
City of Grand Island



Tuesday, March 28, 2023 Council Session Agenda

City Council:

Jason Conley
Michelle Fitzke
Bethany Guzinski
Chuck Haase
Doug Lanfear
Maggie Mendoza
Mitchell Nickerson
Mike Paulick
Jack Sheard
Mark Stelk

Mayor:

Roger G. Steele

Interim City

Administrator:

Laura McAloon

City Clerk:

RaNae Edwards

7:00 PM

**Council Chambers - City Hall
100 East 1st Street, Grand Island, NE 68801**

Call to Order

This is an open meeting of the Grand Island City Council. The City of Grand Island abides by the Open Meetings Act in conducting business. A copy of the Open Meetings Act is displayed in the back of this room as required by state law.

The City Council may vote to go into Closed Session on any agenda item as allowed by state law.

**Invocation - Pastor Dalton Macnaughton, Abundant Life Christian Center,
3411 West Faidley Avenue**

Pledge of Allegiance

Roll Call

A - SUBMITTAL OF REQUESTS FOR FUTURE ITEMS

Individuals who have appropriate items for City Council consideration should complete the Request for Future Agenda Items form located at the Information Booth. If the issue can be handled administratively without Council action, notification will be provided. If the item is scheduled for a meeting or study session, notification of the date will be given.

B - RESERVE TIME TO SPEAK ON AGENDA ITEMS

This is an opportunity for individuals wishing to provide input on any of tonight's agenda items to reserve time to speak. Please come forward, state your name and address, and the Agenda topic on which you will be speaking.



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item C-1

Recognition of Building Department Director Craig Lewis for 42 Years of Service with the City of Grand Island

The Mayor and City Council will recognize Building Department Director Craig Lewis for his service to the City of Grand Island. Mr. Lewis was hired on June 8, 1981 as Building Inspector I and was promoted on November 19, 1984 to Chief Building Official under the Public Works Department. The Building Inspection Department was reorganized on May 1, 1991 and on August 1, 1991 he became the Building Inspection Director. On September 25, 2000 his position was retitled Building Department Director. We wish him the best in his retirement and thank him for his service.

Staff Contact: Mayor Roger Steele



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item C-2

Recognition of Utilities Department Director Timothy Luchsinger for 37 Years of Service with the City of Grand Island

The Mayor and City Council will recognize Utilities Department Director Tim Luchsinger for his service to the City of Grand Island. Mr. Luchsinger was hired on October 27, 1986 as Utilities Engineer (Mechanical) and was promoted on April 1, 1992 to Assistant Utility Director (M.E.). On April 25, 2011 he became the Utilities Director. We wish him the best in his retirement and thank him for his service.

Staff Contact: Mayor Roger Steele



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item E-1

Public Hearing Concerning Amendments for Redevelopment Plan for CRA Area No. 34 for Redevelopment of Property Located North of 13th Street and East of the Moores Creek Drainway in Grand Island, Nebraska (being subdivided as Millennial Estates Subdivision) for Residential Purposes (Starostka Group)

Council action will take place under Resolutions item I-1.

Staff Contact: Chad Nabity

Council Agenda Memo

From: Chad Nabity, AICP

Meeting: March 28, 2023

Subject: Amended Redevelopment Plan for CRA Area #34
Starostka Group Unlimited – Millennial Estates

Presenter(s): Chad Nabity, AICP CRA Director

Background

Starostka Group Unlimited is proposing to develop property north of 13th Street and east of the Moore's Creek drainway for residential uses. They are proposing 120 units of housing. The property is zoned R2 Low Density Residential consists of unplatted property that they are proposing to develop as Millennial Estates Subdivision. As part of this development they originally planned to construct an extension of Claude Road adjacent to their property north of 13th Street along with installing a trail on the east side of the property and relocating the Moore's Creek drainway to support the development and property alignment of Claude Road. This amended plan would shift the responsibility of building Claude Road and relocating Moore's Creek to the City but would provide 25% of the expected TIF revenues to the City to pay for that work. This is approximately 1.4 million dollars. The Starostka Group Unlimited will dedicate all necessary right of way for Claude Road as a contingency of approval of the TIF contract. Staff has prepared a redevelopment plan for this property consistent with the TIF application.

The CRA reviewed the proposed development plan on February 8, 2023 and forwarded it to the Hall County Regional Planning Commission for recommendation at their meeting on March 1, 2023. The CRA also sent notification to the City Clerk of their intent to enter into a redevelopment contract for this project pending Council approval of the plan amendment.

The Hall County Regional Planning Commission held a public hearing on the plan amendment at a meeting on March 1, 2023. The Planning Commission approved Resolution 2023-08 in support of the proposed amendment, declaring the proposed amendment to be consistent with the Comprehensive Development Plan for the City of Grand Island. The CRA approved Resolution 426 forwarding the redevelopment plan along with the recommendation of the planning commission to the City Council for consideration.

Discussion

Tonight, Council will hold a public hearing to take testimony on the proposed plan (including the cost benefit analysis that was performed regarding this proposed project) and to enter into the record a copy of the plan amendment that would authorize a redevelopment contract under consideration by the CRA.

Council is being asked to approve a resolution approving the cost benefit analysis as presented in the redevelopment plan along with the amended redevelopment plan for CRA Area #34 and authorizes the CRA to execute a contract for TIF based on the plan amendment and to find that this project would not be financially feasible at this location without the use of TIF. The redevelopment plan amendment specifies that the TIF will be used to offset allowed costs for the acquisition of the property as well as the site work, grading, streets, utilities, and trails. The cost benefit analysis included in the plan finds that this project meets the statutory requirements for as eligible TIF project and that it will not negatively impact existing services within the community or shift additional costs onto the current residents of Grand Island and the impacted school districts. The bonds for this project will be issued for a period of 25 years with no property included within bond payments for more than 15 years as determined by the contract. The total proposed bonded amount for this project will be \$5,650,000.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve the resolution
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

The CRA and Hall County Regional Planning Commission recommend that the Council approve the Resolution necessary for the adoption and implementation of this plan.

Sample Motion

Move to approve the resolution as submitted.

**Redevelopment Plan Amendment
Grand Island CRA Area 34
July 2022 Amended February 2023**

The Community Redevelopment Authority (CRA) of the City of Grand Island intends to amend the Redevelopment Plan for Area 34 within the city, pursuant to the Nebraska Community Development Law (the “Act”) and provide for the financing of a specific infrastructure related project in Area 34.

Executive Summary:

Project Description

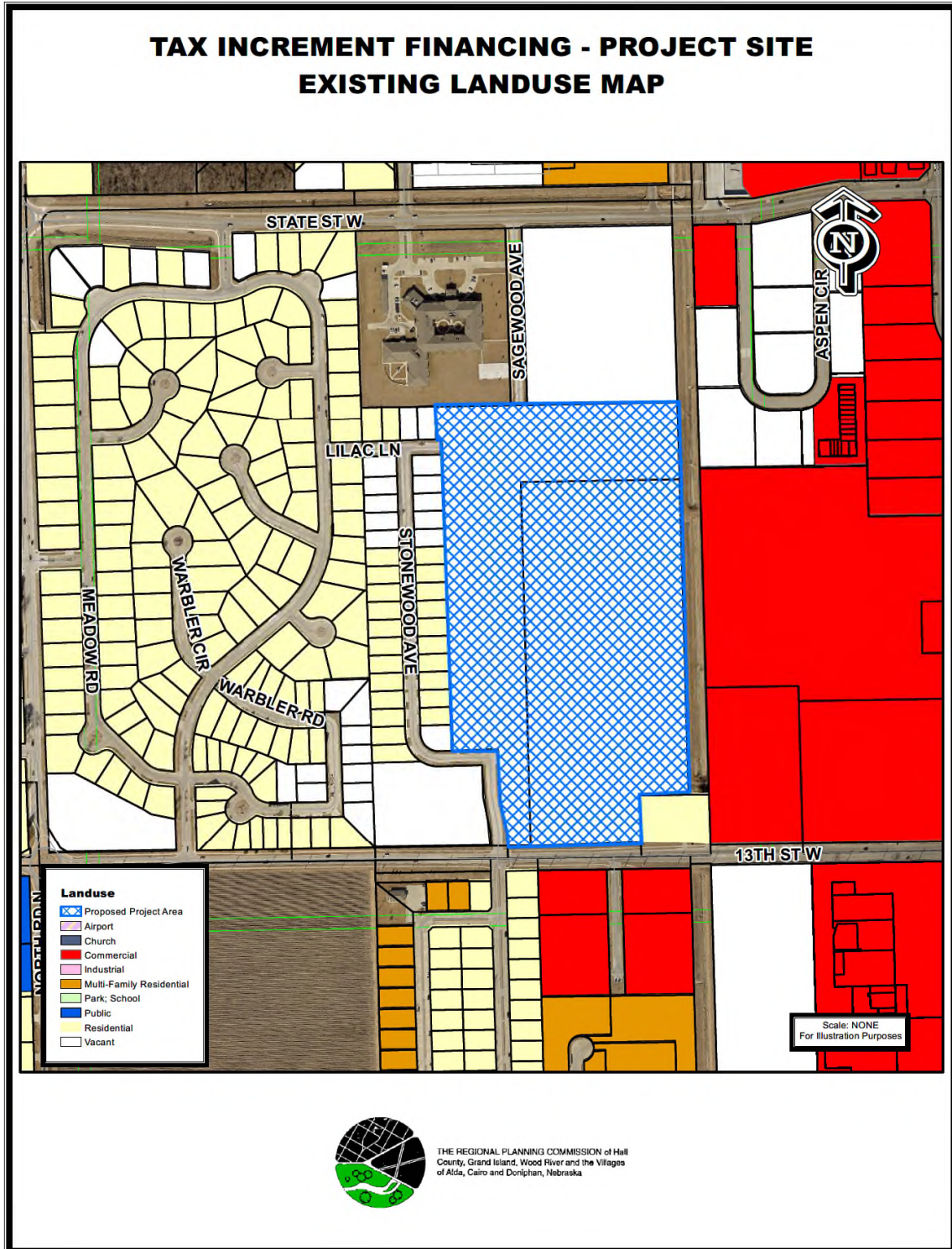
THE REDEVELOPMENT APPROXIMATELY 49 ACRES OF PROPERTY LOCATED NORTH OF 13TH STREET SOUTH OF STATE STREET AND WEST OF THE MOORE’S CREEK DRAINWAY IN NORTHWEST GRAND ISLAND FOR A RESIDENTIAL HOUSING INCLUDING UP TO 120 UNITS OF HOUSING.

The use of Tax Increment Financing to aid in redevelopment expenses associated with platting and installing the necessary infrastructure (streets, sanitary sewer, water, and storm sewer) for the development of 120 units of housing. The use of Tax Increment Financing is an integral part of the development plan and necessary to make this project affordable. The 2020 Housing Study for the City of Grand Island identified a need of 1361 new rental and owner occupied housing units by 2024.

Starostka Group Unlimited, Inc has purchased a portion of this property and has an option to purchase rest for residential development. This project is in CRA Area 34. This redevelopment project includes two components. The first component supports the private project. The second component will support the construction of Claude Road between Faidley Avenue and State Street (the “Public Project”). The CRA will issue two TIF Notes. Seventy five percent of the TIF Revenue will be allocated to the TIF Note purchased by the Redeveloper. Twenty Five percent of the TIF Revenue will be allocated to the TIF Note to support the Public Project, which shall be assigned by the Redeveloper to the CRA. The CRA will enter into a contract with the City to install the Public Project. The City will be reimbursed for the Public Project by assignment of the TIF Note for the Public Project. Changes in the cost of construction, availability of materials and the approval of several other housing projects using Tax Increment Financing have led to this application for assistance with the project. The developer is responsible for and has provided evidence that they can secure adequate debt financing to cover the costs associated with the construction of units. The Grand Island Community Redevelopment Authority (CRA) intends to pledge the ad valorem taxes generated over multiple 15 year periods beginning either January 1, 2024 or January 1, 2025 towards the allowable costs and associated financing for the development of this property.

TAX INCREMENT FINANCING TO PAY FOR THE DEVELOPMENT OF THE PROPERTY WILL COME FROM THE FOLLOWING REAL PROPERTY:
Property Description (the “Redevelopment Project Area”)

Legal Descriptions: Part of the E ½ of the SW ¼ of 12-11-10 (PID 400149971) and Part of the E ½ of the SW ¼ 12-11-10 (PID 400149966)



Existing Land Use and Subject Property

The tax increment will be captured for the tax years the payments for which become delinquent in years 2024 through 2049 inclusive. The TIF contract will be structured so it can be amended each year for up to ten years to add the housing units to be completed during that year. No single property will be eligible for TIF for a period of more than 15 years.

The real property ad valorem taxes on the current valuation will continue to be paid to the normal taxing entities. The increase will come from development of the property for residential and commercial uses as previously described.

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 or any amendment to the redevelopment contract, consistent with this Redevelopment Plan. The plan anticipates that each phase of the development will constitute new effective date for the purposes of determining the period of fifteen years. 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 has been declared blighted and substandard by action of the Grand Island City Council on September 28, 2021.[§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]

Grand Island adopted a Comprehensive Plan on July 13, 2004. This redevelopment plan amendment and project are consistent with the Comprehensive Plan, in that no changes in the Comprehensive Plan elements are intended. This plan merely provides funding for the developer to rehabilitate the property for permitted uses on this property as defined by the current and effective zoning regulations. The Hall County Regional Planning Commission held a public hearing at their meeting on August 3, 2022 and passed Resolution 2022-12 confirming that this project is consistent with the Comprehensive Plan for the City of Grand Island. This amendment was also submitted to the Hall County Regional Planning Commission. The Hall County Regional Planning Commission held a public hearing at their meeting on March 1, 2023 and passed Resolution 2023-XX confirming that this project is consistent with the Comprehensive Plan for the City of Grand Island. The Grand Island Public School District has submitted a formal request to the Grand Island CRA to notify the District any time a TIF project involving a housing subdivision and/or apartment complex is proposed within the District. The school district was notified of this plan amendment prior to it being submitted to the CRA for initial consideration.

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

a. Land Acquisition:

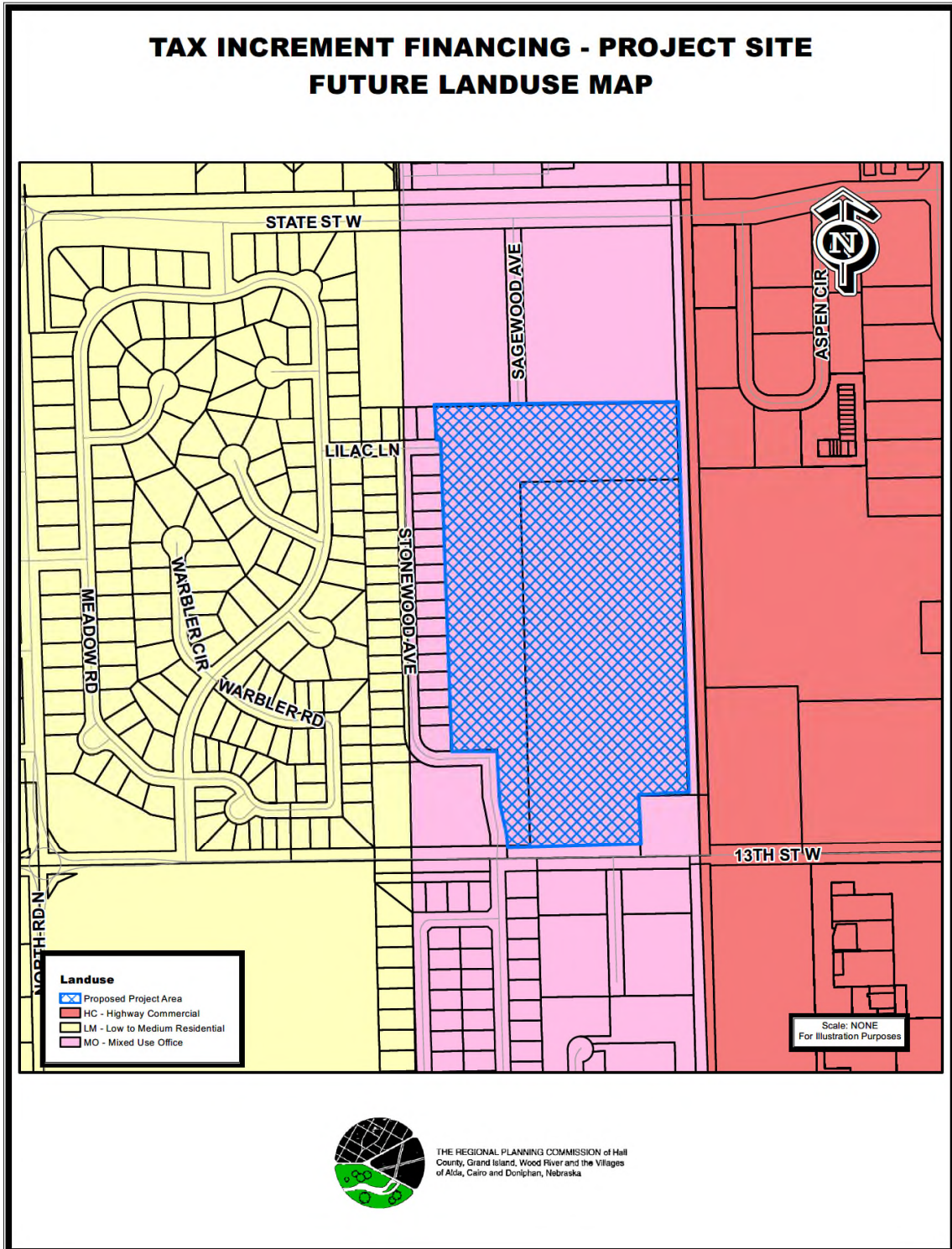
This Redevelopment Plan for Area 34 provides for real property acquisition and this plan amendment does not prohibit such acquisition. There is no proposed acquisition by the authority.

b. Demolition and Removal of Structures:

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

c. Future Land Use Plan

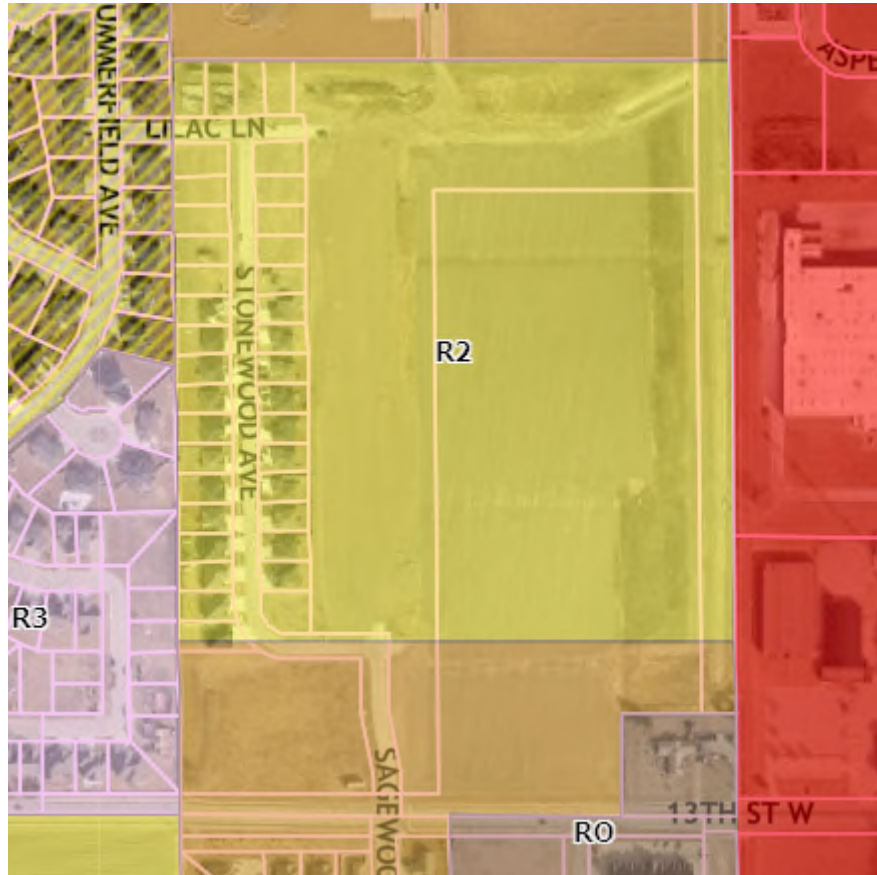
See the attached map from the 2004 Grand Island Comprehensive Plan. All of the area around the site in private ownership is planned for low to medium density residential development. This property is in private ownership. [§18-2103(b) and §18-2111] The attached map also is an accurate site plan of the area after redevelopment. [§18-2111(5)]



City of Grand Island 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 R4 High Density Residential along 13th street and R2 Low Density Residential on the northern portion of the site. The future land use map calls for medium density to office use development across this entire site. New public streets and utilities are anticipated and needed to support this project and it is anticipated that TIF revenues will offset the costs of those improvements. No changes are anticipated in building codes or other ordinances. No other planning changes contemplated. [§18-2103(b) and §18-2111]



Current Zoning on the Site

e. Site Coverage and Intensity of Use

The R2 zoning district allows for one dwelling unit per 6000 square feet of lot space with a 6000 square foot minimum lot size. The R0 zoning district does not limit the density of housing units but does require minimum 6000 square foot lot. The development as proposed will have a residential density of 2.4 units per acre. *Appendix A of this plan includes the developer's vision for the development.* [§18-2103(b) and §18-2111]

f. Additional Public Facilities or Utilities

Sanitary sewer and water are available to support this development. Both sanitary sewer and water will need to be extended throughout the site. TIF revenues will be used to offset the cost of these public utility improvements.

Electric utilities are sufficient for the proposed use of this property. Electric lines, transformers, and conduit will need to be extended throughout the property.

No other publicly owned utilities would be impacted by the development. §18-2103(b) and §18-2111]

4. The Act requires a Redevelopment Plan provide for relocation of individuals and families displaced as a result of plan implementation. This property is vacant and has been vacant for more than 1 year; 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] No members of the authority or staff of the CRA have any interest in this property.

6. Section 18-2114 of the Act requires that the Authority consider:

a. Method and cost of acquisition and preparation for redevelopment and estimated proceeds from disposal to redevelopers.

The purchase price of the property is \$810,000 as an eligible expense. The estimated costs of utilities including sewer and water is \$1,446,189. Streets and drainage are estimated at \$2,520,655. Planning activities including engineering, architecture, legal fees and government fees are estimated at \$872,706. The total of the eligible expenses for this project is estimated by the developer at \$5,650,000.

No property will be transferred to redevelopers by the Authority. The developer will provide and secure all necessary financing.

b. 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 \$5,650,000 from the proceeds of the TIF. The project will include the project as describe in this plan and costs associated with building Claude Road between this property and State Street. The revenues shall be split with 75% dedicated to the residential subdivision project paid to the developer and 25% dedicated to Claude Road and paid to the city for those expenses. 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, 2024 through December 2049.

c. 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. This amendment, in and of itself will promote consistency with the Comprehensive Plan. This will have the intended result of preventing recurring elements of unsafe buildings and blighting conditions. This will accomplish the goal of increasing the number of residential units within the City of Grand Island and encouraging infill development. This project will also provide for the development of Claude Road and reducing congestion along Diers Avenue within the City of Grand Island.

8. Time Frame for Development

Development of this project is anticipated to begin in the 2023 year. The build out of the subdivision is planned in five phases between 2024 and 2033. It is anticipated that the units in this development will be fully built out by 2033 with the tax increment on those homes extending to 2048. Excess valuation should be available for the first homes built with this project for 15 years beginning with either the 2024 or 2025 tax year, depending on the timing of the first phase.

9. Justification of Project

The 2020 housing study for the City of Grand Island projected that by 2024 we would need an additional 1361 new housing units. There should be 902 non-age restricted units with 518 owner occupied and with 384 rental units. There should be 459 age restricted unit 459 with 222 as 55+ owner occupied and with 237 as 55+ rental units. Between January 1 of 2020 and December of 2021 the city issued permits for 430 new housing units including both restricted and unrestricted units leaving a need for 931 additional units by 2024. The current housing market, a combination of the cost of producing

housing and the prevailing wages, has not created a situation that gives the markets sufficient incentive to build the number housing units required to meet community needs. This lack of housing options impacts a variety of other areas within the community including work force development, overcrowding, and maintenance of residential units. This project will create new housing options for all citizens and potential citizens of Grand Island and will likely result in the sale of existing homes around the city.

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.* (2019), the City of Grand Island has analyzed the costs and benefits of the proposed Redevelopment Project, including:

Project Sources and Uses. Approximately \$5,650,000 in public funds from tax increment financing provided by the Grand Island Community Redevelopment Authority will be required to complete the project. This investment by the Authority will leverage \$32,424,550 in private sector financing and investment; a private investment of \$5.74 for every TIF dollar invested.

Use of Funds Description	Source of funds		
	TIF Funds	Private Funds	Total
Site Acquisition	\$810,000		\$810,000
Building Costs		\$32,400,000	\$32,400,000
Sewer and Water	\$1,446,189		\$1,446,189
Public Streets/ sidewalks	\$1,108,155		\$1,108,155
Planning (Arch. & Eng.)	\$872,706		\$872,706
Legal/ TIF contract	\$450	\$24,550	\$25,000
25% for Claude Road	\$1,412,500		\$1,412,500
Total	\$5,650,000	\$32,424,550	\$38,074,550

Tax Revenue. The property to be redeveloped is anticipated to have a January 1, 2023 valuation of approximately \$149,793. Based on the 2021 levy this would result in a real property tax of approximately \$3,247. It is anticipated that the assessed value will increase by \$32,400,000 upon full completion, as a result of the site redevelopment. This development will result in an estimated tax increase of over \$699,000 annually. The tax increment gained from this Redevelopment Project Area would not be available for use as city general tax revenues, for the period of the bonds, but would be used for eligible private redevelopment costs to enable this project to be realized.

Estimated 2023 assessed value:	\$	149,793
Estimated value after completion	\$	32,400,000
Increment value	\$	32,250,261
Annual TIF generated (estimated)	\$	699,308
TIF bond issue	\$	5,650,000

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

The redevelopment project area currently has an estimated valuation of \$89,739. The proposed redevelopment will create additional valuation of \$32,400,000 over the course of the next ten years. The project creates additional valuation that will support taxing entities long after the project is paid off along with providing 120 additional housing units and provide for the development and construction of Claude Road on the east side of this property. The tax shift from this project will be equal to the total of the bond principal of \$5,650,000 if fully funded and any associated interest on the bond to be assigned with contract approval.

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

Existing water and waste water facilities will not be negatively impacted by this development. The electric utility has sufficient capacity to support the development. This is infill development with services connecting to existing line with capacity. This development will result in a larger number of students for Grand Island Public Schools. Fire and police protection are available and should not be negatively impacted by this development though there will be some increased need for officers and fire fighters as the City continues to grow whether from this project or others.

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

This will provide additional housing options for the residents of Grand Island. The National Homebuilders Association estimated in a 2014 study¹ that each unit of single family housing resulted in 2.97 full time equivalent jobs so this development at 13 units per year would represent an additional 39 FTE's within the city for the next nine years.

(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 different from any other expanding business within the Grand Island area. Grand Island does have tight labor market and part of that is due to the availability and cost of housing. This development may help alleviate some of those pressures.

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

This development will have an impact on the Grand Island School system and will likely result in additional students at the elementary and secondary school levels.

¹ <https://www.nahb.org/news-and-economics/housing-economics/housings-economic-impact/impact-of-home-building-and-remodeling-on-the-us-economy>

The average number of persons per household in Grand Island for 2015 to 2019 according the American Community Survey is 2.61. 120 additional households would house 313 people. According to the 2010 census 19.2% of the population of Grand Island was over 4 years old and under 18 years old. 2020 census number for this population cohort are not yet available but 27.6% of the 2021 population is less than 18 years of age this is the same percentage as the under 18 age cohort in 2010. If the averages hold it would be expected that there would be an additional 60 school age children generated by this development. If this develops at a rate of 13 units per year for 9 years approximately 7 children could be added to the school age population every year with this development. These 7 children will likely be spread over the full school age population from elementary to secondary school. According to the National Center for Educational Statistics² the 2019-20 enrollment for GIPS was 10,070 students and the cost per student in 2017-18 was \$12,351 of that \$4,653 is generated locally.

The Grand Island Public School System was notified on January 31, 2022 that the CRA would be considering this application at their July 13, 2022 meeting.

(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 the goals of the 2020 Housing Study for the City of Grand Island to create more than 1361 new housing units. Between January of 2020 and December of 2021 the City of Grand Island has issue permits for 430 housing units. The local housing market is not capable of producing the number of units needed at market rate given the costs of building and development. Twenty Five percent of the increment generated approximately \$1,412,500 will be made available to the City of Grand Island for the development of Claude Road along the east side of property.

Time Frame for Development

Development of this project is anticipated to be completed between Spring of 2023 and the end of 2033. The base tax year should be calculated on the value of the property as of January 1, 2023 for the first phase with each phase based on the preceding year's valuation of the property included in the amendment for that year. Excess valuation should be available for this project beginning in 2024 with taxes due in 2025. Provided, however, if the first phase is not completed in 2023 to create an increase in the ad valorem taxes for the 2024 tax year, then the base year shall be January 1, 2024 and the first year for division of taxes will be 2025. 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 each property or an amount not to exceed a base amount of \$5,650,000 the projected amount of increment based upon the anticipated value of the project and current tax rate. Based on the estimates of the expenses of the rehabilitation the developer will spend at least \$5,650,000 on TIF eligible activities.

² https://nces.ed.gov/ccd/districtsearch/district_detail.asp?ID2=3100016



Proposed Phasing of the Development



BACKGROUND INFORMATION RELATIVE TO TAX INCREMENT FINANCING REQUEST

Project Redeveloper Information

Business Name:

Starostka Group Unlimited, Inc.

Address:

429 Industrial Lane

Telephone No.: (308) 385-0636

Fax No.:

Email: jordanstar@stargroupunl.com

Contact:

Jordan Starostka

Application Submission Date: 6/7/2022

Brief Description of Applicant's Business:

Applicant is a developer and contractor that provides comprehensive contracting for residential, commercial, and civil/industrial projects.

Legal Description/Address of Proposed Project

MISC TRACTS 12-11-10 PT E1/2 SW1/4 and MISCELLANEOUS TRACTS 12-11-10 PT E 1/2 SW 1/4 34.41 AC (3812 W. 13th)

Community Redevelopment Area Number _____

Present Ownership Proposed Project Site:
Starostka Group, Unlimited (PID 400149971)
Blender, LLC (PID 400149966)

Is purchase of the site contingent on Tax Increment Financing Approval? Yes No

Proposed Project: Building square footage, size of property, description of buildings – materials, etc. Please attach site plan, if available.

Redeveloper intends to construct an approximately 120 unit residential subdivision in multiple phases. The project site is currently vacant and in the need of significant infrastructure improvements to be developable and usable for any purposes.

See attached preliminary proposed site plan. The project will consist of three phases of residential development, with subphases as appropriate, and a phase for the construction of Claude Road. The phases are referred to on the site plan as (i) Phase 1, (ii) Phase 2, (iii) Phase 3, and (iv) Claude Road.

If Property is to be Subdivided, Show Division Planned: See attached preliminary site plan

VI. Estimated Project Costs: **See attached explanation of estimated costs**

Acquisition Costs:

A. Land \$ _____
B. Building \$ _____

Construction Costs:

A. Renovation or Building Costs: \$ _____
B. On-Site Improvements:
 Sewer \$ _____
 Water \$ _____
 Electric \$ _____
 Gas \$ _____
 Public Streets/Sidewalks \$ _____

Private Streets	\$ _____
Trails	\$ _____
Grading/Dirtwork/Fill	\$ _____
Demolition	\$ _____
Other	\$ _____
Total	\$ _____

Soft Costs:

A. Architectural & Engineering Fees:	\$ _____
B. Financing Fees:	\$ _____
C. Legal	\$ _____
D. Developer Fees:	\$ _____
E. Audit Fees	\$ _____
F. Contingency Reserves:	\$ _____
G. Other (Please Specify)	\$ _____

TOTAL \$ _____

Total Estimated Market Value at Completion: \$ 32,400,000

Source for Estimated Market Value \$270,000 per unit x 120 residential units

Source of Financing:

A. Developer Equity:	\$ _____
B. Commercial Bank Loan:	\$ _____
C. Tax Credits:	
1. N.I.F.A.	\$ _____
2. Historic Tax Credits	\$ _____
3. New Market Tax Credits	\$ _____
4. Opportunity Zone	\$ _____
D. Industrial Revenue Bonds:	\$ _____
E. Tax Increment Assistance:	\$ _____
F. Enhanced Employment Area	\$ _____

G. Nebraska Housing Trust Fund \$ _____
 H. Other \$ _____

Name, Address, Phone & Fax Numbers of Architect, Engineer and General Contractor:

Estimated Real Estate Taxes on Project Site Upon Completion of Project:
 (Please Show Calculations)

There will be approximately 120 residential units. Based on applicant's plan to develop and construct workforce housing, we are assuming an average valuation of approximately \$270,000 per unit. There will likely be some difference between units, but the average value of \$270,000 and a presumed tax levy of 2.161133 would yield a annual real estate tax of \$5,835 per lot.

While the construction of the units will be phased, when completed the taxes on the entire project would be approximately \$646,200 (\$5,385x120)

Project Construction Schedule: Please see attached explanation

Construction Start Date:
2022

Construction Completion Date:
anticipated 2028 (would like flexibility until

If Phased Project:

_____	Year	_____	% Complete
_____	Year	_____	% Complete
_____	Year	_____	% Complete
_____	Year	_____	% Complete
_____	Year	_____	% Complete
_____	Year	_____	% Complete

XII. Please Attach Construction Pro Forma

XIII. Please Attach Annual Income & Expense Pro Forma

(With Appropriate Schedules)

TAX INCREMENT FINANCING REQUEST INFORMATION

Describe Amount and Purpose for Which Tax Increment Financing is Requested:

Redeveloper is requesting \$5,650,000 in TIF over all of the phases of the project. Redeveloper is requesting the TIF bond be issued at 8% interest.

TIF would assist with the cost of the infrastructure improvements necessary to develop the project site. This would include approximately: \$810,000 in site acquisition, \$4,000,000 in infrastructure improvements, \$873,000 in architectural, engineering, and legal fees, and 8% interest on the TIF bond. The 8% interest is necessary to justify the long term commitment and risk over the multi-year, multiple phase redevelopment project.

See attached addendum for additional information.

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

Applicant desires to develop a residential subdivision with approximately 120 workforce housing units. The goal for the workforce housing units is to keep the average final value at approximately \$270,000 per unit. Construction costs are so high right that this will be a challenge. Without the requested TIF assistance, which equates to approximately \$83,000 per lot, this would be impossible. A large scale subdivision like the proposed project is simply not possible with the required cost of infrastructure without the assistance of TIF. It would be particularly impossible to build any workforce housing without TIF, because the applicant could never recover its costs, let alone make any profit necessary for the risk involved with this project.

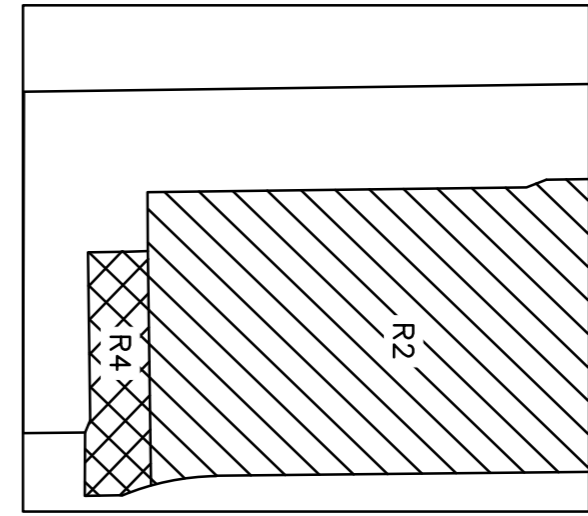
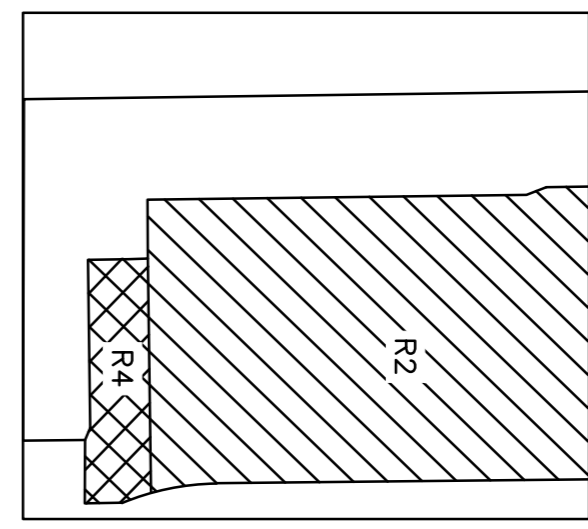
Municipal and Corporate References (if applicable). Please identify all other Municipalities, and other Corporations the Applicant has been involved with, or has completed developments in, within the last five (5) years, providing contact person, telephone and fax numbers for each:

Post Office Box 1968
Grand Island, Nebraska 68802-1968
Phone: 308 385-5240
Fax: 308 385-5423
Email: cnabity@grand-island.com

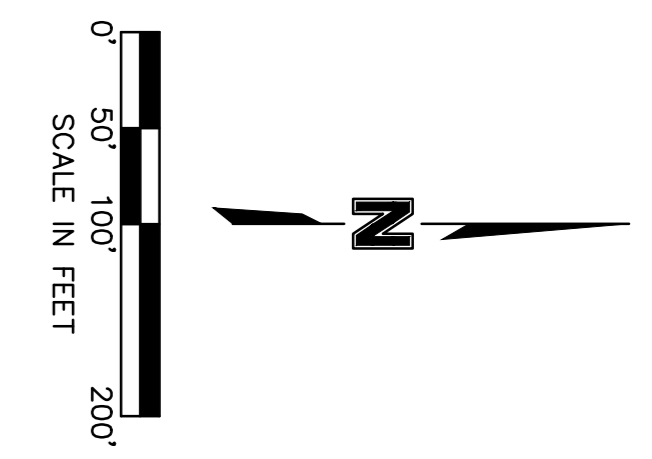
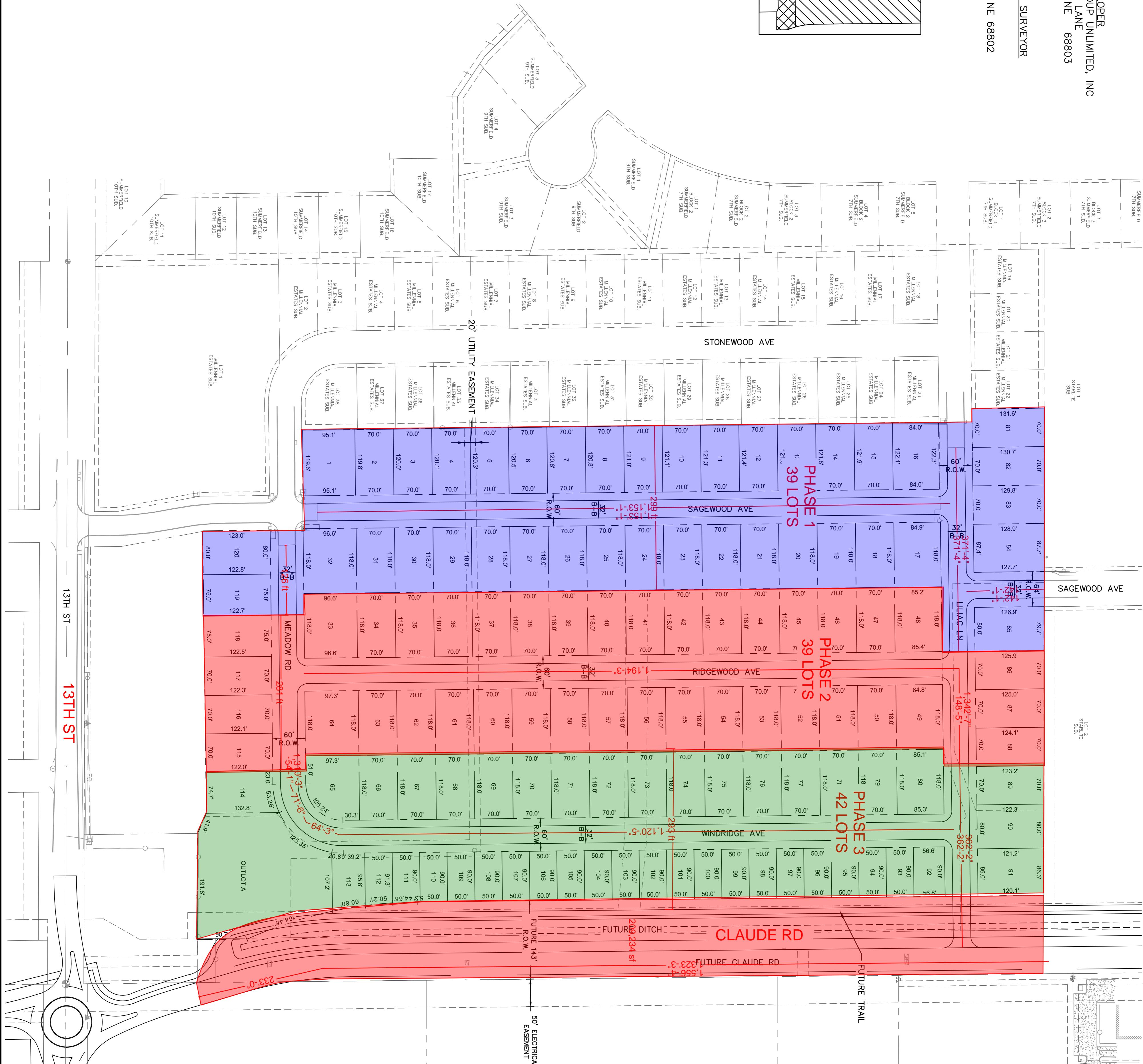
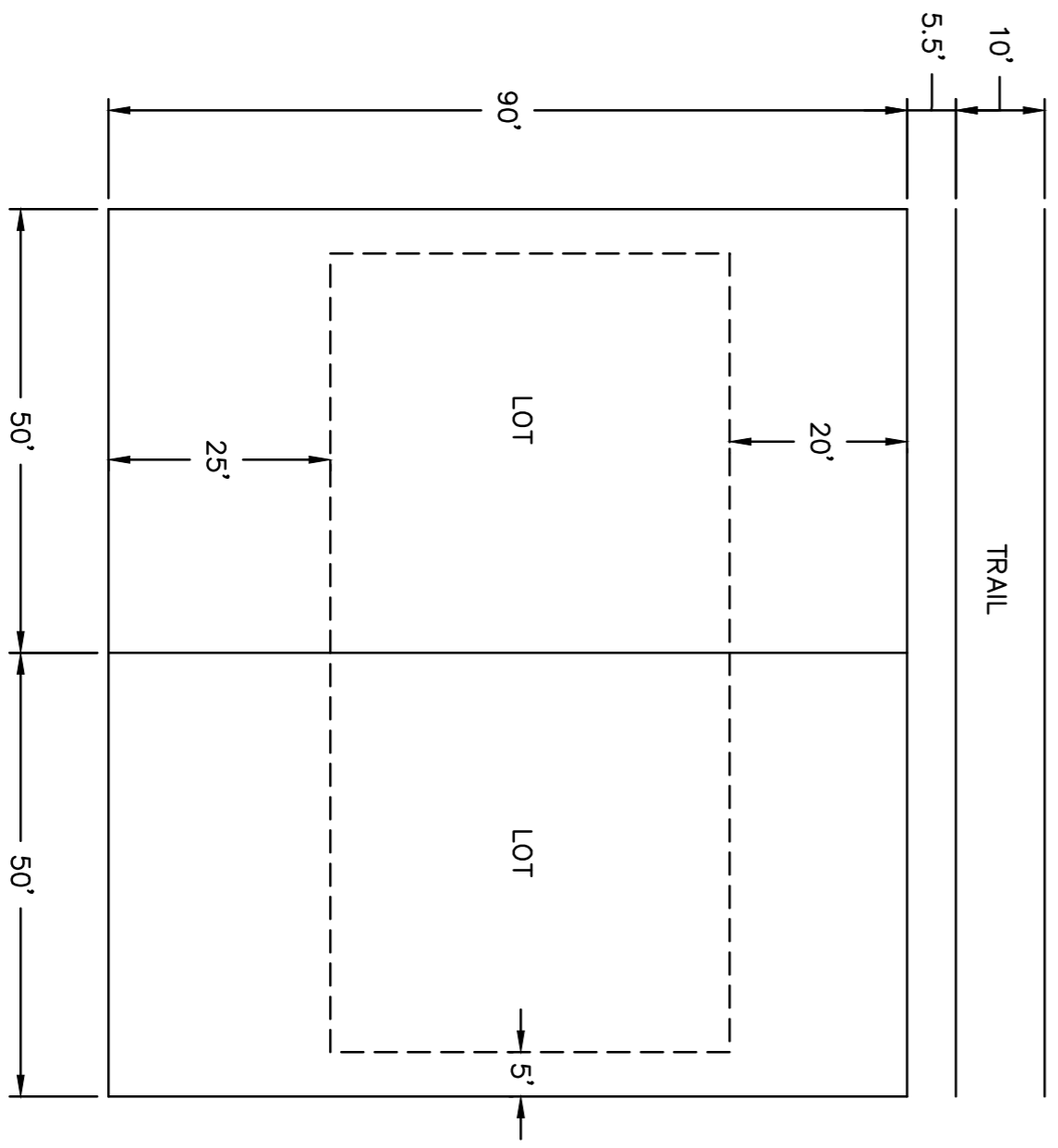
SUBDIVISION AREA = 49.6 ACRES
 LOT USAGE
 120 LOTS
 1 OUTLOTS

OWNER / DEVELOPER
 STAROSTKA GROUP UNLIMITED, INC
 429 INDUSTRIAL LANE
 GRAND ISLAND, NE 68803

ENGINEER/LAND SURVEYOR
 OLSSON
 201 E. 2ND ST.
 GRAND ISLAND, NE 68802



- PHASING BOUNDARY
- PROPOSED PROPERTY LINE
- FLOOD PLAIN ZONE BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING EASEMENT LINE
- WATER MAIN
- SANITARY SEWER
- STORM SEWER
- (M) MEASURED DISTANCE
- (R) RECORDED DISTANCE
- FOUND PROPERTY CORNER



olsson

201 East 2nd Street
 Grand Island, NE 68801 TEL 308.384.8750 www.olsson.com

REV. NO.	DATE	REVISIONS DESCRIPTION

LOT LAYOUT

MILLENNIAL ESTATES SUBDIVISION
 PRELIMINARY PLAT

GRAND ISLAND, NEBRASKA

1 of 3 SHEET

drawn by: SMG
 checked by: BLD
 approved by: QAC/CC/By: BLD
 project no.: 022-00432
 drawing no.: 5.5.2022

Explanation of Estimated Costs

LAND ACQUISITION:

- PID 400149971 was recently acquired for approximately \$410,000
- PID 400149966 is under contract and will be acquired for approximately \$400,000

TIF USES:

Total proposed TIF uses for the Project are approximately \$5,650,000:

Subdivision Phase 1	\$1,613,788
Subdivision Phase 2	\$1,521,263
Subdivision Phase 3	\$1,321,582
Claude Road	\$1,192,916
<hr/>	
Total	\$5,649,549

Redeveloper requests a TIF Bond with an interest rate of 8%. The 8% interest rate is necessary for the financing and investment, based on the risk of the large infrastructure investment for the multi-phase project.

The TIF uses consist of site acquisition costs, site preparation, utility and infrastructure improvements, and engineering, architectural, and legal fees.

The proposed TIF uses by phase are set forth in the chart below:

MILLENNIAL ESTATES REDEVELOPMENT PROJECT

Phase	Phase 2	Phase 3	Phase 4	Claude Rd	total
Lots	39	39	42	0	120
Anticipated Construction Year	2022	2025	2027	2027	n/a
TIF Uses (see below)	\$1,613,788	\$1,521,263	\$1,321,582	\$1,192,916	\$5,649,549

TIF USES

PAVING / Grading	\$526,873	\$568,590	\$561,792	\$738,400	\$2,395,655
Utilities (Water & Wastewater)	\$402,339	\$320,478	\$461,472	\$114,400	\$1,298,689
Dewatering	\$57,500	\$30,000	\$60,000	\$0	\$147,500
Lighting / Striping	\$0	\$0	\$0	\$125,000	\$125,000
<hr/>					
TOTAL INFRASTRUCTURE	\$986,712	\$919,068	\$1,083,264	\$977,800	\$3,966,844
Site Acquisition	\$410,000	\$400,000	\$0	\$0	\$810,000
Survey, Engineering, Legal	\$217,077	\$202,195	\$238,318	\$215,116	\$872,706
Total	\$1,613,788	\$1,521,263	\$1,321,582	\$1,192,916	\$5,649,549

All costs set forth herein are preliminary estimates and will be certified upon completion. Given the current state of labor and materials pricing in the construction industry, it is likely that the prices will continue to increase and will not go down any time soon.

OVERALL PROJECT COSTS:

In addition to the initial \$5,650,000 for public improvements, Applicant will construct 120 residential dwelling units. Because of the unstable cost of labor and materials in the construction industry and the long term construction schedule, it is impossible to determine the construction costs for the private improvements. However, applicant's goal is to construct workforce housing – targeting an average house valuation of approximately \$270,000. Accordingly, the final valuation is anticipated to be approximately \$32,400,000 when construction of the entire project is completed, so total construction costs of more than \$30,000,000 is a reasonable estimate at this point.

Construction Schedule

The Project will be built in four (4) phases: three phases of residential units and the Claude Road phase. Each residential phase shall be completed in up to three (3) subphases. The residential phases are referred to herein as Phase 1, Phase 2, and Phase 3.

Redeveloper desires to complete the project by the end of 2027. However, Redeveloper desires to built in a little flexibility to account for the unknown market conditions that will affect the project.

First, applicant’s desired schedule is set forth below:

		Completion date	Effective Date
Phase 1	Subphase 1	12/31/2023	1/1/2024
	Subphase 2	12/31/2024	1/1/2025
Phase 2	Subphase 1	12/31/2025	1/1/2026
	Subphase 2	12/31/2026	1/1/2027
Phase 3	Subphase 1	12/31/2027	1/1/2028
	Subphase 2	12/31/2028	1/1/2029
Claude Road		12/31/2027	n/a

Because the construction schedule will depend on market conditions and absorption rate of new home purchases, Redeveloper desires to build a little flexibility into the schedule required by the Redevelopment Agreement. Therefore, while Redeveloper intends to try to complete the project by the desires schedule set forth above, the proposed schedule for the Redevelopment Agreement is set forth below:

		Completion date	Effective Date
Phase 1	Subphase 1	12/31/2023	1/1/2024
	Subphase 2	12/31/2024	1/1/2025
	Subphase 3	12/31/2025	1/1/2026
Phase 2	Subphase 1	12/31/2026	1/1/2027
	Subphase 2	12/31/2027	1/1/2028
	Subphase 3	12/31/2028	1/1/2029
Phase 3	Subphase 1	12/31/2029	1/1/2030
	Subphase 2	12/31/2030	1/1/2031
	Subphase 3	12/31/2031	1/1/2032
Claude Road		12/31/2029	n/a

Here is a more detailed explanation of the more conservative schedule set forth above:

Phase 1

It is anticipated that the infrastructure for Phase 1 will commence in 2022. It will take up to three (3) subphases to complete the 39 residential units consisting of Phase 1. While construction may occur quicker depending on the market, current assumptions are that 1/3 of the units (13 units) will be built each year, such that the Phase 1 schedule will be:

- Infrastructure construction: 2022
- 13 homes built: 2023
- 13 homes built: 2024
- 13 homes built: 2025

Phase 2

It is anticipated that the infrastructure for Phase 2 will commence in 2025. It will take up to three (3) subphases to complete the 39 residential units consisting of Phase 2. While construction may occur quicker depending on the market, current assumptions are that 1/3 of the units (13 units) will be built each year, such that the Phase 2 schedule will be:

- Infrastructure construction: 2025
- 13 homes built: 2026
- 13 homes built: 2027
- 13 homes built: 2028

Phase 3

It is anticipated that the infrastructure for Phase 3 will commence in 2027 or 2028. It will take up to three (3) subphases to complete the 42 residential units consisting of Phase 3. While construction may occur quicker depending on the market, current assumptions are that 1/3 of the units (14 units) will be built each year, such that the Phase 3 schedule will be:

- Infrastructure construction: 2028
- 14 homes built: 2029
- 14 homes built: 2030
- 14 homes built: 2031

Claude Road

Claude Road will be constructed by the time the first homes are built for Phase 3. It is intended that this will occur by December 31, 2027, but in no case will this be later than December 31, 2029.

4864-3080-6824, v. 1

**COMMUNITY REDEVELOPMENT AUTHORITY
OF THE CITY OF GRAND ISLAND, NEBRASKA**

RESOLUTION NO. 423

RESOLUTION OF THE COMMUNITY REDEVELOPMENT AUTHORITY OF THE CITY
OF GRAND ISLAND, NEBRASKA, SUBMITTING A PROPOSED
REDEVELOPMENT CONTRACT TO THE HALL COUNTY REGIONAL PLANNING
COMMISSION FOR ITS RECOMMENDATION

WHEREAS, this Community Redevelopment Authority of the City of Grand Island, Nebraska ("Authority"), pursuant to the Nebraska Community Development Law (the "Act"), prepared a proposed redevelopment plan (the "Plan") a copy of which is attached hereto as Exhibit 1, for redevelopment of an area within the city limits of the City of Grand Island, Hall County, Nebraska; and


WHEREAS, the Authority is required by Section 18-2112 of the Act to submit said to the planning board having jurisdiction of the area proposed for redevelopment for review and recommendation as to its conformity with the general plan for the development of the City of Grand Island, Hall County, Nebraska;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

The Authority submits to the Hall County Regional Planning Commission the proposed Plan attached to this Resolution, for review and recommendation as to its conformity with the general plan for the development of the City of Grand Island, Hall County, Nebraska.

Passed and approved this 8th day of February, 2023

COMMUNITY REDEVELOPMENT
AUTHORITY OF THE CITY OF
GRAND ISLAND, NEBRASKA.

By 
Chairperson

ATTEST:


Secretary

Starostka Millennial Area 34 Amended Plan February 2023

Resolution Number 2023-08

HALL COUNTY REGIONAL PLANNING COMMISSION

A RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO A REDEVELOPMENT PLAN IN THE CITY OF GRAND ISLAND, NEBRASKA; AND APPROVAL OF RELATED ACTIONS

WHEREAS, the Chairman and Board of the Community Redevelopment Authority of the City of Grand Island, Nebraska (the “**Authority**”), referred **the amendment of the Redevelopment Plan for CRA Area 34 requested by Starostka Group Unlimited** to the Hall County Regional Planning Commission, (the “**Commission**”) for review and recommendation as to its conformity with the general plan for the development of the City of Grand Island, Hall County, Nebraska, pursuant to Section 18-2112 of the Community Development Law, Chapter 18, Article 21, Reissue Revised Statutes of Nebraska, as amended (the “**Act**”); and

WHEREAS, the Commission held a public hearing on the proposed plan on March 1, 2023, and

WHEREAS, the chair or president of Hall County Board, Grand Island School Board, Central Platte Natural Resources District, Educational Service Unit #10 and Central Community College were notified by certified mail of said hearing, and

WHEREAS, the Commission advertised the time, date and location public hearing in the Grand Island Independent on Friday February 10th and Friday February 17th, and

WHEREAS, there are no Neighborhood Associations registered with the City of Grand Island, and

WHEREAS, the Commission has reviewed said Redevelopment Plan as to its conformity with the general plan for the development of the City of Grand Island, Hall County;

NOW, THEREFORE, BE IT RESOLVED BY THE HALL COUNTY REGIONAL PLANNING COMMISSION AS FOLLOWS:

Section 1. The Commission hereby recommends approval of the Redevelopment Plan finding that it is in conformance with the comprehensive development plan (general plan for development) for the City of Grand Island.

Section 2. All prior resolutions of the Commission in conflict with the terms and provisions of this resolution are hereby expressly repealed to the extent of such conflicts.

Section 3. This resolution shall be in full force and effect from and after its passage as provided by law.

DATED: March 1, 2023

HALL COUNTY REGIONAL PLANNING COMMISSION

ATTEST:

By: _____
Chair

By: _____
Secretary

**COMMUNITY REDEVELOPMENT AUTHORITY
OF THE CITY OF GRAND ISLAND, NEBRASKA**

RESOLUTION NO. 426

A RESOLUTION RECOMMENDING APPROVAL OF A REDEVELOPMENT PLAN TO THE CITY OF GRAND ISLAND, NEBRASKA; RECOMMENDING APPROVAL OF A REDEVELOPMENT PROJECT TO THE CITY OF GRAND ISLAND, NEBRASKA; APPROVING A COST BENEFIT ANALYSIS FOR SUCH PROJECT; AND APPROVAL OF RELATED ACTIONS

WHEREAS, the Mayor and Council of the City of Grand Island, Nebraska (the “City”), upon the recommendation of the Planning Commission of the City of Grand Island, Nebraska (the “Planning Commission”), and in compliance with all public notice requirements imposed by the Community Development Law, Chapter 18, Article 21, Reissue Revised Statutes of Nebraska, as amended (the “Act”), duly declared the redevelopment area legally described on **Exhibit A** attached hereto (the “Redevelopment Area”) to be blighted and substandard and in need of redevelopment; and

WHEREAS, pursuant to and in furtherance of the Act, a Redevelopment Plan (the “Redevelopment Plan”), has been prepared by Community Redevelopment Authority of Grand Island, Nebraska, (the “Authority”) pursuant to an application by Starostka Group Unlimited. (the “Redeveloper”), in the form attached hereto as **Exhibit B**, for the purpose of redeveloping Redevelopment Area legally described on **Exhibit A**, referred to herein as the Project Area (the “Project Area”); and

WHEREAS, pursuant to the Redevelopment Plan, the Authority would agree to incur indebtedness and make a grant for the purposes specified in the Redevelopment Plan (the “Project”), in accordance with and as permitted by the Act; and

WHEREAS, the Authority has conducted a cost benefit analysis of the Project (the “Cost Benefit Analysis”) pursuant to Section 18-2113 of the Act, a which is included in the Redevelopment Plan attached hereto as **Exhibit B**; and

WHEREAS, the Authority has made certain findings and pursuant thereto has determined that it is in the best interests of the Authority and the City to approve the Redevelopment Plan and approve the Redevelopment Project and to approve the transactions contemplated thereby.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AUTHORITY OF THE CITY OF GRAND ISLAND, NEBRASKA AS FOLLOWS:

Section 1. The Authority has determined that the proposed land uses and building requirements in the Redevelopment Plan for the Project Area are designed with the general purposes of accomplishing, and in conformance with the general plan of the City, 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 in 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 provisions 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 communitive 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 unsanitary or unsafe dwelling accommodations, or conditions of blight.

Area 34 Millennial Estates Starostka Group Unlimited

Page 1

Section 2. The Authority has conducted a Cost Benefit Analysis for the Project, included in the Redevelopment Plan attached hereto as Exhibit B, in accordance with the Act, and has found and hereby finds that the Project would not be economically feasible without the use of tax increment financing, the Project would not occur in the Project Area without the use of tax increment financing and the costs and benefits of the Project, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services, have been analyzed and have been found to be in the long term best interests of the community impacted by the Project.

Section 3. In compliance with section 18-2114 of the Act, the Authority finds and determines as follows: (a) the Redevelopment Area constituting the Redevelopment Project will not be acquired by the Authority and the Authority shall receive no proceeds from disposal to the Redeveloper; (b) the estimated cost of project acquisition and the estimated cost of acquisition of property, preparation for redevelopment including site work, public utilities and streets, trails and sidewalks described in detail in Exhibit B attached hereto; (c) the method of acquisition of the real estate shall be by private contract by the Redeveloper and not by condemnation; and (d) the method of financing the Redevelopment Project shall be by issuance of tax increment revenue bond(s) issued in the approximate amount of \$5,650,000 which shall be granted to the Redeveloper and from additional funds provided by the Redeveloper. No families will be displaced from the Redevelopment Project Area as a result of the project.

Section 4. The Authority hereby recommends to the City approval of the Redevelopment Plan and the Redevelopment Project described in the Redevelopment Plan.

Section 5. All prior resolutions of the Authority in conflict with the terms and provisions of this resolution are hereby expressly repealed to the extent of such conflicts.

Section 6. This resolution shall be in full force and effect from and after its passage and approval.

PASSED AND APPROVED this 15th day of March, 2023

**COMMUNITY REDEVELOPMENT
AUTHORITY OF THE CITY OF GRAND
ISLAND NEBRASKA**

ATTEST:

By:



Chair

By:



Secretary

EXHIBIT A

LEGAL DESCRIPTION OF REDEVELOPMENT PROJECT AREA

Legal Descriptions: Part of the E ½ of the SW ¼ of 12-11-10 (PID 400149971) and Part of the E ½ of the SW ¼ 12-11-10 (PID 400149966)

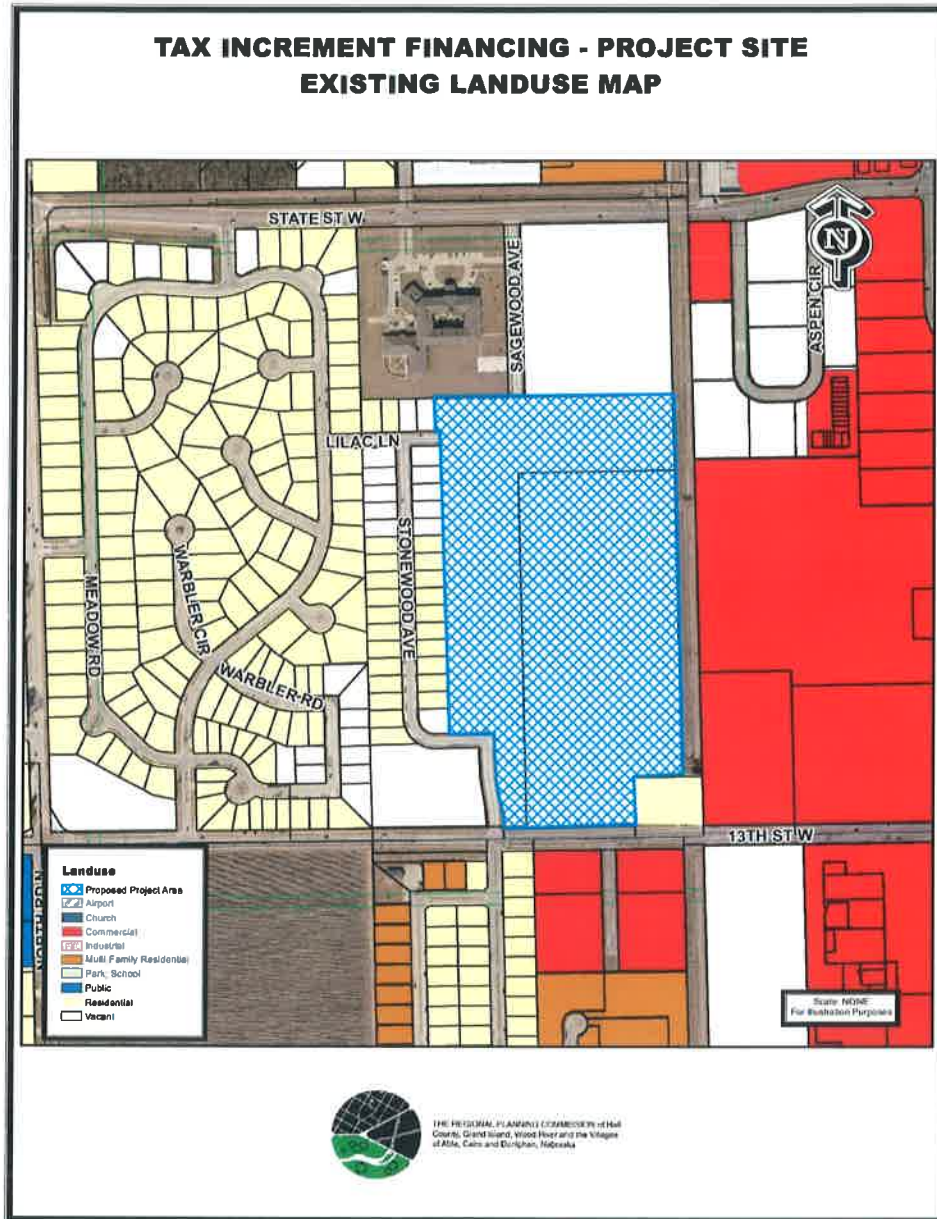


EXHIBIT B

FORM OF REDEVELOPMENT PLAN



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item E-2

Public Hearing Concerning Redevelopment Plan for CRA Area No. 31 to Allow for Redevelopment of Property Located South of South Street on Henry and Ada Streets (1703 Henry St. and 1703 Ada St.) in Grand Island, Nebraska for Residential Purposes (JBA Ventures LLC)

Council action will take place under Resolutions item I-2.

Staff Contact: Chad Nabity

Council Agenda Memo

From: Chad Nabity, AICP

Meeting: March 28, 2023

Subject: Redevelopment Plan for CRA Area #31 JBA Ventures – Henry and Ada

Presenter(s): Chad Nabity, AICP CRA Director

Background

JBA Ventures LLC., the owner of property at 1703 Henry Street and 1703 Ada Street located south of South Street and east of the Grand Island Cemetery. They are proposing to build four 4-plex apartment buildings on these lots similar to those located south of these properties on Henry and Ada. The property is currently zoned M2 Heavy Manufacturing but they have requested a change of zoning to B2 General Business and staff and Planning Commission have recommended approval of the request change. Staff has prepared a redevelopment plan for this property consistent with the TIF application.

The CRA reviewed the proposed development plan on February 8, 2023 and forwarded it to the Hall County Regional Planning Commission for recommendation at their meeting on March 1, 2023. The CRA also sent notification to the City Clerk of their intent to enter into a redevelopment contract for this project pending Council approval of the plan.

The Hall County Regional Planning Commission held a public hearing on the plan at a meeting on March 1, 2023. The Planning Commission approved Resolution 2023-07 in support of the proposed declaring the proposed plan to be consistent with the Comprehensive Development Plan for the City of Grand Island. The CRA approved Resolution 427 forwarding the redevelopment plan along with the recommendation of the planning commission to the City Council for consideration.

Discussion

Tonight, Council will hold a public hearing to take testimony on the proposed plan (including the cost benefit analysis that was performed regarding this proposed project)

and to enter into the record a copy of the plan that would authorize a redevelopment contract under consideration by the CRA.

Council is being asked to approve a resolution approving the cost benefit analysis as presented in the redevelopment plan along with the amended redevelopment plan for CRA Area #31 and authorizes the CRA to execute a contract for TIF based on the plan amendment and to find that this project would not be financially feasible at this location without the use of TIF. The redevelopment plan specifies that the TIF will be used to offset allowed costs for the acquisition of the property as well as demolition, site work, grading, and utilities. The cost benefit analysis included in the plan finds that this project meets the statutory requirements for as eligible TIF project and that it will not negatively impact existing services within the community or shift additional costs onto the current residents of Grand Island and the impacted school districts. The bond for this project will be issued for a period of 17 years with no portion providing TIF revenue for the project for more than 15 years, as determined by the contract. The proposed bond for this project will be issued for the amount of \$950,932.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve the resolution
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

The CRA and Hall County Regional Planning Commission recommend that the Council approve the Resolution necessary for the adoption and implementation of this plan.

Sample Motion

Move to approve the resolution as submitted.

**Redevelopment Plan
Grand Island CRA Area 31
February 2023**

The Community Redevelopment Authority (CRA) of the City of Grand Island intends to consider a Redevelopment Plan for Area 31 within the city, pursuant to the Nebraska Community Development Law (the “Act”) and provide for the financing of a specific redevelopment project in Area 31.

Executive Summary:

Project Description

THE REDEVELOPMENT OF PROPERTIES LOCATED AT 1703 HENRY STREET AND 1703 ADA STREET FOR RESIDENTIAL USES.

The use of Tax Increment Financing to aid in rehabilitation expenses associated with redevelopment of the both the Henry and Ada Street properties. The developer is proposing to develop multifamily residential in four buildings with 14 to 18 units (one bedroom and/or two bedroom) at this location. This project would not be feasible without the use of TIF.

The developer is responsible for and has provided evidence that they can secure adequate debt financing to cover the costs associated with the remodeling and rehabilitation of this building.

The Grand Island Community Redevelopment Authority (CRA) intends to pledge the ad valorem taxes generated over the 15 year period beginning January 1, 2025 towards the allowable costs and associated financing for rehabilitation.

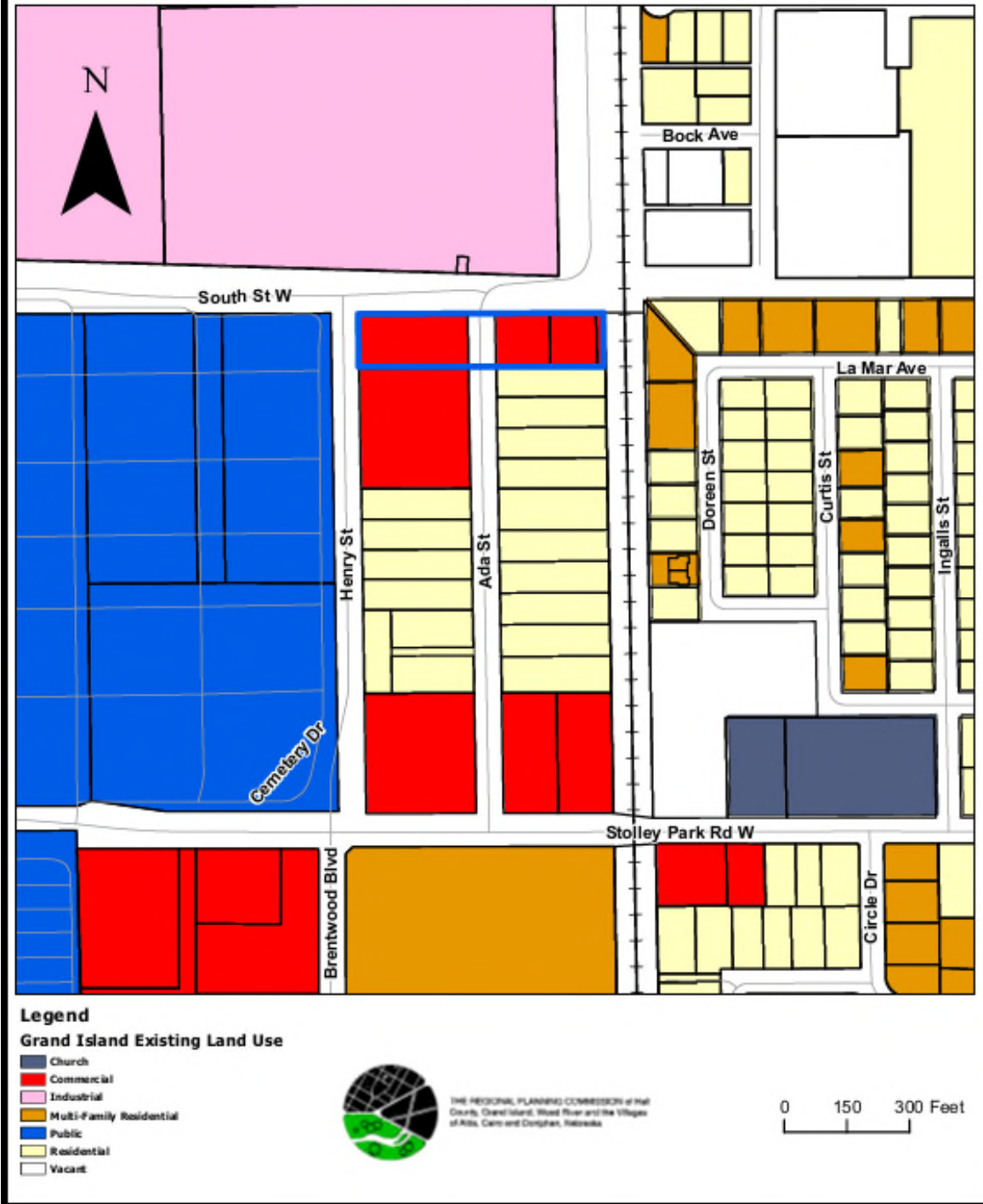
TAX INCREMENT FINANCING TO PAY FOR THE REHABILITATION OF THE PROPERTY WILL COME FROM THE FOLLOWING REAL PROPERTY:

Property Description (the “Redevelopment Project Area”)

The properties are located at 1703 Henry Street and 1703 Ada Street in Grand Island Nebraska, the attached map identifies the subject property and the surrounding land uses.

Legal Descriptions: Lots 1 and 2 of Block 2 of Dawn Subdivision and the West 111 feet of lot 1 and all of lot 2 of Block 1 of Dawn Subdivision in the City of Grand Island, Hall County, Nebraska.

TAX INCREMENT FINANCING - PROJECT SITE FUTURE LANDUSE MAP



Existing Land Use and Subject Property

The tax increment will be captured for the tax years the payments for which become delinquent in years 2024 through 2041 inclusive for no more than a 15 year period on any portion of the project.

The real property ad valorem taxes on the current valuation will continue to be paid to the normal taxing entities. The increase will come from the construction of 4 apartment buildings on these lots.

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 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 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 meets the statutory qualifications as set forth below.

1. The Redevelopment Project Area has been declared blighted and substandard by action of the Grand Island City Council on July 28, 2020.[§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]

Grand Island adopted a Comprehensive Plan on July 13, 2004. This redevelopment plan and project are consistent with the Comprehensive Plan, in that no changes in the Comprehensive Plan elements are intended. The Hall County Regional Planning Commission held a public hearing at their meeting on March 1, 2023 and passed Resolution 2023-08 confirming that this project is consistent with the Comprehensive Plan for the City of Grand Island.

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 1 provides for real property acquisition and this plan does not prohibit such acquisition. The developer has acquired the property and will be including acquisition as an eligible activity. There is no proposed acquisition by the authority.

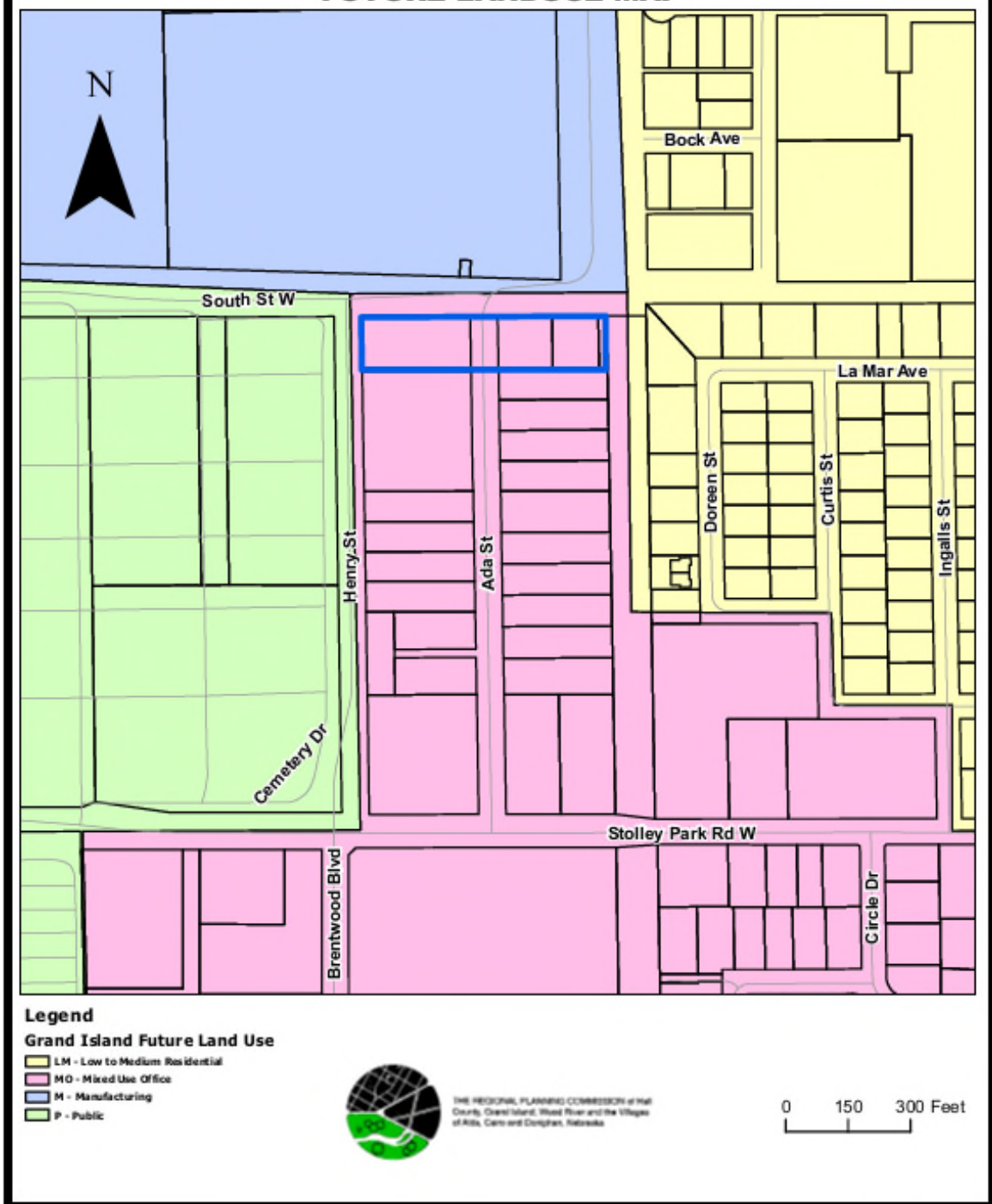
b. Demolition and Removal of Structures:

The project to be implemented with this plan does provide for the demolition and removal any structures on this property. Some structures have already been demolished and removed to prepare for this project and those expenses will be eligible for reimbursement as permitted by statutes.

c. Future Land Use Plan

See the attached map from the 2004 Grand Island Comprehensive Plan. All of the area around the site in private ownership is planned for mixed use manufacturing development; this includes uses allowed in the general business district like housing and more intense uses like those found north of this site. A majority of the development along Henry and Ada Streets south of South Street is multifamily residential in nature and has been for more than 25 years. This property is in private ownership. [§18-2103(b) and §18-2111] The attached map also is an accurate site plan of the area after redevelopment. [§18-2111(5)]

TAX INCREMENT FINANCING - PROJECT SITE FUTURE LANDUSE MAP



City of Grand Island 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 M2 Heavy Manufacturing zone. The developer has submitted a request to change the zoning to B2 General Business. All of the properties south of these are zoned B2 and such changes would be consistent with the future land use map. 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 B2 zone would allow residential uses at a density of up to 1 unit per 1000 square feet of property with up to 100% of property covered with a 10 foot setback along the street sides. [§18-2103(b) and §18-2111]

f. Additional Public Facilities or Utilities

- Sewer and water are available and can be extended to support this development.
- Electric utilities are sufficient for the proposed use.
- No other utilities would be impacted by the development.
- The developer will be responsible for installing any sidewalks needed with this project.

No other utilities would be impacted by the development. [§18-2103(b) and §18-2111]

4. The Act requires a Redevelopment Plan provide for relocation of individuals and families displaced as a result of plan implementation. This property is vacant and has not been used for any residential purposes. [§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] No members of the authority or staff of the CRA have any interest in this property.

6. Section 18-2114 of the Act requires that the Authority consider:

a. Method and cost of acquisition and preparation for redevelopment and estimated proceeds from disposal to redevelopers.

The developer has established a purchase price of the property of \$460,000. The estimated costs for demolition and site work are \$94,000. Total costs for utilities and public streets and sidewalks and private streets is estimated at \$533,787. Architecture and planning fees will be \$25,859. Legal and fees for reimbursement to the City and the CRA for costs to prepare the contract and monitor the project over the course of the development of \$10,000 are included in the eligible expenses. The total of eligible expenses for this project exceeds \$1,124,000. The developer will also invest almost \$6,000,000 in private funds into the construction of the project.

No property will be transferred to redevelopers by the Authority. The developer will provide and secure all necessary financing.

b. 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 \$950,932 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, 2025 through December 2040.

c. 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. This plan, in and of itself will promote consistency with the Comprehensive Plan. This will have the intended result of preventing recurring elements of unsafe buildings and blighting conditions some of these have been demolished prior to consideration of this plan in anticipation of this project. These residential units will be similar to the ones located south of this property that were developed in the mid to late 1990's.

8. Time Frame for Development

Development of this project is anticipated to be completed by December of 2025. Excess valuation should be available for this project for 15 years on each structure beginning with the 2025 tax year.

9. Justification of Project

Housing is a critical need in Grand Island and across Nebraska. This project would add 18 units of housing similar to the housing that has been located on Henry and Ada streets since the mid 1990's.

10. Cost Benefit Analysis Section 18-2113 of the Act, further requires the Authority conduct a cost benefit analysis of the plan 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 Grand Island has analyzed the costs and benefits of the proposed Redevelopment Project, including:

Project Sources and Uses. Approximately \$950,932 in public funds from tax increment financing provided by the Grand Island Community Redevelopment Authority will be required to complete the project. This investment by the Authority will leverage \$6,604,164 in private sector financing; a private investment of \$6.92 for every TIF dollar invested.

Use of Funds Description	Source of funds		
	TIF Funds	Private Funds	Total
Acquisition	\$460,000		\$460,000
Building Costs		\$5,919,726	\$5,919,726
Demolition	\$54,000		\$54,000
Utilities	\$302,197	\$8,500	\$310,792
Public Streets/Sidewalk	\$84,735		\$84,735
Private Streets		\$138,800	\$138,800
Grading/Dirtwork	\$40,000		\$40,000
Planning (Arch. & Eng.)		\$25,859	\$25,859
Financing fees/ audit		\$491,063	\$491,063
Legal/ TIF contract	\$10,000		\$10,000
Total	\$950,932	\$6,583,948	\$7,534,975

Tax Revenue. The property to be redeveloped is anticipated to have a January 1, 2024, valuation of approximately \$213,282. Based on the 202e levy this would result in a real property tax of approximately \$4,514. It is anticipated that the assessed value will increase by \$5,247,186 upon full completion, as a result of the site redevelopment. This development will result in an estimated tax increase of over \$111,042 annually. The tax increment gained from this Redevelopment Project Area would not be available for use as city general tax revenues, for a period of 15 years on each phase of the project, 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:	\$ 213,282
Estimated value after completion	\$5,460,468
Increment value	\$5,247,186
Annual TIF generated (estimated)	\$ 111,042
TIF bond issue	\$ 950,932

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

The redevelopment project area currently has an estimated valuation of \$213,282. The proposed redevelopment will create additional valuation of \$5,247,186. No tax shifts are anticipated from the project outside of the use of TIF to support the redevelopment. It is not anticipated that any additional tax burdens will be assumed by public entities as a result of this project. The project creates additional valuation that 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;

Existing water and waste water facilities are sufficient to accommodate this development but will need to be extended to serve the properties. The electric utility has sufficient capacity to support the development. It is not anticipated that this will impact schools in any significant way. 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;

This will not have an impact on employers within the area..

(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 Grand Island area. This will provide residential options for residents of Grand Island.

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

This development will have a minimal impact on the Grand Island School system as it will likely not result in any increased attendance. The majority of the units to be developed with this project are two bedroom units and unlikely to be a family unit, especially for families with school age children. The developer intends to market these primarily to seniors 59 years and older.

The average number of persons per household in Grand Island for 2015 to 2019 according the American Community Survey is 2.61. According to the 2020 census 19.8% of the population of Grand Island was between the ages of 5 and 18. 2020 census and 2022 ACS. If the averages hold it would be expected that there would be a maximum of 19 school age child generated by this development. This is mitigate by the fact that 10 of the 18 proposed units are one bedroom units and the other 8 units are only two bedroom.

(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 will expand housing opportunities in the city and is infill development that will not create additional costs for the city.

Time Frame for Development

Development of this project is anticipated to be completed by December of 2025. The base tax year will vary between January 1, 2024 or 25 and January 1, 2026. Excess valuation should be available for each phase of this project for 15 years beginning in

2024 with taxes due in 2025. 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 18 years with no more than 15 years on any phase of the project or an amount not to exceed \$950,932 the projected amount of increment based upon the anticipated value of the project and current tax rate. Based on the estimates of the expenses of the rehabilitation the developer will spend at least \$1,124,000 on TIF eligible activities in excess of other grants given.



BACKGROUND INFORMATION RELATIVE TO TAX INCREMENT FINANCING REQUEST

Project Redeveloper Information

Business Name:

JBA Ventures, LLC

Address:

114 N. Custer Ave. Grand Island, NE 68803

Telephone No.: 308-390-0351

Fax No.: 308-382-3553

Email: JBAventuresGI@gmail.com

Contact:

Riley Baasch

Application Submission Date: _____

Brief Description of Applicant's Business:

JBA Ventures, LLC is organized as a Nebraska LLC. Subsequent to project completed (pending TIF approval), the company will operate and lease housing units for those aged 59+ located at the project site. Upon completion of all phases of the proposed project, a total of 4 buildings housing 18 units will be available.

Legal Description/Address of Proposed Project

1703 & 1704 Ada St. and 1704 Henry St. Grand Island, NE 68803, Dawn sub W.111' Lt 1 Blk 1, Dawn sub lot 2 Blk 1, Dawn sub lots 1&2 Blk 2

Community Redevelopment Area Number _____

Present Ownership Proposed Project Site:
JBA Ventures, LLC

Is purchase of the site contingent on Tax Increment Financing Approval? Yes No

Proposed Project: Building square footage, size of property, description of buildings – materials, etc. Please attach site plan, if available.

Site preparation at Dawn Subdivision, including concrete work, infrastructure (sewer and electric), landscaping, fencing, etc. and the construction of 4 buildings intended for residential living by those aged 59+. Phase 1 consists of 8 housing units, consisting of both 1-bedroom or 2-bedroom floor plans. Phase 2 consist of 10 housing units, consisting of 1-bedroom floor plans or 2-bedroom floor plans. Once both phases are completed over three years there will be 18 housing units, 10 1-bedroom floor plans and 8 2-bedroom floor plans

If Property is to be Subdivided, Show Division Planned:

VI. Estimated Project Costs:

Acquisition Costs:

A. Land	\$ 460,000
B. Building	\$ 0

Construction Costs:

A. Renovation or Building Costs:	\$ 5,919,726
B. On-Site Improvements:	
Sewer	\$ 26,088
Water	\$ 22,100
Electric	\$ 250,444
Gas	\$ 11,620
Public Streets/Sidewalks	\$ 84,735

Private Streets	\$ 138,800
Trails	\$ _____
Grading/Dirtwork/Fill	\$ 40,000
Demolition	\$ 54,000
Other	\$ _____
Total	\$ 7,007,513

Soft Costs:

A. Architectural & Engineering Fees:	\$ 25,859
B. Financing Fees:	\$ 491,063
C. Legal & Accounting	\$ 10,000
D. Developer Fees:	\$ _____
E. Audit Fees	\$ _____
F. Contingency Reserves:	\$ _____
G. Other (Please Specify)	\$ _____
TOTAL	\$ 7,534,435

Total Estimated Market Value at Completion: \$ 5,460,468

Source for Estimated Market Value Market value arrived at using the lesser of cost or estimated assess value provided by Hall County Assessor

Source of Financing:

A. Developer Equity:	\$ 556,495
B. Commercial Bank Loan:	\$ 6,027,548
C. Tax Credits:	
1. N.I.F.A.	\$ _____
2. Historic Tax Credits	\$ _____
3. New Market Tax Credits	\$ _____
4. Opportunity Zone	\$ _____
D. Industrial Revenue Bonds:	\$ _____
E. Tax Increment Assistance:	\$ 950,392
F. Enhanced Employment Area	\$ _____

G. Nebraska Housing Trust Fund \$ _____
 H. Other \$ _____

Name, Address, Phone & Fax Numbers of Architect, Engineer and General Contractor:

Architect: Stacy Spotanski, Spotanski Creative Building, Design & Drafting, LLC. 1811 W 2nd St, Ste 296, Grand Island, NE 68803 stacy@spotanskicbdd.com, 308-850-8186.

Engineer: Nate Jensen, Olsson, 201 E. Second St. Grand Island, NE 68801, njensen@olsson.com, 308-384-8750.

General Contractor: Brad Shearer, Fast Track Buildings & Construction, 3090 W. 2nd St. Grand Island, NE 68803. 308-379-6099. freedomshearerne@msn.com

**Estimated Real Estate Taxes on Project Site Upon Completion of Project:
 (Please Show Calculations)**

See Exhibit B for details

Project Construction Schedule:

Construction Start Date:
2023

Construction Completion Date:
2025

If Phased Project:

<u>2023</u>	Year	<u>50</u>	% Complete
<u>2025</u>	Year	<u>100</u>	% Complete
_____	Year	_____	% Complete
_____	Year	_____	% Complete
_____	Year	_____	% Complete
_____	Year	_____	% Complete

XII. Please Attach Construction Pro Forma

XIII. Please Attach Annual Income & Expense Pro Forma

(With Appropriate Schedules)

TAX INCREMENT FINANCING REQUEST INFORMATION

Describe Amount and Purpose for Which Tax Increment Financing is Requested:

\$1,615,009 of tax increment financing (based on a 0% lending rate) is being requested to assist in the construction of 4 buildings to be located in the Dawn Subdivision of Hall County which are intended to create a total of 18 homes for those 59+ upon completion. The two-phase project involves the construction of the housing units, as well as concrete work for the foundations and all necessary access roads, in addition to appropriate sewer and electrical hookups to the city water and electric facilities.

The TIF funds will enable the project to be undertaken, resulting in vast improvements to the current location with the development of an area that will help to satisfy an underutilized occupancy demand of Grand Island.

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

Tax increment financing is an integral and essential component to project completion, which is contingent upon receipt of the expected tax increment assistance. Feasibility is dependent on TIF funds that will enable the creation of adequate economics in operating the new development at a competitive rate in the specified area (See Exhibit E for the capitalization rate analysis).

Municipal and Corporate References (if applicable). Please identify all other Municipalities, and other Corporations the Applicant has been involved with, or has completed developments in, within the last five (5) years, providing contact person, telephone and fax numbers for each:

Tim Wojcik
Five Points Bank
2015 N Broadwell
Grand Island NE 68801

Tom Champoux
Unico
1128 Lincoln Mall, Suite 200
Lincoln, NE 68508

Post Office Box 1968
Grand Island, Nebraska 68802-1968
Phone: 308 385-5240
Fax: 308 385-5423
Email: cnabity@grand-island.com

**JBA Ventures, LLC
Tax Increment Financing Request
Estimated Real Estate Taxes on Project Site Upon Completion of Project**

Existing Assessed Value and Real Estate Tax on Project Site

Parcel Number	Assessed Value (2022)			Taxes	Sq Feet	Mil Rate
	Improvements	Land	Total			
400040387	26,909	14,368	41,277	874	14,368	2.1162391%
400040395	48,066	16,951	65,017	1,376	16,951	2.1162158%
400040409	73,111	33,877	106,988	2,264	33,877	2.1162186%
Before subdivision	148,086	65,196	213,282	4,513.52	65,196	
Subdivided Sq Ft	65,196	65,196	65,196	65,196		
Divided by total existing	65,196	65,196	65,196	65,196		
Ratio	1.000000	1.000000	1.000000	1.000000		
Estimated subdivision	148,086	65,196	213,282	4,514		

Estimated Real Estate Taxes on Project Site Upon Completion of Project

	<u>2022 Assessment</u>	<u>Note 1 Limitation</u>
2022 taxes assessed on site prior to project commencement	4,514	
Divided by base assessed value	213,282	
Estimated tax rate	2.116220%	
Proposed assessed value	5,460,468	
Estimated annual real estate tax after project completion	115,556	
Less existing annual real estate tax	(4,514)	
Estimated increase in annual real estate tax	111,042	107,667
Requested TIF assistance at zero percent lending rate	15 1,665,630	15 1,615,009
Principal debt service at indicated rate		
With annual note payments	PVA	Principal
With monthly note payments	PVA	Principal
	Rate	Principal
	7.50%	980,181
	7.50%	998,207
		950,392
		967,870

Notes:

- 1.) This column represents requested financing in the event the tax increment over 15 years exceeds actual qualified TIF costs. Requested TIF assistance is limited to qualified costs.

