this report reflect the most widely accepted method for estimating anticipated manure volume and quality for a typical horse facility. Some shows or events that specialize in certain larger breeds such as draft horses or smaller breeds such as ponies would utilize a multiplier to adjust the size of the horse unit to more accurately estimate the volume of manure that will be produced at the show or event. Additionally, the volume of manure produced by a 1,000 lb horse unit may vary up to 20% higher or lower than the numbers used in this report depending on the horses diet and lifestyle as well as stall cleaning techniques.

Manure Volume:

Manure will vary in its volume depending on whether it is collected from the stable or the pasture. It is important to quantify the volume of each type of manure to help determine which reuse and removal options are the most economically and functionally feasible. In this example manure will be removed from the facility rather than composted or otherwise reused on site. Additionally, the key volume calculation for a typical equestrian event facility will be stall manure volume as no pasture is typically available to horses at the facility. Below are descriptions of the volumes that can be generally expected from raw and stall horse units:

Raw Manure:

Raw manure is comprised of solid and liquid waste. A single horse unit will produce about 31 pounds (0.5 ft^3) of feces and 2.4 gallons (20 pounds or 0.3 ft^3) of urine daily. This equals about 51 pounds (62 lb/ft^3) or 0.8 ft^3 of raw manure from the horse daily.

Stall Manure:

Stall manure is comprised of both solid and liquid waste as well as soiled bedding and a certain amount of clean bedding that is collected when cleaning stalls. Stall manure is collected daily which requires daily management of the waste. (The bedding in the following volume estimate is assumed to be pine shavings) The average daily stall cleaning will result in the removal of 8 to 12 pounds 1.6 ft^3 of bedding per stall in addition to raw manure. Adding raw manure to the bedding brings the total daily volume of stall manure per horse unit to around 60 pounds and 2.4 ft^3 . It is important to note that the volume of bedding is greater than the volume of raw manure.

Estimated Manure Volume (Example Calculation):

A typical equestrian event venue is hosting a regional AQHA show of 400 horses. The horses will be housed in permanent stalls with pine shaving bedding. No turnouts or paddocks are provided and it is anticipated that all 400 horses will be housed in the stalls for the majority of the time that they are attending the 4 day show.

Utilizing the previously provided manure volume data, the daily volume of collected manure is therefore estimated as follows:

$$400 - \text{Stall Horse Units: } 60 \text{ pounds and } 2.4 \text{ ft}^3 (400) = \mathbf{24,000 \text{ pounds and } 960 \text{ ft}^3 \text{ daily}}$$

Forty, 96-gallon (12.83 ft^3) rolling manure collection carts are provided by for daily manure removal by the event facility (one cart per every 10 stalls). The total daily volume that each container would accumulate is calculated as follows:

$$960 \text{ ft}^3 \text{ daily} / 40 = \mathbf{24 \text{ ft}^3 \text{ per cart daily}}$$

Each cart has a capacity of 12.83 ft^3 so the manure containers must be emptied twice per day minimum. The facility would likely schedule three pickups per day for this show as the containers would be filled to 93% of their maximum capacity if picked up twice. Three scheduled pickups per day would reduce the filled volume of the containers to 62% of their maximum capacity for each pickup.

At the end of the show the facility will remove the remaining bedding from the stalls. A 10'x10' stall typically holds around 6 bags or 50 to 60 ft^3 of bedding. When placed in a removal bin the bedding will compact to around 40% of its stall volume which will equal around 20 to 24 ft^3 per stall. Clearing 400 stalls will result in a removal bin volume of **8,000 to 9,600 ft^3 or 296 yd^3 to 356 yd^3 per 400 stall event.**

Large capacity removal dumpsters are typically sized in cubic yards. Commonly available sizes are 10, 20, 30, and 40 cubic yards. Removal of this waste will fill 8 or 9 roll off dumpsters with 40 cubic yard capacity. The dumpsters would be brought to the site by a contracted waste removal company and the stall waste would be removed. Rather than delivering 8 or 9 individual dumpsters to the site it is likely that the waste removal contractor would remove the waste in multiple trips through the course of a day.

