

FACTSHEET

TITLE: SPECIAL PERMIT NO. 1219M -
(Bryan Medical Center East Campus -
5123 A Street)

BOARD/COMMITTEE: Planning Commission

APPLICANT: Bryan Medical Center
Consultants, LLC

RECOMMENDATION: Conditional Approval (8-0: Beecham,
Cornelius, Corr, Harris, Lust, Scheer, Sunderman, and Hove
voting 'yes; Weber absent').

STAFF RECOMMENDATION: Conditional
Approval

OTHER DEPARTMENTS AFFECTED: N/A

SPONSOR: Planning Department

OPPONENTS: None present at hearing.

REASON FOR LEGISLATION: Allow for expansion of a Non-Residential Health Care Facility to construct a 93,286 square foot medical office building, associated parking, and green space, with a waiver to increase the building height to 74 feet.

DISCUSSION/FINDINGS OF FACT:

1. This special permit request and the associated Street and Alley Vacation No. 15006 (Bill #16-18), were heard at the same time before the Planning Commission.
2. The staff recommendation to approve the special permit, with conditions, is based upon the "Analysis" as set forth on pp.5-7, concluding that this request will provide for the near and longer term growth of the Bryan Medical Center East Campus. The removal of 50th Street from the intersection of Cotner Boulevard and A Street along with the potential dedication of additional right-of-way should assist with future transportation improvements in the adjacent streets. Subject to the conditions of approval, this proposal is in conformance with the Comprehensive Plan. The staff presentation is found on pp.10-12.
3. The testimony of the project team is found on pp.12-14.
4. There was no testimony in opposition.
5. On February 3, 2016, the Planning Commission voted 8-0 (Weber absent) to recommend conditional approval of this special permit, as set forth in the amended conditions as offered by the applicant (See p.29).
6. On February 3, 2016, the Planning Commission also voted 8-0 (Weber absent) to find the proposed Street and Alley Vacation No. 15006 (Bill #16-18) to be in conformance with the Comprehensive Plan.

FACTSHEET PREPARED BY: Geri Rorabaugh, Administrative Officer

DATE: February 29, 2016

REVIEWED BY: David R. Cary, Acting Planning Director

DATE: February 29, 2016

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LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for FEBRUARY 3rd, 2016 PLANNING COMMISSION MEETING

****As Revised and Adopted for Conditional Approval**

by Planning Commission: 02/03/16**

- PROJECT #:** Special Permit No. 1219M
- PROPOSAL:** A request per Section 27.63.080 for expansion of a Non-Residential Health Care Facility to construct a 93,286 square foot medical office building and associated parking.
- LOCATION:** 1600 S. 48th Street
- LAND AREA:** 34 acres more or less (expanding the Special Permit area by approximately 8.3 acres)
- EXISTING ZONING:** R-2 Residential, R-1 Residential
- WAIVER /MODIFICATION REQUEST:**
Increase the maximum height to 74 feet for the new building.
- CONCLUSION:** This request will provide for the near and longer term growth of the Bryan Medical Center East Campus. The removal of 50th Street from the intersection of Cotner Boulevard and A Street along with the potential dedication of additional right-of-way should assist with future transportation improvements in the adjacent streets. The proposal is in conformance with the Lincoln Municipal Code and the Comprehensive Plan.

RECOMMENDATION:	Conditional Approval
Waivers/modifications:	
Increase the maximum height to 74 feet for the new building.	Approval

GENERAL INFORMATION:

LEGAL DESCRIPTION:

Lots 116, 117, and 259 Irregular Tracts, and Lots 1-33, Block 3, Lots 1-19, Block 4, Lots 1 -18, Block 5 and Lots 1-24, Block 6, Shurtleff's Piedmont Park, the vacated portions of Washington and Everett Streets west of the west line of S. 50th Street, including the cul-de-sac at the west intersection of said streets, a triangle area of property bounded on the east by S. 50th Street, Everett Street on the south and Washington Street on the north, the vacated portion of S. 51st Street from the north line of Sumner Street to the south line of Everett Street, together with 50th Street, from the south line of A Street to the

north line of Lot 29, Block 3, Shurtleff's Piedmont Park; and Washington and Everett Streets from the east line of 50th to the west line of 52nd Street, all located in the Northeast Quarter of Section 32-10-7, Lancaster County, Nebraska, generally located at South 48th Street and Sumner Street.

EXISTING LAND USE: Health Care Facility and vacant land. (As of the date of this report most of the single family dwellings in the expansion area had been demolished.)

SURROUNDING LAND USE AND ZONING:

North:	R-1, R-2, Residential B-1, Local Business	Church, Single Family Dwellings, Fire station Automobile Service Station
South:	R-2, Residential	Single Family Dwellings
East:	P, Public; R-1 Residential	Elementary School, Single Family Dwellings
West:	R-2, Residential	Single Family Dwellings

ASSOCIATED APPLICATIONS: Street and Alley Vacation SAV15006

HISTORY:

- August 16, 1971 City Council approved Special Permit No. 565 granting Bryan Hospital authority to enlarge the hospital.
- October 11, 1976 City Council approved Special Permit No. 565A granting Bryan Hospital authority to enlarge their facilities, increase their functions, and to increase the geographic area of coverage of the hospital campus.
- December 6, 1976 City Council approved Special Permit No. 565B granting Bryan Hospital authority to erect and maintain a bus passenger waiting shelter.
- July 24, 1978 City Council approved Special Permit No. 822 granting Bryan Hospital authority to increase off-street parking facilities.
- May 1979 This property was converted from A-2, Single-Family Dwelling District, to R-2, Residential District, during the 1979 Zoning update.
- June 8, 1981 City Council approved Special Permit No. 928 granting Bryan Hospital authority to enlarge and extend an existing health care facility, to adjust the front yard requirements along Sumner Street, to construct additional parking areas, and to enlarge the School of Nursing and Center for Health Education.
- May 11, 1987 City Council approved Special Permit No. 1219 granting Bryan Hospital authority to construct a medical office building with a day care center and a separate parking deck.

January 15, 1990	City Council approved Special Permit No. 1219A granting Bryan Hospital authority to construct an outpatient and medical office building, to construct two multi-level parking structures, to enlarge the pre-existing energy plant, and to adjust height, area and yard requirements.
1990	Special Permits No. 1219 B and C were approved by the Planning Commission granting Bryan Hospital employees, students and staff permission to use parking lots in the nearby vicinity to the hospital during construction of the medical office building.
1992	Special Permits 1219 No. D, E, and G were approved by the Planning Commission granting Bryan Hospital employees, students and staff permission to use parking lots in the nearby vicinity to the hospital during construction of the medical office building.
June 29, 1992	City Council denied Special Permit No. 1219F, which would have allowed Bryan Hospital permission to use the parking lot at Christ United Methodist Church during construction.
August 27, 1997	City Council approved Special Permit No. 1219I for authority to expand the hospital campus in order to construct a parking lot generally located at 51 st and Sumner Streets.
August 4, 1997	City Council denied Special Permit No. 1219H, which would have allowed Bryan Hospital to increase the height and size of two signs.
June 4, 2001	City Council approved Special Permit No. 1219J, which increased building coverage on the site to 38.2%, and added a parking structure and medical offices.
May 13, 2002	City Council approved Special Permit 1219K to expand the School of Nursing to accommodate 250 students and increased the maximum building coverage from 38.2% to 42%.
September 16, 2013	City Council approved Special Permit 1219L, which reduced the front yard setback from 25 feet to 6 feet on S. 48 th Street and from 33.8 feet to 0 feet on Sumner Street.

COMPREHENSIVE PLAN SPECIFICATIONS:

The expansion area is designated a “Public & Semi-Public” in the 2040 Comprehensive Plan. This designation was approved due to Bryan Medical Center’s request to show this area of housing for expansion of their campus.

Expansions of existing health care locations are expected and a wide variety of new facilities will likely come forward over time (p. 5.3 of the 2040 Comprehensive Plan).

Develop Lincoln as a major network of quality regional health care services at reasonable costs (p. 8.2).

Encourage health care service facilities to meet the demand of the community's growing and aging population base (8.2).

Medical services, including physical and mental health care services, should be integrated and accessible within the community (8.2).

Many of the existing medical facilities are located near existing residential neighborhoods and are expected to remain the vital core of health care services in the county and region (8.2).

Provide for accessible physical and mental health care services in appropriate areas in and around residential neighborhoods (8.7).

Any hospital expansion will need to take into consideration the impact on adjacent neighborhoods (8.7).

Hospitals should plan on using parking garages and multi-story construction in order to maximize the use of the land (8.7).

Plan for further construction on medical campuses (8.7).

New medical office buildings have been constructed in many areas of the city. This trend is likely to continue into the immediate future as the demand for health care services increases as a result of the community's growing and aging population (8.6 - 8.7).

TRAFFIC ANALYSIS: Cotner Boulevard and A Street are classified as a Minor Arterials. A traffic impact study was submitted by the applicant to address traffic flow at the Cotner Boulevard and A Street intersection. Recommendations from that study are included in the conditions of approval. Portions of Everett, Washington, and South 50th Streets to be vacated are classified as local roads. Their primary purpose was to serve the housing that is being removed.