Exhibit B

JBA Ventures, LLC
Tax Increment Financing Request
Estimated Real Estate Taxes on Project Site Upon Completion of Project

Existing Assessed Value and Real Estate Tax on Project Site

Parcel Number	Assessed Value (2022)			Taxes	Sq Feet	Mil Rate
	Improvements	Land	Total			
400040387	26,909	14,368	41,277	874	14,368	2.1162391%
400040395	48,066	16,951	65,017	1,376	16,951	2.1162158%
400040409	73,111	33,877	106,988	2,264	33,877	2.1162186%
Before subdivision	148,086	65,196	213,282	4,513.52	65,196	

Estimated Real Estate Taxes on Project Site Upon Completion of Project

	2022 Assessment			Note 1 Limitation		
	Phase 1	Phase 2	Total			
2022 taxes assessed on site prior to project commencement	2,249	2,264	4,514			
Divided by base assessed value	106,294	106,988	213,282			
Estimated tax rate	2.116220%	2.116220%	2.116220%			
Proposed assessed value	2,706,672	2,753,796	5,460,468			
Estimated annual real estate tax after project completion	57,279	58,276	115,556			
Less existing annual real estate tax	(2,249)	(2,264)	(4,514)			
Estimated increase in annual real estate tax	55,030	56,012	111,042	107,667		
Requested TIF assistance at zero percent lending rate	15	15	15	15		
	825,446	840,184	1,665,630	1,615,009		
Principal debt service at indicated rate						
With annual note payments	PVA	7.50%	485,754	494,427	980,181	950,392
With monthly note payments	PVA	7.50%	494,687	503,520	998,207	967,870

Notes:

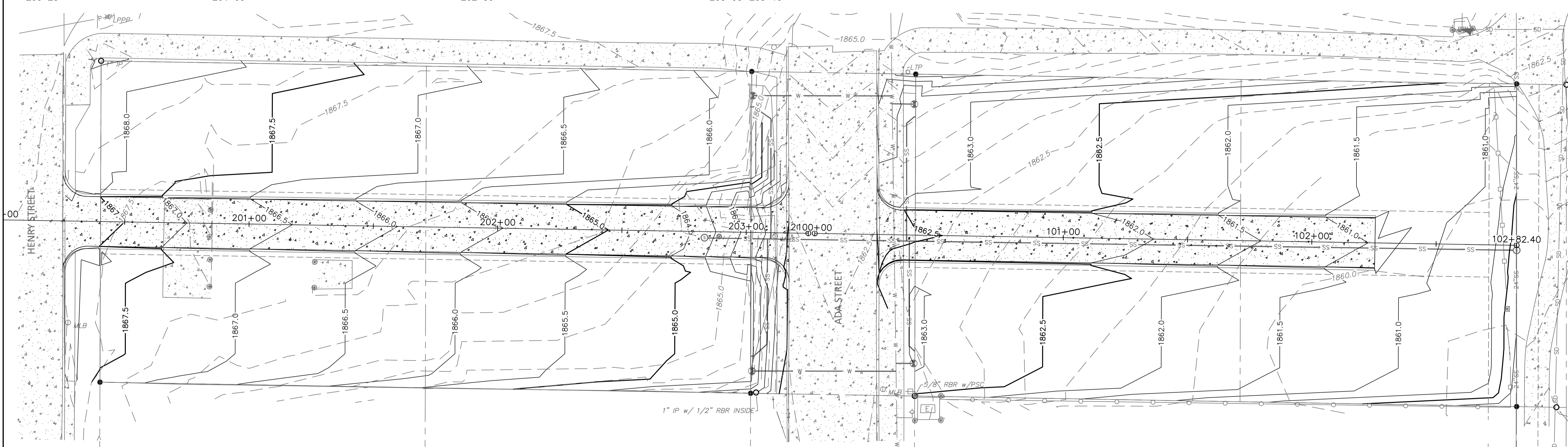
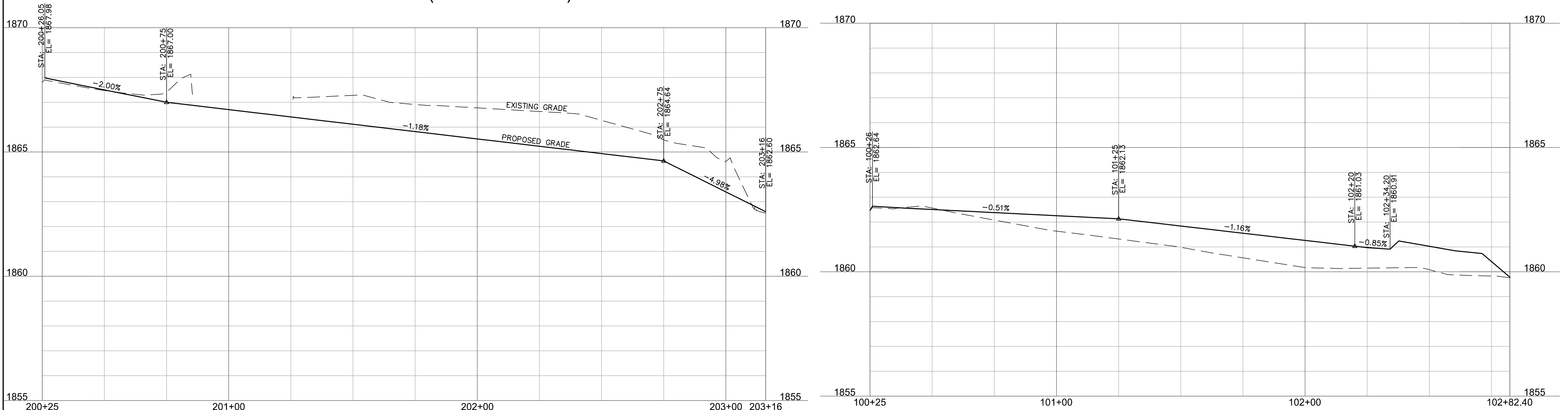
- 1.) This column represents requested financing in the event the tax increment over 15 years exceeds actual qualified TIF costs. Requested TIF assistance is limited to qualified costs.

**JBA Ventures LLC
Project Cost Summary**

Description	Phase #1 Amount	Phase #2 Amount	Total	TIF Qualified (Q) Non-Qualified (NQ)
TIF qualified sitework	55,000	39,300	94,300	Q
TIF non-qualified sitework building costs	11,730	14,664	26,394	NQ
Subtotal	66,730	53,964	120,694	
TIF qualified concrete	110,143	113,392	223,535	Q
TIF non-qualified concrete	312,296	401,128	713,424	NQ
Subtotal	422,439	514,520	936,959	
TIF qualified plumbing	59,808	-	59,808	Q
TIF non-qualified plumbing	135,392	169,240	304,632	NQ
Subtotal	195,200	169,240	364,440	
TIF qualified electrical	110,195	140,249	250,444	Q
TIF non-qualified electrical	111,218	139,226	250,444	NQ
Subtotal	221,413	279,475	500,888	
Non-qualified building costs	2,024,170	2,600,362	4,624,532	NQ
Total project costs per construction pro-forma	2,929,952	3,617,561	6,547,513	
Other costs:				
Land	460,000	-	460,000	Q
Architect/Engineer	25,859	-	25,859	Q
Financing	219,746	271,317	491,063	Q
Legal & accounting	10,000	-	10,000	Q
Total project costs	3,645,557	3,888,878	7,534,435	
Total TIF qualified costs (Q)	1,050,751	564,258	1,615,009	
Total TIF non-qualified costs (NQ)	2,594,806	3,324,620	5,919,426	
Total project costs	3,645,557	3,888,878	7,534,435	

WEST PRIVATE DRIVE (200+25 - 203+16)

EAST PRIVATE DRIVE (100+25 - 102+82.40)



GRADING NOTES:

1. ALL CONTOURS SHOWN ARE FOR FINISHED GRADE OR TOP OF SLAB. SPOT ELEVATIONS REPRESENT TOP OF SLAB OR TOP OF FINISHED GRADE UNLESS NOTED OTHERWISE.
2. TOPSOIL SHALL BE STRIPPED AND STOCKPILED. TOPSOIL CAN BE REDISTRIBUTED AROUND THE SITE AFTER PAVING IS COMPLETE. ALL UNSURFACED AREAS DISTURBED SHALL RECEIVE 6 INCHES OF TOPSOIL, MINIMUM.
3. AFTER TOPSOIL IS STRIPPED, ALL DISTURBED AREAS TO BE BUILT UPON SHALL BE PROOF ROLLED WITH A LOADED DUMP TRUCK OR SIMILAR APPROVED CONSTRUCTION EQUIPMENT TO DETECT UNSUITABLE SOIL CONDITIONS.
4. STRUCTURAL FILL SHALL BE COMPACTED TO A MINIMUM OF 98% STANDARD PROCTOR DENSITY, AND -2 TO +3 OPTIMUM MOISTURE. SITE FILL SHALL BE OF APPROVED MATERIALS, FREE OF ORGANIC MATTER. FILL SHALL BE PLACED IN THIN LIFTS (8 INCHES RECOMMENDED, AND SHALL EXTEND 5' BEYOND BUILDING LIMITS.)
5. ANY UNSUITABLE AREAS SHALL BE UNDERCUT AND REPLACED WITH SUITABLE MATERIAL BEFORE ANY FILL MATERIAL CAN BE APPLIED.
6. NON-LOADED LANDSCAPED/GRASS AREAS TO RECEIVE FILL SHALL BE COMPACTED TO 92% STANDARD PROCTOR DENSITY.
7. AREAS THAT ARE TO BE CUT TO SUBGRADE ELEVATION SHALL BE SCARIFIED AND RECOMPACTED, A DEPTH OF 12" TO A MINIMUM OF 98% STANDARD PROCTOR.
8. TOTAL DISTURBED AREA REQUIRED TO COMPLETE THE EARTHWORK SHOWN IS APPROXIMATELY 1.5 AC. CONTRACTOR RESPONSIBLE FOR EROSION CONTROL MEASURES DURING GRADING OPERATIONS.
9. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
10. CUT - 470 CY
FILL - 1,012 CY
(NO FILL FACTOR APPLIED)

EXHIBIT D

olsson

201 East 2nd Street
Grand Island, NE 68801 TEL 308.384.8750 www.olsson.com

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION
November 28, 2022
DATE PRINTED
OLSSON

REV. NO.	DATE	REVISIONS DESCRIPTION

GRADING PLAN

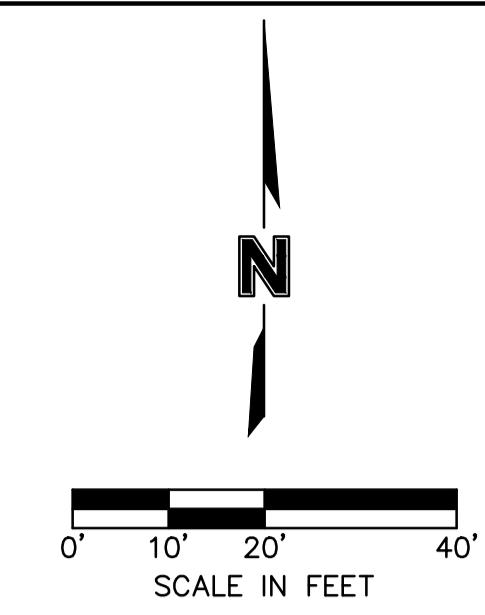
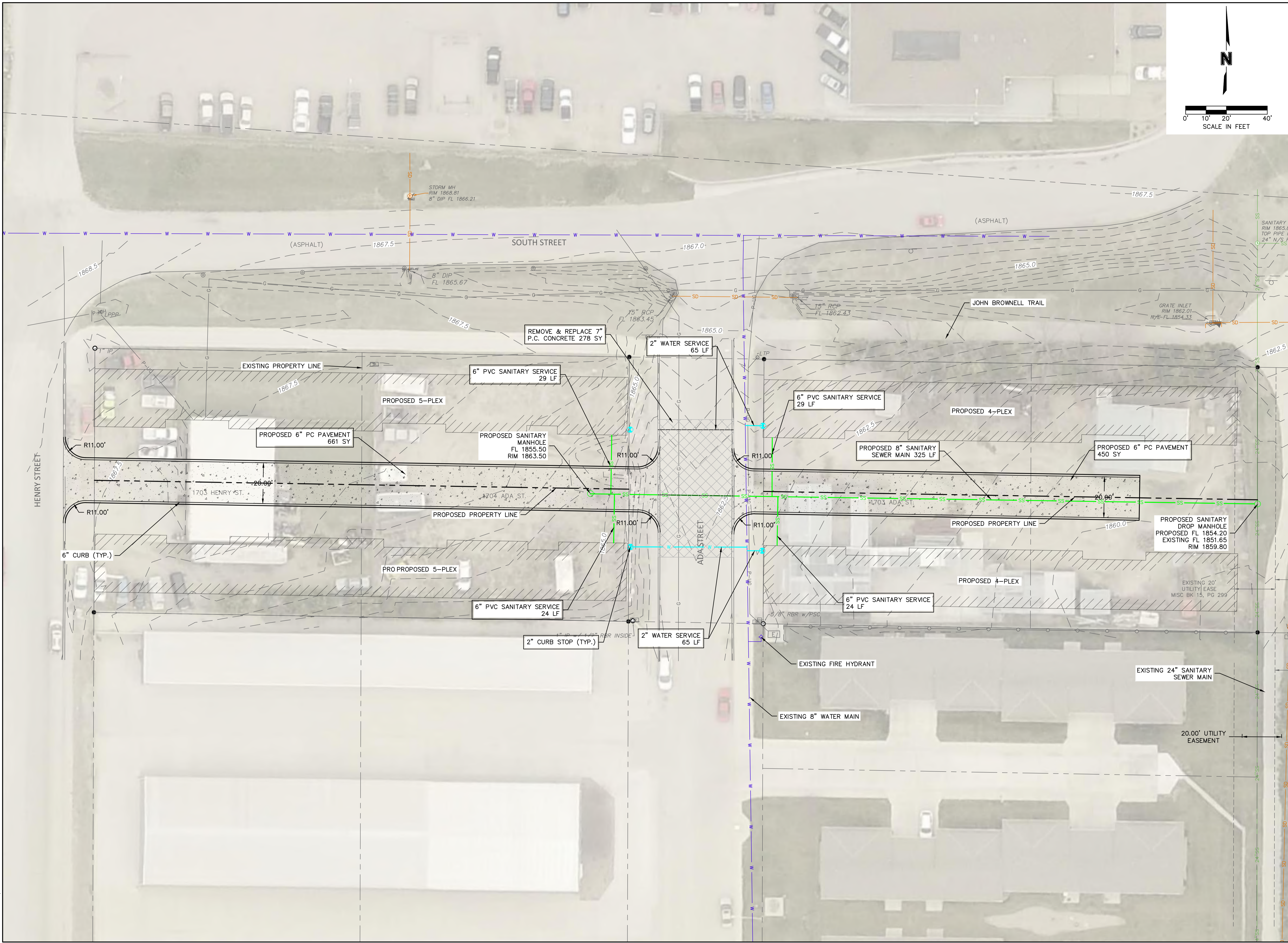
BAASCH SUBDIVISION

GRAND ISLAND, NE

2022

drawn by: _____ HM
checked by: _____ NE
approved by: _____ NE
QA/QC by: _____
project no.: 022-00418
drawing no.: C_GRD_02200418
date: 11/28/2022

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 USER: njensen

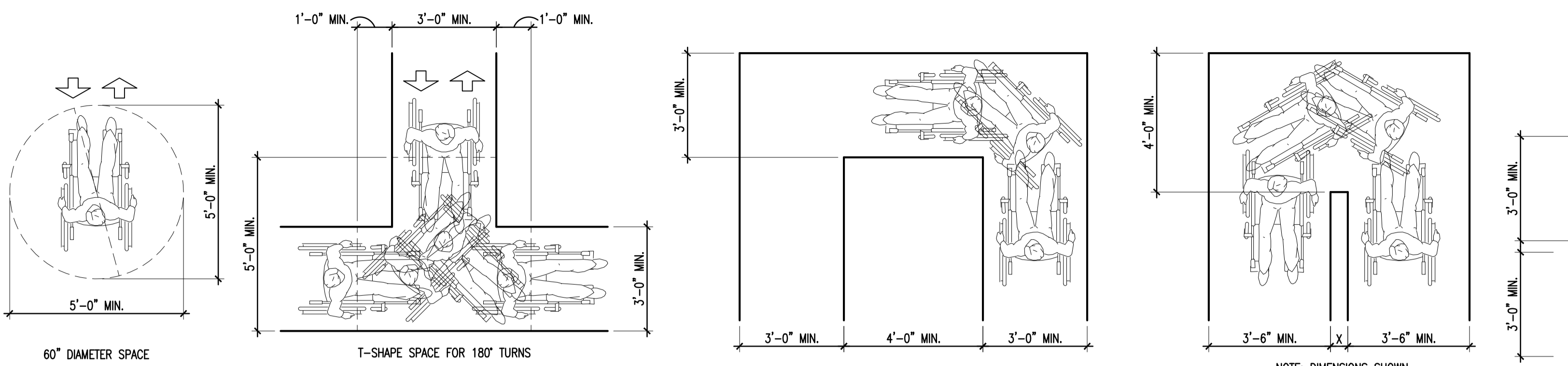


olsson
 201 East 2nd Street
 Grand Island, NE 68801
 TEL 308.384.8750
 www.olsosn.com

PRELIMINARY
 NOT TO BE USED FOR CONSTRUCTION
 November 29, 2022
 DATE PRINTED
 OLSSON

REV. NO.	DATE	REVISIONS DESCRIPTION

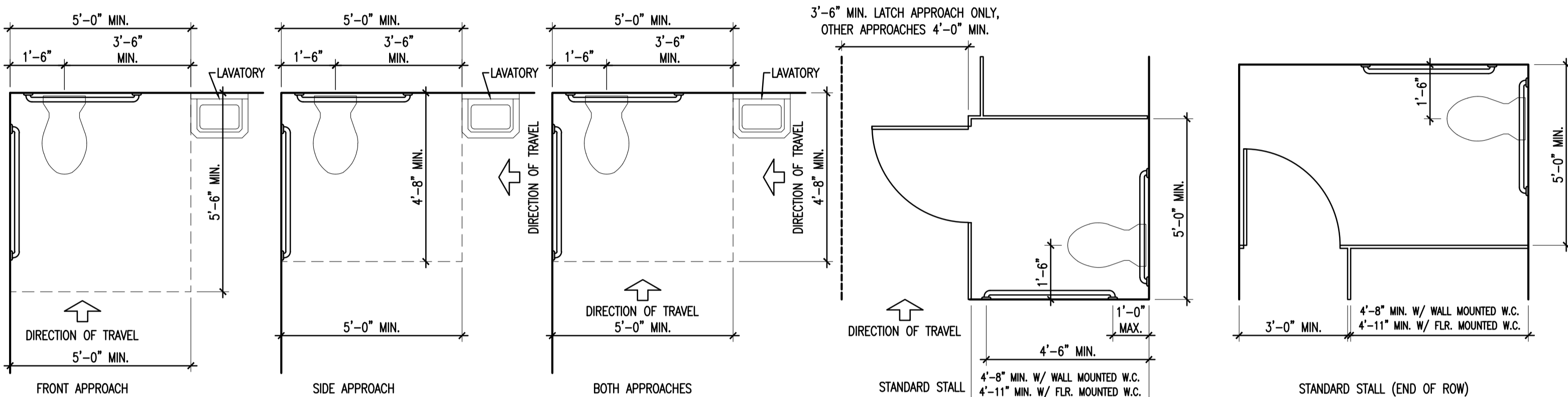
CONCEPT PLAN	2022
BAASCH SUBDIVISION	
GRAND ISLAND, NE	
drawn by: _____	
checked by: _____	
approved by: _____	
project no.: 022-00418	
drawing no.: _____	
date: 2022/11/23	
SHEET	
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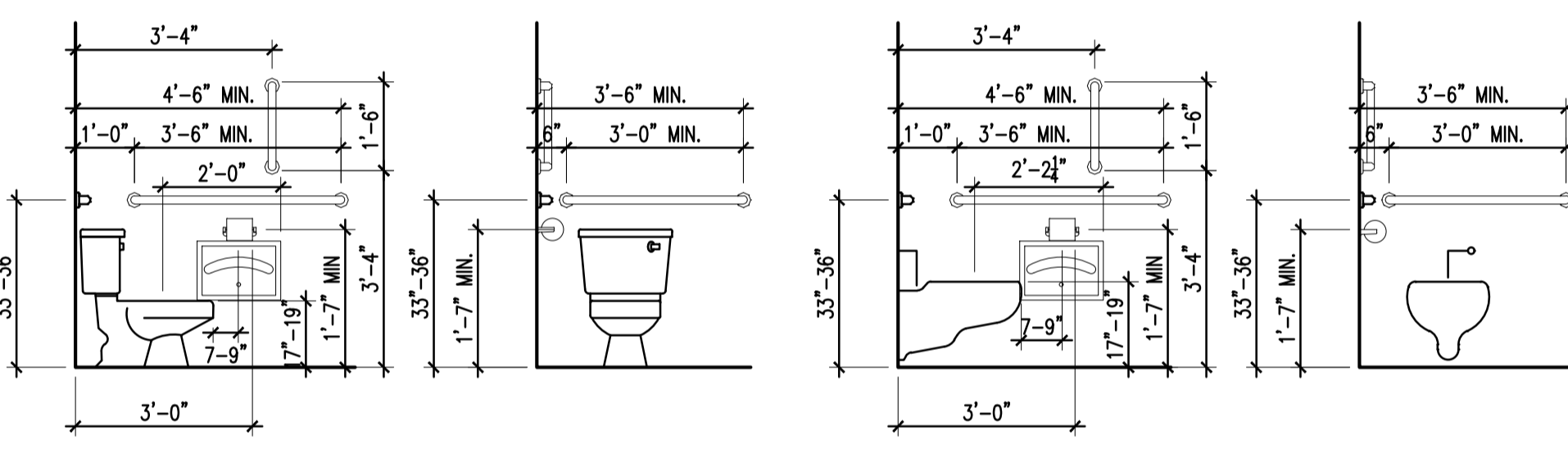
GENERAL NOTES

- ALTHOUGH EVERY EFFORT HAS BEEN MADE IN PREPARING THESE PLANS AND CHECKING THEM FOR ACCURACY, IT IS THE PROJECT LEADS RESPONSIBILITY TO VERIFY THE ACCURACY OF ALL DETAILS AND DIMENSIONS.
- THESE DRAWINGS ARE INTENDED TO CONFORM TO GENERALLY ACCEPTED BUILDING PRACTICES; HOWEVER, STATE AND LOCAL CODES VARY WIDELY AND ALL FEDERAL, STATE, AND LOCAL CODES, ORDINANCES, REGULATIONS, ETC. SHALL BE CONSIDERED AS PART OF THE SPECIFICATIONS OF THIS BUILDING, AND SHALL TAKE PRECEDENCE OVER ANYTHING SHOWN, DESCRIBED, OR IMPLIED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT ALL APPLICABLE BUILDING CODE REQUIREMENTS ARE BEING MET.
- DO NOT SCALE DRAWINGS, USE ONLY THE PRINTED DIMENSIONS.
- VERIFY WITH THE WINDOW MANUFACTURER ALL WINDOW SIZES AND APPLICABLE EGRESS REQUIREMENTS.
- ALL DIMENSIONS ARE TAKEN FROM/TO ROUGH STUDS OF A DIMENSION OF EITHER 5 1/2" (2x6 STUDS), 3 1/2" (2x4 STUDS) OR TO THE OUTSIDE OF MASONRY.
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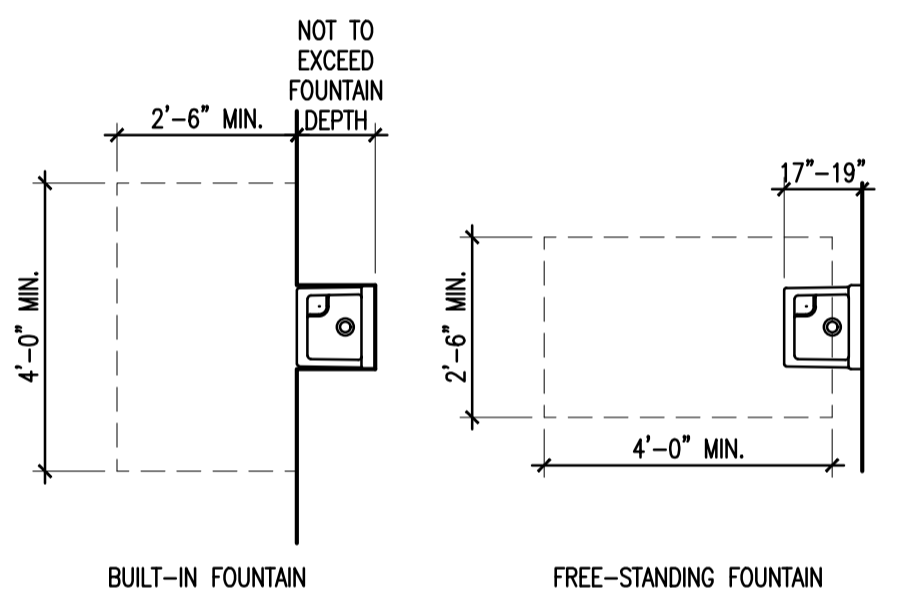
ACCESSIBLE ROUTE



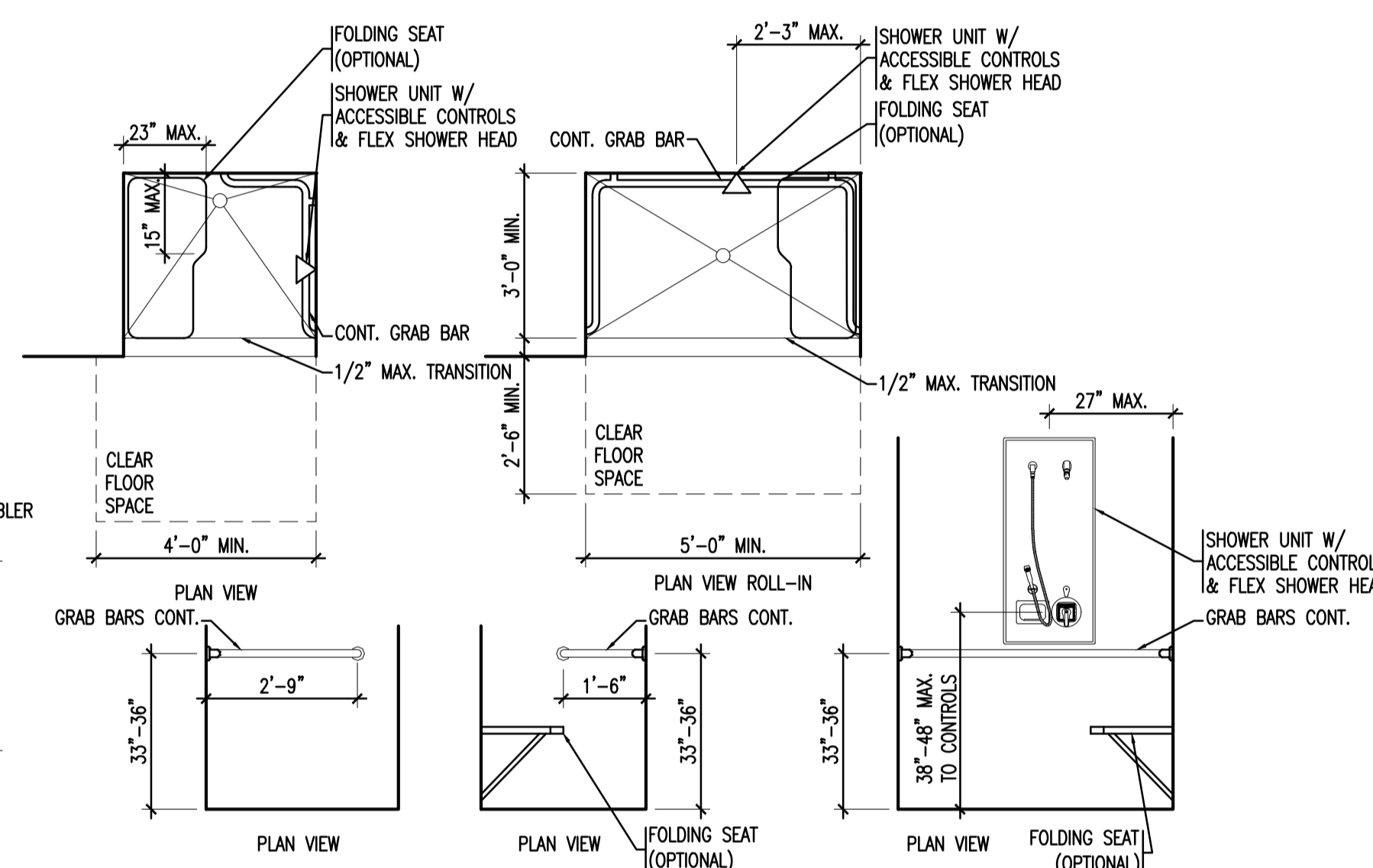
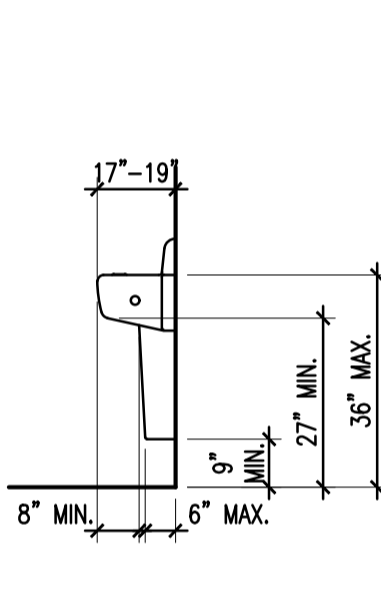
SINGLE TOILET REQUIREMENTS



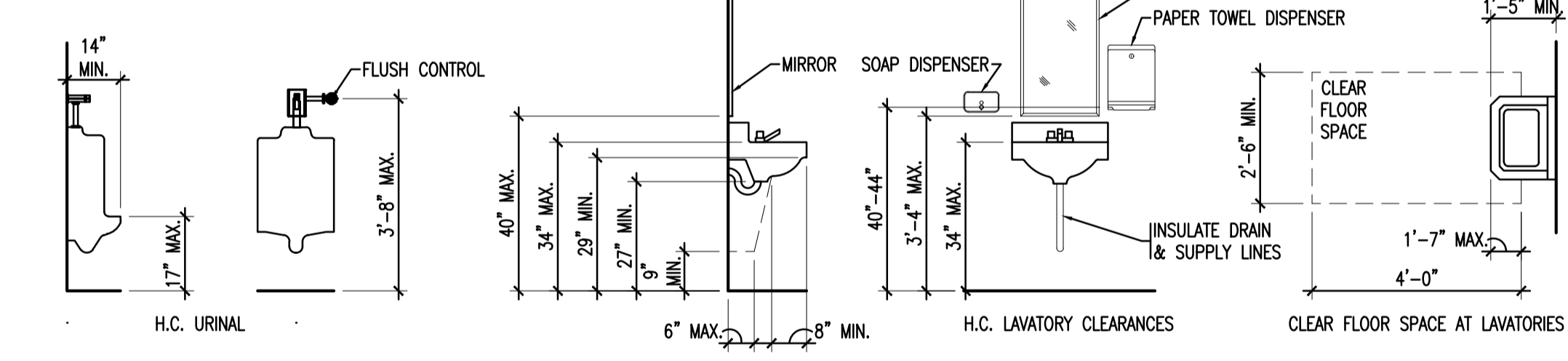
TOILET STALL REQUIREMENTS



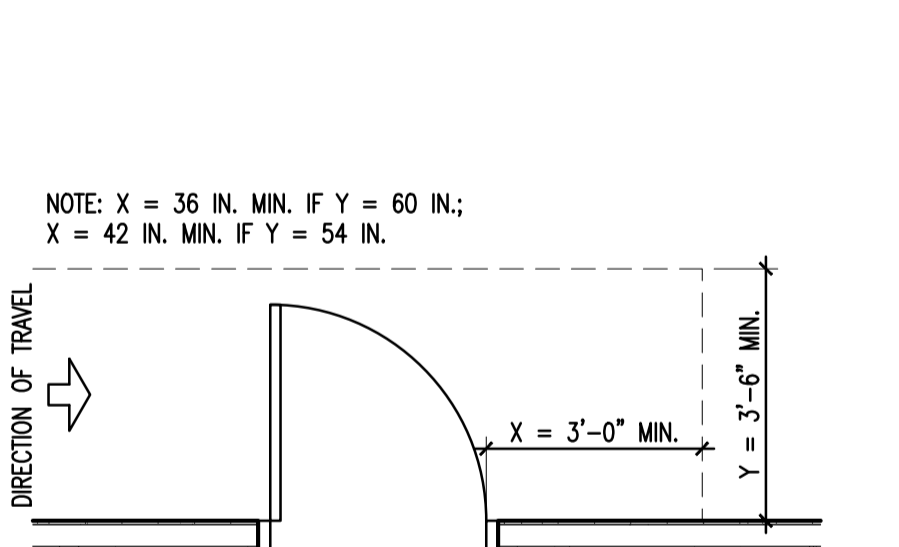
HANDRAIL CLEARANCE



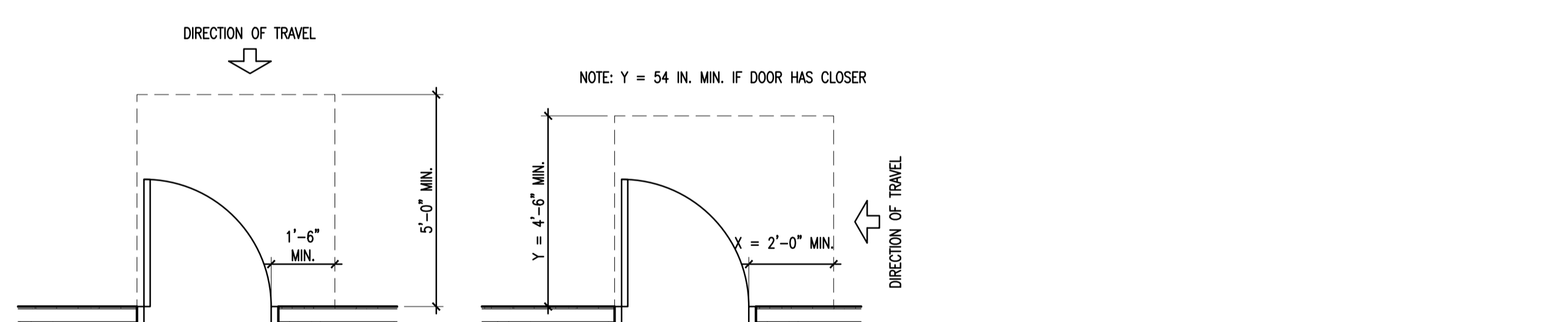
BATHROOM FIXTURES & ACCESSORIES



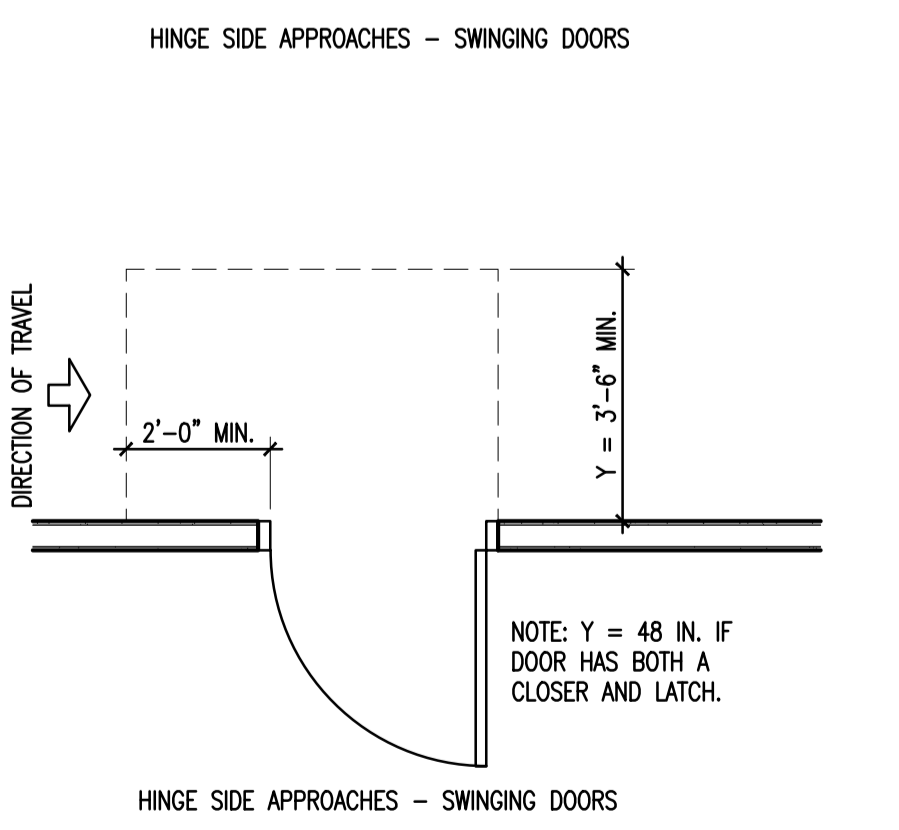
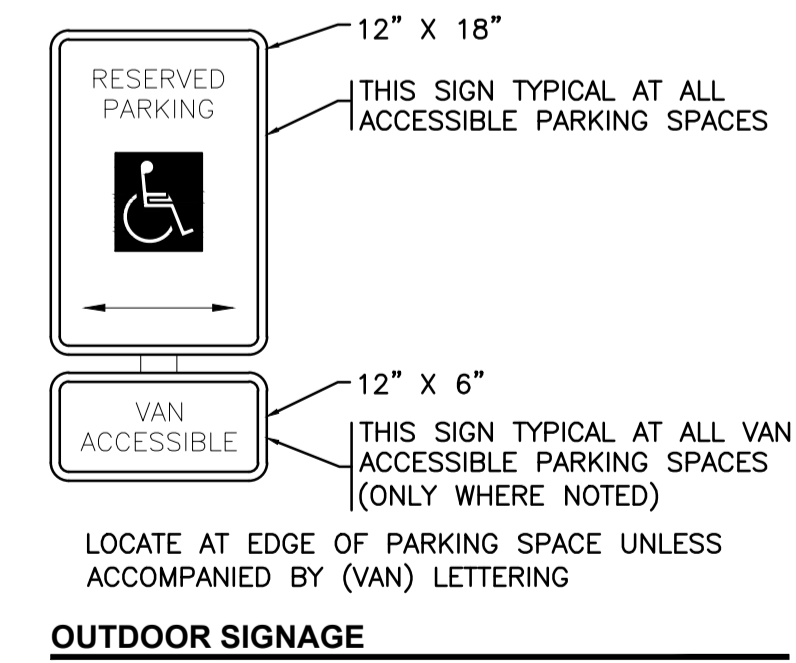
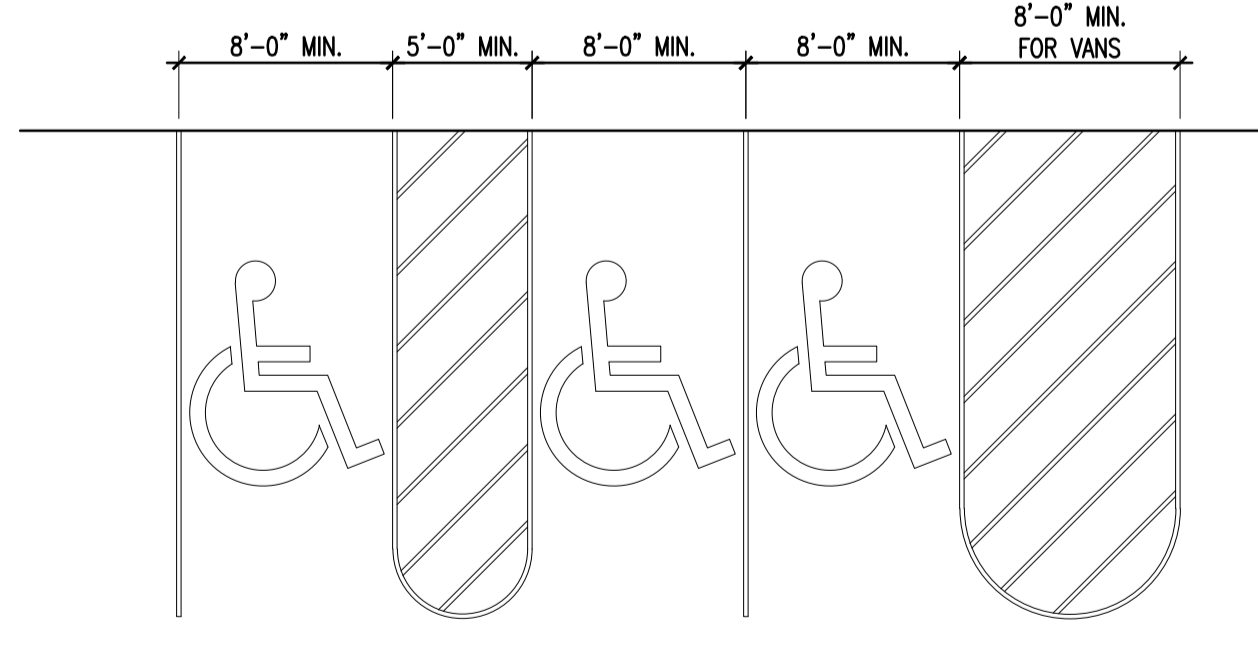
DRINKING FOUNTAINS



ACCESSIBLE SHOWER



PARKING SPACES



MANEUVERING CLEARANCES AT DOORS

SQUARE FOOTAGE

TOTAL SQUARE FOOTAGE OF THE ENTIRE BLDG: 6,345

PROFESSIONAL SEAL

**PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION
11-10-2022**

IF THIS DRAWING IS NOT 24" X 36", THEN IT IS NOT TO SCALE

DATE: _____

REVISION: _____

OWNER: JBA VENTURES LLC
114 N. CUSTER AVE.
GRAND ISLAND, NE. 68803

SHEET TITLE: ADA INFORMATION

PROJECT DESCRIPTION: NEW 4-PLEX FOR
BAASCH DEVELOPMENT PROJECT
1703 ADA STREET/1703 HENRY STREET
GRAND ISLAND, NE. 68803

DRAWN BY:
S. SPOTANSKI

PLAN DATE:
11-10-2022

PLOT DATE:
11-10-2022

SHEET:
ADA

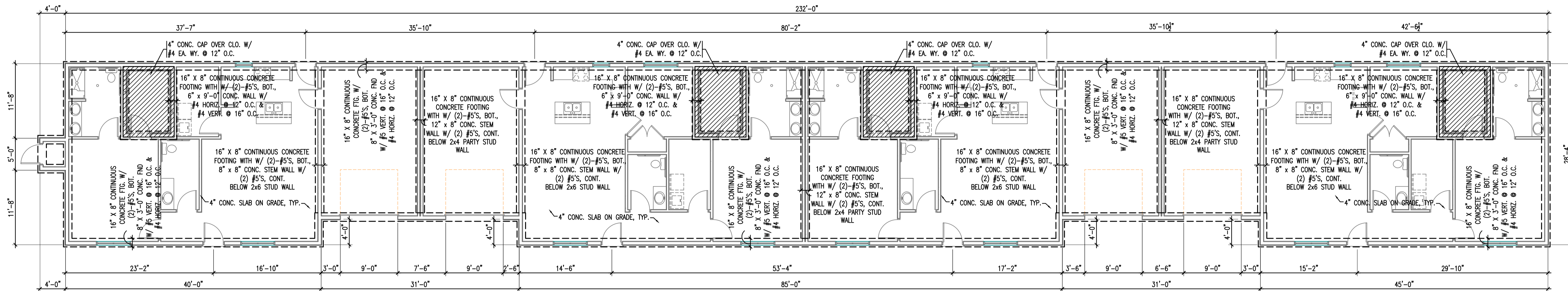
SPOTANSKI CREATIVE BUILDING DESIGN & DRAFTING, LLC
1703 ADA STREET, GRAND ISLAND, NE 68803
(781) 860-8188 info@spotanski.com

STACY J. SPOTANSKI

GENERAL NOTES

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NOTE: SEE FLOOR PLANS FOR MORE DIM. & FURTHER INFORMATION.



FOUNDATION PLAN

1/8" = 1'-0" 0 2'-0" 4'-0" 8'-0"
1/8" = 1'-0"

SQUARE FOOTAGE

TOTAL SQUARE FOOTAGE OF THE ENTIRE BLDG: 6,345

PROFESSIONAL SEAL

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11-10-2022

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 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE 68803
 (402) 802-8188 info@spotanskicbd.com

OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: FOUNDATION PLAN
 PROJECT DESCRIPTION: NEW 4-PLEX FOR
 BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY:
S. SPOTANSKI

PLAN DATE:
11-10-2022

PLOT DATE:
11-10-2022

SHEET:

A1.01

LEGEND

- 1 HOUR RATED CONSTRUCTION
- 2 HOUR RATED CONSTRUCTION
- SMOKE PARTITION - NO FIRE RESISTANCE RATING
- INDICATES SOUND WALL CONSTRUCTION
- FEC FIRE EXTINGUISHER CABINET
- ☺ FIRE EXTINGUISHER
- 10,000 AREA OF ROOM
- 1.50 OCCUPANT LOAD FACTOR
- 12 MAXIMUM OCCUPANCY
- 10,000 NO. OF OCCUPANTS EXITING
- 10/1 NO. OF OCCUPANT/NO. OF EXIT
- 2 REQ'D EXIT WIDTH
- 34' ACTUAL EXIT WIDTH

LIFE SAFETY SUMMARY

PROJECT CODE INFORMATION:
INTERNATIONAL BUILDING CODE (IBC) 2018
 NEW BUILDING USE & OCCUPANCY CLASSIFICATION:
 FIRST FLOOR: RESIDENTIAL (R-3)
 STORAGE (S-2) (GARAGE)

LIFE SAFETY CODE (NFPA 101) 2000
 OCCUPANCIES: NEW RESIDENTIAL
 NEW STORAGE

2010 AMERICANS WITH DISABILITIES ACT (ADA)
 ICC A117.1-2009 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES
 (ALL UNITS SHALL COMPLY WITH THE TYPE (B) UNIT REQ'D AS INDICATE IN SECTION 1004 TYPE 'B' UNITS)

UNIFORM PLUMBING CODE (UPC) 2018 W/ LOCAL AMENDMENTS
 UNIFORM MECHANICAL CODE (UMC) 2018 W/ LOCAL AMENDMENTS
 NATIONAL ELECTRICAL CODE 2020 STATE W/ LOCAL AMENDMENTS

CONSTRUCTION TYPE:
 NEW BUILDING: V-B

BUILDING AREA:
 NEW FIRST FLOOR: 6,345 S.F.

ALLOWABLE BUILDING AREA BASED ON TYPE OF CONST. (506.2):
 RESIDENTIAL (R-3): UL
 STORAGE (S-2) (GARAGE): 13,500

ALLOWABLE NUMBER OF STORIES ABOVE GRADE PLANE (504.4):
 RESIDENTIAL (R-3): 3
 STORAGE (S-2): 2

FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENT (HOURS) (601) FOR TYPE V-B CONST.

PRIMARY STRUCTURAL FRAME:	0-HOUR
BEARING WALLS:	0-HOUR
EXTERIOR:	0-HOUR
NONBEARING WALLS AND PARTITIONS:	0-HOUR
EXTERIOR:	0-HOUR
NONBEARING WALLS AND PARTITIONS:	0-HOUR
INTERIOR:	0-HOUR
FLOOR CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS:	0-HOUR
ROOF CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS:	0-HOUR

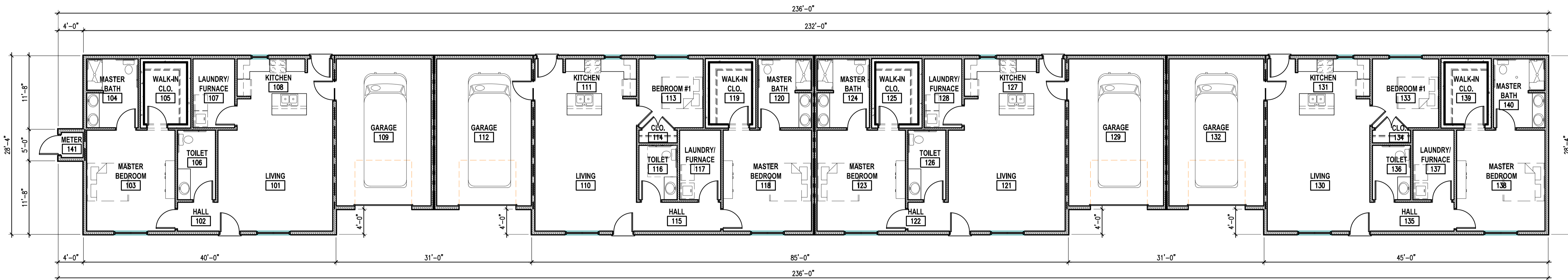
1. REQUIRED SEPARATION OF OCCUPANCIES SHALL BE ACCORDING TO TABLE 508.4.

INTERIOR WALL AND CEILING FINISH REQUIREMENTS BY OCCUPANCY (803.1):
 NON-SPRINKLER

INTERIOR EXIT STAIRWAY AND STAIRWAY AND ENCLOSURE FOR ACCESS	CORRIDOR AND ENCLOSURE ROOMS AND ENCLOSURE FOR ACCESS	ENCLOSED SPACES
GROUP: R-3	GROUP: C	GROUP: C
S-2	B	C

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FIRST FLOOR COMPOSITE PLAN

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

SQUARE FOOTAGE

TOTAL SQUARE FOOTAGE OF THE ENTIRE BLDG: 6,345

PROFESSIONAL SEAL

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NOT FOR CONSTRUCTION
 11-10-2022

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DATE:	
REVISION:	

Spotanski Creative Building Design & Drafting, LLC
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803
 (781) 450-8188 info@spotanskicbd.com

OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: FIRST FLOOR COMPOSITE PLAN
 PROJECT DESCRIPTION: NEW 4-PLEX FOR BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY: S. SPOTANSKI
 PLAN DATE: 11-10-2022
 PLOT DATE: 11-10-2022
 SHEET: **A1.02**

MATERIAL KEYING LEGEND

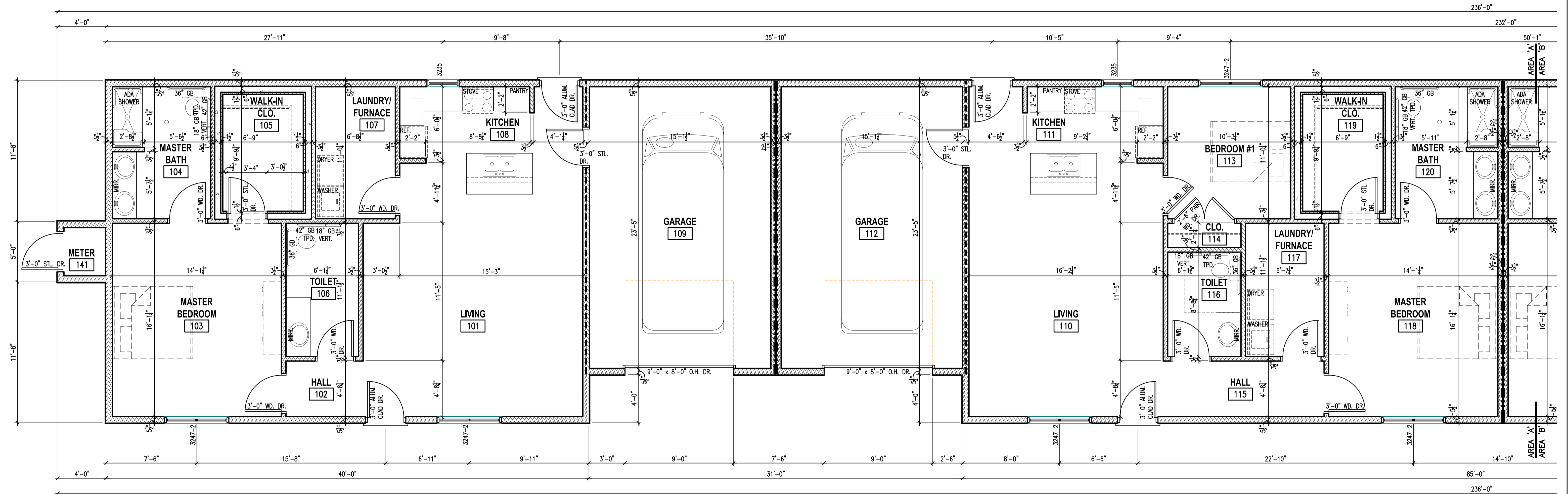
CG	CORNER GUARD
EHD	ELECTRIC HAND DRYER
FEB	FIRE EXTINGUISHER AND BRACKET
FEC	FIRE EXTINGUISHER AND CABINET
FNR	FEMININE NAPKIN RECEPTACLE
GB	GRAB BAR
MB	MARKERBOARD
MIRR	MIRROR
MS	MOP STRIP
PS	PROJECTION SCREEN
PTD	PAPER TOWEL DISPENSER
PTD/WR	PAPER TOWEL DISP. & WASTE RECEPT.
SD	SOAP DISPENSER
TB	TACKBOARD
TPD	TOILET PAPER DISPENSER
WB	HORIZONTAL WINDOW BLIND

LEGEND

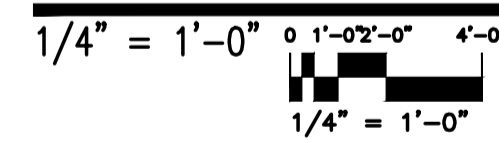
-----	1 HOUR RATED CONSTRUCTION
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PARIAL FIRST FLOOR PLAN - 'AREA A'



SQUARE FOOTAGE

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PROFESSIONAL SEAL

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11-10-2022**

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 1703 ADA STREET, GRAND ISLAND, NE 68803
 (408) 850-8188 info@spotanski.com

OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: PARTIAL FIRST FLOOR PLAN - AREA 'A'
 PROJECT DESCRIPTION: NEW 4-PLEX FOR
 BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY:
 S. SPOTANSKI
 PLAN DATE:
 11-10-2022
 PLOT DATE:
 11-10-2022
 SHEET:

A1.03

MATERIAL KEYING LEGEND

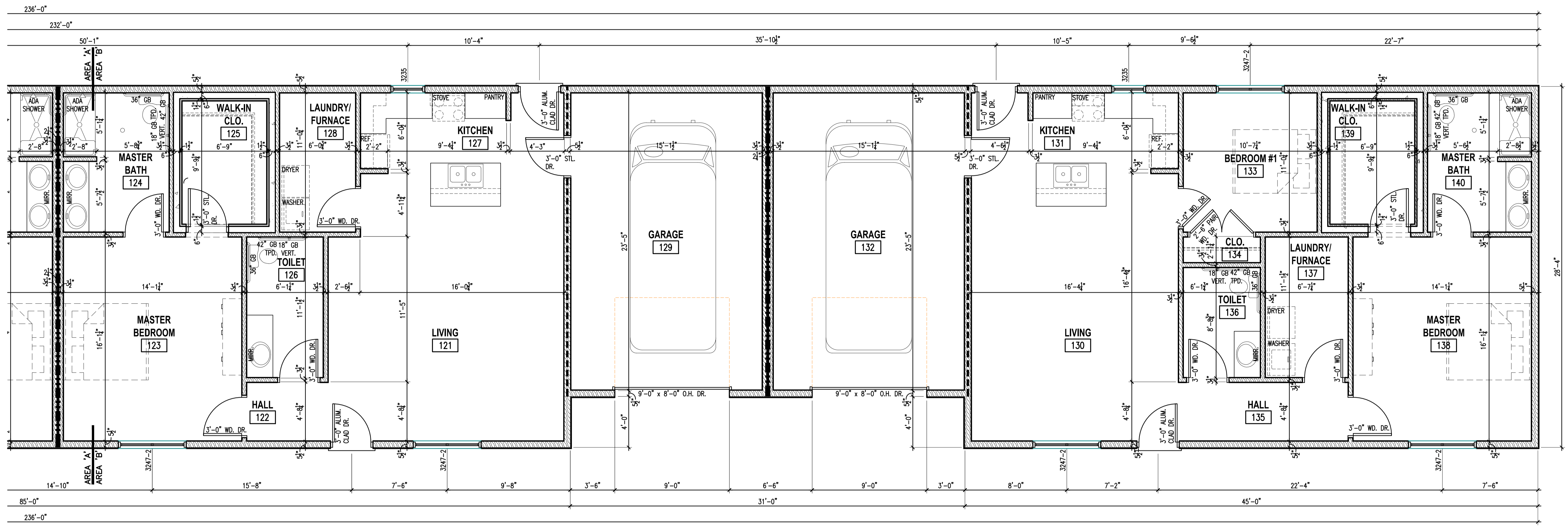
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TPD	TOILET PAPER DISPENSER
WB	HORIZONTAL WINDOW BLIND

LEGEND

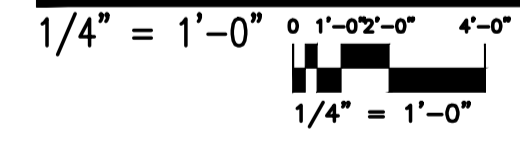
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PARIAL FIRST FLOOR PLAN - 'AREA B'



SQUARE FOOTAGE

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PROFESSIONAL SEAL

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 1703 ADA STREET, GRAND ISLAND, NE 68803
 (781) 850-8188 info@spotanskicreative.com

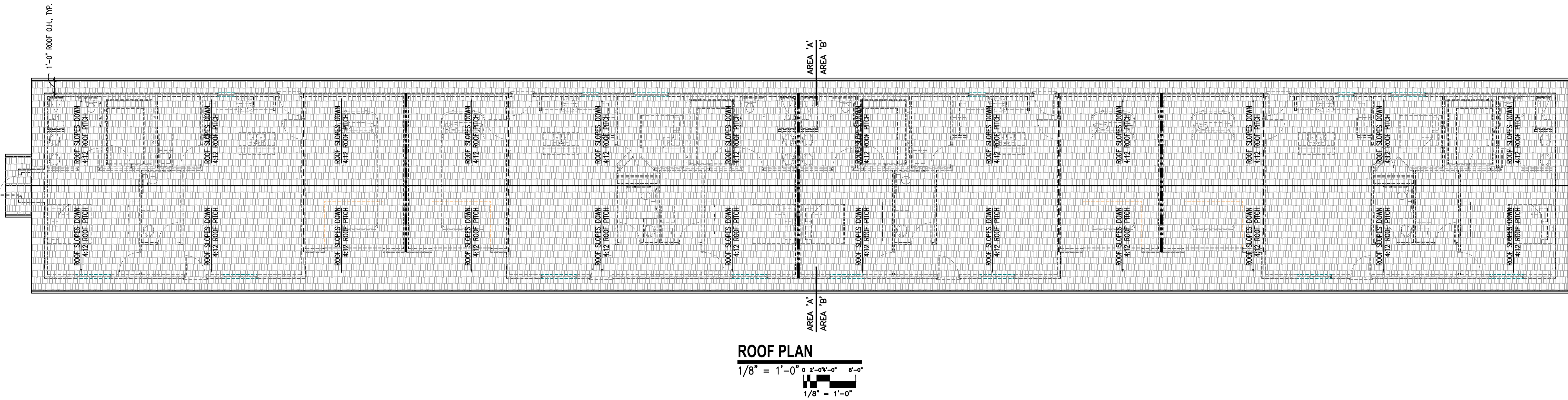
OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: PARTIAL FIRST FLOOR PLAN - AREA 'B'
 PROJECT DESCRIPTION: NEW 4-PLEX FOR BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY: S. SPOTANSKI
 PLAN DATE: 11-10-2022
 PLOT DATE: 11-10-2022
 SHEET: **A1.04**

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ROOF PLAN
 1/8" = 1'-0"
 1/8" = 1'-0"

SQUARE FOOTAGE

TOTAL SQUARE FOOTAGE OF THE ENTIRE BLDG: 6,345

PROFESSIONAL SEAL

**PRELIMINARY DRAWINGS
 NOT FOR CONSTRUCTION
 11-10-2022**

IF THIS DRAWING IS NOT 24" X 36", THEN IT IS NOT TO SCALE

REVISION:	DATE:

SPOTANSKI CREATIVE BUILDING DESIGN & DRAFTING, LLC
 1703 ADA STREET, GRAND ISLAND, NE 68803
 (781) 850-8188 info@spotanskicbd.com

STACY J. SPOTANSKI

OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE
 GRAND ISLAND, NE 68801

SHEET TITLE: ROOF PLAN

PROJECT DESCRIPTION: NEW 4-PLEX FOR BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE 68803

DRAWN BY: S. SPOTANSKI

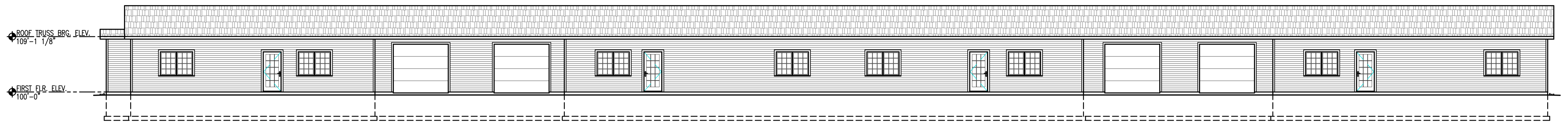
PLAN DATE: 11-10-2022

PLOT DATE: 11-10-2022

SHEET: **A1.05**

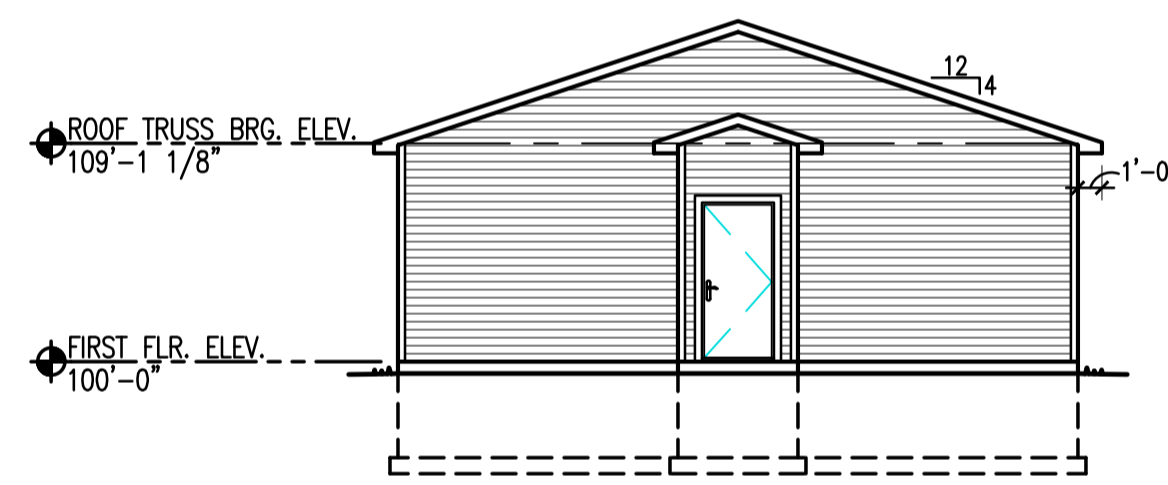
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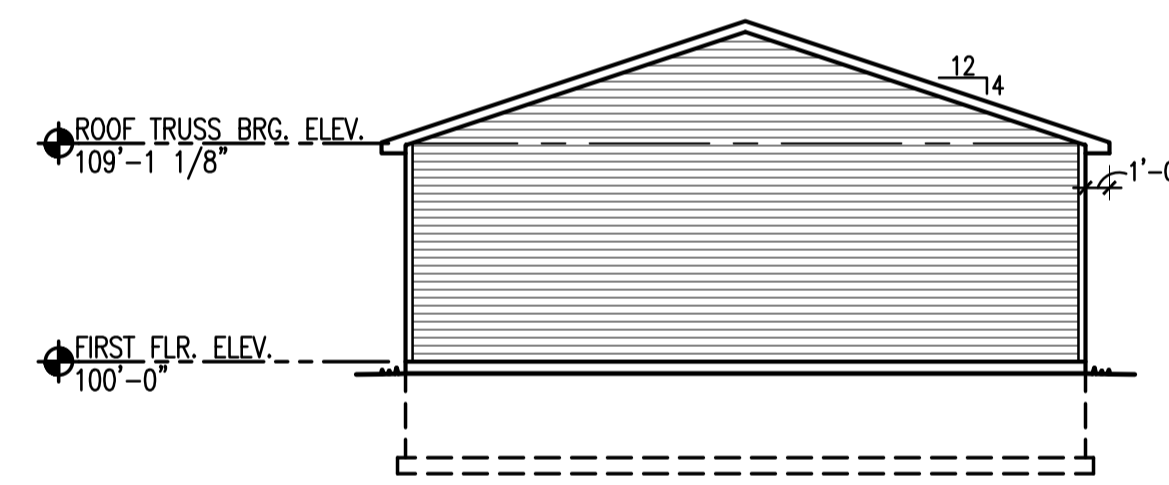
FRONT EXTERIOR ELEVATION

1/8" = 1'-0" 0 2'-0" 8'-0"
1/4" = 1'-0"



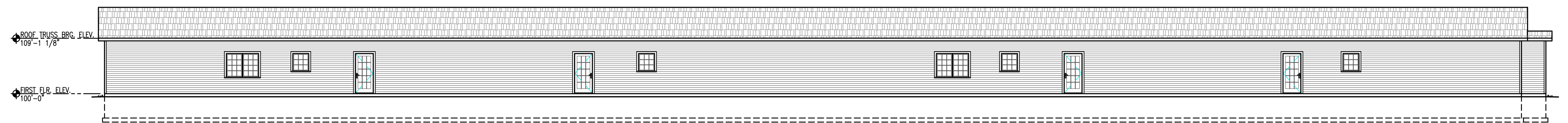
SIDE EXTERIOR ELEVATION

1/8" = 1'-0" 0 2'-0" 8'-0"
1/4" = 1'-0"



SIDE EXTERIOR ELEVATION

1/8" = 1'-0" 0 2'-0" 8'-0"
1/4" = 1'-0"



REAR EXTERIOR ELEVATION

1/8" = 1'-0" 0 2'-0" 8'-0"
1/4" = 1'-0"

SQUARE FOOTAGE

TOTAL SQUARE FOOTAGE OF THE ENTIRE BLDG: 6,345

PROFESSIONAL SEAL

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11-10-2022**

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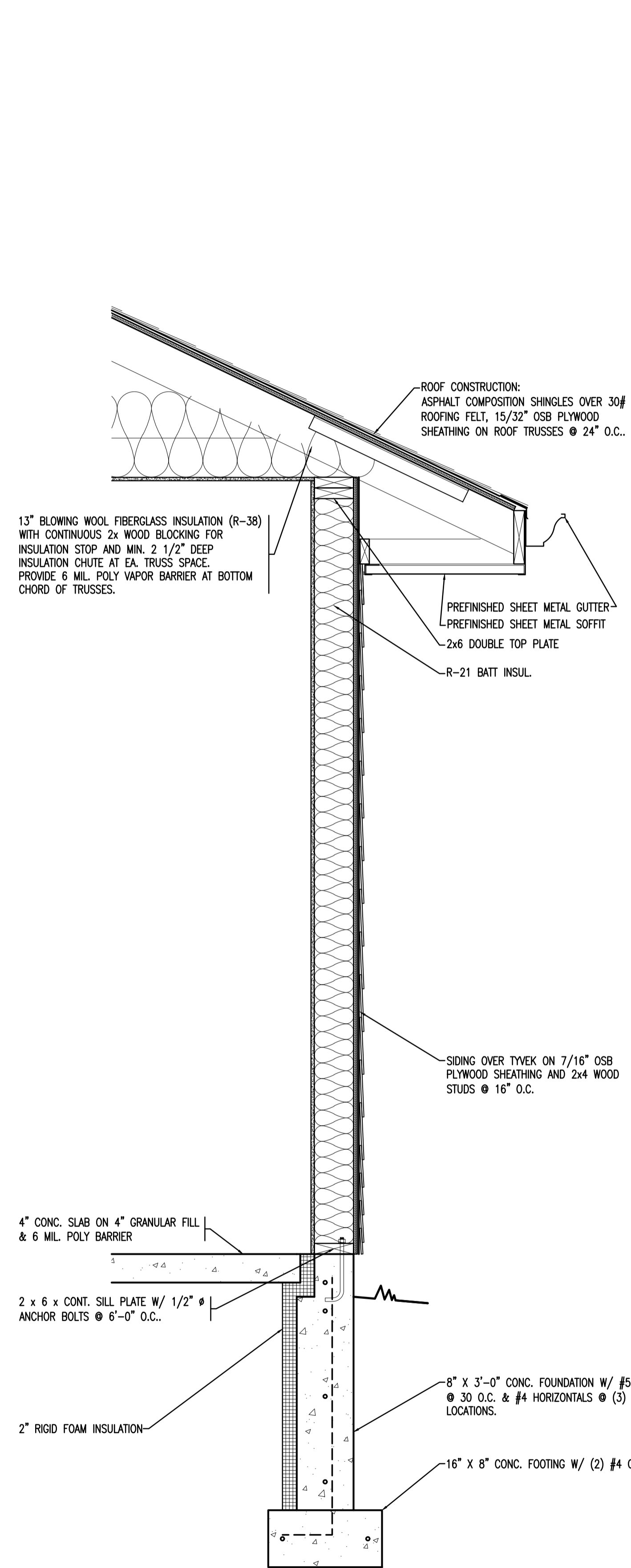
REVISION:	DATE:

SPOTANSKI CREATIVE BUILDING DESIGN & DRAFTING, LLC
 1703 ADA STREET, GRAND ISLAND, NE 68803
 (781) 850-8188 info@spotanskicreative.com

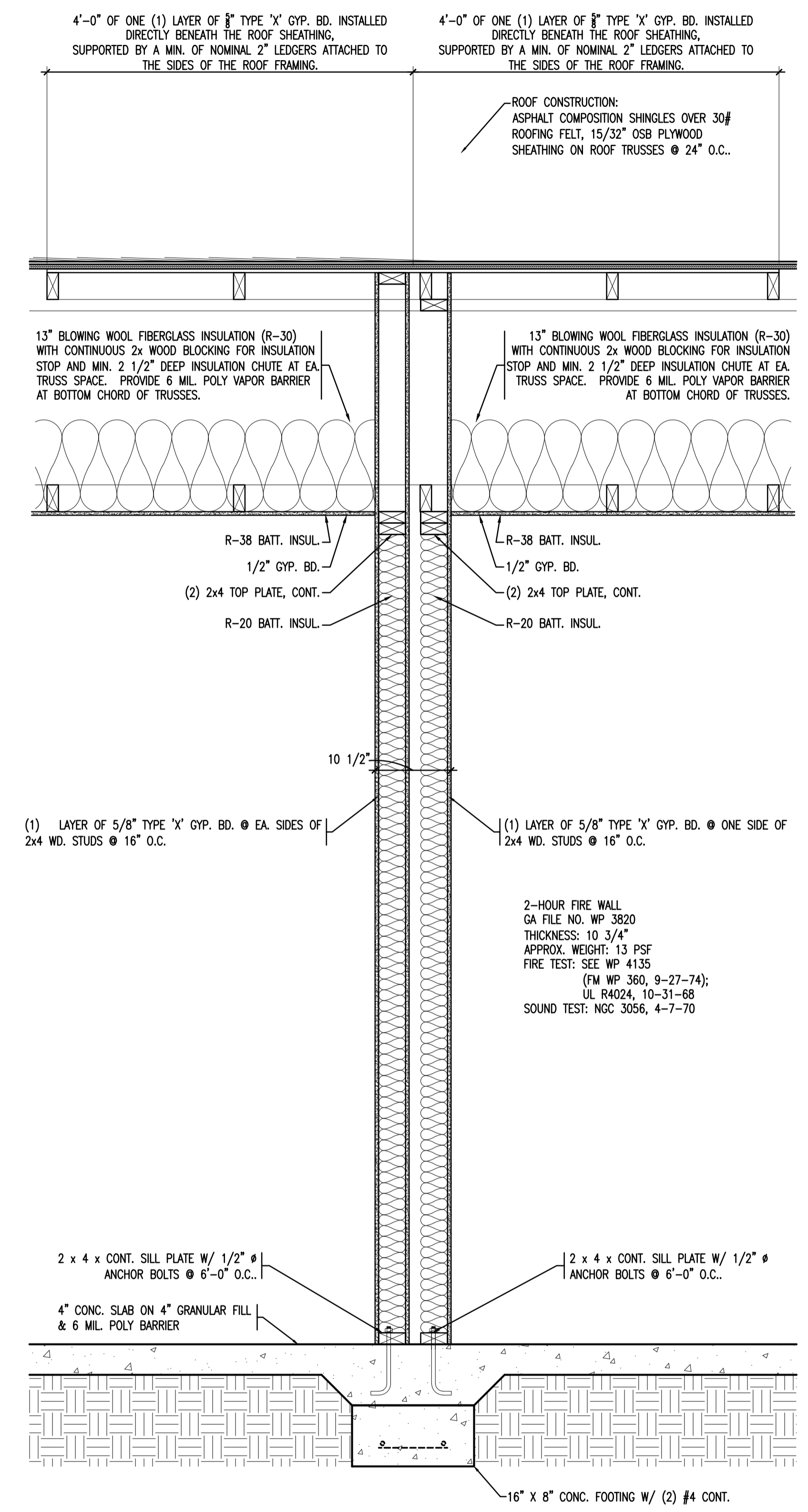
OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: EXTERIOR ELEVATIONS
 PROJECT DESCRIPTION: NEW 4-PLEX FOR
 BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY:
 S. SPOTANSKI
 PLAN DATE:
 11-10-2022
 PLOT DATE:
 11-10-2022
 SHEET:
A2.01



1 TYP. EXTERIOR WALL SECTION
1" = 1'-0"



2 2-HOUR FIRE WALL
1" = 1'-0" UL DESIGN: U342

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11-10-2022

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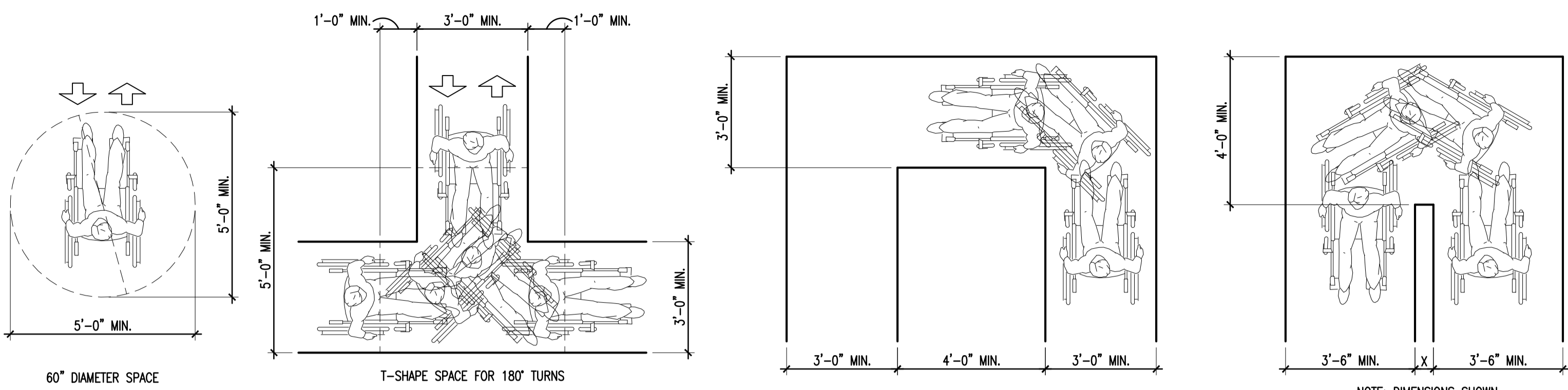
DATE:	
REVISION:	

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1703 ADA STREET, GRAND ISLAND, NE 68803
(781) 850-8188 info@spotanski.com

OWNER: JBA VENTURES LLC
114 N. CUSTER AVE.
GRAND ISLAND, NE. 68803

SHEET TITLE: WALL SECTION
PROJECT DESCRIPTION: NEW 4-PLEX FOR BAASCH DEVELOPMENT PROJECT
1703 ADA STREET/1703 HENRY STREET
GRAND ISLAND, NE. 68803

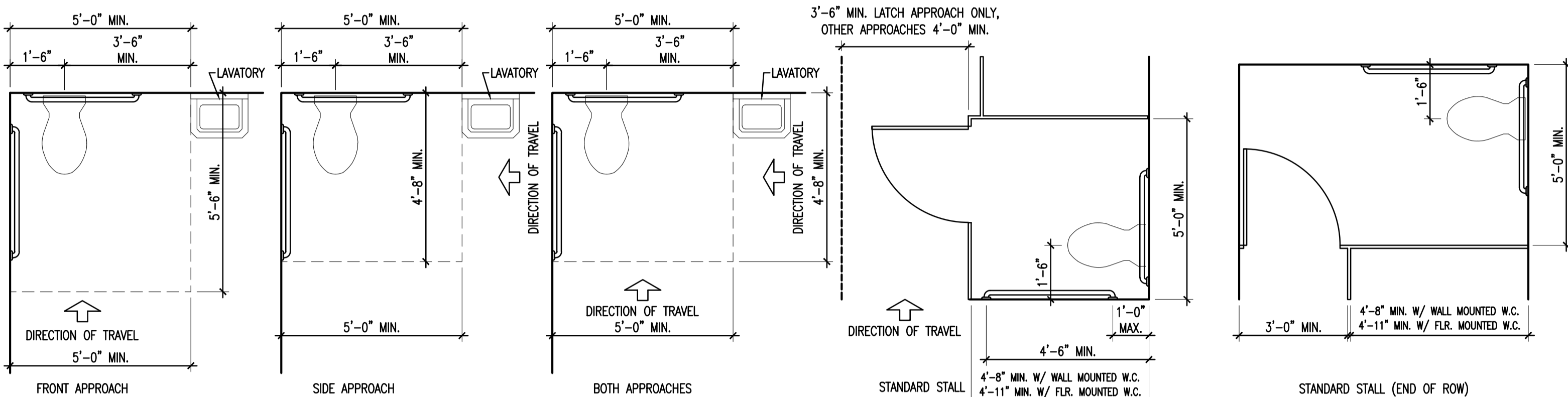
DRAWN BY: S. SPOTANSKI
PLAN DATE: 11-10-2022
PLOT DATE: 11-10-2022
SHEET: **A3.01**



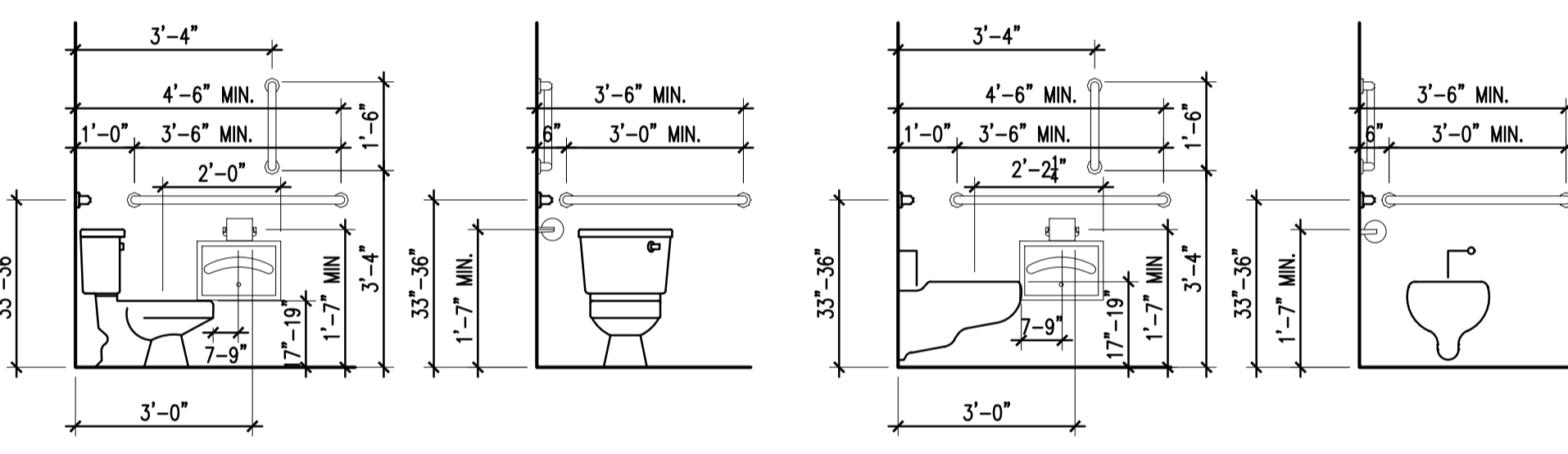
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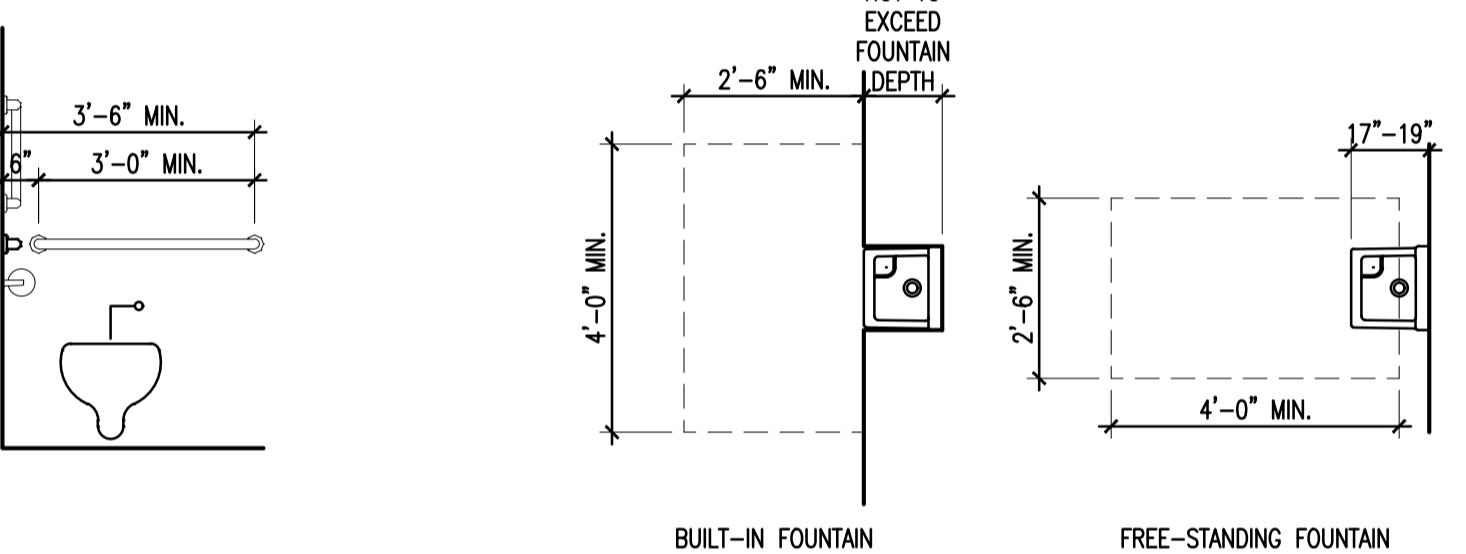
ACCESSIBLE ROUTE



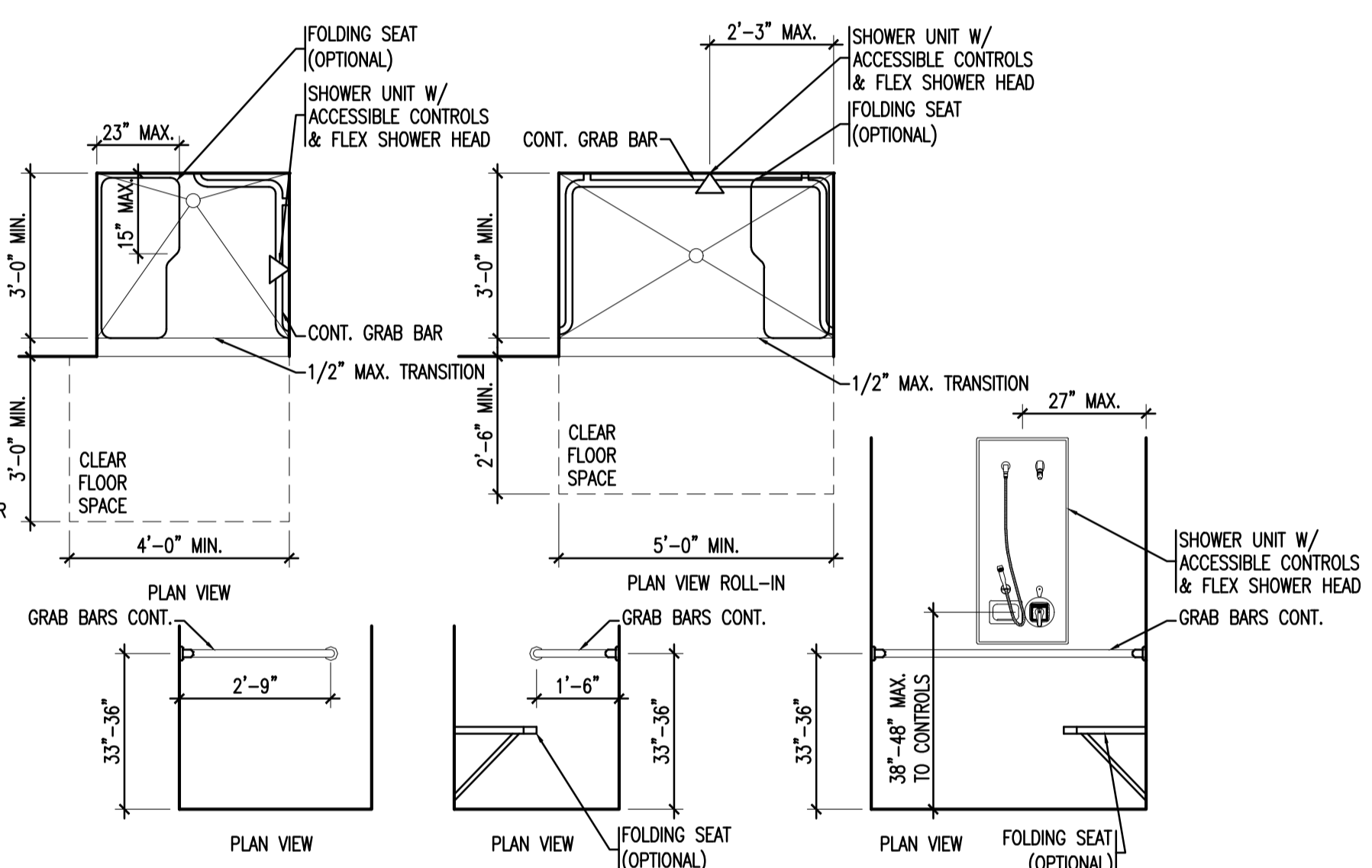
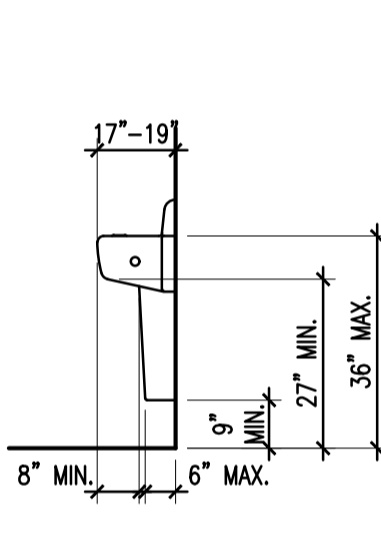
SINGLE TOILET REQUIREMENTS



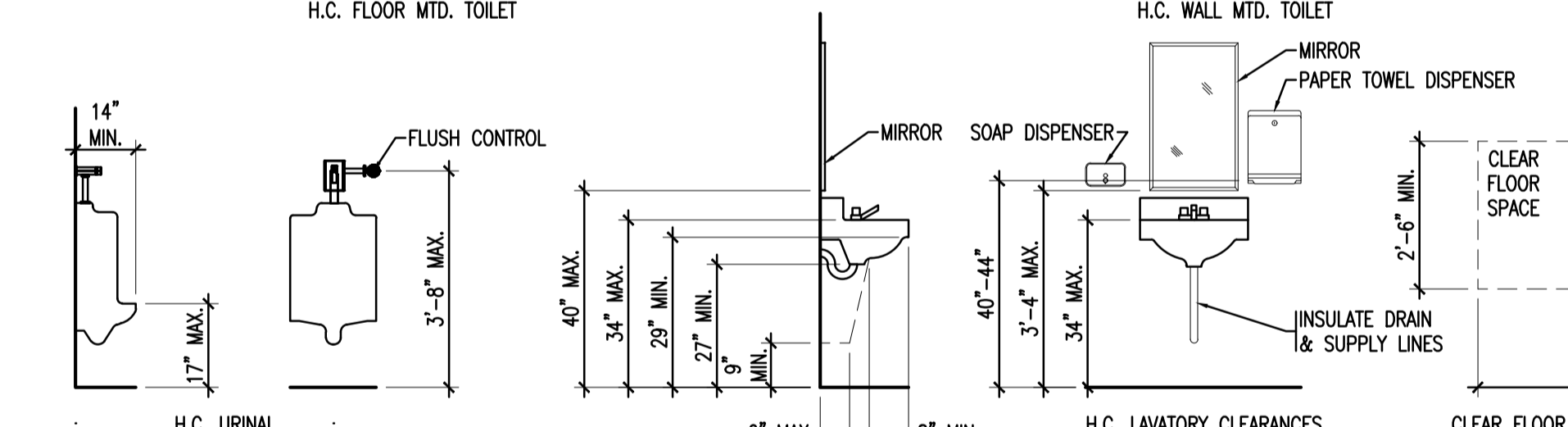
TOILET STALL REQUIREMENTS



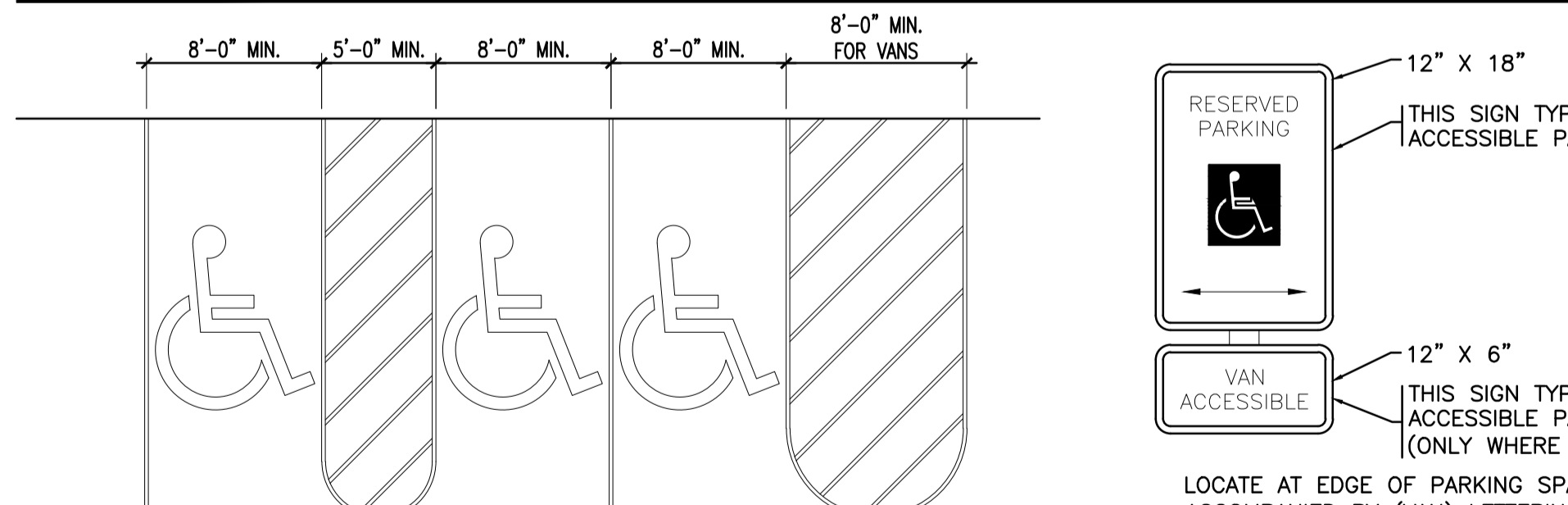
HANDRAIL CLEARANCE



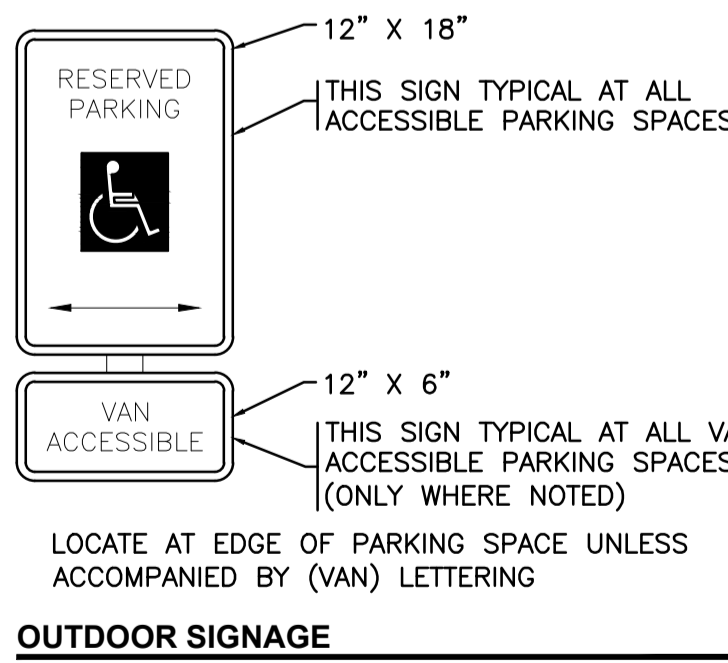
ACCESSIBLE SHOWER



BATHROOM FIXTURES & ACCESSORIES

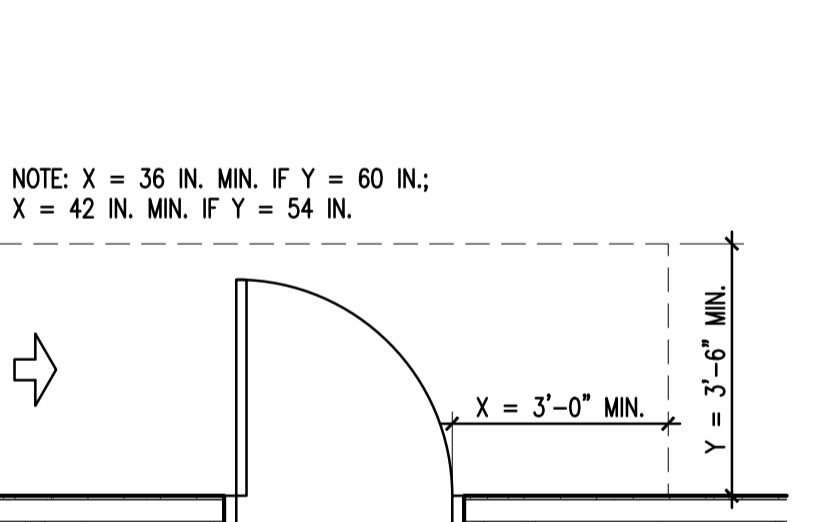


PARKING SPACES

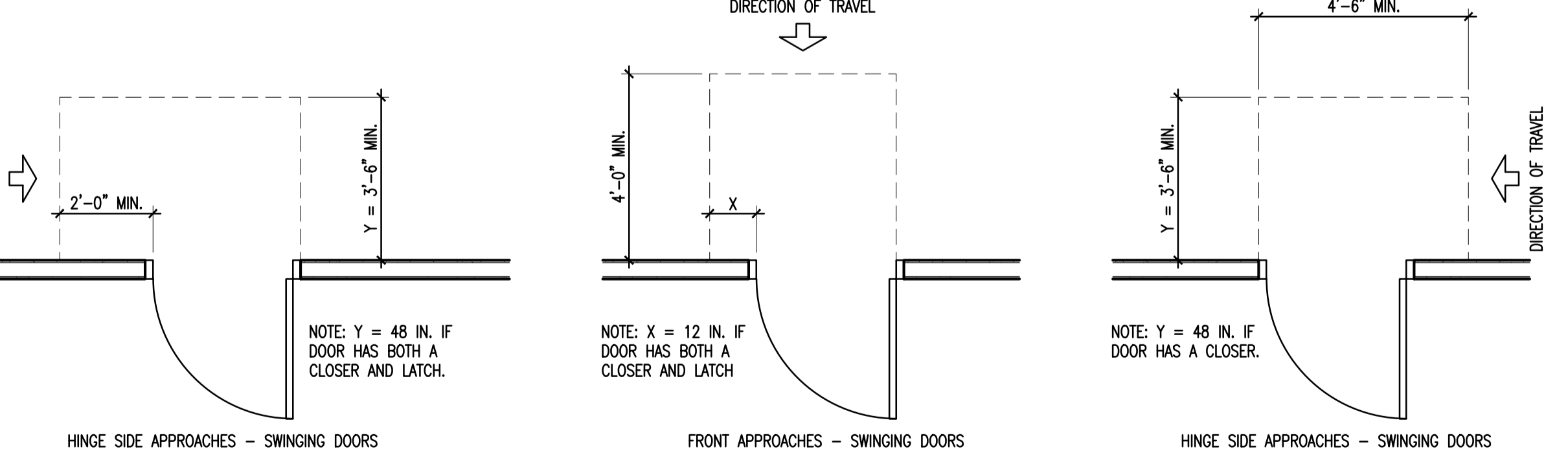


OUTDOOR SIGNAGE

DRINKING FOUNTAINS



MANEUVERING CLEARANCES AT DOORS



SQUARE FOOTAGE

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PROFESSIONAL SEAL

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11-10-2022**

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 1703 ADA STREET / 1703 HENRY STREET
 GRAND ISLAND, NE 68803
 (308) 850-8188
 info@spotanski.com

OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: ADA INFORMATION
 PROJECT DESCRIPTION: NEW 5-PLEX FOR
 BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY:
 S. SPOTANSKI

PLAN DATE:
 11-10-2022

PLOT DATE:
 11-10-2022

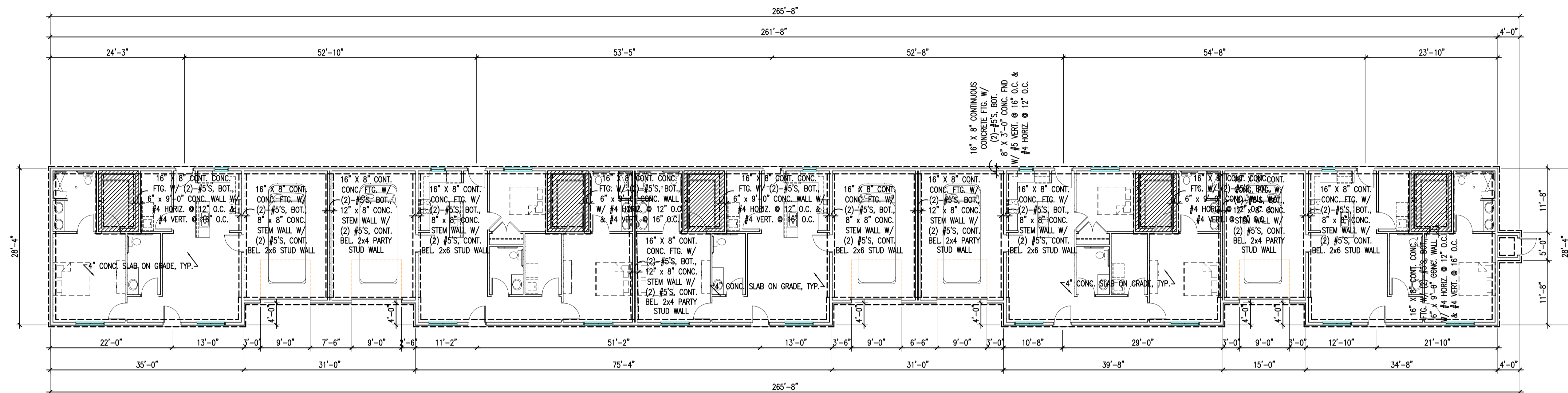
SHEET:

ADA

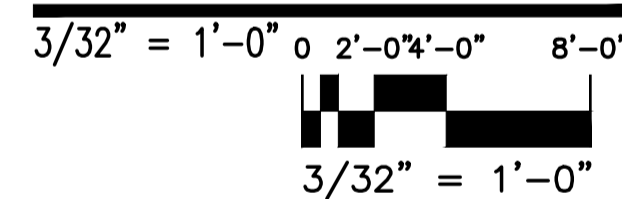
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NOTE: SEE FLOOR PLANS FOR MORE DIM. & FURTHER INFORMATION.