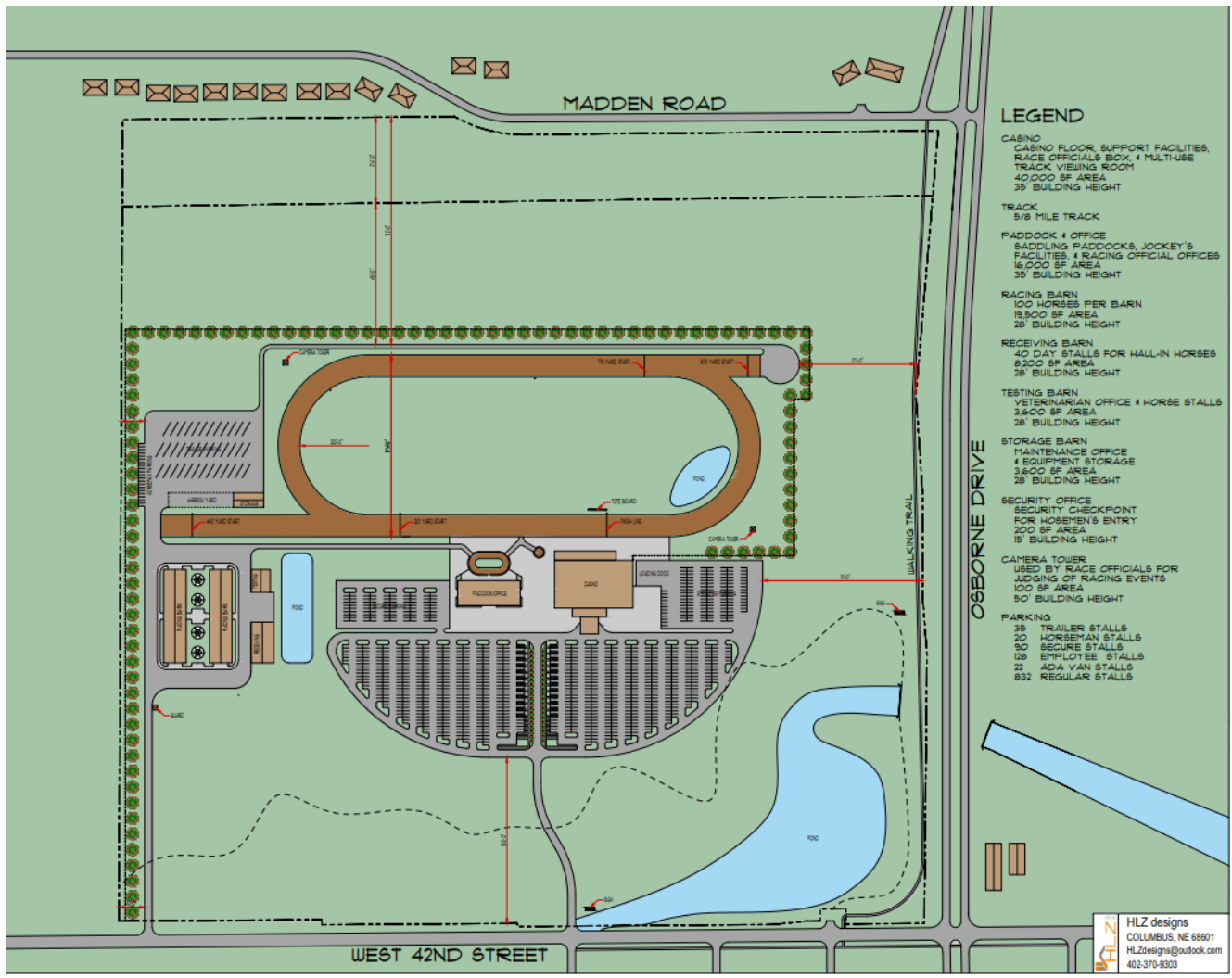
Manure Reuse and Removal Options:

Removing stall and manure waste from the site does not automatically relegate the waste to a local landfill. The preferred option is to partner with a local source that will reuse or recycle the waste. Manure reuse options vary widely depending on a variety of local resources and may include composting, pelletizing, pasture or field spreading, and energy production options. Reuse is not always a feasible option as some event facilities are located in areas where recycling resources are not available.

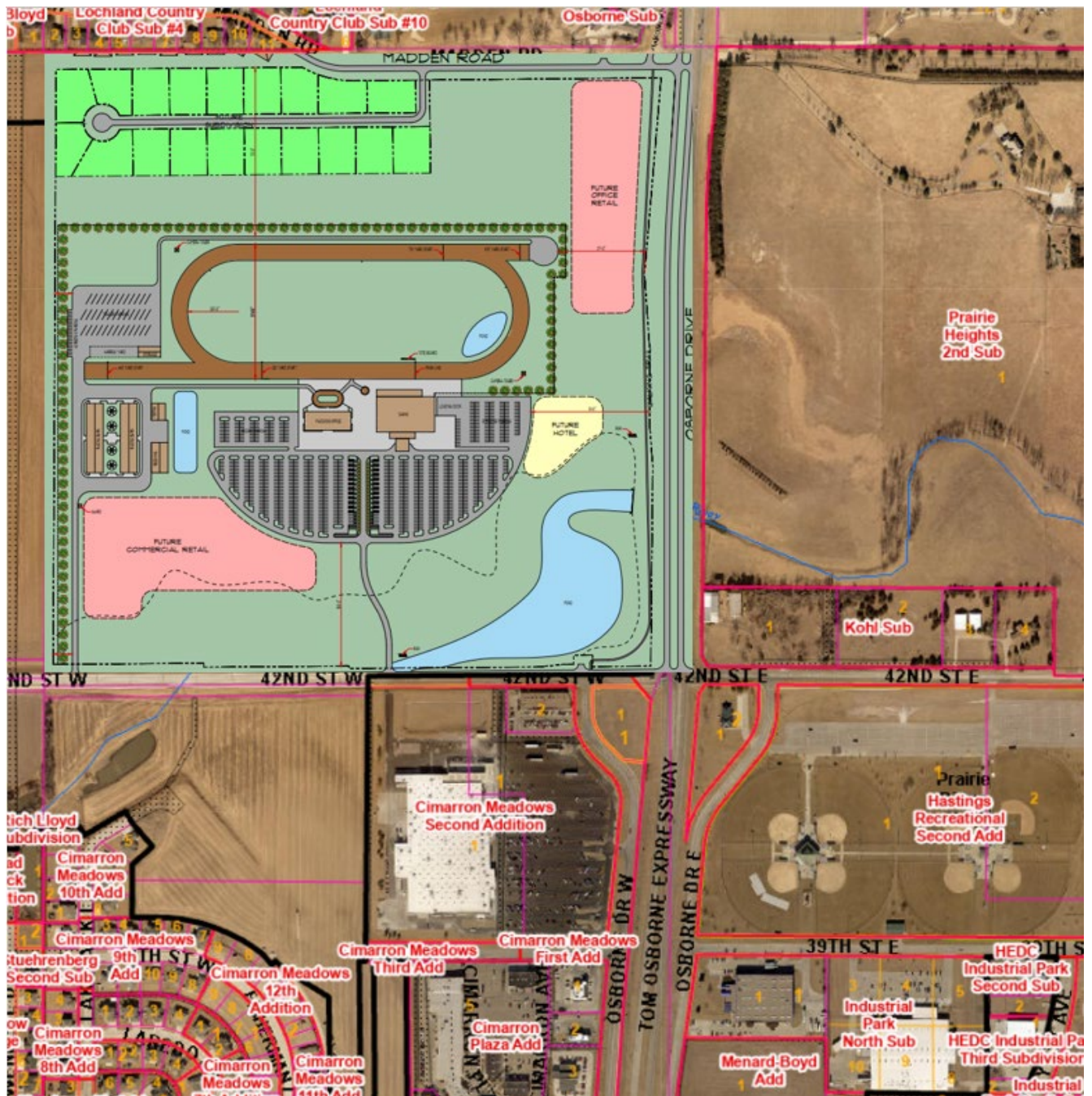
Research References:

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7. Moon, P. *Basic On-Farm Composting Manual*. Land Technologies for the Clean Washington Center. 1997.
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ATTACHMENT #9 - SITE PLAN



ATTACHMENT #10 – FUTURE PLANS DEMONSTRATIVE





Technical Memorandum

Date: January 12, 2022

To: Jeff Palik, PE

From: Dan Bellizzi, PE, PTOE

RE: Hastings Casino Initial Traffic Due Diligence

Project #: 021-06683

It is our understanding that a horse track with a casino and hotel is being proposed on the northwest quadrant of U.S. Highway 281 and 42nd Street in Hastings, Nebraska. The purpose of this initial traffic due diligence is to determine at a high level, what, if any, public infrastructure improvements may be required with the construction of the site.

Based on the current site plan, there is a main access point approximately 1,200 feet west of U.S. Highway 281 along 42nd Street aligned with an existing access for Wal-Mart. A secondary access is located approximately 2,500 feet west of U.S. Highway 281 that is intended to be used by trailers for the horse track and will have minimal traffic.

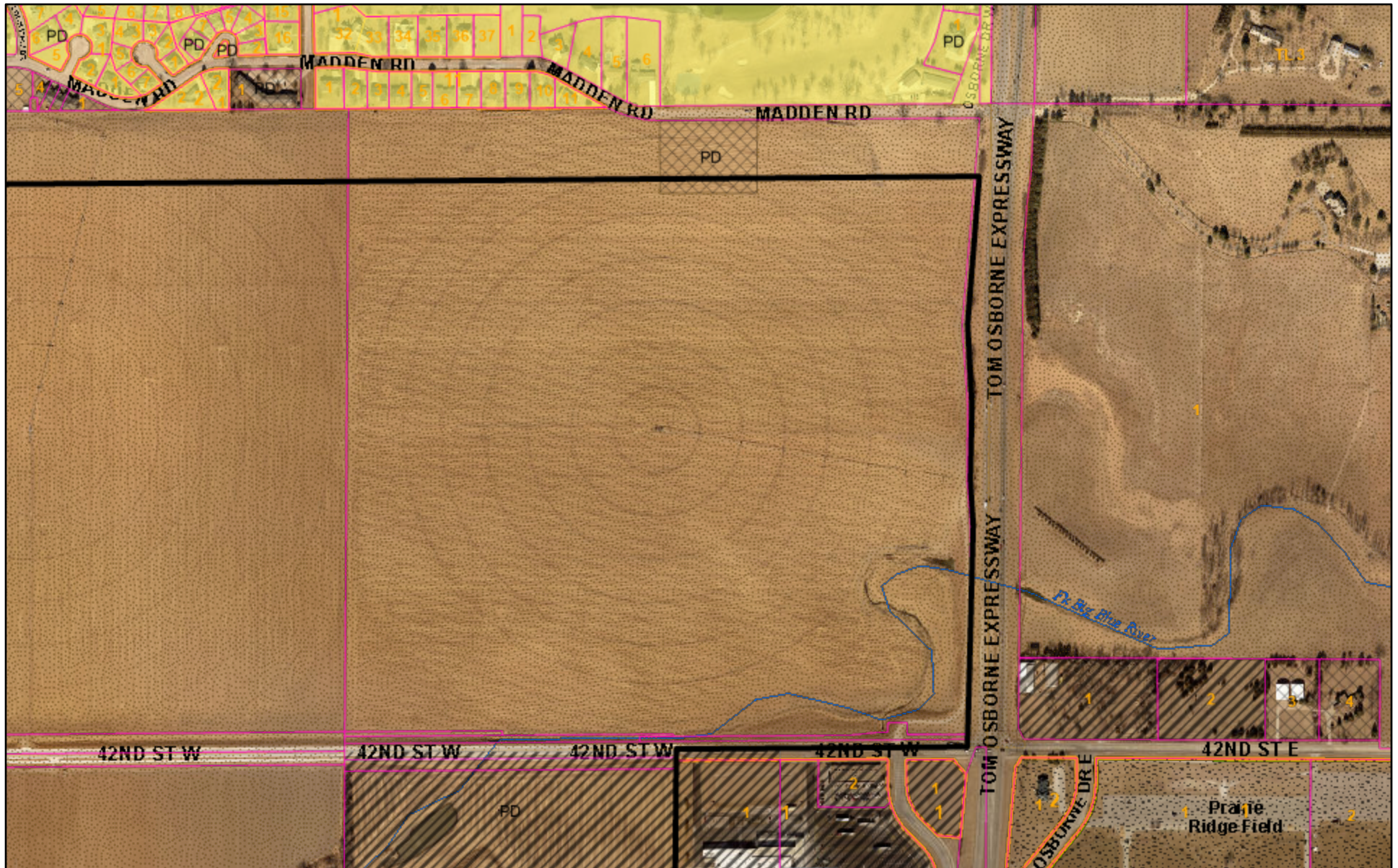