PUBLIC SERVICE: The nearest fire station is across the street on the north side of A Street on the east side of S. Cotner Boulevard.

ANALYSIS:

1. This application is to substantially expand the area of the Bryan Medical Center East Campus by approximately 8 acres. The new construction would add an approximately 94,000 sq. ft. medical office building and 370 parking stalls.
2. The expansion area at one time contained 35 single family dwellings. As of the date of this report, most of the dwellings had been demolished. The three local streets within this area are being vacated by Street and Alley Vacation #15006. Within the expansion area Washington Street from 50th Street to 52nd Street would be removed. Everett Street and the southern portion of 50th Street would be converted to a private driveway.
3. Bryan has been acquiring these houses for over twenty years. They have purchased them as they became available for sale. The expansion area is designated a "Public & Semi-Public" in the 2040 Comprehensive Plan. This designation was approved due to Bryan Medical Center's request to show this area of housing for expansion of their campus. The last of the houses was just recently acquired.

4. Bryan held a neighborhood meeting in 2015 with the residents on the east side of 52nd Street to review with them this expansion plan. There was not apparent opposition to the proposal at the meeting.
5. The concept plan includes a new driveway on A Street and 52nd Street. The expanded area doesn't show any internal connections. As a result, all traffic to and from the office area must use either A Street or 52nd Street to reach the new office building. The site and grading plans needs to be revised to show at least one internal connection from the hospital area to the new expansion area. This will provide at least for some limited internal circulation and reduce the traffic on S. 52nd Street past the houses and Holmes Elementary School to the east. The current Bryan campus doesn't have any driveways to S. 52nd Street.
6. The S. 50th Street connection to the intersection of A Street and S. Cotner Boulevard would be removed. This intersection currently has six "legs" and entering traffic often experiences delays due to the multiple turning movements. Bryan would build a new driveway connection to A Street to the east of the intersection. The removal of the 50th Street connection will improve the functioning of the intersection.
7. In addition to the removal of 50th Street south of A Street, the City proposes to close 50th Street at the intersection north of A Street. This local public street would remain open to serve the 12 homes on 50th Street between A and C Street. However, 50th Street would no longer connect to A Street. 50th Street would be open to C Street and would function as a cul-de-sac, though in practice residents will still be able to reach S. Cotner Blvd. through the Piedmont Shopping Center. The shopping center has a driveway from 50th to S. Cotner Blvd. toward the southern end of the center. Approval of this special permit does not close 50th Street north of A Street. That closing will be handled by a separate action after a more specific closing plan is drafted and input is sought from the property owners along 50th Street.
8. The City is considering additional transportation improvements in this area. Bryan has agreed to provide additional right-of-way and move any signs or other improvements at the intersection of 48th & Cotner and A Street & Cotner. This will help facilitate transportation improvements which will help address the increase in traffic generated by this expansion and the overall traffic generated by Bryan. The City is considering eliminating the traffic signals and installing roundabouts at 48th & Cotner, A Street & Cotner and 48th and Sumner Street. At this point, it is still early in the transportation improvement planning process. Bryan is also agreeing to dedicate land for a right hand turn lane, for north to east bound turn lane at 48th and Sumner Street.
9. Section 27.63.080 (b) (1) requires "Buildings shall not occupy over thirty-five percent of the total land area covered by the special permit." In 2002 the building coverage was approved to increase to 42% by the City Council. With this expansion and the new multi-story building the coverage is only 33% of the allowed 42% coverage.
10. The new parking lot of approximately 370 stalls will bring the total for the site up to 2,993 stalls. They show a peak demand of under 2,400 stalls after the expansion or an excess of over 500 stalls.
11. The new building is proposed for a maximum of 745 feet in height. In 1990, Special Permit 1219, allowed a previous Bryan expansion up to 78 feet in height. The Comprehensive Plan encourages

that the health care facility expand upward to limit the horizontal expansion into the neighborhood. The attached elevations show that the new building will be several stories shorter than some of the other buildings on campus. The nearest residential uses to the new building will be at least 350 feet away to the west and north.

12. The new turn lane on A Street did not meet the Access Management policy standards for length. However, the Public Works and Utilities Department has approved a deviation request to allow the shorter turn lane due to the lack of available space for a full length turn lane.

CONDITIONS OF APPROVAL:

Per Section 27.63.080 this approval permits the expansion of a Non-Residential Health Care Facility to add a new 93,286 sq. ft. medical office building with a maximum permitted height of 74 feet.

Site Specific Conditions:

1. The City Council approves associated request:
 - 1.1 Street & Alley Vacation No. 15006.
2. Before receiving building permits the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including **3** copies with all required revisions and documents as listed below:
 - 2.1 Provide a legal description for the revised 50th Street vacation that excludes the land for the Cotner Blvd. and A Street roundabout.
 - 2.2 Along the entire A Street frontage, identify the distance between curb of the turn lane and sidewalk to verify there is at least 9 feet for street trees.
 - ~~2.3 Identify a sidewalk from the north side of the new office building to the parking structure and campus to the west.~~
 - 2.4~~3~~ Revise the note at 48th and Sumner to state: "Potential future right-of-way dedication that would accommodate a north to east right hand turn lane. (Dedication to run full length of west lot line, not all of which is shown on this exhibit.)"
 - ~~2.5 If required by Public Works and Utilities Department, revise the future right-of-way dedication (which did not have time to review the dedication as of the time of this report.)~~
 - 2.6~~4~~ Revise the landscape plan to relocate the landscaping outside of the detention pond.
 - 2.7~~5~~ Provide a vehicular connection from the new parking lot existing parking garage to the former Everett 50th-Street driveway and to the new parking to lot to allow for vehicular circulation within the site.

3. Before receiving building permits provide the following documents to the Planning Department:
 - 3.1 Verification from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.

Standard Conditions:

4. The following conditions are applicable to all requests:
 - 4.1. Before occupying the buildings all development and construction shall substantially comply with the approved plans.
 - 4.2. All privately-owned improvements, including landscaping, shall be permanently maintained by the Permittee.
 - 4.3. The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.
 - 4.4. The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.
 - 4.5. The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.
 - 4.6. The site plan as approved with this resolution voids and supersedes all previously approved site plans, however all prior resolutions approving this permit remain in full force and effect as specifically amended by this resolution.

Prepared by

Stephen Henrichsen, Development Review Manager

DATE: January 25, 2016

REVISED: February 3, 2016

APPLICANT: Bryan Medical Center
David Reese
1600 S. 48th Street
Lincoln, NE 68506

OWNER:

Bryan Medical Center and
JNW Properties, LLC
3901 Village Court
Lincoln, NE 68506
(Current owner of 1507 S. 52nd Street which has been sold to Bryan)

CONTACT:

DaNay Kalkowski
1111 Lincoln Mall, Suite 350
Lincoln, NE 68508

SPECIAL PERMIT NO. 1219M

SPECIAL PERMIT NO. 1219M
TO EXPAND BRYAN MEDICAL CENTER EAST CAMPUS
ON PROPERTY GENERALLY LOCATED AT
SOUTH 50TH STREET AND A STREET.
PUBLIC HEARING BEFORE PLANNING COMMISSION:

February 3, 2016

Members present: Beecham, Cornelius, Corr, Harris, Hove, Lust, Scheer and Sunderman present; Weber absent.

Staff recommendation: Conditional Approval.

AND

STREET AND ALLEY VACATION NO. 15006
TO VACATE SOUTH 50TH STREET BETWEEN A AND EVERETT STREETS
AND EVERETT AND WASHINGTON STREETS BETWEEN 50TH AND 52ND STREETS
ON PROPERTY GENERALLY LOCATED AT
SOUTH 50TH STREET AND A STREET.
PUBLIC HEARING BEFORE PLANNING COMMISSION:

February 3, 2016

Members present: Beecham, Cornelius, Corr, Harris, Hove, Lust, Scheer and Sunderman present; Weber absent.

Staff recommendation: Conformance with the Comprehensive Plan

There were no ex parte communications disclosed.

Staff Presentation: Paul Barnes of the Planning Department stated both of these items are related to an expansion of the Bryan East Hospital campus. The driving project is a new 93,286 square foot medical office building. The expansion area includes approximately eight acres just northeast of the existing campus. This area has been shown as Public & Semi-Public on the Future Land Use map. In anticipation of an expansion, staff has been working with Bryan for some time, knowing that they have been acquiring these properties. The single-family homes that were located in the site area are now demolished.

There is a request to waive the height of the district up to 74 feet for the new building. Given its distance of over 300 feet from remaining residential areas and the taller buildings already within the campus, staff does not see this proposed height as having a major impact; it will fit in with the surrounding campus.