FOUNDATION PLAN



SQUARE FOOTAGE

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PROFESSIONAL SEAL

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STACY J. SPOTANSKI

OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: FOUNDATION PLAN
 PROJECT DESCRIPTION: NEW 5-PLEX FOR
 BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY: S. SPOTANSKI
 PLAN DATE: 11-10-2022
 PLOT DATE: 11-10-2022
 SHEET: **A1.01**

LEGEND

- 1 HOUR RATED CONSTRUCTION
- ===== 2 HOUR RATED CONSTRUCTION
- SMOKE PARTITION - NO FIRE RESISTANCE RATING
- INDICATES SOUND WALL CONSTRUCTION
- FEC FIRE EXTINGUISHER CABINET
- ☺ FIRE EXTINGUISHER
- 10,000 AREA OF ROOM
- 1.50 OCCUPANT LOAD FACTOR
- 2 REQ'D EXIT WIDTH
- 12 MAXIMUM OCCUPANCY
- 10,000 NO. OF OCCUPANTS EXITING
- 10/71 NO. OF OCCUPANT/NO. OF EXIT
- 2 REQ'D EXIT WIDTH
- 34' ACTUAL EXIT WIDTH

LIFE SAFETY SUMMARY

PROJECT CODE INFORMATION:
 INTERNATIONAL BUILDING CODE (IBC) 2018
 NEW BUILDING USE & OCCUPANCY CLASSIFICATION:
 FIRST FLOOR: RESIDENTIAL (R-3)
 STORAGE (S-2) (GARAGE)

LIFE SAFETY CODE (NFPA 101) 2000
 OCCUPANCIES: NEW RESIDENTIAL
 NEW STORAGE

2010 AMERICANS WITH DISABILITIES ACT (ADA)
 ICC A117.1-2009 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES
 (ALL UNITS SHALL COMPLY WITH THE TYPE (B) UNIT REQ'D AS INDICATE
 IN SECTION 1004 TYPE 'B' UNITS)

UNIFORM PLUMBING CODE (UPC) 2018 W/ LOCAL AMENDMENTS
 UNIFORM MECHANICAL CODE (UMC) 2018 W/ LOCAL AMENDMENTS
 NATIONAL ELECTRICAL CODE 2020 STATE W/ LOCAL AMENDMENTS

CONSTRUCTION TYPE:
 NEW BUILDING: V-B

BUILDING AREA:
 NEW FIRST FLOOR: 7,126 S.F.

ALLOWABLE BUILDING AREA BASED ON TYPE OF CONST. (506.2):
 RESIDENTIAL (R-3): UL
 STORAGE (S-2) (GARAGE): 13,500

ALLOWABLE NUMBER OF STORIES ABOVE GRADE PLANE (504.4):
 RESIDENTIAL (R-3): 3
 STORAGE (S-2): 2

FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENT (HOURS) (601) FOR TYPE V-B CONST.

PRIMARY STRUCTURAL FRAME:	0-HOUR
BEARING WALLS:	0-HOUR
EXTERIOR:	0-HOUR
NONBEARING WALLS AND PARTITIONS:	0-HOUR
EXTERIOR:	0-HOUR
NONBEARING WALLS AND PARTITIONS:	0-HOUR
INTERIOR:	0-HOUR
FLOOR CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS:	0-HOUR
ROOF CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS:	0-HOUR

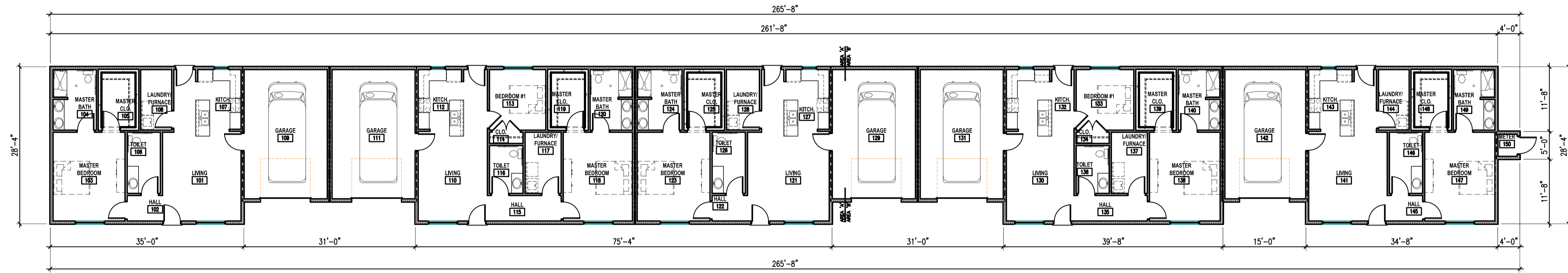
1. REQUIRED SEPARATION OF OCCUPANCIES SHALL BE ACCORDING TO TABLE 508.4.

INTERIOR WALL AND CEILING FINISH REQUIREMENTS BY OCCUPANCY (803.1):
 NON-SPRINKLER

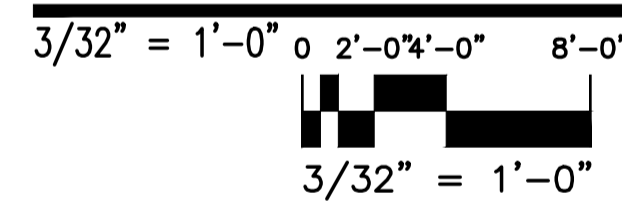
INTERIOR EXIT STAIRWAY AND STAIRWAY AND EXIT PASSAGEWAY	CORRIDOR AND ENCLOSURE ROOMS AND ENCLOSURE FOR ACCESS STAIRWAY	ENCLOSED SPACES
GROUP: R-3	C	C
S-2	B	C

GENERAL NOTES

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FIRST FLOOR COMPOSITE PLAN



SQUARE FOOTAGE

TOTAL SQUARE FOOTAGE OF THE ENTIRE BLDG: 7,126

PROFESSIONAL SEAL

PRELIMINARY DRAWINGS
 NOT FOR CONSTRUCTION
 11-10-2022

IF THIS DRAWING IS NOT 24" X 36", THEN IT IS NOT TO SCALE

REVISION:	DATE:

SPOTANSKI CREATIVE BUILDING DESIGN & DRAFTING, LLC
 1703 ADA STREET, GRAND ISLAND, NE 68803
 (781) 850-8188 info@spotanskicbd.com

OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: FIRST FLOOR COMPOSITE PLAN
 PROJECT DESCRIPTION: NEW 5-PLEX FOR
 BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY: S. SPOTANSKI
 PLAN DATE: 11-10-2022
 PLOT DATE: 11-10-2022
 SHEET: **A1.02**

MATERIAL KEYING LEGEND

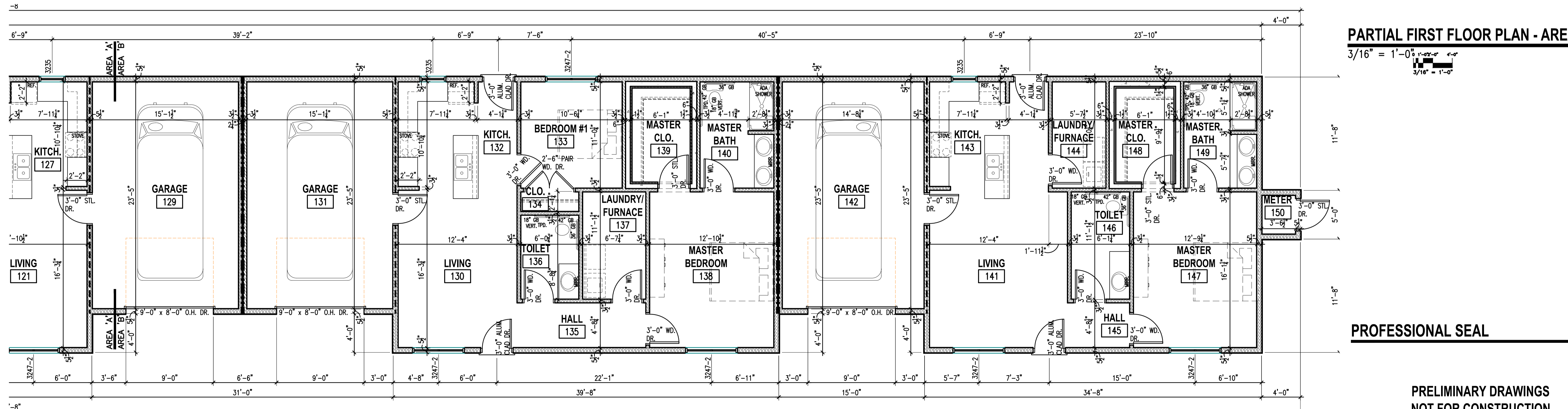
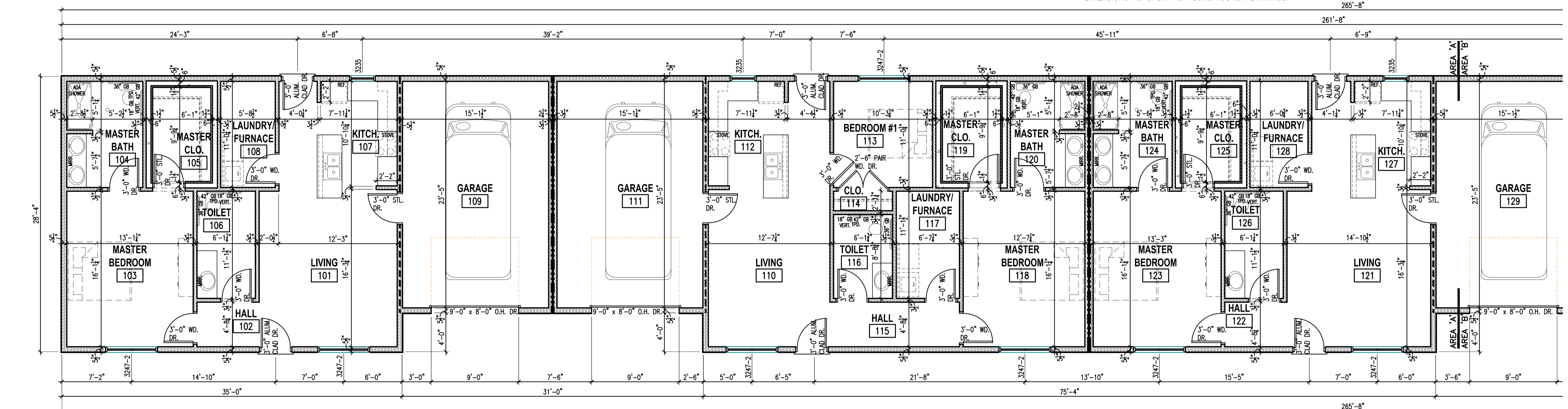
CG	CORNER GUARD
EHD	ELECTRIC HAND DRYER
FEB	FIRE EXTINGUISHER AND BRACKET
FEC	FIRE EXTINGUISHER AND CABINET
FNR	FEMININE NAPKIN RECEPTACLE
GB	GRAB BAR
MB	MARKERBOARD
MIRR	MIRROR
MS	MOP STRIP
PS	PROJECTION SCREEN
PTD	PAPER TOWEL DISPENSER
PTD/WR	PAPER TOWEL DISP. & WASTE RECEPT.
SD	SOAP DISPENSER
TB	TACKBOARD
TPD	TOILET PAPER DISPENSER
WB	HORIZONTAL WINDOW BLIND

LEGEND

-----	1 HOUR RATED CONSTRUCTION
	2 HOUR RATED CONSTRUCTION

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PARTIAL FIRST FLOOR PLAN ' AREA 'B'

3/16" = 1'-0"
3/16" = 1'-0"

PARTIAL FIRST FLOOR PLAN - AREA 'A'

3/16" = 1'-0"
3/16" = 1'-0"

PROFESSIONAL SEAL

**PRELIMINARY DRAWINGS
NOT FOR CONSTRUCTION
04-08-2022**

IF THIS DRAWING IS NOT 24" X 36", THEN IT IS NOT TO SCALE

DATE:	
REVISION:	

SPOTANSKI CREATIVE BUILDING DESIGN & DRAFTING, LLC
1703 HENRY STREET, GRAND ISLAND, NE 68803
(408) 850-8188
info@spotanski.com

OWNER: JBA VENTURES LLC
114 N. CUSTER AVE.
GRAND ISLAND, NE. 68803

SHEET TITLE: FIRST FLOOR ENLARGED PLANS
PROJECT DESCRIPTION: NEW 4-PLEX & 5-PLEX FOR BAASCH DEVELOPMENT PROJECT
1703 ADA STREET/1703 HENRY STREET
GRAND ISLAND, NE. 68803

DRAWN BY: S. SPOTANSKI

PLAN DATE: 04-08-2022

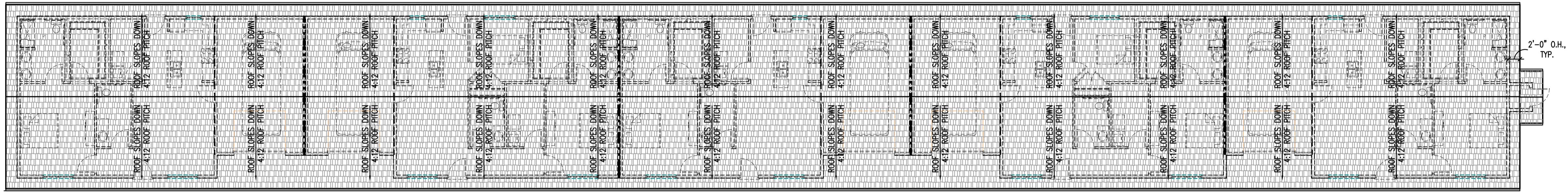
PLOT DATE: 04-08-2022

SHEET:

A1.03

GENERAL NOTES

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ROOF PLAN
 $3/32" = 1'-0"$ 0 2'-0 1/4'-0" 8'-0"
 $3/32" = 1'-0"$

SQUARE FOOTAGE

TOTAL SQUARE FOOTAGE OF THE ENTIRE BLDG: 7,126

PROFESSIONAL SEAL

**PRELIMINARY DRAWINGS
 NOT FOR CONSTRUCTION
 11-10-2022**

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REVISION:	DATE:

Spotanski Creative Building Design & Drafting, LLC
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE 68803
 (781) 850-8188 info@spotanskicbd.com

SPOTANSKI
 CREATIVE BUILDING DESIGN & DRAFTING, LLC
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE 68803
 (781) 850-8188 info@spotanskicbd.com

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OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: ROOF PLAN

PROJECT DESCRIPTION: NEW 5-PLEX FOR BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY: S. SPOTANSKI

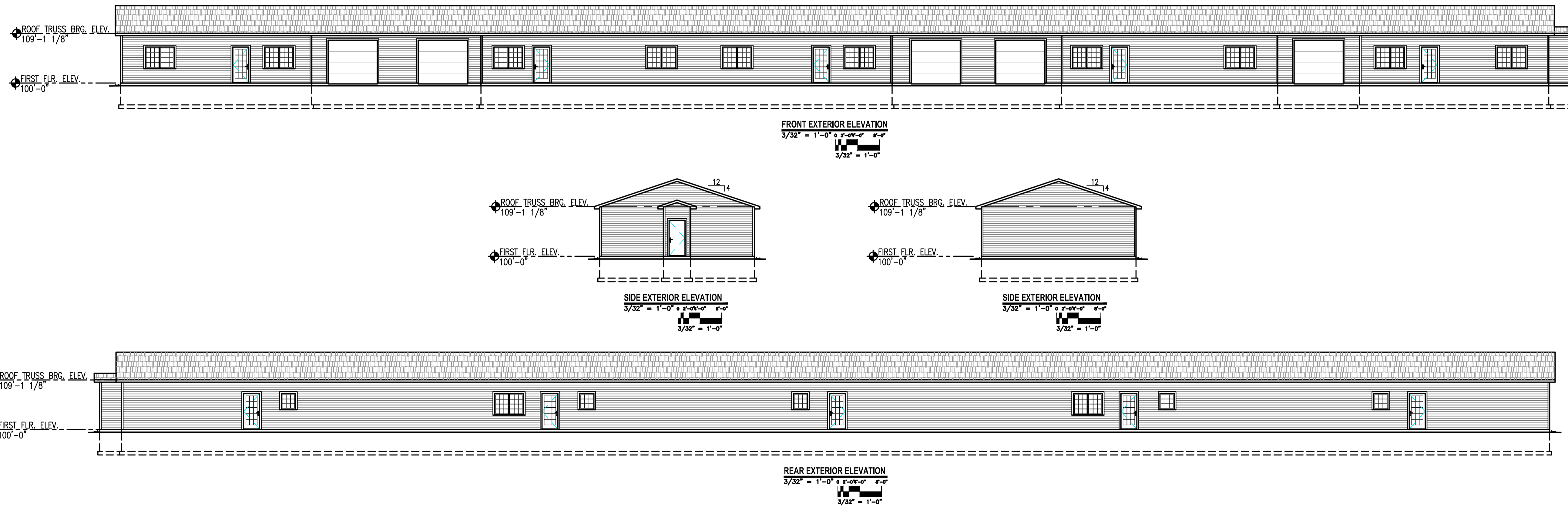
PLAN DATE: 11-10-2022

PLOT DATE: 11-10-2022

SHEET: **A1.04**

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PROFESSIONAL SEAL

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11-10-2022**

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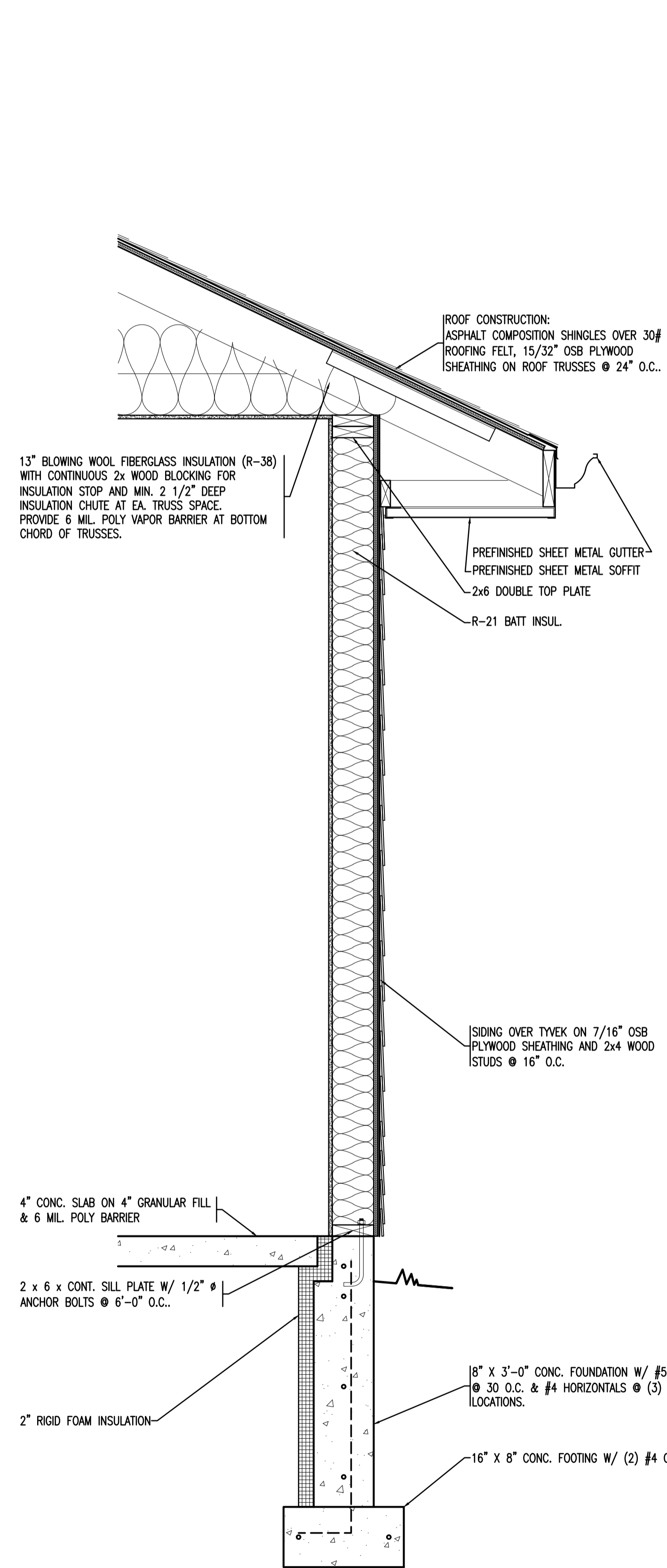
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REVISION:	

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 (781) 850-8188 info@spotanski.com

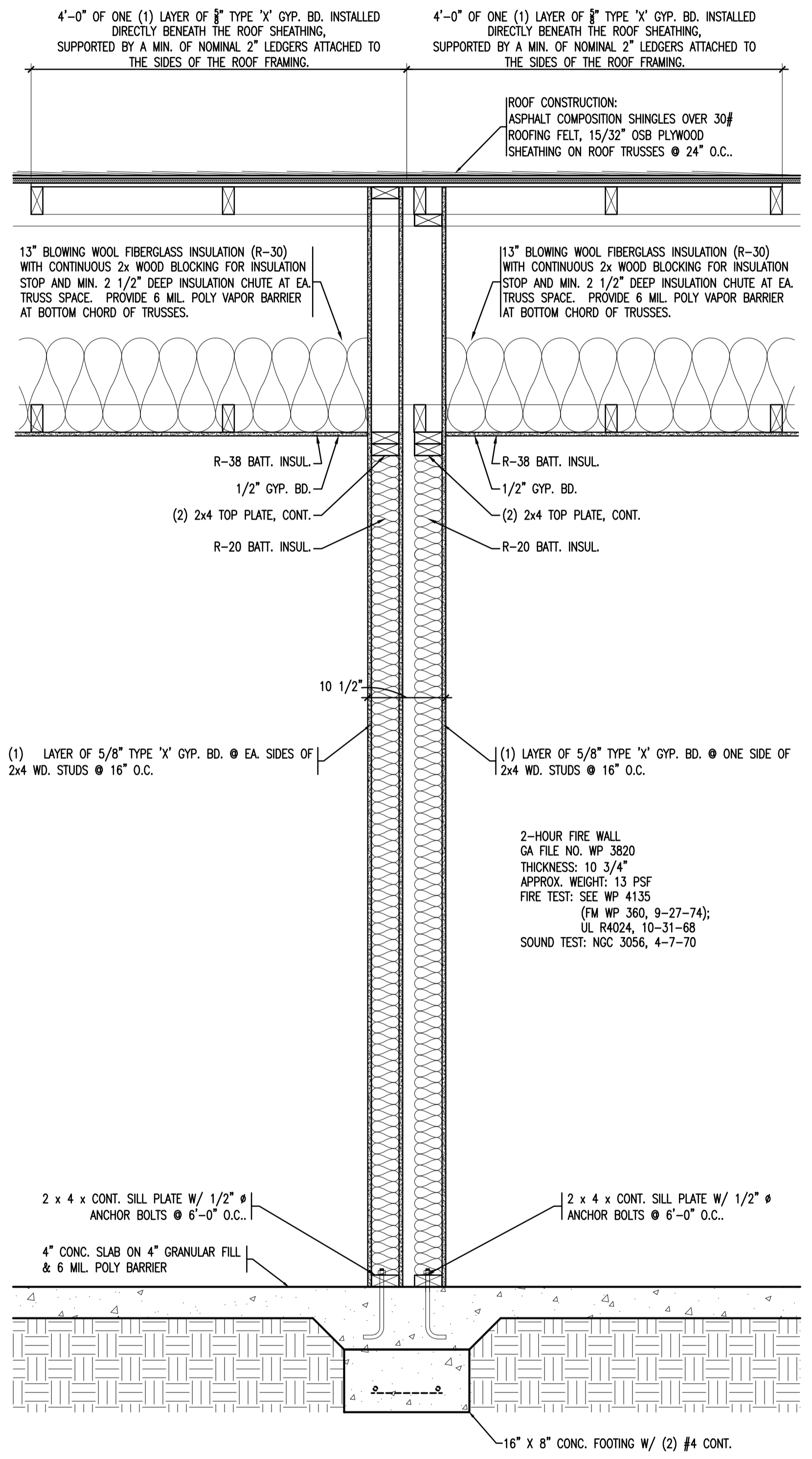
OWNER: JBA VENTURES LLC
 114 N. CUSTER AVE.
 GRAND ISLAND, NE. 68803

SHEET TITLE: EXTERIOR ELEVATIONS
 PROJECT DESCRIPTION: NEW 5-PLEX FOR
 BAASCH DEVELOPMENT PROJECT
 1703 ADA STREET/1703 HENRY STREET
 GRAND ISLAND, NE. 68803

DRAWN BY:
 S. SPOTANSKI
 PLAN DATE:
 11-10-2022
 PLOT DATE:
 11-10-2022
 SHEET:
A2.01



1 TYP. EXTERIOR WALL SECTION
1" = 1'-0"



2 2-HOUR FIRE WALL
1" = 1'-0" UL DESIGN: U342

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PROFESSIONAL SEAL

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11-10-2022**

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SPOTANSKI CREATIVE BUILDING DESIGN & DRAFTING, LLC
1703 ADA STREET, GRAND ISLAND, NE 68803
(781) 850-8188 info@spotanski.com

STACY J. SPOTANSKI

OWNER: JBA VENTURES LLC
114 N. CUSTER AVE.
GRAND ISLAND, NE. 68803

SHEET TITLE: WALL SECTION
PROJECT DESCRIPTION: NEW 5-PLEX FOR BAASCH DEVELOPMENT PROJECT
1703 ADA STREET/1703 HENRY STREET
GRAND ISLAND, NE. 68803

DRAWN BY: S. SPOTANSKI
PLAN DATE: 11-10-2022
PLOT DATE: 11-10-2022
SHEET: **A3.01**

JBA Ventures, LLC

**PROJECTED STATEMENTS OF RECEIPTS AND DISBURSEMENTS UNDER VARIOUS TAX INCREMENT FINANCING
SCENARIOS DETAILED IN NOTE A – CASH BASIS**

Twelve Months Ending After Project Phase 1 Completion

Exhibit E

CONTENTS

	<u>PAGE</u>
INTRODUCTION	3
INDEPENDENT ACCOUNTANTS' COMPILATION REPORT	4
PROJECTED STATEMENTS OF RECEIPTS AND DISBURSEMENTS UNDER VARIOUS TAX INCREMENT FINANCING SCENARIOS DETAILED IN NOTE A – CASH BASIS	5
SUMMARY OF SIGNIFICANT PROJECTION ASSUMPTIONS	6

INTRODUCTION

The projection in this illustration presents the entity's, JBA Ventures, LLC's, projected receipts and disbursements under the hypothetical assumptions in Note A on the cash basis for the twelve months ending after project phase 1 completion.



SCHROEDER & SCHREINER, P.C.
CERTIFIED PUBLIC ACCOUNTANTS

INDEPENDENT ACCOUNTANTS' COMPILATION REPORT

To Management of
JBA Ventures, LLC
Grand Island, NE

Management is responsible for the accompanying projection of JBA Ventures, LLC, which comprise projected statements of receipts and disbursements under various tax increment financing scenarios detailed in Note A – cash basis of JBA Ventures, LLC (see introduction), for the twelve months ending after project phase 1 completion, and the related summaries of significant assumptions and accounting policies in accordance with guidelines for the presentation of a projection established by the American Institute of Certified Public Accountants (AICPA). We have performed a compilation engagement in accordance with Statements on Standards for Accounting and Review Services promulgated by the Accounting and Review Services Committee of the AICPA. We did not examine or review the projection nor were we required to perform any procedures to verify the accuracy or completeness of the information provided by management. Accordingly, we do not express an opinion, a conclusion, nor provide any form of assurance on this projection.

Even if the tax increment financing (TIF) scenarios outlined occurred, the projected results may not be achieved, as there will usually be differences between the projection and actual result, because events and circumstances frequently do not occur as expected, and those differences may be material. We have no responsibility to update this report for events and circumstances occurring after the date of this report.

Management has elected to omit substantially all disclosures and the summary of significant accounting policies required by the guidelines for the presentation of a projection established by the AICPA other than those related to significant assumptions. If the omitted disclosures and accounting policies were included in the projection, they might influence the user's conclusions about JBA Ventures, LLC's net cash receipts and disbursements for the projection period. Accordingly, this projection is not designed for those who are not informed about such matters.

This accompanying projection and this report are intended solely for the information and use of JBA Ventures, LLC, the Grand Island Community Redevelopment Authority, the Grand Island City Council, and certain individuals and organizations involved in the tax increment financing application process and are not intended to be and should not be used by anyone other than these specified parties.

Schroeder & Schreiner, P.C.

Grand Island, NE
January 31, 2023

JBA VENTURES, LLC

PROJECTED STATEMENTS OF RECEIPTS AND DISBURSEMENTS UNDER VARIOUS TAX INCREMENT FINANCING SCENARIOS DETAILED IN NOTE A - CASH BASIS

Twelve Months Ending After Project Phase 1 Completion

	With Tax Increment Financing	Without Tax Increment Financing
Gross Taxable Income:		
Rental revenue	\$ 132,000	\$ 132,000
Tax increment financing (TIF) revenue	55,030	-
	187,030	132,000
Tax Deductions:		
Interest expense - TIF debt	35,814	-
Interest expense - Non-TIF debt	149,563	221,439
Real estate tax (existing)	2,404	2,404
Real estate tax (TIF increment)	55,030	55,030
Insurance	13,750	13,750
Depreciation and amortization	102,104	102,104
	358,665	394,727
 Taxable income (loss)	 (171,635)	 (262,727)
 Adjustments to Arrive at Net Cash Receipts (Disbursements)		
Depreciation & amortization	102,104	102,104
Principal debt service - TIF	(18,222)	-
Principal debt service - Non-TIF	(45,192)	(74,310)
	38,690	27,794
 Net cash receipts	 \$ (132,945)	 \$ (234,933)

See the summary of significant projection
assumptions and the independent accountants' compilation report.
Schroeder & Schreiner, P.C.

JBA Ventures, LLC

SUMMARY OF SIGNIFICANT PROJECTION ASSUMPTIONS

Twelve Months Ending After Project Phase 1 Completion

NOTE A – NATURE AND LIMITATION OF PROJECTIONS

The accompanying projection presents, to the best of JBA Ventures, LLC's knowledge and belief, cash receipts and disbursements for the twelve months ending after project phase 1 completion to be generated by housing units (e.g. "the project") located in Grand Island, Nebraska. Stated cash receipts and disbursements are intended to convey results of operations after the anticipated 2024 completion of phase 1 of the project, assuming funding of the estimated construction and acquisition costs of \$7,534,435 both with, and in the absence of, tax increment financing assistance. The projection reflects their judgment as of January 31, 2023, the date of this projection, of the expected conditions and their expected course of action. Actual results are likely to differ from the projected results because events and circumstances frequently do not occur as expected. Those differences may be material. The assumptions disclosed herein are those that management believes are significant to the projections. The projected information was prepared for use in a tax increment financing request to the Grand Island Community Redevelopment Authority.

NOTE B – BASIS OF ACCOUNTING

The presentations of cash receipts and disbursements for the projection period and the twelve months ending after project phase 1 completion portray results using the cash basis of accounting. The results of this basis differ from those using generally accepted accounting principles primarily because the cash basis does not recognize assets other than cash and the debt principal outstanding under the tax increment financing or construction or building loan(s).

NOTE C – CASH RECEIPTS

JBA Ventures, LLC is the owner and operating entity for four-buildings intended to house 18 housing units. This projection considers only expected operating results from the first phase of the project consisting of two buildings housing 8 housing units. Revenue has been determined based on the knowledge and experience of the owners of JBA Ventures, LLC (and related parties) in the operation of similar facilities in the same locale. The projection assumes 100% occupancy of the 8 housing units at 4 – 2-bedroom units at \$1,500 and 4 – 1-bedroom units at \$1,250 per month for 12 months per year.

The projection includes two scenarios dependent on whether or not the tax increment financing (TIF) request is approved. In the event of TIF approval, JBA Ventures, LLC will receive additional TIF revenue from the County based on the anticipated increase in the assessed value generated by the proposed project and the additional real estate tax that increase will generate. Both the TIF financing and real estate taxes are subject to the final determination of assessed value.

NOTE D – CASH DISBURSEMENTS

Interest expense and principal debt service are based on the assumption that with the exception of any TIF financing assistance, the entire construction project Phase 1 will be financed through \$556,495 of capital contributions from the owners of JBA Ventures, LLC with additional debt incurred to cover the remaining anticipated construction and improvement costs.

See independent accountants' compilation report
Schroeder & Schreiner, P.C.

6

JBA Ventures, LLC

SUMMARY OF SIGNIFICANT PROJECTION ASSUMPTIONS, Continued

Twelve Months Ending After Project Phase 1 Completion

NOTE D – CASH DISBURSEMENTS, Continued

Phase 1 TIF debt is based on an initial \$950,392 principal balance that can be serviced with the anticipated incremental real estate tax generated by the project. The loan is expected to have a 15-year term with scheduled monthly payments of \$4,503 (annual \$54,036) and an interest rate of approximately 7.5%. This debt reflects only that incurred to cover the first phase of the project.

The remaining construction and land acquisition costs, not funded through tax increment financing, will be satisfied with \$556,495 of capital contributions and \$6,027,548 of bank debt for the residual obligation. All remaining non-TIF construction debt will have a 20-year term. All loans will have an annual interest rate of approximately 7.5%. Scenarios contemplating the denial of tax increment financing will assume bank debt replacing TIF financing at the same 15-year term and 7.5% annual interest rate as the equivalent TIF financing.

Projected real estate tax is expected to equal the current tax (for the 2022 year) plus additional tax generated by applying the current levy rate to the anticipated increase in assessed value to be generated by the construction project.

Projected costs for common area water, sewer and utilities; insurance; repairs and maintenance; professional fees; and other costs are all based on the experience of JBA Ventures, LLC's members and the expected occupancy of the facility.

This projection estimates a taxable loss under all reporting scenarios. Accordingly, in anticipation of passive activity loss limitations restricting the use of said losses, no member distributions to cover estimated individual income tax (or contributions to reflect estimated income tax benefits) based on tax law provisions expected to be in effect during the projection period have been considered. Although not a cash expenditure, estimated depreciation has been calculated and included in the projection to arrive at net taxable income. Estimated capitalized costs are depreciated under either the straight-line method for 27.5-year life building components or the 150 percent declining balance method for 15-year life paving and improvement components.

See independent accountants' compilation report
Schroeder & Schreiner, P.C.

JBA Ventures, LLC
Tax Increment Financing Application
Capitalization Rate Analysis

	<u>With Tax Increment Financing</u>	<u>Without Tax Increment Financing</u>
Net cash receipts (disbursements)	(132,945)	(234,933)
Add back: debt service	248,791	295,749
Net operating income	<u>115,846</u>	<u>60,816</u>
Divided by fair market value	2,942,035	2,942,035
Equals capitalization rate	3.94%	2.07%

Exhibit E

Resolution Number 2023-07

HALL COUNTY REGIONAL PLANNING COMMISSION

A RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO A REDEVELOPMENT PLAN IN THE CITY OF GRAND ISLAND, NEBRASKA; AND APPROVAL OF RELATED ACTIONS

WHEREAS, the Chairman and Board of the Community Redevelopment Authority of the City of Grand Island, Nebraska (the “**Authority**”), referred **the Redevelopment Plan for CRA Area 31 requested by JBA Ventures LLC** to the Hall County Regional Planning Commission, (the “**Commission**”) for review and recommendation as to its conformity with the general plan for the development of the City of Grand Island, Hall County, Nebraska, pursuant to Section 18-2112 of the Community Development Law, Chapter 18, Article 21, Reissue Revised Statutes of Nebraska, as amended (the “**Act**”); and

WHEREAS, the Commission held a public hearing on the proposed plan on March 1, 2023, and

WHEREAS, the chair or president of Hall County Board, Grand Island School Board, Central Platte Natural Resources District, Educational Service Unit #10 and Central Community College were notified by certified mail of said hearing, and

WHEREAS, the Commission advertised the time, date and location public hearing in the Grand Island Independent on Friday February 10th and Friday February 17th, and

WHEREAS, there are no Neighborhood Associations registered with the City of Grand Island, and

WHEREAS, the Commission has reviewed said Redevelopment Plan as to its conformity with the general plan for the development of the City of Grand Island, Hall County;

NOW, THEREFORE, BE IT RESOLVED BY THE HALL COUNTY REGIONAL PLANNING COMMISSION AS FOLLOWS:

Section 1. The Commission hereby recommends approval of the Redevelopment Plan finding that it is in conformance with the comprehensive development plan (general plan for development) for the City of Grand Island.

Section 2. All prior resolutions of the Commission in conflict with the terms and provisions of this resolution are hereby expressly repealed to the extent of such conflicts.

Section 3. This resolution shall be in full force and effect from and after its passage as provided by law.

DATED: March 1, 2023

HALL COUNTY REGIONAL PLANNING COMMISSION

ATTEST:

By: _____
Chair

By: _____
Secretary

**COMMUNITY REDEVELOPMENT AUTHORITY
OF THE CITY OF GRAND ISLAND, NEBRASKA**

RESOLUTION NO. 424

**RESOLUTION OF THE COMMUNITY REDEVELOPMENT AUTHORITY OF THE CITY
OF GRAND ISLAND, NEBRASKA, SUBMITTING A PROPOSED
REDEVELOPMENT PLAN TO THE HALL COUNTY REGIONAL PLANNING
COMMISSION FOR ITS RECOMMENDATION**

WHEREAS, this Community Redevelopment Authority of the City of Grand Island, Nebraska ("Authority"), pursuant to the Nebraska Community Development Law (the "Act"), prepared a proposed redevelopment plan (the "Plan") a copy of which is attached hereto as Exhibit 1, for redevelopment of an area within the city limits of the City of Grand Island, Hall County, Nebraska; and

WHEREAS, the Authority is required by Section 18-2112 of the Act to submit said to the planning board having jurisdiction of the area proposed for redevelopment for review and recommendation as to its conformity with the general plan for the development of the City of Grand Island, Hall County, Nebraska;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

The Authority submits to the Hall County Regional Planning Commission the proposed Plan attached to this Resolution, for review and recommendation as to its conformity with the general plan for the development of the City of Grand Island, Hall County, Nebraska.

Passed and approved this 8th day of February, 2023

COMMUNITY REDEVELOPMENT
AUTHORITY OF THE CITY OF
GRAND ISLAND, NEBRASKA.

By 
Chairperson

ATTEST:


Secretary

JBA Ventures LLC Henry and Ada-Area 31

**COMMUNITY REDEVELOPMENT AUTHORITY OF THE CITY OF GRAND ISLAND,
NEBRASKA**

RESOLUTION NO. 425

RESOLUTION OF THE COMMUNITY REDEVELOPMENT AUTHORITY OF THE CITY OF GRAND ISLAND, NEBRASKA, PROVIDING NOTICE OF INTENT TO ENTER INTO A REDEVELOPMENT CONTRACT AFTER THE PASSAGE OF 30 DAYS AND OTHER MATTERS

WHEREAS, this Community Redevelopment Authority of the City of Grand Island, Nebraska ("Authority"), has received an Application for Tax Increment Financing under the Nebraska Community Development Law (the "Act") on a project within Redevelopment Area 31, from JBA Ventures LLC, (The "Developer") for redevelopment located on Lot 1 and part of Lot 2 of Block 1 and Lots 1 and 2 of Block 2 of Dawn Subdivision, an area within the city limits of the City of Grand Island, as set forth in Exhibit 1 attached hereto; and

WHEREAS, this Community Redevelopment Authority of the City of Grand Island, Nebraska ("Authority"), is proposing to use Tax Increment Financing on a project within Redevelopment Area 1;

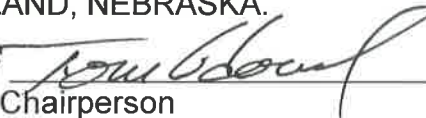
NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. In compliance with section 18-2114 of the Act, the Authority hereby gives the governing body of the City notice that it intends to enter into the Redevelopment Contract, after approval of the redevelopment plan amendment related to the redevelopment project, and after the passage of 30 days from the date hereof.

Section 2. The Secretary of the Authority is directed to file a copy of this resolution with the City Clerk of the City of Grand Island, forthwith.

Passed and approved this 8th day of February, 2023.

COMMUNITY REDEVELOPMENT
AUTHORITY OF THE CITY OF GRAND
ISLAND, NEBRASKA.

By 
Chairperson

ATTEST:


Secretary

JBA Ventures LLC Henry and Ada-Area 31

Exhibit 1

Draft Redevelopment Plan Forwarded to the Planning Commission

JBA Ventures LLC Henry and Ada-Area 31

**COMMUNITY REDEVELOPMENT AUTHORITY
OF THE CITY OF GRAND ISLAND, NEBRASKA**

RESOLUTION NO. 427

A RESOLUTION RECOMMENDING APPROVAL OF A REDEVELOPMENT PLAN TO THE CITY OF GRAND ISLAND, NEBRASKA; RECOMMENDING APPROVAL OF A REDEVELOPMENT PROJECT TO THE CITY OF GRAND ISLAND, NEBRASKA; APPROVING A COST BENEFIT ANALYSIS FOR SUCH PROJECT; AND APPROVAL OF RELATED ACTIONS

WHEREAS, the Mayor and Council of the City of Grand Island, Nebraska (the “**City**”), upon the recommendation of the Planning Commission of the City of Grand Island, Nebraska (the “**Planning Commission**”), and in compliance with all public notice requirements imposed by the Community Development Law, Chapter 18, Article 21, Reissue Revised Statutes of Nebraska, as amended (the “**Act**”), duly declared the redevelopment area legally described on **Exhibit A** attached hereto (the “**Redevelopment Area**”) to be blighted and substandard and in need of redevelopment; and

WHEREAS, pursuant to and in furtherance of the Act, a Redevelopment Plan (the “**Redevelopment Plan**”), has been prepared by Community Redevelopment Authority of Grand Island, Nebraska, (the “**Authority**”) pursuant to an application by JBA Ventures LLC. (the “**Redeveloper**”), in the form attached hereto as **Exhibit B**, for the purpose of redeveloping Redevelopment Area legally described on **Exhibit A**, referred to herein as the Project Area (the “**Project Area**”); and

WHEREAS, pursuant to the Redevelopment Plan, the Authority would agree to incur indebtedness and make a grant for the purposes specified in the Redevelopment Plan (the “**Project**”), in accordance with and as permitted by the Act; and

WHEREAS, the Authority has conducted a cost benefit analysis of the Project (the “**Cost Benefit Analysis**”) pursuant to Section 18-2113 of the Act, a which is included in the Redevelopment Plan attached hereto as **Exhibit B**; and

WHEREAS, the Authority has made certain findings and pursuant thereto has determined that it is in the best interests of the Authority and the City to approve the Redevelopment Plan and approve the Redevelopment Project and to approve the transactions contemplated thereby.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AUTHORITY OF THE CITY OF GRAND ISLAND, NEBRASKA AS FOLLOWS:

Section 1. The Authority has determined that the proposed land uses and building requirements in the Redevelopment Plan for the Project Area are designed with the general purposes of accomplishing, and in conformance with the general plan of the City, 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 in 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 provisions 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 communitive 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 unsanitary or unsafe dwelling accommodations, or conditions of blight.

Area 31 Henry and Ada JBA Ventures LLC

Page 1

Section 2. The Authority has conducted a Cost Benefit Analysis for the Project, included in the Redevelopment Plan attached hereto as Exhibit B, in accordance with the Act, and has found and hereby finds that the Project would not be economically feasible without the use of tax increment financing, the Project would not occur in the Project Area without the use of tax increment financing and the costs and benefits of the Project, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services, have been analyzed and have been found to be in the long term best interests of the community impacted by the Project.

Section 3. In compliance with section 18-2114 of the Act, the Authority finds and determines as follows: (a) the Redevelopment Area constituting the Redevelopment Project will not be acquired by the Authority and the Authority shall receive no proceeds from disposal to the Redeveloper; (b) the estimated cost of project acquisition and the estimated cost of acquisition of property, preparation for redevelopment including site work, public utilities and streets, trails and sidewalks described in detail in Exhibit B attached hereto; (c) the method of acquisition of the real estate shall be by private contract by the Redeveloper and not by condemnation; and (d) the method of financing the Redevelopment Project shall be by issuance of tax increment revenue bond(s) issued in the approximate amount of \$950,932 which shall be granted to the Redeveloper and from additional funds provided by the Redeveloper. No families will be displaced from the Redevelopment Project Area as a result of the project.

Section 4. The Authority hereby recommends to the City approval of the Redevelopment Plan and the Redevelopment Project described in the Redevelopment Plan.

Section 5. All prior resolutions of the Authority in conflict with the terms and provisions of this resolution are hereby expressly repealed to the extent of such conflicts.

Section 6. This resolution shall be in full force and effect from and after its passage and approval.

PASSED AND APPROVED this 15th day of March, 2023

**COMMUNITY REDEVELOPMENT
AUTHORITY OF THE CITY OF GRAND
ISLAND NEBRASKA**

ATTEST:

By:


Chair

By:


Secretary

EXHIBIT A

LEGAL DESCRIPTION OF REDEVELOPMENT PROJECT AREA

Legal Descriptions: Lots 1 and 2 of Block 2 of Dawn Subdivision and the West 111 feet of lot 1 and all of lot 2 of Block 1 of Dawn Subdivision in the City of Grand Island, Hall County, Nebraska.

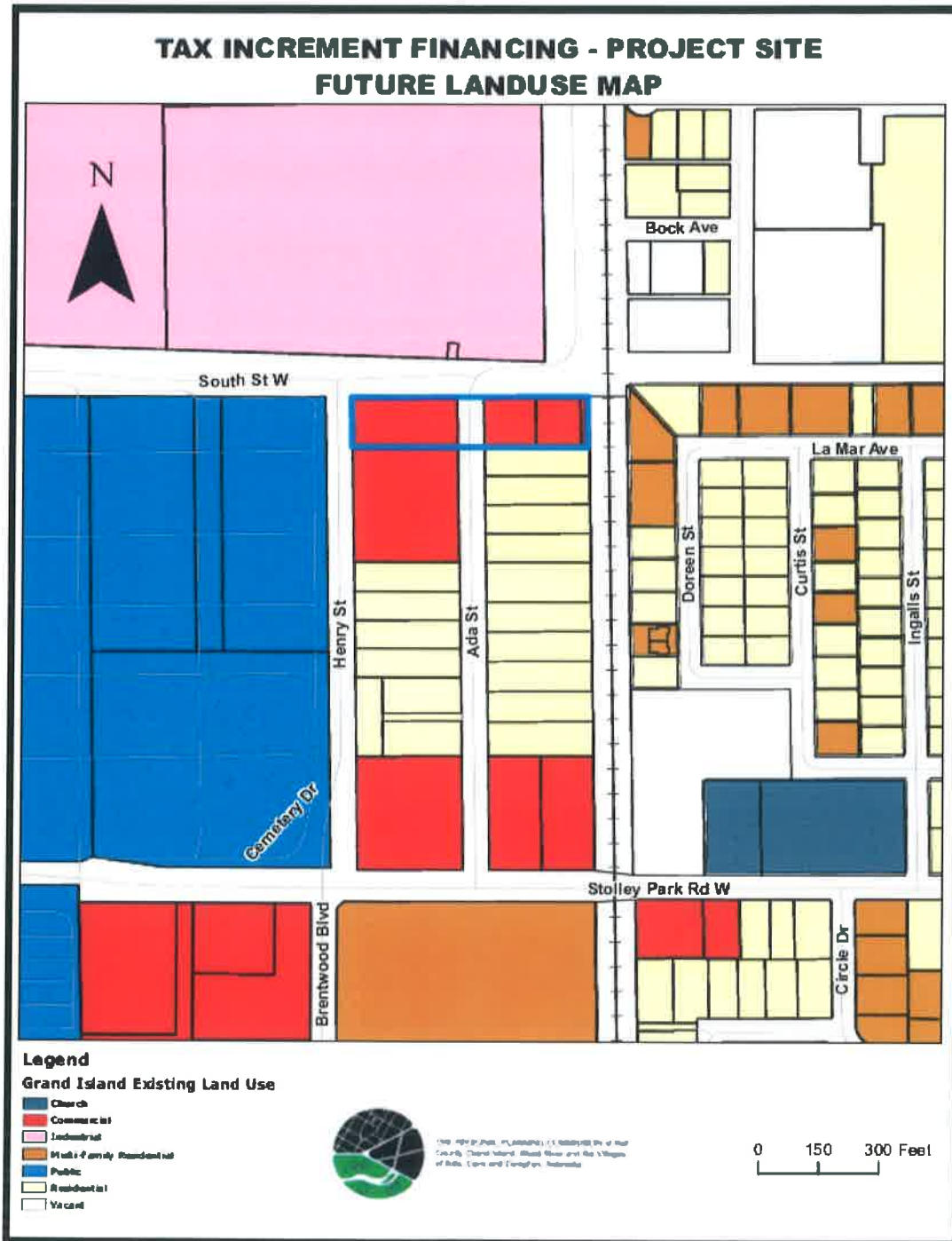


EXHIBIT B

FORM OF REDEVELOPMENT PLAN



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item E-3

Public Hearing on Zoning Change for property located south of South Street along Henry and Ada Street, 1703 Henry Street and 1703 Ada Street (Lots 1 and 2, Block 2 and part of Lot 1 and Lot 2, Block 1 of Dawn Subdivision) from M2 Heavy Manufacturing to B2 General Business

Council action will take place under Ordinances item F-1.

Staff Contact: Chad Nabity

Council Agenda Memo

From: Regional Planning Commission

Meeting: March 28, 2023

Subject: Change of Zoning from M2 Heavy Manufacturing Zone to B2 General Business Zone

Presenter(s): Chad Nability AICP, Regional Planning Director

Background

JBA Ventures LLC., the owner of property at 1703 Henry Street and 1703 Ada Street located south of South Street and east of the Grand Island Cemetery is requesting that the zoning on property be changed on this property from M2 Heavy Manufacturing to B2 General Business Zone. They are proposing to build four 4-plex apartment buildings on these lots similar to those located south of these properties on Henry and Ada. They will be removing the existing building at the corner of Henry and South.

Discussion

At the regular meeting of the Regional Planning Commission, held March 1, 2023 the above item was considered following a public hearing.

O'Neill opened the public hearing for agenda item #4 and #5.

Nability stated the developer is proposing to develop multifamily residential in four buildings with 18 units between 1703 Henry and 1703 Ada Street. These properties have been zoned M2 Heavy Manufacturing and have been used for storage. The Baasch's have cleaned up the properties and removed the older buildings. The plan use for the property is mixed use office but the existing zoning to the south is B-2. Provided the plan is consistent with the Future Land Use Map and the Comprehensive Plan Nability stated the Planning Department recommending approval of both.

Zack Butz representing JBA Ventures went over the Redevelopment Plan for CRA Area 31 and the need of housing.

Bruce Shriner, representing JBA Ventures went over the TIF application for the project.

O'Neill closed the public hearing for item #4 and #5.

A motion was made by Ruge and second by Goplin to approve the proposed rezoning of property located south of South Street along Henry and Ada Streets from M2 to B2.

The motion was carried with eight members voting in favor (Nelson, O'Neill, Ruge, Robb, Monter, Rainforth, Goplin and Doane), no members voting no or abstaining, (Allan, Stevenson, Hendrickson, and Randone were absent).

The memo sent to the planning commission with staff recommendation is attached for review by Council.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Approve the rezoning request as presented
2. Modify the rezoning request to meet the wishes of the Council
3. Postpone the issue
4. Deny the application

Recommendation

City Administration recommends that the Council approve the proposed changes as recommended.

Sample Motion

Move to approve the ordinance as presented.

Agenda Item #5

PLANNING DIRECTOR RECOMMENDATION TO REGIONAL PLANNING

COMMISSION:

February 20, 2023

SUBJECT: *Zoning Change (C-14-23GI)*

PROPOSAL: To rezone approximately 2 acres of land south of South Street and east of Henry Street, from M2 Heavy Manufacturing to B-2 General Business Zone, in the City of Grand Island. The purpose of this rezoning request allow for the construction of apartments on these lots as permitted in the B2 Zoning District.

OVERVIEW:

Site Analysis

Current zoning designation:

M2: Heavy Manufacturing

Intent of zoning district

M2: The intent of this zoning district is to provide for the greatest amount of manufacturing, warehousing, wholesaling and business uses. Conditional use permits are required for those uses with more significant health and safety concerns. This zoning district does not permit residential dwellings

Permitted and conditional uses:

M2: No residential uses are permitted. A wide variety of manufacturing, retail, office and warehousing uses are permitted.

Proposed zoning district

B-2: Residential uses at a density of up to 43 units per acre, a variety of commercial, retail, office and service uses.

Comprehensive Plan Designation:

Designated for mixed use office.

Existing land uses.

Vacant property was used for warehousing and storage previously.

Adjacent Properties Analysis

Current zoning designations:

East: R-4-High Density Residential

South: B-2 – General Business

West and North: M2- Heavy Manufacturing

Intent of zoning district:

B-2: The intent of this zoning district is to provide for the service, retail and wholesale needs of the general community. This zoning district will contain uses that have users and traffic from all areas of the community and trade areas, and therefore will have close proximity to the major traffic corridors of the City. Residential uses are permitted at the density of the (R-4) High Density Residential Zoning District.

Permitted and conditional uses:

R-4 - Agricultural uses, recreational uses, non-profit uses, day cares and residential uses at a density of 43 dwelling units per acre **B-2**-Residential uses at a

density of up to 43 units per acre, a variety of commercial, retail, office and service uses. **M2:** No residential uses are permitted. A wide variety of manufacturing, retail, office and warehousing uses are permitted.

Comprehensive Plan Designation: **North:** Designated for Manufacturing
South: Designated Mixed use office
East: Designated for Low to Medium Density Residential
West: Designated for public use

Existing land uses: **North:** Hike Bike Trail and Sunrise Express Trucking
East: Mixed Residential Uses
South: Elderly Residential and Self Storage
West: Grand Island Cemetery
EVALUATION:

Positive Implications:

- *Largely consistent with the City's Comprehensive Land Use Plan:* The subject property is designated for mixed use office but the existing zoning to the south is B-2.
- *Accessible to Existing Municipal Infrastructure:* City water and sewer services are available to service the rezoning area.
- *Constant with the existing commercial development:* This property adjacent to existing residential units that are similar in nature to those proposed.

Negative Implications:

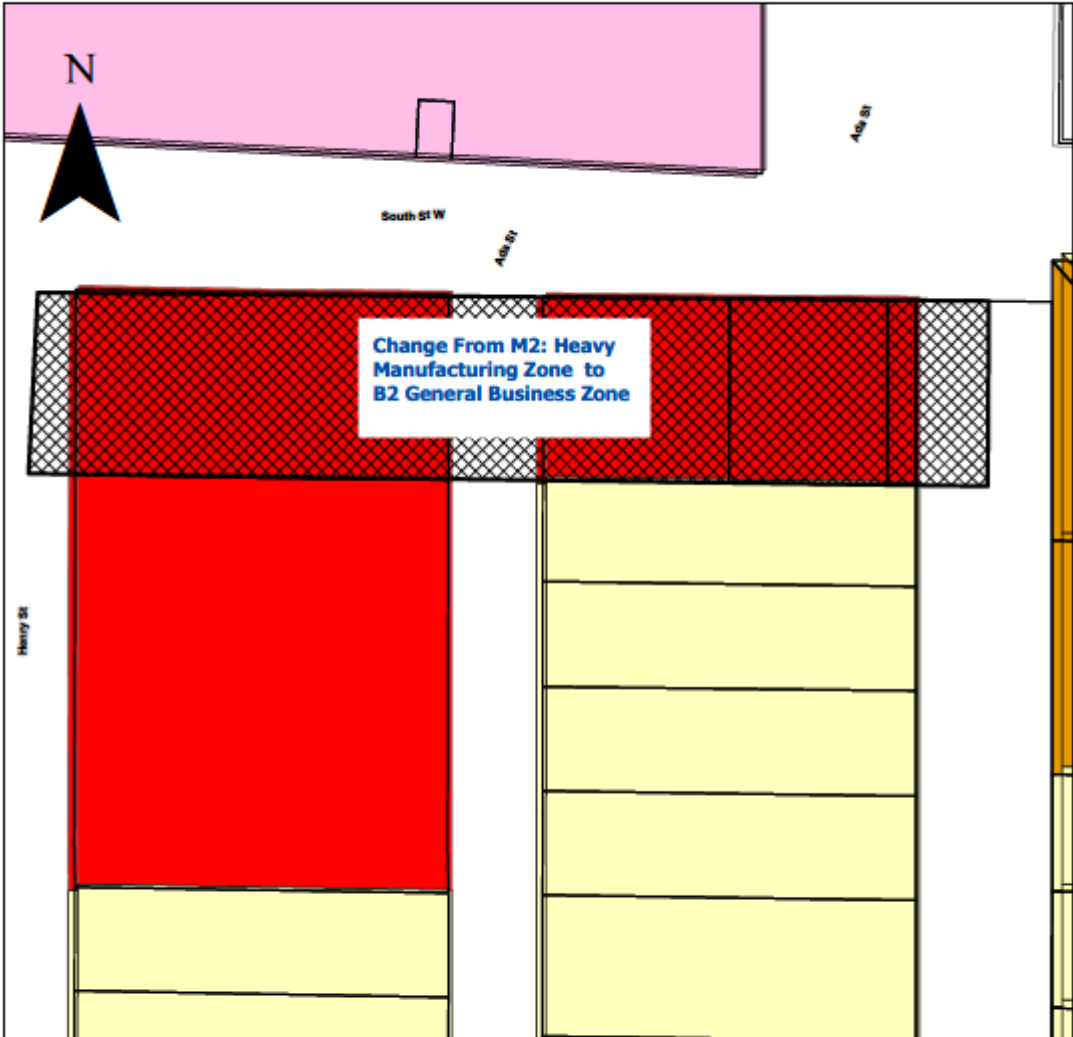
No Negative Consequences Foreseen

RECOMMENDATION:

That the Regional Planning Commission recommend that the Grand Island City Council change the zoning on the this site from M-2 Heavy Manufacturing to B-2-General Business as requested and shown on the attached map.

_____ Chad Nabity AICP, Planning Director

**PROPOSED ZONING CHANGE SITE
EXISTING LANDUSE MAP**



- Legend**
- Proposed Rezoning Location**
 - Proposed Rezoning Location
 - Grand Island Existing Land Use**
 - Commercial
 - Industrial
 - Multi-Family Residential
 - Residential
 - Vacant

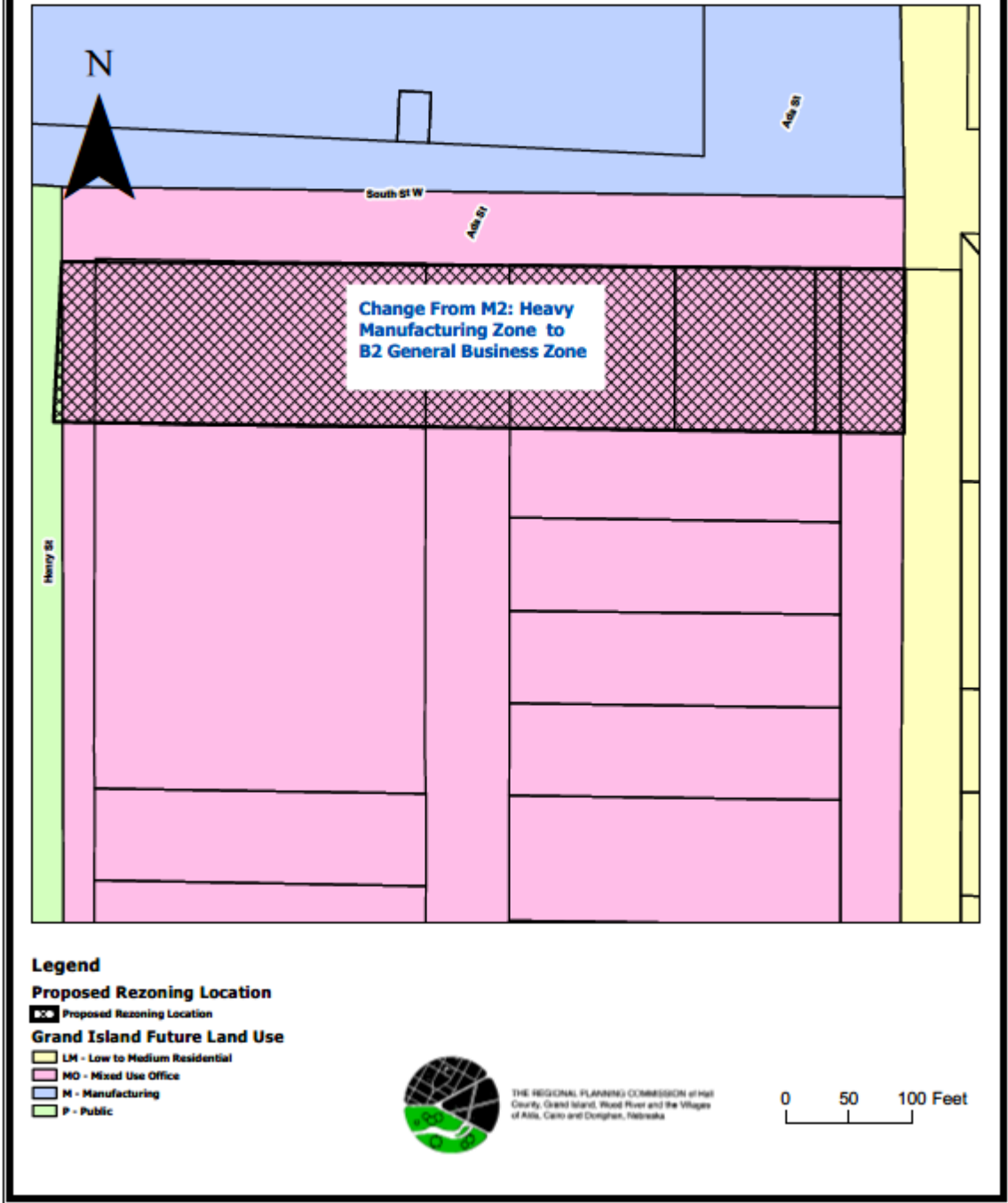


THE REGIONAL PLANNING COMMISSION of Hall County, Grand Island, Wood River and the Villages of Mills, Cairo and Douglas, Nebraska

0 50 100 Feet

Existing Landuse

PROPOSED ZONING CHANGE SITE FUTURE LANDUSE MAP



Future Land Use Map



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item E-4

Public Hearing on Text Amendment to 36-72 M-1 Light Manufacturing Zone; 36-76 Commercial Development Zone and 36-99 Home Occupations

Council action will take place under Ordinances item F-2.

Staff Contact: Chad Nabity

Council Agenda Memo

From: Regional Planning Commission

Meeting: March 28, 2023

Subject: Concerning proposed amendments to Sections 36-72 M-1 Light Manufacturing Zone, 36-76 Commercial Development Zone, and 36-99 Home Occupations

Presenter(s): Chad Nability, AICP Planning Director

Background

Staff has been reviewing the Grand Island Zoning Regulations and is suggesting changes to several sections as outlined below and in the ordinance that will provide better direction to both staff and the general public dealing with these section of the code. The changes in the M1 Light Manufacturing zone and CD Commercial Development Zone are intended to reduce confusion regarding landscaping requirements in those districts. The changes to the Home Occupation section may provide an incremental increase in the capacity of home day care providers to provide day care services throughout the community.

Discussion

The proposed changes are attached with the memo sent to the planning commission. ~~Strikeouts~~ will be removed from the regulation and underlined will be added to the regulations. All changes are shown in red typeface in the proposed ordinance. The proposed changes to 36-71 remove language in the M1 zoning district that appears to have been carried over in this district after the adoption of comprehensive landscaping regulations. This language is confusing and somewhat contradictory to the landscaping section of the regulations. The changes to 36-76 clarify that landscaping plans are needed with any new or amended commercial development zone. The current regulations require a landscape buffer yard but there are no specific landscaping requirements. The changes to 36-99 would allow for up to 2 offsite employees at In Home Daycare facilities. This would allow in home daycares to care for more infants and allow additional children at each facility that is licensed as a Family Child Care Home II with the State of Nebraska. All Family Child Care Home II facilities need to have at least 2 care givers at all times.

A complete copy of the proposed changes is included in the attached directors recommendation to the planning commission as an attachment to this memo and in the ordinance.

From the March 1, 2023 Regional Planning Commission Meeting Minutes:

O'Neill opened the public hearing.

Nabity stated the proposed amendments to changes to three section to the city code. The proposed changes to 36-72 M-1 Light Manufacturing pertain to specific landscaping requirements in the front yard setbacks. The buffer yard changes to 36-72 Commercial Development Zone are intended to clarify how to determine what additional planting besides grass are required in the buffer yard.

The changes to 36-99 Home Occupations are in direct response to concerns from Central Nebraska Health Department about the need for additional daycare operations within the City. Nabity stated this change would allow In Home Daycare II as an in home daycare. The changes to 36-99 are specific to Grand Island's Home Occupation standards as they apply to in Home Daycare Providers as defined and licensed by the State of Nebraska. Nabity stated Nebraska has two classes of In Home Daycare referred to as Family Child Care Home I and II. Under our current regulations Family Child Care Home I is permitted without any question as long as the person providing care owns/rents and lives in the house. Family Child Care Home II requires that two caregivers are present and under the current regulations both caregivers would have to live at the residence. Based on the licensing standards up to 10 children can be cared for in a Family Child Home I and up to 12 Children can be cared for in a Family Child Care Home II.

Teresa Anderson – 1137 S. Locust – Teresa, the director of The Central Health District Health Department – stated through a community assessment they found the three main concerns were 1) access to care, 2) cultural, behavioral , health 3) quality childcare. Teresa went on to talk about the shortage of daycare. In talking to parents and daycare providers they are for supporting Family Child Care Home II.

O'Neill closed the public hearing.

A motion was made by Rainforth and second by Doane to approve the changes to the proposed amendments to 36-72 M-1 Light Manufacturing Zone 36-76 Commercial Development Zone and 36-99 Home Occupations.

The motion was carried with eight members voting in favor (Nelson, O'Neill, Ruge, Robb, Monter, Rainforth, Goplin and Doane), no members voting no or abstaining, (Allan, Stevenson, Hendrickson, and Randone were absent).

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee

3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the proposed changes as presented.

Sample Motion

Move to approve as recommended.

Agenda Item # 8

PLANNING DIRECTOR RECOMMENDATION TO REGIONAL PLANNING

COMMISSION:

February 16, 2023

SUBJECT:

Concerning proposed amendments to changes to 36-72 M-1 Light Manufacturing Zone 36-76 Commercial Development Zone and 36-99 Home Occupations. (C-16-23GI)

PROPOSAL:

The proposed changes to 36-72 are clean up language to remove specific landscaping requirements from the M-1 zoning district that appear to be from prior to 1996 when overall landscaping regulations were adopted. This will reduce confusion and eliminate inconsistencies. The changes to 36-76 would further define the buffer yard requirements in the CD zone relative to landscaping and the required number of plantings. The changes to 36-99 are specific to Grand Island's Home Occupation standards as they apply to In Home Daycare Providers as defined and licensed by the State of Nebraska.

OVERVIEW:

The proposed changes to all sections of the code are attached. Additions to the code are identified as **highlighted and underlined italics print** and deletions are shown as **strikethrough highlighted print**.

The changes to 36-72 M-1 Light Manufacturing District pertain to specific landscaping requirements in the front yard setback. It appears from a review of old regulations that required landscaping was included this district prior to the adoption of the landscaping regulations found later in the code that apply to all commercial and manufacturing districts. The references in this section of the code are not the same as the requirements later in the code and in order to harmonize the regulations staff is suggesting that we remove these references from 36-72.

The buffer yard changes to 36-76 Commercial Development Zone are intended to clarify how to determine what additional planting besides grass are required in the buffer yard. This will eliminate confusion when implementing these developments.

The changes to 36-99 Home Occupations are in direct response to concerns from the Hall County Health Department about the need for additional day care operations within the City. In Home Daycare has always been interpreted as allowed under our home based is specifically allowed as a home based business in our current regulations. The State of Nebraska has two classes of In Home Daycare referred to as Family Child Care Home I and II. Under our current regulations Family Child Care Home I is permitted without any question as long as the person providing care owns/rents and lives in the house. Family Child Care Home II requires that two caregivers are present and under our current regulations both caregivers would have to live at the residence. The proposed changes would allow up to two non-resident employees to work at an In Home Daycare which would open them up to being able to apply for a license as a Family Child Care Home II. Based on the licensing standards up to 10 children can be cared for in a Family Child Home I and up to 12 children can be cared for in a Family Child Care Home II. The addition of a non-resident employees will expand the number of children allowed by two but will have a greater impact on the number of infants that can be cared for. The breakdown allowed by age is attached.

1-006.08B Staff-to-Child Ratio: The appropriate staff-to-child ratio must be met at all times, as follows.

1. **Infants only.** If the program provides care to infants only, the following ratios apply:

Number of Infants in Care	Number of Staff Required
4	1
5-8	2

2. **Mixed ages.** If the program provides care to children of mixed ages, the following ratios apply:

Number of Children in Care	Number of Staff Required
1-8	1
9-10 (9 th and 10 th children must be school-age)	1

- a. Programs serving children of mixed ages of may provide care for up to three infants if no more than two of the infants are under 12 months of age.
- b. Programs may provide care for up to two additional school-age children during non-school hours if no more than two of the other children in care are under 18 months of age.

3. **School-age only.** If the program provides care to school-age children only, the following ratio applies:

Number of Children in Care	Number of Staff Required
1-10	1

1. **Infants only.** If the program provides care to infants only, the following ratios apply:

Number of Infants in Care	Number of Staff Required
4	1
5-8	2
9-12	3

2. **Mixed ages.** If the program provides care to children of mixed ages, the following ratios apply:

Number of Children in Care	Number of Staff Required
1-10	1
11-12	2

- a. Programs serving children of mixed ages may provide care for up to three infants if no more than two of the infants are under 12 months of age.
- b. Programs serving ten children with one staff are limited to two infants and the ninth and tenth children must be school-age.

3. **School-age only:** If the program provides care to school-age children only, the following ratio applies:

Number of Children in Care	Number of Staff Required
1-12	1

RECOMMENDATION:

That the Regional Planning Commission recommend that the Grand Island City Council **approve** the changes to the Grand Island Zoning Ordinance as presented.

_____ Chad Nability AICP, Planning Director

§36-72. (M-1) Light Manufacturing Zone

Intent: The intent of this zoning district is to provide for light fabrication, service, warehousing, administrative and research uses within a zoning district having generally limited public contact and requiring some minimal landscaping standards.

(A) Permitted Principal Uses: The following principal uses are permitted in the (M-1) Light Manufacturing Zoning District.

- (1) Administrative, executive, professional, research and similar office use having limited contact with the public
- (2) Agriculture, including the raising of field crops, tree and bush crops, animals and fowls, but not including feed lots, poultry farms, fur farms, and commercial kennels
- (3) Buildings and installations for public utilities; facilities shall observe yard space requirements but shall not be subject to minimum area or width requirements
- (4) Railway right-of-way, but not including railway yards or facilities
- (5) Radio and television stations, private clubs, and meeting halls
- (6) Manufacture, processing, assembly, fabrication or storage of non-hazardous products and materials
- (7) Parking Lot
- (8) Other uses found in the Zoning Matrix [Attachment A hereto]

(B) Conditional Uses: The following uses are subject to any conditions listed in this chapter and are subject to other conditions relating to the placement of said use on a specific tract of ground in the (M-1) Light Manufacturing Zoning District as approved by City Council.

- (1) Gravel, sand, or dirt removal, stockpiling, processing or distribution, and batching plant
- (2) Concrete or cement products manufacturing and batching plant.
- (3) Truck terminal, tractor, trailer, or truck storage, including maintenance facilities
- (4) Contractor's storage yard or plant
- (5) Motels and hotels
- (6) Towers

(C) Permitted Accessory Uses:

- (1) Sales of new merchandise when same is manufactured, processed, assembled, fabricated or stored on the premises
- (2) Buildings and uses accessory to the permitted principal use
- (3) A single dwelling unit occupying not more than 50% of the space located within the permitted principal structure on the property and not to exceed 750 square feet. Building shall conform to all building and life safety codes necessary for the mix of uses.

(D) Specifically Excluded Uses:

- (1) Residences as a principal use
- (2) Manufactured homes and manufactured home parks
- (3) Churches, schools, institutions and other public and semi-public uses except for trade and vocational schools

(E) Space Limitations:

Uses		Minimum Setbacks						
		A	B	C	D	E		
	Minimum Parcel Area (feet)	Minimum Lot Width (feet)	Front Yard (feet)	Rear Yard (feet)	Side Yard (feet)	Street Side Yard (feet)	Maximum Ground Coverage	Maximum Building Height (feet)
Permitted Uses	20,000	100	35 ⁺	20	10	10	50%	50
Conditional Uses	20,000	100	35 ⁺	20	10	10	50%	50

⁺with 15 feet adjacent to a street landscaped to satisfaction of the zoning official.

(F) Miscellaneous Provisions:

(1) Supplementary regulations shall be complied with as defined herein

~~(2) Landscaping shall be provided and maintained by the owner or developer within the 15 feet adjacent to a street; landscaping shall include but is not limited to, screen planting, lawn area, trees, shrubs, fences and walls; all landscaping shall be planned and maintained to the satisfaction of the zoning official.~~

(23) Only one principal building shall be permitted on one zoning lot except as otherwise provided herein.

Amended by Ordinance No. 8947, effective 1-5-2005

Amended by Ordinance No. 9256, effective 4-7-2010

Amended by Ordinance No. 9706, effective 10-2-2018

36-76 (CD) Commercial Development Zone

1. *Intent.* The intent of this zoning district is to permit a more flexible regulation of land use so as to more fully implement comprehensive planning for large parcels of land proposed for commercial use.
2. *Boundaries.* The boundaries of the (CD) Commercial Development Zoning District shall be fixed by amendment of the Official Zoning Map, at such times in the future as such district is applied to properties within the City's zoning jurisdiction.
3. *Limitations.*
 1. In a (CD) Commercial Development Zoning District, there shall be provided a minimum size of 1.5 acres
 2. Any proposed development shall be constructed in accordance with an overall plan of development.
 3. Any proposed plan of development shall be designed as a single architectural scheme with appropriate common landscaping.
 4. Adequate parking space shall be provided for all employees', visitors', and users' vehicles, and such parking, loading or service areas that shall be used for motor vehicles shall be located within the boundary lines of the (CD) Commercial Development Zoning District and shall be physically separated from any public street, right-of-way or property line by a buffer strip of not less than 30 feet along the exterior of the (CD) Commercial Development Zone. The buffer strip is not required if such public street, right-of-way or property line is also adjacent to other properties zoned either (CD) Commercial Development Zone or (RD) Residential Development Zone. Setbacks from property lines will be review with the development plan and plat.
 5. No building or other permanent structure, nor parking lot, shall be located within 30 feet of any public street, right-of-way, or property line along the exterior of the (CD) Commercial Development Zone. **Trees shrubs, and other plantings may be included in the buffer strip. The number of trees and shrubs shall not be regulated by the landscaping section of this code.** The buffer strip is not required if such public street, right-of-way or property line is also adjacent to other properties zoned either (CD) Commercial Development Zone or (RD) Residential Development Zone. **Landscaping plans will be reviewed with the development plan and plat.** Setbacks from property lines will be reviewed with the development plan and plat.
 6. The maximum ground coverage shall not exceed 50% of each site within the (CD) Commercial Development Zoning District.
 7. The minimum off-street parking requirement shall be provided as defined in this chapter of the city code.
4. *Ownership.* A (CD) Commercial Development Zoning District shall require a tract of land which is developed as a unit under single ownership or control, or which is under single designated control by a common ownership at the time it is certified as a (CD) Commercial Development Zone.

5. Permitted Uses.
 1. Public and quasi-public buildings for cultural use
 2. Nonprofit community buildings and social welfare establishments
 3. Radio and television stations (no antennae), and meeting halls
 4. Offices and office buildings
 5. Stores and shops for the conduct of retail business, provided, all activities and displays of goods are carried on within an enclosed building except that green plants and shrubs may be displayed in the open.
 6. Retail uses as found in the Zoning Matrix [Attachment A hereto]
 7. Agencies as found in the Zoning Matrix [Attachment A hereto]
 8. Shops as found in the Zoning Matrix [Attachment A hereto]
 9. Motel and hotel uses.
 10. Residential uses with the largest percentage at least 75% above the ground level.
 11. Other uses as found in the Zoning Matrix [Attachment A hereto]
6. Conditional Uses. The following uses are subject to any conditions listed in this chapter and are subject to other conditions relating to the placement of said use on a specific tract of ground in the (CD) Commercial Development Zoning District as approved by City Council.
 1. Towers
7. Permitted Accessory Uses.
 1. Buildings and uses accessory to the permitted principal use.
8. Procedure.
 1. An application to amend the Official Zoning Map to establish a CD-Commercial Development Zone shall be initiated in the manner prescribed in Article X of this chapter.
 2. Said application shall be filed with the city clerk in such form as shall be required by the city council, and shall be accompanied by the following information:
 1. Site plan showing preliminary location and dimensions of all building areas, recreation, green or landscaped areas, parking and loading facilities, walkways or malls, screen walls, or plantings, waste disposal areas, illumination facilities, signs, curb cuts, utilities and service, private or dedicated drives or streets, etc.
 2. Preliminary drawings or renderings in sufficient detail so that the character of the development may be so determined.

3. Evidence as to the methods of retaining, maintaining, and protecting the open space, green areas, recreational facilities, etc.
 4. Development schedule as to construction phases of buildings, open space, recreational areas, parking facilities, etc., and estimated completion time.
 5. Evidence of ownership or control of the entire parcel to be used as a planned unit development by a single person, association, firm, etc., as defined herein.
 6. Evidence of economic feasibility: a copy of such application and supplementary information shall then be forwarded by the city clerk to the Planning Commission for review, hearing, and recommendation.
3. In reviewing the application for amendment, the Planning Commission shall determine the following factors:
 1. That the proposed development will be in the public interest, in harmony with the purpose of this chapter and with comprehensive development plans for the City and will not adversely affect nearby property.
 2. That adequate, safe, and convenient pedestrian and vehicular trafficways and facilities are provided.
 3. That the development to be permitted shall be for the purpose of developing an integrated site plan in conformity with the regulations for a CD-Commercial Development Zone.
 4. The Planning Commission shall hold a public hearing on the proposed amendment and shall transmit its recommendation to the city council; a copy of the recommendation shall be sent to the applicant and one copy shall be retained in the permanent files of the Planning Commission.
 5. Procedure and action by the city council shall be the same as considering an amendment to a (CD) Commercial Development Zoning District as in Article X of this chapter.
9. Miscellaneous Provisions.
 1. It is intended that plans required for review and approval must be in a form that will satisfy the requirements of the subdivision regulations for both the preliminary and final plat and that approval for plans and plats be considered simultaneously.
 2. The approved and filed final plan and plat shall be the basis for issuance of a building permit in conformity therewith; the initial building permit shall include as a minimum 50% of the main building or structure; free-standing subordinate buildings shall not be included in the initial permit and shall not receive a permit until the initial permit phase is over 50% constructed; plan changes which increase the number of buildings, increase building height or bulk, or change the location of buildings or other features which materially affect the basic design of the development shall require resubmission of the amendment. Minor

adjustments in orientation, height or bulk of buildings, or decrease in number of buildings shall be approved by the Planning Director.

3. Should any successful applicant for an amendment hereunder fail to have completed the construction of the footings and foundations for the initial building permit within eighteen (18) months after the city council shall approve a rezoning to a (CD) Commercial Development Zoning District, the area in its entirety shall be reverted to its former zoning classification by appropriate action of the city council, provided, that the city council shall have the power to extend said period by six (6) months in the event of special and unique hardships and circumstances.
4. Control of the development following completion:
 1. The chief building official shall issue a certificate certifying the completion of the planned development, and shall note the issuance of the certificate on the final development plan.
 2. After the certificate of completion has been issued, the use of land and the construction, modification, or alteration of any buildings or structures within the (CD) Commercial Development Zoning District will be governed by the approved final development plan exclusively.
 3. After the certificate of completion has been issued, no changes may be made in the approved final development plan except upon application to the appropriate agency under the procedures provided below:
 1. Any minor extensions, alterations, or modifications of existing buildings or structures shall be authorized by the Planning Director if they are consistent with the purposes and intent of the final plan; no change authorized by this subsection may increase the density of any building or structure by more than ten percent.
 2. A building or structure that is totally or substantially destroyed may be reconstructed only in compliance with the final development plan unless an amendment to the final development plan is approved under subsection (3) hereof.
 3. All other changes in the final development plan as approved by the city council must be made by the city council under the procedures authorized under Article X for amendment of the Official Zoning Map; no changes may be made in the final development plan unless they are found by the city council to be required for the continued successful functioning of the commercial development, or unless they are found by the city council to be required by changes in conditions that have occurred since the final plan was improved or by changes in the comprehensive planning and development policy of the City.

(Amended by Ordinance No. 9871, effective 02-9-2022)

§36-99. Home Occupations

The following are the minimum standards required for a Home Occupation:

(A) There shall be no external or externally visible evidence of the home occupation, business or profession whatsoever. There shall be no signage or advertising, linking the residential property with the home occupation.

(B) No more than 25% of the floor area of any one story can be used for the home occupation

(C) There shall be no machinery other than that normally found in a home

(D) There shall be no contact at the premises with customers or clients other than by telephone or mail, except that music lessons may be given to one pupil at a time, and cultural, art, or dance instruction may be given to four pupils at one time and children may be dropped off at an In Home Daycare.

(E) No one other than the resident(s) can work from that site except that up to two non-resident employees may be present on the site for In Home Daycare operations as permitted and defined by the State of Nebraska

(F) No retail sales are permitted from the site other than incidental sales related to services provided

(G) No exterior storage (including storage within detached buildings/garage) is permitted

(H) No offensive noise, vibration, smoke, odor, heat or glare shall be noticeable at or beyond the property line

(I) The above listed characteristics of a home occupation shall not be construed to restrict the sale of garden produce grown on the premises, provided, this exception shall not extend to allow the operation of a commercial greenhouse or nursery, or the existence of stands or booths for display of said produce

All businesses related to Child Care Homes and Child Care Centers shall be in accordance with Neb. R.R.S. 1943, Sec. §71-1902.