Available average daily traffic (ADT) data was procured from the Nebraska Department of Transportation (NDOT) map library. ADTs along 42nd Street just west of U.S. Highway 281 were approximately 4,000 vehicles per day (vpd) in 2018. Likewise, ADTs along U.S. Highway 281 were approximately 14,000 vpd near 42nd Street in 2018. Based on information provided by the client, the site is estimated to produce approximately 3,260 total daily trips, 1,630 entering and exiting trips. In addition, during race days, anticipated attendance is estimated between 300 and 500 visitors.

With most of the site traffic using the main drive, there may be a need for a westbound right-turn lane along 42nd Street. Further study at the intersection would be required to determine the need for this improvement. At the intersection of U.S. Highway 281 and 42nd Street, there are dedicated left and right-turn lanes on the eastbound, northbound, and southbound approaches. Signal timings and phasing may need to be reviewed to reduce intersection delay and queues, especially during race days. There are not anticipated to be additional improvements required at this intersection with the build out of the site.

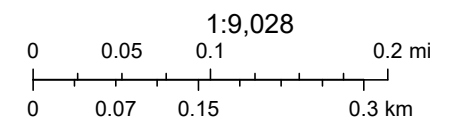
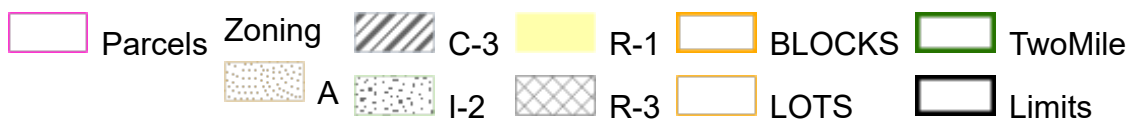
ATTACHMENT #12 – ADDITIONAL AERIAL RENDERING