The vacation request includes a portion of 50th Street that currently connects to the intersection of Cotner and A Streets, a 6-leg intersection with traffic signals. The City has been looking at this intersection for some time. Given the different turning movements that occur there, staff is supportive of closing 50th Street with this request; it will be an improvement and enhancement of the intersection. On a related note, the City is looking at a connection of 50th to the north of this intersection, but that vacation and closure will not happen with this action. The other requests for vacation include Everett and Washington Streets between 50th Street and 52nd Street. These were local streets serving the single family homes that were previously there, so staff is also supportive of vacating these segments. There are some utilities within the rights-of-way and easements that will be retained. A new easement will be dedicated to accommodate a connection of sewer that comes along Washington Street.

Planning and Public Works have been discussing additional road improvements with Bryan, including the areas of Cotner and A, 48th and A, and 48th and Sumner. These are areas for potential future dedication of right-of-way and roundabouts to help with traffic flow, though these discussions are preliminary at this point, and much work needs to be done.

Barnes went on to discuss the conditions for approval. The eight acres of expansion is somewhat self-contained from the rest of the campus. Staff considers connectivity for pedestrian and vehicle traffic an important feature and has therefore recommended areas of connection not currently shown on the site plan, including vehicle access connecting up and through the existing parking lot, and a pedestrian connection that connects to an existing sidewalk, so that people could get to the new office building from existing areas. These are not huge areas of connection, but will make a big impact in terms of connectivity.

Beecham asked if there is a stoplight at 52nd and Sumner. Barnes said there is not a light at the intersection, but near there, there is a signal for pedestrian traffic. Beecham asked if that signal stops traffic for pedestrians. Barnes said yes.

Beecham wondered if Holmes Elementary was approached regarding their drop-off and pick-up times. She has concerns about closing down 50th Street and creating traffic problems by funneling drivers past the elementary school. Barnes said that the Planning Department has not met directly with the school, but they would have received a notice. There could be two ways traffic exiting the medical office can go. One is north to A Street where a left or right turn could be taken. With the closure of 50th, there is a new access that was proposed on A Street. That required a deviation request which was approved by Public Works due the overall constraints of the site and the benefits of that added access. There is also an access proposed on 52nd Street. Cars could go south and pass the school, but they could also go north to A Street. Beecham reiterated her concern that it is such a busy area and she doesn't want to set up a situation where people are always going to go to Sumner. Even a sign that indicates "local traffic only", for example, to discourage that flow of traffic from running directly past the school would be helpful. She stated she would feel better if she knew that the principal of the school had been involved.

Harris asked if the height waiver was to raise the height of the building to 74 feet. Barnes said yes. She asked for clarification regarding a discrepancy between that height and the 75-foot height given in the Staff Report. Barnes said it is an error in the report. He confirmed that the correct height requested is 74 feet.

Proponents:

1. Danay Kalkowski, 1111 Lincoln Mall, Suite 350, came forward on behalf of Bryan Hospital. She introduced the team that has assisted with this expansion. David Reese and Don Sheets of Bryan Hospital, Wade Stange of Davis Design, and Mark Palmer of Olsson Associates were all on hand to answer questions.

2. David Reese, Vice President of Clinical and Support Services, Bryan Healthcare, stated he has worked with Bryan Medical Center for nineteen years and in that period, he has worked with Planning staff to discuss where the future growth of Bryan would go. This northeast area was always under consideration. During that time frame, Bryan began purchasing houses as they came up for sale. Within the past year, Bryan has been more proactive in acquiring the remaining seven houses. Once all were obtained, the process of seriously looking at this area for campus growth began. There has been a need to move forward as the campus, the hospital services, and the City as a whole have grown.

Reese went on to say that the proposed building will be a stand-alone facility where patients will go to receive same-day services and then leave; there will be no overnight stays. Neighborhood meetings were held August 27th and November 10th to provide updates about the purchases, why this project is necessary, and to talk through any issues. Holmes School was consulted a few years back relating to the changes to the emergency area. The principal of the school did not attend these recent meetings, but he has been kept apprised of this growth. We also did personal visits with immediate neighbors to make sure there were no questions. Bryan strives to be a great neighbor.

Kalkowski stated there have been extensive meetings with the neighbors and City staff, the first of which occurred over a year ago. They picked-up in earnest last summer and the team and staff has continued to meet to go over the site conditions and to address issues. The schedule was delayed to work through issues. For the most part, they have been resolved. Bryan has worked hard to compromise.

The remaining issue that continues to be problematic is the recommended pedestrian and vehicle connections from the existing parking to the west, across 50th Street, as suggested by Staff. A Motion to Amend has been distributed requesting the deletion of 2.3, which is the pedestrian connection. Also requested is the deletion of 2.5, which Planning agrees with. That condition was to allow Public Works time to review the revised plans, which they have done, so we do not want to leave it open ended beyond Planning Commission. Our final request is an amendment to 2.7. Instead of making a connection to the west, Bryan is proposing to make a connection to the south, which would address some of the concerns brought up by Commissioner Beecham.

The two main issues with creating the connection to the west are both physical and functional. First, there are significant grade issues from the west edge of the new parking lot to the east edge of the existing. Second, the connection is not desired by Bryan from both functional and operational standpoints. The parking lot to the west is for employees and was not laid out in a manner conducive to through-traffic and does not connect to 50th Street. From a use standpoint, Bryan wants the visitors of the new building to use the parking adjacent to that building. There is a proposed skywalk from the existing parking garage to the new building, so adding more connection is not as critical. The addition of the connection to the south provides vehicular connectivity.

3. Wade Stange, David Design, stated the new building will house offices that provide stand-alone services where people come and leave during the same day. Most traffic comes from Cotner and 48th to the hospital and medical plaza. In recent years, Bryan has done a good job of organizing the campus graphically so that people know where they are going to go. The hospital is designated “Zone A” and the parking on 48th Street is also designated “Zone A”. Likewise, the medical plaza and Edwards Medical office buildings are designated “Zone B”, with a “Zone B” parking structure on Cotner. It is very clear. The area to the north where Staff has suggested a new connection is really an egress area from that parking deck. Patients do park in the upper levels to reach the Plaza area, but the lower level is tenant only. As mentioned, there are significant grade issues.

4. Mark Palmer, Olsson Associates, said there is approximately 35 feet of elevation difference from vacated Everett back down to the potential access on 50th Street. This building will have two access points on two different levels. It is a walkout-style building that makes use of and accounts for 15 feet of the grade. The elevation is seven feet higher than the road and the existing garage is recessed below 50th Street, so the grades for making a connection are difficult to attain. Stairs are not of interest to Bryan due to the nature of services they provide. There is a network of sidewalks and interior connectivity. With the addition of a skywalk, there are multiple ways to get places.

Stange said there is a 40-foot drop on the site from southeast to northwest, along Everett to the west and then north to A Street. To make the site functional for a healthcare facility, earth was moved to level it out. The parking could not be too steep. The best use of the site has been made in terms of where entrances are established. The first level walkout area to the north will be outpatient services. The second level entrance will be for clinical services. Parking is designed to be close to the entrances for each of those uses. Bryan is very sensitive to the need for having close entrances with good access. The other challenge in this situation is the mix of two different uses. If we tie them together too much, we are mixing public access with service access, which is the reason part of 50th Street was kept as service only for trash pick-up, supplies, oxygen tanks, and other hospital needs. Farther north, along the east side of the “Zone B” parking garage, is where snow removal is located, so that needs to remain accessible for those vehicles and to dump snow.

Beecham asked if there is a parking lot egress from parking onto Everett. Stange said yes, it was not part of the original Special Use Permit request and it was added to create better access.

Lust asked what street leads out from the Everett access to the south. She asked if it was 51st Street. Stange said it was 51st, but is internal now. Lust asked if it would connect all the way down to Sumner. Stange said yes.

Scheer asked for clarification about south or westerly movement from the parking lot out to Everett. He wondered where it leads west from south of Everett Street. He asked what happens if drivers get into parking lots and want to head west. Palmer said it would take you back to Sumner; there is no connection back.

Harris asked for confirmation of the 74-foot height. Stange said he could not confirm off the top of his head, but he will provide that confirmation.

Opponents:

There was not testimony in opposition.

Staff Questions:

Corr asked how Staff feels about the Motion to Amend submitted by the applicant. Barnes said the Everett connection helps. Corr asked if staff is okay with getting rid of the connection across 50th Street. Barnes said the Planning Department would still like to see the connection to the west. Even though it is not intended to be a primary connection for everyday use, it is still an important factor, maybe even used by some of the staff. We would still like to see it in addition to the Everett connection.

Scheer wondered if there is a design standard or criteria that the City requires parking lots on a contiguous site to have internal connections in order to avoid vehicles exiting onto a public street to enter a separate lot on the property. Barnes said there is a design standard for pedestrian circulation in industrial and commercial developments. Scheer wondered about vehicular. Barnes said staff considers the circulation principles found in the Comprehensive Plan and what makes the most sense from a planning perspective. This is not necessarily a design standard or a request to waive a standard, but in terms of thinking about circulation throughout the entire campus, this is how we came to the recommendations.