Amended by Ordinance No. 8947, effective 1-5-2005



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item E-5

Public Hearing on Acquisition of Utility Easement - 2341 N. Diers Ave (FR EXTEX, LLC)

Council action will take place under Consent Agenda item G-5.

Staff Contact: Tim Luchsinger

Council Agenda Memo

From: Tim Luchsinger, Utilities Director
Laura McAloon, City Attorney

Meeting: March 28, 2023

Subject: Acquisition of Utility Easement – 2341 N. Diers Ave –
FR EXTEX, LLC

Presenter(s): Timothy Luchsinger, Utilities Director

Background

Nebraska State Statutes state that the acquisition of property requires a public hearing to be conducted with the acquisition approved by the City Council. The Utilities Department needs to acquire a twenty (20.0) foot wide easement tract through a part of part Lot One (1), Menard Tenth Subdivision, City of Grand Island, Hall County, Nebraska.

Discussion

FR EXTEX, LLC has requested electric service to supply a new retail building located at 2341 N. Diers Ave. Approximately 500 linear feet of 4” conduit, 250’ of 1/0 cable, and a 150 kva padmount transformer will be installed to accommodate the new service. The proposed easement will allow the Utilities Department to install, access, operate, and maintain the existing power line and infrastructure at this location.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

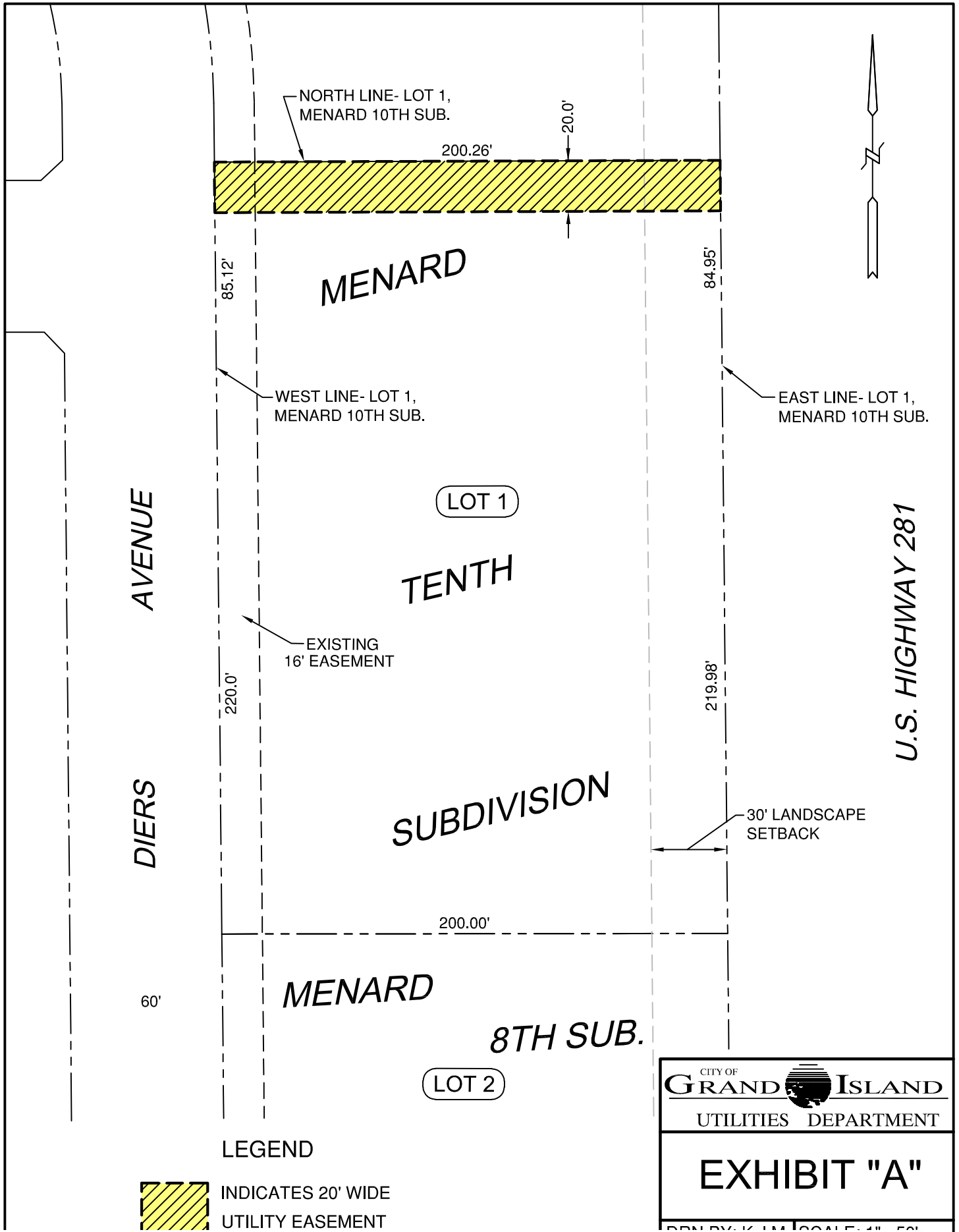
1. Make a motion to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the resolution for the acquisition of the easement for one dollar (\$1.00) and mutual benefits received.

Sample Motion

Move to adopt resolution authorizing the acquisition of a 20 foot wide Utility Easement, in a form approved by legal counsel, from FR EXTEX, LLC over certain real property located at 2341 N. Diers Avenue, Hall County, NE.





City of Grand Island

Tuesday, March 28, 2023

Council Session

Item E-6

Public Hearing on Acquisition of Public Right-of-Way for 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8 (PIC Development of Grand Island, LLC- 1804, 1809 and 1904 Aspen Circle)

Council action will take place under Consent Agenda item G-14.

Staff Contact: Keith Kurz PE, Interim Public Works Director

Council Agenda Memo

From: Keith Kurz PE, Interim Public Works Director

Meeting: March 28, 2023

Subject: Public Hearing on Acquisition of Public Right-of-Way for 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8 (PIC Development of Grand Island, LLC- 1804, 1809 and 1904 Aspen Circle)

Presenter(s): Keith Kurz PE, Interim Public Works Director

Background

The Claude Road; Faidley Avenue to State Street project is for the addition and improvement of several roadways in the City of Grand Island. It is anticipated that these projects will occur over several years at a pace dictated by budgets, development growth and need. A Claude Road extension from just north of Faidley Avenue to State Street is the major focus of this project. It is desired to build this roadway and several connections to Diers Avenue guided by an existing City of Grand Island concept plan. This project will allow for improvements to the Diers Avenue corridor intended to control access and improve traffic performance and safety. The Diers Avenue improvements would be the second component to this project. Also associated with this project is the potential for improvements to the Highway 281 and 30 corridors adjacent to the other project areas. These improvements would focus on creating north and southbound left-turn lane offsets as well as right turn lanes to exit from the highway. This portion of the project could involve potential application of NDOT safety funds and would involve coordination with NDOT throughout the project.

Construction of 18th Street, from Diers Avenue to Claude Road is the first improvement with the Claude Road project. On January 24, 2023, via Resolution No. 2023-21, City Council approved the bid award of 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8 to The Diamond Engineering Company of Grand Island, Nebraska in the amount of \$1,149,288.25.

The Public Works Department is proposing a concrete curb and gutter roadway section along with sidewalk, traffic control, drainage and all other associated improvements needed to complete the project.

Nebraska State Statutes stipulate that the acquisition of property requires a public hearing to be conducted with the acquisition approved by the City Council.

Discussion

Public right-of-way is needed to accommodate the new 18th Street, which is scheduled to be built this coming spring, from the proposed Claude Road to Diers Avenue. The property owner has signed the necessary documents to grant the property, as shown on the attached drawings.

Engineering staff of the Public Works Department negotiated with the property owner for such purchase.

<i>Property Owner</i>	<i>Legal Description</i>	<i>Amount</i>
PIC Development of Grand Island, LLC	<p>A TRACT OF LAND CONSISTING OF PART OF LOT 10 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>COMMENCING AT A SOUTHEASTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING ON THE NORTH RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S89°52'53"W ALONG THE SOUTH LINE OF SAID LOT 10 A DISTANCE OF 100.03 FEET TO A SOUTHWESTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING A POINT OF CURVATURE; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID LOT 10 AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 66°17'01", AN ARC LENGTH OF 80.98 FEET AND A CHORD BEARING N56°57'35"W FOR A DISTANCE OF 76.54 FEET; THENCE S58°59'10"E A DISTANCE OF 17.13 FEET; THENCE N89°56'31"E A DISTANCE OF 73.46 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 215.00 FEET, A DELTA ANGLE OF 42°47'55", AN ARC LENGTH OF 160.60 FEET AND A CHORD BEARING N68°32'33"E FOR A DISTANCE OF 156.89 FEET TO A POINT ON THE EAST LINE OF SAID LOT 10, SAID LINE ALSO BEING THE WEST R.O.W. LINE OF ASPEN CIRCLE; THENCE S00°03'00"E ALONG SAID EAST LINE OF LOT 10 A DISTANCE OF 20.02 FEET TO A SOUTHEASTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING A POINT OF CURVATURE; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 90°06'00", AN ARC LENGTH OF 110.08 FEET AND A CHORD BEARING S44°55'59"W FOR A DISTANCE OF 99.08 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 8,590 SQUARE FEET MORE OR LESS.</p>	\$30,070.00

<p>PIC Development of Grand Island, LLC</p>	<p>A TRACT OF LAND CONSISTING OF PART OF LOT 1 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1, SAID POINT ALSO BEING ON THE EAST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF N00°04'19"W ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 168.03 FEET; THENCE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 120.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 70.18 FEET AND A CHORD BEARING S16°49'36"E FOR A DISTANCE OF 69.19 FEET; THENCE S33°31'44"E A DISTANCE OF 11.48 FEET; THENCE S84°41'30"E A DISTANCE OF 19.09 FEET; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 285.00 FEET, A DELTA ANGLE OF 18°20'07", AN ARC LENGTH OF 91.20 FEET AND A CHORD BEARING N74°41'48"E FOR A DISTANCE OF 90.81 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00°35'21"E ALONG SAID EAST LINE A DISTANCE OF 68.63 FEET TO THE SOUTHWEST CORNER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT NUMBER 93-108517; THENCE CONTINUING ALONG SAID LINE OF LOT 1 S00°31'27"E A DISTANCE OF 44.92 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE S89°37'10"W ALONG THE SOUTH LINE OF SAID LOT 1 A DISTANCE OF 133.88 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 14,001 SQUARE FEET MORE OR LESS.</p>	<p>\$49,010.00</p>
<p>PIC Development of Grand Island, LLC</p>	<p>A TRACT OF LAND CONSISTING OF PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>COMMENCING AT THE NORTHWEST CORNER OF LOT 2 OF KAAAR SUBDIVISION; THENCE ON AN ASSUMED BEARING OF S00°3'44"E ALONG THE WEST LINE OF SAID LOT 2 A DISTANCE OF 315.01 FEET TO THE NORTHWEST CORNER OF SAID LOT 3, SAID POINT BEING THE POINT OF BEGINNING; THENCE N89°56'31"E ALONG THE NORTH LINE OF SAID LOT 3 A DISTANCE OF 168.52 FEET TO THE NORTHEAST CORNER OF SAID LOT 3, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE; THENCE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 38°54'28", AN ARC LENGTH OF 88.28 FEET AND A CHORD BEARING S36°07'10"E FOR A DISTANCE OF 86.59 FEET; THENCE</p>	<p>\$46,340.00</p>

	<p>S89°56'31"W ALONG A LINE BEING 70.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID LOT 3 A DISTANCE OF 203.84 FEET; THENCE S44°39'42"W A DISTANCE OF 21.11 FEET TO A POINT ON THE WEST LINE OF SAID LOT 3; THENCE N00°35'44"W ALONG SAID WEST LINE A DISTANCE OF 85.00 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 13,239 SQUARE FEET MORE OR LESS.</p>	
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Total= \$125,420.00

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

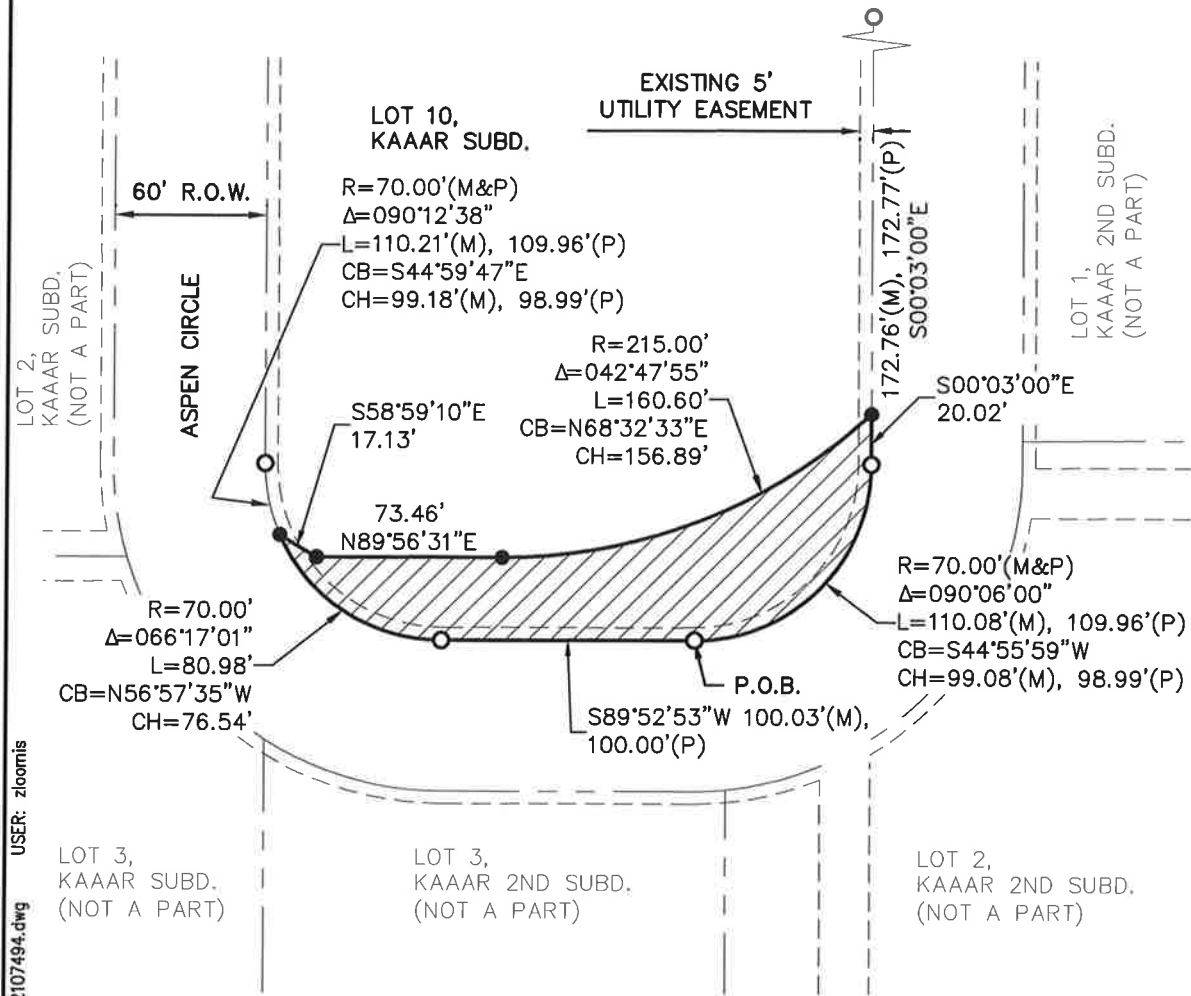
Recommendation

City Administration recommends that the Council conduct a Public Hearing and approve acquisitions of the public right-of-way from the affected property owner, in the total amount of \$125,420.00.

Sample Motion

Move to approve the acquisitions.

RIGHT-OF-WAY
 CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
 TRACT NO. 3
 DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



DWG: F:\2021\07001-07500\021-07494\40-Design\Exhibits\ROW & Easement Exhibits\Tract 3 ROW_02107494.dwg
 DATE: May 04, 2022 1:10pm
 USER: zloomis
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 V_XRWAY_LDP_02107494

LEGEND

- SET CORNER (5/8"x24" REBAR W/CAP)
- FOUND CORNER (3/4" PIPE W/CAP)
- - - - - EXISTING EASEMENT LINE
- ==== EXISTING PROPERTY LINE
- RIGHT OF WAY BOUNDARY LINE
- M MEASURED DISTANCE
- P PLATTED DISTANCE



	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

RIGHT-OF-WAY
 CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
 TRACT NO. 3
 DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS

LEGAL DESCRIPTION

A TRACT OF LAND CONSISTING OF PART OF LOT 10 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A SOUTHEASTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING ON THE NORTH RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S89°52'53"W ALONG THE SOUTH LINE OF SAID LOT 10 A DISTANCE OF 100.03 FEET TO A SOUTHWESTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING A POINT OF CURVATURE; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID LOT 10 AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 66°17'01", AN ARC LENGTH OF 80.98 FEET AND A CHORD BEARING N56°57'35"W FOR A DISTANCE OF 76.54 FEET; THENCE S58°59'10"E A DISTANCE OF 17.13 FEET; THENCE N89°56'31"E A DISTANCE OF 73.46 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 215.00 FEET, A DELTA ANGLE OF 42°47'55", AN ARC LENGTH OF 160.60 FEET AND A CHORD BEARING N68°32'33"E FOR A DISTANCE OF 156.89 FEET TO A POINT ON THE EAST LINE OF SAID LOT 10, SAID LINE ALSO BEING THE WEST R.O.W. LINE OF ASPEN CIRCLE; THENCE S00°03'00"E ALONG SAID EAST LINE OF LOT 10 A DISTANCE OF 20.02 FEET TO A SOUTHEASTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING A POINT OF CURVATURE; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 90°06'00", AN ARC LENGTH OF 110.08 FEET AND A CHORD BEARING S44°55'59"W FOR A DISTANCE OF 99.08 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 8,590 SQUARE FEET MORE OR LESS.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT ON _____ UNDER MY PERSONAL SUPERVISION, I COMPLETED AN ACCURATE SURVEY OF A TRACT OF LAND BEING PART OF LOT 10, KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA, AS SHOWN ON THE ACCOMPANYING SURVEY RECORD THEREOF; THAT IRON MARKERS, EXCEPT WHERE INDICATED WERE FOUND OR PLACED AT ALL PROPERTY CORNERS; THAT THE DIMENSIONS OF THE TRACT ARE AS SHOWN ON THE SURVEY RECORD; AND THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS.

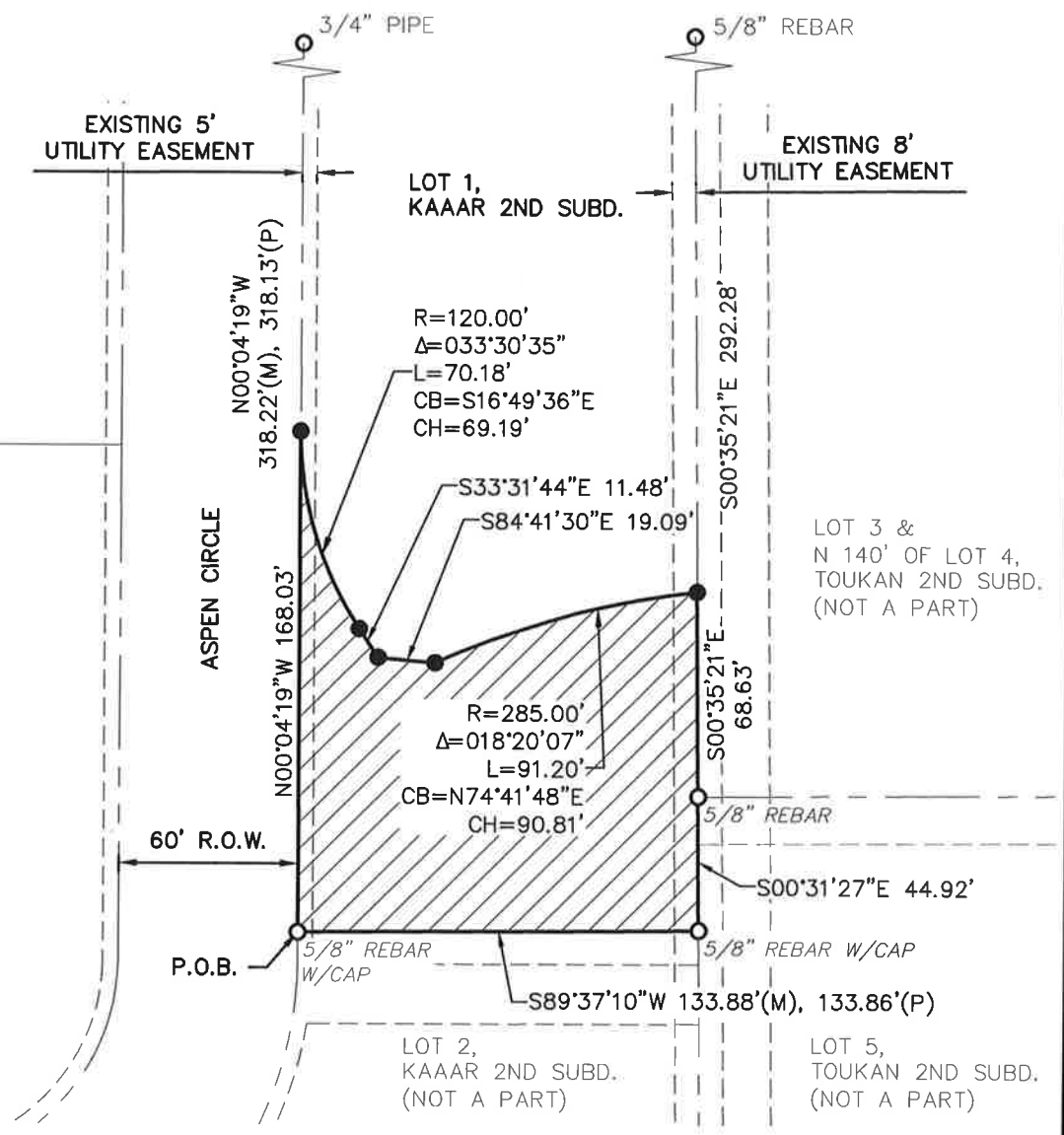
 JAI JASON ANDRIST
 NEBRASKA REGISTERED LAND SURVEYOR NO. LS-630

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 DATE: May 04, 2022 1:10pm
 XREFS: V_XRWAY_LDP_02107494
 USER: zloomis

	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

RIGHT-OF-WAY
 CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
 TRACT NO. 5
 DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS

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 DATE: May 04, 2022 3:31pm
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LEGEND

- SET CORNER (5/8"x24" REBAR W/CAP)
- FOUND CORNER (AS NOTED)
- - - - - EXISTING EASEMENT LINE
- ==== EXISTING PROPERTY LINE
- RIGHT OF WAY BOUNDARY LINE
- M MEASURED DISTANCE
- P PLATTED DISTANCE



olsson	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

RIGHT-OF-WAY
 CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
 TRACT NO. 5
 DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS

LEGAL DESCRIPTION

A TRACT OF LAND CONSISTING OF PART OF LOT 1 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1, SAID POINT ALSO BEING ON THE EAST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF N00°04'19"W ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 168.03 FEET; THENCE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 120.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 70.18 FEET AND A CHORD BEARING S16°49'36"E FOR A DISTANCE OF 69.19 FEET; THENCE S33°31'44"E A DISTANCE OF 11.48 FEET; THENCE S84°41'30"E A DISTANCE OF 19.09 FEET; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 285.00 FEET, A DELTA ANGLE OF 18°20'07", AN ARC LENGTH OF 91.20 FEET AND A CHORD BEARING N74°41'48"E FOR A DISTANCE OF 90.81 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00°35'21"E ALONG SAID EAST LINE A DISTANCE OF 68.63 FEET TO THE SOUTHWEST CORNER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT NUMBER 93-108517; THENCE CONTINUING ALONG SAID LINE OF LOT 1 S00°31'27"E A DISTANCE OF 44.92 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1; THENCE S89°37'10"W ALONG THE SOUTH LINE OF SAID LOT 1 A DISTANCE OF 133.88 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 14,001 SQUARE FEET MORE OR LESS.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT ON _____ UNDER MY PERSONAL SUPERVISION, I COMPLETED AN ACCURATE SURVEY OF A TRACT OF LAND BEING PART OF LOT 1, KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA, AS SHOWN ON THE ACCOMPANYING SURVEY RECORD THEREOF; THAT IRON MARKERS, EXCEPT WHERE INDICATED WERE FOUND OR PLACED AT ALL PROPERTY CORNERS; THAT THE DIMENSIONS OF THE TRACT ARE AS SHOWN ON THE SURVEY RECORD; AND THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS.

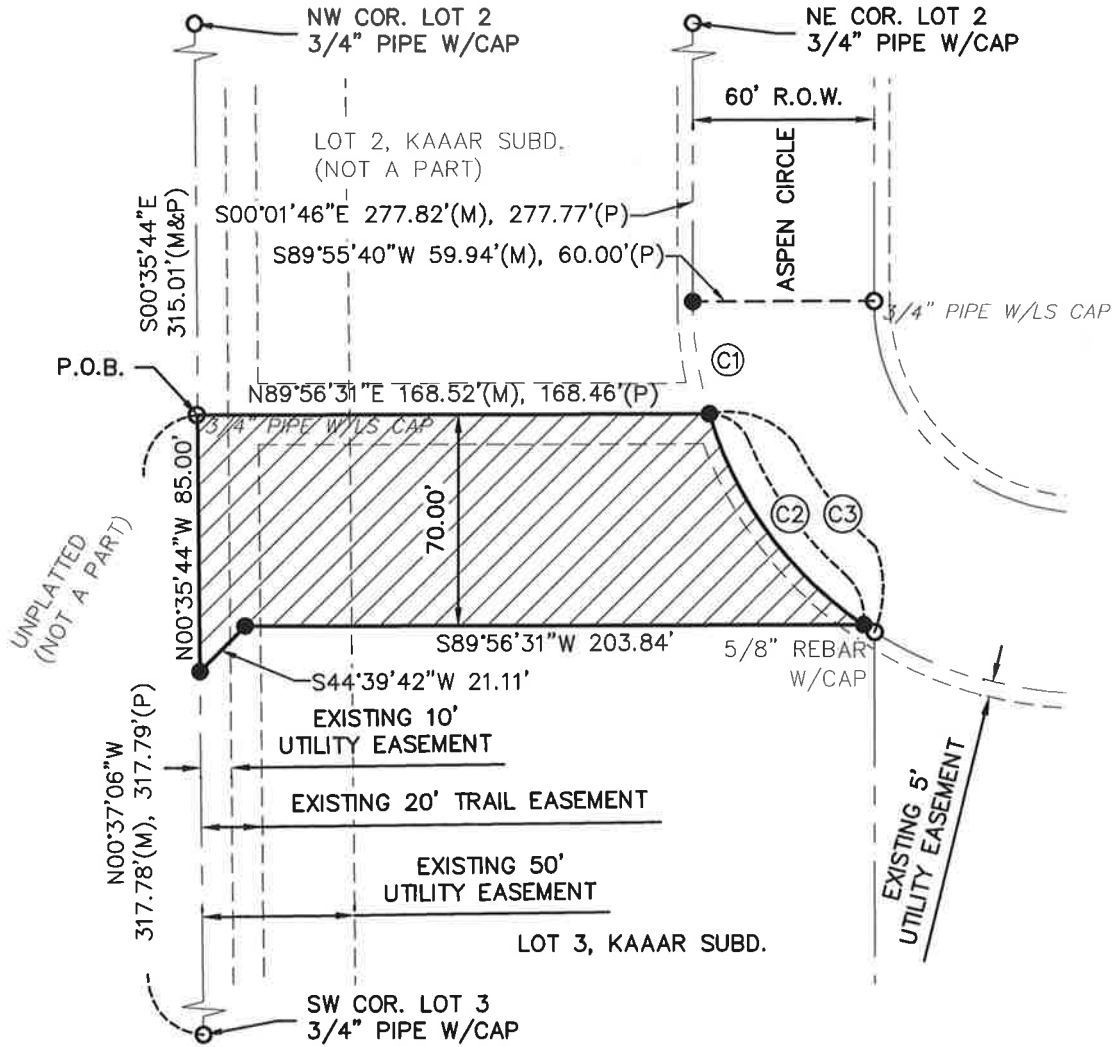
 JAI JASON ANDRIST
 NEBRASKA REGISTERED LAND SURVEYOR NO. LS-630

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olsson	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

RIGHT-OF-WAY

CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
TRACT NO. 2
DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



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CURVE TABLE					
ID	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD LENGTH
C1	130.00' (M&P)	016°38'31"	37.76' (M&P)	S08°21'00"E	37.63' (M), 37.62' (P)
C2	130.00'	038°54'28"	88.28'	S36°07'10"E	86.59'
C3	130.00' (M&P)	040°47'23"	92.55' (M), 92.53' (P)	S37°03'38"E	90.61' (M), 92.59' (P)

LEGEND

- SET CORNER (5/8"x24" REBAR W/CAP)
- FOUND CORNER (AS NOTED)
- X CALCULATED POINT
- EXISTING EASEMENT LINE
- - - EXISTING PROPERTY LINE
- RIGHT OF WAY BOUNDARY LINE
- M MEASURED DISTANCE
- P PLATTED DISTANCE



olsson	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

RIGHT-OF-WAY

CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
TRACT NO. 2

DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS

LEGAL DESCRIPTION

A TRACT OF LAND CONSISTING OF PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:


COMMENCING AT THE NORTHWEST CORNER OF LOT 2 OF KAAAR SUBDIVISION; THENCE ON AN ASSUMED BEARING OF S00°35'44"E ALONG THE WEST LINE OF SAID LOT 2 A DISTANCE OF 315.01 FEET TO THE NORTHWEST CORNER OF SAID LOT 3, SAID POINT BEING THE POINT OF BEGINNING; THENCE N89°56'31"E ALONG THE NORTH LINE OF SAID LOT 3 A DISTANCE OF 168.52 FEET TO THE NORTHEAST CORNER OF SAID LOT 3, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE; THENCE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 38°54'28", AN ARC LENGTH OF 88.28 FEET AND A CHORD BEARING S36°07'10"E FOR A DISTANCE OF 86.59 FEET; THENCE S89°56'31"W ALONG A LINE BEING 70.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID LOT 3 A DISTANCE OF 203.84 FEET; THENCE S44°39'42"W A DISTANCE OF 21.11 FEET TO A POINT ON THE WEST LINE OF SAID LOT 3; THENCE N00°35'44"W ALONG SAID WEST LINE A DISTANCE OF 85.00 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 13,239 SQUARE FEET MORE OR LESS.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT ON _____ UNDER MY PERSONAL SUPERVISION, I COMPLETED AN ACCURATE SURVEY OF A TRACT OF LAND BEING PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA, AS SHOWN ON THE ACCOMPANYING SURVEY RECORD THEREOF; THAT IRON MARKERS, EXCEPT WHERE INDICATED WERE FOUND OR PLACED AT ALL PROPERTY CORNERS; THAT THE DIMENSIONS OF THE TRACT ARE AS SHOWN ON THE SURVEY RECORD; AND THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS.

JAI JASON ANDRIST
NEBRASKA REGISTERED LAND SURVEYOR NO. LS-630

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	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
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City of Grand Island

Tuesday, March 28, 2023

Council Session

Item F-1

#9922 - Consideration of Approving Zoning Change for property located south of South Street along Henry and Ada Street, 1703 Henry Street and 1703 Ada Street (Lots 1 and 2, Block 2 and part of Lot 1 and Lot 2, Block 1 of Dawn Subdivision) from M2 Heavy Manufacturing to B2 General Business

This item relates to the aforementioned Public Hearing item E-3.

Staff Contact: Chad Nabity

ORDINANCE NO. 9922

An ordinance rezoning certain tracts of land within the zoning jurisdiction of the City of Grand Island; changing the land use classification of a tract of land comprising Lots 1 and 2 of Block 2 of Dawn Subdivision and the west 111 feet of lot 1 and all of lot 2 of Block 1 of Dawn Subdivision and one half of the adjoining right of way for South Street and Henry Street along with all of the adjoining right of way for Ada Street in Grand Island, Hall County, Nebraska, located south of South Street between Henry Street and the bike trail in Grand Island, Nebraska, from M2 Heavy Manufacturing Zone to B2 General Business as more particularly described below, and directing that such zoning changes and classifications be shown on the Official Zoning Map of the City of Grand Island; amending the provisions of Section 36-44; and providing for publication and an effective date of this ordinance.

WHEREAS, the Regional Planning Commission on March 1, 2023, held a public hearing and made a recommendation to the Grand Island City Council on the proposed zoning of such area; and

WHEREAS, notice as required by Section 19-923, R.R.S. 1943, has been given to the Board of Education of School District No. 2 in Hall County, Nebraska; and

WHEREAS, on March 28, 2023, the City Council held a public hearing on the proposed zoning of such area and all persons who desired to speak were heard and any comments were made a part of the record. NOW THEREFORE,

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA:

SECTION 1. The City Council makes the following findings with regards to the proposed zoning changes:

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney

ORDINANCE NO. 9922 (Cont.)

A. The proposed change to the zoning from M2 Heavy Manufacturing Zone to B2 General Commercial Zone is generally consistent with the Future Land Use Map of the City of Grand Island.

B. The proposed change to the zoning from M2 Heavy Manufacturing Zone to B2 General Commercial Zone is consistent with existing uses in the area.

SECTION 2. The following tract of land is hereby rezoned and reclassified and changed from M2 Heavy Manufacturing Zone to B2 General Commercial Zone

Lots 1 and 2 of Block 2 of Dawn Subdivision and the west 111 feet of lot 1 and all of lot 2 of Block 1 of Dawn Subdivision and one half of the adjoining right of way for South Street and Henry Street along with all of the adjoining right of way for Ada Street in the City of Grand Island, Hall County, Nebraska.

SECTION 3. That the proposed development plan for the above described real estate, as shown on the plan submitted with the rezoning request, is approved.

SECTION 4. That the Official Zoning Map of the City of Grand Island, Nebraska, as established by Section 36-44 of the Grand Island City Code be, and the same is, hereby ordered to be changed, amended, and completed in accordance with this ordinance.

SECTION 5. That this ordinance shall be in force and take effect from and after the fifteenth day after its passage and publication in one issue of the Grand Island Independent as provided by law.

Enacted: March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item F-2

#9923 - Consideration of Approving Text Amendment to 36-72 M-1 Light Manufacturing Zone; 36-76 Commercial Development Zone and 36-99 Home Occupations

This item relates to the aforementioned Public Hearing item E-4.

Staff Contact: Chad Nabity

ORDINANCE NO. 9923

An ordinance to amend Chapter 36 of the Grand Island City Code specifically, to amend Sections 36-72 M-1 Light Manufacturing Zone, 36-76 Commercial Development Zone, and 36-99 Home Occupations; to repeal any ordinance or parts of ordinances in conflict herewith; and to provide for publication in pamphlet form and the effective date of this ordinance.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA:

SECTION 1. Sections 36-72 M-1 Light Manufacturing Zone, 36-76 Commercial Development Zone, and 36-99 Home Occupations of this ordinance, of Grand Island City Code are hereby amended to read as follows:

§36-72. (M-1) Light Manufacturing Zone

Intent: The intent of this zoning district is to provide for light fabrication, service, warehousing, administrative and research uses within a zoning district having generally limited public contact and requiring some minimal landscaping standards.

(A) Permitted Principal Uses: The following principal uses are permitted in the (M-1) Light Manufacturing Zoning District.

- (1) Administrative, executive, professional, research and similar office use having limited contact with the public
- (2) Agriculture, including the raising of field crops, tree and bush crops, animals and fowls, but not including feed lots, poultry farms, fur farms, and commercial kennels
- (3) Buildings and installations for public utilities; facilities shall observe yard space requirements but shall not be subject to minimum area or width requirements
- (4) Railway right-of-way, but not including railway yards or facilities
- (5) Radio and television stations, private clubs, and meeting halls
- (6) Manufacture, processing, assembly, fabrication or storage of non-hazardous products and materials
- (7) Parking Lot
- (8) Other uses found in the Zoning Matrix [Attachment A hereto]

(B) Conditional Uses: The following uses are subject to any conditions listed in this chapter and are subject to other conditions relating to the placement of said use on a specific tract of ground in the (M-1) Light Manufacturing Zoning District as approved by City Council.

- (1) Gravel, sand, or dirt removal, stockpiling, processing or distribution, and batching plant
- (2) Concrete or cement products manufacturing and batching plant.
- (3) Truck terminal, tractor, trailer, or truck storage, including maintenance facilities
- (4) Contractor's storage yard or plant
- (5) Motels and hotels
- (6) Towers

(C) Permitted Accessory Uses:

Approved as to Form	□ _____
March 24, 2023	□ City Attorney

ORDINANCE NO. 9923 (Cont.)

- (1) Sales of new merchandise when same is manufactured, processed, assembled, fabricated or stored on the premises
- (2) Buildings and uses accessory to the permitted principal use
- (3) A single dwelling unit occupying not more than 50% of the space located within the permitted principal structure on the property and not to exceed 750 square feet. Building shall conform to all building and life safety codes necessary for the mix of uses.

(D) Specifically Excluded Uses:

- (1) Residences as a principal use
- (2) Manufactured homes and manufactured home parks
- (3) Churches, schools, institutions and other public and semi-public uses except for trade and vocational schools

(E) Space Limitations:

Uses		Minimum Setbacks						
		A	B	C	D	E		
	Minimum Parcel Area (feet)	Minimum Lot Width (feet)	Front Yard (feet)	Rear Yard (feet)	Side Yard (feet)	Street Side Yard (feet)	Maximum Ground Coverage	Maximum Building Height (feet)
Permitted Uses	20,000	100	35 ⁺	20	10	10	50%	50
Conditional Uses	20,000	100	35 ⁺	20	10	10	50%	50

~~⁺with 15 feet adjacent to a street landscaped to satisfaction of the zoning official.~~

(F) Miscellaneous Provisions:

- (1) Supplementary regulations shall be complied with as defined herein
- ~~(2) Landscaping shall be provided and maintained by the owner or developer within the 15 feet adjacent to a street; landscaping shall include but is not limited to, screen planting, lawn area, trees, shrubs, fences and walls; all landscaping shall be planned and maintained to the satisfaction of the zoning official.~~
- (23) Only one principal building shall be permitted on one zoning lot except as otherwise provided herein.

Amended by Ordinance No. 8947, effective 1-5-2005

Amended by Ordinance No. 9256, effective 4-7-2010

Amended by Ordinance No. 9706, effective 10-2-2018

36-76 (CD) Commercial Development Zone

1. *Intent.* The intent of this zoning district is to permit a more flexible regulation of land use so as to more fully implement comprehensive planning for large parcels of land proposed for commercial use.
2. *Boundaries.* The boundaries of the (CD) Commercial Development Zoning District shall be fixed by amendment of the Official Zoning Map, at such times in the future as such district is applied to properties within the City's zoning jurisdiction.
3. *Limitations.*
 1. In a (CD) Commercial Development Zoning District, there shall be provided a minimum size of 1.5 acres
 2. Any proposed development shall be constructed in accordance with an overall plan of development.
 3. Any proposed plan of development shall be designed as a single architectural scheme with appropriate common landscaping.

ORDINANCE NO. 9923 (Cont.)

4. Adequate parking space shall be provided for all employees', visitors', and users' vehicles, and such parking, loading or service areas that shall be used for motor vehicles shall be located within the boundary lines of the (CD) Commercial Development Zoning District and shall be physically separated from any public street, right-of-way or property line by a buffer strip of not less than 30 feet along the exterior of the (CD) Commercial Development Zone. The buffer strip is not required if such public street, right-of-way or property line is also adjacent to other properties zoned either (CD) Commercial Development Zone or (RD) Residential Development Zone. Setbacks from property lines will be review with the development plan and plat.
 5. No building or other permanent structure, nor parking lot, shall be located within 30 feet of any public street, right-of-way, or property line along the exterior of the (CD) Commercial Development Zone. Trees shrubs, and other plantings may be included in the buffer strip. The number of trees and shrubs shall not be regulated by the landscaping section of this code. The buffer strip is not required if such public street, right-of-way or property line is also adjacent to other properties zoned either (CD) Commercial Development Zone or (RD) Residential Development Zone. Landscaping plans will be reviewed with the development plan and plat. Setbacks from property lines will be reviewed with the development plan and plat.
 6. The maximum ground coverage shall not exceed 50% of each site within the (CD) Commercial Development Zoning District.
 7. The minimum off-street parking requirement shall be provided as defined in this chapter of the city code.
4. Ownership. A (CD) Commercial Development Zoning District shall require a tract of land which is developed as a unit under single ownership or control, or which is under single designated control by a common ownership at the time it is certified as a (CD) Commercial Development Zone.
5. Permitted Uses.
1. Public and quasi-public buildings for cultural use
 2. Nonprofit community buildings and social welfare establishments
 3. Radio and television stations (no antennae), and meeting halls
 4. Offices and office buildings
 5. Stores and shops for the conduct of retail business, provided, all activities and displays of goods are carried on within an enclosed building except that green plants and shrubs may be displayed in the open.
 6. Retail uses as found in the Zoning Matrix [Attachment A hereto]
 7. Agencies as found in the Zoning Matrix [Attachment A hereto]
 8. Shops as found in the Zoning Matrix [Attachment A hereto]
 9. Motel and hotel uses.
 10. Residential uses with the largest percentage at least 75% above the ground level.
 11. Other uses as found in the Zoning Matrix [Attachment A hereto]

ORDINANCE NO. 9923 (Cont.)

6. Conditional Uses. The following uses are subject to any conditions listed in this chapter and are subject to other conditions relating to the placement of said use on a specific tract of ground in the (CD) Commercial Development Zoning District as approved by City Council.
 1. Towers
7. Permitted Accessory Uses.
 1. Buildings and uses accessory to the permitted principal use.
8. Procedure.
 1. An application to amend the Official Zoning Map to establish a CD-Commercial Development Zone shall be initiated in the manner prescribed in Article X of this chapter.
 2. Said application shall be filed with the city clerk in such form as shall be required by the city council, and shall be accompanied by the following information:
 1. Site plan showing preliminary location and dimensions of all building areas, recreation, green or landscaped areas, parking and loading facilities, walkways or malls, screen walls, or plantings, waste disposal areas, illumination facilities, signs, curb cuts, utilities and service, private or dedicated drives or streets, etc.
 2. Preliminary drawings or renderings in sufficient detail so that the character of the development may be so determined.
 3. Evidence as to the methods of retaining, maintaining, and protecting the open space, green areas, recreational facilities, etc.
 4. Development schedule as to construction phases of buildings, open space, recreational areas, parking facilities, etc., and estimated completion time.
 5. Evidence of ownership or control of the entire parcel to be used as a planned unit development by a single person, association, firm, etc., as defined herein.
 6. Evidence of economic feasibility: a copy of such application and supplementary information shall then be forwarded by the city clerk to the Planning Commission for review, hearing, and recommendation.
 3. In reviewing the application for amendment, the Planning Commission shall determine the following factors:
 1. That the proposed development will be in the public interest, in harmony with the purpose of this chapter and with comprehensive development plans for the City and will not adversely affect nearby property.
 2. That adequate, safe, and convenient pedestrian and vehicular trafficways and facilities are provided.
 3. That the development to be permitted shall be for the purpose of developing an integrated site plan in conformity with the regulations for a CD-Commercial Development Zone.

ORDINANCE NO. 9923 (Cont.)

4. The Planning Commission shall hold a public hearing on the proposed amendment and shall transmit its recommendation to the city council; a copy of the recommendation shall be sent to the applicant and one copy shall be retained in the permanent files of the Planning Commission.
 5. Procedure and action by the city council shall be the same as considering an amendment to a (CD) Commercial Development Zoning District as in Article X of this chapter.
9. Miscellaneous Provisions.
1. It is intended that plans required for review and approval must be in a form that will satisfy the requirements of the subdivision regulations for both the preliminary and final plat and that approval for plans and plats be considered simultaneously.
 2. The approved and filed final plan and plat shall be the basis for issuance of a building permit in conformity therewith; the initial building permit shall include as a minimum 50% of the main building or structure; free-standing subordinate buildings shall not be included in the initial permit and shall not receive a permit until the initial permit phase is over 50% constructed; plan changes which increase the number of buildings, increase building height or bulk, or change the location of buildings or other features which materially affect the basic design of the development shall require resubmission of the amendment. Minor adjustments in orientation, height or bulk of buildings, or decrease in number of buildings shall be approved by the Planning Director.
 3. Should any successful applicant for an amendment hereunder fail to have completed the construction of the footings and foundations for the initial building permit within eighteen (18) months after the city council shall approve a rezoning to a (CD) Commercial Development Zoning District, the area in its entirety shall be reverted to its former zoning classification by appropriate action of the city council, provided, that the city council shall have the power to extend said period by six (6) months in the event of special and unique hardships and circumstances.
 4. Control of the development following completion:
 1. The chief building official shall issue a certificate certifying the completion of the planned development, and shall note the issuance of the certificate on the final development plan.
 2. After the certificate of completion has been issued, the use of land and the construction, modification, or alteration of any buildings or structures within the (CD) Commercial Development Zoning District will be governed by the approved final development plan exclusively.
 3. After the certificate of completion has been issued, no changes may be made in the approved final development plan except upon application to the appropriate agency under the procedures provided below:
 1. Any minor extensions, alterations, or modifications of existing buildings or structures shall be authorized by the Planning Director if they are consistent with the purposes and intent of the final plan; no change authorized by this subsection may increase the density of any building or structure by more than ten percent.

ORDINANCE NO. 9923 (Cont.)

2. A building or structure that is totally or substantially destroyed may be reconstructed only in compliance with the final development plan unless an amendment to the final development plan is approved under subsection (3) hereof.
3. All other changes in the final development plan as approved by the city council must be made by the city council under the procedures authorized under Article X for amendment of the Official Zoning Map; no changes may be made in the final development plan unless they are found by the city council to be required for the continued successful functioning of the commercial development, or unless they are found by the city council to be required by changes in conditions that have occurred since the final plan was improved or by changes in the comprehensive planning and development policy of the City.

(Amended by Ordinance No. 9871, effective 02-9-2022)

§36-99. Home Occupations

The following are the minimum standards required for a Home Occupation:

- (A) There shall be no external or externally visible evidence of the home occupation, business or profession whatsoever. There shall be no signage or advertising, linking the residential property with the home occupation.
 - (B) No more than 25% of the floor area of any one story can be used for the home occupation
 - (C) There shall be no machinery other than that normally found in a home
 - (D) There shall be no contact at the premises with customers or clients other than by telephone or mail, except that music lessons may be given to one pupil at a time, and cultural, art, or dance instruction may be given to four pupils at one time and children may be dropped off at an In Home Daycare.
 - (E) No one other than the resident(s) can work from that site except that up to two non-resident employees may be present on the site for In Home Daycare operations as permitted and defined by the State of Nebraska
 - (F) No retail sales are permitted from the site other than incidental sales related to services provided
 - (G) No exterior storage (including storage within detached buildings/garage) is permitted
 - (H) No offensive noise, vibration, smoke, odor, heat or glare shall be noticeable at or beyond the property line
 - (I) The above listed characteristics of a home occupation shall not be construed to restrict the sale of garden produce grown on the premises, provided, this exception shall not extend to allow the operation of a commercial greenhouse or nursery, or the existence of stands or booths for display of said produce
- All businesses related to Child Care Homes and Child Care Centers shall be in accordance with Neb. R.R.S. 1943, Sec. §71-1902.

Amended by Ordinance No. 8947, effective 1-5-2005

SECTION 2. Sections 36-72 M-1 Light Manufacturing Zone, 36-76 Commercial Development Zone, and 36-99 Home Occupations as existing prior to this amendment, and any ordinances or parts of ordinances in conflict herewith, are repealed.

ORDINANCE NO. 9923 (Cont.)

SECTION 3. The validity of any section, subsection, sentence, clause, or phrase of this ordinance shall not affect the validity or enforceability of any other section, subsection, sentence, clause, or phrase thereof.

SECTION 4. That this ordinance shall be in force and take effect from and after its passage and publication in pamphlet form within 15 days according to law.

Enacted: March 28, 2023

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-1

Approving Minutes of March 14, 2023 City Council Regular Meeting

Staff Contact: RaNae Edwards

CITY OF GRAND ISLAND, NEBRASKA

MINUTES OF CITY COUNCIL REGULAR MEETING

March 14, 2023

Pursuant to due call and notice thereof, a Regular Meeting of the City Council of the City of Grand Island, Nebraska was conducted in the Council Chambers of City Hall, 100 East First Street, on March 14, 2023. Notice of the meeting was given in *The Grand Island Independent* on March 8, 2023.

Mayor Roger G. Steele called the meeting to order at 7:00 p.m. The following City Council members were present: Maggie Mendoza, Bethany Guzinski, Chuck Haase, Jack Sheard, Mike Paulick, Mark Stelk, Mitch Nickerson, Doug Lanfear and Jason Conley. Councilmember Michelle Fitzke was absent. The following City Officials were present: Deputy City Clerk Jill Granere, Interim City Administration/City Attorney Laura McAloon, Finance Director Patrick Brown, Stacy Nonhof, Assistant City Attorney, and Interim Public Works Director Keith Kurz.

INVOCATION was given by Pastor Paul Canady, True North Church, 1804 West State Street followed by the PLEDGE OF ALLEGIANCE.

PRESENTATIONS AND PROCLAMATIONS:

Recognition of the Central Catholic Ben Alberts Wrestling State Championship. The Mayor and City Council recognized Grand Island Central Catholic Ben Alberts and coach for his Class C-1 State Wrestling Championship win.

Recognition of Dave Chavez, Equipment Operator for the Streets Department for 45 Years of Service with the City of Grand Island. Mayor Steele and the City Council recognized Equipment Operator David Chavez for 45 years of service with the City of Grand Island. Mr. Chavez was hired as part of the CETA program in December 1977. On March 27, 1978 he was hired by the City as a Utilities Worker II. On February 9, 1992 he was promoted to Equipment Operator for the Streets Department and has worked as a street sweeper operator which is still his role today.

Recognition of Fire Chief Cory Schmidt's Acceptance into the Executive Leaders Program. Mayor Steele and the City Council recognized Fire Chief Cory Schmidt's acceptance into the Executive Leaders Program, a unique educational opportunity for senior-level homeland security and public safety leaders who are at the forefront of the nation's homeland security mission. Cory will be attending the program at the Naval Postgraduate School in Monterey, California, June 6th-9th, August 28th-31st, November 14th-17th and February 6th-9th (2024). Congratulations on your acceptance into the Executive Leaders Program.

PUBLIC HEARINGS:

Public Hearing on Zoning Change for Legacy 34 Third Sub. located W. of Prairie View St and N. of Husker Hwy from CD Commercial Dev & RD Residential Dev to Amended CD Commercial Dev & RD Residential Dev & B2 General Business. Planning Director Chad Nability

reported Innate Development were the owners of 200 acres north of Husker Highway and west of Prairieview Street had requested that the amendments to their RD and CD zones be approved along with a change for a small portion of the property to B2 General Business. The proposal was to build 150 units of three story apartments in 10 unit buildings along with 4 carriage house apartments in the Residential Development. Scott Rief, 3481 West Schimmer Drive spoke in favor and mentioned the great opportunity for bringing people to the area and helping solve the housing crisis. No further public testimony was heard.

ORDINANCES:

Councilmember Guzinski moved “that the statutory rules requiring ordinances to be read by title on three different days are suspended and that ordinances numbered:

#9919 - Consideration of Approving Zoning Change for Legacy 34 Third Sub. located W. of Prairie View St and N. of Husker Hwy from CD Commercial Dev & RD Residential Dev to Amended CD Commercial Dev & RD Residential Dev & B2 General Business

#9920 - Consideration of Vacation of Utility Easement - 2819 N. Engleman Rd

#9921 - Consideration of Vacation of Access Easements in Legacy 34 Second Subdivision; West of Prairieview Street, North of Husker Highway (Innate 3, LLC / Innate 4, LLC / Innate 5, LLC / Innate 6, LLC)

be considered for passage on the same day upon reading by number only and that the City Clerk be permitted to call out the number of these ordinances on second reading and then upon final passage and call for a roll call vote on each reading and then upon final passage.” Councilmember Nickerson seconded the motion. Upon roll call vote, all voted aye. Motion adopted.

#9919 - Consideration of Approving Zoning Change for Legacy 34 Third Sub. located W. of Prairie View St and N. of Husker Hwy from CD Commercial Dev & RD Residential Dev to Amended CD Commercial Dev & RD Residential Dev & B2 General Business

This item was related to the aforementioned Public Hearing. Scott Rief discussed the project and what was done and where things are at.

Motion by Nickerson, second by Paulick to approve Ordinance #9919.

City Clerk: Ordinance #9919 on first reading. All those in favor of the passage of this ordinance on first reading, answer roll call vote. Upon roll call vote, all voted aye. Motion adopted.

City Clerk: Ordinance #9919 on second and final reading. All those in favor of this passage of this ordinance on second and final reading, answer roll call vote. Upon roll call vote, all voted aye. Motion adopted.

Mayor Steele: By reason of the roll call votes on first reading and then upon second and final readings, Ordinance #9919 is declared to be lawfully adopted upon publication as required by law.

#9920 - Consideration of Vacation of Utility Easement - 2819 N. Engleman Rd

Utilities Director Tim Luchsinger reported that there was an existing sixteen (16.0) foot wide Utility Easement for utility usage along the South line of Lot One (1), Miracle Valley Second Subdivision in the City of Grand Island, Hall County, Nebraska. The easement now needs to be partially vacated for construction purposes. Staff recommended approval.

Motion by Haase, second by Stelk to approve Ordinance #9920.

City Clerk: Ordinance #9920 on first reading. All those in favor of the passage of this ordinance on first reading, answer roll call vote. Upon roll call vote, all voted aye. Motion adopted.

City Clerk: Ordinance #9920 on second and final reading. All those in favor of the passage of this ordinance on first reading, answer roll call vote. Upon roll call vote, all voted aye. Motion adopted.

Mayor Steele: By reason of the roll call votes on first reading and then upon second and final readings, Ordinance #9920 is declared to be lawfully adopted upon publication as required by law.

#9921 - Consideration of Vacation of Access Easements in Legacy 34 Second Subdivision; West of Prairieview Street, North of Husker Highway (Innate 3, LLC / Innate 4, LLC / Innate 5, LLC / Innate 6, LLC)

Interim Public Works Director Keith Kurz reported the request at this time was to vacate five (5) of the access easements within the original Legacy 34 Second Subdivision. The current property owners have worked with the Planning Department to replat Legacy 34 Second Subdivision and will be dedicating access easements within the new plat for further development of this area. Staff recommended approval.

Motion by Stelk, second by Conley to approve Ordinance #9921.

City Clerk: Ordinance #9921 on first reading. All those in favor of the passage of this ordinance on first reading, answer roll call vote. Upon roll call vote, all voted aye. Motion adopted.

City Clerk: Ordinance #9921 on second and final reading. All those in favor of the passage of this ordinance on first reading, answer roll call vote. Upon roll call vote, all voted aye. Motion adopted.

Mayor Steele: By reason of the roll call votes on first reading and then upon second and final readings, Ordinance #9921 is declared to be lawfully adopted upon publication as required by law.

CONSENT AGENDA: Consent agenda items G-8 and G-15 (Resolutions #2023-62 and #2023-69) were removed for further discussion. Motion by Paulick, second by Lanfear to approve the Consent Agenda excluding items G-8 and G-15. Upon roll call vote, all voted aye. Motion adopted.

Approving Minutes of February 28, 2023 City Council Regular Meeting.

Approving Request from Full Circle Venue LLC dba Full Circle Venue for a Change of Location from 3333 Ramada Road to 220 West 3rd Street – Liquor License C-088739.

Receipt of Official Document – Tort Claim filed by Petersen Farms Inc.

Receipt of Official Document – Tort Claim filed by Lancer Insurance Company on Behalf of its Insured Navigator Motorcoaches, Inc. and Navigator Motorcoaches, Inc.

#2022-59 - Approving Final Plat and Subdivision Agreement for Legacy 34 Third Subdivision. It was noted that Innate Development 2 LLC, Innate Development 3 LLC, Innate Development 4 LLC, Innate Development 5 LLC and Innate Development 6 LLC, owner, had submitted the Final Plat and Subdivision Agreement for Legacy 34 Third Subdivision located north of Husker Highway and west of Prairieview Street for the purpose of creating 28 lots, 10 outlots, 20.109 acres.

#2023-60 - Approving Lease for Dedicated Parking Stall in the Public Parking Lot at West South Front Street and Walnut Street- Railside District.

#2023-62- Approving Change Order No. 3 for Central Nebraska Regional Airport Sanitary Sewer Collection System Rehabilitation; Project No. 2017-S-4 with S.J. Louis Construction, Inc. of Rockville, Minnesota for an Increase of \$924,778.89 for a Revised Contract Amount of \$7,253,680.61. Interim Public Works Director reported the changes are from findings as the project has went on and are things they were unable to detect until the further along they have got with the project.

Motion by Haase, second by Paulick to approve Resolution #2023-62. Upon roll call vote, all voted aye. Motion adopted.

#2023-63 - Approving Purchase of a 2023 Service Truck for Water Distribution Department from Anderson Auto Group of Lincoln, NE in an amount of \$41,979.00.

#2023-64 - Appointment of City's Representative at the Nebraska Municipal Power Pool.

#2023-65 - Approving Engineering Services for Electric System Master Plan with Sargent & Lundy of Chicago, IL in an Amount Not to Exceed \$132,000.

#2023-66 - Approving Purchase of Police Laptops and Docking Stations from Dell Technologies in an Amount of \$36,684.70.

#2023-67 - Approving Purchase of 2023 Police Fleet Vehicles, 3 from Anderson Auto Group of Lincoln, NE and 1 from Husker Auto Group of Lincoln, NE in an Amount of \$167,362.97.

#2023-68 - Approving 2023-2024 Victims of Crime Act (VOCA) Grant Award for Police Department.

#2023-69 - Approving FY24 Community Project Funding Grant Request for P25 Radio System. Emergency Management Director Jon Rosenlund reported the grant is a 75% split and if granted they would pay 25%. Police Chief Kevin Denney mentioned that radios previously ordered were ordered under the current staff at that time. They do have a potential of filling 11 positions by spring and would need more radios.

Motion by Nickerson, second by Conley to approve Resolution #2023-69. Upon roll call vote, all voted aye. Motion adopted.

RESOLUTIONS:

#2023-70 - Consideration of Approving Public Transit Service Agreement Budget Amendment for Fiscal Year 2023 and 2024. Interim Public Works Director Keith Kurz reported the City of became eligible for receipt of funds for public transit services from the Federal Transit Administration as a result of the City's status as a metropolitan statistical area. Commencing July 1, 2016, public transportation trips originating or terminating within the urbanized area of the City of Grand Island must be funded utilizing urban transportation funds from the Federal Transit Administration. On June 25, 2019, City Council approved an agreement with Senior Citizens Industries, Inc. for Public Transit Services. The initial agreement provided services to June 30, 2022, with the City having the option of renewing the agreement on an annual basis for a two (2) year period. It would be proposed at this time to enter into the FY 2023/2024 option available in the contract on a month-to-month basis. The City of Grand Island would give Senior Citizens Industries, Inc. a minimum of 90-day notice before the end of service provision. Kurz further reported that Senior Citizens Industries, Inc. had requested a contract amendment for both FY 2022/2023 and 2023/2024 for provision of services in the Urbanized Area of Grand Island. Kurz reported no additional City funding would be needed to be allocated for the FY 2022/2023 budget amendment, as CARES funding would be used to cover the associated expenses. CARES reimburses operational expenses at 100%. The FY 2023/2024 City match would be presented in the budget proposal for that fiscal year, with CARES funding being an option for aiding in reimbursement. Transit Manager Charley Falmlen explained the cost increase and ordering of new vehicles and how they were still waiting for a vehicle they ordered last year.

Motion by Guzinski, second by Stelk to approve Resolution #2023-70. Upon roll call vote, all voted aye. Motion adopted.

#2023-71 - Consideration of Approving the Final Allocation of the ARPA Funds. Interim City Administrator Laura McAloon reported the recommendation for the allocation of the remaining American Recovery Plan Act (ARPA) funds of approximately \$5,500,000 would be to allocate all of the ARPA funds to the \$5,500,000 financial commitment of the City to the funding of

public infrastructure improvements within the Conestoga Marketplace redevelopment area. On February 28, 2023, the Council heard a presentation from Central Community College about the planned improvements to its Grand Island campus and a request that the City contribute \$550,000 to the public infrastructure improvements that would be made to the campus. McAloon further reported that City Administration had prepared a proposed resolution allocating \$5,000,000 of the remaining ARPA funds to Woodsonia Hwy 281 LLC's Conestoga Marketplace infrastructure reimbursements and \$500,000 of the remaining ARPA funds to Central Community College's infrastructure improvements on its Grand Island Campus. Discussion was held regarding funds and how they would manage the allowance if one project goes over and how they funds would then be allocated.

Motion by Paulick, second by Stelk to approve Resolution #2023-71. Upon roll call vote, Councilmembers Conley, Lanfear, Nickerson, Stelk, Sheard and Mendoza voted aye. Councilmembers Guzinski and Haase voted no. Motion adopted.

PAYMENT OF CLAIMS:

Motion by Stelk, second by Lanfear to approve the payment of claims for the period of March 1, 2023 through March 14, 2023 for a total amount of \$4,112,887.67. Upon roll call vote, all voted aye. Motion adopted.

ADJOURNMENT: The meeting was adjourned at 8:56 p.m.

Jill Granere
Deputy City Clerk



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-2

Approving Request from Cassandra Holmberg, 120 East Charles Street for a Liquor Manager Designation with Pumpers, 1904 North Diers Avenue

Staff Contact: RaNae Edwards

Council Agenda Memo

From: RaNae Edwards, City Clerk

Meeting: March 28, 2023

Subject: Approving Request from Cassandra Holmberg, 120 East Charles Street, Grand Island, Nebraska for a Liquor Manager Designation with Pumpers, 1904 North Diers Avenue

Presenter(s): RaNae Edwards, City Clerk

Background

Cassandra Holmberg, 120 East Charles Street, Grand Island, Nebraska has submitted an application with the City Clerk's Office for a Liquor Manager Designation in conjunction with Pumpers, 1904 North Diers Avenue.

This application has been reviewed by the Police Department and City Clerk's Office. See Police Department report attached.

Discussion

City Council action is required and forwarded to the Nebraska Liquor Control Commission for issuance of all liquor manager designations. All departmental reports have been received. Ms. Holmberg has completed of a state approved alcohol server/seller training program.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Approve the request.
2. Forward the requests with no recommendation.
3. Take no action on the request.

Recommendation

City Administration recommends that the Council approve the request for Liquor Manager Designation.

Sample Motion

Move to approve the request from Cassandra Holmberg, 120 East Charles Street, Grand Island, Nebraska for Liquor Manager Designation in conjunction with the Class “D-72064” Liquor License for Pumpers, 1904 North Diers Avenue.



Grand Island Police Department

Officer Report for Incident L23031150

Nature: Liquor Lic Inv

Address: 1904 DIERS AVE N; PUMPERS
GAS STATION

Location: PCID

Grand Island NE 68803

Offense Codes:

Received By: Dvorak T How Received: T Agency: GIPD
 Responding Officers: Dvorak T
 Responsible Officer: Dvorak T Disposition: CLO 03/21/23
 When Reported: 15:35:21 03/17/23 Occurred Between: 15:35:21 03/17/23 and 15:35:21 03/17/23

Assigned To: Detail: Date Assigned: **/**/**
 Status: Status Date: **/**/** Due Date: **/**/**

Complainant:

Last: First: Mid:
 DOB: **/**/** Dr Lic: Address:
 Race: Sex: Phone: City: ,

Offense Codes

Reported: Observed:

Circumstances

LT07 LT07 Convenience Store

Responding Officers: Unit :
 Dvorak T 309

Responsible Officer: Dvorak T Agency: GIPD
 Received By: Dvorak T Last Radio Log: **:**:** **/**/**
 How Received: T Telephone Clearance: CL CL Case Closed
 When Reported: 15:35:21 03/17/23 Disposition: CLO Date: 03/21/23
 Judicial Status: Occurred between: 15:35:21 03/17/23
 Misc Entry: and: 15:35:21 03/17/23

Modus Operandi: Description : Method :

Involvements

Date	Type	Description
------	------	-------------

03/21/23

03/21/23	Name	Holmberg, Ryan L	spouse
03/17/23	Name	Holmberg, Cassandra M	proposed manager
03/17/23	Name	Pumpers, Phillips 66	location

03/21/23

Narrative

New Liquor Manager

Grand Island Police Department

Cassandra Holmberg has applied to become the new Liquor Manager for Pumpers Convenience Store, 1904 N Diers (Cornhusker C Stores). Holmberg has been employed at Pumpers for several years, and was recently named the manager.

Responsible LEO:

Approved by:

Date

03/21/23

Supplement

309

Liquor Manager at Pumpers

Grand Island Police Department
Supplemental Report

Date, Time: 3-17-23

Reporting Officer: Sgt Dvorak #309

Unit #: CID

Cassandra Holmberg has applied to be named the new Liquor Manager for Cornhusker C Store; DBA Pumpers; at 1904 N Diers. In her application, Cassandra indicated she is married to Ryan Holmberg. Ryan signed the Spousal Affidavit of Non Participation.

I noted that Cassandra has been employed at Pumpers since 2019. I also noted that she self disclosed numerous moving violations on the application, all in the past six years or so.

I utilized our local Spillman database, State NCJIS files, and a paid law enforcement only database to perform background checks. I first verified that Cassandra did not have any outstanding warrants. I noted in Spillman files several of the moving violations that she disclosed, and also that Cassandra has lived in or near Grand Island for 30 years. I found no incidents that would prevent granting this manager license. State files show that Cassandra had a suspended license as recently as 2021, but is now valid. I found no entries other than the traffic violations. The law enforcement only database generally covers items of a civil nature. Cassandra and Ryan both had one bankruptcy listed, but it was over 20 years ago. The liens and judgements recorded for each were no more recent than 2016. No other concerns were noted.

Ryan Holmberg had no concerning entries in any of the locations I checked. I called Cassandra Holmberg on March 21st, and spoke with her by phone. She said she aware of the responsibilities of the designation.

The Grand Island Police Department does not object to granting Cassandra Holmberg the Liquor Manager designation for Cornhusker C Store; DBA Pumpers; at 1904 N Diers.

03/21/23



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-3

Approving Request from Timothy Donnelly, Jr., 2317 Gateway Avenue for a Liquor Manager Designation with Wal-Mart #3395, 3501 South Locust Street

Staff Contact: RaNae Edwards

Council Agenda Memo

From: RaNae Edwards, City Clerk

Meeting: March 28, 2023

Subject: Approving Request from Timothy Donnelly, Jr., 2317 Gateway Avenue for a Liquor Manager Designation with Wal-Mart #3395, 3501 South Locust Street

Presenter(s): RaNae Edwards, City Clerk

Background

Timothy Donnelly, Jr., 2317 Gateway Avenue, Grand Island, Nebraska has submitted an application with the City Clerk's Office for a Liquor Manager Designation in conjunction with Wal-Mart #3395, 3501 South Locust Street.

This application has been reviewed by the Police Department and City Clerk's Office. See Police Department report attached.

Discussion

City Council action is required and forwarded to the Nebraska Liquor Control Commission for issuance of all liquor manager designations. All departmental reports have been received. Mr. Donnelly, Jr. has completed of a state approved alcohol server/seller training program.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Approve the request.
2. Forward the requests with no recommendation.
3. Take no action on the request.

Recommendation

City Administration recommends that the Council approve the request for Liquor Manager Designation.

Sample Motion

Move to approve the request from Timothy Donnelly, Jr., 2317 Gateway Avenue, Grand Island, Nebraska for Liquor Manager Designation in conjunction with the Class “D-068204” Liquor License for Wal-Mart #3395, 3501 South Locust Street.



Grand Island Police Department

Officer Report for Incident L23030979

Nature: Liquor Lic Inv

Address: 3501 LOCUST ST S; WALMART SOUTH

Location: PCID

Grand Island NE 68801

Offense Codes:

Received By: Dvorak T

How Received: T

Agency: GIPD

Responding Officers: Dvorak T

Responsible Officer: Dvorak T

Disposition: CLO 03/20/23

When Reported: 10:16:45 03/15/23

Occurred Between: 10:16:45 03/15/23 and 10:16:45 03/15/23

Assigned To:

Detail:

Date Assigned: **/**/**

Status:

Status Date: **/**/**

Due Date: **/**/**

Complainant:

Last:

First:

Mid:

DOB: **/**/**

Dr Lic:

Address:

Race:

Sex:

Phone:

City: ,

Offense Codes

Reported:

Observed:

Circumstances

LT12 LT12 Grocery/Supermarket

Responding Officers:

Unit :

Dvorak T

309

Responsible Officer: Dvorak T

Agency: GIPD

Received By: Dvorak T

Last Radio Log: **:*.**.**. **/**/**

How Received: T Telephone

Clearance: CL CL Case Closed

When Reported: 10:16:45 03/15/23

Disposition: CLO **Date:** 03/20/23

Judicial Status:

Occurred between: 10:16:45 03/15/23

Misc Entry:

and: 10:16:45 03/15/23

Modus Operandi:

Description :

Method :

Involvements

Date

Type

Description

03/20/23

03/20/23	Name	Donnelly, Hope Nicole	spouse
03/15/23	Name	Walmart South #3395,	location
03/15/23	Name	Donnelly, Timothy S Jr	proposed manager

03/20/23

Narrative

Liquor Manager Application

Grand Island Police Department

Timothy Donnelly Jr has applied to be approved as the new Liquor Manager at the south WalMart location. Donnelly was previously a store manager for WalMart locations in Missouri.

Responsible LEO:

Approved by:

Date

03/20/23

Supplement

309

Walmart Liquor Manager

Grand Island Police Department
Supplemental Report

Date, Time: 3-13-23

Reporting Officer: Sgt Dvorak #309

Unit #: CID

I received an application for a new liquor manager at Walmart South. The applicant's name is Timothy Donnelly Jr, and his lists a spouse by the name of Hope N Donnelly. From the application, and found that Timothy has held similar positions, over the past several years, with Walmart stores in Missouri. I noted that Hope did sign a Spousal Affidavit of Non Participation.

Utilizing local Spillman files, State NCJIS files and a paid, law enforcement only database to check the Donnellys' background, I first verified there were no warrants of arrest. Local files found only one administrative entry for Timothy Donnelly, and nothing for Hope. State files were also not very informative, and I found Hope does not have a Nebraska ID or license. I found no entries that would indicate Timothy could not be approved as liquor manager.

The law enforcement only database generally covers incidents of a civil nature, such as bankruptcies, liens; civil judgements and related information. I found that Donnelly has filed for bankruptcy twice in the past, but the last one was twenty years ago, in 2003. Both Timothy and Hope had examples of civil judgements against them, but again, nothing more recent than 2011. These results were not concerning.

Timothy Donnelly appears to have been employed by Walmart, in various capacities, since at least 2018. He is moving from Missouri to take an administrative/leadership position at the south Grand Island Store, and as such applied to become the Liquor Manager for that position. I found no background evidence that would prevent such a designation, and the Grand Island Police Department does not object to granting this license.

03/20/23



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-4

#2022-72 - Approving Final Plat and Subdivision Agreement for JMR Subdivision

Staff Contact: Chad Nabity

Council Agenda Memo

From: Regional Planning Commission
Meeting: March 28, 2023
Subject: JMR Subdivision - Final Plat
Presenter(s): Chad Nabity, AICP, Regional Planning Director

Background

This property is located north of 4th Street and east of Wheeler Avenue in Grand Island NE. This splits 2 existing buildings onto separate platted lots. There is evidence that they were in separate ownership in the past with the west 22' feet of the lot separated from the east 44'. This will reestablish those property lines with platted lots. The property is zoned B2 General Business Zone. (2 Lots, 0.2 Acres)

Discussion

The final plat for JMR Subdivision was considered at the Regional Planning Commission at the March 1, 2023 meeting on the consent agenda.

A motion was made by Doane and second by Nelson to approve all items on the consent agenda.

The motion was carried with eight members voting in favor (Nelson, O'Neill, Ruge, Robb, Monter, Rainforth, Goplin, and Doane) and no members abstaining or voting no (Allan, Stevenson, Hendricksen and Randone were absent).

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that Council approve the final plat as presented.

Sample Motion

Move to approve the final plat and subdivision agreement for the JMR Subdivision as recommended.

Developer/Owner

JMR Enterprises LLC
514 S. Shady Bend Road
Grand Island, NE 68801

To create one additional lot

Size: Final Plat 2 lots, 0.2 Acres

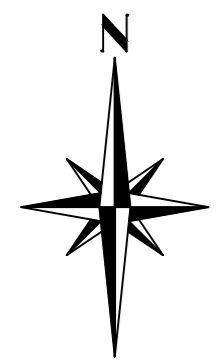
Zoning: B2 General Business Zone

Road Access: 4th street is an existing concrete curb and gutter commercial street.

Water: City water is available to the subdivision. Separate services are provided to each lot.

Sewer: City sewer is available to the subdivision. Separate services are provided to each lot.

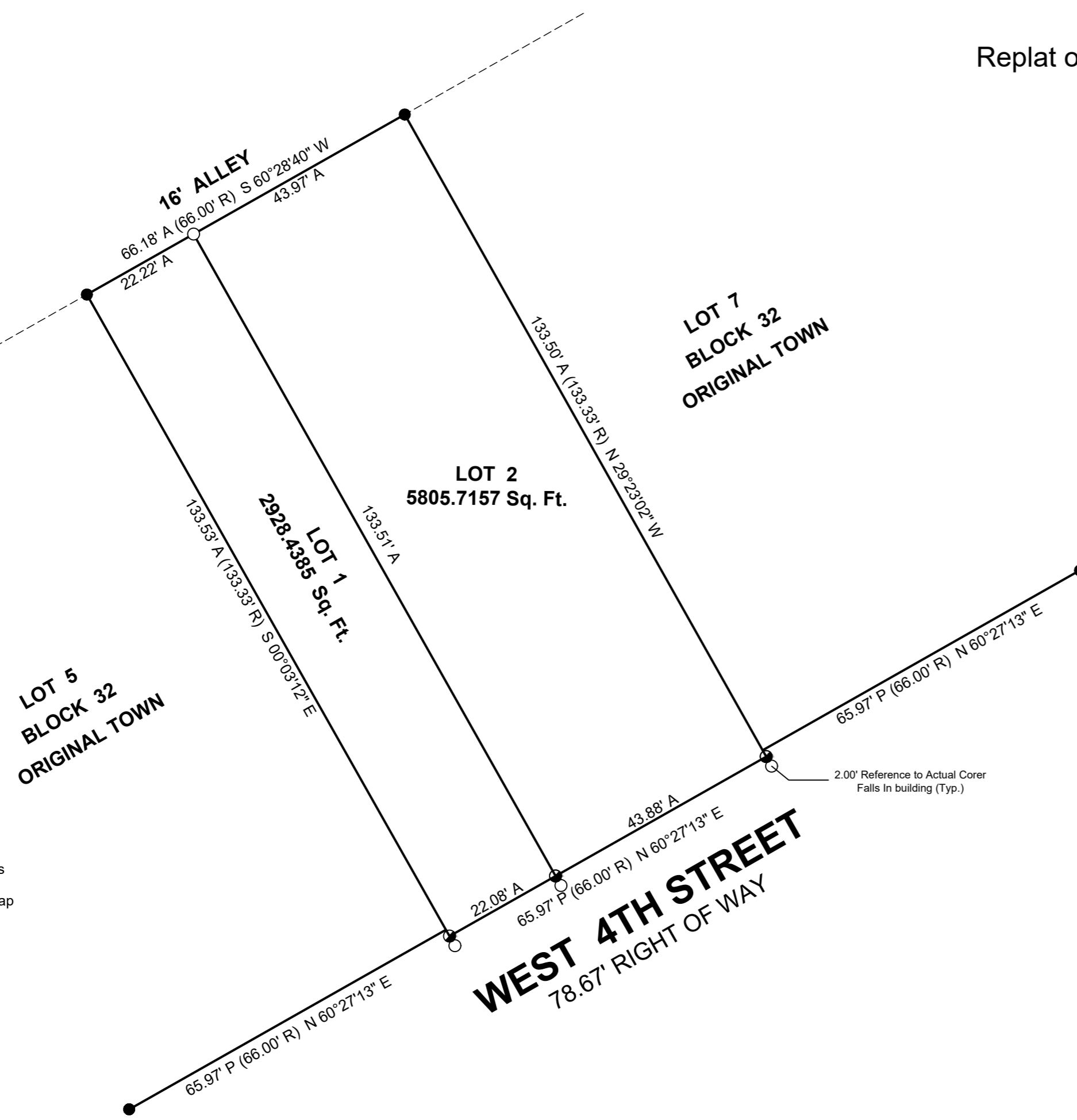
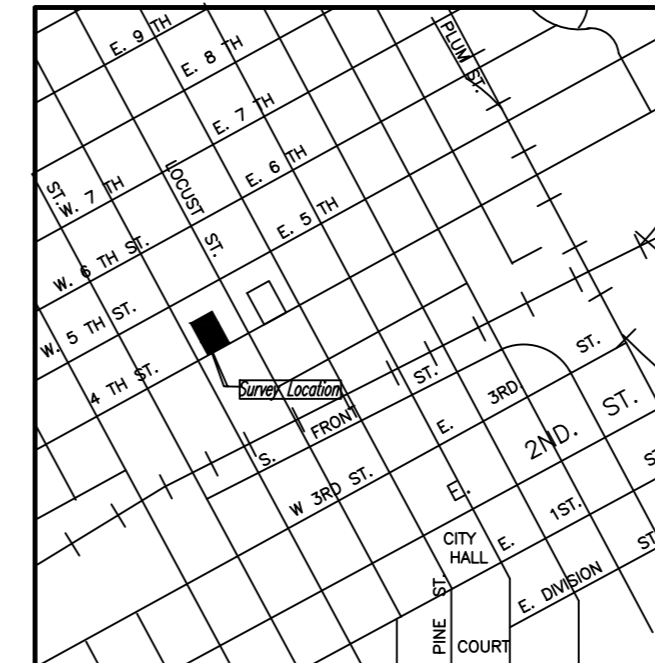




Scale 1" = 20'

JMR SUBDIVISION

Replat of Lot Six (6), Block Thirty-Two (32), Original Town, now city of Grand Island, Hall County, Nebraska



Legend

- - Corner Found 1/2" Pipe Unless Otherwise Noted
- - 1/2 Rebar Placed W/Survey Cap Unless Otherwise Noted
- ⊙ - Temporary Point
- All Distances on Curves are Chord Distance
- R - Recorded Distance
- A - Actual Distance
- P - Prorated Distance

LEGAL DESCRIPTION

Lot Six (6), Block Thirty-Two (32), Original Town, now city of Grand Island, Hall County, Nebraska and that part of vacated street as shown in Ordinance No. 4795 recorded December 3, 1969 in the Register of Deeds office in Book 19, Page 341 and that part of vacated street as shown in Ordinance No. 5114 recorded December 21, 1971 in the Register of Deeds office in Book 22, Page 431

SURVEYORS CERTIFICATE

I hereby certify that on December 8, 2022, I completed an accurate survey of 'JMR SUBDIVISION', in Hall County, Nebraska, as shown on the accompanying plat thereof; that the lots, blocks, streets, avenues, alleys, parks, commons and other grounds as contained in said subdivision as shown on the accompanying plat thereof are well and accurately staked off and marked; that iron markers were placed at all lot corners; that the dimensions of each lot are as shown on the plat; that each lot bears its own number; and that said survey was made with reference to known and recorded monuments.

Brent D Cyboron
Nebraska Professional Registered Land Surveyor No. 727



DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that Jeffrey L Greer, member of, JMR Enterprises LLC, and being the owner of the land described hereon, has caused same to be surveyed, subdivided, platted and designated as 'JMR SUBDIVISION' in the City of Grand Island, Hall County, Nebraska, as shown on the accompanying plat thereof, and do hereby dedicate the easements, if any, as shown thereon for the location, construction and maintenance of public service utilities, together with the right of ingress and egress thereto, and hereby prohibiting the planting of trees, bushes and shrubs, or placing other obstructions upon, over, along or underneath the surface of such easements; and that the foregoing subdivision as more particularly described in the description hereon as appears on this plat is made with the free consent and in accordance with the desires of the undersigned owner and proprietor.

IN WITNESS WHEREOF, I have affixed my signature hereto, at Grand Island, Nebraska.

Jeffrey L Greer - Member JMR Enterprises
Date _____

ACKNOWLEDGEMENT

State of Nebraska
County of Hall SS

On the ____ day of _____, 20____, before me _____ a Notary Public within and for said County, personally appeared Jeffrey L. Greer - Member, JMR Enterprises LLC convey to GRANTEEES, and to me personally known to be the identical person whose signature is affixed hereto, and that he did acknowledge the execution thereof to be his voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal at Grand Island, Nebraska, on the date last above written.
My commission expires _____, 20____

Notary Public

APPROVALS

Submitted to and approved by the Regional Planning Commission of Hall County, Grand Island and Wood River, and The Villages of Alda, Cairo, and Doniphan, Nebraska

Chairman Date
Approved and accepted by the City of Grand Island, Hall County, Nebraska
this _____ Day of _____, 20____

Mayor City Clerk

INITIAL POINT SURVEYING LLC 1811 W 2nd Street, Suite 280 Grand Island, NE 68803 308-383-6754 Cell 308-675-4141 Office			
LOCATION: JMR SUBDIVISION			
TITLE: Grand Island, Nebraska			
SCALE AT AS: 1" = 20'	DATE: 2/8/2023	DRAWN: Brent C.	PAGE: 1 OF 1
DRAWING NO.:	REVISION:		

* This Space Reserved for Register of Deeds *

SUBDIVISION AGREEMENT

JMR SUBDIVISION

Lots 1 and 2 Inclusive
In the City of Grand Island, Hall County Nebraska

The undersigned, JMR Enterprises L.L.C., a Nebraska Limited Liability Company, hereinafter called the Subdivider, as owner of a tract of land in the City of Grand Island, Hall County, Nebraska, more particularly described as follows:

Lot Six (6), Block Thirty-Two (32), Original Town, now city of Grand Island, Hall County, Nebraska and that part of vacated street as shown in Ordinance No. 4795 recorded December 3, 1969 in the Register of Deeds office in Book 19, Page 341 and that part of vacated street as shown in Ordinance No. 5114 recorded December 21, 1971 in the Register of Deeds office in Book 22, Page 431

desires to have subdivided as a subdivision the foregoing tract of land located within the corporate limits of the City of Grand Island, Nebraska, and hereby submits to the City Council of

such City for acceptance as provided by law an accurate map and plat of such proposed subdivision, to be known as JMR SUBDIVISION, designating explicitly the land to be laid out and particularly describing the lots, easements, and streets belonging to such subdivision, with the lots designated by number, easements by dimensions, and streets by name, and proposes to cause the plat of such subdivision when finally approved by the Regional Planning Commission and the City Council to be acknowledged by such owner, certified as to accuracy of survey by a registered land surveyor, and to contain a dedication of the easements to the use and benefit of public utilities, and of the street to the use of the public forever. In consideration of the acceptance of the plat of said JMR SUBDIVISION, the Subdivider hereby consents and agrees with the City of Grand Island, Nebraska, that it will install or provide at its expense the following improvements:

1. **Paving.** The Subdivider agrees to waive the right to object to the creation of any paving or repaving district for Fourth Street where it abuts the subdivision.
2. **Water.** Public water supply is available to the subdivision, and all new structures requiring service shall be connected to such water supply.
3. **Sanitary Sewer.** Public sanitary sewer is available to the subdivision, and all new structures requiring service shall be connected to such sanitary sewer supply.
4. **Storm Drainage.** The Subdivider agrees to provide and maintain positive drainage from all lots, according to the drainage plan, so that storm drainage is conveyed to a public right-of-way or to other drainage systems so approved by the Director of Public Works. If the Subdivider fails to grade and maintain such drainage the City may create a drainage district to perform such work. The Subdivider agrees to waive the right to object to the creation of any drainage district benefitting the subdivision.

5. **Sidewalks.** The Subdivider shall maintain all public sidewalks required by the City of Grand Island.

6. **Electric.** The Subdivider agrees to install all conduit, both primary and secondary, as well as all necessary transformer pads in the subdivision in accordance with plans and specifications approved by the Utilities Department, and subject to the City's inspection.

7. **Existing Utility Services.** The Subdivider has provided evidence that each lot has separate sewer, water and electrical services. This subdivision and agreement were approved based on that representation and each lot shall continue to have separate services as needed unless and until such time as the lots may be formally combined.

8. **Easements.** Any easements shall be kept free of obstructions and the Subdivider shall indemnify the City for any removal or repair costs caused by any obstructions. In addition, the duty to maintain the surface of any easements to keep them clear of any worthless vegetation or nuisance shall run with the land.

9. **Engineering Data.** All final engineering plans and specifications for public improvements shall bear the signature and seal of a professional engineer registered in the State of Nebraska and shall be furnished by the Subdivider to the Department of Public Works for approval prior to contracting for construction of any improvements. Inspections of improvements under construction shall be performed under the supervision of a professional engineer registered in the State of Nebraska, and upon completion shall be subject to inspection and approval by the Department of Public Works prior to acceptance by the City of Grand Island. An "as built" set of plans and specifications including required test results bearing the seal and signature of a professional engineer registered in the State of Nebraska shall be filed with the Director of Public Works by the Subdivider prior to acceptance of these improvements by the City.

10. **Warranty.** The undersigned owner, as Subdivider, warrants that it is the owner in fee simple of the land described and proposed to be known as JMR SUBDIVISION, and that an abstract of title or title insurance commitment will be submitted for examination, if necessary, upon request of the City of Grand Island.

11. **Successors and Assigns.** This agreement shall run with the land and shall be binding upon and inure to the benefit of the parties hereto, their successors, assigns, heirs, devisees, and legatees. Where the term "Subdivider" is used in this agreement, the subsequent owners of any lots in the subdivision shall be responsible to perform any of the conditions of this agreement if the Subdivider has not performed such conditions.

Dated _____, 2023.

JMR ENTERPRISES, L.L.C., A
NEBRASKA LIMITED LIABILITY
COMPANY, Subdivider

By: _____
Jeffrey L. Greer, Member

STATE OF NEBRASKA)
) ss
COUNTY OF HALL)

On _____, 2023, before me, the undersigned, a Notary Public in and for said County and State, personally appeared Jeffrey L. Greer, Member of JMR Enterprises, L.L.C., a Nebraska Limited Liability Company, known personally to me to be the identical person and such officer who signed the foregoing Subdivision Agreement and acknowledged the execution thereof to be his voluntary act and deed for the purpose therein expressed on behalf of JMR Enterprises, L.L.C.

WITNESS my hand and notarial seal the date above written.

Notary Public

My commission expires: _____

CITY OF GRAND ISLAND, NEBRASKA
A Municipal Corporation

By: _____
Roger G. Steele, Mayor

Attest: _____

RaNae Edwards, City Clerk

STATE OF NEBRASKA)
) ss
COUNTY OF HALL)

On _____, 2023, before me, the undersigned,, a Notary Public in and for said County and State, personally came Roger G. Steele, Mayor of the City of Grand Island, Nebraska, a municipal corporation, known to me to be such officer and the identical person who signed the foregoing Subdivision Agreement and acknowledged that the foregoing signature was his voluntary act and deed pursuant to Resolution 2023-____, and that the City's corporate seal was thereto affixed by proper authority.

WITNESS my hand and notarial seal the date above written.

Notary Public

My commission expires: _____

RESOLUTION 2023-72

WHEREAS know all men by these presents, that Jeffery L Greer, member of, JMR Enterprises LLC, and being the owner of the land described hereon, have caused same to be surveyed, subdivided, platted and designated as “JMR SUBDIVISION”, a replat of Lot Six (6) Block Thirty-Two (32), Original Town, now City of Grand Island, Hall County, Nebraska; and

WHEREAS, a copy of the plat of such subdivision has been presented to the Boards of Education of the various school districts in Grand Island, Hall County, Nebraska, as required by Section 19-923, R.R.S. 1943; and

WHEREAS, the City of Grand Island has waived the minimum lot size requirement of 3000 square feet and minimum lot width of 30 feet for Lot 1 of this subdivision as it follows the existing and historic building lines and walls; and

WHEREAS, a form of subdivision agreement has been agreed to between the owner of the property and the City of Grand Island.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the form of subdivision agreement herein before described is hereby approved, and the Mayor is hereby authorized to execute such agreement on behalf of the City of Grand Island.

BE IT FURTHER RESOLVED that the final plat of JMR SUBDIVISION, as made out, acknowledged, and certified, is hereby approved by the City Council of the City of Grand Island, Nebraska, and the Mayor is hereby authorized to execute the approval and acceptance of such plat by the City of Grand Island, Nebraska.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March , 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-5

**#2023-73 - Approving Acquisition of Utility Easement - 2341 N.
Diers Ave (FR EXTEX, LLC)**

This item relates to the aforementioned Public Hearing item E-5

Staff Contact: Tim Luchsinger

RESOLUTION 2023-73

WHEREAS, a public utility easement is required by the City of Grand Island from FR EXTEX, LLC, to survey, construct, inspect, maintain, repair, replace, relocate, extend, remove, and operate thereon, public utilities and appurtenances, including power lines; and

WHEREAS, a public hearing was held on March 28, 2023, for the purpose of discussing the proposed acquisition of a permanent and perpetual easement and right-of-way tract located through a part of Lot One (1), Menard Tenth Subdivision, City of Grand Island, Hall County, Nebraska, the twenty (20.0) foot wide utility easement and right-of-way tract being more particularly described as follows:

The northerly twenty (20.0) feet of Lot One (1), Menard Tenth Subdivision, in the City of Grand Island, Hall County, Nebraska.

The above-described easement and right-of-way containing a total of 4,000 square feet or .01 acres, more or less as shown on the plat dated 1/13/2023, marked Exhibit "A", attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City of Grand Island be, and hereby is, authorized to acquire a public utility easement from FR EXTEX, LLC, on and over the tract of land described herein and as depicted on Exhibit A hereto.

BE IT FURTHER RESOLVED that the Mayor and designee are hereby authorized to execute all documents necessary to effect the purpose of this Resolution.