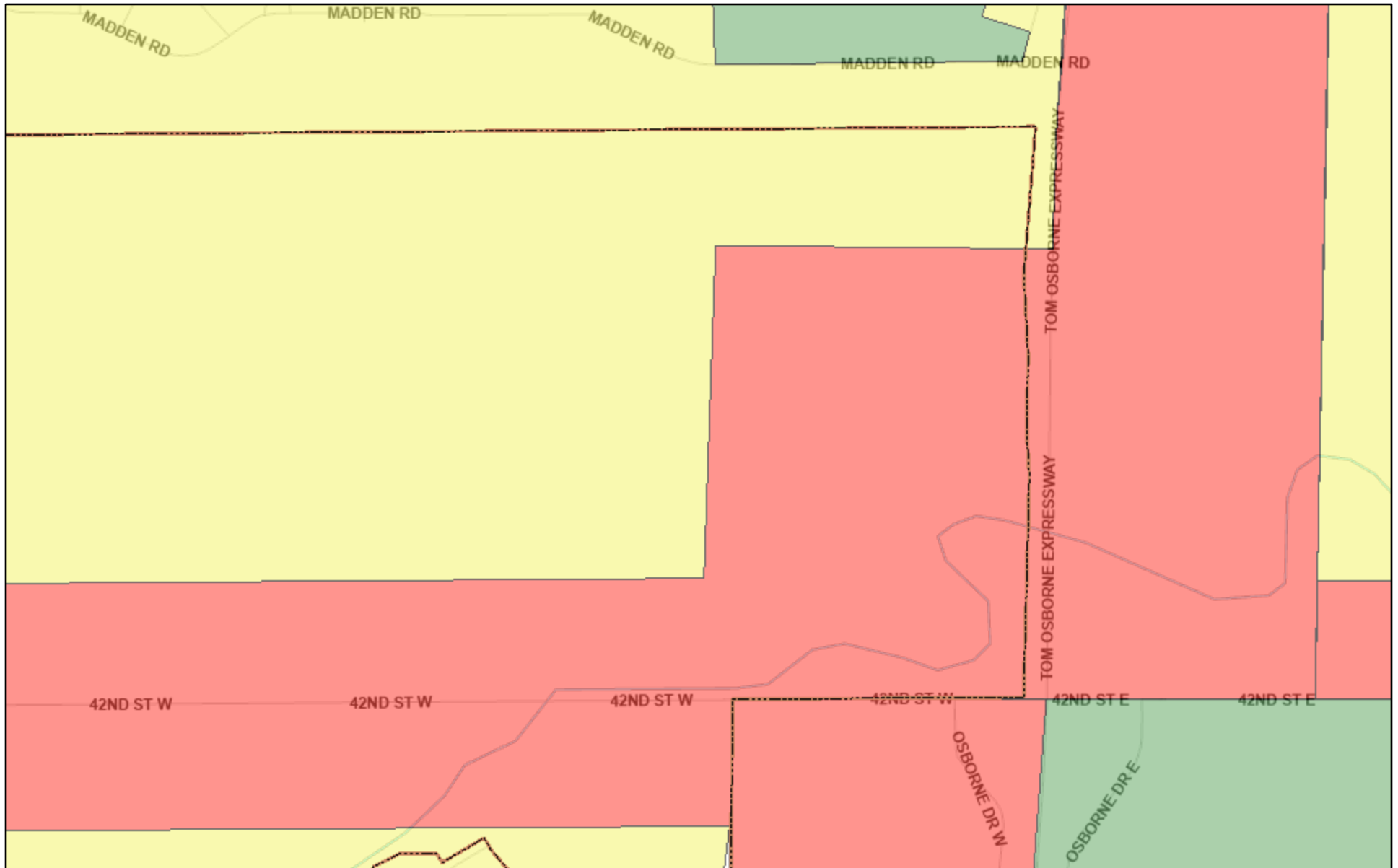
Zoning



10/7/2022, 12:41:14 PM



FLU Map



10/7/2022, 12:44:35 PM

Future Land Use

Suburban Residential

Mixed-Use - Neighborhood

Commercial/Retail

Parks & Recreation

ETJ boundary

City boundary