Lust asked for confirmation that staff accepts the deletion of 2.5. Barnes said yes. Planning talked with Public Works, who reviewed the plan since the Staff Report was drafted, and they are also fine with the removal.

Beecham asked to be shown where the additional connection across 50th Street is suggested. Barnes said vacated 50th Street is shown as a service drive. There is a return shown approximately halfway along that. There is a paved area along the east of the employee parking, so by estimation, the connection that seems likely would be at that return and through the center area. Beecham asked if that was for vehicular. Barnes confirmed. He stated that staff is not saying how the connection should be done, but in looking at the entire 8 acre site that is being regraded and redeveloped, there should be some opportunity to accommodate these.

Lust asked if the roof shown in an image belonged to the parking garage. Barnes said yes. Lust wondered if people needed to drive through the employee parking area to get out of the garage. Barnes said he thinks there are points to the north where they can exit. The employee area has access to the garage.

Lust wondered if the existing exit points are designed to lead people exiting the garage to turn left and head back to Cotner to exit the facility. She speculated that if a connection were built to the east, it will lead people to drive back through campus instead exiting. Barnes said he does not believe it would lead them in that direction, it would just provide the option. The connection would not lead to a large driving aisle like the existing 50th Street right-of-way; it connects to a service drive and is not a main thoroughfare through the campus.

Hove asked if they are or are not in favor of eliminating Condition 2.3, eliminating the sidewalk. Barnes said staff would still like to see the sidewalk connecting to the north side of the building from the west. Hove wondered, given the grade issues, if there will be ADA issues to think about. Barnes said yes. ADA standards would have to be reviewed and met with. We ask what the options are for providing connection in some fashion.

Beecham asked where staff would like the pedestrian access to attach. Barnes said the point is to get a connection. There is an existing sidewalk along 50th Street. All we are saying is that movement should continue farther to the east so someone could get to the entrance of the new building. It is not a long connection.

Lust wondered where people would be coming from when trying to get to that entrance. Barnes said they could be coming from a number of places like the public sidewalk, or from other areas on campus.

Beecham asked if people can walk on the sidewalk on the west side of the street. Barnes said yes, there is a sidewalk along 50th Street that they could take farther east, but he was unsure of how it would line up with Everett. Beecham asked to be shown where the entrances are. Barnes said the building entrances are on the east and the north. Lust said so there is no entrance along what used to be 50th Street. Barnes said right, there is no entrance along the western facade or the southern portion, other than maybe some service entrances. There are some sidewalks shown, but they do not appear to be intended for patient use.

Corr said she could not envision from the Staff Report how the dedication of land for a right-hand-turn lane from north to eastbound on 48th and Sumner Streets would look. She asked for clarification of that location. Barnes said it is at the intersection of 48th Street and Sumner. This expansion area amends the entire Special Permit area, so we look at all of the intersections potentially impacted by this expansion. The north-to-east movement is coming up north on 48th and then making an east movement onto Sumner, so that would impact the corner property that is owned by Bryan. Corr asked for confirmation that Bryan owns the impacted corner lot. Barnes said that is correct.

Applicant Rebuttal:

Reese stated that the Zone B parking garage structure exits out of the west side and then goes to the north to exit on Cotner. The lowest level is tenant parking and that is the flat lot that is lower. From Bryan's perspective, visitor and patient safety is the main concern with having a sidewalk there. Snow maintenance is another consideration. That is why there are enclosed walkways which allow for safe passage in an enclosed area with no grade issues.

Reese went on to say that if patients heading to the new building are parking in the existing lots, then we did not do a good job in our signage. The goal is to get them to the correct spot, right up to the door. If they are dealing with oxygen or compromised health, they need to be in the right place on the first try. The area was deliberately set up this way to avoid confusion

Beecham said it is easy to get lost in the garages, especially with all of the changes. She wondered, in situations where someone does park in the wrong area, if it makes sense to have a way to get over, rather than having to get back in their car and go around. There could be benefit to having that small connection. Reese said that is a great point, and it is the reason the skywalk is included in this plan. It is more desirable for people to go through the climate-controlled skywalk where, if someone should fall, there are people around to respond versus being outside, traversing a sidewalk. Beecham asked if there will be clear signage to lead people to the skywalk if they park in the wrong area. Reese said absolutely. Most who park there would be staff, but if patients parked there, they could utilize that skywalk easily.

Kalkowski added that in theory, it seems simple enough to just make a connection, but that is not the case. There are utilities that will remain in 50th Street which also create some constraints. Additionally, the walk would have to be some type of switchback in order to accommodate the grade; it wouldn't be a straight, easy crossing. It doesn't make sense for Bryan in terms of how they would like to get their patients into their buildings. In closing, we have worked a lot on the site. Bryan has made many compromises. The suggested connections simply create a situation that does not fit in with Bryan's vision of how this site needs to function in terms of getting patients as close to the front door as possible. Adding the connection potentially adds additional confusion.

Corr asked if the first-floor entrance with the canopy has a barrier at the end so people do not continue on and turn onto the service drive. Kalkowski said the grade prevents that. There will be no road connection. They have to swing back through the lot. There are a couple of handicapped parking stalls along that side.

SPECIAL PERMIT NO. 1219M

ACTION BY PLANNING COMMISSION:

February 3, 2016

Lust moved approval, as amended by the Applicant; seconded by Beecham.

Beecham said she likes the connection using what would be 51st Street. If you have been near that elementary school during drop-off and pick-up, it is bedlam, so encouraging traffic to avoid 52nd Street is positive. She requests that the applicant reaches out to the principal because it is possible they may want to change their strategy in light of these changes. She is comfortable with not requiring the vehicular connection because, as Commissioner Lust stated, the existing lots and garages are designed to lead people to the correct exits. Adding an additional connection may cause people to get more lost. She is more on the fence about the pedestrian connection because it seems possible that someone would try to access the new area on foot.

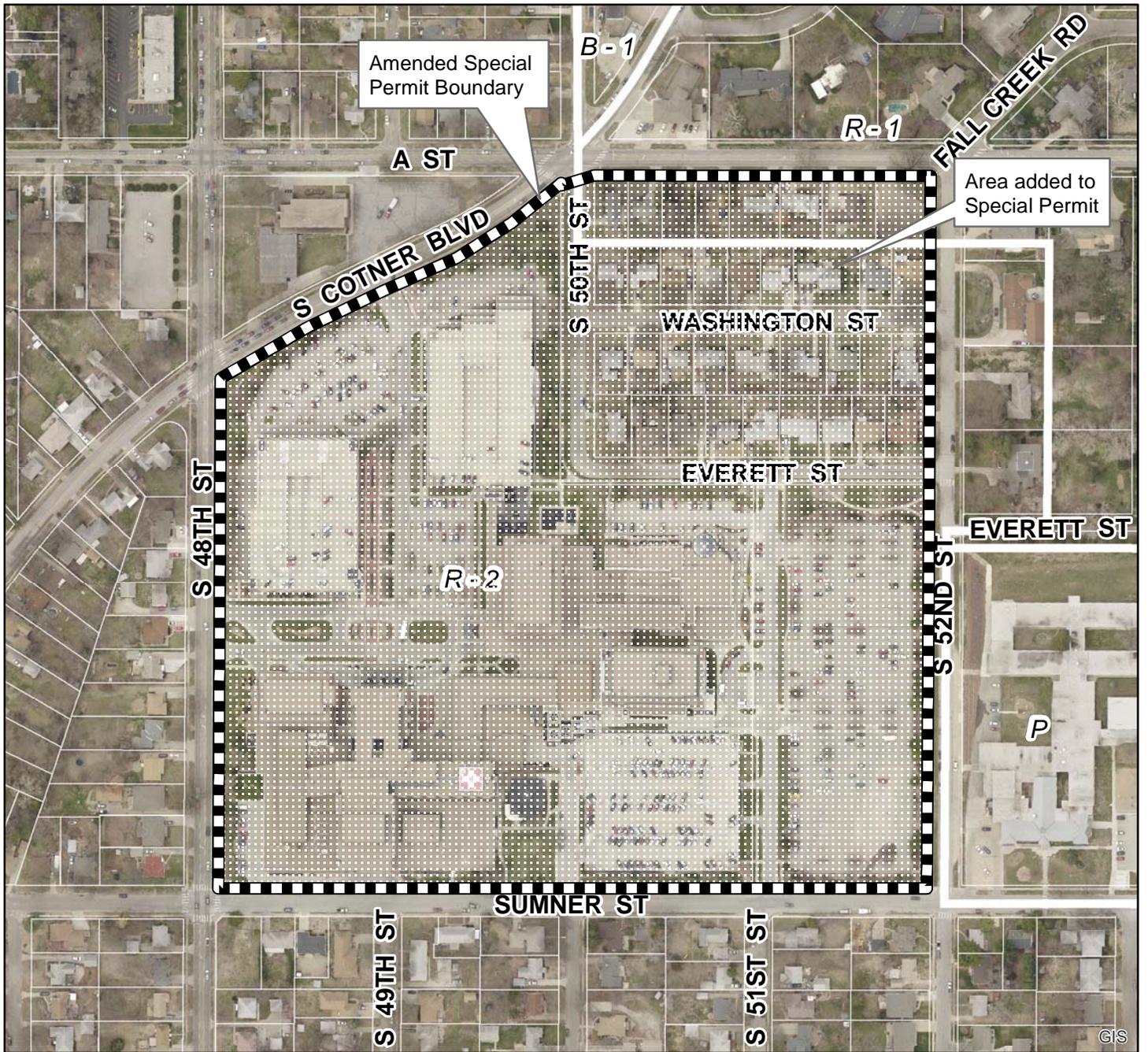
Lust said she does not think a new sidewalk in the proposed location makes much sense. Normally, she would support something like that. But in this case, that connection would not lead to any entrance of the building. At most, it would lead them to another parking lot which is more confusing. Not having the option is a better approach, especially when the garage will direct people to the right place. Bryan does a good job with the garages. If you are somewhat lost, the minute you enter a building there is someone available to help you find your way. An indoor connection is a better option.