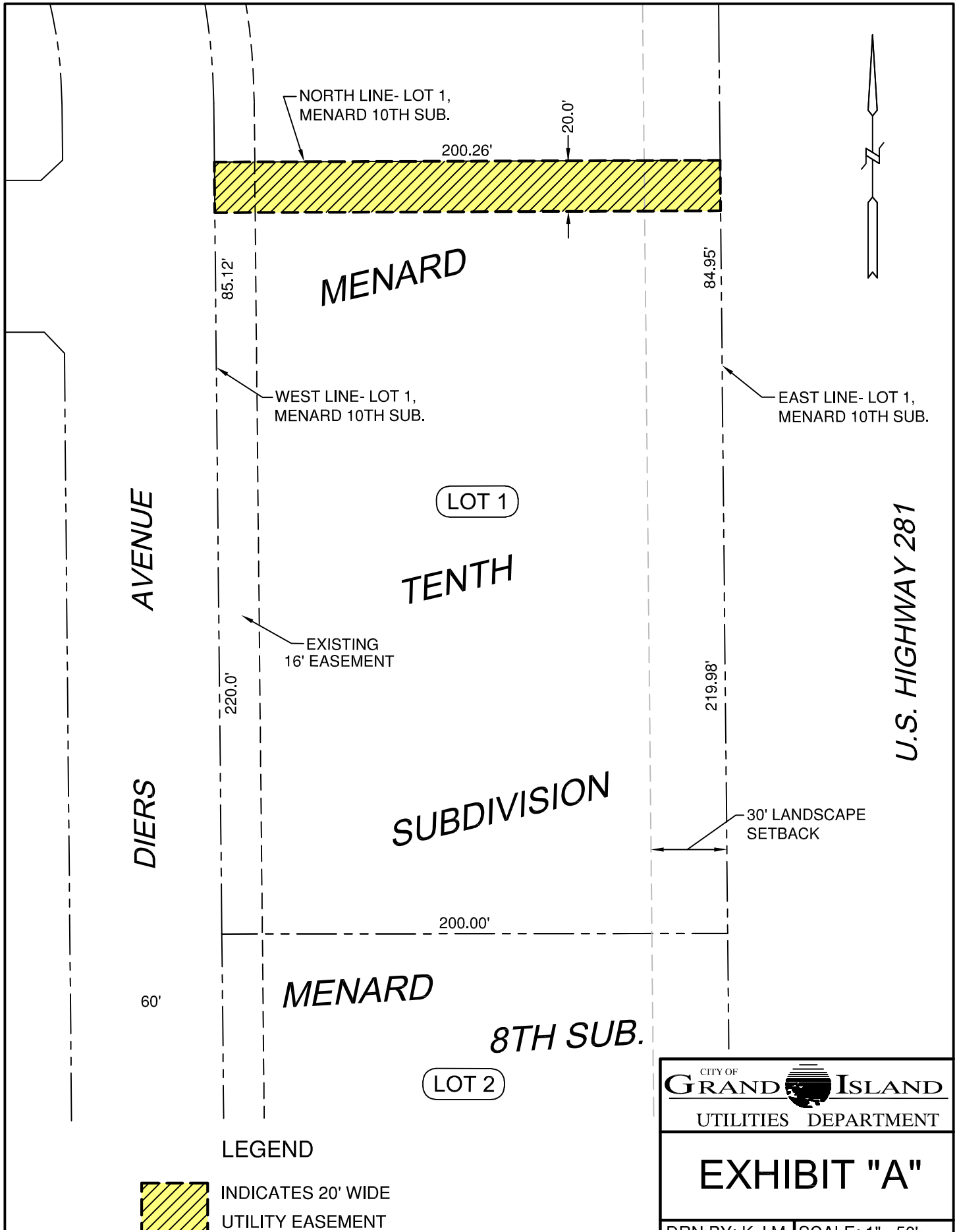
Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor


Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



LEGEND

 INDICATES 20' WIDE UTILITY EASEMENT

CITY OF
GRAND ISLAND
 UTILITIES DEPARTMENT

EXHIBIT "A"

DATE: 1/13/2023 | FILE: MENARD 10TH



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-6

**#2023-74 - Approving Bid Award - Boiler Inspection and Repair
Spring 2023**

Staff Contact: Tim Luchsinger, Stacy Nonhof

Council Agenda Memo

From: Timothy G. Luchsinger, Utilities Director
Stacy Nonhof, Assistant City Attorney

Meeting Date: March 28, 2023

Subject: Boiler Inspection and Repair – Spring 2023 Outage

Presenter(s): Timothy G. Luchsinger, Utilities Director

Background

During the spring outage at Platte Generating Station, the boiler must be inspected and repaired for damages that occur during operation. The Spring 2023 Outage is currently scheduled for April 20, 2023 through May 6, 2023, during which time inspection and maintenance on the boiler will be performed. This package of work on the boiler includes hydro testing of the boiler with inspection for tube leaks and tube repairs, boiler tube alignment attachment repairs, and the installation of tube shields. Plant engineering staff developed the specifications issued for bids covering this scope of work.

Discussion

The specification for the Boiler Inspection and Repair-Spring 2023 Outage was advertised and issued for bid in accordance with the City Purchasing Code. Bids were publicly opened on March 16, 2023. Specifications were sent to six potential bidders and responses were received as listed below. The engineer's estimate for this project was \$200,000.00.

Bidder	Base Bid
Locke AMI, LLC Olathe, Kansas	\$ 85,385.00
High Plains Boiler and Mechanical Omaha, Nebraska	\$ 88,679.11
Blue Peaks Industrial LLC Springfield, Missouri	\$ 141,092.00

The bids were reviewed by Utility Engineering staff and exceptions were noted. The exceptions from Locke AMI, LLC were reviewed and found to be acceptable. The bid from Locke AMI, LLC was otherwise found compliant with the specifications and less than the engineer's estimate.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that Council award the Contract for Boiler Inspection and Repair-Spring 2023 Outage to Locke AMI of Olathe, Kansas, as the low responsive bidder, with the bid in the amount of \$ 85,385.00.

Sample Motion

Move to approve the resolution with Locke AMI of Olathe, Kansas for the Boiler Inspection and Repair-Spring 2023 Outage at Platte Generating Station in the amount of \$85,385.00.



Stacy Nonhof, Purchasing Agent

*Working Together for a
Better Tomorrow, Today*

BID OPENING

BID OPENING DATE: March 16, 2023 at 2:15 p.m.
FOR: Boiler Inspection and Repair – Spring 2023 Outage
DEPARTMENT: Utilities
ESTIMATE: \$200,000.00
FUND/ACCOUNT: 520
PUBLICATION DATE: February 27, 2023
NO. POTENTIAL BIDDERS: 6

SUMMARY

Bidder:	<u>Locke AMI</u> Olathe, KS	<u>High Plains Boiler & Mechanical</u> Omaha, NE
Bid Security:	Continental Casualty Company	Liberty Mutual Insurance Company
Exceptions:	Noted	None

Bid Price:		
Materials:	\$ 3,270.00	\$ 2,142.86
Labor:	\$82,115.00	\$86,375.54
Sales Tax:	<u>N/A</u>	<u>\$ 160.71</u>
Total Bid:	\$85,385.00	\$88,679.11

Bidder:	<u>Blue Peaks Industrial LLC</u> Springfield, MO
Bid Security:	Old Republic Surety Company
Exceptions:	Noted

Bid Price:	
Materials:	\$ 3,312.00
Labor:	\$137,496.00
Sales Tax:	<u>\$ 284.00</u>
Total Bid:	\$141,092.00

cc: Tim Luchsinger, Utilities Director
Laura McAloon, Interim City Administrator
Stacy Nonhof, Purchasing Agent
Karen Nagel, PGS Secretary

Angela Schulte, Utilities Secretary
Patrick Brown, Finance Director
Tylor Robinson, Plant Superintendent
Christy Leshner, Utilities Dept.

P2430

RESOLUTION 2023-74

WHEREAS, the City of Grand Island invited sealed bids for Boiler Inspection and Repair – Spring 2023, according to plans and specifications on file with the Utilities Department; and

WHEREAS, on March 16, 2023, bids were received, opened, and reviewed; and

WHEREAS, Locke AMI, LLC, of Olathe, Kansas, submitted a bid in accordance with the terms of the advertisement of bids and plans and specifications and all other statutory requirements contained therein, such bid being in the amount of \$85,385.00; and

WHEREAS, the bid of Locke AMI, LLC is less than the estimate for Boiler Inspection and Repair - Spring, 2023.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the bid of Locke AMI, LLC, in the amount of \$85,385.00 for Boiler Inspection and Repair – Spring, 2023, is hereby approved as the lowest responsible bid.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized to execute the contract with Locke AMI, LLC for Boiler Inspection and Repair – Spring, 2023, and to take all other actions necessary to effect the purpose of this resolution.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-7

**#2023-75 - Approving Contract for Wellfield Pump #3 VFD
Upgrades**

Staff Contact: Tim Luchsinger, Stacy Nonhof

Council Agenda Memo

From: Timothy G. Luchsinger, Utilities Director
Stacy Nonhof, Assistant City Attorney

Meeting Date: March 28, 2023

Subject: Wellfield Pump #3 Variable Frequency Drive Upgrades

Presenter(s): Timothy G. Luchsinger, Utilities Director

Background

The Platte River Pumping Station is used to pump water from a consolidation basin at the city wellfield. The pumping station consists of three pumps used to distribute water at intermediate pressure to storage reservoirs inside Grand Island’s city limits. Platte River Pumping Station Pump #3 pumps water to the Rogers Pumping Station ground storage reservoirs. To maintain system reliability, upgrades to the Pump #3 variable frequency drive (VFD) are necessary. The specification was written to provide parts and services over a three-year term.

Discussion

Specifications for the Wellfield Pump #3 VFD were advertised and issued for bid in accordance with the City Purchasing Code. Bids were publicly opened on March 14th, 2023. The engineer’s estimate for this project was \$185,000.00.

Bidder	Bid Price	Adjusted Bid Price
Hupp Electric Motors Marion, IA	\$ 271,909.00	\$ 191,113.00

The bid was reviewed by plant engineering staff. The bid indicated exceptions and provided an itemized breakdown of the services for the three-year term. The bid price included optional costs for training and manufacturer recommended spare parts that were not necessary to purchase at this time. The adjusted bid price is within 5% of the engineers estimate. Utilities engineering staff reviewed the exceptions to the specification, and they are acceptable.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that Council award the Contract for the Wellfield Pump #3 VFD to Hupp Electric Motors of Marion, Iowa as the bidder that met the requirements of the specification, with the bid in the amount of \$191,113.00.

Sample Motion

Move to approve the resolution authorizing the Mayor to execute a contract with Hupp Electric Motors of Marion, Iowa, for the Wellfield Pump #3 VFD in the amount of \$191,113.00.



Stacy Nonhof, Purchasing Agent

*Working Together for a
Better Tomorrow, Today*

BID OPENING

BID OPENING DATE: March 14, 2023 at 2:00 p.m.
FOR: Wellfield Pump 3 VFD
DEPARTMENT: Utilities
ESTIMATE: \$185,000.00
FUND/ACCOUNT: 525
PUBLICATION DATE: February 24, 2023
NO. POTENTIAL BIDDERS: 4

SUMMARY

Bidder: Hupp Electric Motors
Marion, IA
Bid Security: Swiss Re Corporate Solutions America Insurance Corporation
Exceptions: Noted
Bid Price:
Materials: \$
Labor: \$271,909.00
Sales Tax: N/A
Total Bid: \$271,909.00

cc: Tim Luchsinger, Utilities Director
Patrick Brown, Finance Director
Angela Schulte, Utilities Secretary

Tylor Robinson, Plant Superintendent
Stacy Nonhof, Purchasing Agent
Karen Nagel, PGS Secretary

P2428

RESOLUTION 2023-75

WHEREAS, the City of Grand Island invited sealed bids for Wellfield Pump #3 Variable Frequency Drive (VFD) Upgrades, according to plans and specifications on file with the Utilities Department; and

WHEREAS, on March 14, 2023, bids were received, opened and reviewed; and

WHEREAS, Hupp Electric Motors of Marion, Iowa, submitted a bid in accordance with the terms of the advertisement of bids and plans and specifications and all other statutory requirements contained therein, such bid being adjusted to the amount of \$ 191,113.00; and

WHEREAS, the adjusted bid of \$191,113.00, is within 5% of the estimate for Wellfield Pump #3 VFD Upgrades.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the bid of Hupp Electric Motors of Marion, Iowa, in the amount of \$ 191,113.00, for Wellfield Pump #3 VFD Upgrades, is hereby approved as the lowest responsible bid.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized to execute the contract with Hupp Electric Motors for the Wellfield Pump #3 VFD Upgrades, and to take all other actions necessary to effect the purpose of this resolution.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-8

**#2023-76 - Appointment of City's Representative of the Nebraska
Municipal Power Pool**

Staff Contact: Tim Luchsinger

Council Agenda Memo

From: Tim Luchsinger, Utilities Director

Meeting: March 28, 2023

Subject: Appointment of City's Representatives at the Nebraska Municipal Power Pool

Presenter(s): Tim Luchsinger, Utilities Director

Background

Grand Island has been a member of the Nebraska Municipal Power Pool (NMPP) since it was formed in 1975. The primary goal of the organization is to develop means by which the state's municipal electric utilities could cooperate in developing electric power supply. That organization has since grown to include nearly 200 municipal electric utilities not only in Nebraska, but also from Colorado, Kansas, North Dakota, Wyoming, and Iowa, and has also expanded its scope of services to include wholesale power supply, transmissions services, power marketing, natural gas supply, load aggregation and bulk purchasing, computer programming services and other services specifically designed to serve municipal utilities. NMPP is also the parent company of the Municipal Energy Agency of Nebraska (MEAN), which is one of our partners in the Public Power Generating Agency (PPGA), the interlocal agency created for the Whelan Energy Center Unit 2 power plant in Hastings. Grand Island was a charter member of NMPP and has had a representative on the Members Council since the organization's creation. I have served as the City of Grand Island's representative since 2011.

Discussion

With my retirement in April, I will no longer be available to represent the City at that organization. NMPP is requesting that Grand Island continue its participation in NMPP and formally appoint a replacement and alternate representative. It is recommended that Assistant Utilities Director Travis Burdett, the current alternate representative, be designated as the replacement representative to the Nebraska Municipal Power Pool. It is also recommended that Assistant Utilities Director Lynn Mayhew be designated as the alternate representative. After my retirement, Mr. Burdett and Mr. Mayhew will be the longest serving senior managers in the Department. Mr. Burdett and Mr. Mayhew both have the specific experience and knowledge to best serve Grand Island as the City's representatives at NMPP.

NMPP bylaws require the appointment of representatives to be done by the represented city's governing board, therefore, these recommended appointments are submitted to the City Council for their consideration. **Please note, this item will supersede the item submitted at the March 14, 2023 meeting, which incorrectly referenced the NMPP board of Directors instead of the Members' Council.**

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council appoint Travis Burdett as the representative, and Lynn Mayhew as the alternate representative, for the City of Grand Island at the Nebraska Municipal Power Pool.

Sample Motion

Move to approve appointment of Travis Burdett as the representative, and Lynn Mayhew as the alternate representative, for the City of Grand Island at the Nebraska Municipal Power Pool.

RESOLUTION 2023-76

WHEREAS, the City of Grand Island has had a representative on the Nebraska Municipal Power Pool's (NMPP) Members' Council since its creation in 1975; and

WHEREAS, Tim Luchsinger, the City's current representative, is retiring in April and will no longer be able to fulfill this role; and

WHEREAS, it is recommended that Assistant Utilities Director Travis Burdett, the current alternate representative, be designated as the replacement representative and that Assistant Utilities Director Lynn Mayhew be designated as the alternate representative; and

WHEREAS, this supersedes Resolution 2023-64.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that Tavis Burdett be designated as the replacement NMPP representative and Lynn Mayhew be designated as the alternate representative.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-9

**#2023-77 - Appointment of City's Representative of the Public
Power Generation Agency**

Staff Contact: Tim Luchsinger

Council Agenda Memo

From: Timothy Luchsinger, Utilities Director

Meeting: March 28, 2023

Subject: Approving Appointment of Director and Authorized Individuals for Public Power Generation Agency

Presenter(s): Timothy Luchsinger, Utilities Director

Background

The Public Power Generation Agency (PPGA) Board of Directors is the governing body created as an Inter-local Agreement between the City of Grand Island, Hastings Utilities, Nebraska City Utilities, Municipal Energy Agency of Nebraska, and Heartland Consumers Power District for the Whelan Energy Center Unit 2 project that recently was completed in Hastings, Nebraska.

At the Council meeting of October 11, 2005, Tim Luchsinger was appointed to the Board of Directors of the Public Power Generating Agency as the City of Grand Island's Board Representative.

To provide greater flexibility in appointing alternates based on relative areas of expertise and reduce the possibility of unintended quorum issues, the PPGA Bylaws were amended to change the Alternate Board Representative from one of a standing position appointed by each governing body, to that of a temporary position for a specific board meeting. This Alternate Board Representative would be designated by either the Board Representative or Authorized Individuals approved by the governing body.

Discussion

The attached form is the document that needs to be delivered to the PPGA Secretary/Treasurer authorizing the Board Representative and Authorized Individual(s) by the Grand Island City Council. It is recommended that Assistant Utilities Director Travis Burdett be appointed as the Director and as an Authorized Individual to designate an Alternate Director as required in the event Mr. Burdett is not available.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the Mayor to execute the Director Appointment Form for Public Power Generation Agency designating Assistant Utilities Director Travis Burdett as the Director and as an Authorized Individual to appoint an Alternate Director in accordance to the terms and provisions of Section 3.02 of the PPGA Bylaws.

Sample Motion

Move to approve the Mayor to execute the Director Appointment Form for the Public Power Generation Agency designating Assistant Utilities Director Travis Burdett as the Director and as an Authorized Individual to appoint an Alternate Director in accordance to the terms and provisions of Section 3.02 of the PPGA Bylaws.

**DIRECTOR APPOINTMENT FORM
FOR
PUBLIC POWER GENERATION AGENCY**

I hereby certify, as an authorized representative of the City of Grand Island, Nebraska, a Member of Public Power Generation Agency (“PPGA”), that the Member adopted the following resolutions at a meeting of the governing body of said Member, and that such resolutions constitute the binding action of the Member:

BE IT RESOLVED that pursuant to Section 3.02 of the PPGA Bylaws, the Member hereby designates the following individual as its Director:

<u>Name</u>	<u>Title</u>	<u>Signature</u>
<u>Travis Burdett</u>	<u>Assistant Utilities Director</u>	_____

BE IT FURTHER RESOLVED that the Director is authorized by the Member to appoint an Alternate Director to PPGA on behalf of the Member according to the terms and provisions of Section 3.02 of the PPGA Bylaws (each, an Authorized Individual”):

BE IT FURTHER RESOLVED that the powers and authority granted by these resolutions shall continue in full force and effect until written notice is given to the Secretary Treasurer of PPGA of the cancellation or modification thereof. Pursuant to the Bylaws of PPGA, these resolutions shall be effective upon delivery of this form to the Secretary Treasurer of PPGA.

I further certify that the foregoing is a full and correct copy of the resolutions as they appear on the books of the Member, and said resolutions have not been rescinded, modified or amended, and are now in full force and effect.

Dated: of , .
Day Month Year

Signed: _____

Name: Roger G. Steele, Mayor
 Authorized Representative

RESOLUTION 2023-77

WHEREAS, the City of Grand Island is a party to the Interlocal Agreement creating the Public Power Generation Agency (PPGA) and, pursuant to the terms of said Agreement, it is the responsibility of the governing body of the City to designate a representative to the PPGA Board of Directors provided for under the terms of said agreement; and

WHEREAS, Tim Luchsinger, the City's current representative, is retiring in April and will no longer be able to fulfill this role; and

WHEREAS, it is recommended that Assistant Utilities Director Travis Burdett be appointed as the Director and as an Authorized Individual to designate an Alternate Director as required.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that Tavis Burdett be appointed as the City's PPGA Director and Authorized Individual to designate an Alternate Director as required.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized to execute the appointment form with PPGA, and to take all other actions necessary to effect the purpose of this resolution.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-10

#2023-78 - Approving Data Sharing Agreement with NorthWestern Energy

Staff Contact: Tim Luchsinger, Stacy Nonhof

Council Agenda Memo

From: Timothy G. Luchsinger, Utilities Director
Stacy Nonhof, Assistant City Attorney

Meeting Date: March 28, 2023

Subject: Approving Data Sharing Agreement with NorthWestern Energy

Presenter(s): Timothy G. Luchsinger, Utilities Director

Background

Grand Island Utilities utilize its Geographical Information System (GIS) to display and organize geospatial data for project planning and maintenance activities. This platform has been made available to all pertinent City staff but is independent from the information which is available to the public.

Discussion

In a joint effort with NorthWestern Energy, an agreement was worked out that will allow Grand Island Utilities to access NorthWestern Energy's GIS data to further expand the planning value of the internal platform. The enclosed Data Sharing Agreement is needed to establish the terms and conditions regarding this data.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends the Data Sharing Agreement with NorthWestern Energy be approved and signed to allow the City to access NorthWestern Energy's GIS data.

Sample Motion

Move to approve the Data Sharing Agreement with NorthWestern Energy.

DATA SHARING AGREEMENT

This Data Sharing Agreement (“*Agreement*”) is entered into as of the 28th day of March, 2023, by and between the City of Grand Island, Nebraska, a municipality (“*City*”), and NorthWestern Corporation d/b/a NorthWestern Energy (“*NorthWestern*”), a Delaware corporation.

WHEREAS, NorthWestern is the owner of geographic information system (“*GIS*”) information about its natural gas facilities located in Grand Island; and

WHEREAS, City has requested access to NorthWestern’s GIS information; and

WHEREAS, NorthWestern has agreed to share its GIS information with City pursuant to the terms and conditions herein;

NOW, THEREFORE, the Parties agree as follows:

1. Purpose

The purpose of this Agreement is to outline the general terms and conditions for the sharing of NorthWestern’s GIS information with City.

2. Term

The term of this Agreement shall begin on the 28th day of March, 2023, and shall expire on the 24th day of March 2029, unless earlier terminated, as provided for herein.

The City may extend the term of this Agreement by an additional five years upon the same terms and conditions as set forth herein, upon giving NorthWestern sixty days’ notice of its intent to exercise such an extension.

3. Termination

Either party may terminate this Agreement for any reason, without penalty, upon 30 days’ prior written notice to the other party or upon mutual agreement. Notwithstanding any termination hereof, the obligations herein shall remain in full force and effect with respect to the information disclosed hereunder for the entire term of this Agreement.

4. Sharing Agreement and Intended Use

NorthWestern agrees to provide City with a shape file of NorthWestern’s natural gas distribution system in Grand Island and other agreed-upon data as requested. City agrees to return or destroy all information received from NorthWestern upon termination of this Agreement.

5. Constraints on the Use of Shared Information

City acknowledges that its employees and personnel will have access to confidential and proprietary information of NorthWestern during the term of this Agreement and agrees not to disclose any information obtained to any person or entity except as authorized herein.

All shared information is to be considered confidential and proprietary and is subject to the restrictions herein. City agrees that no shared information will be sold, given or loaned to

any person or entity not a party to this Agreement without the express written consent of NorthWestern.

All shared information is provided solely for the benefit of City and exclusively for planning purposes. The parties expressly acknowledge and understand that the shared information represents estimated location of natural gas facilities and is not meant to relieve the City or any person with access to the information of its obligation pursuant to Neb. Rev. Stat. § 76.2321 to notify the one-call notification center of a proposed excavation to determine the location of underground facilities. Any reliance upon the shared information will be at the sole and exclusive risk of City.

6. Security

City shall employ industry best practices to establish and use administrative, technical, and physical safeguards to protect NorthWestern’s data from unauthorized physical and electronic access, use or disclosure.

7. Access

Access to shared information provided hereunder shall be limited to those employees and staff members with a defined business need for review of the shared information.

8. Notification of Security Breaches

In the event of any breach or compromise of the security or confidentiality of data where information was or is reasonably believed to have been accessed by an unauthorized person or entity, City shall provide immediate notice to NorthWestern and shall take all reasonable action to mitigate the security breach.

9. Indemnification

City will indemnify, hold harmless and defend NorthWestern from all third-party claims, liabilities, fines, interest, costs, expenses and damages (including reasonable attorney fees) incurred by NorthWestern arising out of any act or omission of City during the term of the Agreement. If the claims, liabilities, fines, interest, costs, expenses and damages are caused by the joint or concurrent negligence of the parties, the parties shall bear the loss in proportion to their respective degrees of negligence.

10. No Warranties

NorthWestern makes no representations or warranties, either expressed or implied, with respect to the accuracy, completeness or appropriateness of the data, materials or documents submitted to City for use hereunder.

11. Limitation of Liability

NorthWestern will not be responsible for any action, cost, loss or liability whatsoever arising from City’s reliance on or use of any data, materials or documents submitted by NorthWestern to City for use hereunder. With the exception of intentional disclosures in violation of this Agreement or City’s third-party indemnification obligation, neither

NorthWestern nor City shall be liable to each other for any special, consequential, incidental, indirect, punitive or exemplary damages.

12. Miscellaneous

- a. **Governing Law and Venue.** This Agreement shall be governed by, and construed in accordance with, the laws of the state of Nebraska, without regard to conflict of law principles. The venue for any dispute arising hereunder shall be in state or federal courts located within the State of Nebraska.
- b. **Assignment.** The parties hereto may not assign their respective rights, duties and obligations without the prior written consent of the other party. Notwithstanding the foregoing, NorthWestern may transfer or assign this Agreement to an affiliate formed in connection with a corporate reorganization or merger authorized by the Nebraska Public Service Commission and the Federal Energy Regulatory Commission, provided the affiliate assumes all assigned rights, duties and obligations of NorthWestern pursuant to the Agreement.
- c. **Severability, Entire Agreement and Amendments.** The invalidity in whole or of any part of this Agreement shall not affect the validity of the remainder of the Agreement. This written Agreement represents the complete agreement of the parties and shall not be modified except by an instrument in writing signed by City and NorthWestern.
- d. **Notices.** All notices under this Agreement must be in writing and will be deemed properly given if (i) delivered in person, (ii) sent electronically with confirmation, (iii) deposited in the United States mail with first class postage prepaid certified mail, return receipt requested, or (iv) delivered by private, prepaid courier and addressed to the appropriate party representative at the address set forth below:

City of Grand Island
 City Hall
 100 East First Street
 Grand Island, NE 68801
 Attn: Ryan Schmitz
 Phone: (305) 385-5463
 Email: rschmitz@giud.com

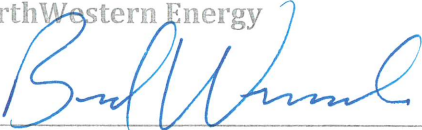
NorthWestern Energy
 612 S Webb Road
 Grand Island, NE 68803
 Attn: Dennis Placke, Manager – District
 Operations
 Phone: (308) 385-4519
 Email: dennis.placke@northwestern.com

- e. **Counterparts.** This Agreement may be signed in any number of counterparts and by signatures transmitted electronically, each of which shall be deemed an original and which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the undersigned have caused this Agreement to be executed as of the date first set forth above.

City of Grand Island

NorthWestern Energy



Name: _____
Title: _____
Dated: _____

Name: Brad Wenande
Title: Director SD/NE Operations
Dated: March 17, 2023

RESOLUTION 2023-78

WHEREAS, NorthWestern Energy is an area natural gas operator who owns and maintains Geographical Information System (GIS) information; and

WHEREAS, the City of Grand Island has the need to access this data for project planning purposes; and

WHEREAS, an agreement is needed to establish terms and conditions governing how the City of Grand Island can utilize NorthWestern Energy's GIS data.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the Data Services Agreement be approved and signed to facilitate the sharing of GIS information between the aforementioned parties.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized to execute the contract with NorthWestern Energy, and to take all other actions necessary to effect the purpose of this resolution.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-11

**#2023-79 - Approving Maintenance and Usage Agreement between
Railside BID and City of Grand Island Regarding the Downtown
Public Plaza**

Staff Contact: Brian Schultz

Council Agenda Memo

From: Patrick Brown, Finance Director
Meeting: March 28, 2023
Subject: Approving Railside Use Agreement for the Plaza
Presenter(s): Brian Schultz, Assistant Finance Director

Background

On May 25, 2021 a presentation to council was provided on Amur Equipment Finance partnering with local groups to contribute towards a plaza expansion project. On May 24, 2022 City Council agreed to re-acquire the property after previously vacating the road right of way. On June 14, 2022 the City entered into an agreement with Grow Grand Island to oversee the construction of an overhaul to the previously discussed expansion project.

Discussion

With the construction of the plaza expansion nearing its end and the its useful life about to begin the City and Railside BID would like to enter into a formal use agreement for the Railside BID to oversee all aspects of operating, rental, etc. The attached agreement has been reviewed by the City's legal department, Admin, Finance and the Railside BID board.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Approve the Railside Use Agreement for the Plaza.
2. Postpone the issue to a future meeting.
3. Take no action.

Recommendation

City Administration recommends that the Council approve the Railside Use Agreement for the Plaza.

Sample Motion

Move to approve the Railside Use Agreement for the Plaza.

MAINTENANCE AND USAGE AGREEMENT BETWEEN
RAILSIDE BUSINESS IMPROVEMENT DISTRICT AND THE
CITY OF GRAND ISLAND REGARDING THE DOWNTOWN
PUBLIC PLAZA

This Maintenance and Usage Agreement, hereinafter "Agreement", made and entered into this ___ day of March, 2023 by and between the City of Grand Island, Nebraska, (the "CITY") and the RAILSIDE BUSINESS IMPROVEMENT DISTRICT, Grand Island, Nebraska, ("Railside").

WHEREAS, the downtown plaza area is located at vacated Wheeler Avenue between South Front Street and the alley between South Front Street and Third Street (the "Plaza"); and

WHEREAS, Railside wishes to control rental usage of the Plaza; and

WHEREAS, City, desires to have Railside be responsible for maintenance and rental arrangement of the Plaza.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and agreements hereinafter set forth, the parties agree as follows:

I. RAILSIDE'S RESPONSIBILITIES

A. RESERVATIONS

1. Railside shall provide an online reservation system and be responsible for all rental agreements for Plaza usage when a reservation request has been submitted on Railside's online reservation form.
2. Rentals shall be on a "first come, first served" basis, as determined by the submittal of an online reservation request.
3. The Plaza may be rented for private or public uses.

B. RENTAL RATES

1. Rental rates for the Plaza shall be approved by the City Council and published on the website for Railside and the City.
2. Damage deposits in the amount of 50% of the rental fee are required, and collected not later than 10 days prior to the start of the rental period, or the submittal of an online reservation, whichever date is later.

C. RENTAL CONTRACTS

1. Railside shall be responsible for execution and enforcement of all Plaza rental contracts.
2. Railside shall be responsible for the collection of all deposits and rental fees.
3. Railside shall be responsible for obtaining a certificate of liability insurance

for all rentals which name the City as an additional insured..

4. Railside shall be responsible for ensuring all proper permits for sale or consumption of liquor for events are obtained.

D. USE OF PLAZA

1. Railside shall be responsible for ensuring that all renters/users of the Plaza have proper authorization/licensing for the playing of any music. Railside shall indemnify and hold harmless the City for any playing or use of music not properly licensed/authorized or in violation of such license.
2. Railside shall ensure that vehicles are properly parked and do not drive on the Plaza.
3. Railside shall ensure all alleys, sidewalks, passageways, entrances/exits or other common spaces are not obstructed so as to prevent emergency vehicles/personnel from using them during use of the Plaza.
4. Railside shall ensure all City Parks and Recreation Rules are followed. A list of rules and prohibited items/activities shall be given to all renters with the signed contract.
5. Railside shall ensure that food vendors follow all applicable rules and regulations, for operation of the vending activity including but not limited to, leaving drippings or substances on the Plaza that may damage the surface or kill grass and not dumping grease down any street drain or in any dumpster/trash can.
6. Railside shall ensure that tents are not staked into the ground or concrete nor tied off to benches, trees, light poles or other Plaza fixtures.
7. Railside shall be responsible for ensuring that there is proper event security and shall not rely solely on the Grand Island Police Department for security. In addition, if alcohol is present, Railside will require the renters/users of the Plaza to retain security by a licensed security company or off-duty police officer for the entire event and a reasonable time before and after the event.
8. Railside shall provide the City a full list of rental rules and regulations for approval and shall provide the City advance notice of any proposed rule changes for City approval prior to implementation. City shall not unreasonably withhold approval of rule changes.

E. RESTROOMS

1. Railside shall be responsible the maintenance and upkeep of Plaza restrooms, to include but not be limited to, emptying the trash, cleaning and stocking of toilet paper and paper towels.
2. Railside shall ensure that restrooms are kept in a safe and sanitary condition.
3. Railside shall determine the hours when restrooms are open.
4. Railside shall provide City a key to restrooms.
5. City reserves the right to inspect the condition of the bathrooms at any time.

F. LANDSCAPING AND STAGE

1. Railside shall be responsible for all landscaping and landscaping maintenance of the Plaza.
2. Railside shall be responsible for all maintenance and upkeep of the stage.
3. Railside shall be responsible for insurance of all structures in the Plaza, including but not limited to, the stage and restrooms.

II. CITY'S RIGHTS AND RESPONSIBILITIES

A. APPROVALS AND REVIEWS

1. The City shall be consulted on and approve in a timely manner any drafts or proposed changes to the rules and regulations for use of the Plaza.
2. The City shall inspect the Plaza and restrooms as time and staffing permits. Any issues shall be reported by the City to the Executive Director for Railside for correction.

III. TERM AND TERMINATION AGREEMENT

The initial term of this agreement shall be for two (2) years and may be renewed at the sole discretion of the City for one or more additional 2 year terms after the expiration of the initial term. Notice of the City's intent to renew shall be provided to Railside no later than 90 days prior to the expiration of a term. Either may terminate this agreement upon 90 days written notice to the other party.

IV. INDEMNIFICATION.

Railside shall indemnify and hold the City harmless with respect to any liability arising from the rental of the Plaza by the Railside, except for liability arising from the negligence of the City.

V. NOTICES

Any notice required or permitted to be given under this Agreement shall be in writing and shall be deemed to be an adequate and sufficient notice if given in writing and service is made either by (i) personal delivery, in which case the service shall be deemed received the date of such personal delivery; or (ii) U. S. Mail, return receipt requested, in which case the notice shall be deemed to have been received as shown in such return receipt, to the following address:

If to the RAILSIDE:

Railside Business Improvement District
201 West 3rd St., Ste. 2
Grand Island, Nebraska 68801

If to the CITY:

City Clerk
City of Grand Island, Nebraska
100 East First Street
Grand Island, Nebraska 68801

with a copy to:
Legal Department
City of Grand Island, Nebraska
100 East First Street
Grand Island, Nebraska 68801

VI. CHOICE OF LAW & VENUE

This Agreement shall be governed by the laws of Nebraska. The venue for all litigation or other disputes relative to this Agreement shall be the District Court of Hall County, Nebraska.

VII. CAPTIONS

Section headings are for reference only and shall not be used to interpret this Agreement.

VIII. SEVERABILITY

If any provision hereof is found to be invalid or unenforceable, such finding shall not affect the validity of any other provision hereof; and such provision shall be enforced to the maximum extent possible so as to effect the intent of the parties.

IX. NO WAIVER

Any failure to enforce any right or to require performance of any provision of this Agreement shall not be considered a waiver of such right or performance.

X. ENTIRE AGREEMENT

This Agreement, including the attached and incorporated exhibits, contains the entire agreement between the parties, and supersedes all other oral or written provisions.

XI. MODIFICATIONS AND AMENDMENTS

No amendment or modification to this Agreement shall be effective unless it is in writing and signed by authorized representatives of each of the parties hereto.

XII. BINDING EFFECT

The provisions, covenants, and conditions in this Agreement shall inure to and bind the parties, their legal heirs, representatives, successors, and assigns.

XIII. POWER TO EXECUTE AGREEMENT.

Each individual executing this agreement, on behalf of one of the parties, represents that he or she is duly authorized to sign and deliver the agreement on behalf of

such party and that this agreement is binding on such party in accordance with its terms.

Each party may by written notice to the other specify a different address for subsequent notice purposes.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by having their signatures affixed below.

Railside Business Improvement District

City of Grand Island

Board President

Roger G. Steele, Mayor

Date: _____

Date: _____

ATTEST:

RaNae Edwards, City Clerk

APPROVED AS TO FORM:

Stacy R. Nonhof, Assistant City Attorney

RESOLUTION 2023-79

WHEREAS, the plaza downtown needs a formal use agreement for maintenance and operations; and

WHEREAS, the City of Grand Island and the Railside BID would like to enter into such an agreement; and

WHEREAS, the attached agreement known as the Railside Use Agreement for the Plaza accomplishes that goal.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the Railside Use Agreement for the Plaza hereby approved.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute such agreement on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-12

#2023-80 - Approving Award of Proposal for Wastewater Treatment Plant- Solids Handling Building Rooftop Air Handling Unit Replacement AHU-10-2

Staff Contact: Keith Kurz PE, Interim Public Works Director

Council Agenda Memo

From: Matt Walker PE, Assistant Public Works Director- Wastewater

Meeting: March 28, 2023

Subject: Approving Award of Proposal for Wastewater Treatment Plant- Solids Handling Building Rooftop Air Handling Unit Replacement AHU-10-2

Presenter(s): Keith Kurz PE, Interim Public Works Director

Background

On February 18, 2023 the Wastewater Division of the Public Works Department advertised for proposals for Wastewater Treatment Plant- Solids Handling Building Rooftop Air Handling Unit Replacement AHU-10-2.

This project will replace an existing rooftop air handling unit at the Wastewater Treatment Plant, Building 6, Solids Handling Process Area. The vendor will provide a turn-key solution to ensure a fully functional heating, and ventilating system sized to meet load requirements of the existing building.

Discussion

Two (2) proposals were received and opened on March 15, 2023. The Wastewater Division of the Public Works Department and the Purchasing Division of the City's Attorney's Office have reviewed the submittals that were received. A summary is shown below.

	<i>EXCEPTIONS</i>	<i>BID PRICE</i>
Island Indoor Climate of Grand Island, NE	None	\$50,475.00
Jerry's Sheet Metal Heating-Cooling, Inc. of Grand Island, NE	None	\$74,950.00

Staff requests to upgrade the galvanized cabinet exterior to an electrostatically applied powder coating, which will add a longer life to the end product. This upgrade is at an additional cost of \$1,500.00, resulting in an award amount of \$51,975.00. The cost of the total project is within 4% of the estimate, and is considerably lower than the other proposal submitted.

There are sufficient funds in the approved 2022/2023 budget to fund this project.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the proposal award to the low compliant bidder, Island Indoor Climate of Grand Island, Nebraska in the amount of \$50,475.00.

Sample Motion

Move to approve the proposal award to Island Indoor Climate of Grand Island, Nebraska in the amount of \$50,475.00.



Stacy Nonhof, Purchasing Agent

*Working Together for a
Better Tomorrow, Today*

**REQUEST FOR QUOTES
FOR
WASTEWATER TREATMENT PLANT – SOLIDS HANDLING
BUILDING ROOFTOP AIR HANDLING UNIT REPLACEMENT AHU-10-2**

RFP DUE DATE: March 15, 2023 at 4:00 p.m.
DEPARTMENT: Public Works
PUBLICATION DATE: February 18, 2023
NO. POTENTIAL BIDDERS: 5

PROPOSALS RECEIVED

Jerry’s Sheet Metal
Grand Island, NE

Island Indoor Climate
Grand Island, NE

cc: Keith Kurz, Interim Public Works Director
Laura McAloon, Interim City Administrator
Stacy Nonhof, Purchasing Agent

Catrina DeLosh, PW Admin. Coordinator
Patrick Brown, Finance Director
John Rundle, PW Maintenance Supervisor

P2427

RESOLUTION 2023-80

WHEREAS, the City of Grand Island invited sealed proposals for Wastewater Treatment Plant- Solids Handling Building Rooftop Air Handling Unit Replacement AHU-10-2, according to specifications on file with the Public Works Department; and

WHEREAS, on March 15, 2023 submittals were received, opened, and reviewed; and

WHEREAS, Island Indoor Climate of Grand Island, Nebraska submitted a proposal accordance with the terms of the advertisement of proposals and specifications and all other statutory requirements contained therein, such submittal being in the amount of \$50,475.00; and

WHEREAS, the galvanized cabinet exterior will be upgraded to an electrostatically applied powder coating, at an additional cost of \$1,500.00, resulting in an award amount of \$51,975.00; and

WHEREAS, the total project is within 4% of the estimate and considerably lower than the other proposal submitted.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the submittal of Island Indoor Climate of Grand Island, Nebraska in the amount of \$51,975.00 for Wastewater Treatment Plant- Solids Handling Building Rooftop Air Handling Unit Replacement AHU-10-2 is hereby approved as the lowest responsible submittal.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute a contract with such vendor for such project on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-13

#2023-81 - Approving Change Order No. 3 for Eddy Street Underpass Rehabilitation; Project No. 2019-U-1

Staff Contact: Keith Kurz PE, Interim Public Works Director

Council Agenda Memo

From: Keith Kurz PE, Interim Public Works Director

Meeting: March 28, 2023

Subject: Approving Change Order No. 3 for Eddy Street Underpass Rehabilitation; Project No. 2019-U-1

Presenter(s): Keith Kurz PE, Interim Public Works Director

Background

The Diamond Engineering Company of Grand Island, Nebraska was awarded a \$1,341,464.90 contract on October 26, 2021, via Resolution No. 2021-298, for the Eddy Street Underpass Rehabilitation; Project No. 2019-U-2.

On July 26, 2022, City Council approved Change Order No. 1, via Resolution No 2022-190, in the amount of \$74,953.36 to address the additional deterioration that occurred since the 2019 evaluation.

On September 27, 2022, via Resolution No. 2022-270, City Council approved Change Order No. 2, at no additional cost, to allow additional time for project completion. The original completion date of October 14, 2022 was extended to March 31, 2023 due to delays associated with delivery of street light poles and mast arms for lighting.

The Eddy Street underpass was built in 1950 and engineering analysis has identified a number of repairs and replacements which must be implemented to preserve the structure. This includes a number of issues related to the retaining walls, the Mill Drive and North Front Street Bridges, the storm sewer pumping system, as well as installation of bird netting to aid in the reduction of roosting birds.

Discussion

A time extension is being requested for the electrical and lighting portion of this project due to additional delays associated with delivery of the wall mount street light mast arms. These items are expected to be delivered mid-April. Change Order No. 3 is requested at this time to extend the completion date from March 31, 2023 to May 31, 2023. There will not be any contract amount modification with this change order.

The lighting work will be performed under partial lane closures so full closure of the roadway is not anticipated for project completion.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve Change Order No. 3 with The Diamond Engineering Company of Grand Island, Nebraska for Eddy Street Underpass Rehabilitation; Project No. 2019-U-1.

Sample Motion

Move to approve the resolution.



CHANGE ORDER NO. 3

PROJECT: Eddy Street Underpass Rehabilitation; Project No. 2019-U-1

CONTRACTOR: The Diamond Engineering Company

AMOUNT OF CONTRACT: \$1,341,464.90

CONTRACT DATE: October 27, 2021

Contract Price Prior to this Change Order-----	\$1,341,464.90
Net Increase Resulting from Change Order No. 1-----	\$ 74,953.36
Revised Contract Price Including Change Order No. 1 -----	\$1,416,418.26

Notice to Proceed Date ----- October 27, 2021

Original Completion Date ----- October 14, 2022

Change Order No. 2 Revised Completion Date ----- March 31, 2023

Change Order No. 3 Revised Completion Date ----- May 31, 2023

The Above Change Order Accepted:

The Diamond Engineering Company

By _____ **Date** _____

Approval Recommended:

By _____ **Date** _____
Keith Kurz PE, Interim Public Works Director/City Engineer

Approved for the City of Grand Island, Nebraska

By _____ **Date** _____
Mayor

Attest _____
City Clerk

RESOLUTION 2023-81

WHEREAS, on October 26, 2021, via Resolution 2021-298, the City of Grand Island awarded The Diamond Engineering Company of Grand Island, Nebraska the bid in the amount of \$1,341,464.90 for Eddy Street Underpass Rehabilitation; Project No. 2019-U-1; and

WHEREAS, on July 26, 2022, via Resolution No. 2022-190 City Council approved Change Order No. 1, in the amount of \$74,953.36, to address the additional deterioration that occurred since the 2019 evaluation; and

WHEREAS, on September 27, 2022, via Resolution No. 2022-270, City Council approved Change Order No. 2, at no additional cost, to extend the completion date from October 14, 2022 to March 31, 2023 due to delays associated with delivery of street light poles and mast arms for lighting; and

WHEREAS, due to additional delays associated with delivery of the wall mount street light mast arms a time extension has been requested from the revised completion date of March 31, 2023 to May 31, 2023; and

WHEREAS, there is no contract amount modification with this change order.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the Mayor be, and hereby is, authorized and directed to execute Change Order No. 3 between the City of Grand Island and The Diamond Engineering Company of Grand Island, Nebraska for Eddy Street Underpass Rehabilitation; Project No. 2019-U-1.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☒ _____
March 24, 2023	☒ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-14

#2023-82 - Approving Acquisition of Public Right-of-Way for 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8 (PIC Development of Grand Island, LLC- 1804, 1809 and 1904 Aspen Circle)

This item relates to the aforementioned Public Hearing item E-6.

Staff Contact: Keith Kurz PE, Interim Public Works Director

RESOLUTION 2023-82

WHEREAS, public right-of-way is required by the City of Grand Island for 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8, from property described as follows:

<i>Property Owner</i>	<i>Legal Description</i>	<i>Amount</i>
<p>PIC Development of Grand Island, LLC</p>	<p>A TRACT OF LAND CONSISTING OF PART OF LOT 10 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>COMMENCING AT A SOUTHEASTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING ON THE NORTH RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S89°52'53"W ALONG THE SOUTH LINE OF SAID LOT 10 A DISTANCE OF 100.03 FEET TO A SOUTHWESTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING A POINT OF CURVATURE; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID LOT 10 AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 66°17'01", AN ARC LENGTH OF 80.98 FEET AND A CHORD BEARING N56°57'35"W FOR A DISTANCE OF 76.54 FEET; THENCE S58°59'10"E A DISTANCE OF 17.13 FEET; THENCE N89°56'31"E A DISTANCE OF 73.46 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 215.00 FEET, A DELTA ANGLE OF 42°47'55", AN ARC LENGTH OF 160.60 FEET AND A CHORD BEARING N68°32'33"E FOR A DISTANCE OF 156.89 FEET TO A POINT ON THE EAST LINE OF SAID LOT 10, SAID LINE ALSO BEING THE WEST R.O.W. LINE OF ASPEN CIRCLE; THENCE S00°03'00"E ALONG SAID EAST LINE OF LOT 10 A DISTANCE OF 20.02 FEET TO A SOUTHEASTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING A POINT OF CURVATURE; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 90°06'00", AN ARC LENGTH OF 110.08 FEET AND A CHORD BEARING S44°55'59"W FOR A DISTANCE OF 99.08 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 8,590 SQUARE FEET MORE OR LESS.</p>	<p>\$30,070.00</p>
<p>PIC Development of Grand Island, LLC</p>	<p>A TRACT OF LAND CONSISTING OF PART OF LOT 1 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1, SAID POINT ALSO BEING ON THE EAST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF N00°04'19"W ALONG THE WEST LINE OF SAID LOT 1 A</p>	<p>\$49,010.00</p>

Approved as to Form _____
 March 24, 2023 City Attorney

	<p>DISTANCE OF 168.03 FEET; THENCE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 120.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 70.18 FEET AND A CHORD BEARING S16°49'36"E FOR A DISTANCE OF 69.19 FEET; THENCE S33°31'44"E A DISTANCE OF 11.48 FEET; THENCE S84°41'30"E A DISTANCE OF 19.09 FEET; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 285.00 FEET, A DELTA ANGLE OF 18°20'07", AN ARC LENGTH OF 91.20 FEET AND A CHORD BEARING N74°41'48"E FOR A DISTANCE OF 90.81 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00°35'21"E ALONG SAID EAST LINE A DISTANCE OF 68.63 FEET TO THE SOUTHWEST CORNER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT NUMBER 93-108517; THENCE CONTINUING ALONG SAID LINE OF LOT 1 S00°31'27"E A DISTANCE OF 44.92 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1; THENCE S89°37'10"W ALONG THE SOUTH LINE OF SAID LOT 1 A DISTANCE OF 133.88 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 14,001 SQUARE FEET MORE OR LESS.</p>	
<p>PIC Development of Grand Island, LLC</p>	<p>A TRACT OF LAND CONSISTING OF PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>COMMENCING AT THE NORTHWEST CORNER OF LOT 2 OF KAAAR SUBDIVISION; THENCE ON AN ASSUMED BEARING OF S00°3'44"E ALONG THE WEST LINE OF SAID LOT 2 A DISTANCE OF 315.01 FEET TO THE NORTHWEST CORNER OF SAID LOT 3, SAID POINT BEING THE POINT OF BEGINNING; THENCE N89°56'31"E ALONG THE NORTH LINE OF SAID LOT 3 A DISTANCE OF 168.52 FEET TO THE NORTHEAST CORNER OF SAID LOT 3, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE; THENCE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 38°54'28", AN ARC LENGTH OF 88.28 FEET AND A CHORD BEARING S36°07'10"E FOR A DISTANCE OF 86.59 FEET; THENCE S89°56'31"W ALONG A LINE BEING 70.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID LOT 3 A DISTANCE OF 203.84 FEET; THENCE S44°39'42"W A DISTANCE OF 21.11 FEET TO A POINT ON THE WEST LINE OF SAID LOT 3; THENCE N00°35'44"W ALONG SAID WEST LINE A DISTANCE OF 85.00 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 13,239 SQUARE FEET MORE OR LESS.</p>	<p>\$46,340.00</p>

Total= \$125,420.00

WHEREAS, an agreement for the public right-of-way has been reviewed and approved by the City Legal Department.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City of Grand Island be, and hereby is, authorized to enter into the Agreement for the public right-of-way on the above described tract of land.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute such agreement on behalf of the City of Grand Island.

- - -

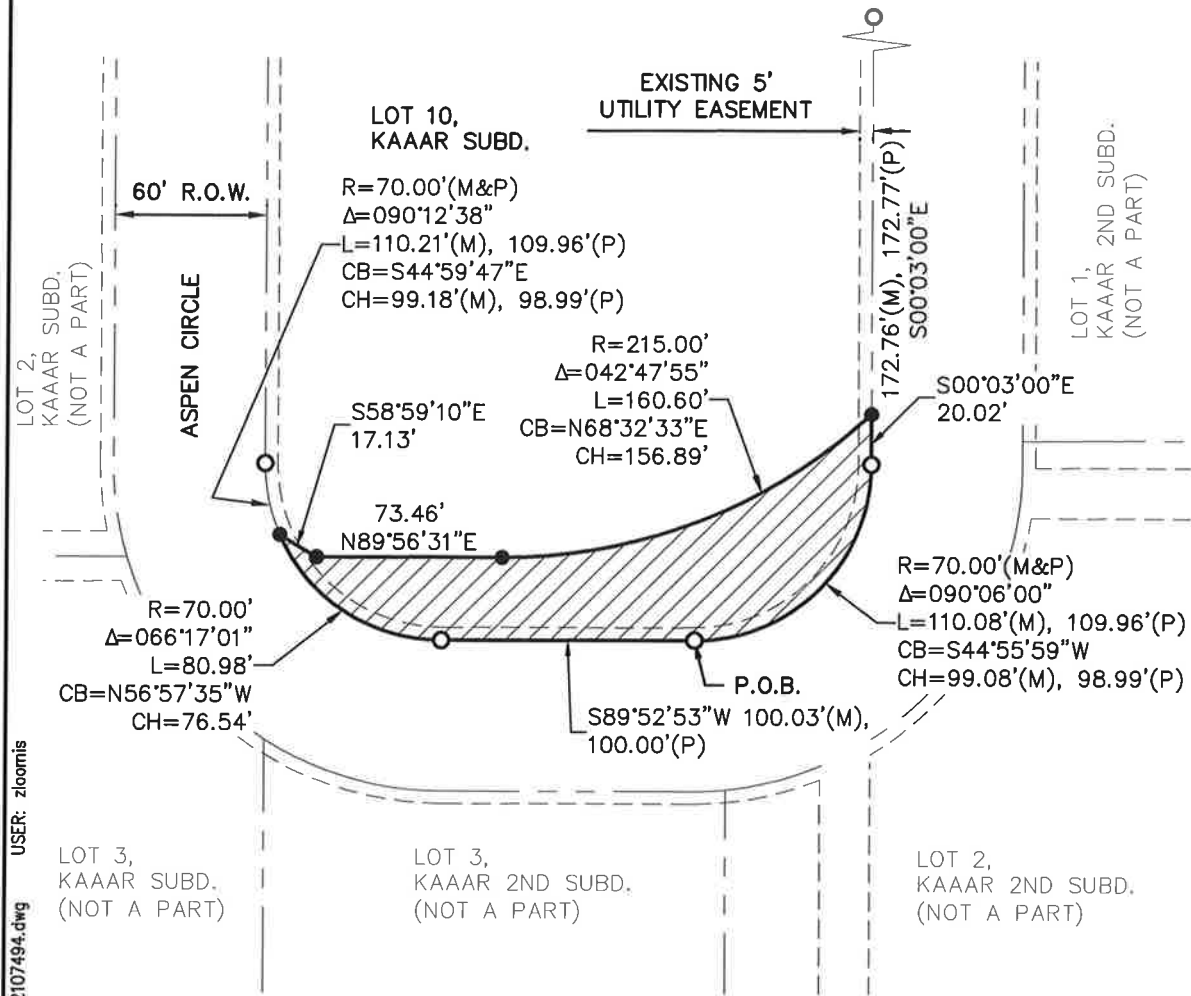
Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

RIGHT-OF-WAY
 CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
 TRACT NO. 3
 DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



DWG: F:\2021\07001-07500\021-07494\40-Design\Exhibits\ROW & Easement Exhibits\Tract 3 ROW_02107494.dwg
 DATE: May 04, 2022 1:10pm
 USER: zloomis
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 XREFS: V_XRWAY_LDP_02107494

LEGEND

- SET CORNER (5/8"x24" REBAR W/CAP)
- FOUND CORNER (3/4" PIPE W/CAP)
- EXISTING EASEMENT LINE
- EXISTING PROPERTY LINE
- RIGHT OF WAY BOUNDARY LINE
- M MEASURED DISTANCE
- P PLATTED DISTANCE



olsson	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

RIGHT-OF-WAY
 CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
 TRACT NO. 3
 DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS

LEGAL DESCRIPTION

A TRACT OF LAND CONSISTING OF PART OF LOT 10 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A SOUTHEASTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING ON THE NORTH RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S89°52'53"W ALONG THE SOUTH LINE OF SAID LOT 10 A DISTANCE OF 100.03 FEET TO A SOUTHWESTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING A POINT OF CURVATURE; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID LOT 10 AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 66°17'01", AN ARC LENGTH OF 80.98 FEET AND A CHORD BEARING N56°57'35"W FOR A DISTANCE OF 76.54 FEET; THENCE S58°59'10"E A DISTANCE OF 17.13 FEET; THENCE N89°56'31"E A DISTANCE OF 73.46 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 215.00 FEET, A DELTA ANGLE OF 42°47'55", AN ARC LENGTH OF 160.60 FEET AND A CHORD BEARING N68°32'33"E FOR A DISTANCE OF 156.89 FEET TO A POINT ON THE EAST LINE OF SAID LOT 10, SAID LINE ALSO BEING THE WEST R.O.W. LINE OF ASPEN CIRCLE; THENCE S00°03'00"E ALONG SAID EAST LINE OF LOT 10 A DISTANCE OF 20.02 FEET TO A SOUTHEASTERLY CORNER OF SAID LOT 10, SAID POINT ALSO BEING A POINT OF CURVATURE; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 90°06'00", AN ARC LENGTH OF 110.08 FEET AND A CHORD BEARING S44°55'59"W FOR A DISTANCE OF 99.08 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 8,590 SQUARE FEET MORE OR LESS.

SURVEYOR'S CERTIFICATE

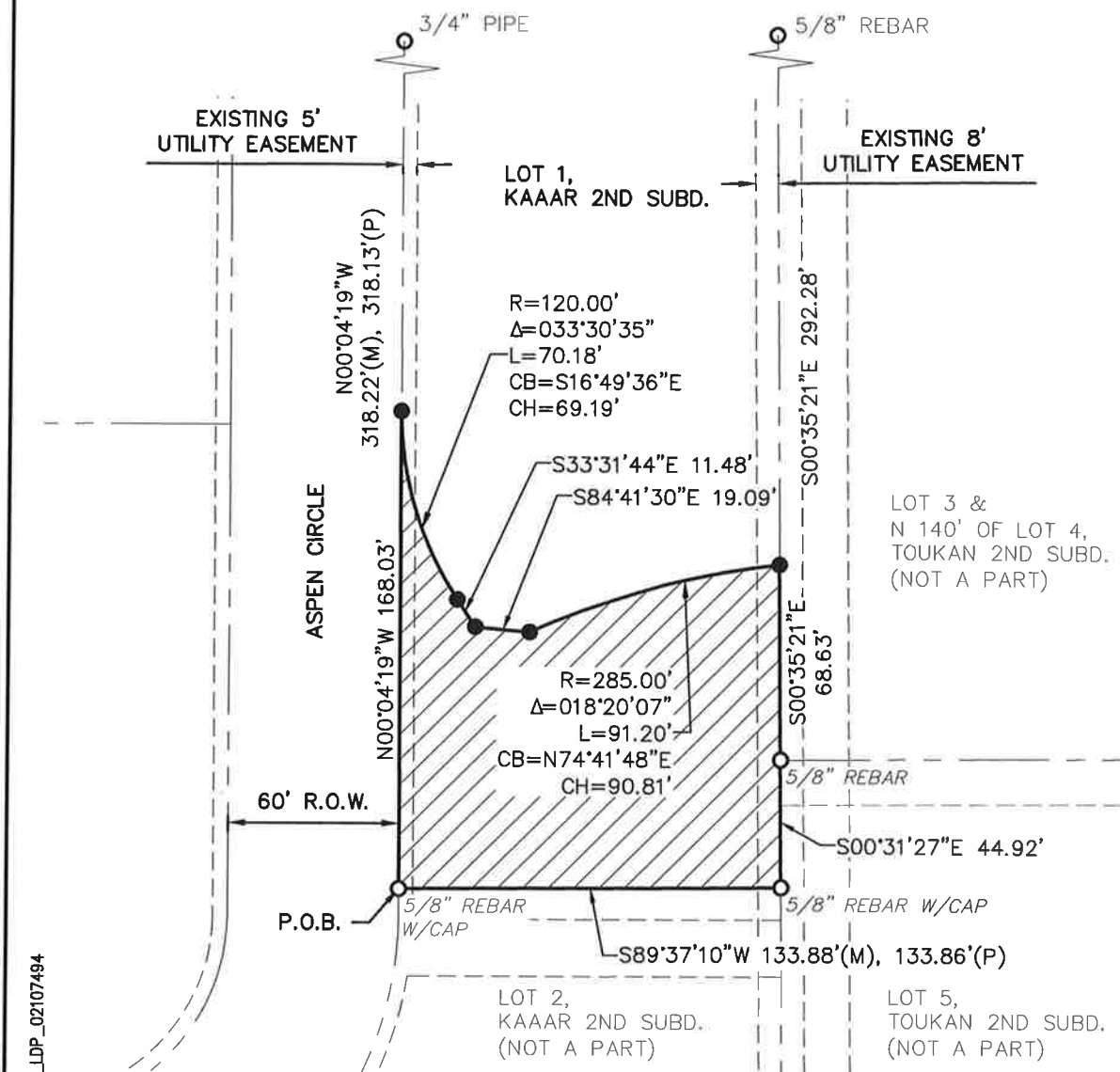
I HEREBY CERTIFY THAT ON _____ UNDER MY PERSONAL SUPERVISION, I COMPLETED AN ACCURATE SURVEY OF A TRACT OF LAND BEING PART OF LOT 10, KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA, AS SHOWN ON THE ACCOMPANYING SURVEY RECORD THEREOF; THAT IRON MARKERS, EXCEPT WHERE INDICATED WERE FOUND OR PLACED AT ALL PROPERTY CORNERS; THAT THE DIMENSIONS OF THE TRACT ARE AS SHOWN ON THE SURVEY RECORD; AND THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS.

 JAI JASON ANDRIST
 NEBRASKA REGISTERED LAND SURVEYOR NO. LS-630

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 DATE: May 04, 2022 1:10pm
 XREFS: V_XRWAY_LDP_02107494
 USER: zloomis

	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
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RIGHT-OF-WAY
 CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
 TRACT NO. 5
 DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



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LEGEND

- SET CORNER (5/8"x24" REBAR W/CAP)
- FOUND CORNER (AS NOTED)
- - - - - EXISTING EASEMENT LINE
- - - - - EXISTING PROPERTY LINE
- RIGHT OF WAY BOUNDARY LINE
- M MEASURED DISTANCE
- P PLATTED DISTANCE



olsson	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

RIGHT-OF-WAY
 CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
 TRACT NO. 5
 DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS

LEGAL DESCRIPTION

A TRACT OF LAND CONSISTING OF PART OF LOT 1 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1, SAID POINT ALSO BEING ON THE EAST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF N00°04'19"W ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 168.03 FEET; THENCE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 120.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 70.18 FEET AND A CHORD BEARING S16°49'36"E FOR A DISTANCE OF 69.19 FEET; THENCE S33°31'44"E A DISTANCE OF 11.48 FEET; THENCE S84°41'30"E A DISTANCE OF 19.09 FEET; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 285.00 FEET, A DELTA ANGLE OF 18°20'07", AN ARC LENGTH OF 91.20 FEET AND A CHORD BEARING N74°41'48"E FOR A DISTANCE OF 90.81 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00°35'21"E ALONG SAID EAST LINE A DISTANCE OF 68.63 FEET TO THE SOUTHWEST CORNER OF A TRACT OF LAND DESCRIBED IN INSTRUMENT NUMBER 93-108517; THENCE CONTINUING ALONG SAID LINE OF LOT 1 S00°31'27"E A DISTANCE OF 44.92 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1; THENCE S89°37'10"W ALONG THE SOUTH LINE OF SAID LOT 1 A DISTANCE OF 133.88 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 14,001 SQUARE FEET MORE OR LESS.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT ON _____ UNDER MY PERSONAL SUPERVISION, I COMPLETED AN ACCURATE SURVEY OF A TRACT OF LAND BEING PART OF LOT 1, KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA, AS SHOWN ON THE ACCOMPANYING SURVEY RECORD THEREOF; THAT IRON MARKERS, EXCEPT WHERE INDICATED WERE FOUND OR PLACED AT ALL PROPERTY CORNERS; THAT THE DIMENSIONS OF THE TRACT ARE AS SHOWN ON THE SURVEY RECORD; AND THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS.

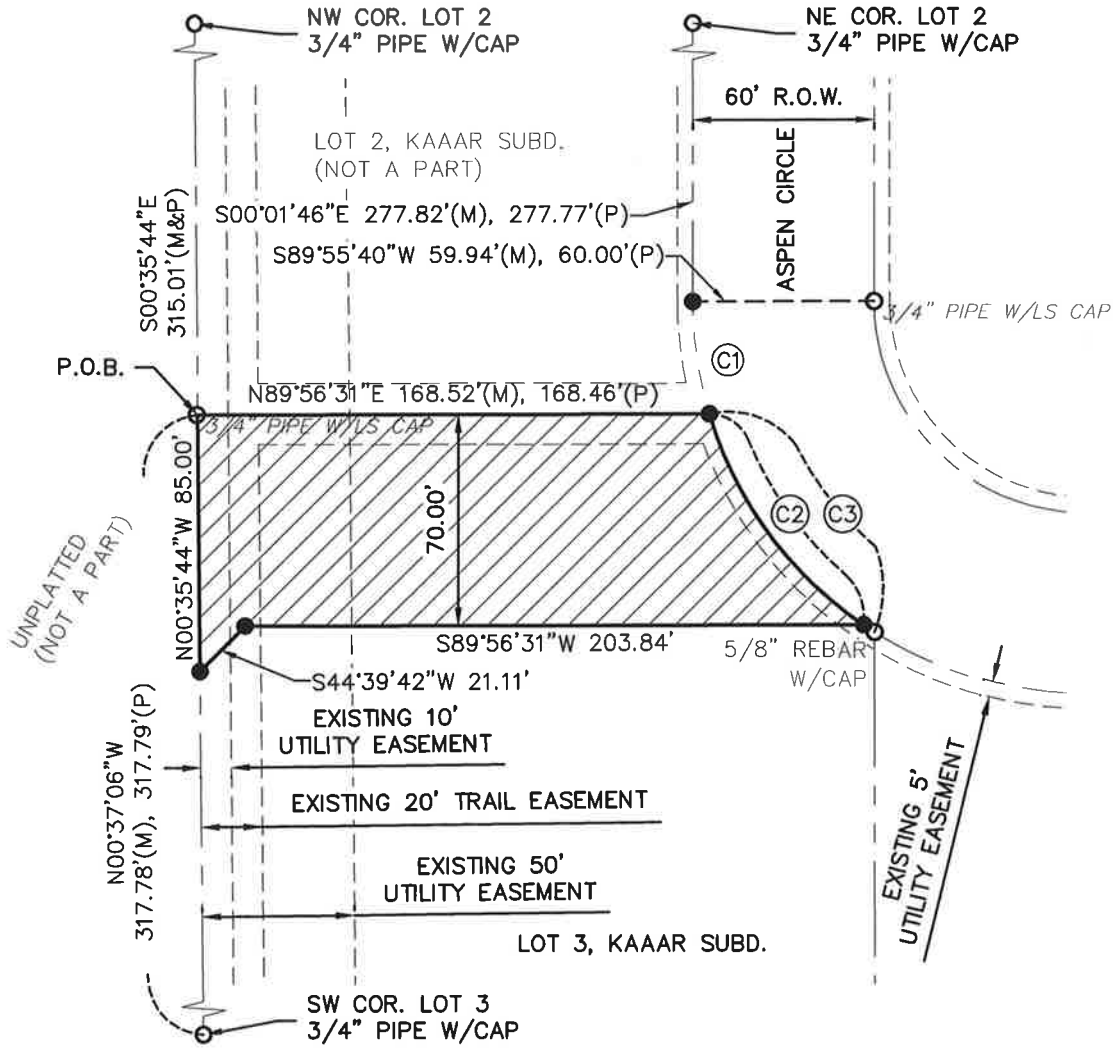
 JAI JASON ANDRIST
 NEBRASKA REGISTERED LAND SURVEYOR NO. LS-630

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olsson	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
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RIGHT-OF-WAY

CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
TRACT NO. 2
DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



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CURVE TABLE

ID	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD LENGTH
C1	130.00' (M&P)	016°38'31"	37.76' (M&P)	S08°21'00"E	37.63' (M), 37.62' (P)
C2	130.00'	038°54'28"	88.28'	S36°07'10"E	86.59'
C3	130.00' (M&P)	040°47'23"	92.55' (M), 92.53' (P)	S37°03'38"E	90.61' (M), 92.59' (P)

LEGEND

- SET CORNER (5/8"x24" REBAR W/CAP)
- FOUND CORNER (AS NOTED)
- X CALCULATED POINT
- EXISTING EASEMENT LINE
- - - EXISTING PROPERTY LINE
- ==== RIGHT OF WAY BOUNDARY LINE
- M MEASURED DISTANCE
- P PLATTED DISTANCE



olsson	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

RIGHT-OF-WAY

CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
TRACT NO. 2

DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS

LEGAL DESCRIPTION

A TRACT OF LAND CONSISTING OF PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF LOT 2 OF KAAAR SUBDIVISION; THENCE ON AN ASSUMED BEARING OF S00°35'44"E ALONG THE WEST LINE OF SAID LOT 2 A DISTANCE OF 315.01 FEET TO THE NORTHWEST CORNER OF SAID LOT 3, SAID POINT BEING THE POINT OF BEGINNING; THENCE N89°56'31"E ALONG THE NORTH LINE OF SAID LOT 3 A DISTANCE OF 168.52 FEET TO THE NORTHEAST CORNER OF SAID LOT 3, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE; THENCE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 38°54'28", AN ARC LENGTH OF 88.28 FEET AND A CHORD BEARING S36°07'10"E FOR A DISTANCE OF 86.59 FEET; THENCE S89°56'31"W ALONG A LINE BEING 70.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID LOT 3 A DISTANCE OF 203.84 FEET; THENCE S44°39'42"W A DISTANCE OF 21.11 FEET TO A POINT ON THE WEST LINE OF SAID LOT 3; THENCE N00°35'44"W ALONG SAID WEST LINE A DISTANCE OF 85.00 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 13,239 SQUARE FEET MORE OR LESS.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT ON _____ UNDER MY PERSONAL SUPERVISION, I COMPLETED AN ACCURATE SURVEY OF A TRACT OF LAND BEING PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA, AS SHOWN ON THE ACCOMPANYING SURVEY RECORD THEREOF; THAT IRON MARKERS, EXCEPT WHERE INDICATED WERE FOUND OR PLACED AT ALL PROPERTY CORNERS; THAT THE DIMENSIONS OF THE TRACT ARE AS SHOWN ON THE SURVEY RECORD; AND THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS.

JAI JASON ANDRIST
NEBRASKA REGISTERED LAND SURVEYOR NO. LS-630

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olsson	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
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City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-15

#2023-83 - Approving Temporary Construction Easements for 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8 (PIC Development of Grand Island, LLC- 1709, 1804, 1809 and 1904 Aspen Circle)

Staff Contact: Keith Kurz PE, Interim Public Works Director

Council Agenda Memo

From: Keith Kurz PE, Interim Public Works Director

Meeting: March 28, 2023

Subject: Approving Temporary Construction Easements for 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8 (PIC Development of Grand Island, LLC-1709, 1804, 1809 and 1904 Aspen Circle)

Presenter(s): Keith Kurz PE, Interim Public Works Director

Background

The Claude Road; Faidley Avenue to State Street project is for the addition and improvement of several roadways in the City of Grand Island. It is anticipated that these projects will occur over several years at a pace dictated by budgets, development growth and need. A Claude Road extension from just north of Faidley Avenue to State Street is the major focus of this project. It is desired to build this roadway and several connections to Diers Avenue guided by an existing City of Grand Island concept plan. This project will allow for improvements to the Diers Avenue corridor intended to control access and improve traffic performance and safety. The Diers Avenue improvements would be the second component to this project. Also associated with this project is the potential for improvements to the Highway 281 and 30 corridors adjacent to the other project areas. These improvements would focus on creating north and southbound left-turn lane offsets as well as right turn lanes to exit from the highway. This portion of the project could involve potential application of NDOT safety funds and would involve coordination with NDOT throughout the project.

Construction of 18th Street, from Diers Avenue to Claude Road is the first improvement with the Claude Road project. On January 24, 2023, via Resolution No. 2023-21, City Council approved the bid award of 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8 to The Diamond Engineering Company of Grand Island, Nebraska in the amount of \$1,149,288.25.

The Public Works Department is proposing a concrete curb and gutter roadway section along with sidewalk, traffic control, drainage and all other associated improvements needed to complete the project.

A sketch is attached to show the temporary construction easement areas.

Discussion

Temporary construction easements are needed for the new 18th Street, which is scheduled to be built this coming spring, from the proposed Claude Road to Diers Avenue.

Engineering staff of the Public Works Department negotiated with the property owner for use of such temporary construction easement areas.

<i>Property Owner</i>	<i>Legal Description</i>	<i>Cost</i>
PIC Development of Grand Island, LLC	A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 3 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: THE NORTH 5.00 FEET OF SAID LOT 3. SAID TEMPORARY EASEMENT CONTAINS 931 SQUARE FEET MORE OR LESS.	\$515.00
PIC Development of Grand Island, LLC	A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 10 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 10, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S00°03'00"E ALONG THE EAST LINE OF SAID LOT 10 A DISTANCE OF 152.74 FEET TO THE POINT OF INTERSECTION OF SAID EAST LINE AND THE NORTH LINE OF PROPOSED ROAD R.O.W.; THENCE ALONG SAID NORTH LINE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 215.00 FEET, A DELTA ANGLE OF 42°47'55", AN ARC LENGTH OF 160.60 FEET AND A CHORD BEARING S68°32'33"W FOR A DISTANCE OF 156.89 FEET; THENCE CONTINUING ALONG SAID NORTH LINE S89°56'31"W A DISTANCE OF 73.46 FEET; THENCE CONTINUING ALONG SAID NORTH LINE N58°59'10"W A DISTANCE OF 17.13 FEET TO THE POINT OF INTERSECTION OF SAID NORTH LINE AND THE EASTERLY R.O.W. LINE OF ASPEN CIRCLE; THENCE ALONG SAID EASTERLY LINE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 23°55'37", AN ARC LENGTH OF 29.23 FEET AND A CHORD BEARING N11°51'16"W FOR A DISTANCE OF 29.02 FEET; THENCE CONTINUING ALONG SAID EASTERLY LINE N00°03'21"W A DISTANCE OF 81.06 FEET; THENCE N89°59'00"E A DISTANCE OF 235.14 FEET; THENCE N00°03'00"W A DISTANCE OF 91.70 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 10; THENCE N89°55'43"E ALONG SAID NORTH LINE A DISTANCE OF 5.00 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 26,073 SQUARE FEET MORE OR LESS.	\$36,520.00

<p>PIC Development of Grand Island, LLC</p>	<p>A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 1 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE ON AN ASSUMED BEARING OF N00°04'19"W ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 168.03 FEET TO THE POINT OF INTERSECTION OF SAID WEST LINE AND THE NORTH LINE OF PROPOSED ROAD RIGHT-OF-WAY (R.O.W.), SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WEST LINE OF LOT 1 N00°04'19"W A DISTANCE OF 9.93 FEET; THENCE N89°56'21"E A DISTANCE OF 5.00 FEET; THENCE S00°04'19"E A DISTANCE OF 9.93 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 115.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 67.26 FEET AND A CHORD BEARING S16°49'36"E FOR A DISTANCE OF 66.30 FEET; THENCE S33°31'44"E A DISTANCE OF 5.07 FEET; THENCE S75°00'18"E A DISTANCE OF 10.46 FEET; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 295.00 FEET, A DELTA ANGLE OF 19°24'41", AN ARC LENGTH OF 99.94 FEET AND A CHORD BEARING N74°20'50"E FOR A DISTANCE OF 99.47 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00°35'21"E ALONG SAID EAST LINE A DISTANCE OF 10.05 FEET TO THE POINT OF INTERSECTION OF SAID EAST LINE AND THE NORTH LINE OF PROPOSED ROAD R.O.W.; THENCE ALONG SAID NORTH LINE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 285.00 FEET, A DELTA ANGLE OF 18°20'07", AN ARC LENGTH OF 91.20 FEET AND A CHORD BEARING S74°41'48"W FOR A DISTANCE OF 90.81 FEET; THENCE CONTINUING ALONG SAID NORTH LINE N84°41'30"W A DISTANCE OF 11.48 FEET TO THE POINT OF INTERSECTION OF SAID NORTH LINE AND THE EAST LINE OF PROPOSED ROAD R.O.W.; THENCE N33°31'44"W ALONG SAID EAST LINE A DISTANCE OF 11.48 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 120.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 70.18 FEET AND A CHORD BEARING N16°49'36"W FOR A DISTANCE OF 69.19 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 1,493 SQUARE FEET MORE OR LESS.</p>	<p>\$28,820.00</p>
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<p>PIC Development of Grand Island, LLC</p>	<p>A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A NORTHEASTERLY CORNER OF SAID LOT 3, SAID POINT ALSO BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S00°04'14"E ALONG THE EAST LINE OF SAID LOT 3 A DISTANCE OF 5.64 FEET; THENCE S89°56'31"W A DISTANCE OF 202.32 FEET; THENCE S00°35'44"E A DISTANCE OF 214.85 FEET; THENCE N89°57'44"E A DISTANCE OF 35.00 FEET; THENCE S00°35'44"E A DISTANCE OF 25.00 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 3, THENCE S89°57'44"W ALONG SAID SOUTH LINE A DISTANCE OF 55.00 FEET; THENCE N00°35'44"W ALONG THE WEST LINE OF SAID LOT 3 A DISTANCE OF 232.84 FEET TO A POINT ON A SOUTHERLY LINE OF PROPOSED ROAD R.O.W.; THENCE N44°39'42"E ALONG SAID SOUTHERLY LINE A DISTANCE OF 21.11 FEET; THENCE N89°56'31"E ALONG A SOUTHERLY LINE OF SAID PROPOSED ROAD R.O.W. A DISTANCE OF 203.84 FEET TO A POINT ON THE SOUTHWESTERLY R.O.W. LINE OF ASPEN CIRCLE; THENCE ALONG SAID SOUTHWESTERLY R.O.W. LINE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 01°52'55", AN ARC LENGTH OF 4.27 FEET AND A CHORD BEARING S56°30'52"E FOR A DISTANCE OF 4.27 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 7334 SQUARE FEET MORE OR LESS.</p>	<p>\$35,510.00</p>
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Total= \$101,365.00

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the Temporary Construction Easements between the City of Grand Island and the affected property owner for 18th

Street- Moores Creek Drainway to Diers Avenu; Project No. 2022-P-8, in the total amount of \$101,365.00.

Sample Motion

Move to approve the temporary construction easements.

RESOLUTION 2023-83

WHEREAS, temporary construction easements are required by the City of Grand Island, from property described below to construct 18th Street- Moores Creek Drainway to Diers Avenue; Project No. 2022-P-8:

<i>Property Owner</i>	<i>Legal Description</i>	<i>Cost</i>
PIC Development of Grand Island, LLC	A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 3 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: THE NORTH 5.00 FEET OF SAID LOT 3. SAID TEMPORARY EASEMENT CONTAINS 931 SQUARE FEET MORE OR LESS.	\$515.00
PIC Development of Grand Island, LLC	A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 10 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 10, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S00°03'00"E ALONG THE EAST LINE OF SAID LOT 10 A DISTANCE OF 152.74 FEET TO THE POINT OF INTERSECTION OF SAID EAST LINE AND THE NORTH LINE OF PROPOSED ROAD R.O.W.; THENCE ALONG SAID NORTH LINE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 215.00 FEET, A DELTA ANGLE OF 42°47'55", AN ARC LENGTH OF 160.60 FEET AND A CHORD BEARING S68°32'33"W FOR A DISTANCE OF 156.89 FEET; THENCE CONTINUING ALONG SAID NORTH LINE S89°56'31"W A DISTANCE OF 73.46 FEET; THENCE CONTINUING ALONG SAID NORTH LINE N58°59'10"W A DISTANCE OF 17.13 FEET TO THE POINT OF INTERSECTION OF SAID NORTH LINE AND THE EASTERLY R.O.W. LINE OF ASPEN CIRCLE; THENCE ALONG SAID EASTERLY LINE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 23°55'37", AN ARC LENGTH OF 29.23 FEET AND A CHORD BEARING N11°51'16"W FOR A DISTANCE OF 29.02 FEET; THENCE CONTINUING ALONG SAID EASTERLY LINE N00°03'21"W A DISTANCE OF 81.06 FEET; THENCE N89°59'00"E A DISTANCE OF 235.14 FEET; THENCE N00°03'00"W A DISTANCE OF 91.70 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 10; THENCE N89°55'43"E ALONG SAID NORTH LINE A DISTANCE OF 5.00 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 26,073 SQUARE FEET MORE OR LESS.	\$36,520.00
PIC Development of Grand Island, LLC	A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 1 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE ON AN ASSUMED BEARING OF N00°04'19"W ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 168.03 FEET	\$28,820.00

Approved as to Form March 24, 2023	<input type="checkbox"/> _____ <input type="checkbox"/> City Attorney
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	<p>TO THE POINT OF INTERSECTION OF SAID WEST LINE AND THE NORTH LINE OF PROPOSED ROAD RIGHT-OF-WAY (R.O.W.), SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WEST LINE OF LOT 1 N00°04'19"W A DISTANCE OF 9.93 FEET; THENCE N89°56'21"E A DISTANCE OF 5.00 FEET; THENCE S00°04'19"E A DISTANCE OF 9.93 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 115.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 67.26 FEET AND A CHORD BEARING S16°49'36"E FOR A DISTANCE OF 66.30 FEET; THENCE S33°31'44"E A DISTANCE OF 5.07 FEET; THENCE S75°00'18"E A DISTANCE OF 10.46 FEET; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 295.00 FEET, A DELTA ANGLE OF 19°24'41", AN ARC LENGTH OF 99.94 FEET AND A CHORD BEARING N74°20'50"E FOR A DISTANCE OF 99.47 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00°35'21"E ALONG SAID EAST LINE A DISTANCE OF 10.05 FEET TO THE POINT OF INTERSECTION OF SAID EAST LINE AND THE NORTH LINE OF PROPOSED ROAD R.O.W.; THENCE ALONG SAID NORTH LINE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 285.00 FEET, A DELTA ANGLE OF 18°20'07", AN ARC LENGTH OF 91.20 FEET AND A CHORD BEARING S74°41'48"W FOR A DISTANCE OF 90.81 FEET; THENCE CONTINUING ALONG SAID NORTH LINE N84°41'30"W A DISTANCE OF 11.48 FEET TO THE POINT OF INTERSECTION OF SAID NORTH LINE AND THE EAST LINE OF PROPOSED ROAD R.O.W.; THENCE N33°31'44"W ALONG SAID EAST LINE A DISTANCE OF 11.48 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 120.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 70.18 FEET AND A CHORD BEARING N16°49'36"W FOR A DISTANCE OF 69.19 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 1,493 SQUARE FEET MORE OR LESS.</p>	
<p>PIC Development of Grand Island, LLC</p>	<p>A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A NORTHEASTERLY CORNER OF SAID LOT 3, SAID POINT ALSO BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S00°04'14"E ALONG THE EAST LINE OF SAID LOT 3 A DISTANCE OF 5.64 FEET; THENCE S89°56'31"W A DISTANCE OF 202.32 FEET; THENCE S00°35'44"E A DISTANCE OF 214.85 FEET; THENCE N89°57'44"E A DISTANCE OF 35.00 FEET; THENCE S00°35'44"E A DISTANCE OF 25.00 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 3, THENCE S89°57'44"W ALONG SAID SOUTH LINE A DISTANCE OF 55.00 FEET; THENCE N00°35'44"W ALONG THE WEST LINE OF SAID LOT 3 A DISTANCE OF 232.84 FEET TO A POINT ON A SOUTHERLY</p>	<p>\$35,510.00</p>

	<p>LINE OF PROPOSED ROAD R.O.W.; THENCE N44°39'42"E ALONG SAID SOUTHERLY LINE A DISTANCE OF 21.11 FEET; THENCE N89°56'31"E ALONG A SOUTHERLY LINE OF SAID PROPOSED ROAD R.O.W. A DISTANCE OF 203.84 FEET TO A POINT ON THE SOUTHWESTERLY R.O.W. LINE OF ASPEN CIRCLE; THENCE ALONG SAID SOUTHWESTERLY R.O.W. LINE AROUND A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 01°52'55", AN ARC LENGTH OF 4.27 FEET AND A CHORD BEARING S56°30'52"E FOR A DISTANCE OF 4.27 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 7334 SQUARE FEET MORE OR LESS.</p>	
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Total= \$101,365.00

WHEREAS, such Temporary Construction easements have been reviewed and approved by the City Legal Department.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City of Grand Island be, and hereby is, authorized to compensate the affected property owner for the Temporary Construction easements on the above described tracts of land.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

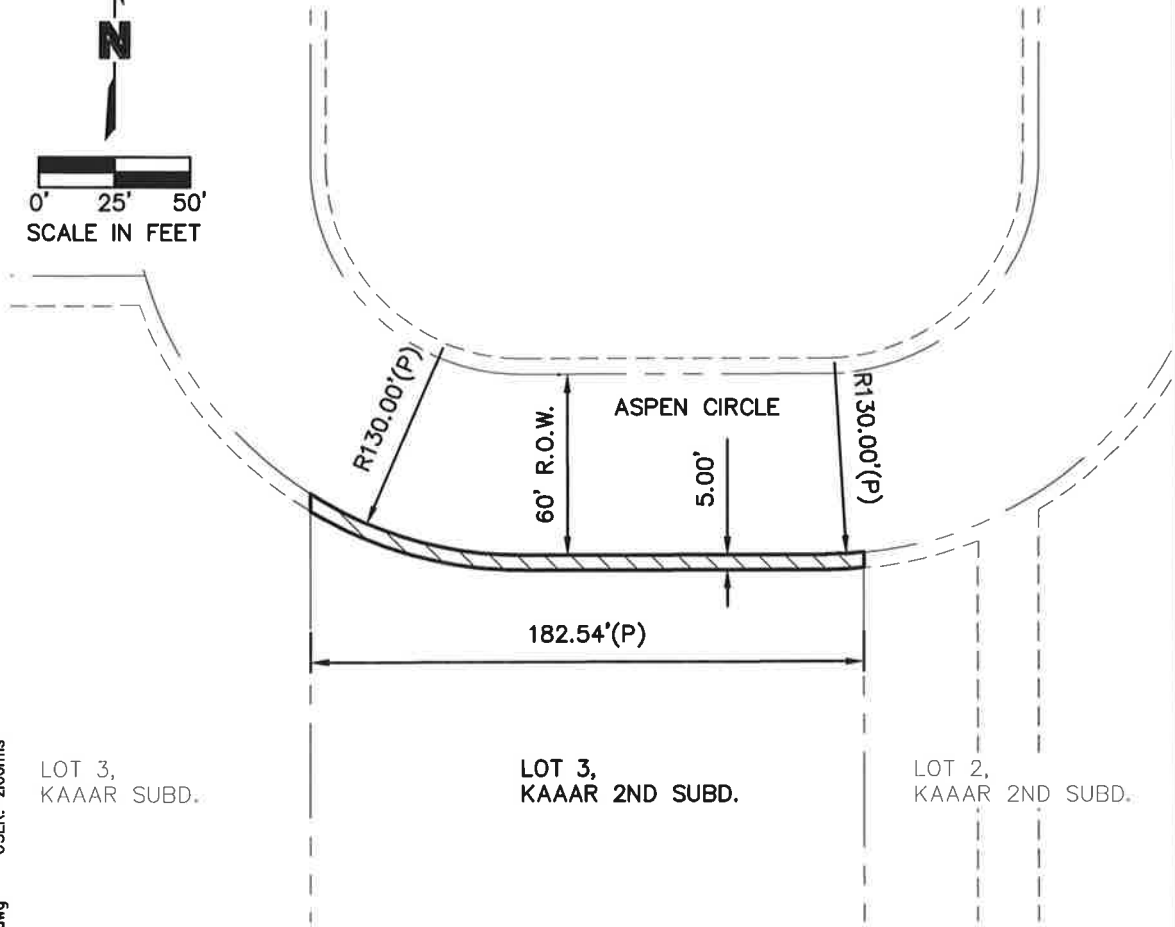
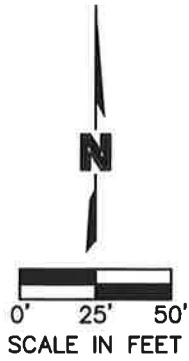
 Roger G. Steele, Mayor

Attest:

 RaNae Edwards, City Clerk

TEMPORARY EASEMENT

CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
TRACT NO. 4
DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



USER: zloomis

DWG: F:\2021\07001-07500\021-07494\40-Design\Exhibits\ROW & Easement Exhibits\TRACT 4 TE_02107494.dwg
DATE: May 04, 2022 3:19pm
XREFS: V_XRWAY_LDP_02107494

LOT 3,
KAAAR SUBD.

LOT 3,
KAAAR 2ND SUBD.

LOT 2,
KAAAR 2ND SUBD.

EASEMENT DESCRIPTION

A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 3 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE NORTH 5.00 FEET OF SAID LOT 3. SAID TEMPORARY EASEMENT CONTAINS 931 SQUARE FEET MORE OR LESS.

olsson

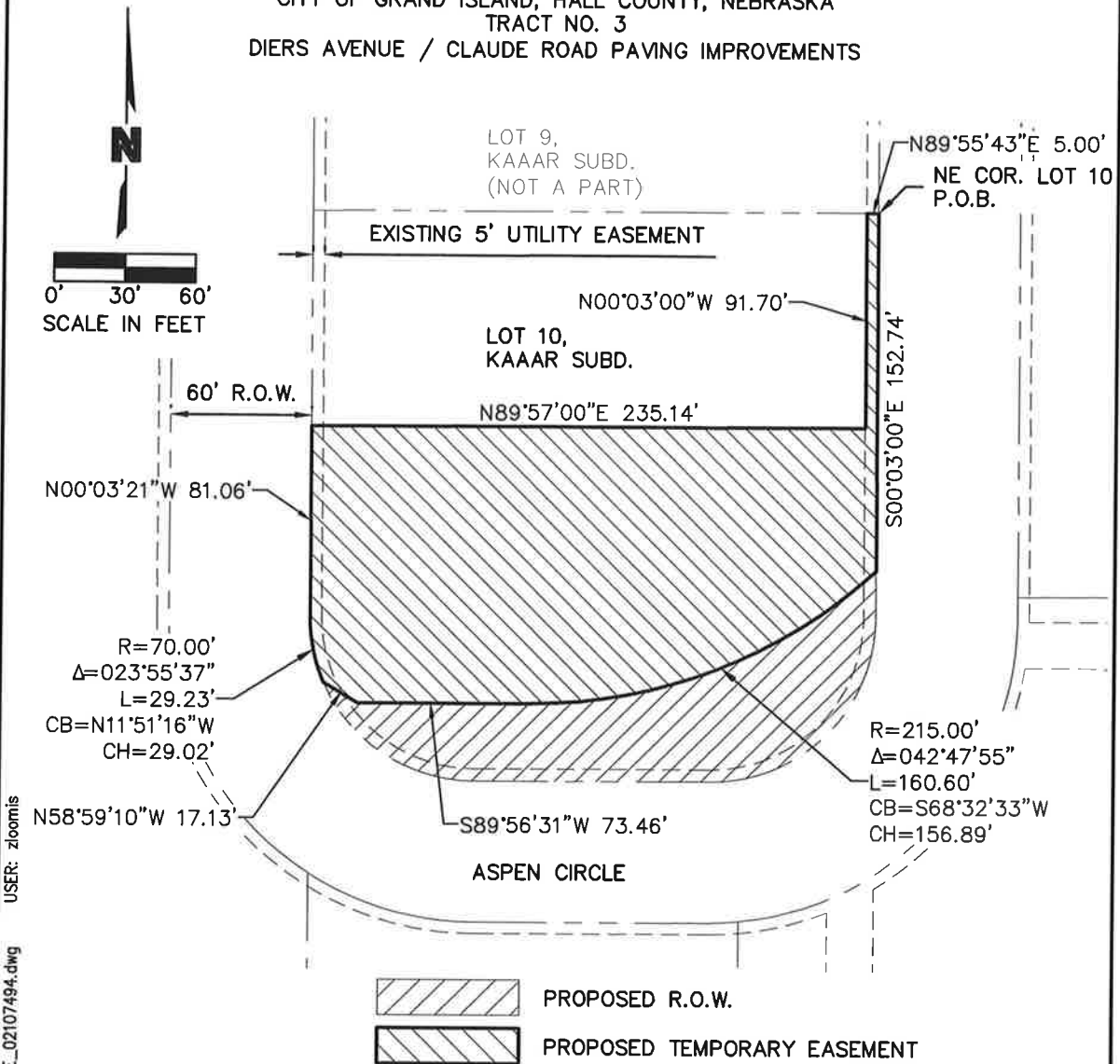
201 East 2nd Street
Grand Island, NE 68801
TEL 308.384.8750

EXHIBIT

1

TEMPORARY EASEMENT

CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
TRACT NO. 3
DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



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EASEMENT DESCRIPTION

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COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 10, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S00°03'00"E ALONG THE EAST LINE OF SAID LOT 10 A DISTANCE OF 152.74 FEET TO THE POINT OF INTERSECTION OF SAID EAST LINE AND THE NORTH LINE OF PROPOSED ROAD R.O.W.; THENCE ALONG SAID NORTH LINE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 215.00 FEET, A DELTA ANGLE OF 42°47'55", AN ARC LENGTH OF 160.60 FEET AND A CHORD BEARING S68°32'33"W FOR A DISTANCE OF 156.89 FEET; THENCE CONTINUING ALONG SAID NORTH LINE S89°56'31"W A DISTANCE OF 73.46 FEET; THENCE CONTINUING ALONG SAID NORTH LINE N58°59'10"W A DISTANCE OF 17.13 FEET TO THE POINT OF INTERSECTION OF SAID NORTH LINE AND THE EASTERLY R.O.W. LINE OF ASPEN CIRCLE; THENCE ALONG SAID EASTERLY LINE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 70.00 FEET, A DELTA ANGLE OF 23°55'37", AN ARC LENGTH OF 29.23 FEET AND A CHORD BEARING N11°51'16"W FOR A DISTANCE OF 29.02 FEET; THENCE CONTINUING ALONG SAID EASTERLY LINE N00°03'21"W A DISTANCE OF 81.06 FEET; THENCE N89°57'00"E A DISTANCE OF 235.14 FEET; THENCE N00°03'00"W A DISTANCE OF 91.70 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 10; THENCE N89°55'43"E ALONG SAID NORTH LINE A DISTANCE OF 5.00 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 26,073 SQUARE FEET MORE OR LESS.

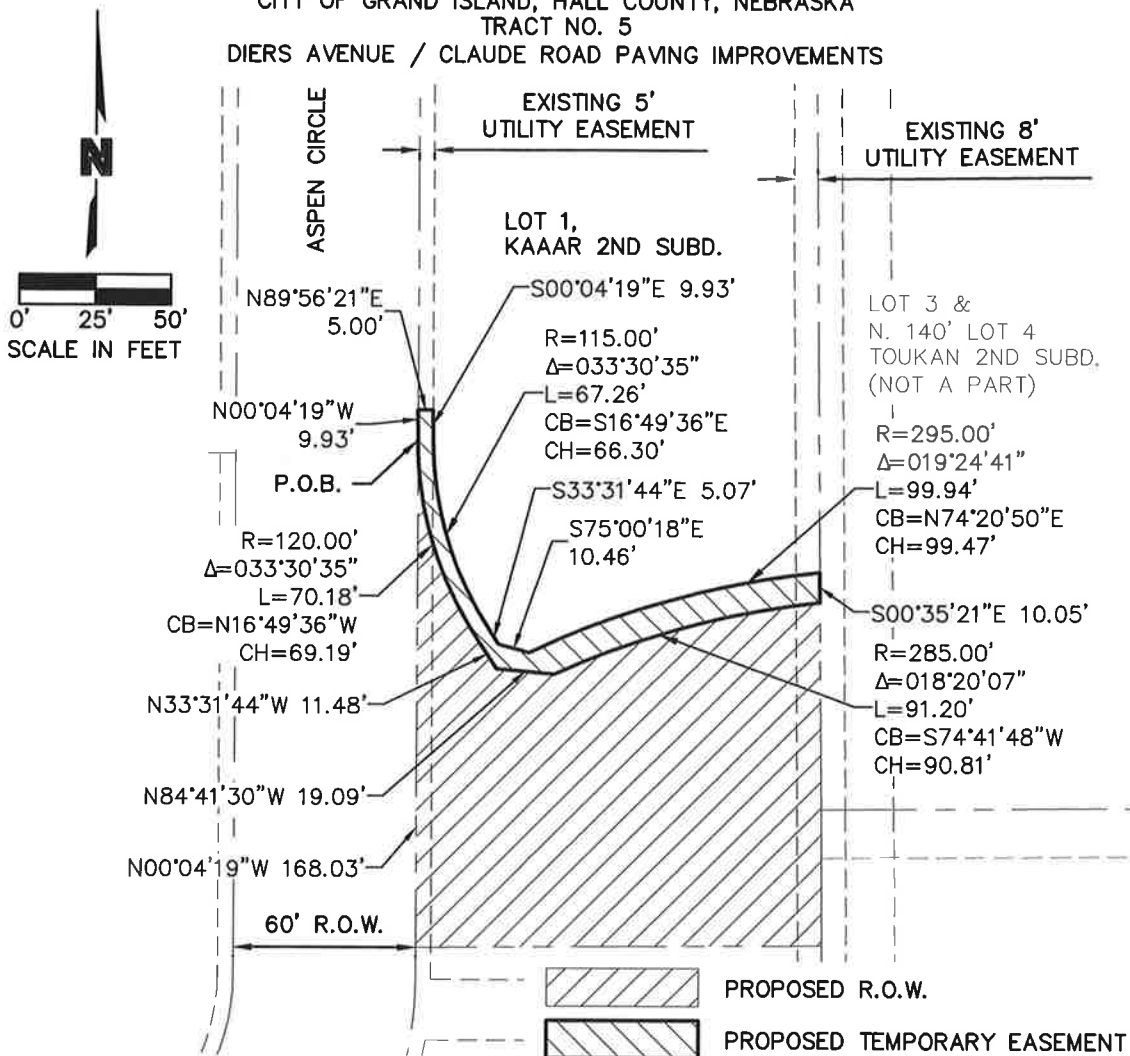
	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

TEMPORARY EASEMENT

CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA

TRACT NO. 5

DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



EASEMENT DESCRIPTION

A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 1 OF KAAAR SECOND SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

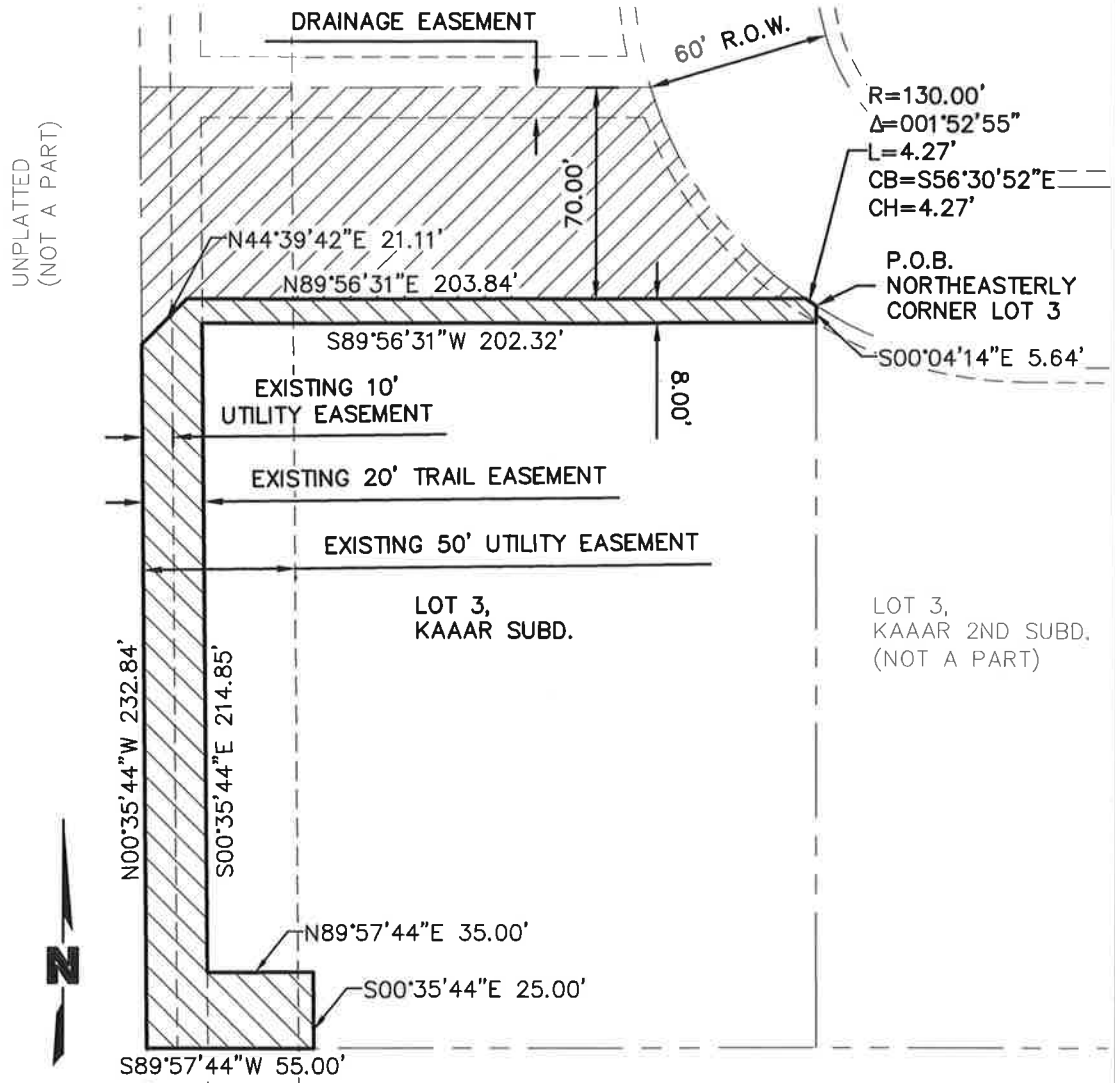
COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE ON AN ASSUMED BEARING OF N00°04'19"W ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 168.03 FEET TO THE POINT OF INTERSECTION OF SAID WEST LINE AND THE NORTH LINE OF PROPOSED ROAD RIGHT-OF-WAY (R.O.W.), SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WEST LINE OF LOT 1 N00°04'19"W A DISTANCE OF 9.93 FEET; THENCE N89°56'21"E A DISTANCE OF 5.00 FEET; THENCE S00°04'19"E A DISTANCE OF 9.93 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 115.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 67.26 FEET AND A CHORD BEARING S16°49'36"E FOR A DISTANCE OF 66.30 FEET; THENCE S33°31'44"E A DISTANCE OF 5.07 FEET; THENCE S75°00'18"E A DISTANCE OF 10.46 FEET; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 295.00 FEET, A DELTA ANGLE OF 19°24'41", AN ARC LENGTH OF 99.94 FEET AND A CHORD BEARING N74°20'50"E FOR A DISTANCE OF 99.47 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1; THENCE S00°35'21"E ALONG SAID EAST LINE A DISTANCE OF 10.05 FEET TO THE POINT OF INTERSECTION OF SAID EAST LINE AND THE NORTH LINE OF PROPOSED ROAD R.O.W.; THENCE ALONG SAID NORTH LINE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 285.00 FEET, A DELTA ANGLE OF 18°20'07", AN ARC LENGTH OF 91.20 FEET AND A CHORD BEARING S74°41'48"W FOR A DISTANCE OF 90.81 FEET; THENCE CONTINUING ALONG SAID NORTH LINE N84°41'30"W A DISTANCE OF 11.48 FEET TO THE POINT OF INTERSECTION OF SAID NORTH LINE AND THE EAST LINE OF PROPOSED ROAD R.O.W.; THENCE N33°31'44"W ALONG SAID EAST LINE A DISTANCE OF 11.48 FEET TO A POINT OF CURVATURE; THENCE AROUND A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 120.00 FEET, A DELTA ANGLE OF 33°30'35", AN ARC LENGTH OF 70.18 FEET AND A CHORD BEARING N16°49'36"W FOR A DISTANCE OF 69.19 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 1,493 SQUARE FEET MORE OR LESS.

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 DATE: May 04, 2022 3:39pm
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 USER: zloomis

	201 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750	EXHIBIT
		1

TEMPORARY EASEMENT

CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA
TRACT NO. 2
DIERS AVENUE / CLAUDE ROAD PAVING IMPROVEMENTS



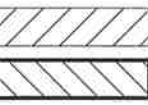
UNPLATTED
(NOT A PART)

R=130.00'
Δ=001°52'55"
L=4.27'
CB=S56°30'52"E
CH=4.27'

P.O.B.
NORTHEASTERLY
CORNER LOT 3

S00°04'14"E 5.64'

LOT 3,
KAAAR 2ND SUBD.
(NOT A PART)



PROPOSED R.O.W.

PROPOSED TEMPORARY EASEMENT



SCALE IN FEET

EASEMENT DESCRIPTION

A TEMPORARY EASEMENT CONSISTING OF PART OF LOT 3 OF KAAAR SUBDIVISION, CITY OF GRAND ISLAND, HALL COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A NORTHEASTERLY CORNER OF SAID LOT 3, SAID POINT ALSO BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY (R.O.W.) LINE OF ASPEN CIRCLE AND THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF S00°04'14"E ALONG THE EAST LINE OF SAID LOT 3 A DISTANCE OF 5.64 FEET; THENCE S89°56'31"W A DISTANCE OF 202.32 FEET; THENCE S00°35'44"E A DISTANCE OF 214.85 FEET; THENCE N89°57'44"E A DISTANCE OF 35.00 FEET; THENCE S00°35'44"E A DISTANCE OF 25.00 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 3, THENCE S89°57'44"W ALONG SAID SOUTH LINE A DISTANCE OF 55.00 FEET; THENCE N00°35'44"W ALONG THE WEST LINE OF SAID LOT 3 A DISTANCE OF 232.84 FEET TO TO A POINT ON A SOUTHERLY LINE OF PROPOSED ROAD R.O.W.; THENCE N44°39'42"E ALONG SAID SOUTHERLY LINE A DISTANCE OF 21.11 FEET; THENCE N89°56'31"W ALONG A SOUTHERLY LINE OF SAID PROPOSED ROAD R.O.W. A DISTANCE OF 203.84 FEET TO A POINT ON THE SOUTHWESTERLY R.O.W. LINE OF ASPEN CIRCLE; THENCE ALONG SAID SOUTHWESTERLY R.O.W. LINE AROUND A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 01°52'55", AN ARC LENGTH OF 4.27 FEET AND A CHORD BEARING S56°30'52"E FOR A DISTANCE OF 4.27 FEET TO THE POINT OF BEGINNING. SAID TEMPORARY EASEMENT CONTAINS 7334 SQUARE FEET MORE OR LESS.

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 DATE: Jun 28, 2022 8:24am
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 USER: teamest

olsson

201 East 2nd Street
Grand Island, NE 68801
TEL 308.384.8750

EXHIBIT

1



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item G-16

**#2023-84 - Approving Appointment of Representative to the
Nebraska Habitat Conservation Coalition**

Staff Contact: Tim Luchsinger

Council Agenda Memo

From: Tim Luchsinger, Utilities Director

Meeting: March 28, 2023

Subject: Approving Appointment of Representative to the Nebraska Habitat Conservation Coalition

Presenter(s): Tim Luchsinger, Utilities Director

Background

The Nebraska Habitat Conservation Coalition (NHCC) was created in 2002 among 25 public entities in the state under the Interlocal Cooperation Agreement statutes. Its membership is made up of entities with interest in the water issues affecting the streams and rivers of the state including Natural Resource Districts, Public Power Districts, Irrigation Districts and cities. Attached for reference are the initial documents presented to the City Council in 2002 and the formal notification of the NHCC that the City of Grand Island had elected to participate.

Discussion

In accordance with the by-laws of the NHCC, each participant is to appoint a representative to the Board of Directors as described in paragraph #4 of those by-laws. From paragraph #4, “Each director and any designated alternate shall be duly and properly appointed by the respective governing bodies of each of the separate and individual parties to this Agreement.....Each board member shall serve at the pleasure of his or her respective organization. Any vacancy, which occurs in the board, shall be filled within 60 days through the appointment of a replacement by the represented party.” Utilities Director Gary Mader had been the City of Grand Island representative on the Board of Directors since the City first participated in the NHCC in 2002, and was replaced upon his retirement by Tim Luchsinger in April, 2011. With his upcoming retirement, Mr. Luchsinger will no longer be an employee of the City and it is appropriate that he be replaced on the Board of Directors.

Water issues in the central reach of the Platte River are complex. As Assistant Utilities Director, Lynn Mayhew, has overall responsibility for the City’s water production facilities, including the Platte River Well Field. The Well Field provides over 95% of the municipal water supply and is the City facility most likely to be affected by future regulation and control. Having served in his position for over 10 years, Mr. Mayhew is well qualified to represent the City on the NHCC Board.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the appointment of Lynn Mayhew as the City of Grand Island representative on the NHCC Board of Directors.


Sample Motion

Move to approve the appointment of Lynn Mayhew to the NHCC Board of Directors to represent the City of Grand Island.

INTEROFFICE MEMORANDUM



*Working Together for a
Better Tomorrow. Today.*

DATE: June 19, 2002
TO: Mayor and Council Members
FROM: Gary R. Mader, Utilities Director 

SUBJECT: Nebraska Habitat Conservation Coalition

Background:

The United States Fish and Wildlife Service (USF&W) has promulgated a wide ranging critical habitat designation for the Piping Plover. In Nebraska, this designation includes reaches of the Platte, Niobrara, Loup and Missouri Rivers. It also includes river reaches and lakes in North and South Dakota and Minnesota. A map of the Nebraska designation is attached.

Discussion:

This designation has the potential to greatly change the way water is used in the State, including the City's well field. The importance of the designation, and its possible affects on Nebraska water use, has been the catalyst to bring a number of organizations together as the Nebraska Habitat Conservation Coalition (NHCC). The group includes natural resource districts, power districts, irrigation districts and farm groups. Given this designation has the potential to affect the primary source of Grand Island's drinking water supply, the Well Field, the City should participate in the coalition. A copy of the Interlocal Agreement for the NHCC is attached. Prior to the City's participation in the agreement, an application must be submitted. The current coalition members must approve any new members by a 2/3rds vote.

Recommendation:

It is the recommendation of the Utilities Department that the City apply for participation in the coalition, and that the Mayor be authorized to execute the Interlocal Agreement upon approval by the current coalition members. Funding would be from Fund 525, Water Enterprise Fund.

Fiscal Effects:

Expenditure of \$3,000.00 annually for three years from Fund 525. There are sufficient funds available.

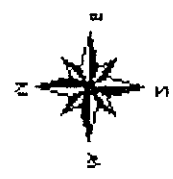
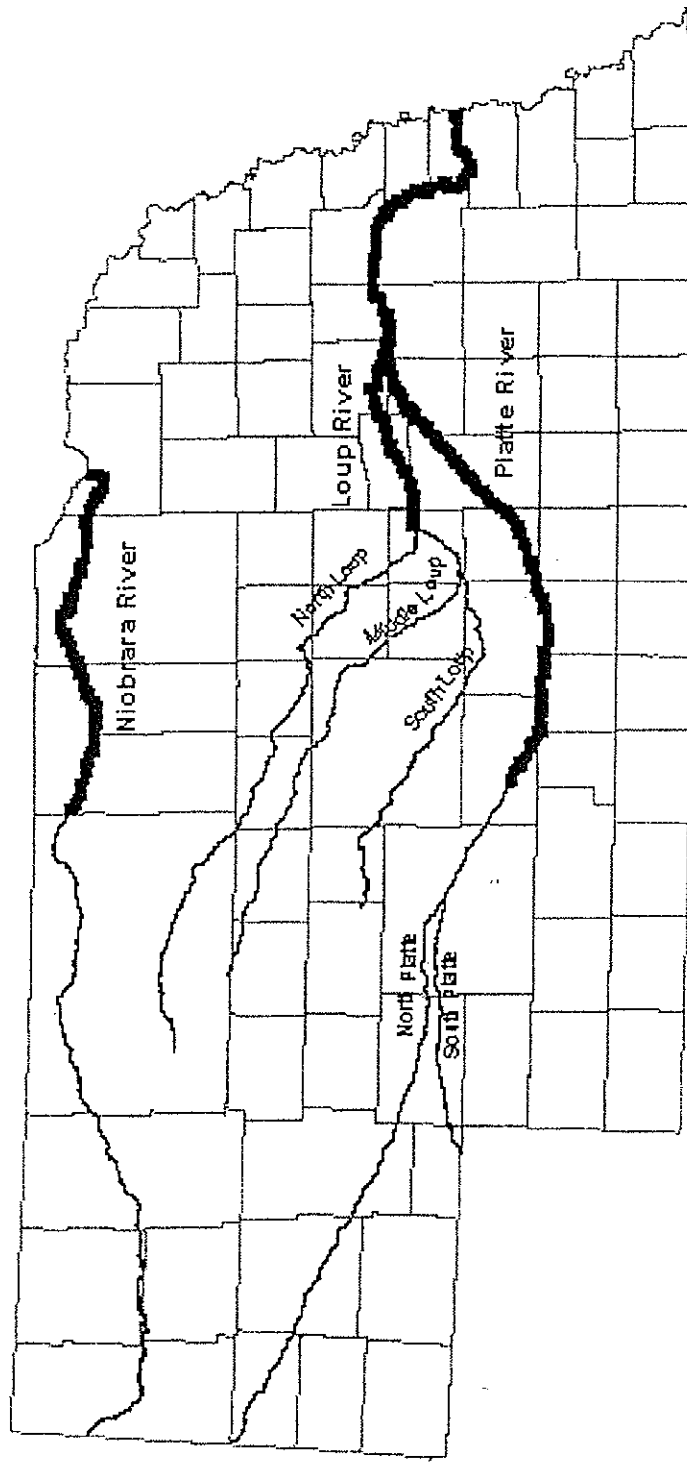
Alternatives:


Do not participate in the coalition.

GRM/pag

pc: Marlan Ferguson, City Administrator
Charlie Cuypers, City Attorney
Tim Luchsinger, Assistant Utilities Director

Nebraska Piping Plover Critical Habitat



 Piping Plover Critical Habitat

BILLING CODE 4310-55-C

INTERLOCAL COOPERATION AGREEMENT

This Agreement is entered into by and between

Central Platte Natural Resources District
Lower Loup Natural Resources District
Lower Elkhorn Natural Resources District
Upper Big Blue Natural Resources District
Loup Public Power District
Nebraska Public Power District
The Central Nebraska Public Power and Irrigation District
Twin Platte Natural Resources District
North Platte Natural Resources District
Twin Loups Reclamation District
Upper Loup Natural Resources District
Upper Elkhorn Natural Resources District
Lower Platte North Natural Resources District
Tri-Basin Natural Resources District
Southern Public Power District
Dawson Public Power District
Middle Loup Public Power and Irrigation District
North Loup River Public Power and Irrigation District
Farwell Irrigation District/Sargent Irrigation District
South Platte Natural Resources District
Lewis & Clark Natural Resources District
Papio-Missouri River Natural Resources District
City of Lexington

all of which are political subdivisions of and are situated in the State of Nebraska.

IT IS AGREED BY AND BETWEEN THE PARTIES HERETO, EACH ACKNOWLEDGING THE RECEIPT OF GOOD, ADEQUATE, AND VALUABLE CONSIDERATION, AS FOLLOWS:

1. **AUTHORITY:** This Agreement is made and entered into by the parties pursuant to the authority conferred upon each under the Interlocal Cooperation Act, Neb. Rev. Stat. §13-801 through §13-827.

2. **COALITION:** The parties herewith and hereby create the Nebraska Habitat Conservation Coalition (hereinafter referred to as "COALITION"). The COALITION shall be governed by the terms hereof and shall be the instrument through which and by which the parties to this Agreement pursue the purposes described in this Agreement. The COALITION shall be an entity separate and distinct from the respective parties hereto, and no party hereto is the agent, employee or representative of the COALITION or any other party. The parties hereto agree that contracts entered into, obligations undertaken, and liabilities incurred by the COALITION shall be the separate contracts, obligations and liabilities of the COALITION, and not the contracts, obligations or liabilities of the respective parties hereto.

3. **PURPOSE:** The COALITION established hereby shall provide the authority, resources, services, studies, and facilities needed for the representation of the interests of the parties to this Agreement in proceedings before all agencies, tribunals, courts, and any administrative, legislative, executive, or judicial bodies concerning or affecting the designation of critical habitat for piping plovers in Nebraska by the U.S. Department of Interior, U.S. Fish & Wildlife Service and, to inform and educate the public concerning the proposed designation and the effects and impacts thereof on the people and resources of the State of Nebraska and to perform and pursue such other activities concerning such other matters related to critical habitat

designation in Nebraska as the COALITION may determine necessary and beneficial, including the support of alternatives to critical habitat designation for piping plovers (and least terns as appropriate). This Agreement shall provide the organizational and administrative structure and enumeration of the powers, privileges and authority of the financial cooperative effort and the COALITION. The powers, privileges and authorities of the COALITION shall not exceed those powers, privileges or authorities exercised or capable of being exercised by each of the parties to this Agreement, nor shall they be used in a manner that is in violation of any of the parties' public purposes.

4. **BOARD OF DIRECTORS:** The affairs, actions and conduct of the business of the COALITION shall be by a Board of Directors. Each member of the Board of Directors shall be entitled to one vote and the majority of the votes cast on any issue shall determine the issue, except where a higher percentage shall be specifically required by this Agreement or by-laws adopted by the Board. The Board of Directors shall be composed of 23 members, one each representing each of the parties to this Agreement. Each director and any designated alternate shall be duly and properly appointed by the respective governing bodies of each of the separate and individual parties to this Agreement, but it shall not be required that any director of the COALITION so appointed be a publicly elected member of the governing body of any party to this Agreement. Each Board member shall serve at the pleasure of his or her respective organization. Any vacancy, which occurs in the Board, shall be filled within 60 days through the appointment of a replacement by the represented party. Members of the Board of Directors shall select from their membership a Chairman, Vice Chairman, and Secretary/Treasurer. The Board of Directors shall exercise authority over the COALITION in accordance with applicable laws and shall set the policy, and shall delegate executive, supervisory and organizational authority to its officers and committees. Meetings of the Board of Directors shall be conducted at least annually and at such other frequent times as may be required by the business of the COALITION. A majority, i.e. 12 of the members of the Board of Directors shall constitute a quorum for the transaction of business. A lesser number in attendance at any meeting shall have power to adjourn.

5. **CHAIRMAN, VICE CHAIRMAN, AND SECRETARY/TREASURER:** The Chairman shall preside at all the meetings of the Board of Directors, shall decide all questions of order, with advice of the Board appoint the members to all committees except the executive committee, be an ex-officio member of all committees, and have such general powers and duties of supervision and management as shall be necessary and germane or required for the execution and prosecution of the affairs of the COALITION. The Vice Chairman shall serve in the absence of the Chairman and in the Chairman's absence shall have all of the powers and duties of the Chairman and shall have such other powers and duties as the Chairman or Board of Directors shall from time to time delegate to the Vice Chairman. The Secretary/Treasurer to the Board shall keep minutes of all meetings conducted by the COALITION, and shall be the keeper of the records of the COALITION. The Secretary/Treasurer shall prepare and submit in writing a monthly report of the state of the finances of the COALITION and pay COALITION money only upon authorization signed by the chairman of the Board or in the absence of the Chairman by the Vice Chairman. Payment of all accounts after authorization shall be made on check signed by the Secretary/Treasurer. The Secretary/Treasurer shall serve without bond. In addition to the foregoing, the officers shall have such other and additional duties, powers, privileges and authority as the Board of Directors may, in by-laws or otherwise, determine appropriate or necessary and by Board action delegate or direct.

6. **COMMITTEES:** The Board of Directors or the Chairman shall have the power to establish such committees as may be necessary, appropriate or beneficial to the conduct of the affairs of the COALITION. Such committees shall have such powers, duties and authorities as shall be delegated to it by the Board of Directors, which powers, duties, and authorities shall not be inconsistent with or exceed those powers and duties granted to the COALITION under this Agreement. The Board of Directors and the Chairman are authorized to designate from its members an executive committee which shall consist of the COALITION'S Chairman, Vice

Chairman, Secretary/Treasurer and the Chairmen of the various committees established by the Board, which executive committee shall have and may exercise only such powers and authorities as are delegated to it by the Board of Directors. The designation of any committees and the delegation thereto of authority shall not operate to relieve the Board of Directors or any member thereof of any responsibility imposed by this Agreement nor shall the Board of Directors delegate to any committee the authority to set policy or to make expenditures on behalf of the COALITION. Any committee established by the Chairman shall be approved by the Board at its next meeting.

7. **POWERS:** The COALITION shall have all the powers, privileges and authority exercised or capable of being exercised by each of the individual and separate parties to this Agreement to achieve the purposes of the COALITION as set forth in this Agreement. Such powers, privileges and authority shall include but not be limited to, the power, privilege and authority to:

(a) Receive and accept donations, gifts, grants, bequests, appropriations or other contributions or assistance in monies, services, materials or otherwise from the United States or any of its agencies, from the state or any of its agencies or political subdivisions, or from any persons, and to use or expend all such contributions in carrying on its operations.

(b) Establish advisory groups by appointing individuals from among the parties to this Agreement and pay necessary and proper expenses of such groups as the Board shall determine, and dissolve such groups.

(c) Employ such persons as are necessary to carry out the purposes of the COALITION and this Agreement and to pay the necessary and proper expenses of said persons.

(d) Adopt and promulgate rules and regulations to carry out the purposes of the COALITION and this Agreement.

(e) Establish such committees as are necessary to carry out the purposes of the COALITION and this Agreement and to pay the necessary and proper expenses of such committee.

(f) Make and execute contracts and other instruments necessary or convenient to the exercise of its powers.

(g) From time to time to make, amend and repeal by-laws, rules and regulations to carry out and effectuate its powers and purposes, which by-laws, rules and regulations shall not be inconsistent with the Interlocal Cooperation Act or this Agreement.

The foregoing clauses shall be construed both as objects and powers but no recitation, expression or declaration as to such specific powers herein enumerated shall be deemed to be exclusive and it is hereby expressly declared that all other lawful power conferred upon each of the individual and separate parties to this Agreement not inconsistent with the authorization given under the Interlocal Cooperation Act, Neb. Rev. Stat. §13-801 through §13-827 are hereby included. As used in this Agreement the term "persons" shall have the same meaning as used in Neb. Rev. Stat. §49-801(16). Provided further nothing in this Agreement shall operate to relieve any party hereto of any obligation or responsibility imposed upon it by law nor shall this Agreement or its operation preclude any party hereto from conducting or pursuing independent action in regard to each party's separate and independent obligations or responsibilities.

8. **DURATION:** The COALITION shall commence business from and after the date on which the parties to this Agreement have executed this Agreement and the COALITION and this Agreement shall continue in existence until the completion of all proceedings including appeals and remands from appeals affecting or concerning the designation of critical habitat within

Nebraska in any agency, court, tribunal, or administrative, legislative, executive or judicial body within or outside the State of Nebraska.

9. FINANCES AND BUDGET: Annually or at such other frequent intervals as the Board of Directors of the COALITION may determine, each of the parties hereto shall contribute such funds as are necessary to conduct the operations and to pursue the purposes of the COALITION and the purposes and objects of this Agreement as provided hereinafter in this Section 9. Each of the entities hereto irrevocably commit the following funds to the initial operation of the COALITION:

<u>Party</u>	<u>1st Year Contribution</u>	<u>3 Year – Maximum Contribution</u>
Central Platte Natural Resources District	\$5,000.00	\$15,000.00
Lower Loup Natural Resources District	\$5,000.00	\$15,000.00
Lower Elkhorn Natural Resources District	\$5,000.00	\$15,000.00
Upper Big Blue Natural Resources District	\$5,000.00	\$15,000.00
Loup Public Power District	\$5,000.00	\$15,000.00
Nebraska Public Power District	\$5,000.00*	\$15,000.00*
The Central Nebraska Public Power and Irrigation District	\$5,000.00*	\$15,000.00*
Twin Platte Natural Resources District	\$4,000.00	\$12,000.00
North Platte Natural Resources District	\$4,000.00	\$12,000.00
Twin Loups Reclamation District	\$3,000.00	\$ 9,000.00
Upper Loup Natural Resources District	\$2,000.00	\$ 6,000.00
Upper Elkhorn Natural Resources District	\$2,000.00	\$ 6,000.00
Lower Platte North Natural Resources District	\$5,000.00	\$15,000.00
Tri-Basin Natural Resources District	\$4,000.00	\$12,000.00
Southern Public Power District	\$3,000.00	\$ 9,000.00
Dawson Public Power District	\$3,000.00	\$ 9,000.00
Middle Loup Public Power and Irrigation District	\$3,000.00	\$ 9,000.00
North Loup River Public Power and Irrigation District	\$3,000.00	\$ 9,000.00
Farwell Irrigation District/Sargent Irrigation District	\$3,000.00	\$ 9,000.00
South Platte Natural Resources District	\$2,000.00	\$ 6,000.00
Lewis & Clark Natural Resources District	\$2,000.00	\$ 6,000.00
Papio-Missouri River Natural Resources District	\$5,000.00	\$15,000.00
City of Lexington	\$2,000.00	\$ 6,000.00

* Up to \$2,000.00 provided as "in-kind" each year.

Annually, beginning no more than 30 days after the formation of the COALITION and commencement of business, and continuing each year thereafter during the existence of this COALITION, the Board of Directors shall establish and adopt a budget for the prosecution and completion of the work undertaken by the COALITION.

Concurrent with the establishment of the budget each year, the Board of Directors of the COALITION shall consult with each remaining party to this Agreement regarding their ability to contribute toward such funds as are necessary to conduct the operations and to pursue the purposes of the COALITION. Upon completion of the budget, the Board of Directors of the COALITION shall determine the assessment to be submitted to each remaining party to this Agreement and shall thereafter assess each of such parties for said amount. Upon receipt of the assessment, each remaining party shall have 60 days to pay the assessment or submit a written notice of withdrawal, in the event of such withdrawal the withdrawing party shall not be liable for the assessment imposed during the sixty days preceding the withdrawal. In addition, the Board of Directors shall be entitled to and shall have the power to solicit and obtain such contributions and other funds and monies as may be available to the COALITION from all persons, associations, and entities of any kind whatsoever including persons not a party to this Agreement.

10. WITHDRAWAL: Any party to this Agreement may withdraw from this Agreement and from representation on the COALITION upon written notification to the Chairman of the COALITION. Such withdrawal shall be effective upon receipt of the written notification. Any party withdrawing from the Agreement and from representation shall be entitled to immediately secure their own representation. Following withdrawal the withdrawn member shall no longer be a party to this Agreement, and the withdrawn member shall not be bound by this Agreement, except that (a) the withdrawn member shall not be entitled to any refund of any contribution or assessment previously paid to the efforts of the COALITION, and (b) the withdrawn member shall remain liable for its share of any costs properly approved and incurred (costs for labor and services are not considered incurred until the work has been performed for the COALITION) by the COALITION through the effective date and time of withdrawal to the extent such costs exceed all sums available to the COALITION through the date of withdrawal. Such share shall be determined in accordance with the allocation for the assessment of parties outlined in 9 above as of the date of the withdrawal notice. The parties agree that a withdrawn party shall not be liable or responsible for any costs, obligations or liabilities incurred by the COALITION after such party's withdrawal. In the event of such withdrawal, the COALITION shall make such adjustments as are necessary to the composition of its Board of Directors, and its future budgets and finances as are necessary to accommodate and continue the operation of the COALITION in the absence of such withdrawing member.

11. PARTIAL AND COMPLETE TERMINATION: This Agreement and the COALITION created hereby shall be terminated upon the earlier of the completion of its purposes and objects described herein or upon the vote of two-thirds of the then constituted Board of Directors for the complete or partial termination of the COALITION and this Agreement. At such time as two-thirds of the Board of Directors shall vote to terminate the COALITION and the Agreement, all outstanding debts and obligations of the COALITION shall be paid, all property acquired by the COALITION shall be disposed of by distribution of the same to the remaining members as represented by the Board of Directors and all unused funds and appropriations shall be returned to the then-remaining members as represented by the Board of Directors in such proportion as represented by the pro rata share paid by each member based upon the last contributions made by remaining members during the last assessment period preceding the date of termination.

12. AMENDMENT AND MODIFICATION: For all matters other than membership, this Agreement may be amended or modified upon the approval of written modifications by all then remaining parties hereto in a writing signed by and duly adopted and approved by the governing bodies of each of the remaining parties hereto.

13. CHANGE IN MEMBERSHIP: This Agreement may be amended or modified to increase or decrease its membership upon approval by 2/3rds vote of the members of the Board of Directors of the COALITION. Any additional new members shall be required to have the written approval of its governing body and shall have admission to membership in the COALITION and as a party hereto approved by a duly adopted resolution of its governing body.

14. APPROVAL: This Agreement shall be effective and the COALITION established hereby shall come into existence as soon as the governing bodies of the respective parties hereto shall have adopted resolutions approving and authorizing the execution of this Agreement and the establishment of the COALITION described herein at a duly called public meeting.

15. ADDITIONAL AND FURTHER CONTRACTS FOR SUPPORT AND MUTUAL ASSISTANCE: The COALITION is authorized and empowered to seek and obtain contracts, Agreements and other arrangements whereby the COALITION shall receive support and assistance for the purpose of pursuing its objects and purposes from such other entities as COALITION from time to time shall determine necessary or appropriate including, but not limited to, municipalities, for-profit and non-profit organizations, and all other persons as defined by Neb. Rev. Stat. §49-801(16). Provided, however, such contract shall not exceed any authority or

powers delegated to the COALITION by the parties to this Agreement and such contract shall not give rise to nor create any ability of any such third parties to participate in the management or operation of the COALITION. Provided further, that upon a majority vote of the then existing members of the Board of Directors of the COALITION, any person or entity providing support and mutual assistance may be allowed to appoint, for such period of time as the Board shall determine, a representative to the Board of Directors, which representative shall be a non-voting ex-officio member of the Board of Directors, but which representative shall be entitled to attend all meetings of the Board of Directors and to be appointed to such committees and attend such committee meetings as the Board of Directors shall determine.

16. INTEGRATION: This Agreement contains the entire agreement of the parties. No representations were made or relied upon by any party other than those expressly set forth herein. All prior and contemporaneous negotiations, discussions, memos and other writing are merged and incorporated herein, it being the intention of the parties that this be a final and full expression of their agreement. No agent, employee or other representative of any party hereto is empowered to alter any of the terms herein unless such alteration is done in writing and signed by all parties hereto.

17. ASSIGNMENT: No party hereto may assign its rights under this Agreement without the express written consent of all other parties as represented by the remaining Board of Directors at the time of the request for approval of the assignment.

IN WITNESS WHEREOF, the parties have signed and executed this agreement on the dates shown next to their respective signatures as follows.

CENTRAL PLATTE NATURAL RESOURCES DISTRICT

By _____ Date _____

LOWER LOUP NATURAL RESOURCES DISTRICT

By _____ Date _____

LOWER ELKHORN NATURAL RESOURCES DISTRICT

By _____ Date _____

UPPER BIG BLUE NATURAL RESOURCES DISTRICT

By _____ Date _____

LOUP PUBLIC POWER DISTRICT

By _____ Date _____

NEBRASKA PUBLIC POWER DISTRICT

By _____ Date _____

THE CENTRAL NEBRASKA PUBLIC POWER & IRRIGATION DISTRICT

By _____ Date _____

TWIN PLATTE NATURAL RESOURCES DISTRICT

By _____ Date _____

NORTH PLATTE NATURAL RESOURCES DISTRICT

By _____ Date _____

TWIN LOUPS RECLAMATION DISTRICT

By _____ Date _____

UPPER LOUP NATURAL RESOURCES DISTRICT

By _____ Date _____

UPPER ELKHORN NATURAL RESOURCES DISTRICT

By _____ Date _____

LOWER PLATTE NORTH NATURAL RESOURCES DISTRICT

By _____ Date _____

TRI-BASIN NATURAL RESOURCES DISTRICT

By _____ Date _____

SOUTHERN PUBLIC POWER DISTRICT

By _____ Date _____

DAWSON PUBLIC POWER DISTRICT

By _____ Date _____

MIDDLE LOUP PUBLIC POWER AND IRRIGATION DISTRICT

By _____ Date _____

NORTH LOUP RIVER PUBLIC POWER AND IRRIGATION DISTRICT

By _____ Date _____

FARWELL IRRIGATION DISTRICT/SARGENT IRRIGATION DISTRICT

By _____ Date _____

SOUTH PLATTE NATURAL RESOURCES DISTRICT

By _____ Date _____

LEWIS & CLARK NATURAL RESOURCES DISTRICT

By _____ Date _____

PAPIO-MISSOURI RIVER NATURAL RESOURCES DISTRICT

By _____ Date _____

CITY OF LEXINGTON

By _____ Date _____



*Working Together for a
Better Tomorrow. Today.*

July 16, 2002

Nebraska Habitat Conservation Coalition
c/o Ron Bishop
Central Platte NRD
215 N. Kaufman Avenue
Grand Island, NE 68803

Dear Mr. Bishop:

Please accept this letter as application for the City of Grand Island to join the Nebraska Habitat Conservation Coalition. The Grand Island City Council voted unanimously to make application for membership at its June 25, 2002 meeting. A copy of the council's resolution is enclosed.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary R. Mader", is written over a printed name and title.

Gary R. Mader
Utilities Director

GRM/pag

RESOLUTION 2002-186

WHEREAS, the United States Fish and Wildlife Service (USF&W) has promulgated a wide ranging critical habitat designation for the Piping Plover. In Nebraska, this designation includes reaches of the Platte, Niobrara, Loup and Missouri Rivers. It also includes river reaches and lakes in North and South Dakota and Minnesota; and

WHEREAS, this habitat designation has the potential to greatly change the way water is used in the state, including the City's well field; and

WHEREAS, the importance of the designation, and its possible effects on the Nebraska water use, has been the catalyst to bring a number of organizations together as the Nebraska Habitat Conservation Coalition (NHCC), which group includes natural resource districts, power districts, irrigation districts and farm groups; and

WHEREAS, because this habitat designation has the potential to affect the primary source of Grand Island's drinking water supply, the Platte River Wellfield, it is in the best interests that the City of Grand Island should participate as a member of the Coalition; and

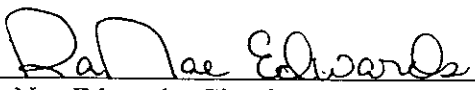
WHEREAS, the office of the City Attorney has reviewed and approved as to form and content the Interlocal Agreement for NHCC members; and


WHEREAS, any application of the City for membership in the coalition requires submission of an application, and approval by a vote of two-thirds of the current coalition members.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City apply for member in the Nebraska Habitat Conservation Coalition through the Utilities Department, and that the Mayor is hereby authorized to execute the application and the appropriately revised Interlocal Agreement upon approval of the City's application by current coalition members.

BE IT FURTHER RESOLVED, that an expenditure of \$3,000 annually for a period of three years for membership contributions is hereby approved and authorized.

Adopted by the City Council of the City of Grand Island, Nebraska on June 25, 2002.


RaNae Edwards, City Clerk

Approved as to Form June 21, 2002 
▲ City Attorney

July 1, 2002

Mr. Ralph Morgenweck
Regional Director, Region 6
U.S. Fish and Wildlife Service
Mountain Prairie Region
PO Box 25486, Denver Federal Center
Denver, CO 80225

RE: Proposed Piping Plover Critical Habitat Designation

Dear Mr. Morgenweck:

This letter is being sent to you to begin a dialogue to determine what opportunities exist to work with a Coalition of Nebraskans in establishing an alternative to designating critical habitat for the piping plover in the State of Nebraska. A number of entities (31) including Natural Resources Districts, Municipalities, Irrigation and Power Districts and Non-Governmental Organizations have formed the Nebraska Habitat Conservation Coalition to represent the parties in activities related to the U.S. Fish and Wildlife Service's proposed designation of piping plover critical habitat including alternatives to critical habitat designation.

You may not be aware, but there are a number of individual efforts presently underway in the State to provide habitat for, and to monitor both piping plovers and least terns. Efforts are already in place on the Platte, Loup, Niobrara and Missouri Rivers to provide protection of nesting and foraging habitat. A review of these efforts may show substantial benefits to the species that may reduce the need to designate critical habitat in certain areas in Nebraska. Tying these individual efforts together may provide even additional benefits, again negating the need to designate critical habitat. The Coalition would like to meet with you to evaluate these possibilities. The Coalition believes that the formation of a comprehensive management plan would provide greater benefits to the species than the designation of critical habitat in some areas in Nebraska.

I look forward to hearing from you.

Sincerely,

Ronald Bishop
President
Nebraska Habitat Conservation Coalition

cc: NHCC
Senator Hagel
Senator Nelson
Representative Osborne

RESOLUTION 2002-186

WHEREAS, the United States Fish and Wildlife Service (USF&W) has promulgated a wide ranging critical habitat designation for the Piping Plover. In Nebraska, this designation includes reaches of the Platte, Niobrara, Loup and Missouri Rivers. It also includes river reaches and lakes in North and South Dakota and Minnesota; and

WHEREAS, this habitat designation has the potential to greatly change the way water is used in the state, including the City's well field; and

WHEREAS, the importance of the designation, and its possible effects on the Nebraska water use, has been the catalyst to bring a number of organizations together as the Nebraska Habitat Conservation Coalition (NHCC), which group includes natural resource districts, power districts, irrigation districts and farm groups; and

WHEREAS, because this habitat designation has the potential to affect the primary source of Grand Island's drinking water supply, the Platte River Wellfield, it is in the best interests that the City of Grand Island should participate as a member of the Coalition; and

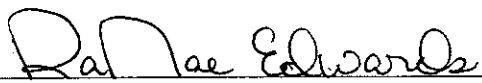
WHEREAS, the office of the City Attorney has reviewed and approved as to form and content the Interlocal Agreement for NHCC members; and


WHEREAS, any application of the City for membership in the coalition requires submission of an application, and approval by a vote of two-thirds of the current coalition members.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City apply for member in the Nebraska Habitat Conservation Coalition through the Utilities Department, and that the Mayor is hereby authorized to execute the application and the appropriately revised Interlocal Agreement upon approval of the City's application by current coalition members.

BE IT FURTHER RESOLVED, that an expenditure of \$3,000 annually for a period of three years for membership contributions is hereby approved and authorized.

Adopted by the City Council of the City of Grand Island, Nebraska on June 25, 2002.


RaNae Edwards, City Clerk

Approved as to Form ▼ 
June 21, 2002 ▲ City Attorney

RESOLUTION 2023-84

WHEREAS, the City of Grand Island is a member of the Nebraska Habitat Conservation Coalition (NHCC); and

WHEREAS, the by-laws of the NHCC require each participant to appoint a representative to the Board of Directors; and

WHEREAS, Tim Luchsinger, the current Utilities Director is retiring on April 6, 2023; and

WHEREAS, Lynn Mayhew, Assistant Utilities Director, has the experience and knowledge to serve Grand Island on the NHCC Board.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the Mayor is hereby authorized, on behalf of the City, to appoint Lynn Mayhew as the representative of the City of Grand Island, to the Nebraska Habitat Conservation Coalition Board of Directors.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item I-1

#2023-85 - Consideration of Approving Amendments for Redevelopment Plan for CRA Area No. 34 for Redevelopment of Property Located North of 13th St and East of the Moores Creek Drainway in Grand Island, Nebraska (being subdivided as Millennial Estates Subdivision) for Residential Purposes (Starostka)

This item relates to the aforementioned Public Hearing item E-1.

Staff Contact: Chad Nabity

RESOLUTION 2023-85

WHEREAS, the City of Grand Island, Nebraska, a municipal corporation and city of the first class, has determined it be desirable to undertake and carry out urban redevelopment projects in areas of the City which are determined to be substandard and blighted and in need of redevelopment; and

WHEREAS, the Nebraska Community Development Law, Chapter 18, Article 21, Nebraska Reissue Revised Statutes of 2007, as amended (the "Act"), prescribes the requirements and procedures for the planning and implementation of redevelopment projects; and

WHEREAS, the City has previously declared Redevelopment Area No. 34 of the City to be substandard and blighted and in need of redevelopment pursuant to the Act; and

WHEREAS, the Community Redevelopment Authority of the City of Grand Island, Nebraska (the "Authority"), has prepared an Amended Redevelopment Plan pursuant to Section 18-2111 of the Act, and recommended the Amended Redevelopment Plan to the Planning Commission of the City; and

WHEREAS, the Planning Commission of the City reviewed the Amended Redevelopment Plan pursuant to the Act and submitted its recommendations, to the City, pursuant to Section 18-2114 of the Act; and

WHEREAS, following consideration of the recommendations of the Authority to the Planning Commission, the recommendations of the Planning Commission to the City, and following the public hearing with respect to the Amended Redevelopment Plan, the City approved the Plan; and

WHEREAS, there has been presented to the City by the Authority for approval a specific Redevelopment Project within the Amended Redevelopment Plan and as authorized in the Amended Redevelopment Plan, such project to be as follows: to redevelop property residential purposes including necessary costs for acquisition, streets, site work/grading, utilities and trails along with eligible planning expenses and fees associated with the redevelopment project and that such project would not be economically feasible without such aid as is proposed within the Amended Redevelopment Plan. All redevelopment activities will occur in Grand Island, Hall County, Nebraska; and

WHEREAS, the City published notices of a public hearing and mailed notices as required pursuant to Section 18-2115 of the Act and has, on the date of the Resolution held a public hearing on the proposal to amend the Redevelopment Plan to include the Redevelopment Project described above.

NOW, THEREFORE, be it resolved by the City Council of the City of Grand Island, Nebraska:

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney

1. The Amended Redevelopment Plan of the City approved for Redevelopment Area No. 34 in the city of Grand Island, Hall County, Nebraska, including the Redevelopment Project described above, is hereby determined to be feasible and in conformity with the general plan for the development of the City of Grand Island as a whole and the Redevelopment Plan, including the Redevelopment Project identified above, is in conformity with the legislative declarations and determinations set forth in the Act; and it is hereby found and determined that (a) the redevelopment project in the plan would not be economically feasible without the use of tax-increment financing, (b) the redevelopment project would not occur in the community redevelopment area without the use of tax-increment financing, and (c) the costs and benefits of the redevelopment project, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services have been analyzed by the City and have been found to be in the long-term best interest of the community impacted by the redevelopment project. The City acknowledges receipt of notice of intent to enter into the Redevelopment Contract in accordance with Section 18-2119 of the Act and of the recommendations of the Authority and the Planning Commission.
2. Approval of the Amended Redevelopment Plan is hereby ratified and reaffirmed, as amended by this Resolution, and the Authority is hereby directed to implement the Amended Redevelopment Plan in accordance with the Act.
3. Pursuant to Section 18-2147 of the Act, ad valorem taxes levied upon real property in the Redevelopment Project included or authorized in the Plan which is described above shall be divided, for a period not to exceed 15 years after the effective date of this provision, which effective date shall set by the Community Redevelopment Authority in the redevelopment contract as follows:
 - a. That proportion 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 (as defined in the Act) 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 proportion of the ad valorem tax on real property in the Redevelopment Project in excess of such amount, if any, shall be allocated to, is pledged 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 of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Authority for financing or refinancing, in whole or in part, such 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.
 - c. The CRA is authorized and directed to execute and file with the Treasurer and Assessor of Hall County, Nebraska, an Allocation Agreement and Notice of Pledge of Taxes with respect to each Redevelopment Project.

4. The City hereby finds and determines that the proposed land uses and building requirements in the Redevelopment Area are designed with the general purposes of accomplishing, in accordance with the general plan for development of the City, 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 a healthful and convenient distribution of population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreation 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 unsanitary or unsafe dwelling accommodations, or conditions of blight.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item I-2

#2023-86 - Consideration of Approving Redevelopment Plan for CRA Area No. 31 to Allow for Redevelopment of Property Located South of South Street on Henry and Ada Streets (1703 Henry St. and 1703 Ada St.) in Grand Island, Nebraska for Residential Purposes (JBA Ventures LLC)

This item relates to the aforementioned Public Hearing item E-2.

Staff Contact: Chad Nabity

RESOLUTION 2023-86

WHEREAS, the City of Grand Island, Nebraska, a municipal corporation and city of the first class, has determined it be desirable to undertake and carry out urban redevelopment projects in areas of the City which are determined to be substandard and blighted and in need of redevelopment; and

WHEREAS, the Nebraska Community Development Law, Chapter 18, Article 21, Nebraska Reissue Revised Statutes of 2007, as amended (the "Act"), prescribes the requirements and procedures for the planning and implementation of redevelopment projects; and

WHEREAS, the City has previously declared Redevelopment Area No. 31 of the City to be substandard and blighted and in need of redevelopment pursuant to the Act; and

WHEREAS, the Community Redevelopment Authority of the City of Grand Island, Nebraska (the "Authority"), has prepared a Redevelopment Plan pursuant to Section 18-2111 of the Act, and recommended the Redevelopment Plan to the Planning Commission of the City; and

WHEREAS, the Planning Commission of the City reviewed Redevelopment Plan pursuant to the Act and submitted its recommendations, to the City, pursuant to Section 18-2114 of the Act; and

WHEREAS, following consideration of the recommendations of the Authority to the Planning Commission, the recommendations of the Planning Commission to the City, and following the public hearing with respect to the Redevelopment Plan, the City approved the Plan; and

WHEREAS, there has been presented to the City by the Authority for approval a specific Redevelopment Project within the Redevelopment Plan and as authorized in the Redevelopment Plan, such project to be as follows: to redevelop property residential purposes including necessary costs for acquisition, demolition, private streets, site work/grading, and utilities along with eligible planning expenses and fees associated with the redevelopment project and that such project would not be economically feasible without such aid as is proposed within the Redevelopment Plan. All redevelopment activities will occur in Grand Island, Hall County, Nebraska; and

WHEREAS, the City published notices of a public hearing and mailed notices as required pursuant to Section 18-2115 of the Act and has, on the date of the Resolution held a public hearing on the proposal to approve the Redevelopment Plan to include the Redevelopment Project described above.

NOW, THEREFORE, be it resolved by the City Council of the City of Grand Island, Nebraska:

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney

1. The Redevelopment Plan of the City approved for Redevelopment Area No. 31 in the city of Grand Island, Hall County, Nebraska, including the Redevelopment Project described above, is hereby determined to be feasible and in conformity with the general plan for the development of the City of Grand Island as a whole and the Redevelopment Plan, including the Redevelopment Project identified above, is in conformity with the legislative declarations and determinations set forth in the Act; and it is hereby found and determined that (a) the redevelopment project in the plan would not be economically feasible without the use of tax-increment financing, (b) the redevelopment project would not occur in the community redevelopment area without the use of tax-increment financing, and (c) the costs and benefits of the redevelopment project, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services have been analyzed by the City and have been found to be in the long-term best interest of the community impacted by the redevelopment project. The City acknowledges receipt of notice of intent to enter into the Redevelopment Contract in accordance with Section 18-2119 of the Act and of the recommendations of the Authority and the Planning Commission.
2. Approval of the Redevelopment Plan is hereby ratified and affirmed by this Resolution, and the Authority is hereby directed to implement the Redevelopment Plan in accordance with the Act.
3. Pursuant to Section 18-2147 of the Act, ad valorem taxes levied upon real property in the Redevelopment Project included or authorized in the Plan which is described above shall be divided, for a period not to exceed 15 years after the effective date of this provision, which effective date shall set by the Community Redevelopment Authority in the redevelopment contract as follows:
 - a. That proportion 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 (as defined in the Act) 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 proportion of the ad valorem tax on real property in the Redevelopment Project in excess of such amount, if any, shall be allocated to, is pledged 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 of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Authority for financing or refinancing, in whole or in part, such 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.
 - c. The CRA is authorized and directed to execute and file with the Treasurer and Assessor of Hall County, Nebraska, an Allocation Agreement and Notice of Pledge of Taxes with respect to each Redevelopment Project.

4. The City hereby finds and determines that the proposed land uses and building requirements in the Redevelopment Area are designed with the general purposes of accomplishing, in accordance with the general plan for development of the City, 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 a healthful and convenient distribution of population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreation 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 unsanitary or unsafe dwelling accommodations, or conditions of blight.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item I-3

#2023-87 - Consideration of Approval of Transit Development Plan

Staff Contact: Keith Kurz PE, Interim Public Works Director

Council Agenda Memo

From: Charley Falmlen, Transit Program Manager

Meeting: March 28, 2023

Subject: Approval of Transit Development Plan

Presenter(s): Keith Kurz PE, Interim Public Works Director

Background

The City of Grand Island is a designated recipient of Federal Transit Administration (FTA) Section 5307 Urban Transit Funding. Due to this designation, the Transit Division is responsible for maintaining current long-term and short-term plans for the use of 5307 funding, including a Financial Plan (FTA Circular 5010.1E, Chapter VI, Section 4.) The Grand Island Area Metropolitan Planning Organization (GIAMPO) serves as the formal transportation planning body for the greater Grand Island metropolitan region and therefore partners with the Transit Division in planning projects.

A Transit Development Plan (TDP) generally addresses transit and mobility needs, cost and revenue projections, community transit goals and objectives, and potential future scenarios over 10- year and 20-year horizons. Additionally, a Financial Plan helps to ensure the financial health of transit agencies and the quality of service that they are able to provide. A continually updated financial plan is the centerpiece of sound capital investment planning for any transit agency. The City of Grand Island has elected to include a Financial Plan in the TDP.

Discussion

The Transit Division and GIAMPO began working with HDR, Inc., on the Transit Development Plan (TDP), known as GO GI Transit, in October 2021. The TDP process started with data collection on Grand Island's transit system, CRANE Public Transit, to evaluate the existing system and establish the baseline conditions for use in later portions of the TDP. The data collected was used to establish a variety of scenarios for potential future use. The final step in the TDP process was development of an implementation plan for the preferred scenario and a financial analysis of this scenario to capture both funded and unmet needs. Throughout the TDP planning process, three (3) phases of public and stakeholder outreach were conducted to collect stakeholder and public feedback and guide the TDP vision. Each phase of engagement targeted different segments including existing riders, potential riders, and key area stakeholders.

The TDP encompasses the years 2023 through 2045. The year 2045 is used to align the goals of this TDP with the goals and objectives presented in the GIAMPO 2045 Long Range Transportation Plan (LRTP).

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the Transit Development Plan as presented.

Sample Motion

Move to approve the Transit Development Plan as presented.



2045

Transit Development Plan

GO Grand Island Transit
Final Report
February 2023



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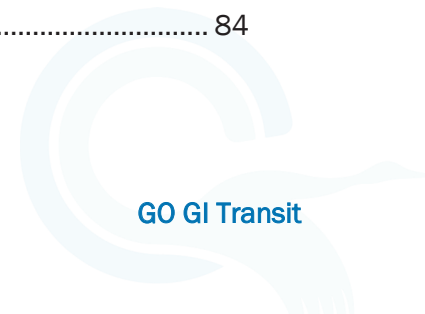
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Chapter 1 – Introduction

The Transit Development Plan (TDP) is a planning and development guidance document encompassing the years 2023 through 2045. The year 2045 is used to align the goals of this TDP with the goals and objectives presented in the Grand Island Area Metropolitan Planning Organization (GIAMPO) 2045 Long Range Transportation Plan (LRTP). The TDP addresses transit and mobility needs, cost and revenue projections, community transit goals and objectives, and potential future scenarios. The plan will develop 10-year and 20-year elements that fall within that 2045-time horizon. The TDP will be adopted by the City of Grand Island.

Grand Island GO Transit

The City of Grand Island (GI) is leading the development of the GI TDP initiative, known as GO GI Transit. The GO GI Transit initiative launched in October 2021 and was completed in early 2023.

Data was first collected on Grand Island’s transit system, CRANE, to evaluate the existing system and establish the baseline conditions for use in later portions of the TDP. The data collected was used to establish a variety of scenarios for potential future use. The scenarios were compared to the baseline scenario to evaluate their potential effectiveness. The final step in the TDP process was development of an implementation plan for the preferred scenario and a financial analysis of this scenario to capture both funded and unmet needs. Throughout the TDP planning process, three phases of public and stakeholder outreach were conducted to collect stakeholder and public feedback and guide the TDP vision. Each phase of engagement targeted different segments including existing riders, potential riders, and key area stakeholders.

Public transit is crucial to the future of our community. A transit system is important for the community because thousands of individuals use CRANE every year to get to and from work, school, health care appointments, and more. This improves overall quality of life and leads to a stronger, more vibrant community for all.

GO GI Transit Webpage

Background and History

In 2013, the City of Grand Island became a provider of transit services for the Urbanized Area of Grand Island, allowing the service to receive urban transportation funds (Federal Transit Administration Section 5307 funding). Prior to 2013, public transportation was administered by Hall County.

A rebranding of the Hall County Public Transportation service was completed in February of 2019 when the service was renamed Central Ride Agency of Nebraska (CRANE) in an effort to promote transit service improvements. The name change was initiated as part of the 2017 needs analysis conducted through coordinated efforts between the City, Hall County and the Grand Island Area Metropolitan Planning Organization (GIAMPO). Today, CRANE provides demand-response service within the Grand Island city limits and to other areas of Hall County, including Alda, Wood River, Cairo, and Doniphan.

Report Organization

The TDP final report is organized into nine chapters. A brief description of these chapters can be found in **Table 1**.

Table 1: Report Organization

CHAPTER 1 | INTRODUCTION

- Introduction provides background on the TDP process and brief history on CRANE service.

CHAPTER 2 | BASELINE CONDITIONS

- Baseline Conditions discusses local physical, economic, and demographic conditions related to CRANE's existing transit service.

CHAPTER 3 | EXISTING TRANSIT SERVICE

- Existing Transit Service includes the span of service, service description, and an assessment of current performance of the system.

CHAPTER 4 | PEER REVIEW

- Peer Review provides a comparison of CRANE with peer transit agencies.

CHAPTER 5 | SITUATIONAL APPRAISAL

- Situational Appraisal reviews the existing Federal, state, and local policies, procedures, and studies relevant to the Transit Development Plan.

CHAPTER 6 | GOALS AND OBJECTIVES

- Goals and Objectives presents the community vision that was identified and vetted by CRANE partners and the general public.

CHAPTER 7 | PUBLIC INVOLVEMENT

- Public Involvement provides a summary of the public engagement activities and results and summarizes public outreach events and surveys conducted.

CHAPTER 8 | SCENARIO EVALUATION

- Scenario Evaluation describes the process used to conduct a thorough and objective evaluation of the range of alternatives, and a comparison of each scenario's performance relative to the baseline scenario.

CHAPTER 9 | FINANCIAL AND IMPLEMENTATION PLAN

- Financial and Implementation Plan discusses historic revenue trends and the process used to forecast future revenues which forms the basis of the implementation plan that provides guidance for implementing future transit improvements.

Chapter 2 – Baseline Conditions

This chapter of the TDP, outlines the physical, economic, and demographic setting in which CRANE is currently operating. The Baseline Conditions provide context for the assessment of existing services and sets the groundwork for the scenarios presented in later chapters of this report. These baseline conditions, serve as a starting point for gauging the potential effectiveness of these scenarios.

Study Area

The City of Grand Island is in central Nebraska, accessible to Interstate 80, US Highways 281, 30, and 34, and Nebraska Highway 2, as well as the Central Nebraska Regional Airport. Access to these major highways has allowed Grand Island to become a hub for Central Nebraska. The area offers extensive commercial, entertainment, and recreational spaces for residents and provides critical services, such as health and other medical services, to the 30-plus rural communities within a 90-mile surrounding area.

For this TDP, the study area includes the City of Grand Island boundaries to align with the CRANE service area for urban service. The Urbanized Area, based on the 2010 Census, and the City Boundaries are presented in **Figure 1**.

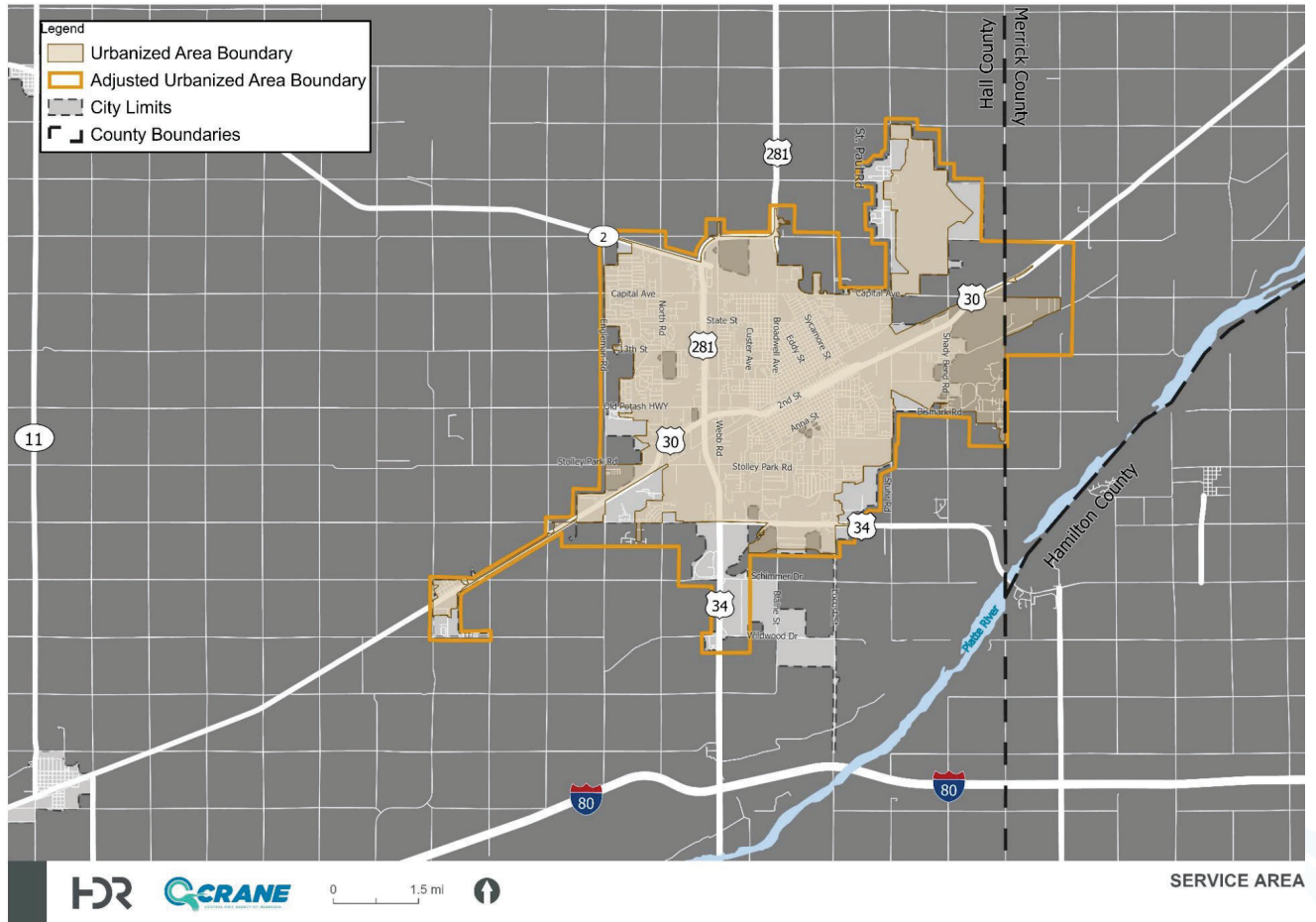
Existing and Future Land Use

Analysis of current land uses and trends in public transportation indicate that the two are interconnected and should be considered in the development of future transportation networks. The greater the density of compatible land uses, the greater the propensity of non-auto modes like transit, walking, and biking. An adequate mix of residential, retail, mixed-use, commercial/office, and recreational land uses, creates a synergy of places where people originate from and go to.

Figure 2 shows the existing land uses (ELUs) in the study area. A large portion of land is public or agricultural. The Grand Island Central Regional Airport is located on over 1,800 acres of public land in the northeast portion of the service area. Agricultural uses are also prominent in Grand Island. Commercial land use is highly concentrated along Highway 281 and along south Locust Street.

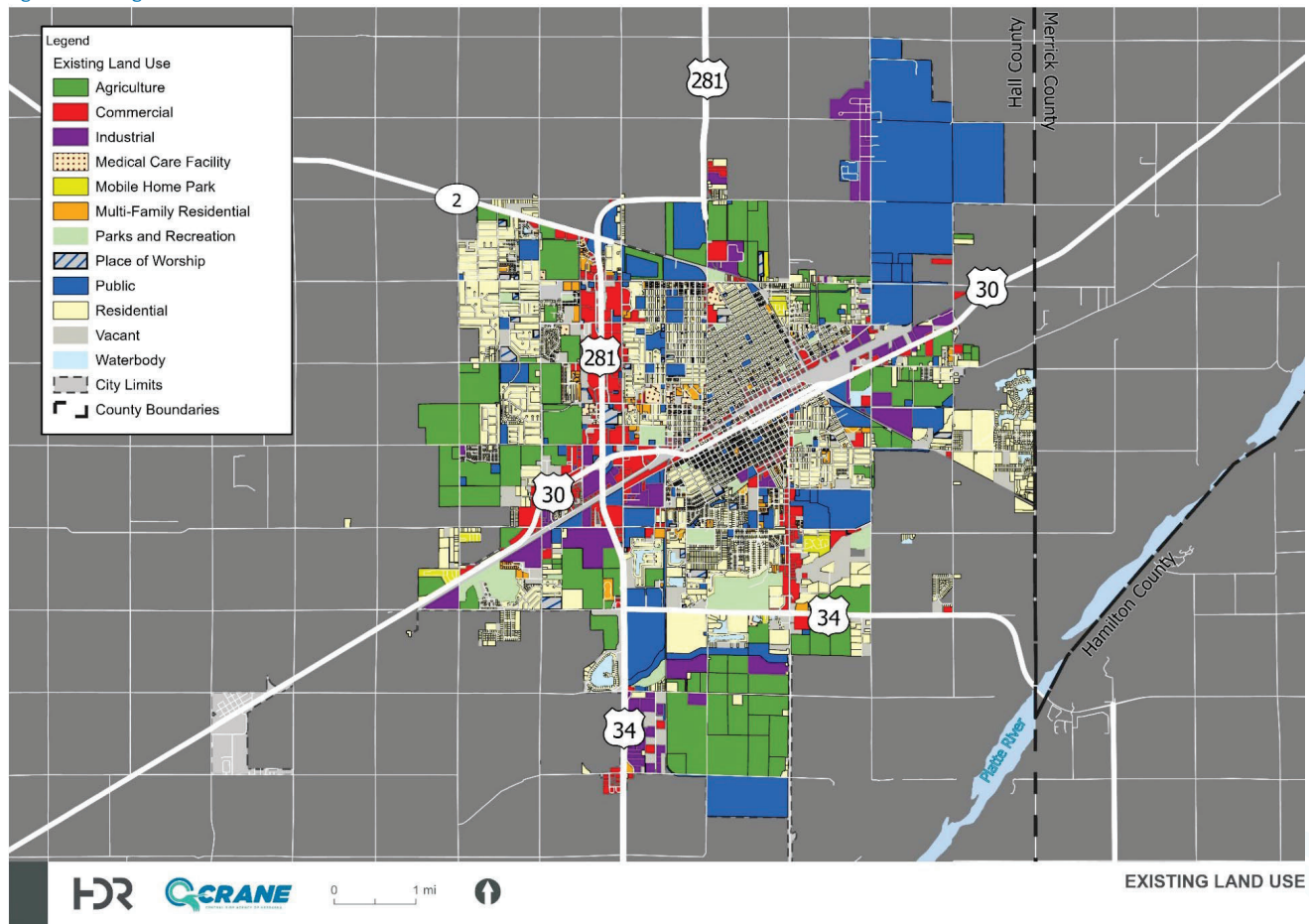
Figure 3 presents the future land uses (FLUs) for the study area. The FLUs building on existing uses, with the land uses being predominantly agricultural and recreational/public with clusters of commercial and residential. However, the future land use does indicate increased residential, commercial, and manufacturing areas throughout Grand Island. This indicates an anticipation in population and job growth as new businesses move into the area while inducing the construction of dwelling units.

Figure 1: CRANE Service Area



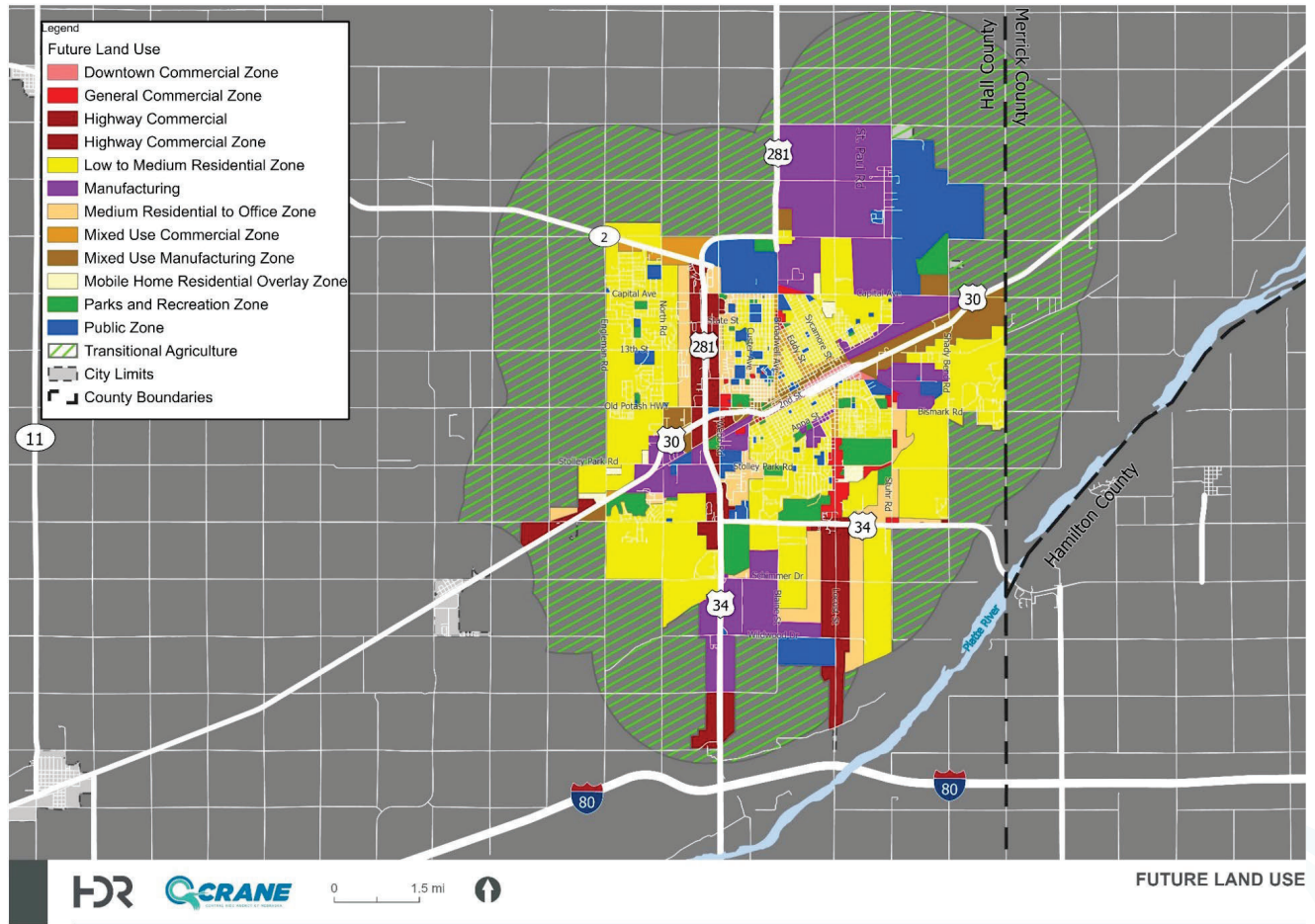
Source: City of Grand Island

Figure 2: Existing Land Use



Source: City of Grand Island

Figure 3: Future Land Use



Source: City of Grand Island

GO GI Transit

Major Activity Centers

Major travel attractors and generators in Grand Island include activity centers that act as common origins and destinations for transportation and transit trips. In addition to work places and residences, Activity centers are some of the highest transit trip generators in Grand Island. These include medical centers, recreation, shopping, or government facilities. **Table 2** presents examples of each of these major Activity Centers by type within the City of Grand Island. The location of these and other activity centers within the City Limits are presented in **Figure 4**. As seen in the figure, these activity centers are distributed throughout the city limits, but many are clustered in central and southeastern Grand Island.

Table 2: Example Major Activity Centers

Activity Center Type	Activity Centers
Airport	<ul style="list-style-type: none"> • Central Nebraska Regional Airport
Government Facilities	<ul style="list-style-type: none"> • Hall County Courthouse • City Hall
Recreation	<ul style="list-style-type: none"> • Island Oasis Water Park • Fonner Park • Stuhr Museum • Ryder Park • Eagle Scout Park • George Park • Lions Park • Stolley Park • Pier Park • Hall County Park
Medical Centers/Hospital	<ul style="list-style-type: none"> • VA Nebraska Hospital • St. Francis Medical Center • St. Francis Memorial Health Center • Grand Island Surgery Center • Grand Island Regional Medical Center
Grocery	<ul style="list-style-type: none"> • Sam’s Club • Walmart Supercenter • Hy-Vee Grocery • Super Saver
Retail	<ul style="list-style-type: none"> • Conestoga Mall • Northwest Commons • Downtown Grand Island
Education	<ul style="list-style-type: none"> • Career Pathways Institute • Central Community College • Grand Island Public Schools

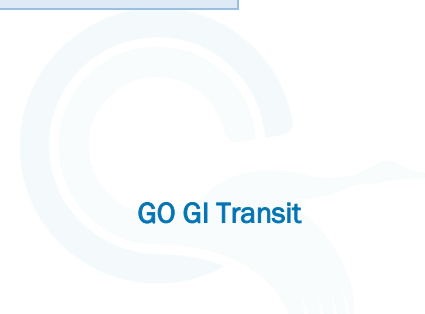
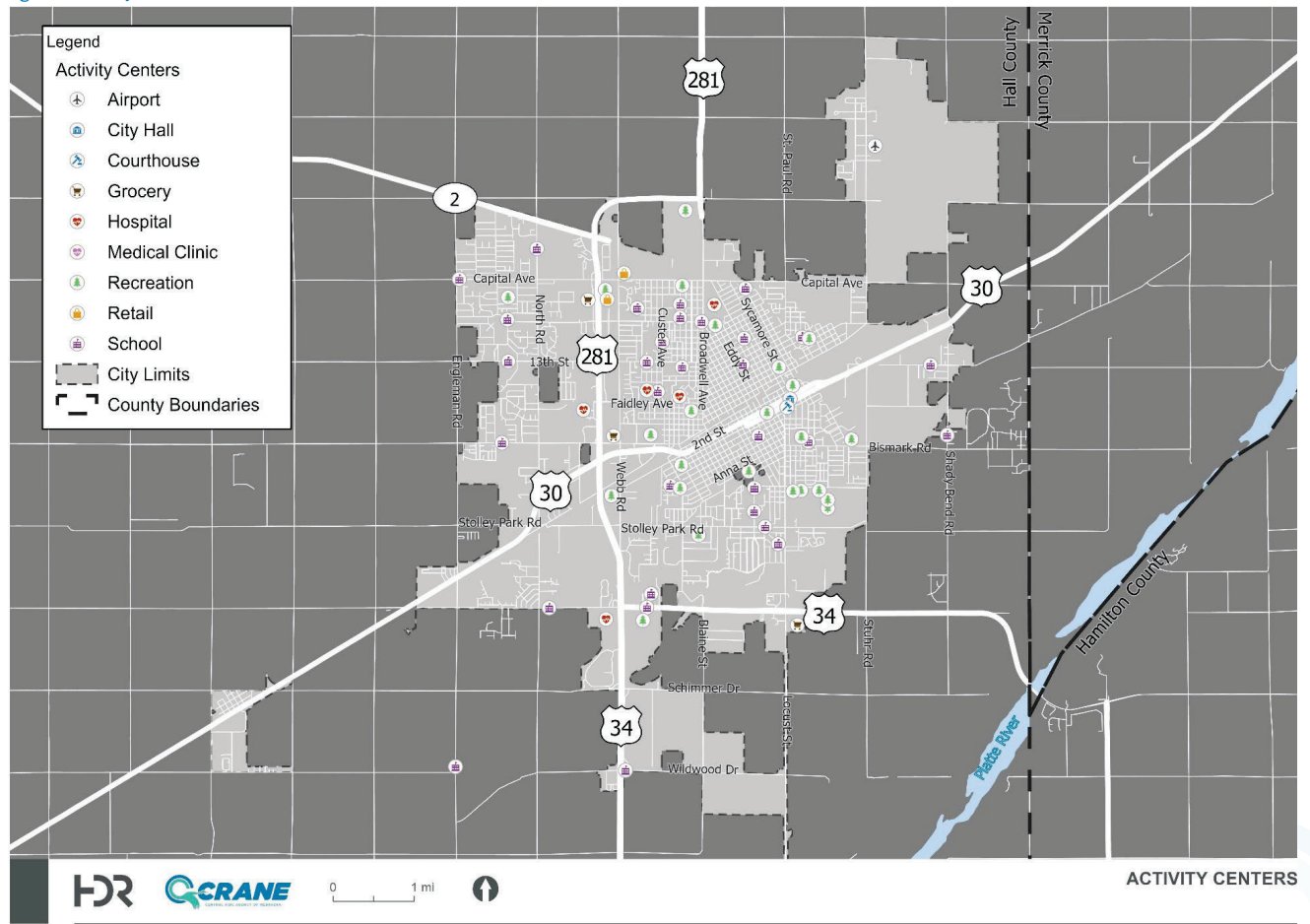


Figure 4: Activity Centers



Source: City of Grand Island

Affordable Housing

Affordable housing allows for families to incur a reasonable cost of living while still having money left over for other activities. The U.S. Department of Housing and Urban Development defines housing as affordable when it consumes no more than 30 percent of a household's income. For this analysis, affordable housing refers to housing units that are affordable by those populations whose income is below the median household income. When considering the transportation network and future connections, populations below the median household income and who reside in low-income neighborhoods are more likely to need public transportation than those who do not.

Figure 5 presents the affordable housing locations for the service area, which were identified through interviews with city staff during the development of the 2045 LRTP. The service area has four subdivisions meeting this criterion. The Orchard, Lassonde, and Fifth St. subdivisions are in the Northeast region of Grand Island near the airport while Copper Creek is an affordable housing subdivision located on the western portion of the city. While not necessarily open to the public, the Veterans Home Liberty Campus also offers affordable housing through the Veterans Legacy Program.

Hall County Housing Authority

[Hall County Housing Authority](#) (HCHA) manages and operates federally subsidized public housing programs. HCHA currently manages 394 one-, two-, and three-bedroom apartments and site homes throughout the County; rent is generally based upon 30 percent of the family's adjusted income (restrictions apply).¹

Liberty Campus

Liberty Campus, which is the site of the former Grand Island Veterans Home that relocated to Kearney, Nebraska in 2018, is currently being redeveloped to serve as senior and low-income housing, as well as rental properties. Plans for the site's redevelopment also include space for office, commercial, educational, and medical uses.²

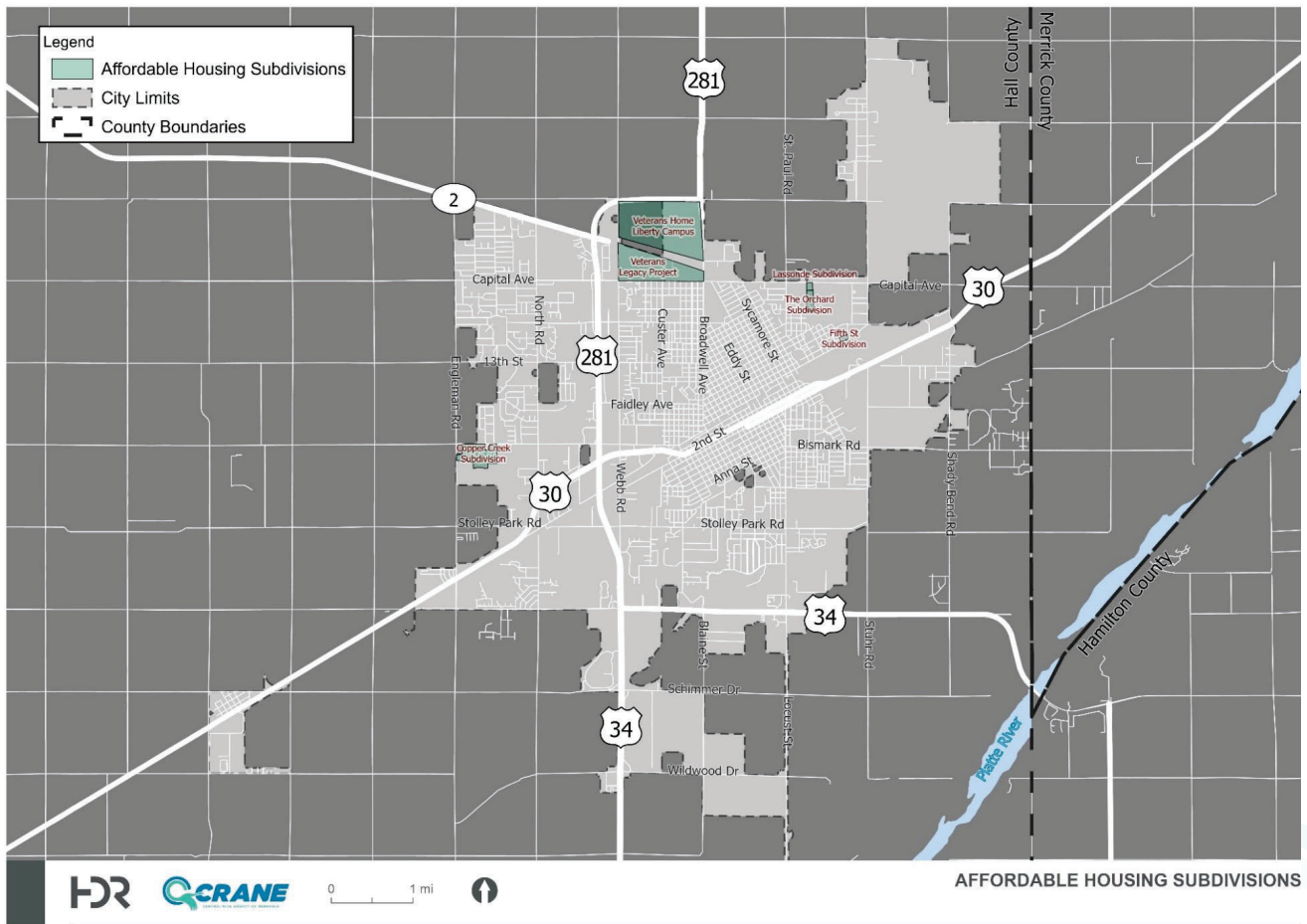


Source: KHGI

¹ Hall County Housing Authority, [About](#)

² Help Foundation of Omaha, [Grand Island Liberty Campus](#)

Figure 5: Affordable Housing Subdivisions



Source: City of Grand Island

Population and Employment Growth

Population and employment densities are an important indicator of potential transit demand. High density neighborhoods are often characterized by multi-family housing or single-family housing on small lots with less parking and smaller setbacks than lower density neighborhoods. This combination of walkable design and a mix of land uses contribute to a greater viability for people choosing to bike, walk, or use transit in these higher density areas. In addition, higher density areas will have more people living within walking distance of a given transit stop than in lower density areas, thereby increasing the potential demand for public transit.

Population Profile

The Hall County and City of Grand Island populations have shown steady growth since 1990. Based on historic population data gathered from the United States Census, the estimated population growth was held constant at an annual growth rate of approximately 0.73% for Hall County and an approximate annual growth rate of 0.84% for the City of Grand Island. According to 2019 American Community Survey (ACS) 5-Year Estimates, the population of the City of Grand Island was 51,147. This base year population was used in combination with Census data and Woods and Poole projections for Hall County to anticipate future growth. **Table 3** presents the projections for horizon year 2045.

Table 3: Population Projects for Grand Island and Hall County

Area	Population Estimate		Percent Change
	2020	2045	2020- 2045
Grand Island	51,576	63,561	23%
Hall County	61,709	73,923	20%

Source: United States Census, Grand Island Area MPO 2045 LRTP, Woods & Poole Economics

Figure 6 presents the existing population density by block group while **Figure 7** shows the forecasted population density, also by block group, for the year 2045 based on the growth rate used in the 2045 LRTP; in addition to the growth rates, forecasted growth was allocated to the block groups identified as growth areas in the 2045 LRTP.

In addition to the continued growth on the fringes of the city identified in the LRTP, an increase in population density is anticipated immediately north of downtown. One contributing factor for population growth in this area is the community development initiative to revitalize areas around 4th and 5th Street. Community Development Block Grant (CDBG) funding was used to improve sidewalks, curbs, and support ADA accessibility³. CDBG funding was also used to renovate Lion’s Club Park.

³ City of Grand Island, [June 24, 2014, City Council Session](#)

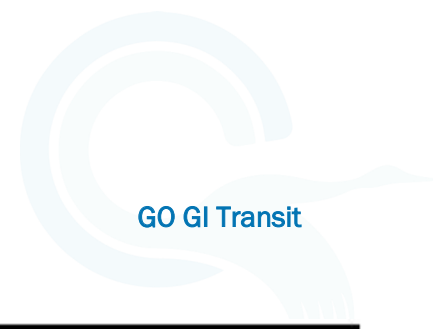
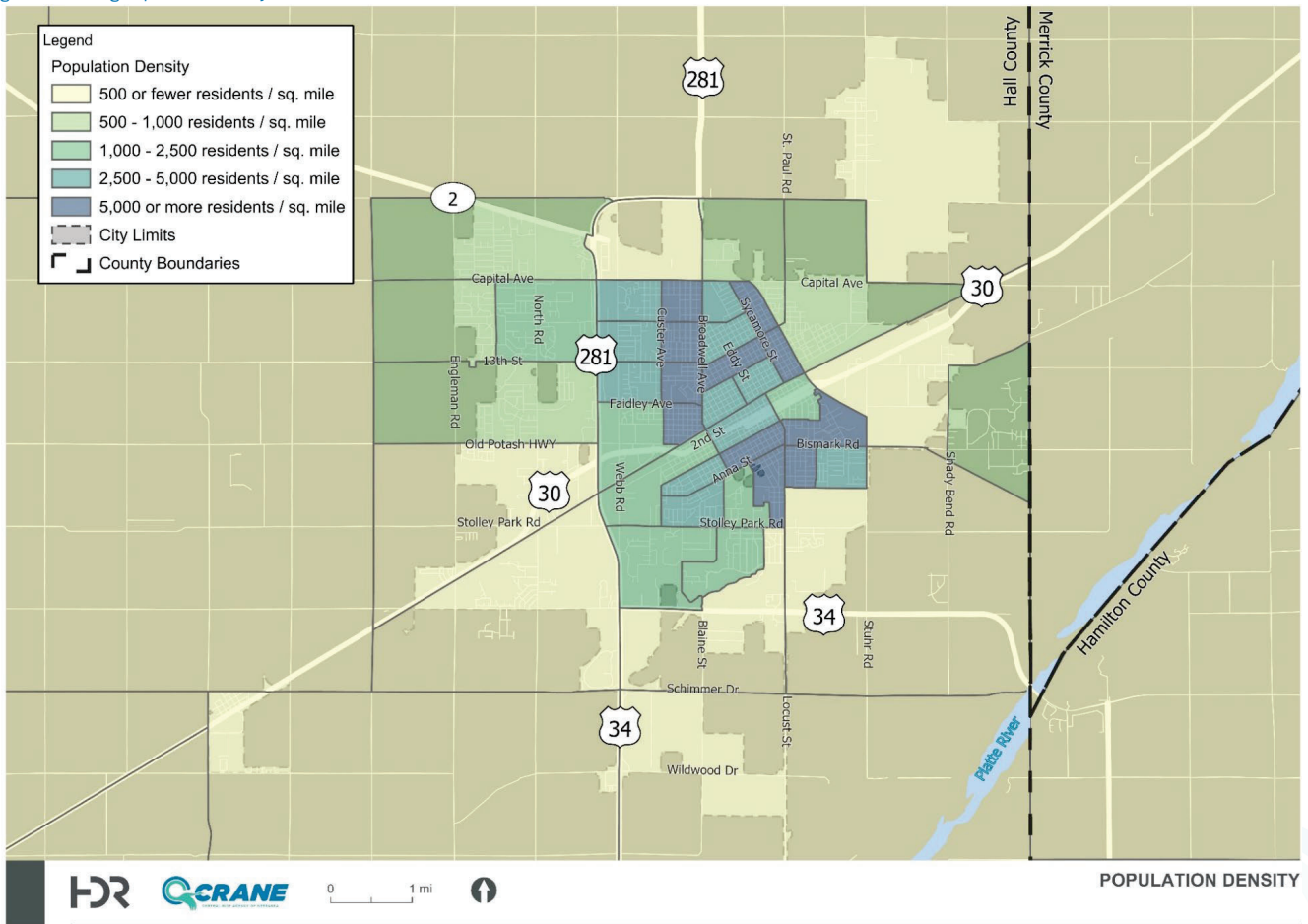
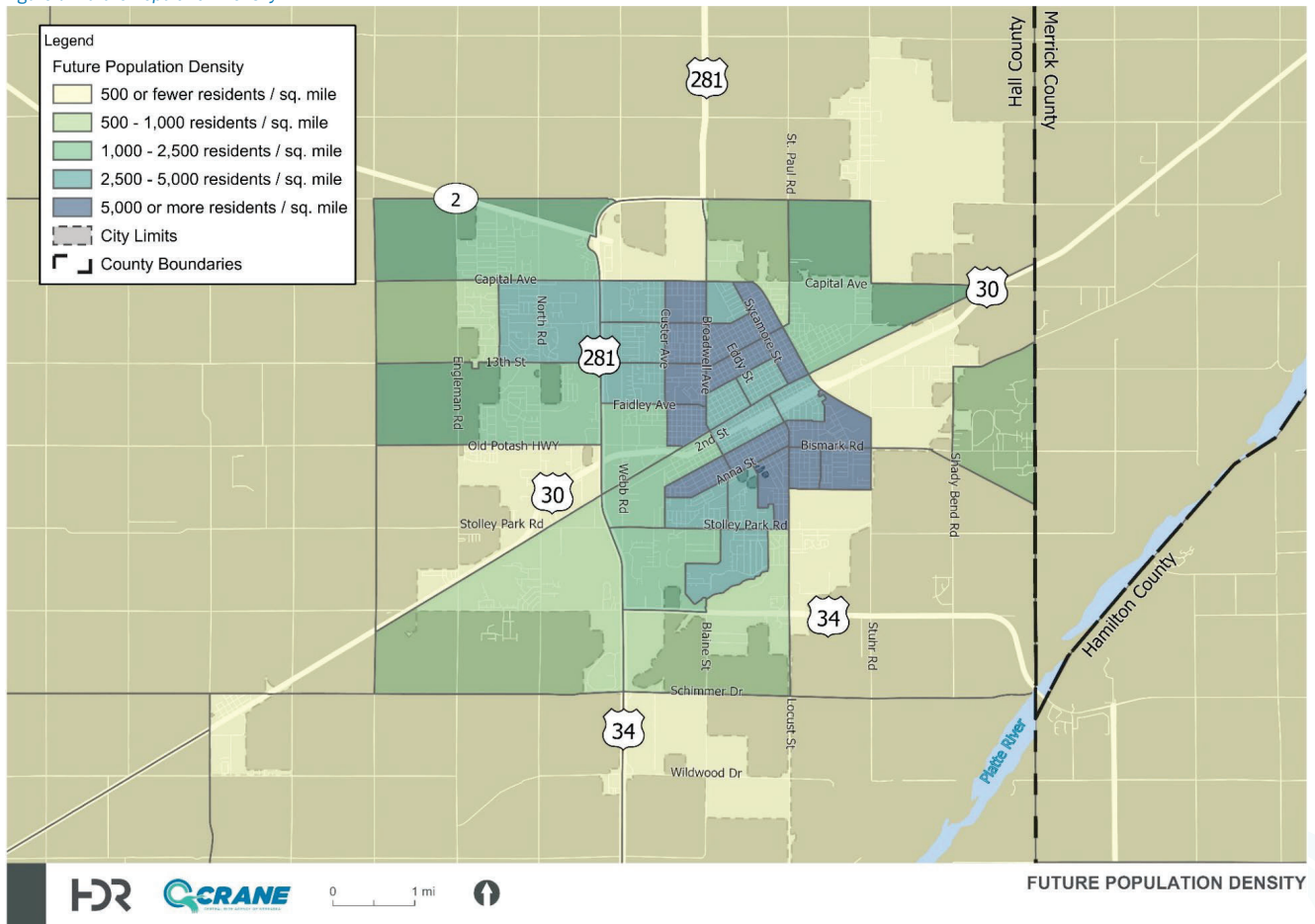


Figure 6: Existing Population Density



Source: ACS 2019 5-year Estimates

Figure 7: Future Population Density



Source: ACS 2019 5-year Estimates, Grand Island Area MPO 2045 LRTP

Employment Profile

The most common trip type for transit users is their commute to work. This trip is especially important for those transit dependent populations with no other means of completing their commute. Areas with major employers and high employment densities contribute to higher transit usage, especially in densely populated block groups. The existence of major employment centers is an indicator of potential transit demand due to the high number of trips destined for work. These areas tend to have more traffic congestion, which could incentivize public transit use to get to and from work.