Scheer said that he is not thrilled with the connectivity for vehicles or pedestrians. Having said that, and in looking at the property and the way in which it was necessary to piecemeal areas of growth together, it is a challenging site. He feels sure that if there was a better way, the design team would have thought of it. He agrees that confusion could potentially occur if extra modes of connectivity were added in this situation. It is unfortunate, but it is what we have to work with.

Corr stated she has a problem with the connectivity. She understands the difficulty of piecing the areas together, however, now is the time to attempt that while the grading is being done. We have seen the many changes that have occurred here, such as with the emergency area renovation, and there may come a time in the future where we wish that connection was there. It is easier to do it now than later down the road.

Hove stated he plans to support this application as amended. This is a large project, and Bryan has implemented great things for the community. He hates to get wrapped up in the sidewalk and road. If there is a demand for those things, he feels sure Bryan will recognize that and react accordingly.

Motion carried, 8-0: Beecham, Cornelius, Corr, Harris, Lust, Scheer, Sunderman, and Hove voting 'yes'; Weber absent.



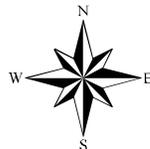
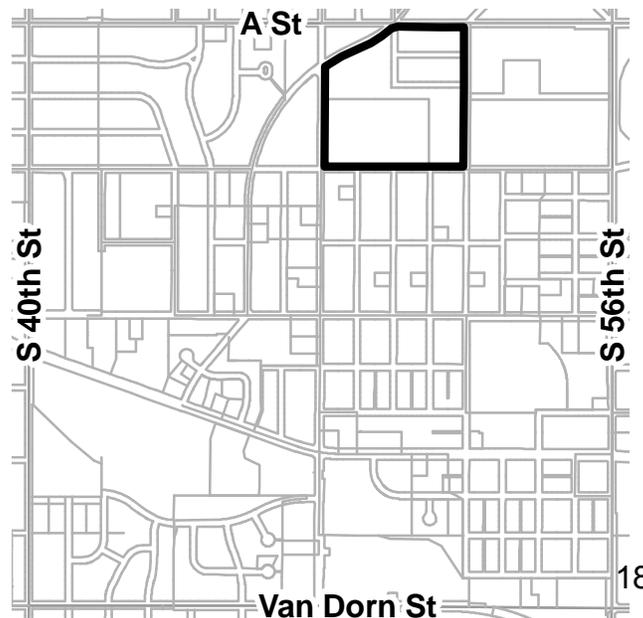
2013 aerial

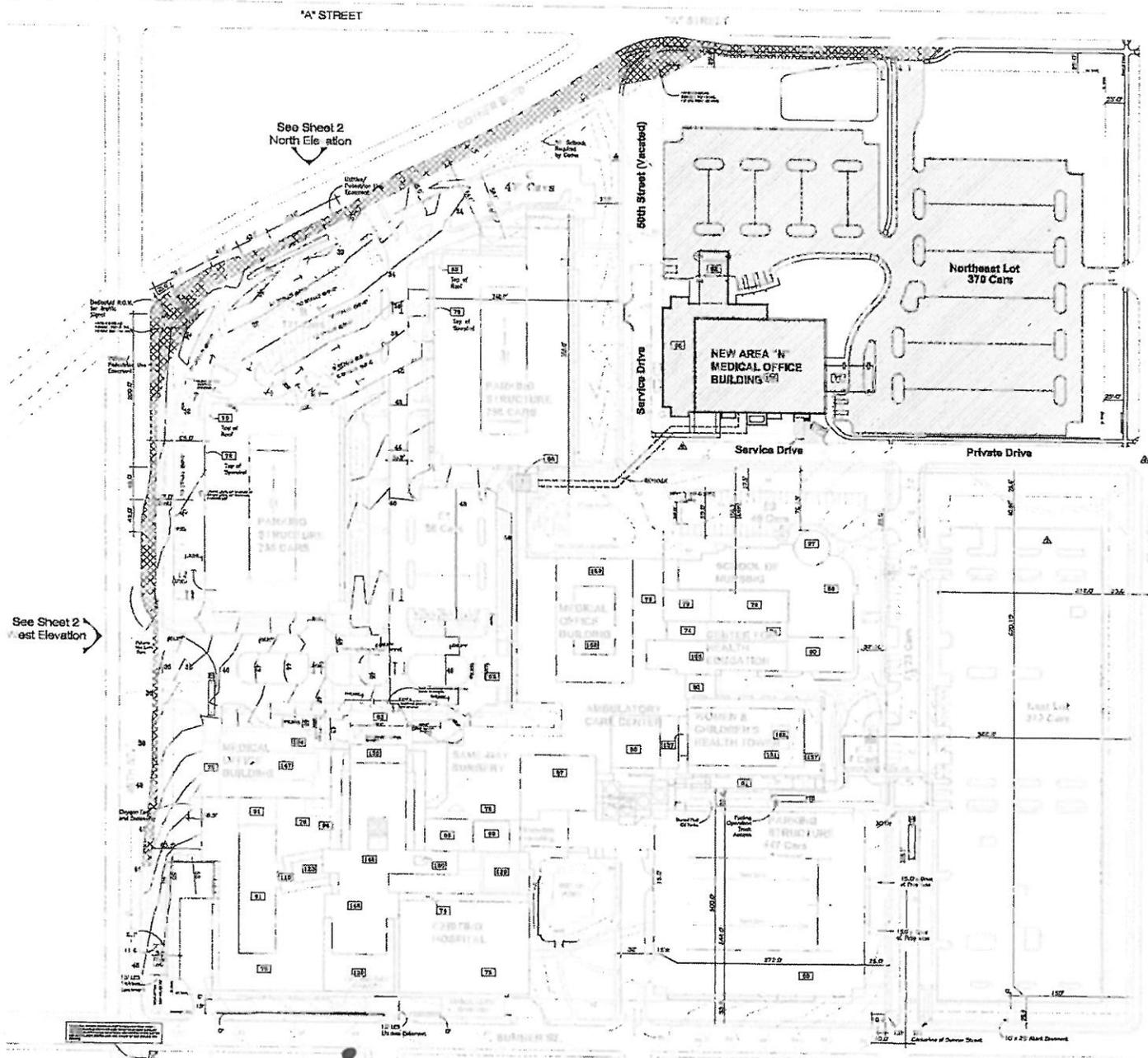
Special Permit #: SP1219M
Bryan Medical Center East Campus
S 50th & A St

Zoning:

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

One Square Mile:
 Sec.32 T10N R07E



See Sheet 2
North Elevation

See Sheet 2
West Elevation

See Sheet 2
South Elevation

Parking Demand

Category	Peak	Off-Peak
Office	1,100	1,100
Medical	1,100	1,100
Visitor	1,100	1,100
Emergency	1,100	1,100
Other	1,100	1,100
Total	5,500	5,500

Parking Area Staff Counts

Lot Name	Count
Lot 1	110
Lot 2	110
Lot 3	110
Lot 4	110
Lot 5	110
Lot 6	110
Lot 7	110
Lot 8	110
Lot 9	110
Lot 10	110
Lot 11	110
Lot 12	110
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Lot 96	110
Lot 97	110
Lot 98	110
Lot 99	110
Lot 100	110

Site Coverage Data

Category	Area (sq ft)	Percentage
Building	100,000	10%
Parking	200,000	20%
Driveway	50,000	5%
Other	850,000	85%
Total	1,000,000	100%

Parking Requirements, Special Conditions

1. All parking spaces must be paved with asphalt.

2. All parking spaces must be marked with white lines and painted with yellow curbs.

3. All parking spaces must be marked with white lines and painted with yellow curbs.

4. All parking spaces must be marked with white lines and painted with yellow curbs.

5. All parking spaces must be marked with white lines and painted with yellow curbs.

Site Coverage Calculations

Category	Area (sq ft)	Percentage
Building	100,000	10%
Parking	200,000	20%
Driveway	50,000	5%
Other	850,000	85%
Total	1,000,000	100%

Site Coverage Calculations

1. All parking spaces must be paved with asphalt.

2. All parking spaces must be marked with white lines and painted with yellow curbs.

3. All parking spaces must be marked with white lines and painted with yellow curbs.

4. All parking spaces must be marked with white lines and painted with yellow curbs.

5. All parking spaces must be marked with white lines and painted with yellow curbs.

DESIGNED BY: THE CITY OF DAVIS, TRANSPORTATION DIVISION FOR THE PROJECT, OWNER, ADVISES TO DR. BICALI AND HIS FIRM, IN LOCALS 1000, DAVIS, CALIFORNIA, THAT THE PLANS FOR THE CAMPUS APPROVALS ARE FROM THE PLANS PROVIDED ON THE PLANS FOR THE PROJECT. THE CITY OF DAVIS, TRANSPORTATION DIVISION, IS NOT RESPONSIBLE FOR THE PROJECT. THE CITY OF DAVIS, TRANSPORTATION DIVISION, IS NOT RESPONSIBLE FOR THE PROJECT. THE CITY OF DAVIS, TRANSPORTATION DIVISION, IS NOT RESPONSIBLE FOR THE PROJECT.