The economy of Grand Island, NE employs 26,000 people with the largest industries in Grand Island being Manufacturing, Health Care & Social Assistance, and Retail Trade. The top employers in Grand Island are summarized in **Table 4** and can be found in **Figure 8**. JBS, a food processing plant, is the largest employer in the service area⁴.

Table 4: Major Employers in Grand Island

ID	Employer	Population
1	JBS	3,400
2	Grand Island Public Schools	1,500
3	CHI Health St. Francis	1,300
4	Hornady Manufacturing	751
5	CHN Industrial America (GI locations)	687
6	Walmart (GI locations)	662
7	Chief Industries (GI locations)	650
8	McCain Foods (GI locations)	550
9	City of Grand Island	535

Source: Grand Island Area Economic Development Corporation

According to the U.S. Bureau of Labor Statistics, the unemployment rate of the City of Grand Island Nebraska was approximately 3.4% in 2019, which was slightly higher than the statewide unemployment rate of 2.9% for the same year.

Table 5: Employment Projections for Grand Island and Hall County

Area	Employment Estimate		Percent Change
	2020	2045	2020- 2045
Grand Island	33,443	41,590	24%
Hall County	45,702	55,776	22%

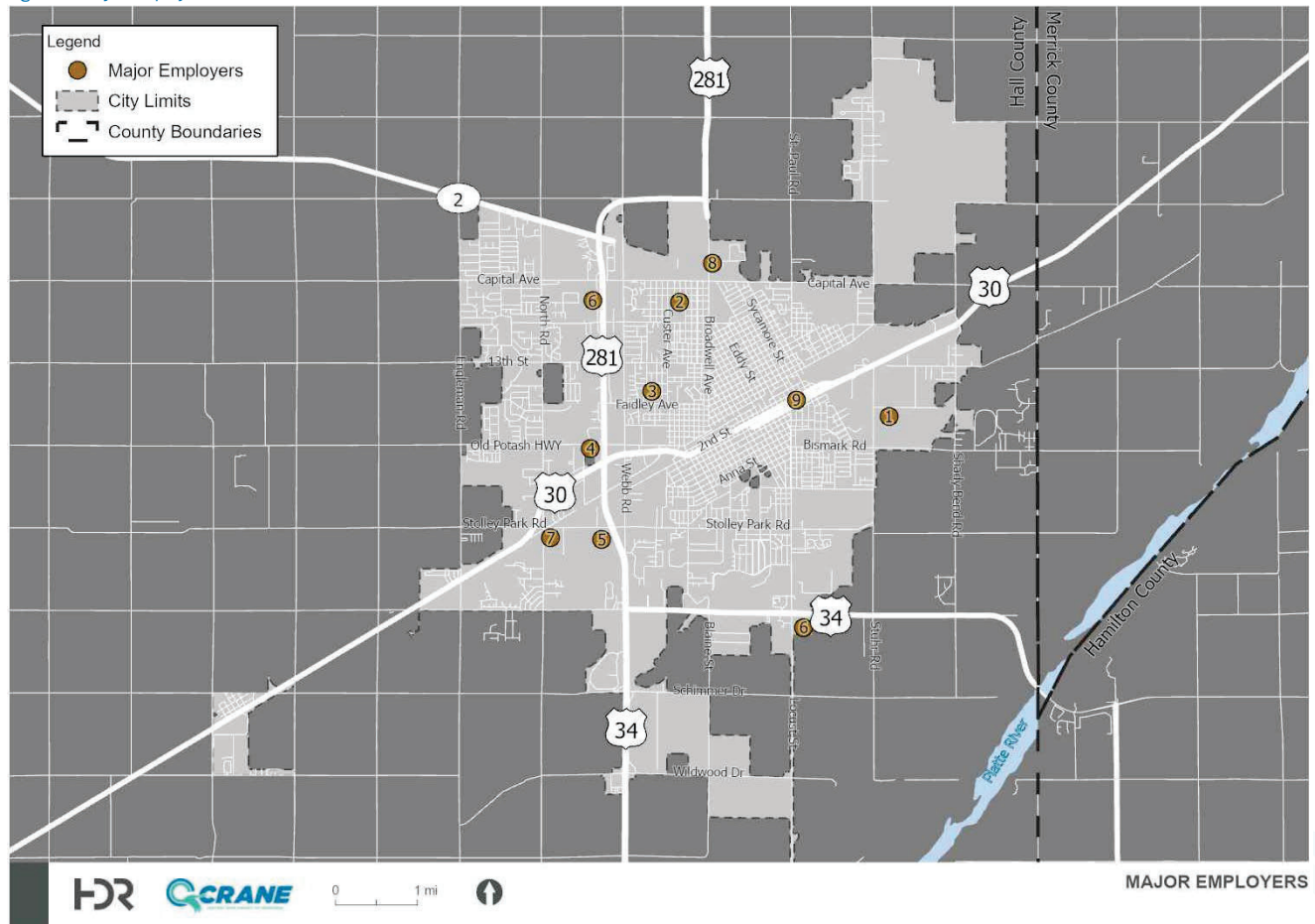
Source: United States Census, Grand Island Area MPO 2045 LRTP, Woods & Poole Economics

Figure 9 presents the existing employment density with **Figure 10** presenting the forecasted employment density for the year 2045. Most of the job growth is concentrated at the retail-heavy businesses along the Highway 281 corridor, the retail located downtown, and industrial concentrations at the intersection of Highway 30 and Highway 281, as well as east of the city. Similar to forecasted population density, employment growth was allocated based on growth areas identified in the 2045 LRTP.

⁴ <https://www.grandisland.org/relocate-expand/workforce/top-employers.html>

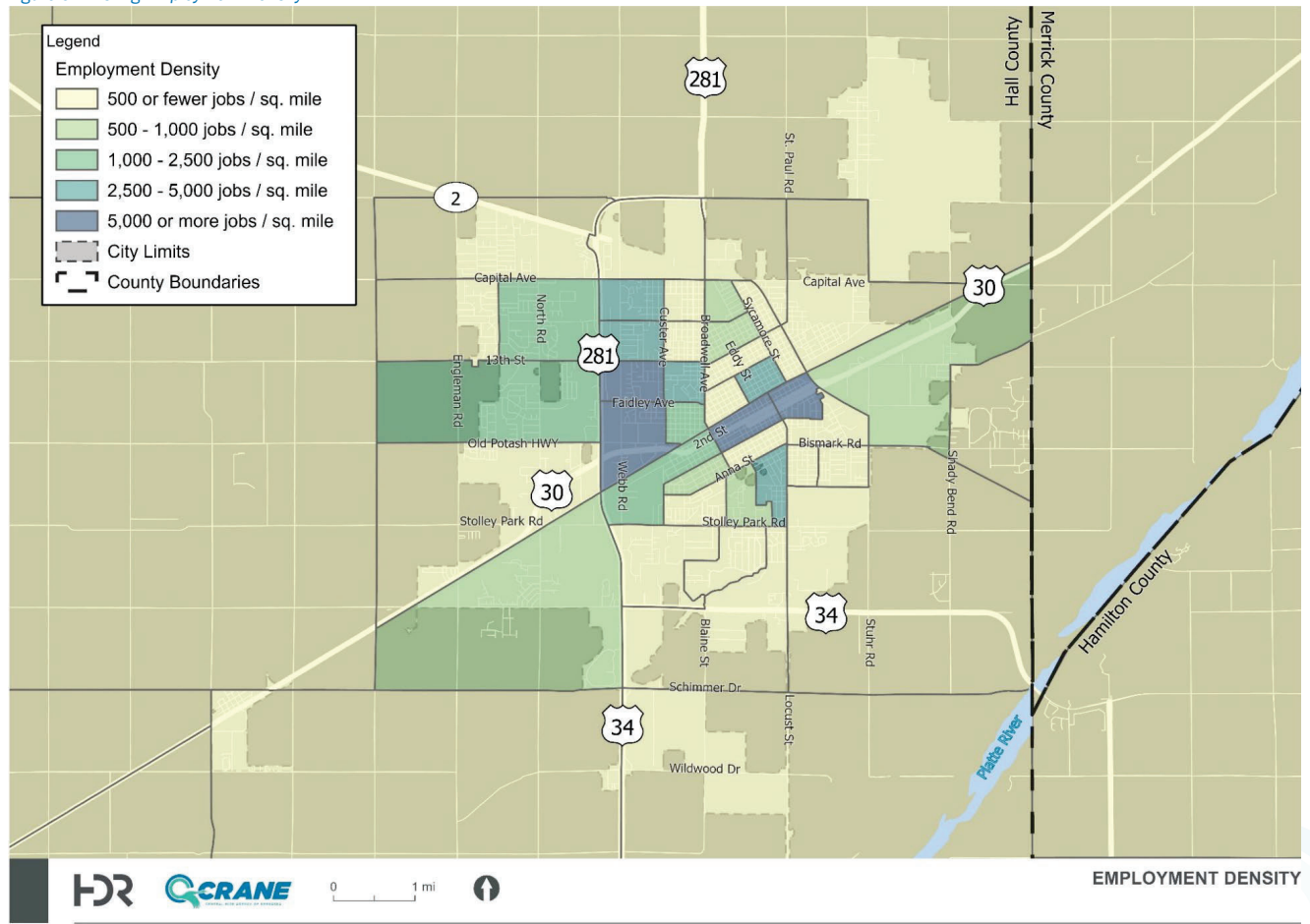


Figure 8: Major Employers



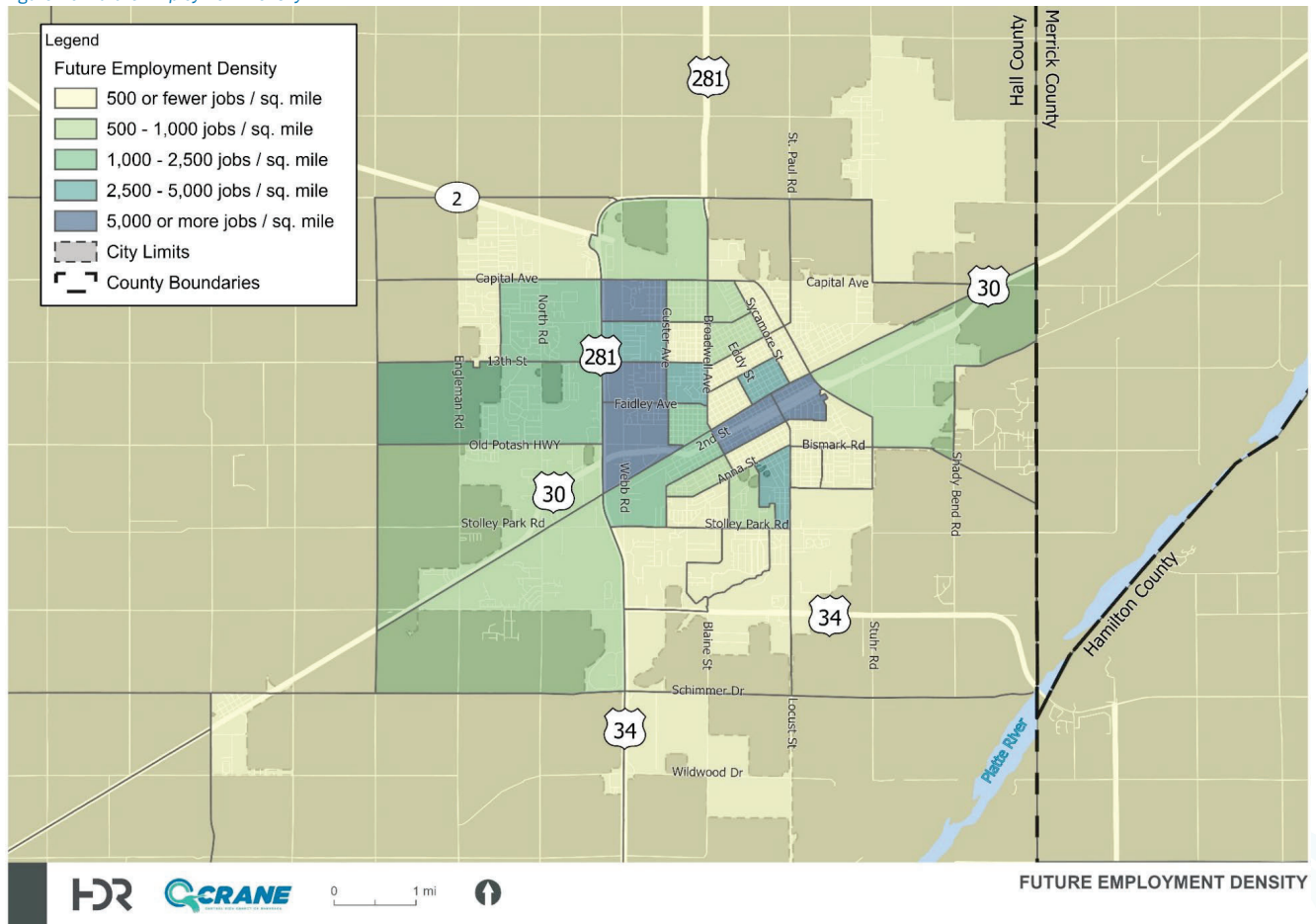
Source: Grand Island Area Economic Development Corporation

Figure 9: Existing Employment Density



Source: Woods and Poole Economics, Inc.

Figure 10: Future Employment Density



Source: Woods and Poole Economics, Inc.

Travel and Mobility Characteristics

To identify areas where service is needed, it is important to determine traffic patterns and what users need from public transportation to consider it a realistic option.

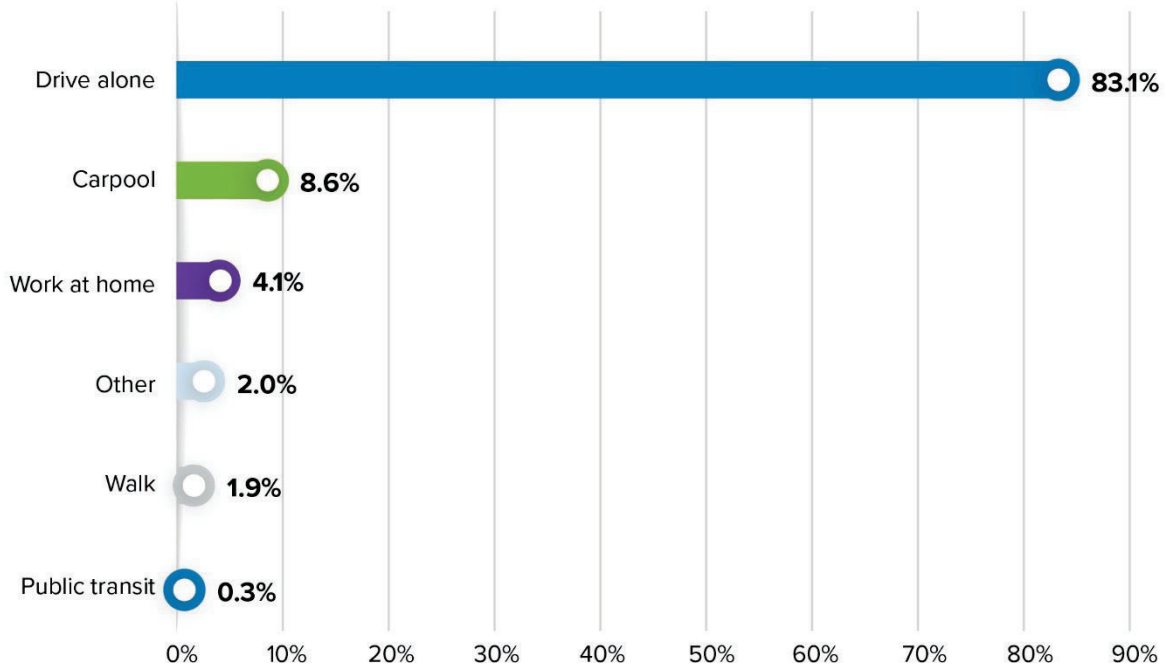
Journey-to-Work Characteristics

Understanding how and when workers travel to their workplace and utilize transportation amenities and infrastructure can help inform decisions about transportation and mobility needs for the region.

Figure 11 through **Figure 13** summarize journey-to-work characteristics for Grand Island workers.

The average commute to work time is 17.4 minutes. As shown in **Figure 11**, most Grand Island residents drive alone to work in a private vehicle (83.1%), with carpooling being the next largest share of commutes (8.6%). Walking (1.9%) and public transit (0.3%) are the least used mode for commutes in Grand Island.

Figure 11: Commute Mode Share for Grand Island Workers



Source: ACS 2019 5-year Estimates

Nearly half of Grand Island’s workers have a daily commute of 20 minutes or less while roughly 70 percent of workers have a daily commute of 30 minutes or less, as seen in **Figure 12**. Based on ACS data for the year 2019, approximately 60 percent of Grand Island’s workers begin their commute trip between 6 AM and 8 AM while nearly 25 percent of commuters leave for work between 9 AM and 12 PM. **Figure 13** summarizes this breakdown of departure times for Grand Island workers.

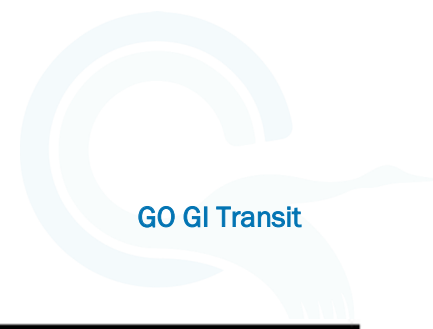
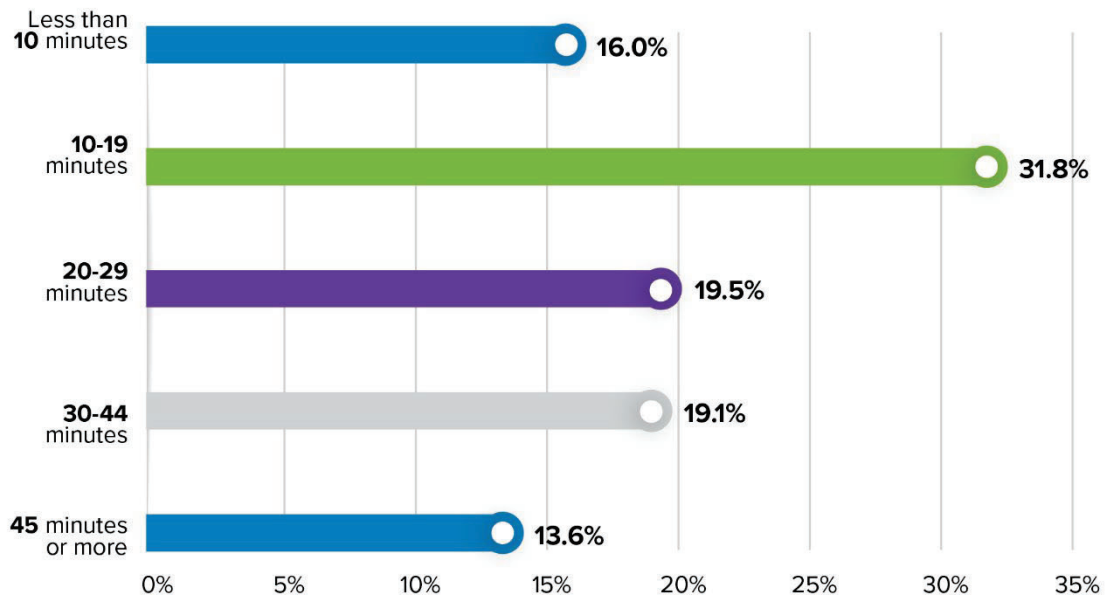
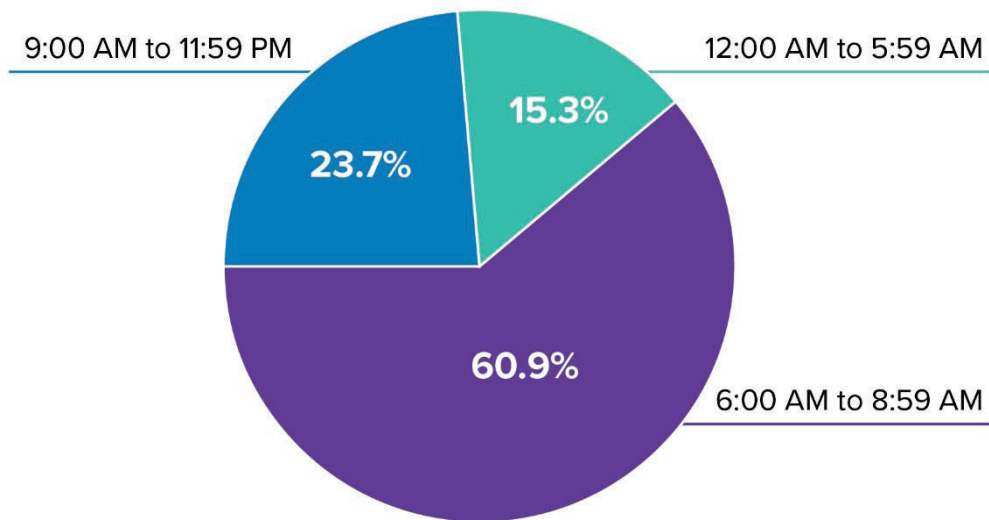


Figure 12: Length of Commute for Grand Island Workers

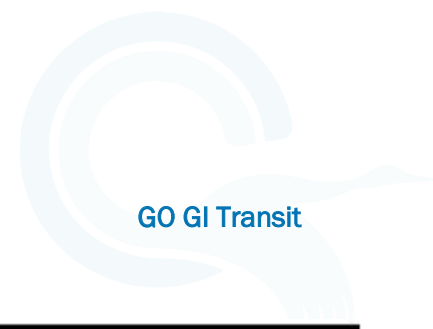


Source: ACS 2019 5-year Estimates

Figure 13: Time of Commute Departure for Grand Island Workers



Source: ACS 2019 5-year Estimates



Origin/Destination

Origin-Destination (OD) data provides insight into travel patterns by highlighting where people begin their trips and where they end their trips. OD data is used to identify potential destinations that attract high numbers of trips, as well as potential locations where higher numbers of trips begin. Based on the pairings of these origins and destinations associated with higher travel demand, strategies that improve mobility and accessibility to these locations can be identified.

Replica is a big data platform that provides OD data used to determine travel patterns in an area of interest. **Figure 14** presents a heatmap of the trip origin for all trips within the city limits, showing that many trips originate in the highly residential areas in the east side of the city. **Figure 15** presents a heatmap of the destinations for all trips, indicating high trip densities around Hiland Dairy Foods company, Central Community College, and the retail areas downtown.

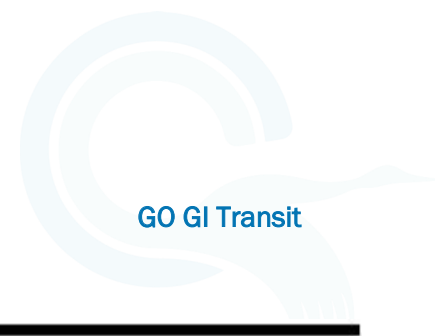
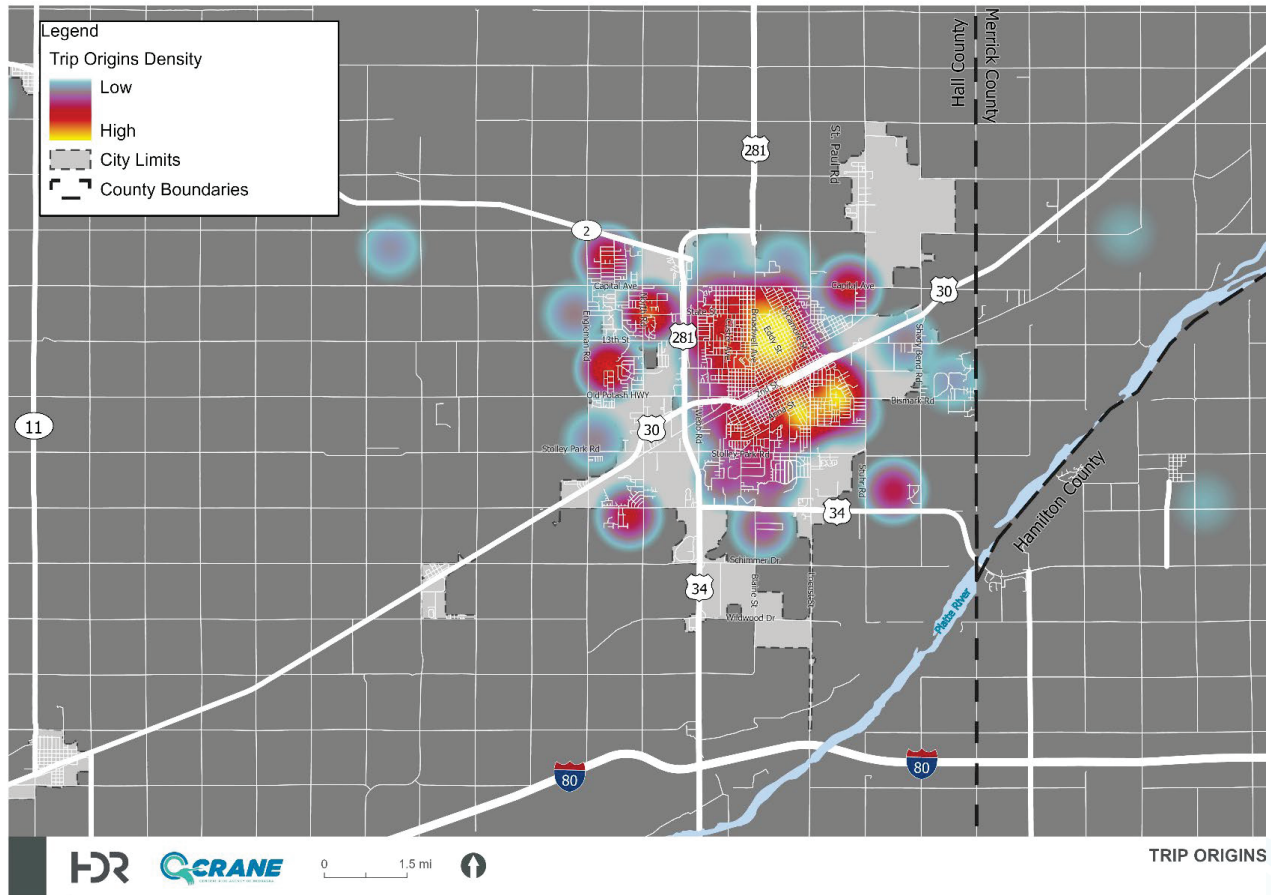
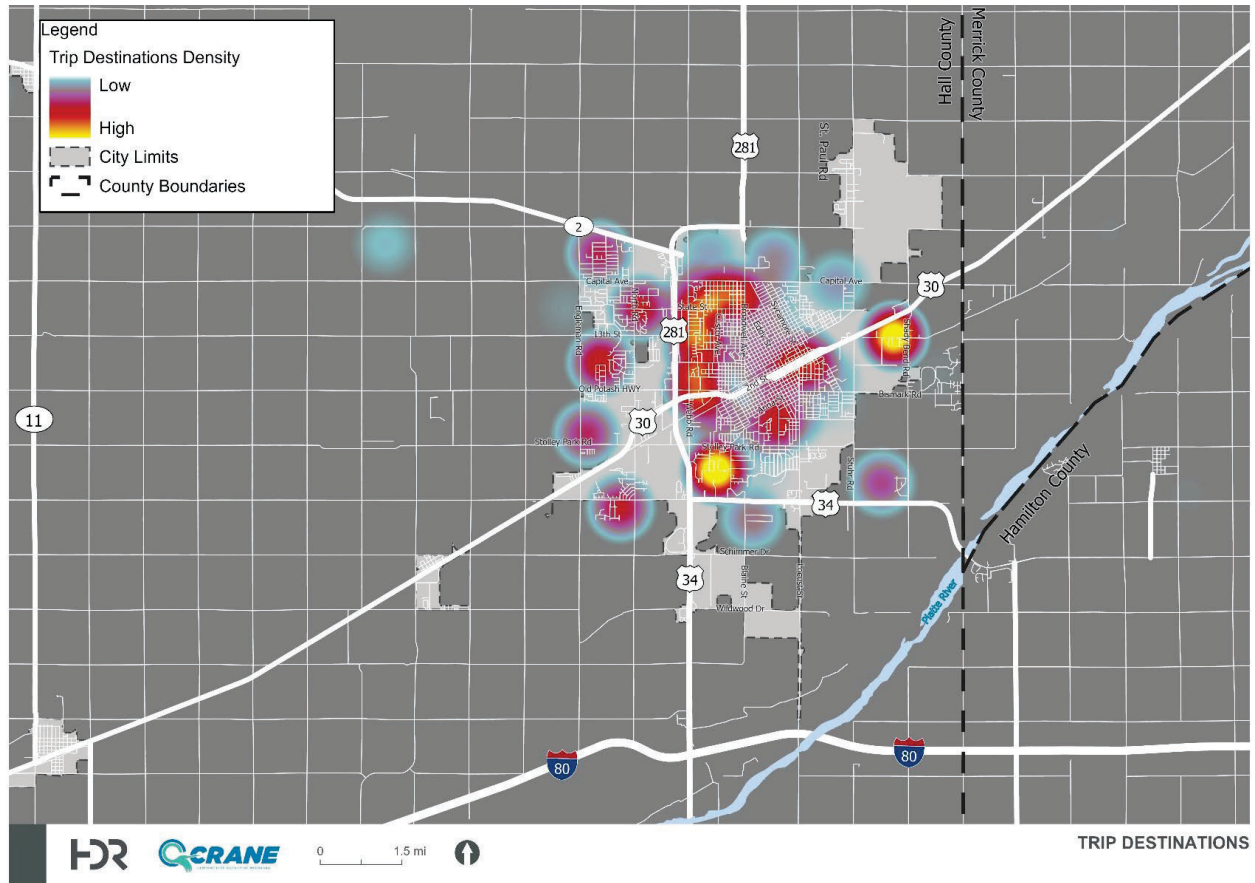


Figure 14: Trip Origins Density



Source: Replica, 2020-2021

Figure 15: Trip Destinations Density



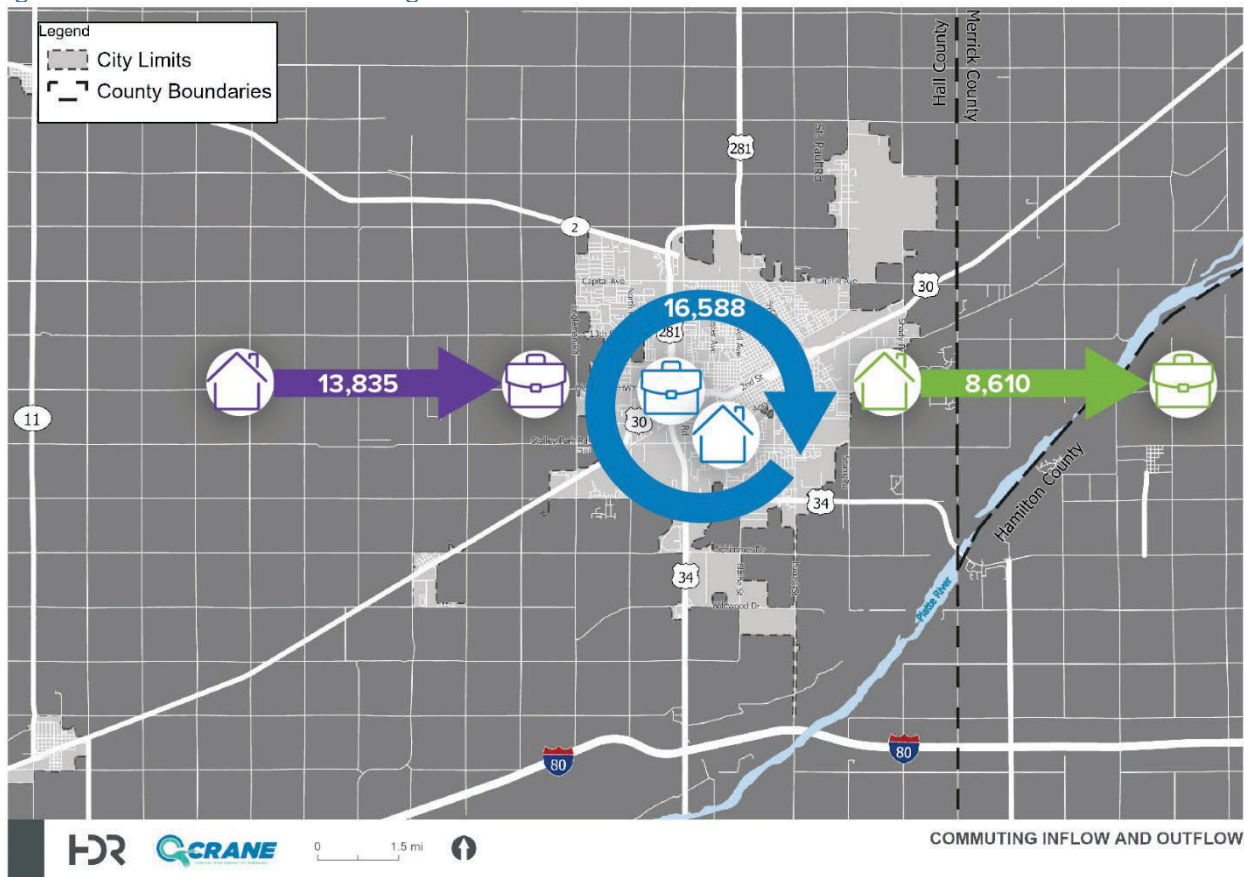
Source: Replica, 2020-2021

On The Map Analysis

To understand the commuting travel patterns within the study area, an assessment using On-The-Map was conducted. On-The-Map was developed through a partnership between the United States Census Bureau and all 50 states through the Longitudinal Employer-Household Dynamics (LEHD) program. The LEHD program combines employment data from payroll tax information maintained by states and data from censuses and surveys. From this data, the program creates statistics on employment and job flows at detailed levels of geography and industry and for different demographic groups.

Figure 16 presents worker flow dynamics for Grand Island in year 2019 symbolized by arrows. Over 16,000 workers live and work in Grand Island, as represented by the circular arrow. Over 13,000 workers are employed in Grand Island but live outside the County, while about 8,000 workers are employed outside of the city but reside in Grand Island.

Figure 16: Inflow and Outflow Commuting for Grand Island



Source: U.S. Census Bureau LEHD Program



Area Demographics

It is important to understand the make-up and demographics of the community that transit intends to serve. This includes understanding the makeup and location of underserved populations, minorities, elderly and younger groups, and income levels.

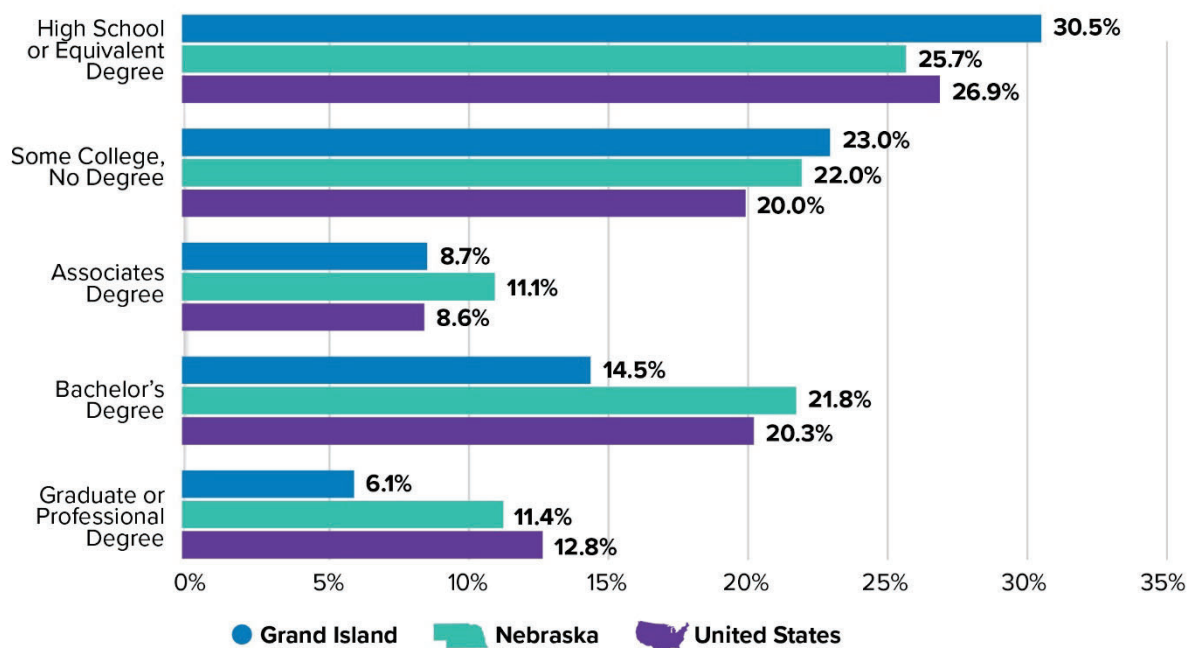
Median Household Income

The median household income in the City of Grand Island is \$54,965 (ACS 2019 5-year Estimates). This is lower than both the state median household income of \$61,439 and the national median household income of \$65,712. When compared to 2018 data, Grand Island households demonstrate growth in median household in income, with a 4% increase from the 2018 median household income level.

Educational attainment

Approximately 83% of Grand Island residents over the age of 25 have graduated with a high school diploma or higher as shown in **Figure 17**. A higher percentage of the population in Grand Island has attended college but did not receive a degree when compared to the rest of the state and the nation. However, a lower percent of the population has obtained a bachelor’s degree or higher.

Figure 17: Educational Attainment for Grand Island, the State of Nebraska, and the United States



Source: ACS 2019 5-year Estimates

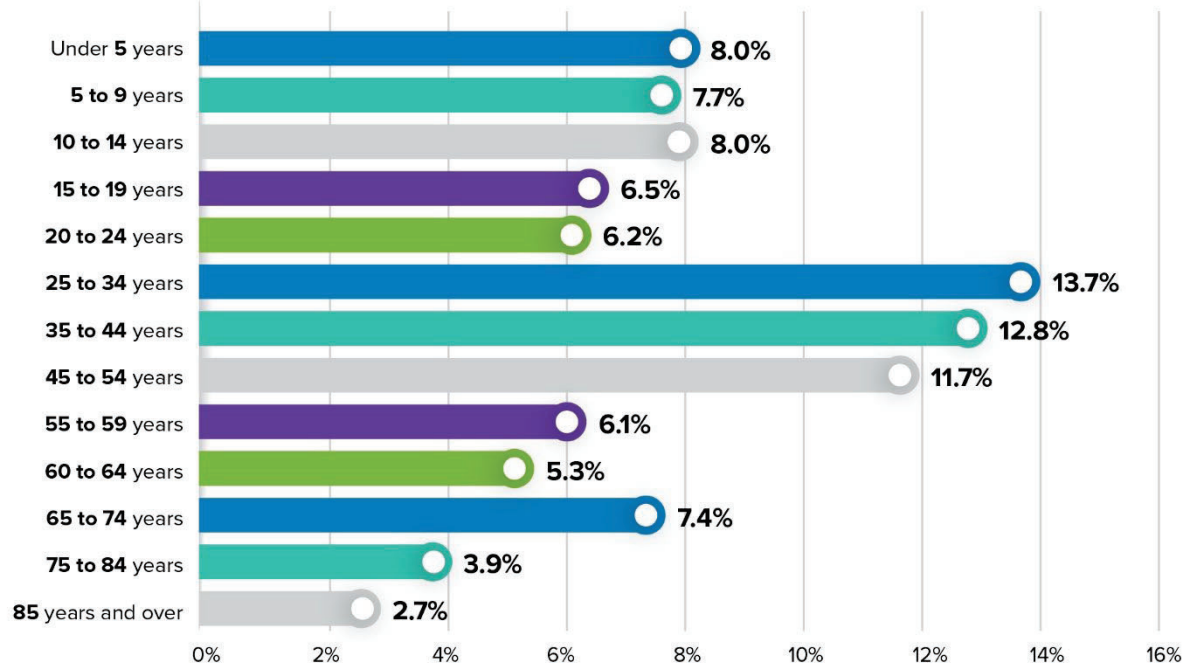
Age and Gender Distribution

The average age for Grand Island residents in 2019, according to 5-year ACS estimates, was just under 35 years. This is slightly lower than the average age for Nebraska residents, at 36 years, and significantly lower than the national average of just over 38 years. The highest proportion, 13.7 percent, of Grand Island’s residents are in the 25 to 34 years of age range while the second highest proportion of residents fall in the 35 to 44 years of age range. Roughly 6.6 percent of Grand Island

residents are above the age of 75 while 15.7 percent are 9 years of age or younger. The age distribution is presented in **Figure 18**.

The gender distribution of Grand Island’s residents is 50.4 percent male and 49.6 percent female based on ACS 2019 5-year estimates data.

Figure 18: Age Distribution for Grand Island



Source: ACS 2019 5-year Estimates

Underserved Populations

Underserved populations have a higher potential for public transit use. Classifying areas as underserved is based on several factors that are typical indicators of disadvantaged groups. These factors include population under the age of 18 and over the age of 65, disabled persons, minority populations, those living below the poverty line, and zero-vehicle households.

Elderly and Youth Populations

Populations under the age of 18 are more likely to use public transportation as they often have limited access to personal vehicles or do not have a valid driver’s license. Areas with high youth populations require additional consideration as one component of underserved populations. **Figure 19** shows clusters of youth populations east of Fonner Park and near Northwest High School. Additional youth population clusters are found east of Broadwell Avenue, west of Sycamore Street, north of 7th Street and south of 10th Street.

Elderly populations (over the age of 65) generally use public transportation for medical visits and shopping. This population is also considerably more likely to become disabled, especially with illnesses and disabilities that are brought on by aging such as impaired vision, hearing loss, and injuries that may limit their ability to operate a personal vehicle. **Figure 20** shows high elderly populations located

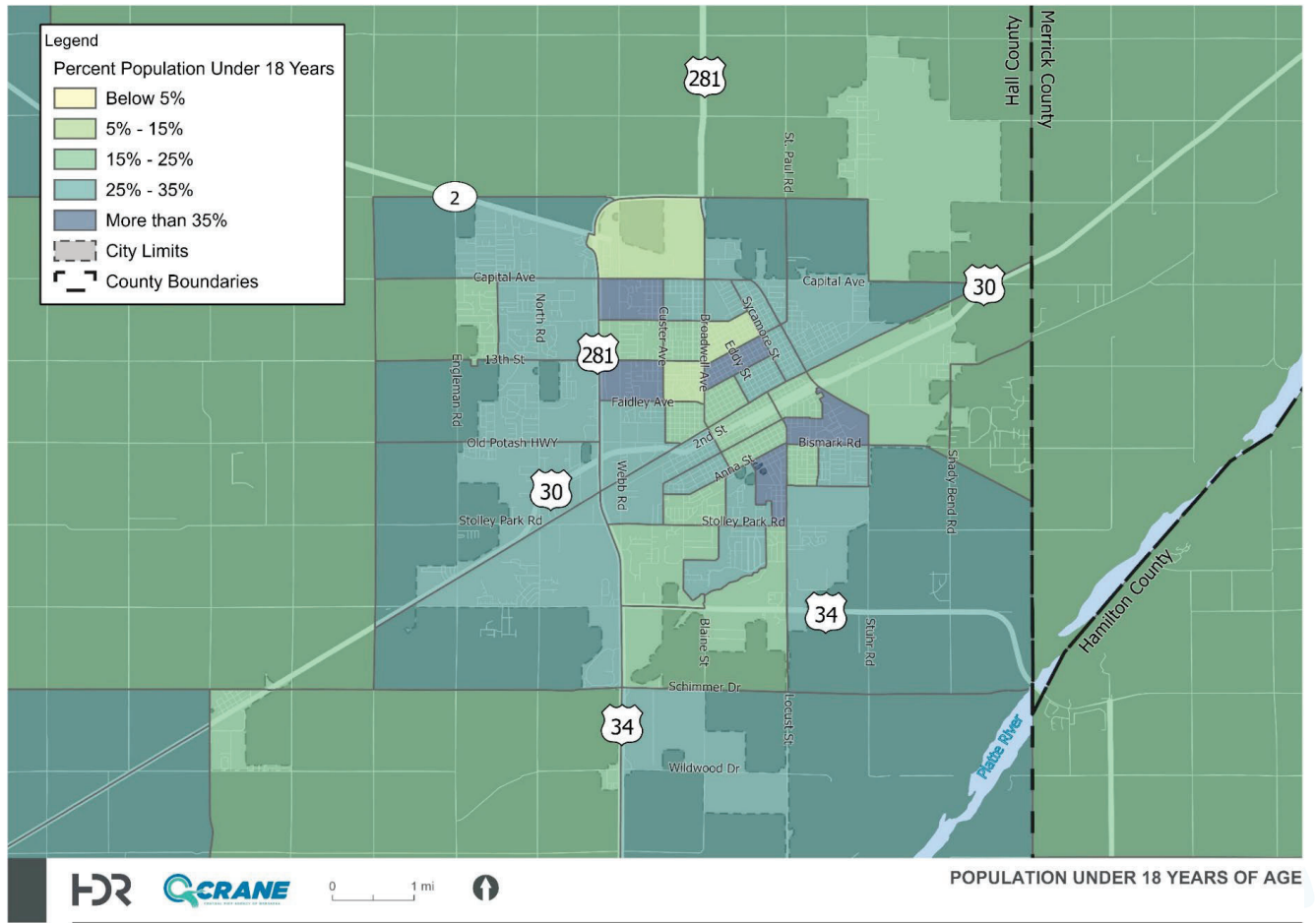
North of West Capital Avenue near Eagle Scout Park, along North Sycamore Street, and near Emerald Nursing and Rehab Lakeview.

Disabled Population

The Americans with Disabilities Act (ADA) defines a person with a disability as a person who has a physical or mental impairment that substantially limits one or more major life activity. Often, this limitation may hinder the person's ability to drive a personal vehicle, creating a dependence on public transportation as a means of mobility.

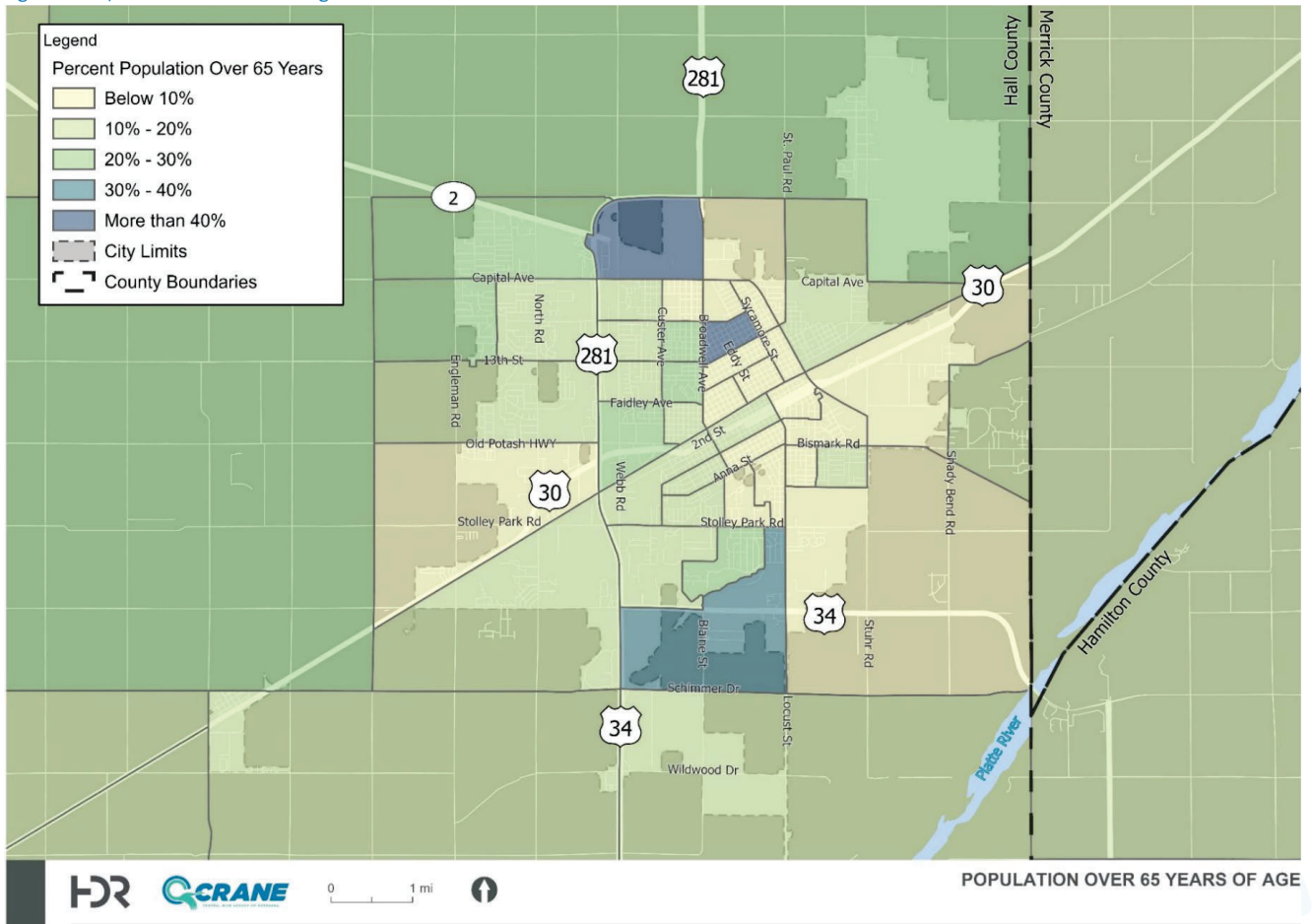
According to ACS 2019 5-year Estimates, 12.4% of the population of Grand Island have a disability. Like the elderly population distribution, **Figure 21** indicates that there is a high disabled population located in central Grand Island which serves as an opportunity to leverage transit service to address populations with limited mobility. Due to data availability limitations, disability data in **Figure 21** is shown at the census tract level.

Figure 19: Population Under 18 Years of Age



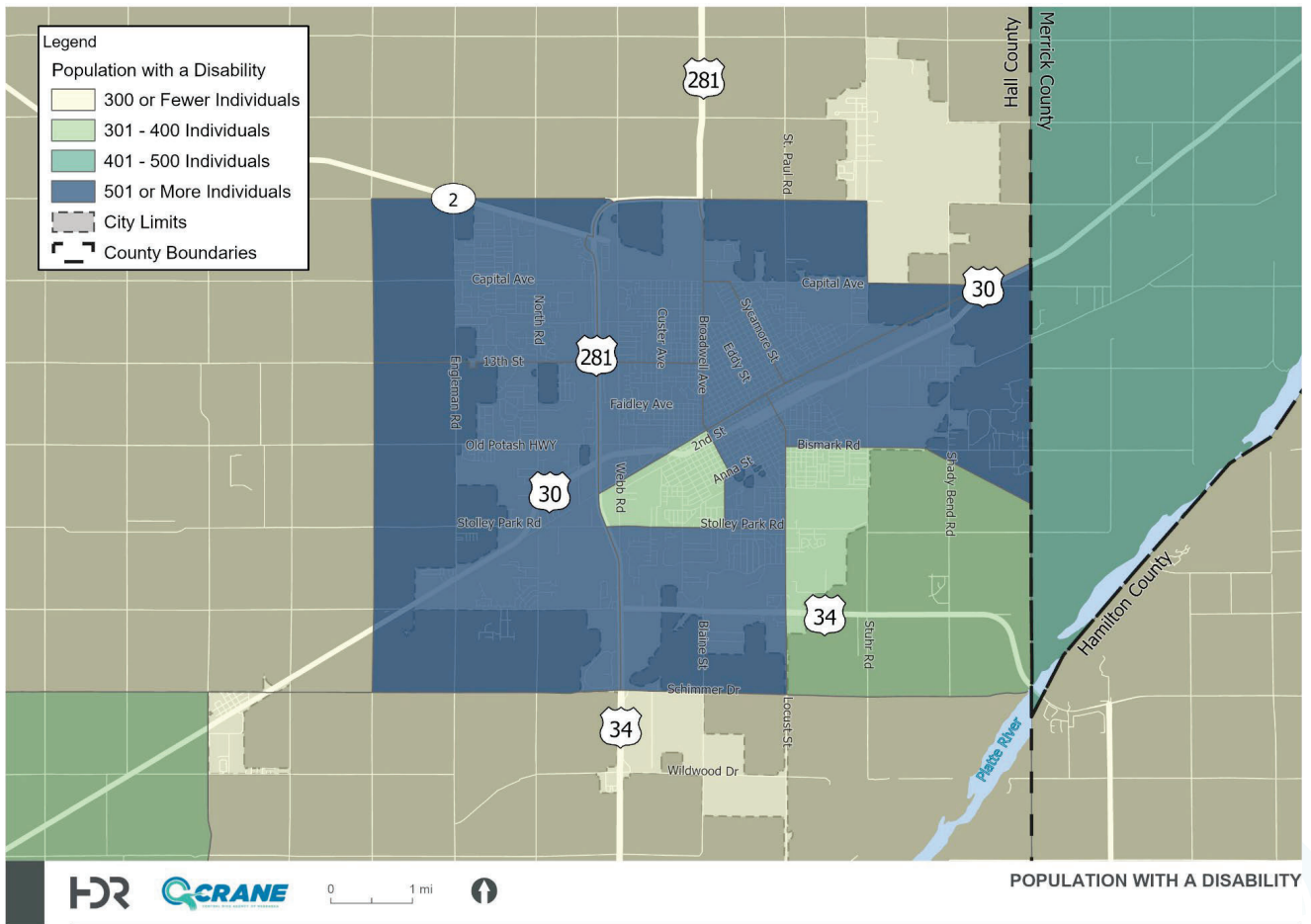
Source: ACS 2019 5-year Estimates

Figure 20: Population Over 65 Years of Age



Source: ACS 2019 5-year Estimates

Figure 21: Population with a Disability



Source: ACS 2019 5-year Estimates

Minority Population

Minority populations are more transit dependent than some other populations based on a variety of characteristics. Minority populations are more likely to live in densely populated inner-city communities, less likely to have access to a vehicle, and more likely to live farther from their places of employment when compared to non-minority populations.

The City of Grand Island is predominately White as presented in **Table 6**. The service also has a high Hispanic or Latino population at 31.6% according to 2014-2019 ACS 5-Year Estimates.

Table 6: Minority Populations in Grand Island

Race	Grand Island	Percent of Population
White Alone, Non-Hispanic	31,715	62.0%
Black or African American	1,498	2.9%
American Indian and Alaska Native	243	0.5%
Asian	640	1.3%
Hispanic of Latino	16,174	31.6%
Native Hawaiian and Other Pacific Islander	380	0.8%
Some other race	77	0.2%
Two or more races	663	1.4%
Two races excluding some other races	489	0.9%

Source: ACS 2019 5-year Estimates

Figure 22 presents the minority population within the service area. The data indicates that minority populations are densely concentrated on the eastern side of the service area, especially near McCain Foods, the 8th largest employer for the area.

Population Below Poverty Line

The poverty line is the income threshold below which a person would be living in poverty. If a family's total income is less than the family's threshold, then every individual in it is considered in poverty. Population below the poverty line is one of the primary components in determining underserved populations.

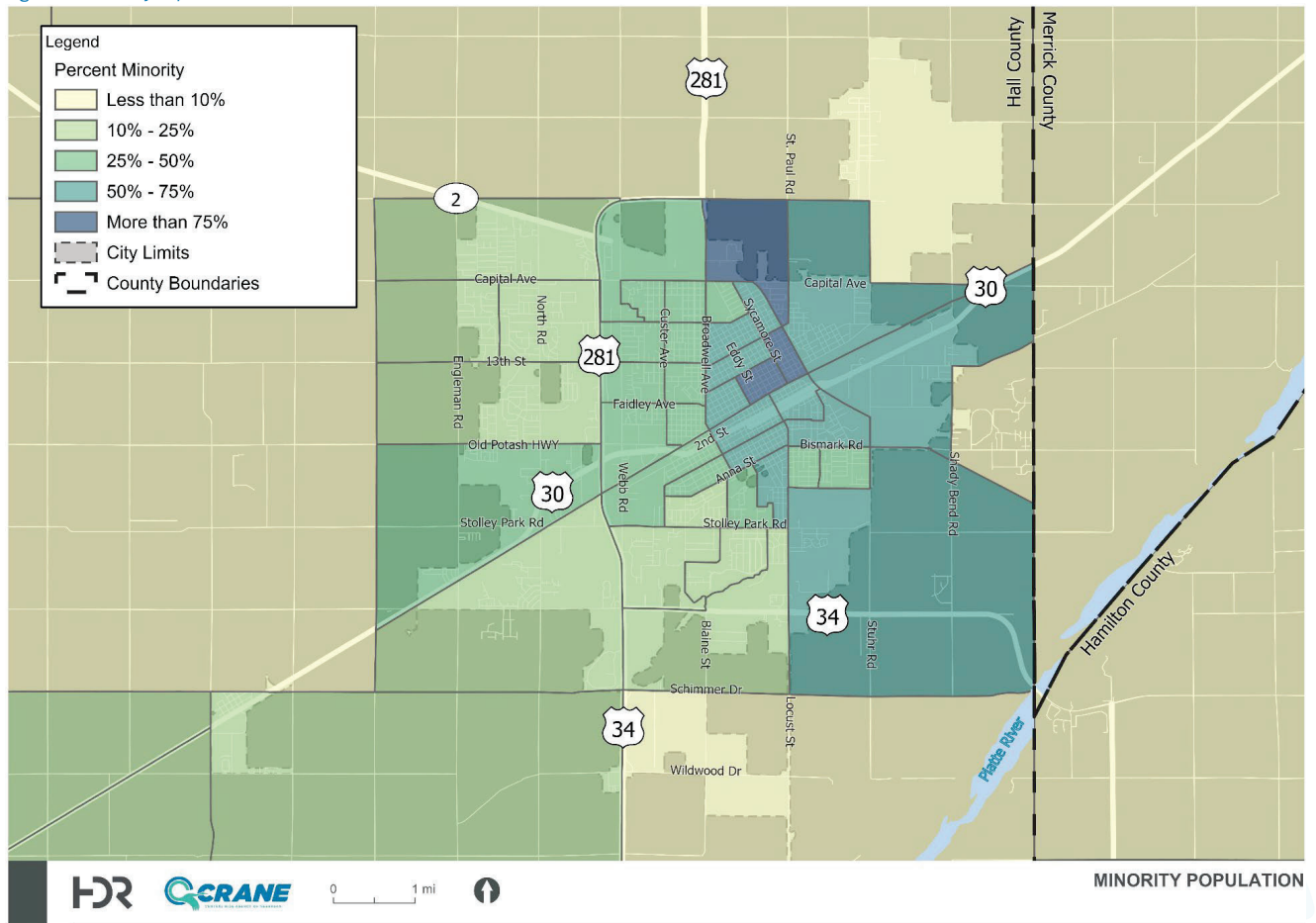
According to ACS 2019 5-year estimates 12.8% of Grand Island residents are below the poverty line. **Figure 23** presents areas with populations with 15% or higher below the poverty line. These populations are concentrated in two areas, the first cluster is located between Ryder Park and Capital Avenue in the north and the second is on the northeastern part of the city, beginning downtown and extending toward Merrick County.

Zero-Vehicle Population

Historically, the rate of households with zero vehicles available has decreased over time as the affordability and availability of motor vehicles has increased. Those households that continue to exist as zero-vehicle households either by choice or out of necessity, are heavily dependent on public transportation.

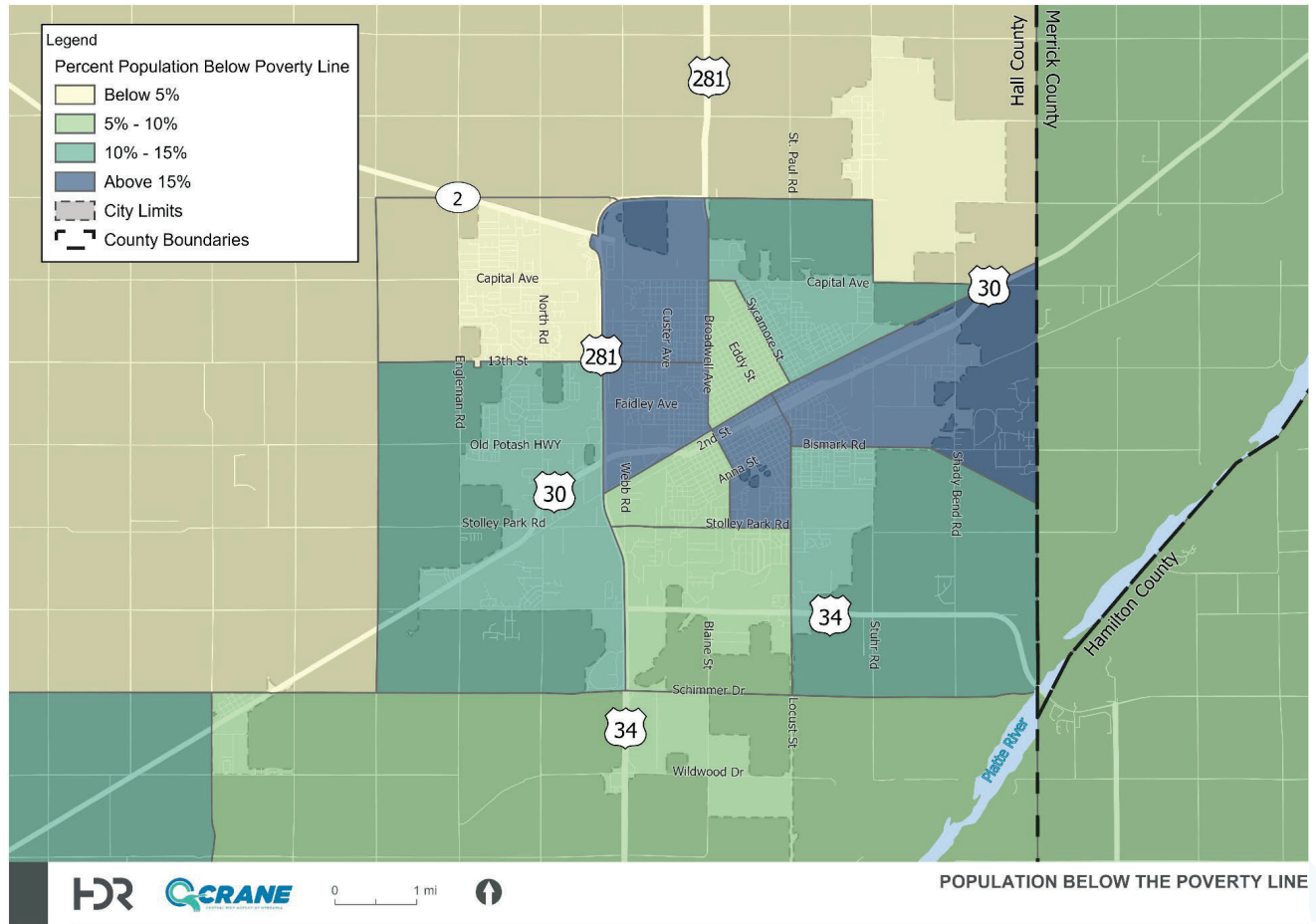
Figure 24 shows those households that do not have access to a personal vehicle. These populations are concentrated between North Broadwell Avenue and St. Paul Road. A second cluster of zero-vehicle households is found west of Sycamore Street between 4th and 7th Streets. Due to data availability limitations, zero-vehicle household data is shown at the census tract level.

Figure 22: Minority Population



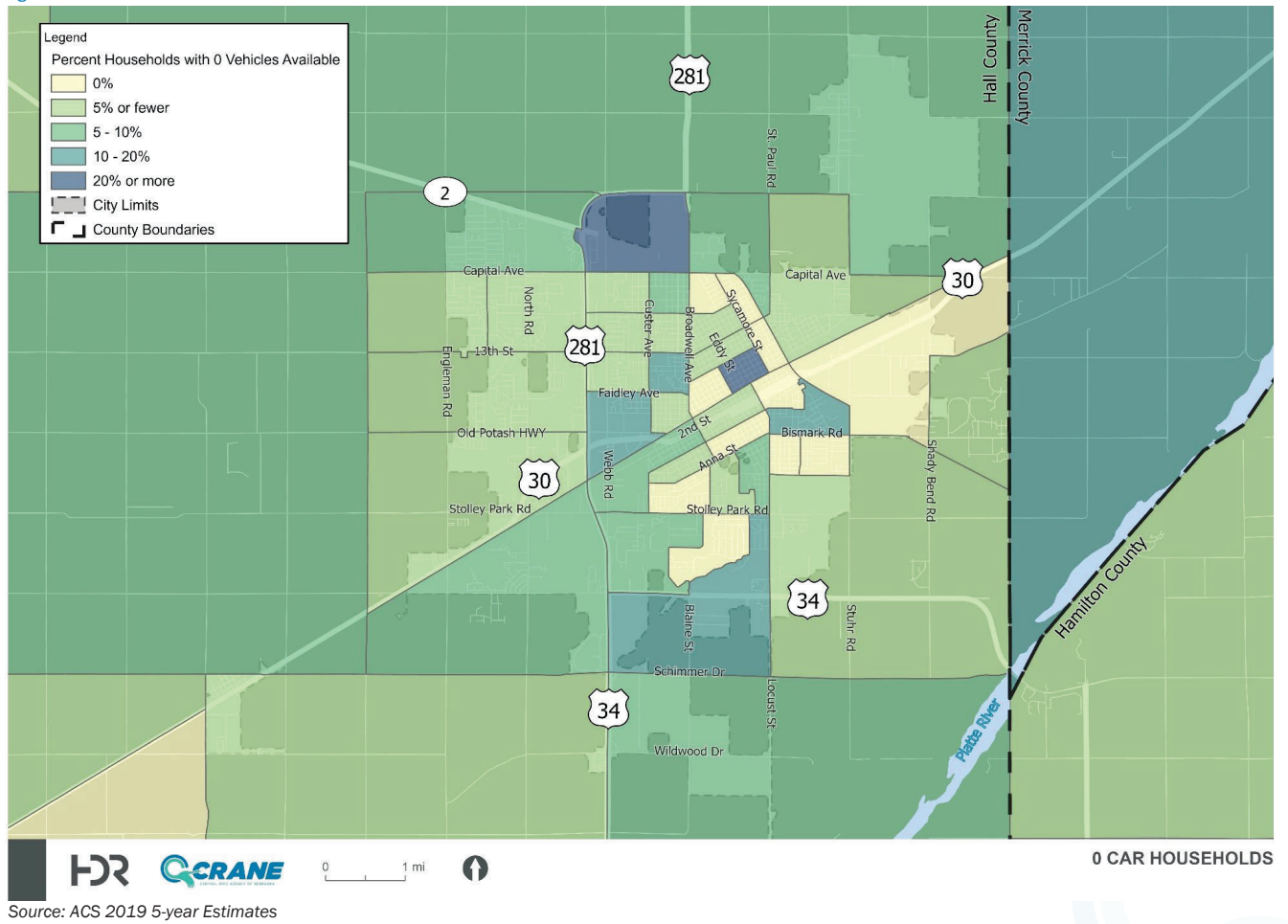
Source: ACS 2019 5-year Estimates

Figure 23: Population Living Below the Poverty Line



Source: ACS 2019 5-year Estimates

Figure 24: Zero Car Households



Transit Propensity

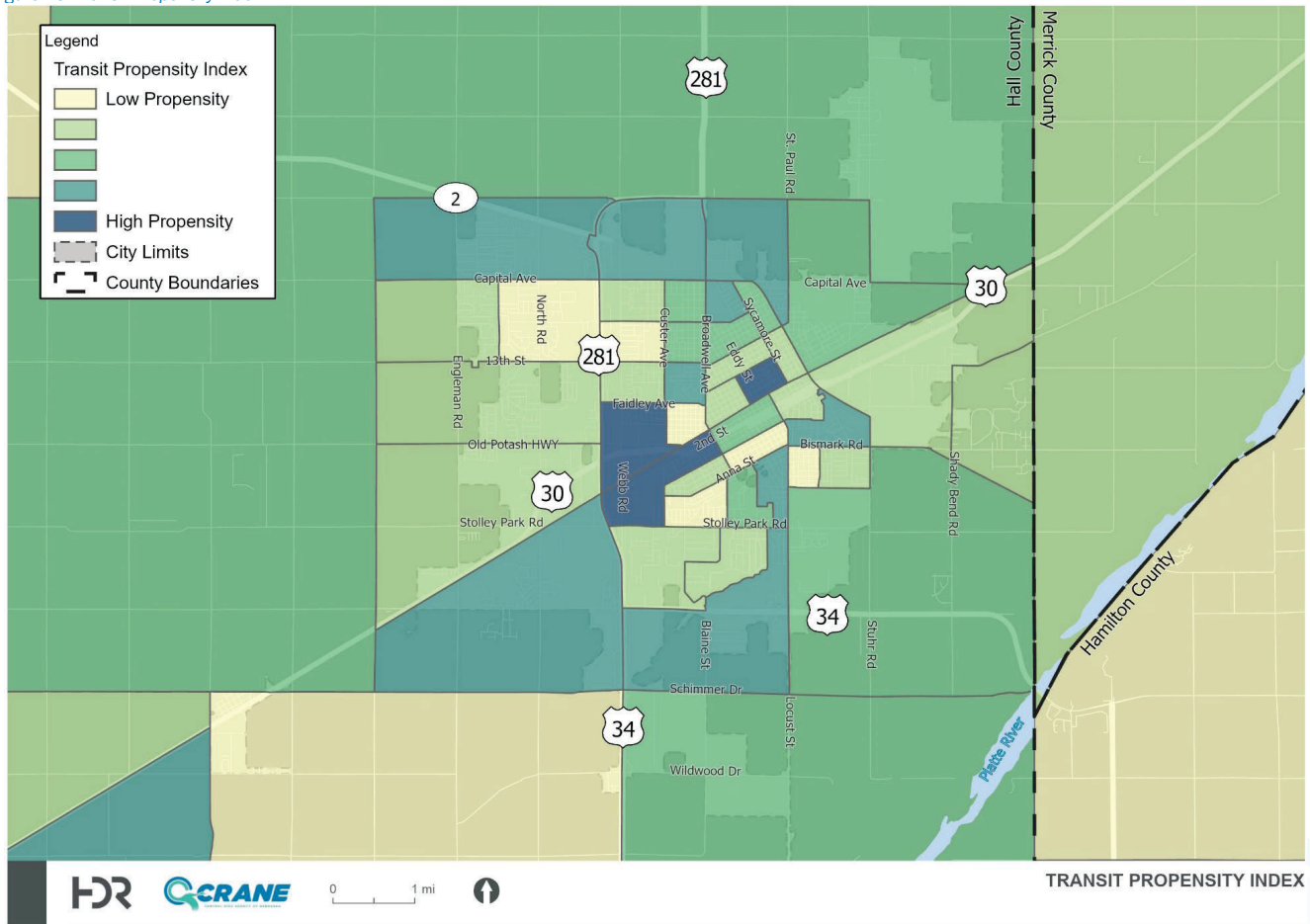
The transit propensity index, as presented in **Figure 25**, included an evaluation of six socio-economic indicators. To help define under-served populations, the following Census block group level population and household data from the 2019 American Community Survey (ACS) 5-year estimates were used:

- **Population Under 18:** Percentage of population 18 or below;
- **Population Over 65:** Percentage of population age 65 or above;
- **Population with a Disability:** Percentage of population with a cognitive or physical disability;
- **Minority Population:** Percentage of minority population;
- **Population Below Poverty Level:** Percentage of population below poverty level;
- **Households with zero vehicles:** Percentage of households with no access to a personal vehicle.

The analysis used a threshold for each of the above indicators, so that those census block groups that had a greater value than the mean value for any given indicator was given a score of one (1). The scores for the individual categories were then totaled across the six socio-economic indicators to generate a composite transit propensity score. For example, if a census block group had an above average number of people below poverty level and an above average number of households with no access to a personal vehicle, the census block group was given a score of two (2). The Propensity Score range has a maximum possible high score of six (6), indicating above average values for each of the six socio-economic indicators, and a minimum possible low propensity score of zero (0), which would indicate no above average values.

The resulting index highlights potentially high demand for public transit throughout much of the City of Grand Island. Block groups located along Capital Avenue, in downtown Grand Island, and south of Highway 34 demonstrated some of the highest propensity for transit use while block groups in the western part of urban area illustrated a lower propensity for transit usage. The block groups exhibiting higher propensity for transit use will be considered as priority areas for focusing system improvements.

Figure 25: Transit Propensity Index



Source: ACS 2019 5-year Estimates

Chapter 3 – Existing Transit Service

The existing transit service is an assessment of the service that is currently being provided and conditions in which they operate. This service analysis is done to develop a no-build base scenario as a starting point for future scenario recommendations.

Service Overview

CRANE is a public transit service that provides approximately 29,000 trips per year within the service area. Passengers are required to book a trip a minimum of 24 hours in advance with same day trips only when space is available. Weekday trips, for Monday through Friday, can be scheduled as early as 6:00 AM with the latest available pick-up time being 5:30 PM while Saturday rides are available beginning at 9:00 AM through 3:00 PM.

Fare Structure

Fare structure is the system set up to determine how much is to be paid by various passengers using a transit vehicle at any given time. The CRANE fare structure is presented in **Table 7**.

Table 7: CRANE Fare Structure

Fare Type	Fee
Regular Fare	\$2.00
First Child The first child accompanying a Regular Fare	\$2.00
Additional Child All children after the first child accompanying a Regular Fare	Free
Youth Rider Any unaccompanied youth age 12-18	\$2.00
Personal Care Attendant (PCA) An attendant accompanying and assisting an ADA eligible rider	Free
Card Type	Fee
10 Trip Card	\$20.00
20 Trip Card	\$40.00

Source: CRANE

Annual Ridership

Total annual passenger ridership for the service area, based on trip data from CRANE, was 31,666 in 2021. Despite impacts stemming from the COVID-19 public health pandemic, 2020 ridership was slightly higher than ridership in 2019 of 28,171, with an approximately 4 percent increase in passenger trips. This trend in increasing ridership persisted into 2021 as ridership increased by 7.6 percent over 2020 levels. **Figure 26** presents the total number of Passenger Trips between 2015 and 2021 as well as revenue miles and revenue hours for the service.

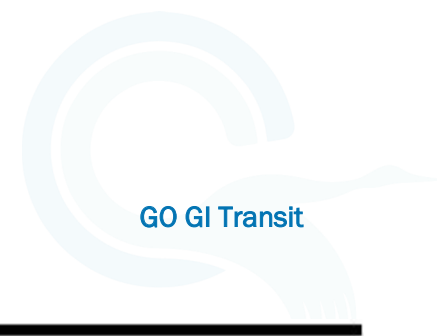
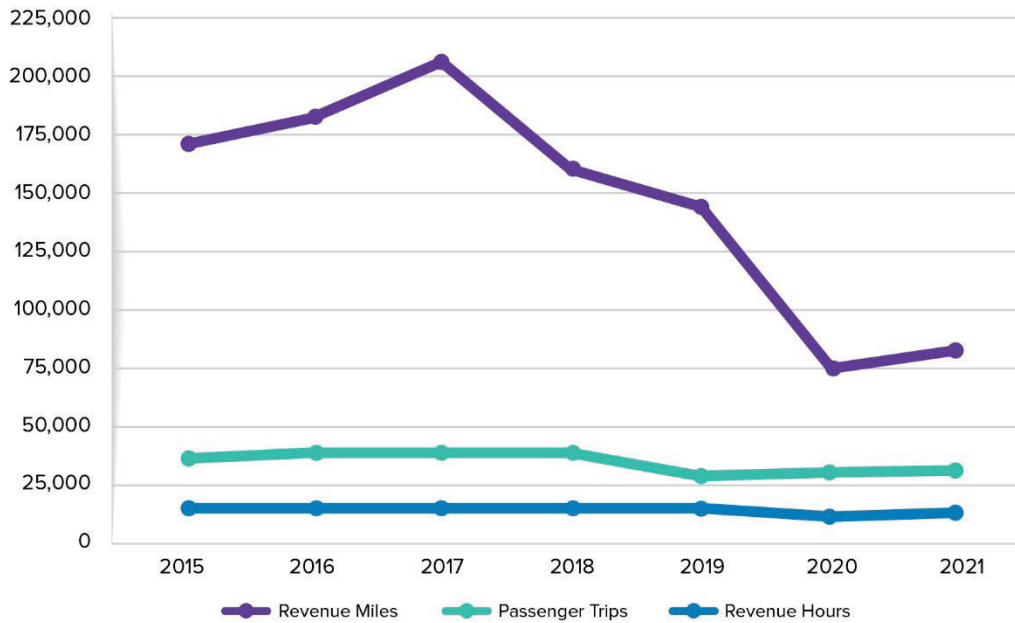


Figure 26: CRANE Annual Ridership, 2015-2021



Source: CRANE

Chapter 4 – Peer Review

A peer review analysis was conducted to compare the performance of the City of Grand Island’s transit system with similar systems operating in the United States. The aim of a peer review is to guide transit agencies in identifying and prioritizing problem areas. Selected performance indicators, effectiveness measures, and efficiency measures are provided in table and graphic form to demonstrate the performance of Grand Island compared to peer agencies. This analysis was performed using 2019 data.

The chosen performance measures are displayed in **Table 9**. For each selected measure, supplementary tables provide the City of Grand Island’s value, the minimum value among the peer group, the maximum value among the peer group, the mean of the peer group, and the percent deviation that the City of Grand Island’s values are from the mean.

Peer System Selection Methodology

The peer selection was conducted using 2019 National Transit Database (NTD) data. The peers were identified using the Transit Cooperative Research Program (TCRP) methodology. The TCRP uses five service characteristics and eight urban area characteristics as grouping factors in determining peer agencies, as described below:

Service Characteristics for Determining Peers

- **Total Vehicle Miles Operated:** Total distance traveled annually by revenue service vehicles, including both revenue miles and deadhead miles.
- **Total Operating Budget:** Reported total spending on operation, including administration, maintenance, and operation of service vehicles.
- **Percent Demand Response:** Percentage of demand response service for an agency, measured based on the number of vehicles operated in maximum service.

- **Percent Service Purchased:** Percentage of transit service purchased from outside service providers, measured based on the number of vehicles operated in maximum service.
- **Service Area Type:** An identifier for determining the service and extent of coverage of an agency.

The [Florida Transit Information System](#) (FTIS), which is a suite of web-based systems to aid agencies in transit planning, was the medium used to search for peer agency information; this system draws from NTD datasets and was selected for use due to its applicability for transit agencies outside of Florida.

Urban Area Characteristics for Determining Peers

- Urban Area Population
- Population Growth Rate
- Population Density
- State Capital
- Percent Population with a College Degree
- Percent Poverty
- Annual Delay (Hours) Per Traveler
- Freeway Lane-Miles Per Capita
- Distance

The data for all population-related variables was extracted from the American Community Survey (ACS). Likeness scores were first determined for each individual screening and peer-group factor. Next, total likeness scores were calculated from the individual scores. **The lower the score of a potential peer system, the more similar it is to the target system.** Based on the results of the TCRP peer selection process, four transit systems were selected for the peer review analysis. Additionally, the City of Wilson, NC’s mobility on-demand (MOD) system was chosen outside of the NTD database. The City of Wilson, NC recently contracted with Via, a transit technology company, to implement RIDE which is a mobility on-demand (MOD) transit service. While Wilson, NC was not included in the FTIS search, the data for this system was provided by agency staff and was used in the peer comparison. The selected peer systems are identified in **Table 8** and described in further detail below.

Table 8: Peer Transit Systems

Type	System	Location
TCRP Likeness Peers	Autauga County Rural Transportation	Prattville, AL
	Butler County Transit	El Dorado, KS
	Haywood Public Transit	Clyde, NC
	Cletran	Cleburne, TX
MOD	RIDE	Wilson, NC

Peer Systems

Autauga County Rural Transportation

Autauga County, Alabama is in the central portion of the state, just outside of the capital city of Montgomery. It is roughly 600 square miles and home to 59,000 people. The area is largely rural and

therefore does not offer fixed route transit service. Autauga County Rural Transportation, which is demand response only, serves elderly and disabled populations Monday through Friday from 7:30 AM to 4 PM. Services are provided on a first come, first served basis to the Montgomery Cancer Center and doctors’ offices in the Montgomery area. The route structure is based on city limits. Trips inside city limits are \$1.50 per way, trips outside city limits are \$1.75 and trips to Montgomery and out of county are \$3.00 per way.

Butler County Transit

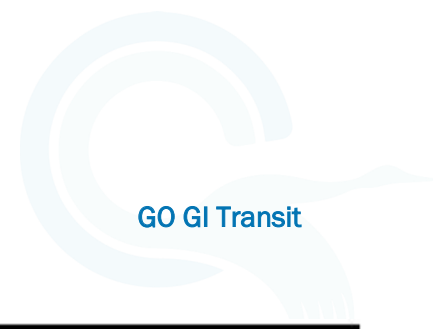
Butler County is situated in the southern portion of the state of Kansas and is the largest county by area in the state, with over 1400 square miles and a population of roughly 70,000. The Butler County Transit Program is in the city of El Dorado and provides public transportation services through the Butler County Department on Aging. The service is open to the public and offers curb-to-curb service as well as four routes. The Augusta and El Dorado routes are provided Monday-Friday from 8:30 AM to 4 PM. The Andover Route is by appointment only and runs Monday-Friday 8:30 AM to 12 PM. The Wichita Route runs Wednesday and Thursday, arriving in Wichita at 10:30 AM and leaves at 2 PM. The fares range from \$0.50 to \$4.00 per way.

Haywood Public Transit

Haywood Public Transit, located in Clyde, North Carolina, provides public transportation services for the Haywood County. The service is a division of Mountain Projects, Inc. which is a community based non-profit organization providing vital services to the elderly, disadvantaged, and general public in Western North Carolina. Transit service is provided by appointment only Monday-Friday from 6 AM to 5:30 PM. In addition to providing service in Haywood County, Haywood Public Transit connects to a deviated fixed route service provided by Mountain Mobility of Buncombe County to create regional mobility in Asheville and surrounding areas.



Source: Haywood Public Transit



Cletran

Cletran, or City/County Transportation, is the public transportation provider serving Johnson County, Texas. Johnson County is located within the Dallas–Fort Worth–Arlington metropolitan statistical area and has a population of over 170,000. Services provided include demand response, as well as the Interurban Commuter Bus route serving the cities of Cleburne, Joshua, and Burleson with connecting service to other cities in Johnson County and Fort Worth. The Interurban Commuter Bus terminates at the Intermodal Transportation Center in downtown Fort Worth to enable easy access to transfer to the T transit services in Fort Worth and the Trinity Railway Express (TRE) into Dallas. The hours of operation for demand response service vary by city but are roughly 12 hours per day, 5 days a week. The Interurban Commuter Bus has a set schedule running North 6 AM to 6 PM and South from 8 AM to 7 PM with four stops in between the Cleburne Intermodal Depot and the Fort Worth Intermodal Transfer Center.



Source: Cletran – City/County Transportation

RIDE

RIDE serves the City of Wilson, NC which is just east of The Triangle (Raleigh, Durham, Chapel Hill). In September 2020, the agency shifted from fixed route service to on-demand micro-transit service using the company Via. The decision to shift their system to on-demand micro-transit was made due to low fixed route ridership, gaps in the service provided by fixed route, high operating costs, and lack of transportation network companies (TNCs). When the program launched, the agency’s total operating cost per trip decreased from \$23.00 for fixed route service to \$11.00 for the new on-demand service. Transit ridership more than doubled in the weeks following the initial launch, where users waited an average of only 15 minutes for a ride once it had been booked via a smart phone device.



Source: RIDE | Wilson, NC

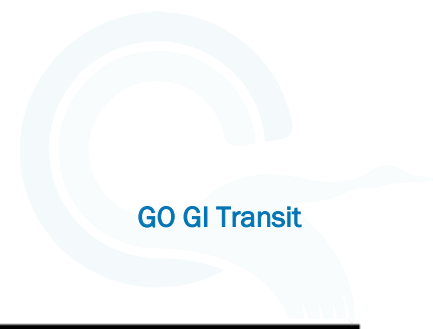
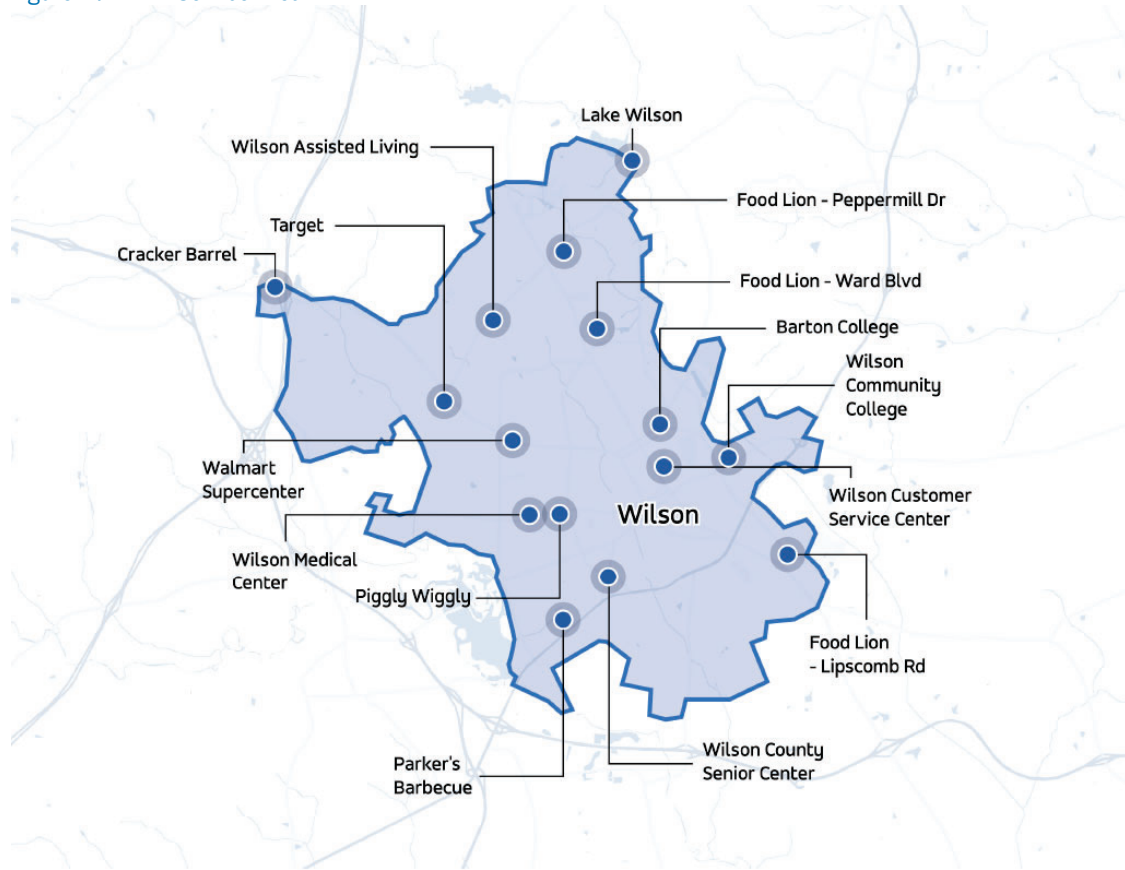


Figure 27: RIDE Service Area



General Performance Measures

The comparison of general performance indicators for the peer review systems is presented in this section. Performance indicators include population, population density, ridership, revenue miles and hours, and vehicles. **Table 9** provides a summary of how Grand Island compares with the peer group. Refer to **Appendix A** for more detail on the peer group performance measures comparison.