See Sheet 2
East Elevation



SPECIAL PERMIT 1219M
CAMPUS PLAN
Scale: 1" = 50'-0"



"A" STREET

"A" STREET

See Sheet 2
North Elevation

CORNER BLVD

47 Cars

50th Street (Vacated)

Northeast Lot
370 Cars

NEW AREA "N"
MEDICAL OFFICE
BUILDING 108

Service Drive

Private Drive

PARKING
STRUCTURE
730 CARS

PARKING
STRUCTURE
735 CARS

E1
55 Cars

SCHOOL OF
NURSING

CENTER FOR
HEALTH
EDUCATION

MEDICAL
OFFICE
BUILDING
102

Dedicated B.O.W.
for Traffic
Signal

Unisex/
Pedestrian
Restroom

Top of
Roof

Top of
Spandrel

Top of
Roof

Top of
Spandrel

Top of
Roof

Top of
Spandrel

Sheet 2
Elevation

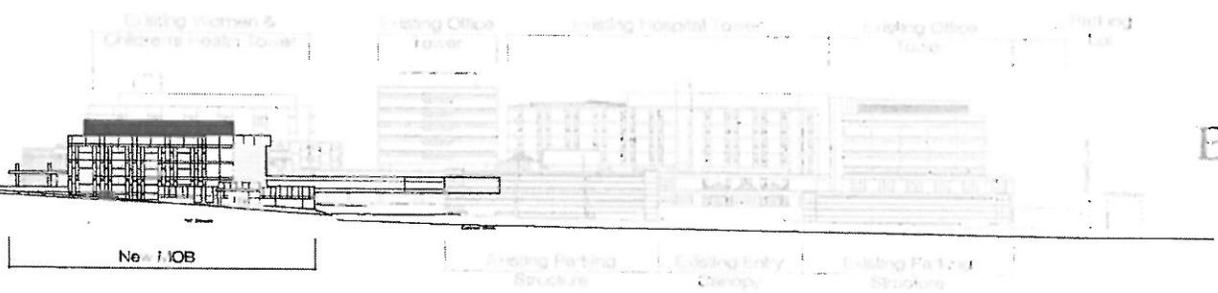
1 **South Elevation**
Scale: 1" = 40'-0"



2 **West Elevation**
Scale: 1" = 40'-0"

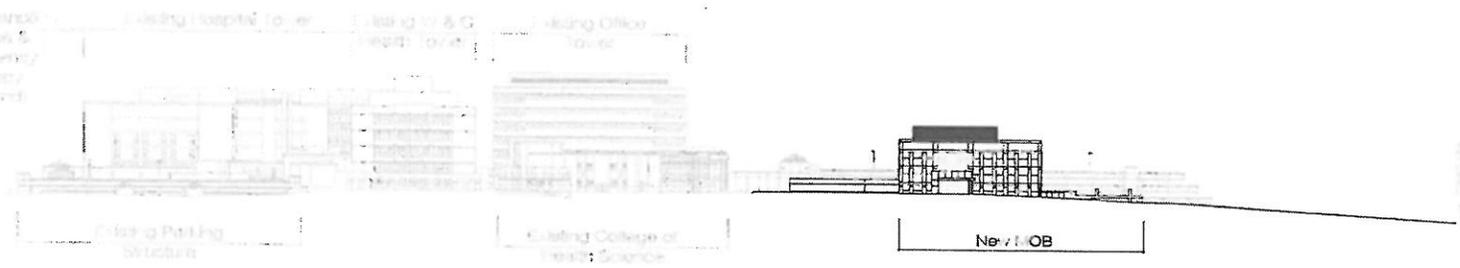


3 **North Elevation**
Scale: 1" = 40'-0"



Bryan MEDICAL CENTER
EAST CAMPUS

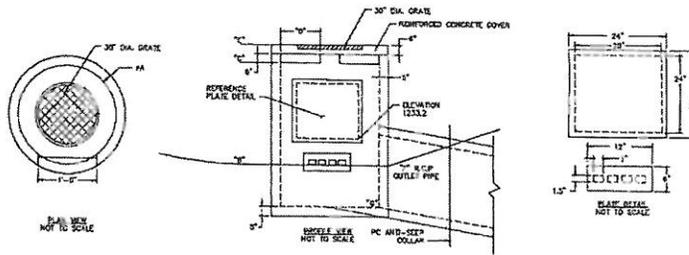
4 **East Elevation**
Scale: 1" = 40'-0"



DAVIS
DESIGN

SPECIAL PERMIT 1219M
ELEVATIONS

2 of 4
January 22, 2016

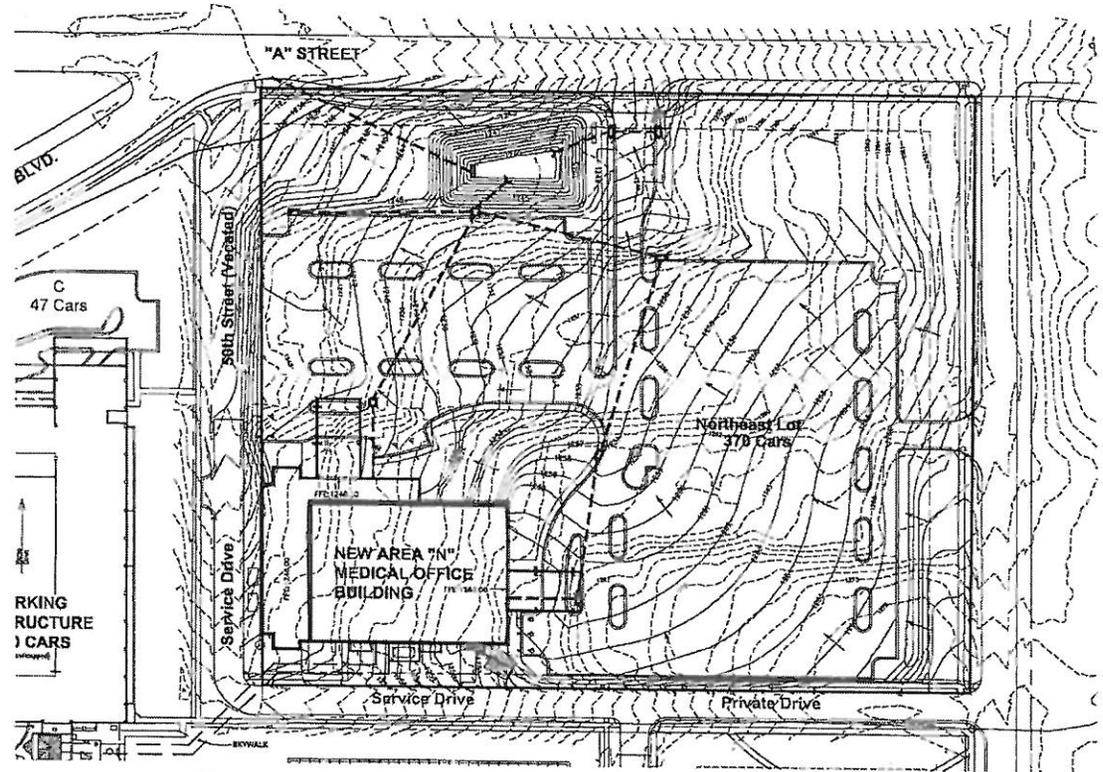


WATER QUALITY STRUCTURE TABLE

BASE NAME	TYPE & AREA INLET DIMENSION	CENTER OF BOTTOM ORifice & PERMANENT POOL ELEVATION	THREAT ELEVATION	THROAT OPENING	TOP OF THROAT OPENING	TOP OF STRUCTURE GRADE ELEVATION	OUTLET PIPE DIAMETER AND SLOPE	INVERT ELEVATION	TYPE OF NO. GRIFF	DIMENSION OF NO. GRIFFS	NO. GRIFFS LAYOUT
Proposed	30"	1226.00	1235.50	8.26"	4	1228.00	30" @ 0.25 1/4"	1226.00	SLOTS	SEE PLATE DETAIL	ROWS COLUMNS

- NOTES:
1. PLATE SHALL BE A36 STEEL, 3/8" THICK WITH WELDING BRACKETS AND NOT DIP GALVANIZED FROM.
 2. PLATE SHALL BE CURVED TO CONFORM WITH THE CURVE OF THE AREA INLET OR INCLUDE A ROUNDED SECTION ALONG THE PLATE TO HAVE A WATERFIGHT CONNECTION TO THE CURVED WALL.
 3. PLATE SHALL BE FINISHED WITH BURNING BRICKS, FROM THE INSIDE OF THE MANHOLE.
 4. PLATE SHALL BE GROVED IN PLACE TO PROVIDE A WEIR TIGHT CONNECTION.

OUTLET STRUCTURE DETAIL
NOT TO SCALE



- LEGEND
- EXISTING MAJOR CONTOUR
 - EXISTING MINOR CONTOUR
 - PROPOSED MAJOR CONTOUR
 - PROPOSED MINOR CONTOUR
 - FLOW ARROWS
 - PRIVATE ON-LINE STORM SEWER
 - PUBLIC STORM SEWER

Bryan MEDICAL CENTER
EAST CAMPUS



DAVIS
DESIGN

SPECIAL PERMIT 1219M
GRADING & DRAINAGE PLAN

4 of 4
December 9, 2015

Parking Demand Matrix

	Estimated Parking Demand	
	Year 2000	Year 2005
Hospital Patient		
Physicians	74	71
PT Employees	621	634
Volunteers	107	100
Students	27	26
Meetings/Conferences	137	86
Inpatients/Visitors	100	50
ER Patients	81	79
Outpatients	13	3
Business/Other	139	211
	37	36
Total Hospital Demand	1616	508
Medical Office Building		
Physicians	14	14
Staff	260	260
Patients	143	143
Medical Office Demand	425	425
New School of Nursing		
Students		50
Staff		3
SUN Demand		53
Individual MOB (Subtotal)		199
New Area "N" MOB demand		336
New Women & Children		
Health Tower		
OB Patients/Visitors		78
Pediatric Patients/Visitors		50
W & C Tower Demand		128
R.I.S. Moved Off-Campus		
Life Point		-260
TOTAL Peak Demand	2041	2361
Peak Demand with 5% Optimization Factor		2501

NOTES:
 1. These numbers from Walker Parking Consultants Supply/Demand Parking study 03-15-02
 2. Updated numbers from Obstetrics/Health Enhancement Services Patient/Visitor Traffic Study 07-07/05.
 3. ER Patients estimated parking demand 29 stalls, Year 2009.
 4. New Area "N" MOD Estimated Parking Demand, 2016

Parking Area Stall Counts

Lot Name	Stalls
Lot 'B'	121
Lot 'C'	47
Lot 'E1'	56
Lot 'E2'	49
Lot 'F'	4
Lot 'F1'	23
East Parking Lot	372
Covered Deck	9
Emergency	30
Summer Street Garage	447
Cotner Blvd Garage	730
48th Street Garage	735
Northeast Parking Lot	370
TOTALS	2993

Key Zoning Data

	Stalls Required*
** Number of Beds: 265 Note: Bed count shown is based on peak load of beds during transition from semi-private to private rooms. Upon completion of the private room conversion, the bed count will be 265 beds.	106
Largest Shift Size: 1,150 Note: 2012	1,150
** Child Care Center 180 children 33 staff note: Staff accounted for in 1,150 shift size	18 33
** Existing Medical Office Spaces 162,641 GSF in Medical Office Buildings 149,175 Net Leasable SF	663
** School of Nursing 45,000 Gross SF in School of Nursing Note: Largest Assembly Space = 4,250 SF	85
** Other Potential Office Buildings 107,113 GSF in Area "N" Medical Office Building 76,018 Net Leasable SF	336
Total during peak load	2,395
Total after private rooms conversion	2,393

* Chapter 27.67 Lincoln Zoning Ordinance

Parking Requirements; Special Conditions

**** School of Nursing**
 45,000 Gross SF in New School of Nursing
 Note: Largest Assembly Space = 4,250 SF
 85 Parking spaces required as per Lincoln Zoning 27.67.040
 Parking is provided on the adjacent surface lots and garages.
 See the parking demand matrix and the parking area stall count for more information.

Grade Calculations

Building	Perimeter	Avg Grade
Hospital Building	857'	42.4'
Medical Plaza	700'	50.0'
Cotner Street Garage	560'	62.5'
School of Nursing/Patient Center	860'	60.5'
Summer Street Garage	1504'	56.0'
Area "N" MOB	763'	59.0'
TOTAL	5470'	53.2'
Average Grade (weighted by perimeter)		53.6'

NOTES:
 This Symbol represents Building Heights
 North Entrance Elevations (Main Entrances)
 87' Architectural
 1250.79' Engineering (from Site Survey Oct 2000)
 South Entrance (Summer Street)
 100.00' Architectural
 1263.79' Engineering (from Site Survey Oct 2000)
 Elevations are based on OLD city Datum. Add 1200.5 to all elevations to equal new city Datum. Topography also based on Old City Datum.

NOTES:
 * See Sheet 3 for Landscaping Trees, etc.
 * Land Owner will be responsible for dust emissions during construction.

Site Coverage Calculations

Total at Campus Perimeter	1,122,080	
New Site Area		361,185
Site Area		1,483,265
Existing Facility to remain	464,788	464,788
New Area "N" MOB		29,592
Total Building Area		494,380
Percent of Site covered		33.33%

NOTES:
 1. Original Permit 12-9K allowed for 42% site coverage
 * Based on net gain of area coverage from demolition and new construction.

Relevant Waivers from previous Permits:

- From SF92B:
Adjusted front yard along Summer Street
- From SF 1215A:
Changed height and setback requirements at south tower (Summer Street)
- From SF 1219A:
Area requirements modified according to part 40.9% coverage a owed
- From SF 1219A (rev #4 and #5)
Area requirements fall below min. 35% when east parking lot was added
- From SF 1219J
A waiver was approved to allow 36.2% building coverage.
- From SF 1219K
A waiver was approved to allow 42.0% building coverage.
- A 74 Foot Building Height Waiver.

UPON REQUEST OF THE CITY FOR A TRANSPORTATION IMPROVEMENT PROJECT, BRYAN AGREES TO DEDICATE RIGHT-OF-WAY, RELOCATE SIGNS, DRIVEWAYS, LANDSCAPING OR OTHER BRYAN IMPROVEMENTS FROM THE AREA IDENTIFIED ON THE PLANS FOR POTENTIAL FUTURE RIGHT-OF-WAY DEDICATION. THE CITY'S REQUEST SHALL BE PURSUANT TO A TRANSPORTATION IMPROVEMENT PROJECT THAT HAS BEEN APPROVED BY THE CITY COUNCIL FOLLOWING A PUBLIC REVIEW PROCESS.

SEACREST & KALKOWSKI, PC, LLO

1111 LINCOLN MALL, SUITE 350
LINCOLN, NEBRASKA 68508-3910

TELEPHONE (402) 435-6000
FACSIMILE (402) 435-6100

KENT SEACREST
E-MAIL: kent@sk-law.com

DANAY KALKOWSKI
E-MAIL: danay@sk-law.com

December 9, 2015

HAND DELIVERY

David Cary, Interim Director
Planning Department
555 South 10th Street
Lincoln, NE 68508

RE: Amendment to Special Permit No. 1219L
Bryan Medical Center East

Dear David:

Our office represents Bryan Medical Center ("Bryan"), the owner of the Bryan Medical Center East campus at 1600 South 48th Street, Lincoln, Nebraska. Bryan owns and/or has a contract to purchase all of the lots located south of A Street and north of Everett Street between South 50th Street and South 52nd Street (the "Property"). The Property is currently zoned R-2 and R-4. Bryan is requesting an amendment to Special Permit No. 1219L ("Special Permit") to add the Property to the Special Permit making it part of the Bryan Medical Center East campus. Bryan is proposing the construction of a 93,286 square feet office building, parking and green space on the Property.

In order to accommodate development of the Property, Bryan is requesting the vacation of S. 50th Street south of A Street and the closure of this south leg of the S. 50th Street intersection with Cotner and A Streets. Bryan is also requesting the vacation of Everett and Washington Streets between S. 50th Street and S. 52nd Street. Public utilities and public utility easements will be retained in S. 50th Street and Everett Street. Only a 30 feet wide sanitary sewer and storm sewer easement will be maintained in Washington Street. All of these easements are shown on the Bryan East Final Plat that is being submitted concurrently.

Bryan is requesting a height waiver for the Property consistent with what has been granted for the existing Special Permit. The proposed office building is 74 feet high measured from the lowest grade level around the perimeter of the building. The location of the building on the Property minimizes any potential impacts to the surrounding neighbors.

A traffic study has been completed for the proposed amendment and will be uploaded with the plans. The intersections of Cotner/S. 50th Street and A Street, along with S. 52nd and A Street were analyzed. The elimination of the south leg of S. 50th Street, at the Cotner and A Street intersection which is proposed as part of the Special Permit amendment actually improves

the intersection from a Level of Service (LOS) "D" to "C" in the AM Peak Hour. Olsson Associates will be submitting under separate cover a deviation request to reduce the required right turn lane storage length for the eastbound right turn lane in A Street at the proposed entrance to the Property.

Representatives of Bryan hosted an initial neighbor meeting on August 27, 2015 to discuss a general concept for redevelopment of the Property. This meeting was attended by around 15 people. A second meeting was hosted on November 10, 2015 to discuss the specific proposed plans with neighbors. Five neighbors attended this meeting. In addition, Bryan representatives have reached out to many other neighbors in the area, and plan to send another informational letter out within the next few days. No opposition to the proposed plans has been expressed to date.

Enclosed please find the following:

- a. City of Lincoln Zoning Application;
- b. Application fee in the amount of \$960 for the Amendment and Vacation;
- c. 8½ x 11 Site Plan; and
- d. Two Petitions to Vacate Public Way, along with Information Sheets, Exhibits and Legal Descriptions.

Davis Design will be submitting plans for the amendment electronically.

The addition of the Property and the vacation of the street right-of-way allows for the expansion of the Bryan Medical Center East campus in a manner that minimizes impact to the surrounding neighborhoods. The expansion will provide additional office space for the growing needs of Bryan and our community. If you have any questions regarding the enclosed or need any additional information, please feel free to contact me at (402) 435-6000, David Reese with Bryan Medical Center at (402) 481-8967, Wade Stange with Davis Design at (402) 476-9700, or Mark Palmer with Olsson Associates (402) 458-5632.

Very truly yours,



DANAY KALKOWSKI

For the Firm

Enclosures

Request for Deviation

A request for deviation must be complete and submitted in writing to the Director of Public Works and Utilities or designee and may be approved if it meets the requirements set forth in the City of Lincoln Access Management Policy. The Director of Public Works and Utilities has five (5) working days from receipt of a completed form to approve or deny such request. The Public Works and Utilities Director reserves the right to request additional information from the Applicant in order to make a determination.

Property Owner: Bryan Health

Applicant Name: Shane King - Olason Associates

Contact Phone: 402-458-5011 Email: sking@olasonassociates.com

Property Address/Location: "A" Street (50th to 52nd)

Deviation(s) Requested:

Allow reduction (zero) storage length for the proposed eastbound right-turn lane. Refer to AMP: VII. Design Standards. H. Turn Lanes

Justification for deviation(s):

Right-turn movements typically do not need to provide as much storage as left-turn movements for the same volume level. Right-turn movements take less time to complete and at the location being considered, the movement will not incur stopped delay. The location of the proposed "A" Street access is generally centered between 50th Street and 52nd Street creating as much spacing as possible. However, this presents a design constraint as the attached Exhibit 1 illustrates. As proposed, 225' reverse curves make up the Taper resulting in a longitudinal distance of 105'. This leaves a full length Deceleration distance based on speed limit of 155', but does not leave any space specifically allotted to storage. Per the Draft Traffic Study and AMP, the Storage would be 80'. An alternative Exhibit 1 would be to design the taper with the typical 300' reverse curve. This would essentially add 15' to the Taper and reduce the Deceleration length by 15'. It still would not provide for any specific area allotted to Storage.

Signature: Shane King Date: 12-17-15

Attach maps, drawings, and other information to aid in understanding the request for deviation.

Public Works and Utilities Use Only

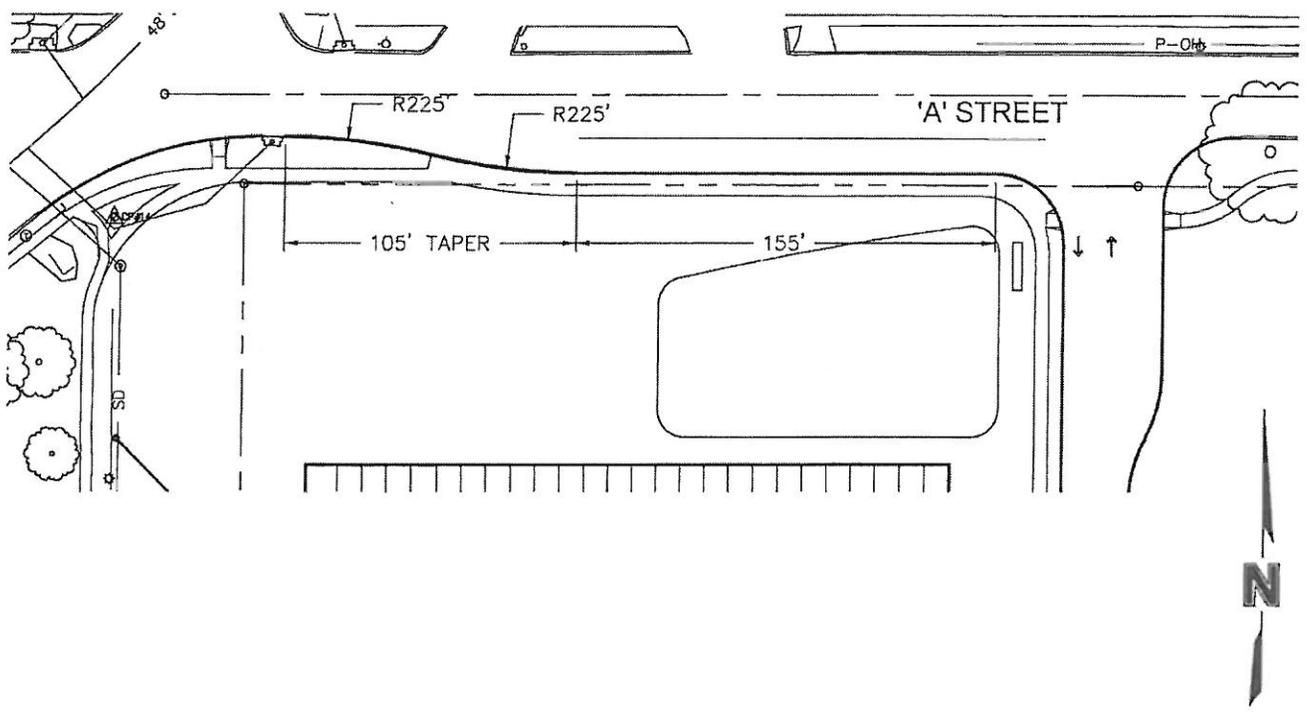
Date Received: 12/17/15

Deviation Approved Denied

Thomas D. Shelton Date: 12-23-15
Director, Public Works and Utilities

- cc: Building and Safety (if request involves a single or two-family residential unit)
- Nebraska Department of Roads (if involving a State Highway)
- Planning Department

DWG: F:\Projects\015-2976_40-Design\AutoCAD\Exhibits\15-12-10_LDVP_TURN_LANE Exhibits.dwg USER: jfosnacht
 DATE: Dec 10, 2015 3:59pm XREFS: C:\PBASE_152976 C_XBASE_152721 (2015.12.10) L321007



PROJECT NO:	015-2976
DRAWN BY:	JEF
SCALE:	1" = 50'
DATE:	12-10-215

**BRYAN MEDICAL CENTER
RIGHT TURN LANE**

MOLSSON ASSOCIATES
 601 P Street, Suite 200
 P.O. Box 84008
 Lincoln, NE 68508
 TEL 402.474.6311
 FAX 402.474.1160

EXHIBIT	1
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MOTION TO AMEND

I hereby move to amend the Conditions recommended by the Lincoln City/Lancaster County Planning Staff Report for Special Permit No. 1219M to read as follows:

CONDITIONS OF APPROVAL:

Site Specific Conditions:

* * *

2. Before receiving building permits the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 3 copies with all required revisions and documents as listed below:
 - 2.1 Provide a legal description for the revised 50th Street vacation that excludes the land for the Cotner Blvd. and A Street roundabout.
 - 2.2 Along the entire A Street frontage, identify the distance between curb of the turn lane and sidewalk to verify there is at least 9 feet for street trees.
 - ~~2.3 Identify a sidewalk from the north side of the new office building to the parking structure and campus to the west.~~
 - 2.4 Revise the note at 48th and Sumner to state: "Potential future right-of-way dedication that could accommodate a north to east right hand turn lane. (Dedication to run full length of west lot line, not all of which is shown on this exhibit.)"
 - ~~2.5 If required by Public Works and Utilities Department, revise the future right-of-way dedication (which did not have time to review the dedication as of the time of this report.)~~
 - 2.6 Revise the landscape plan to relocate the landscaping outside of the detention pond.
 - 2.7 Provide a vehicular connection from the new parking lot~~existing parking garage~~ to the former Everett50th Street driveway ~~and to the new parking lot~~ to allow for vehicular circulation within the site.

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Requested by: SEACREST & KALKOWSKI, PC, LLO