Table 9: Summary of Peer Review Performance Measures

Performance Measure	Grand Island	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	Grand Island % Deviation from Mean
Service Area Population	61,492	31,706	171,361	72,414	-17.8%
Service Area Population Density	113	44	236	158	-39.8%
Passenger Trips	28,171	19,307	105,606	44,129	-56.6%
Revenue Miles	145,603	72,761	353,601	231,078	-58.7%
Revenue Hours	13,798	5,856	22,478	16,055	-16.4%
Vehicles Operated in Maximum Service	11	7	20	13	-18.2%
Total Operating Expenses	\$603,707	\$220,584	\$1,097,057	\$734,124	-21.6%
Passenger Fare Revenues	\$66,869	\$10,293	\$158,409	\$61,349	8.3%

Summary of General Performance Measures

The City of Grand Island is closely aligned with its peers when comparing service area population, revenue hours, vehicles operated in maximum service, total operating expenses, and passenger fare revenues. Most of the values deviate within 25% from the peer group mean, except for service area population density, passenger trips, and revenue miles. Passenger fare revenues are 8% above the mean which indicates the fare is higher for Grand Island than most of its peers. The agency falls significantly below the mean of its peers for population density, passenger trips, and revenue miles. Passenger trips are skewed by the mobility on-demand system in Wilson, NC. Revenue miles are nearly 100,000 miles less than the average of the peer systems which is likely due to the relatively low number of trips conducted by Grand Island in 2019.

Effectiveness Measures

The categories selected to measure effectiveness were passenger trips per revenue mile, passenger trips per service area capita, and weekday span of service. A comparison of Grand Island’s performance versus that of the peer group is presented in **Table 10**. Refer to **Appendix A** for more detail on the peer group effectiveness measures comparison.

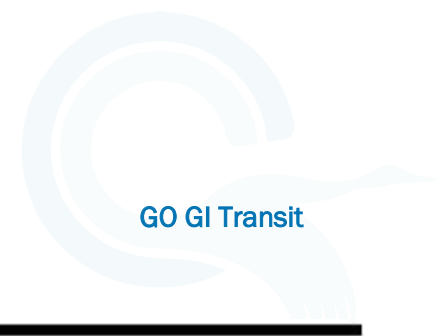


Table 10: Summary of Peer Review Effectiveness Measures

Effectiveness Measures	Grand Island	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	Grand Island % Deviation from Mean
Passenger Trips per Revenue Mile	0.19	0.10	0.27	0.23	-21.1%
Passenger Trips Per Service Area Capita	0.46	0.21	2.38	0.87	-76.1%
Weekday Span of Service (in hours)	11.50	7.50	15	11	4.3%

Summary of Effectiveness Measures

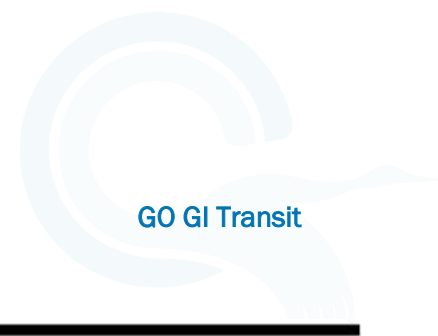
The City of Grand Island provides an effective service when compared to its peers. Grand Island’s trips per revenue hour are 21% below the mean; however, the mean is skewed by the mobility on-demand system in Wilson, NC. This is also the case for trips per service area capita. RIDE skewed the measure significantly since their trips are roughly five times that of the other systems. Grand Island operates 11.5 hours per day which is slightly above the mean weekday span of service.

Efficiency Measures

The selected efficiency measures were categorized by cost efficiency measures and operating ratios. **Table 11** provides a comparison of Grand Island and the peer group’s performance on efficiency measures. Refer to **Appendix A** for more detail on the peer group’s efficiency measures comparison.

Table 11: Summary of Peer Review Efficiency Measures

Efficiency Measures	City of Grand Island	Peer Group Minimum	Peer Group Maximum	Peer Group Mean	Grand Island % Deviation from Mean
Average Fare	\$2.37	\$0.34	\$2.42	\$1.22	94.3%
Farebox Recovery (%)	11.08%	1.28%	11.08%	6.35%	42.7%
Operating Expense Per Passenger Trip	\$21.43	\$11.00	\$31.08	\$19.60	8.6%
Operating Expense Per Revenue Hour	\$43.75	\$31.83	\$60.63	\$46.06	-5.3%
Operating Expense Per Revenue Mile	\$4.15	\$2.63	\$4.15	\$3.23	22.2%
Operating Expense Per Service Area Capita	\$9.82	\$3.20	\$22.56	\$12.09	-23.0%



Summary of Efficiency Measures

The City of Grand Island proves to run an efficient system when compared to its peers. The average fare for the City of Grand Island is nearly 100% higher than the average of its peers and in turn, the farebox recovery for the City of Grand Island is about 43% higher than the peer group average. The review of operating expenses for Grand Island revealed that they are below the average per revenue hour (5%) and service area capita (23%) but above average for per revenue mile (22%) and per passenger trip (8%).

Summary of Performance Indicators

The City of Grand Island is performing well compared to the peer systems. Passenger trips are relatively low due to the density of the area, which led to the dramatic difference from the mean for passenger trips per capita and revenue mile. The higher-than-average fare for Grand Island and farebox recovery provides for a cost-efficient system. The on-demand mobility system in Wilson, NC provides significantly more trips than the other peers because the demand response service functions more like a transportation network company, meaning the service can provide a variety of trip types for the rural population beyond the life-sustaining and medical trips that are typically the sole focus for demand response only systems. Additionally, Cletran in Cleburne, Texas has a large population and provides a commuter route that connects the rural area with the Dallas-Fort Worth metropolitan area. These systems skewed several of the performance measures as identified in the table below and in the corresponding graphics in previous sections. Overall, Grand Island’s system is functioning at the optimal level given the area’s demographic constraints. **Table 12** provides a summary of Grand Island’s performance relative to the peer services.

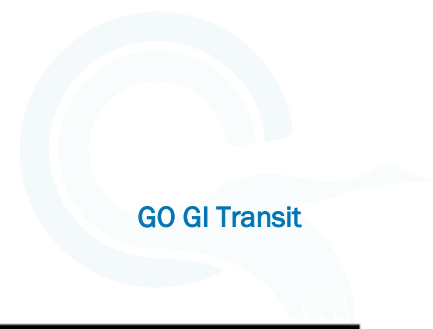
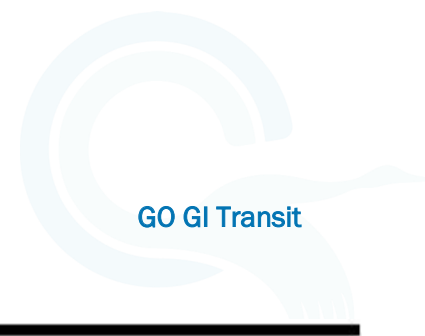


Table 12: Peer Review Summary




Performance Indicators/Measures	% Deviation from Mean
General Performance Indicators	
Service Area Population	-17.8%
Service Area Population Density	-39.8%
Passenger Trips	-56.6%
Revenue Miles	-58.7%
Revenue Hours	-16.4%
Vehicles Operated in Maximum Service	-18.2%
Total Operating Expense	-21.6%
Passenger Fare Revenues	8.3%
Service Supply	
Passenger Trips Per Capita	-76.1%
Passenger Trips Per Revenue Mile	-21.1
Quality of Service	
Weekday Span of Service	4.3%
Cost Efficiency	
Operating Expense Per Capita	-23%
Operating Expense Per Passenger Trip	8.6%
Operating Expense Per Revenue Mile	22.2%
Operating Expense Per Revenue Hour	-5.3%
Operating Ratio	
Farebox Recovery Ratio	42.7%
Fare	
Average Fare	94.3%



Chapter 5 – Situational Appraisal

The purpose of this chapter is to review the existing service area policies, procedures, and studies relevant to the Transit Development Plan. The plans reviewed in this chapter can be found in **Table 13**.

Table 13: Federal, State, and Local Plans Reviewed

Federal		<ul style="list-style-type: none"> • Bipartisan Infrastructure Law (BIL) • Coronavirus Aid, Relief, and Economic Security (CARES) Act • Coronavirus Response and Relief Supplemental Appropriations Act of 2021 • American Rescue Plan Act of 2021
State		<ul style="list-style-type: none"> • Nebraska's 2040 Statewide Transportation Plan • Grand Island/Hastings/Kearney Intercity Bus Study
Local		<ul style="list-style-type: none"> • Regional Transit Needs Assessment and Feasibility Study • 2045 Long Range Transportation Plan • Grand Island Area MPO Bicycle and Pedestrian Master Plan • CRANE Public Transportation Agency Safety Plan

Federal Policies, Procedures, and Studies

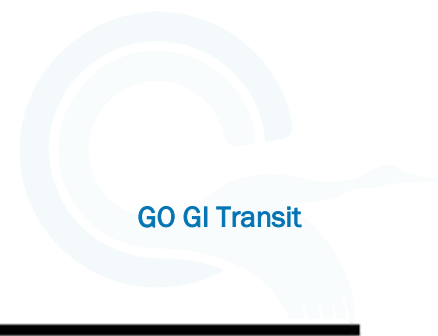
Bipartisan Infrastructure Law (BIL)

The Bipartisan Infrastructure Law, as enacted in Infrastructure Investment and Jobs Act of November 2021, reauthorized Federal surface transportation programs for fiscal years 2022 through 2026. This legislation provides additional funding to support local transit agencies while establishing several new transit programs. The BIL aims to advance public transportation through four priorities:

- Safety
- Modernization
- Climate
- Equity

While the BIL establishes these priorities, the program’s stated focus is to promote equity throughout transportation systems and support transit’s role in combatting climate change. As such, all FTA discretionary grant programs will focus on promoting equity.⁵

⁵ Federal Transit Administration, [Bipartisan Infrastructure Law](#)



Coronavirus Aid, Relief, and Economic Security (CARES) Act

The Coronavirus Aid, Relief, and Economic Security (CARES) Act provided \$25 billion to transit agencies to help to prevent, prepare for and respond to the COVID-19 pandemic. The Federal Transit Administration (FTA) allocated \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding is provided at a 100 percent federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. Eligible expenses include operating expenses incurred beginning on January 20, 2020, and other expenses to maintain transit services such as paying for administrative leave for transit personnel due to reduced operations during an emergency.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) includes \$14 billion in supplemental appropriations allocated to support the transit industry during the COVID-19 public health emergency. These funds are distributed among urbanized areas (\$13.26 billion), rural areas and tribes (\$678.2 million), and Enhanced Mobility of Seniors and Individuals with Disabilities (\$50 million). Like the CARES Act, the supplemental funding is provided at 100-percent federal share, with no local match required.

American Rescue Plan Act of 2021

The American Rescue Plan Act of 2021 (ARP) includes \$30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population.

The relief funds are distributed as follows, at 100-percent federal share:

- \$26.6 billion to be allocated by statutory formulas to urbanized and rural areas and tribal governments
- \$2.2 billion to FTA grant recipients in communities that demonstrate additional pandemic-associated needs.
- \$1.675 billion for projects in the Capital Investment Grants (CIG) Program
- \$50 million under the Enhanced Mobility of Seniors and Individuals with Disabilities formula program
- \$25 million for competitive planning grants
- \$5 million for competitive tribal grants

State Policies, Procedures, and Studies

Nebraska's 2040 Statewide Transportation Plan

The 2040 Statewide Transportation Plan (STP) serves as the guide to Nebraska's multimodal transportation system, providing a vision and series of system goals and objectives, the strategies and policies necessary to achieve the Plan's vision, and metrics for evaluating progress made towards these goals. The key themes related to public transit found in the 2040 STP include:

- **Mobility choices for people and freight:** Provide efficient, affordable, and equitable options across all modes for moving people and goods throughout Nebraska and beyond.
- **Safety:** Provide a transportation system in Nebraska that is safe for all users.

- **Support for economic and community vitality:** Choose investments in Nebraska’s transportation system that best support the vitality of Nebraska’s economy and all of its communities.

Grand Island/Hastings/Kearney Intercity Bus Study

The Grand Island/Hastings/Kearney Intercity Bus Study, published in 2020, was conducted to evaluate the feasibility of daily intercity bus service between Grand Island, Hastings, and Kearney. The study was based on NDOT’s recognition of the need to increase mobility for residents and visitors of these communities and a series of potential service routes were identified. The potential implementation of this service could build off existing CRANE service and provide additional ridership that can support further investment in Grand Island’s public transit system.

Local Policies, Procedures, and Studies

Regional Transit Needs Assessment and Feasibility Study

GIAMPO published the Regional Transit Needs Assessment and Feasibility Study in 2017. This Study provides an overview of existing transit services in the GIAMPO region, analyzes transit demand, develops short-term public transit opportunities, and presents a 3- to 5-year budget and implementation plan for regional transit improvements; this study provides the backdrop for transit opportunities within the community and set the direction for short-term transit priorities. The implementation plan can be found in **Table 14**.

Table 14: Regional Transit Needs Assessment and Feasibility Study Implementation Plan

Initial Implementation Steps		2018	2019
1	Research Rideshare software program options and develop Request for Proposals (RFP) for purchasing the Rideshare software for implementation.	✓	
2	Implement Rideshare software and coordinate with software developer staff to design software infrastructure relative to local and regional needs.	✓	
3	Coordinate with Enterprise Vanpool program representative and establishments such as JBS and Veterans Home.	✓	
4	Finalize contract with vendor and rollout Enterprise Vanpool program.		✓
5	Develop general marketing plan for community outreach and awareness for transit services.	✓	
6	Continue coordination with Nebraska Department of Transportation (NDOT) on the Intercity Bus Plan.	✓	✓
7	Coordinate with NDOT to develop RFP for Intercity Bus Service Operations Plan and Park and Ride Study.	✓	
8	Coordinate with local agencies and establishments to fund the local match for the vehicles and other capital improvements for intercity bus service.	✓	
9	Develop Bid for service contract of transit operations.	✓	
10	Develop RFP for transit facility preliminary planning		✓

2045 Long Range Transportation Plan

The GIAMPO 2045 Long Range Transportation Plan (LRTP) is a 25-year plan which prioritizes those projects in the Urbanized Area that best meet the future transportation needs in the region. The LRTP was developed through public outreach and a technical assessment of how all modes of the service

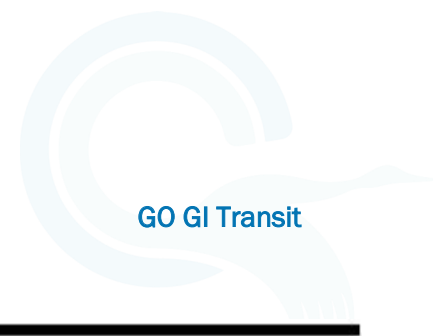
areas transportation network work together as a single integrated system. This approach included an analysis of every mode to include public transit. The GIAMPO also projected future population and employment need to provide planning guidance for the next 25 years. The final 2045 LRTP includes strategies to align future planning efforts and a prioritized list of initiatives based on funding constraints, a technical analysis, and community input and stakeholder feedback. The guiding principles including in the development of the LRTP are presented in **Table 15**.

Table 15: LRTP Goals and Objectives

Goal	Objective
System Safety	<ul style="list-style-type: none"> • Reduce the incidence and rate of crashes • Reduce severe injury and fatal crashes • Reduce bicycle and pedestrian crashes
Multimodal Connectivity and Accessibility	<ul style="list-style-type: none"> • Provide improved connections to key destinations across the community • Reduce regional freight impediments • Increase the connectivity of the bicycle and pedestrian system • Continue to provide quality public transit services
Economic Development	<ul style="list-style-type: none"> • Identify transportation strategies that support economic development projects • Identify transportation strategies that provide enhanced access to jobs for low-income residents • Provide active transportation options that promote the health and well-being of residents
System Preservation	<ul style="list-style-type: none"> • Identify sufficient financial resources to maintain all Federal-Aid streets and bridges in fair or good condition
Environment and System Resiliency	<ul style="list-style-type: none"> • Promotes energy conservation, especially for non-renewable energy sources • Transportation projects should limit impacts to the natural and build environment • Invest in alternative and renewable fuel infrastructure when practical • Identify strategies to make transportation infrastructure more resilient to natural and manmade events
Traffic Operations and System Reliability	<ul style="list-style-type: none"> • Limit the emergence of recurring congestion • Improve travel reliability on arterial roadways • Support high levels of freight reliability on the state highway system

Grand Island Metropolitan Area Bicycle and Pedestrian Master Plan

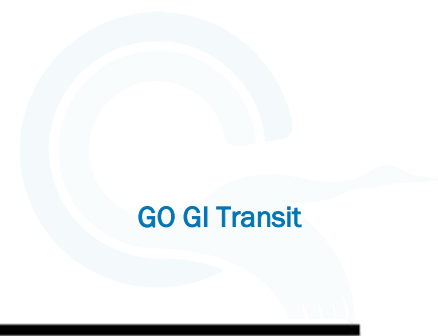
Adopted in 2018, the Grand Island Metropolitan Area Bicycle and Pedestrian Master Plan seeks to provide a framework for expanding the local bicycle and pedestrian network. The Plan aims to create a network for bicycle and pedestrian users that meets the needs of all residents while providing safe and direct connections to community destinations. Plan recommendations identify bicycle and pedestrian improvements that can support Grand Island’s transit system and result in an expansive multi-modal network wherein users are able to rely on both the transit and active transportation systems to meet their travel needs.



CRANE Public Transportation Agency Safety Plan

CRANE's Public Transportation Agency Safety Plan (PTASP) is a Federally required document for transit agencies receiving Federal funds under FTA's Urbanized Area Formula grants. The PTASP serves as CRANE's safety plan and includes processes and procedures to implement Safety Management Systems (SMS).⁶ The existing PTASP details safety performance targets, policies, risk management, safety assurance, and safety promotion measures for Grand Island's public transit operations.

⁶ Federal Transit Administration, [Public Transportation Agency Safety Plans](#)



Chapter 6 – Goals and Objectives

The goals and objectives developed as part of the TDP provide the framework for realizing the vision articulated for Grand Island’s future transit system. These goals and objectives aim to reflect the values of the Grand Island community while aligning with other local and regional planning efforts. Development of the goals and objectives was completed through a review of the baseline conditions, past transit planning goals and objectives, and input gained from community members during public engagement activities.

Guiding Principles, Goals, and Objectives

The main goals and subsequent objectives were developed around five guiding principles.

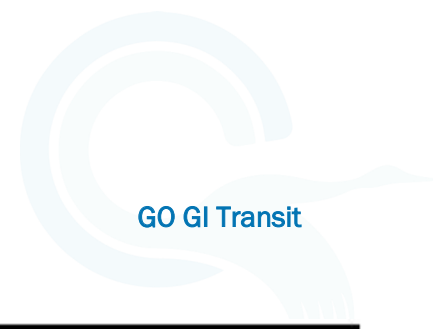
Vision Statement

“Public transit is crucial to the future of our community. A transit system is important for the community because thousands of individuals use CRANE every year to get to and from work, education and training, health care access, and more. This improves overall quality of life and leads to a stronger, more vibrant community for all.” - GO GI Transit

Guiding Principles

A set of five guiding principles were established to provide cohesive themes for the development of the goals and objectives. The guiding principles are presented in **Figure 28**.

Figure 28: Guiding Principles



Goals and Objectives

The goals and objectives were developed and finalized based on the findings of the Situation Appraisal, input from public involvement, and stakeholder engagement. The guiding principles, goals, and related objectives are presented in **Table 16**.

Table 16: Goals and Objectives

Performance and Efficiency
Goal 1: Enhance service performance and efficiency.
Objective 1.1: Improve ridership productivity of the transit system.
Objective 1.2: Improve cost-efficiency of the transit system.
Objective 1.3: Increase transit availability by using technology.
Objective 1.4: Identify service improvements that are anticipated to increase transit ridership.
Objective 1.5: Identify and pursue diverse funding sources.
Objective 1.6: Promote staff retention and development.
Collaboration
Goal 2: Continue to seek new and expand existing partnerships to support transit ridership growth and provide equitable service to low income, elderly, disabled, and other transportation disadvantaged populations.
Objective 2.1: Develop relationships with key stakeholders and major employers to support community initiatives that promote economic development.
Objective 2.2: Develop transit-friendly land use policies, regulations, and land development criteria.
Objective 2.3: Partner with the local colleges and post-secondary institutions to inform the faculty, and students about the system and its viability as an alternative commuting option.
Safety and Security
Goal 3: Establish and manage safety activities to minimize risk and create a culture of employee, passenger, and pedestrian safety and security.
Objective 3.1: Implement and maintain a hazard identification.
Objective 3.2: Maintain the transit system in a State of Good Repair.
Objective 3.3: Achieve a level of safety performance that meets or exceeds the agency's established performance targets.
Objective 3.4: Expand employee training opportunities.
Technology
Goal 4: Identify opportunities to pursue and implement transit technology options where needed.
Objective 4.1: Evaluate the feasibility of alternative and renewable fuel infrastructure when practical.
Objective 4.2: Invest in data sharing and collection technologies when practical, such as automatic passenger counting (APC), automatic fare collection (AFC), or automatic vehicle location (AVL)
Objective 4.3: Evaluate the feasibility of integrating new and emerging technologies when practical.
Public Awareness
Goal 5: Improve CRANE service awareness and public support.
Objective 5.1: Develop a continuing public involvement campaign that includes surveys, discussion groups, interviews, and participation in public events.
Objective 5.2: Increase the agency's social media presence to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits.

Chapter 7 – Public Involvement

Informative, educational and timely input from the public is a critical element of the TDP process. Receiving feedback that reflects the community’s goals and values will help ensure CRANE understands the public’s views as future service plans are developed.

Public involvement activities conducted as part of the TDP included focus group meetings with key stakeholders, interviews with community leaders, public engagement booths held during Project Connect, and virtual outreach in the form of a project website and web surveys. This chapter of the TDP summarizes the outcomes of the major public involvement activities while **Appendix B** contains a comprehensive documentation of each public involvement activity.

Key Stakeholder Focus Group Meetings

Key stakeholder focus group meetings were hosted by the City of Grand Island during the development of the TDP. A total of nine meetings were held with the intent of bringing together representatives of key groups to inform them of the GO GI Transit planning process and solicit feedback on plan topics including existing conditions and system gaps, potential transit service options considered in the scenario assessment process, plan recommendations, and the TDP implementation plan.

Participants in the focus group meetings were organized based on the groups they represent. These groups are summarized in **Table 17**. Each group met three times throughout the development of the TDP. Notice of these meetings was circulated via legal ads and press releases; a Spanish translator was available at all meetings to ensure all attendees were able to participate fully in discussion.

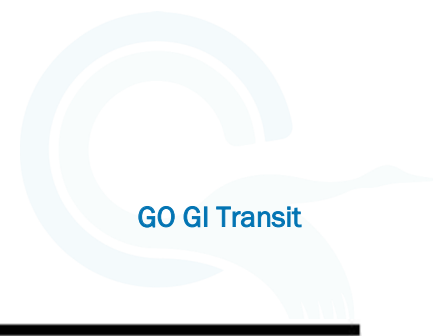
Table 17: Grouping of Key Stakeholders for the GO GI Transit Plan Focus Group Meetings

Focus Group	Focus Group Description
Economic / Transportation / Businesses / Health:	Area chambers of commerce, economic development corporations, and large employers
Agency:	City of Grand Island and Hall County public officials
Education / Community Organizations:	Public and post-secondary institutions, non-profit groups, human services groups, emergency responders, and others operating in the GIAMPO region

Focus Group Meeting #1

The first set of focus group meetings was held at the Grand Island City Hall Community Meeting Room on December 13, 2021. The purpose of this meeting was to inform key stakeholders of the TDP planning process while offering the groups an opportunity to share their thoughts on what the existing needs of Grand Island’s transit system are. Overall, 45 individuals participated in the meetings with the breakdown of attendees by focus group shown below:

- **Economic / Transportation / Businesses / Health Group:** 7 attendees
- **Agency Group:** 8 attendees
- **Education / Community Organizations Group:** 31 attendees



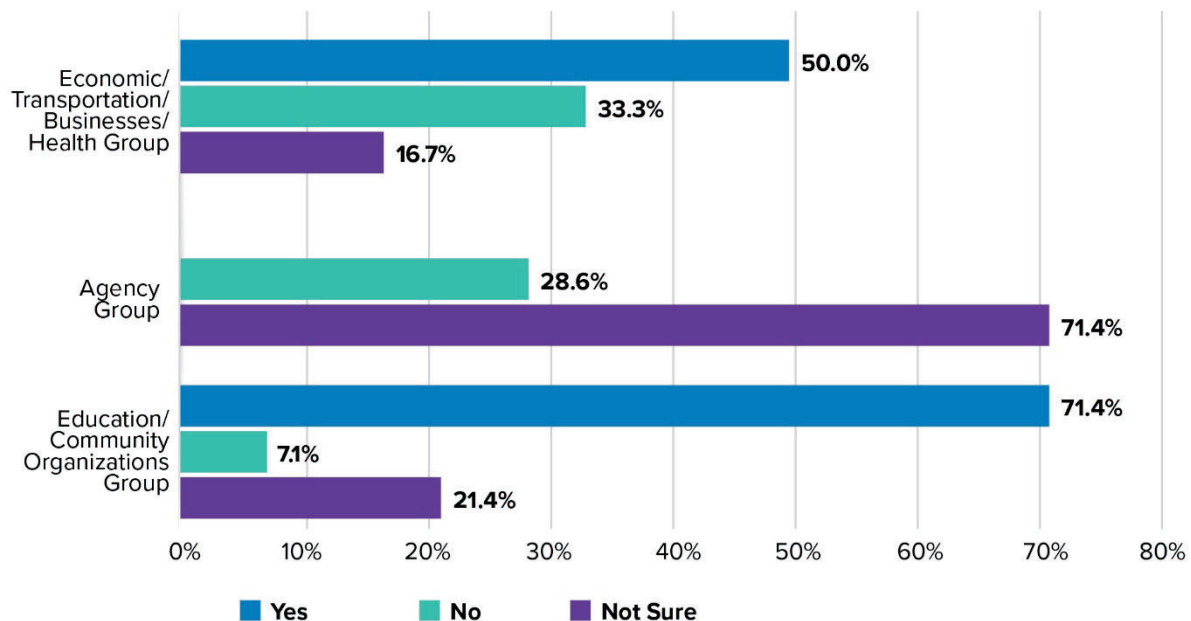
The meetings began with a presentation providing an overview of the current transit system, the GO GI Transit planning process, and their role in providing input. Next, they were invited to participate in three activities:

1. **Background Poll:** Attendees were polled to gather an understanding of their and their constituents use of CRANE, as well as ability to book rides.
2. **Barriers Identification Activity:** This activity allowed participants to identify barriers that either they or their constituents had experienced with the current transit service.
3. **Mapping Activity:** Attendees used tabletop maps of the City of Grand Island and Hall County to mark transit generators, locations of transit opportunity, and gaps in the system.

Background Poll Activity

Input shared during the background poll activity indicated most attendees have not used CRANE public transit before but are aware of the service and how to book a ride. Overall, attendees shared that member of the communities they represent either use CRANE transit or they are unsure if their constituents use the service, as shown in **Figure 29**.

Figure 29: Focus Group Responses to Constituents Use of CRANE



Barriers Identification Activity

The barriers identification activity provided valuable insight into the existing challenges to transit in the Grand Island community. Common barriers mentioned across all three focus groups included a general lack of awareness of transit and how to use the service, a lack of an online option for booking rides, and current hours of service. Additional barriers mentioned during the focus group meetings are shown in **Table 18**.

Mapping Activity

The mapping activity asked attendees to provide input on current transit generators, transit opportunities, and existing transit gaps on a tabletop map of Grand Island. Some of the feedback gained during this activity identified major employment and retail centers as transit generators while

medical centers and redevelopment sites serve as opportunities to enhance transit services. The full results of this activity are in **Appendix B**.

Table 18: Barriers Identification Activity Comments

Focus Group	Comment
Economic / Transportation / Businesses / Health	24-hour lead time required (example: vehicle won't run)
	Translation was barrier, now calls are translated if needed
	Stigma associated with transit use - not part of Nebraska culture
	Don't know about CRANE
	Learning/comfort with the system
	Trust can be a barrier from vulnerable populations
	App/online booking option
Agency	Perceptions of service
	Not a "bus line"
	Education piece - how to use service
	Consider "fixed route" to JBS?
	24-hour notice for trip
	Potential hours of service
	Seasonal needs for parks & rec
Education / Community Organizations	24-hour booking lead time is too long
	Trip needs change over the day
	Service hours need to be longer
	Night shift needs
	Lower age threshold desired
	Lack of awareness/need to educate
	Language for awareness
	Operator can use translator on bus
	Fixed route can eliminate barrier to understanding service
	Hours of operation (ex: night shift and after school)
	Intercity (tri cities) concern of potential confusion with two transit services

Community Youth Council Meeting

Another opportunity to solicit feedback from Grand Island area residents came at the Grand Island Community Youth Council (CYC) meeting held on Monday, December 13, 2021 at the Grand Island City Hall Community Meeting Room. The CYC meeting had 10 attendees, which included sophomores, juniors, and seniors from local high schools. During this meeting, the students were given a brief presentation providing an overview of the current transit system, the GO GI Transit planning process, and their role in providing input. The CYC attendees were also invited to participate in activities similar to those held during the focus group meetings.

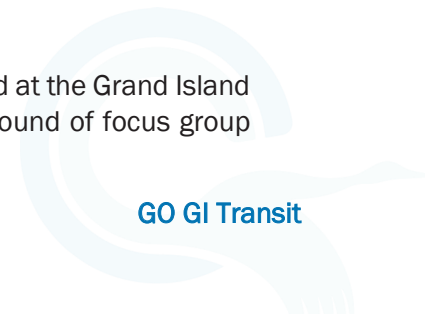
Based on the feedback from the CYC group, the main challenges of the existing CRANE system are:

- The 24-hour notice time to guarantee a ride
- CRANE's service hours as opposed to Uber or Lyft's 24-hour service

Full documentation of the CYC group's feedback is found in **Appendix B**.

Focus Group Meeting #2

The second series of focus group meetings were hosted by the City of Grand Island at the Grand Island City Hall Community Meeting Room on May 31, 2022. The goal of the second round of focus group



meetings was to provide an opportunity for community representatives to give their input on the three potential transit service options being considered in the study.

The same focus groups from Meeting #1 were invited to the second round of meetings; stakeholder attendees were organized into the same groups. Attendance for meeting #2 is summarized below:

- **Economic / Transportation / Businesses / Health Group:** 8 attendees
- **Agency Group:** 10 attendees
- **Education / Community Organizations Group:** 23 attendees

The meetings began with a presentation providing an overview of the current transit system, a status update on the GO GI Transit plan schedule, and a summary of key findings from the December focus group meetings and survey. Next, attendees were invited to participate in the following activities:

1. **Expansion of Service Activity:** Attendees were polled to gather an understanding of which expansion features of the current transit service they find most important.
2. **Mobility on Demand (MOD) Activity:** This activity allowed participants to identify the advantages and disadvantages of adding a MOD service.
3. **Fixed Route Mapping Activity:** Attendees used tabletop maps of the City of Grand Island and Hall County to mark areas for possible fixed route opportunities.

Expansion of Service Activity

Results of the expansion of service activity poll found that stakeholders across all three groups believe same-day booking capabilities and longer operating hours are the most important features of expanding current transit service. All three groups indicated that more weekend hours are preferable to service on holidays.

Mobility on Demand Activity

The MOD activity was structured as discussion in which stakeholders were invited to talk through the perceived advantages and disadvantages of a MOD service model. Common themes related to the advantages of MOD shared between the groups included the convenience and flexibility a MOD system enables and the potential of this system to attract higher ridership levels. Common themes regarding the disadvantages of a MOD system were concerns over increased costs of operating this type of system as well as the potential technology barrier for users who do not have access to a smart phone or computer. **Table 19** summarizes the advantages and disadvantages each group identified during the MOD activity.

Fixed Route Mapping Activity

The third activity invited attendees to review a tabletop map depicting potential fixed routes, similar to **Figure 33** in the Scenario Evaluation chapter (**Chapter 8** – Scenario Evaluation). Attendees who participated in the fixed route mapping activity commented on the density of land uses needed to support fixed route service and destinations to consider when planning routes. The complete stakeholder input can be found in **Appendix B**.



Table 19: MOD Activity Comments

Focus Group	Advantages	Disadvantages
Economic / Transportation / Businesses / Health	Visitors know how to use	Competition for users could drive up CRANE ADA costs
	Less pre-planning for rider	Contracts with large / corporate providers can be hard to manage
	Flexibility for users	Cost to operate
	Opens to more potential riders	Riders may have a longer walk to the bus compared to door-to-door pickup
Agency	Rebrand the system	Gets rid of market for regular Uber/Lyft service
	More riders	
	Same day service	
Education / Community Organizations	Tailored service to meet need	Digital access barrier for all?
	Can see it leading to more ridership i.e not waiting for bus at the stop	More drivers or vehicles
	Convenient	Cost?
	Attracts more demographics	Technology requirement
	Attract additional services	24 hour?
	Pilot 3 years could determine ridership for future fixed route	Advanced booking still required?
	CCC classes end at 9:00 p.m.	What if there aren't drivers for MOD (Uber, etc.)
	More incentive for drivers flexibility	
	New system may attract drivers due to demand (ex: Doordash)	
	MOD for 2-3 years could aid with a 'stereotype' of users to cater to more fixed	
	24 hours services? Would be beneficial for after bars downtown	
	What are the other types of models?	
Public private partnership		

After the three activities wrapped up, attendees were invited to take a final poll to gauge their preferences in terms of the scenarios presented to them during the focus group meetings. Overall, focus group members demonstrated a preference for the MOD scenario, followed by the fixed route service scenario. Expansion of the current system took third place in the voting. **Figure 30** summarizes the breakdown of focus group participant votes.

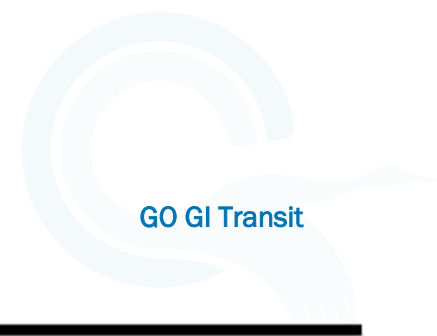
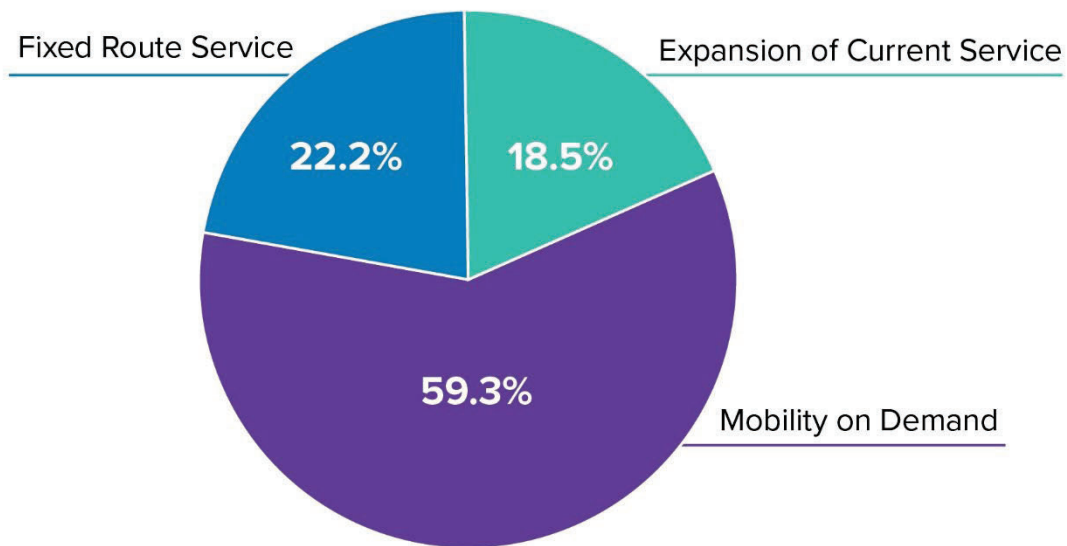


Figure 30: Key Stakeholder Preferences for GO GI Transit Scenarios



Focus Group Meeting #3

The third series of focus group meetings were hosted by the City of Grand Island at the Grand Island City Hall Community Meeting Room on October 27, 2022, and a virtual meeting was held October 31, 2022 as a supplementary meeting for those unable to attend the October 27th Education / Community Organizations group session. The aim of Focus Group Meeting #3 was to present the draft TDP recommendations and gather feedback from key stakeholders. A total of 23 stakeholder representatives attending the third round of focus group meetings:

- **Economic / Transportation / Businesses / Health Group:** 9 attendees
- **Agency Group:** 6 attendees
- **Education / Community Organizations Group:** 3 attendees
- **Virtual Option:** 5 attendees

Attendees at the focus group meetings were given a brief presentation providing an overview of the current transit system, a status update on the GO GI Transit plan schedule, and a summary of key findings from the May focus group meetings and survey. Next, the team mentioned the overarching recommendation is to continue baseline operations and explained regarding the three scenarios (expansion of current service, mobility on demand, fixed route service) that based on need and available funding, the City is moving forward with service expansion. They shared more on the phasing and funding options that accompany a service expansion. Following the presentation, attendees were invited to participate in the following activities:

- **Service Expansion Activity:** Attendees were asked to rank the three service enhancements identified as part of the TDP in order of importance.
- **Service Expansion Discussion:** Upon voting, attendees were asked to share their thoughts regarding each service enhancement and the potential for each to meet the current needs of the system.

Service Expansion Activity

The results of the Service Expansion Activity found that all focus groups felt extended hours is the most important service expansion besides the Education/Community Organizations group, who voted same-day service as the most important enhancement. Same day service was generally the second most important service enhancement while all groups felt extended service days was the third most important enhancement for CRANE to implement.

Service Expansion Discussion

Following the presentation of the potential future service expansion options being considered in the study, attendees were asked to share their thoughts on each. Key takeaways from the discussion were:

- Same-day service and/or quicker turnaround times are needed to offer more support for vulnerable populations.
- Extended hours, especially later evening hours, would help future riders.
- Intercity service, fixed routes, and routes to key locations such as JBS, Hornady, or the Kearney airport would improve the service and increase ridership.

Project Connect Booth

Project Connect is an annual event held by social service organizations in Grand Island and Hall County. The event is held to assist individuals and families who are experiencing homelessness or near homelessness receive immediate services such as medical, dental, housing, legal, vision, and veteran’s services.

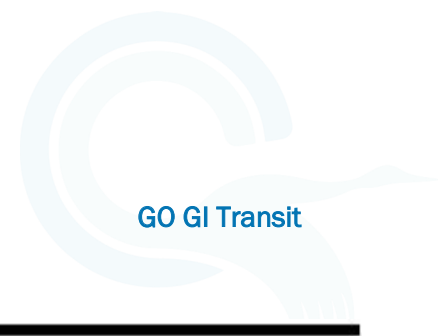
As equity is an important element of Grand Island’s transit service, the TDP project team hosted a booth at Project Connect which took place on October 27, 2022 at the Pinnacle Bank Expo at Fonner Park. Attendees at Project Connect were invited to learn about the TDP and share feedback on potential service enhancements. A survey and Spanish translation services were available at this event.



Community Leader Interviews

Community leader interviews were held during the scenario evaluation process to gain further understanding how community members view existing transit service, their thoughts on the transit service scenarios, funding options, and other topics. A total of four interviews were conducted with representatives of the following organizations:

- Central Community College
- Economic Development Council
- Hall County
- United Way



Major themes heard during the interview process relate to the barrier created by the 24-hour advanced noticed required to book a ride with CRANE’s existing service, the potential benefits of a fixed route service in providing reliable transit, and the need for regular, dependable transit service to meet the needs of the community. Full transcripts of the community leader interviews can be found in **Appendix B**.

Virtual Engagement

Additional public engagement activities utilized online platforms with the goal of reaching a broader audience via web-based communication tools. The main tools during the GO GI Transit planning process were a project website and web surveys, which are detailed below.

Project Website

A project website was developed for the GO GI Transit Plan and was hosted on the City of Grand Island’s Public Works webpage. Information published on the site included a plan overview, links to interim project deliverables, and access to web surveys. The page was updated regularly throughout the TDP’s development.



GO GI Transit

Print Share & Bookmark Font Size

The City of Grand Island is leading the Grand Island Transit Development Plan, also known as GO GI Transit.

Why is the GO GI Transit plan important? The study will help the City of Grand Island plan for the future of public transit in the Grand Island/Hall County area.

The GO GI Transit plan is analyzing the current CRANE Public Transit system and developing potential phased recommendations based on current and anticipated future needs. Ultimately, GO GI will result in an implementable and fundable plan for the next 10, and even 20, years to meet the short- and long-term needs of transit service in the Grand Island community.

Public transit is crucial to the future of our community. A transit system is important for the community because thousands of individuals use CRANE every year to get to and from work, school, health care appointments, and more. This improves overall quality of life and leads to a stronger, more vibrant community for all.



Contact

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Web Surveys

Web Survey #1

The City of Grand Island hosted a survey from December 6 through December 20, 2021⁷ to seek public input on their experience, needs and desires for the transit system. The survey was promoted via social media, legal ad, press release, and email blast. Additionally, a Spanish speaking team member canvassed Grand Island on December 14 to further promote the survey with Spanish speaking

⁷ The study team let the survey remain open through January 2022 to allow for Central Community College students and staff to take the survey when the semester began.

community members. The City received a total of 274 responses (268 English and 6 Spanish) throughout the survey. Key takeaways from Web Survey #1 are below while **Appendix B** contains the complete results.

Key Takeaways

- The 24-hour notice required to guarantee a ride is considered a hindrance to using the service for some users.
- There is a general lack of awareness of the transit service.
- Many respondents desire a fixed, regular route with stops at popular destinations.
- Some respondents would like to see hours extended later in the evening and offered on Sunday.
- Overall respondents had okay to great experiences with the CRANE service.
- Several note that more accessible mass transit options are needed in Grand Island.
- Many are in favor of implementing and expanding public transportation in the city.
- There is a lack of communication between bus drivers and customers which could be useful during passenger pick up.

Web Survey #2

A second survey hosted by the City of Grand Island was available to community members from May 31 through June 14, 2022 to seek public input on the three potential transit service options being considered for the transit system. The survey was promoted via social media, legal ad, press release, and email blast. The City received a total of 212 responses (207 English and 5 Spanish) throughout the survey. Key takeaways from Web Survey #2 are below while **Appendix B** contains the complete results.

Key Takeaways

General

- Both CRANE riders and non-CRANE riders say that availability should be the most important goal for the GO GI Transit Plan
- Some respondents note that public transit is more advantageous than ever given the current surge in gas prices
- Both riders and non-riders mention frustration with the 24-hour reservation requirement
- There is a lack of marketing and advertising / general awareness for the service
 - Many non-riders noted that they presumed CRANE buses were an assisted living transportation service as opposed to a public transportation system
- Spanish-speaking drivers would be helpful to the Hispanic population

Expansion of Current Service

- This option was considered most beneficial for Grand Island and Hall County as well as most likely to be realistically implemented in the next five to ten years
- Extending hours is highly favorable with the Grand Island public
 - A common suggestion included 5:00 a.m. to midnight, adding Sundays and holiday service
- Many would like a bus stop near schools (while still avoiding pickup lines)

Mobility on Demand

- This option was considered second most favorable by both CRANE riders and non-CRANE riders
 - It nearly tied “Expansion of Current Service” for the most beneficial for Grand Island and Hall County
 - Several surveyors note it as especially favorable if it removes the 24-hour reservation requirement

- Utilizing technology may appeal to a younger demographic but be a barrier to an older demographic
 - May allow the service to tap into a new market of riders while still accommodating current riders

Fixed Route

- Both CRANE riders and non-CRANE considered this option as the least likely to be realistically implemented in the next five to ten years
- Many non-riders feel this is option is the most comfortable, predictable, and easy to grasp

Web Survey #3

A third survey hosted by the City of Grand Island (City) was available to community members from October 24 through November 10 to seek public input on the draft GO GI Transit plan recommendations being considered for the transit system. The survey was promoted via social media, legal ad, press release, and email blast. The City received a total of 226 responses (223 English and 3 Spanish) throughout the survey. Key takeaways from Web Survey #2 are below while **Appendix B** contains the complete results.

Key Takeaways

General

- Both CRANE riders and non-CRANE riders say that availability should be the most important goal for the GO GI Transit Plan

Expansion of Current Service

- Of the three different service enhancements included in the service expansion scenario, respondents identified the following priorities:
 - Extended hours was the highest ranking enhancement for respondents, with 49% responding that it was the most important element to add to current services.
 - Same day service was the second ranked enhancement for respondents, with 33% of respondents responding that it was the most important element to add to current services.
 - Expanded days was the third ranked enhancement for respondents, with 18% of respondents responding that it was the most important element to add to current services.

Public Comment Period on Draft TDP Document

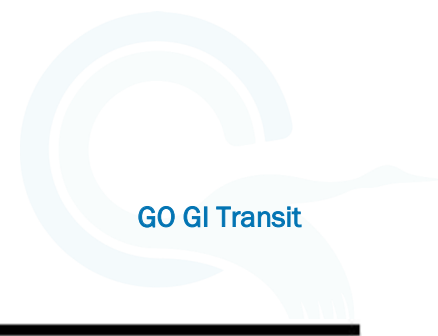
Upon completion of the draft TDP document, a 30-day period was opened in which the public was invited to comment so that all community members had a final opportunity to provide feedback on the Plan. The public comment period was from December 14, 2022 to January 16, 2023. Four comments were received, and these comments did not result in revisions to the draft TDP document. The public comment period summary is located in **Appendix B**, and this summary includes the comments and responses.

Chapter 8 – Scenario Evaluation

The purpose of the Scenario Analysis is to conduct a thorough and objective evaluation of the range of alternatives to compare each scenario’s performance relative to the baseline. This analysis used an agreed upon set of performance measures to assess how well each scenario meets the goals and objectives of the community. The baseline scenario assumes a continuation of CRANE’s current service without any major adjustment to operations; this scenario is used to evaluate outcomes of the three scenarios developed to reflect service changes, which include Enhanced Service, Mobility on Demand (MoD), and Fixed Route Service. Each of the three scenarios are briefly described in **Table 20**. This chapter details the scenario analysis methodology and the results of those findings. For a full description of the methodology and data sources used in the Scenario Evaluation, refer to **Appendix C**.

Table 20: Scenario Description

		<p>The baseline assumes that no changes are made to the existing CRANE system.</p>
		<p>ENHANCED SERVICE This scenario retains CRANE's existing operations as a demand response service while providing enhancements including extended service hours and same day reservations.</p>
		<p>MOBILITY ON DEMAND (MOD) This scenario assumes CRANE would contract a private company to provide service as requested by passengers via a mobile application. This would allow spontaneous trip-making, passengers to track their vehicle’s location, and automated scheduling.</p>
		<p>FIXED ROUTE SERVICE This scenario assumes CRANE would operate four fixed routes in addition to its demand response service.</p>



Scenario Development

The scenarios were developed through community and stakeholder outreach, an assessment of baseline conditions, review of peer agencies, and a thorough review of local, regional, and state planning documents. This section provides an evaluation of the impact of implementing one or more of the transportation options. **Table 21** presents general assumptions including forecasted inflation based on United States Bureau of Labor Statistics estimates (2019) and ridership growth from the GIAMPO 2045 LRTP for the scenarios.

Table 21: General Growth Assumptions

Metric	Value
Inflation Rate (annual)	2.20%
All Modes Trip Growth Rate (annual)	0.69%

Baseline

The baseline scenario had two components:

- A historical component that used 2019 data (**Table 22**) to understand how the system performs under current conditions
- A forecasting component to build off 2019 data to estimate 2022 metrics (**Table 23**).

The 2022 ridership was calculated using the averages from May to February, 2022. Based on these calculations, service area daily ridership was multiplied by the number of service days to estimate annual ridership. As shown in the tables below, there is a significant increase in total ridership from 2019 to 2022. This increase is partially attributed to recent service improvements implemented between 2020 and 2021.

Table 22: 2019 Performance Metrics

Metric	Value
Operating Cost per Passenger Trip	\$21.43
Total Operating Expenses	\$603,707
Total Annual Weekday Ridership (2019)	28,130
Number of Revenue Vehicles	12
Average Fare per Person	\$1.83

Table 23: 2022 Forecasted Ridership

Metric	Value
Weekday Daily Ridership	194.36
Weekday Annual Ridership	49,561
Saturday Daily Ridership	56.42
Saturday Annual Ridership	2,934
Saturday Ridership Percent of Weekday	29%



The baseline scenario assumes no change in service hours or days of operation from the prior year. These baseline service characteristics are presented in **Table 24**.

Table 24: Baseline Service Characteristics

Service Characteristic	Value
Weekday	6:00 AM to 5:30 PM
Saturday	9:00 AM to 3:00 PM
CRANE holidays (no service)	6
Service Weekdays	255
Service Saturdays	52
Sundays (no service)	52

Scenario 1: Enhanced Service

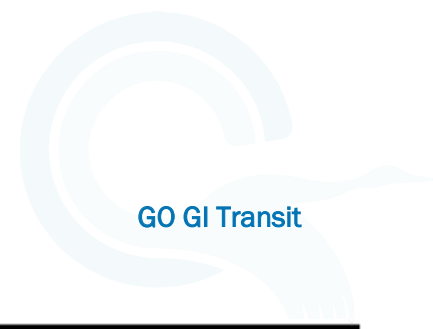
Enhancing the existing demand response service offers a variety of benefits without requiring existing users to re-learn how to ride public transit. Since the infrastructure and processes are already in place, changes may happen quickly with a limited number of unknown variables to consider compared to the other expansion scenarios. Assuming there are no initial capital costs, if the service changes are not well received by the public or do not add significant value, the service can easily be adjusted.

For this scenario, enhanced service assumes demand response operations continue but the service starts earlier in the day and runs later at night to provide more options for users. Extended hours and expanded days improve access for those working outside of regular business hours and for riders looking to use transit for non-work trips like shopping and recreation. In addition to extended service hours, this scenario incorporates enhanced trip scheduling, allowing requests to be made the same day as the trip to provide scheduling flexibility.

The full range of enhancements for this scenario are outlined in **Table 25**.

Table 25: Scenario 1: Enhanced Service Elements

Enhancement	Description
Extended Hours	<u>Weekdays</u> : extend service to 8:00 PM <u>Saturdays</u> : begin service at 8:00 AM. End service at 6:00 PM
Expanded Days	Expand service to operate on Sundays and holidays
Same-Day Service	Guaranteed service when requests are made the same day as the trip



Capital Costs

Capital costs associated with the enhanced service scenario would be the purchase of additional buses. For this scenario, CRANE will need at least one additional vehicle in the next 20-year period to meet forecasted demand. After inflation, the estimated cost of the additional vehicle would be approximately \$115,000.

Figure 31: CRANE Bus



Scenario 2: Mobility on Demand

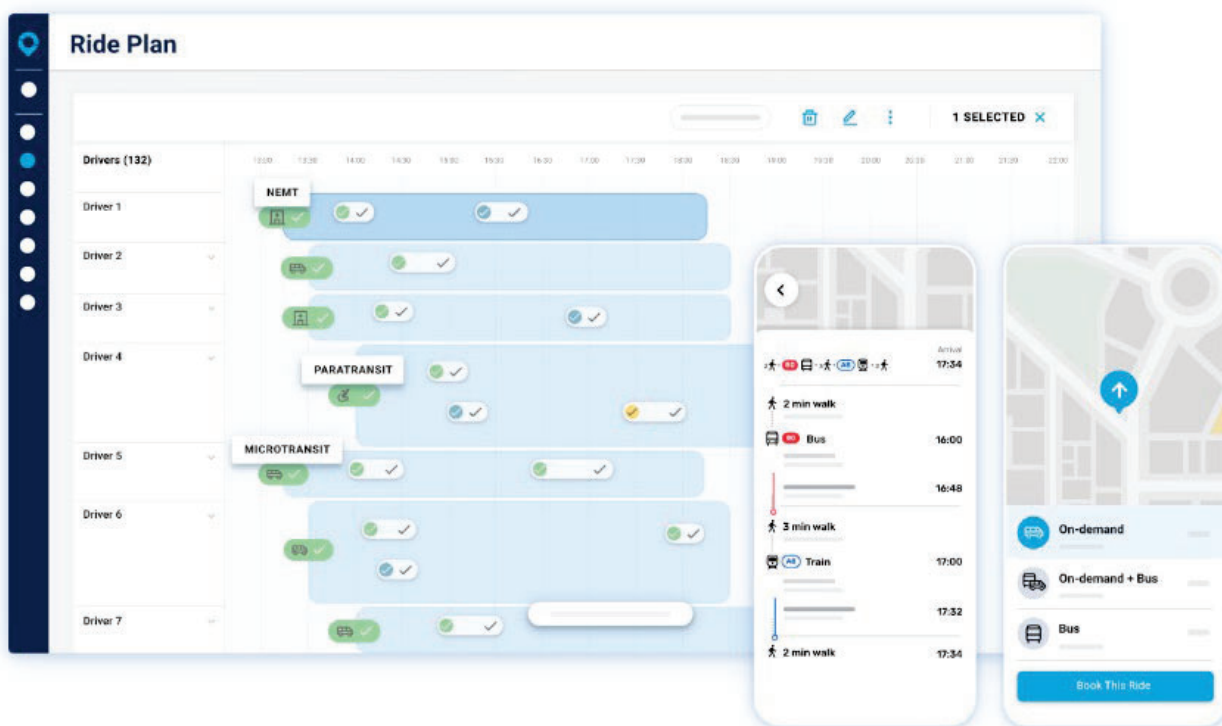
A recent trend in transit planning is Mobility on Demand (MoD), in which transit operates similarly to mobility as a service providers like Uber and Lyft. MoD allows for curb-to-curb service (or at a minimum pick-up points that require a short walk), spontaneous trip-making, vehicle location tracking, and automated scheduling that other types of public transportation do not offer. Services can be prescheduled and/or requested on-demand through a dispatch system accessed using a smartphone application, computer, and/or call-in system. MoD increases access to the number of destinations that individuals can get to using transit and reduce the walk time when compared to fixed route. Because of the nature of the service, ADA requirements can be automatically met using this method, although maintaining the existing ADA services using a separate demand-response system would be possible.

In this scenario, CRANE would contract with a private company to operate rides as requested by passengers. To estimate the service characteristics and performance, a review was conducted of newly established MoD programs in two cities with similar population and rural character to Grand Island: Valdosta, Georgia, and Wilson, North Carolina.

Capital Costs

As a contracted service, implementing MoD does not typically come with additional capital costs for the agency. The cost of additional vehicles to meet increasing demand and scheduling software is negotiated into the contract with the private provider.

Figure 32: Mobility on Demand Software



Scenario 3: Fixed Route Service

Fixed route service is notably efficient at providing trips for large numbers of people traveling between common origins and destinations. Offering a fixed route system that serves downtown Grand Island and major activity centers may potentially reduce traffic congestion and vehicle emissions long-term. Implementing this option may also promote Transit Oriented Development (TOD) and growth along the route corridors. This type of service is also widely adopted within larger urban areas and often operated by the transit agency independently. Another benefit of fixed route service is that trips do not require a reservation and supports routine for users who take the same trip regularly.

In this scenario, CRANE would operate fixed route service in addition to its demand response service. Characteristics of this service would include those presented in **Table 26**.

Table 26: Scenario 3: Fixed Route Service Characteristics

Characteristic	Value
Headway	60 minutes
Stop Spacing	¼ mile
Vehicle Type	Cutaway Bus
Average Speed	15 mph
Number of Routes	4
Number of Vehicles	4

A potential fixed route system with four routes could run between Downtown Grand Island and other highly developed portions of the city, using the same vehicle types currently used for demand response service. The potential fixed route service map is presented in **Figure 33**.

Capital Costs

Fixed route service would require bus stops, shelters, and signage. It is assumed that a bus stop and related signage would be placed every ¼ mile along each of the routes with 20% of those stops having shelters and benches. The capital cost for stops and related amenities in the first year is estimated to be approximately \$450,000. The newly constructed stops and fixed-route infrastructure would additionally require annual maintenance, estimated to be approximately \$36,000 per year. According to scenario analysis results, fixed route service could accommodate future demand without the need to purchase additional vehicles. However, to maintain a state of good repair, vehicles would need to be replaced over the 20-year period.

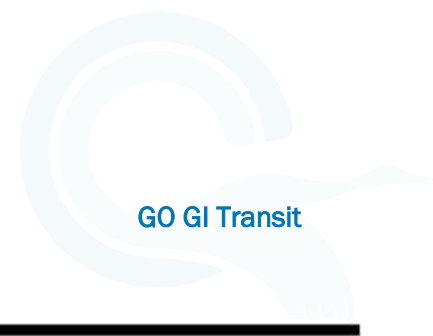
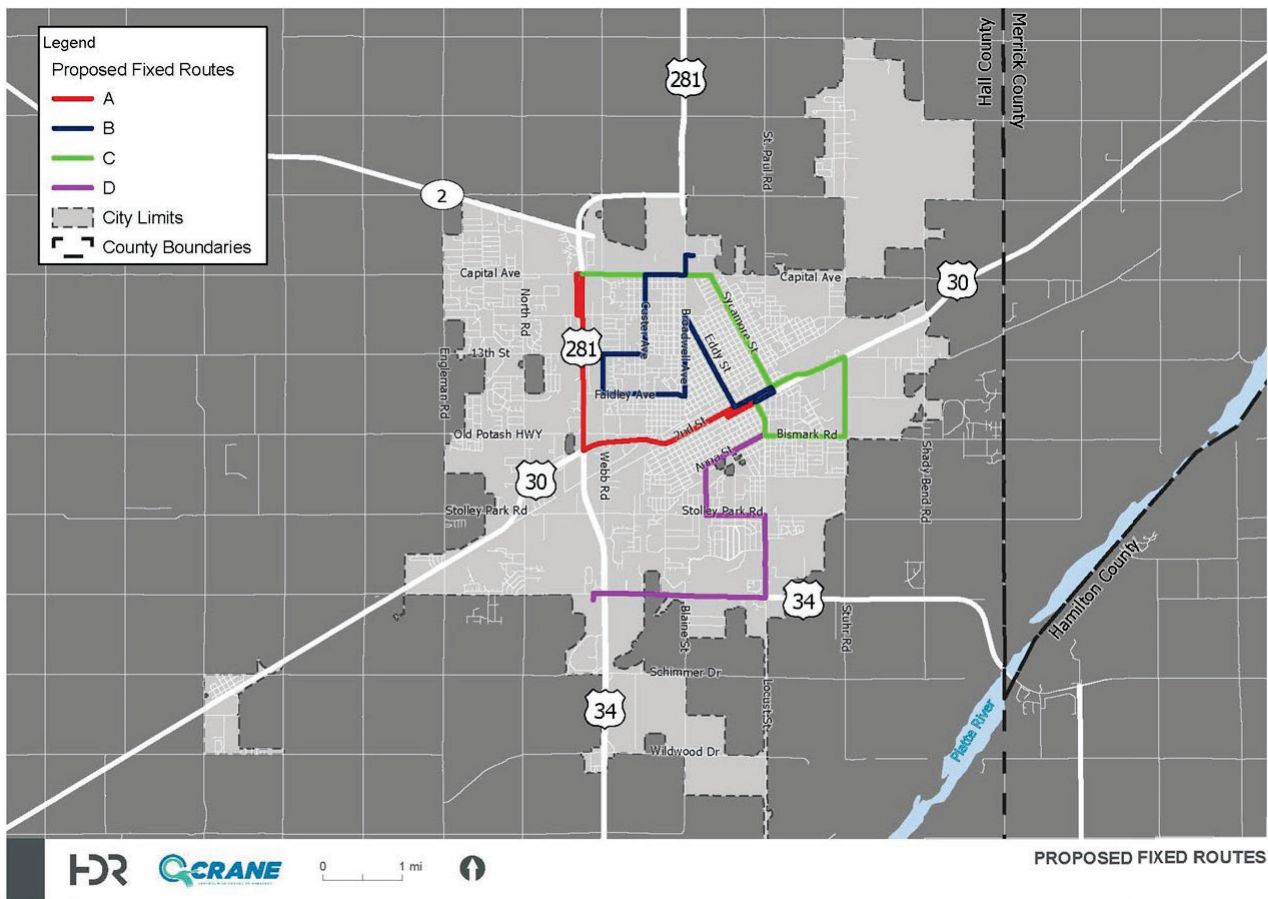


Figure 33: Potential Fixed Route Service Map



Scenario Evaluation

After each scenario was defined and modeled, the results were then compared against the evaluation criteria to determine which scenario should be implemented. Assessing each scenario involved a comparison of costs and benefits. The criteria presented in **Table 27** were developed to evaluate the performance of the three alternatives.

Table 27: Performance Measures

Measure	Explanation
<p>Operating Costs</p>	The annual operating cost to provide public transportation services.
<p>Forecasted Ridership</p>	The growth in ridership incurred by implementing the proposed scenario.
<p>Operating Expenses per Passenger Trip</p>	Operating costs divided by ridership.
<p>Long-Term Budget Risk</p>	Supplemental funding opportunities to support transit service.

Scenario Results

Cost and efficiency measures were forecasted for 5-year, 10-year, and 20-year periods. The results of this analysis are presented in **Figure 34** through **Figure 36**.

Figure 34: Annual Operating Costs (Millions)

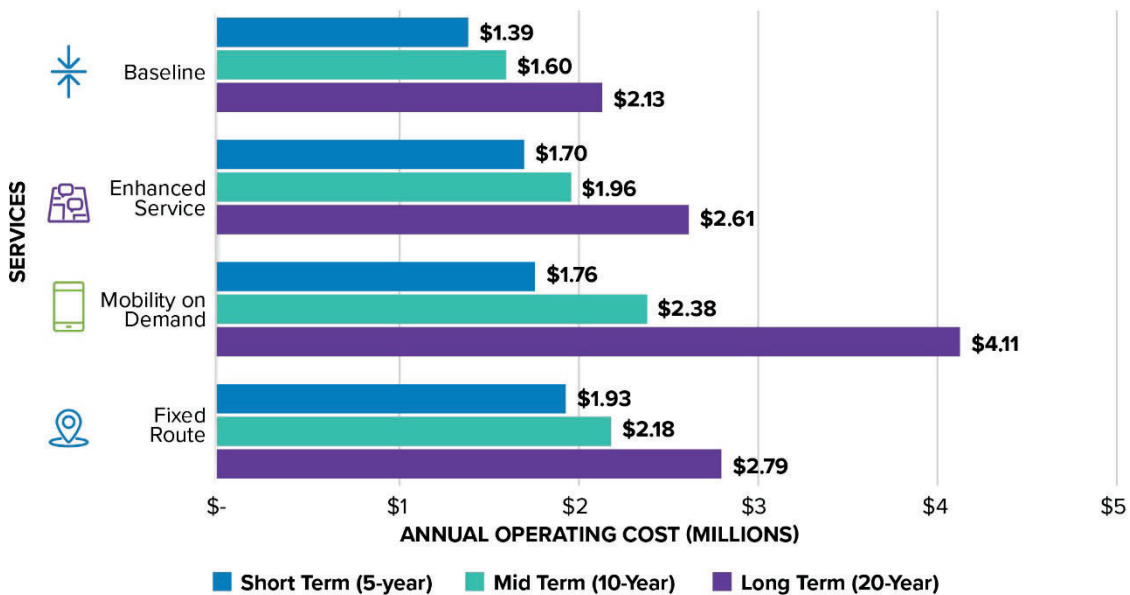


Figure 35: Annual Ridership (Passenger Trips)

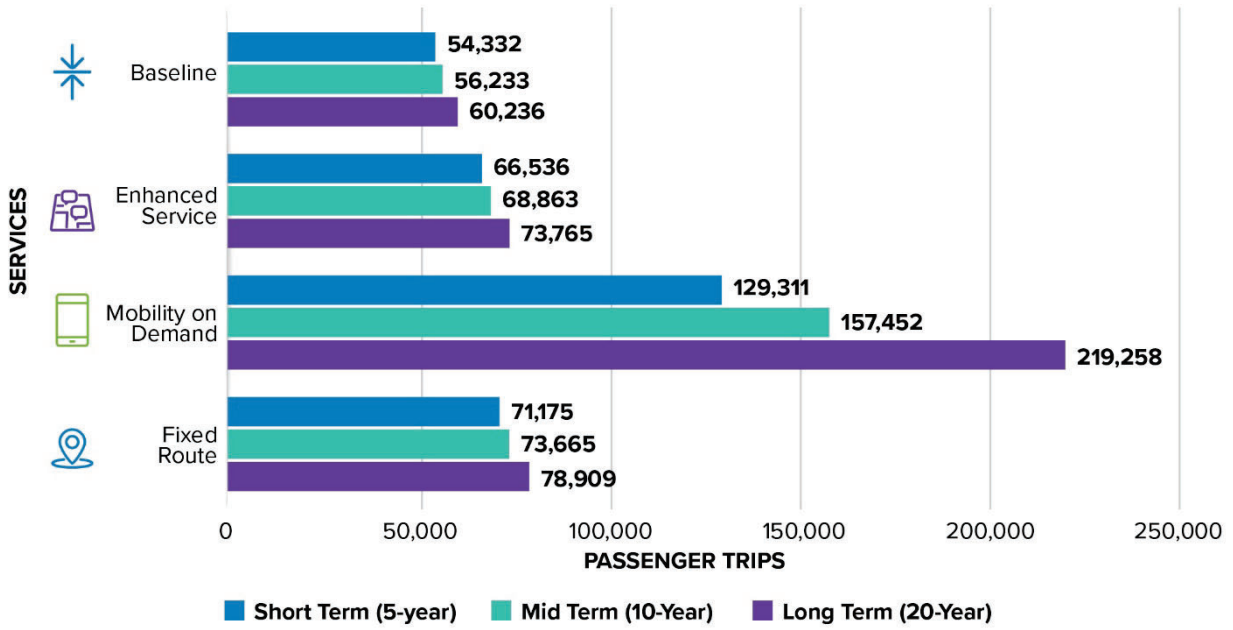
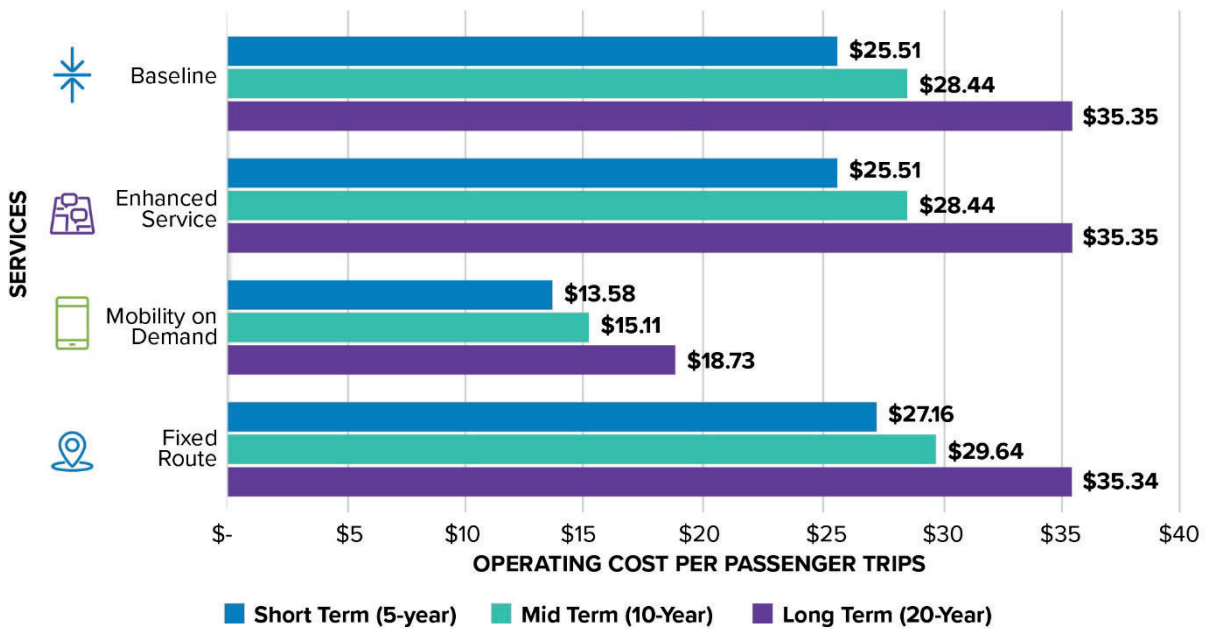


Figure 36: Operating Cost per Passenger Trip



System Resiliency

In addition to performance metrics, it is important to take into consideration the long-term implications of current trends that may affect each scenario over the next 20 years. This includes long-term system resiliency and assessing how demographic, land-use, and travel patterns may affect the transit network means acknowledging the changes that could trigger a re-evaluation in the future.

Changing Workplace

Nearly two years into the COVID-19 pandemic, roughly six-in-ten U.S. workers who say their jobs can mainly be done from home (59%)⁸ are working from home all or most of the time. This means the percent of non-work trips is growing when compared to work trips. Riders using public transit for shopping, recreation, and other non-work trips have different needs than the traditional commuter. For choice riders, transit will need to become increasingly more comfortable and convenient to be a desirable alternative to personal vehicles.

Emerging Technology

The emergence of new technologies will also change the mobility landscape with electric vehicles (EV), autonomous vehicles (AV), and micro-mobility paving the way. The rapid adoption of EV technology is reflected in research conducted by Pew Research Center which found that in 2020, nearly 1.8 million EVs were registered in the U.S.⁹, more than triple the amount in 2016. AV technology continues to advance, with several public and private companies launching pilot programs. These programs have included shuttles, buses, and ride-hail services.

Land Use and Development

Significant changes in development and land use patterns could also lead to changes in levels of efficiency for each of the scenarios. Land use patterns are inextricably linked to transit. Transit networks have the power to shape development, influence property values, and contribute to resident quality of life. How communities develop also affects how convenient and appealing public transportation is for residents. For example, the introduction of a large warehouse or distribution center on the outskirts of town may promote increased development in that area.

Summary of Results

Based on the ridership and cost forecasting model, the alternatives performed against the evaluation criteria in the following ways:

- **Enhanced Service**
 - Enhanced service is forecasted to produce the lowest increase in ridership of the three scenarios with an approximate increase of 22.4% over the baseline for the 20-year period.
 - The cumulative operating cost for enhanced service (\$40.69 million) also increases 22.4% from the baseline (\$33.23 million) over the TDP timeframe of 2022 through 2042.
 - Given the increase in cumulative operation costs, the average enhanced service operating cost per passenger trip (\$29.61) for the 20-year period will increase slightly when compared to the baseline (\$29.53).













⁸Pew Research Center, [COVID-19 Pandemic Continues to Reshape Work in America](#)




⁹Pew Research Center, [Today's electric vehicle market: Slow growth in U.S., faster in China, Europe](#)

- While enhanced service could meet customer needs short term, the service may not achieve economies of scale. If demand increases and/or the average trip length becomes longer, the operating cost will also increase.
- **Mobility on Demand**
 - Mobility on-demand has the highest potential increase in ridership over the 20-year period, with estimated ridership seeing a 200% increase over the baseline for the 20-year period.
 - This scenario has the highest operating cost with a cumulative operating cost of approximately \$56.41 million over the 20-year period, which is significantly higher (69.75%) than the baseline of \$33.23 million.
 - There is a significant forecasted increase in ridership brought on by the ability to schedule same day trips and the convenience of trip scheduling and planning via mobile app.
 - The 20-year average operating cost per passenger trip is the lowest (\$15.99) when compared to the baseline (\$29.53).
 - Mobility on Demand service has high levels of adaptability to meet the changing needs of transit users. However, concerns have been raised over smaller vehicles typically used for on-demand service, as they may cause more congestion when compared to larger buses, especially as more vehicles are added to the fleet.
- **Fixed Route Service**
 - Fixed route service performs better than enhanced service with an estimated 31% increase in ridership over the 20-year period, when compared to baseline.
 - This scenario has the second highest operating cost with a cumulative operating cost of approximately \$44.49 million over the 20-year period, which is higher than the baseline (\$33.23 million) by 33.62%.
 - The 20-year average operating cost per passenger trip for fixed route (\$30.12) is slightly higher than the baseline service scenario (\$29.53). As ridership increases with fixed route service, the cost per passenger trip would decrease.
 - Due to the area having a low population density, there may not be sufficient ridership to cost-effectively provide service expansion in the future. This service type may also not effectively accommodate emerging technologies and/or changing customer needs.

Table 28 summarizes the results for each of the scenarios. This summary provides a comparison of each scenario’s performance relative to the baseline service scenario.

Table 28: Scenario Evaluation

Alternative	Forecasted Ridership	Operating Cost	Operating Cost Per Passenger Trip	Long-Term Budget Risk
Enhanced Service				
Mobility on Demand				
Fixed Route Service				

 Fair
  Better
  Best

Recommended Strategy Approach

Based on the results of the scenario evaluation, the recommended strategy approach is a continuation of the existing service while monitoring operational and financial conditions to implement enhanced services, including the potential elements of:

- Expanded service hours
- Expanded service days
- Same day booking for trips

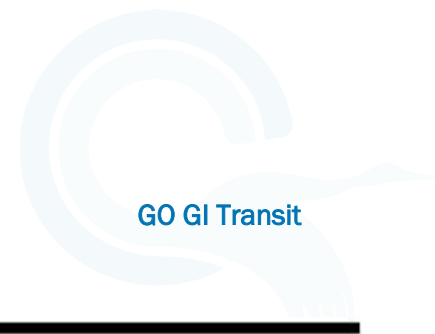
These elements of the enhanced service scenario could be implemented once the necessary funding and need arises. While the MoD scenario saw the greatest increase in ridership and the lowest operating cost per passenger, the high operating costs could prohibit an efficient rollout of this service. Fixed route service is anticipated to encourage adequate growth in ridership while maintaining reasonable operating costs, however the operating cost per passenger trip and long term budget risk render fixed route service as a potentially infeasible scenario.

The continuation of the baseline scenario paired with potential implementation of enhanced services was determined to be the optimal approach for the City of Grand Island in reaching the goals and objectives of this TDP through its implementation and operation while remaining fiscally constrained.

The reasons for selecting this strategy approach include:

- Current users rely on the CRANE’s door-to-door and ADA service.
- Best supports the development of the Inter City bus service in coordination with the NDOT.
- Best manages the risk of costs escalating beyond current budgets.

Further discussion of the implementation and funding plan are in **Chapter 9**.



Chapter 9 – Financial and Implementation Plan

The GO GI Transit Financial and Implementation Plan details the estimates of revenue that will be available to the city so that the current transit system is maintained while potential service enhancements are able to be implemented. The plan also provides the estimated costs that Grand Island is anticipated to incur over the next 20 years. The purpose of this plan is to establish a potential schedule for implementing potential service enhancements and outline the required funding to implement these enhancements.

Transit Funding in Grand Island

Current revenues for CRANE transit come from a mix of Federal, state, and local sources which are supplemented by fares and ticket sales from CRANE users.

Federal Transit Funding Sources

Grand Island receives annual Federal funding to support transit operations and capital. While many Federal transit funding sources exist, the main programs that Grand Island receives funding from are:

- **FTA Section 5307 Urbanized Area Program:** Funding for urbanized areas and governors to support transit capital and operating assistance. FTA Section 5307 funds require a local match, with Federal share for capital expenditures capped at 80 percent of net project cost, 90 percent for cost of vehicle-related equipment for ADA and Clean Air Act compliance, and 50 percent of net project cost for operating assistance.
- **FTA Section 5311 Formula Grant for Rural Areas:** Formula-based funding for rural areas to support transit capital, planning, and operating assistance. FTA Section 5311 funds require a local match, with Federal share for capital projects capped at 80 percent, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service. These funds support service in Hall County outside of the Grand Island urbanized area.
- **FTA Section 5339 Bus and Bus Related Facilities:** Funding for States and designated recipients to replace, rehabilitate, and purchase buses and related transit equipment. Section 5339 funds are also available to construct bus-related facilities. FTA Section 5339 funds require a local match with Federal share for net project cost capped at 80 percent.

State Transit Funding Sources

Available transit revenues sourced from Nebraska Department of Transportation (NDOT) are mainly granted through subsidies to aid transit operations and capital expenditures which are sourced from the State's budget.

Local Transit Funding Sources

Grand Island also relies on local sources of funding to support transit operations. These funds are come from several different sources, including the City's General Fund and contributions from Hall County.

Funding Assumptions

A series of assumptions were developed for this Financial and Implementation Plan. These assumptions follow those detailed in the Scenario Evaluation chapter (**Chapter 8**), with some minor revisions.

Revenue Assumptions

In estimating the future revenues that will be available to the City of Grand Island for transit investment, the following were assumed:

- Transit revenues received from FTA 5307 for operations assume a split of 50 percent Federal dollars, 25 percent state match, and 25 percent local match. FTA 5307 funds for administration, maintenance, and equipment and assume a split of 80 Federal, 10 percent state match, and 10 percent local match.
- Amount of FTA Section 5307 funding that the City is eligible for is assumed to grow at an annual rate of 0.84 percent, which was the population growth rate assumed in the GIAMPO 2045 Long-Range Transportation Plan
- Forecasted capital revenues are assumed to match forecasted capital expenditures

Cost Assumptions

In estimating future costs incurred by the City of Grand Island related to the implementation of the recommended service enhancements, the following were assumed:

- Operating costs and capital costs were grown at an annual rate of 4.0 percent to reflect a conservative level of long-term inflation
- Transit vehicle replacement schedule assumes that all current transit vehicles will be replaced with Ford Transits once they reach their scheduled replacement date

FY2022 Funding – Baseline

The baseline year for the TDP financial forecasting is FY2022, which serves as the launch point for estimating future transit revenues and costs. **Table 29** summarizes the baseline costs and revenues for FY2022. As seen in the table, total costs amount to nearly \$1.4 million for the fiscal year while revenues from Federal, state, local, and operational sources balance these costs out.

Table 29: Total Revenues and Costs for FY2022

Revenue/Cost Source	2022 Level
Revenue	
FTA 5307 Funds	\$767,803
Local Funding	\$270,094
State Funding	\$270,094
Fares, Ticket Sales & Revenue	\$73,595
Total Revenue	\$1,381,585
Costs	
Service, Administrative, and Maintenance Costs	\$1,381,585
Total Costs	\$1,381,585

Implementation Plan

There is a well-documented appreciation by current riders for the services provided by the CRANE Public Transit program. With this in mind, the plan intends to recommend the Grand Island to continue with baseline operations, while monitoring enhancement service options. When public support, current ridership support, private partnerships, and operational potential are advantageous, the potential

implementation of enhancement service options will be pursued. Enhancement service options which best support the development of the Inter City bus service in coordination with the Nebraska Department of Transportation will be prioritized. These potential phased service options include extended hours of service, extended service into Sunday, and same-day service.

Estimated costs for the potential service enhancements were assumed to take place over the next 8 years under the following schedule:

- **Extended hours:** beginning in 2025
- **Expanded service days:** beginning in 2027
- **Same day service:** beginning in 2030

While the assumed schedule was used to develop revenue and cost projections, the implementation phasing for these enhancements is used exclusively for illustrating a potential implementation schedule, therefore these target years may change to adapt to the City's fiscal capacity. It is recommended that the City of Grand Island adheres to the service triggers described below to realize the appropriate conditions necessary to guide their implementation.

Maintain Current System (Short-Term)

The priority for transit service in the short term should be the maintenance of the current system. Continued maintenance of an efficient transit system can allow the City of Grand Island to prepare for the implementation of future service enhancements by identifying potential new sources of transit funding, and potential partnerships with local organizations who can support implemented service enhancements.

The continuation of existing service applies to service both within Grand Island and rural Hall County; any adjustments to rural service will be coordinated between the City of Grand Island and Hall County.

Enhanced Service (Mid- to Long-Term)

The potential timeline for enhanced service is phased with extended hours implemented in 2025, followed by expanded days in 2027, and finally same day service in 2030. These are suggested triggers, and not necessarily considered recommended services without the necessary funding sources and partnerships first identified. The goal is to provide CRANE and the City of Grand Island time to generate support, design the service, market the enhancement, implement it, and evaluate the new service before starting the next enhancement.

Extended Hours Triggers

As stated in the Scenario Evaluation chapter (**Chapter 8**), extended service hours are assumed to be:

- **Weekday service:** extended to 8:00 PM
- **Saturday service:** begin service at 8:00 AM, end service at 6:00 PM

To properly gauge the phasing of extended service hours, the following triggers were identified.

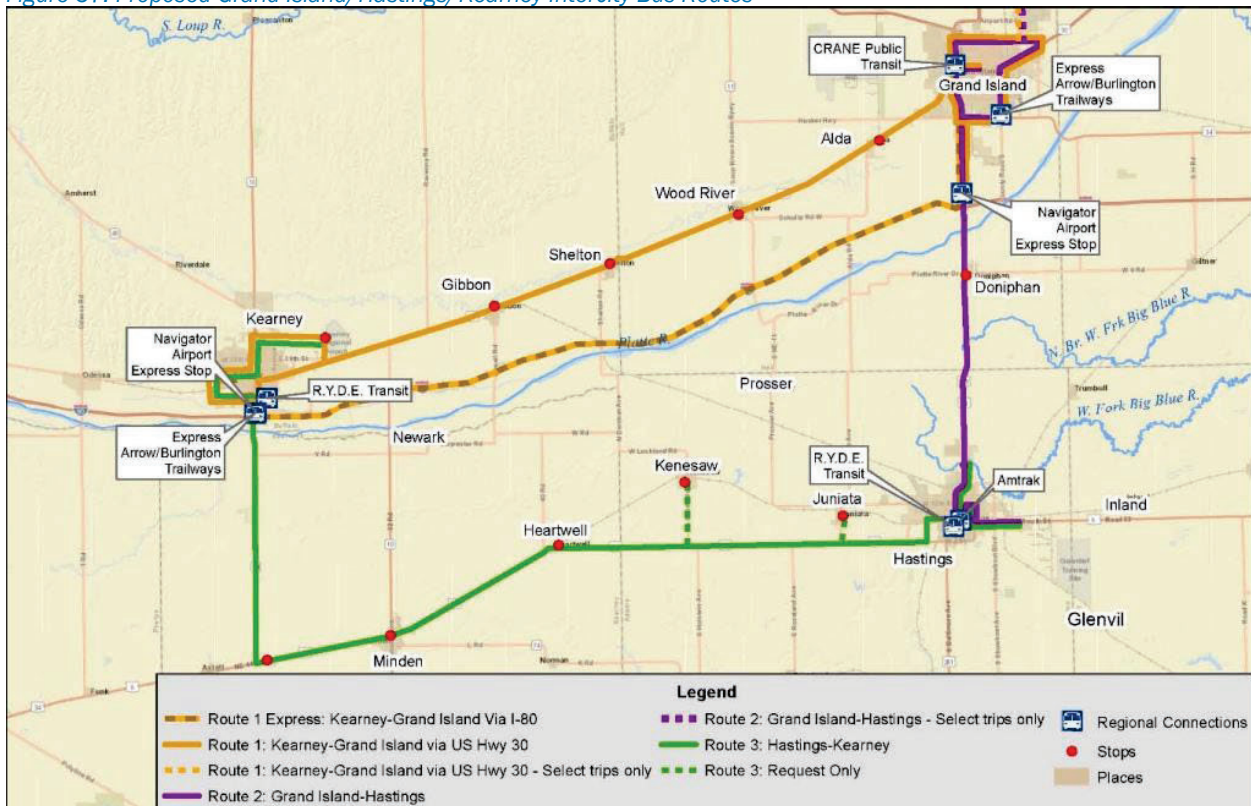
Intercity Bus Service

NDOT completed a [Grand Island/Hastings/Kearney Intercity Bus Study](#) in 2020, along with a [2022 update](#), that evaluated the feasibility of operating intercity bus service between these three communities based on the existing lack of reliable transportation options. This Study identified a preferred alternative that included four routes connecting all three of these communities. An

implementation plan was developed for the phasing of the intercity service, with an anticipated start date of August 2021. However, the COVID-19 public health pandemic caused a delay in implementation.

The potential implementation of these intercity routes serves as a trigger for the City’s implementation of extended service hours. With the potential increase in the number of individuals traveling to Grand Island from outside the community, extending service hours could support these users by providing additional opportunity for transit service. This intercity service could also provide a reliable transportation option for residents of Grand Island who need to travel outside the community; through extending service, users who arrive in Grand Island in the evening can still have reliable and affordable transportation that takes them to home or to other destinations. **Figure 37** shows the routes proposed for the full intercity service while **Figure 38** shows the proposed routes within Grand Island.

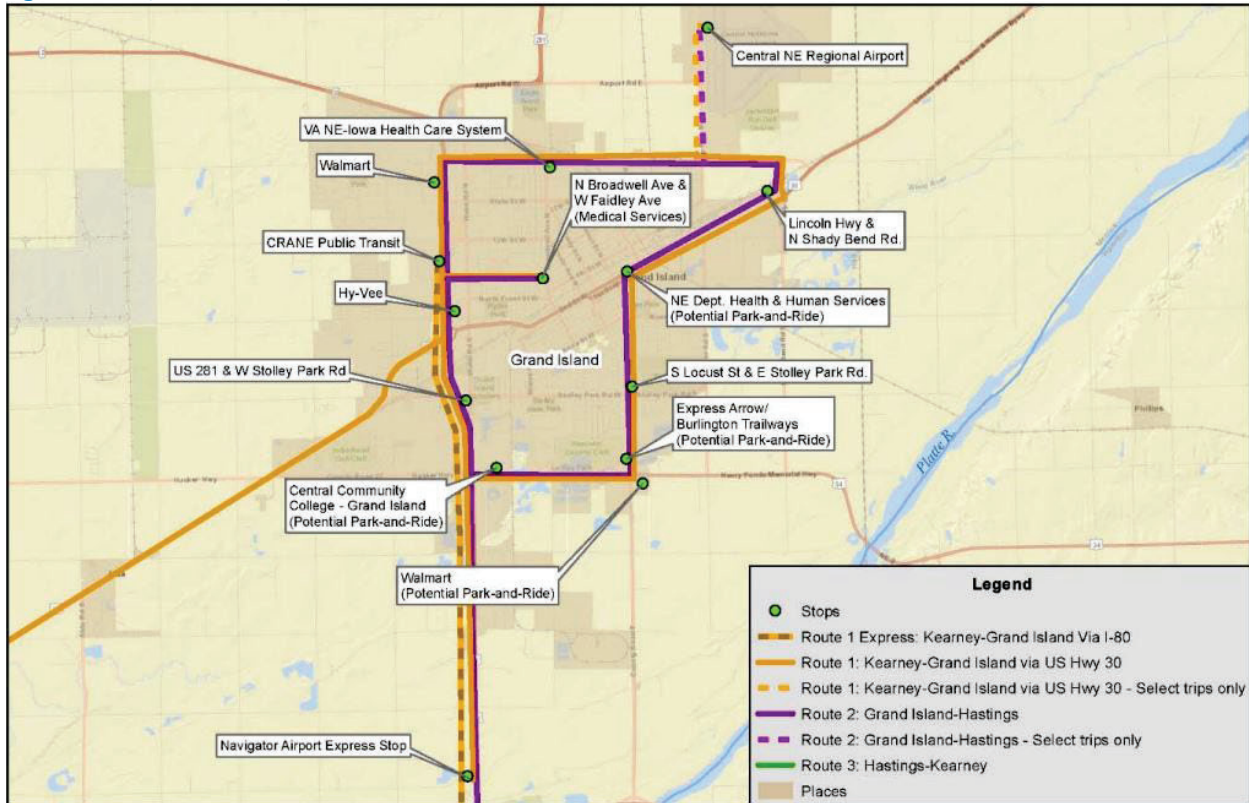
Figure 37: Proposed Grand Island/Hastings/Kearney Intercity Bus Routes



Source: Nebraska Department of Transportation, Grand Island/Hastings/Kearney Intercity Bus Study



Figure 38: Proposed Intercity Bus Service Routes for Grand Island



Source: Nebraska Department of Transportation, Grand Island/Hastings/Kearney Intercity Bus Study

Partnerships with Employment/Education Facilities

A second trigger for implementing extended service hours relates to potential partnership agreements with facilities that generate travel demand, specifically larger employers, and education facilities. By partnering with the community’s employers and educational institutions, the City of Grand Island could generate additional annual revenue through contracted service for partner’s employees or students.

These partnerships would be more attractive for employers and educational institutions should CRANE service operate later into the evening, as proposed by the enhanced service scenario. These extended hours could benefit institutions such as Central Community College, wherein students and faculty attending night classes could have an additional transportation option.

Funding Opportunities

Funding opportunities were identified as the third trigger for implementing extended operating hours. One of the main constraints keeping the City from extending hours today is the increased cost of this enhancement. Should additional funding become available through Federal or state grant opportunities, the increase in revenue could provide the funding needed to bridge the existing funding gap.

RIDE CITRUS UNIVERSAL ACCESS PARTNERSHIPS

Citrus Connection, operated by Lakeland Area Mass Transit District, is the public transit system in Polk County, Florida. Universal Access is a local partnership program in which employers and educational institutions may enter into annual fixed rate service agreements with the transit operator. Employees and students are then eligible to use Citrus Connection 6 days a week at no charge to them.

Expanded Days Triggers

As stated in the Scenario Evaluation chapter (**Chapter 8**) extended service days are assumed to be:

- **Expanded service days:** service offered on Sundays and holidays

To properly gauge the phasing of expanded service days, the following triggers were identified.

Changes to/Expansion of Intercity Bus Service

Expanding CRANE’s days of service to include Sundays and holidays would offer users more opportunity for transportation within Grand Island, especially when paired with extended service hours. However, expanding service days would come with a significant increase in operating costs. One trigger for expanding service days would be any changes or expansion of the planned intercity bus service between Grand Island, Hastings, and Kearney that could be supported by CRANE service on Sundays and holidays.

Religious Community Support/Partnerships

An additional trigger for implementing expanded service days is support and/or partnerships with local religious organizations. As Sundays are a common day for religious services, support from local religious organizations could offer consistent demand for CRANE services as users would have the additional transportation option to get them to and from their destination. This would also create a potential for partnerships between religious organizations and the City similar to what is described in the preceding section for employer/educational institution partnerships.

Same Day Service

As stated in the Scenario Evaluation chapter (**Chapter 8**), extended service days are assumed to be:

- **Same day service:** Guaranteed service for trip requests made on the same day as the trip

To properly gauge the phasing of same day service, the following triggers were identified.

Technology Upgrades

The major trigger for implementing same day service is technology upgrades. The implementation of same day booking capabilities is contingent upon software upgrades that facilitate real-time routing of transit vehicles so trip requests can be efficiently integrated into scheduled vehicle runs.

One approach to upgrading transit technology within Grand Island is contracting with a transit technology vendor to help guide the transition to same day service. The selection of a vendor would likely require the City follow local procurement procedures. See **Appendix D** for a complete list of accessibility technology vendors that could aid the City in upgrading the technology needed to implement same day service.

EXAMPLE ACCESSIBILITY TECHNOLOGY VENDORS

- CTS Software—scheduling, billing, dispatch, and reporting software for paratransit operations
- TrackItTransit—reservation services that enable users to find transportation that meets their needs through Transportation Network Companies (TNCs) or paratransit providers
- TSS Paratransit—reservations, booking, scheduling, routing, dispatch, reporting, billing, and operations management

Increased Overall Ridership from Previous Expansions

A second trigger identified for implementing same day service would be an increase in overall ridership associated with extended service hours and expanded service days. Should both these enhancements

see a substantial increase in ridership, it could create a need to provide same day trip booking while providing additional farebox revenue that could aid in funding the same day service expansion.

Funding Opportunities

Additional funding opportunities are a third trigger identified for implementing same day service capabilities. One Federal program applicable to implementing same day service is the FTA's [Enhancing Mobility Innovation](#) grant, which provides funding at an 80 percent Federal and 20 percent local match for technology projects that encourage transit use. Eligible activities under this grant program include projects that develop novel operational concepts and/or demonstrate innovations that improve mobility and enhance the rider experience, focused on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions, or other innovative solutions. Additional eligible activities are projects that develop software to facilitate demand-response public transportation that dispatches transit vehicles through riders' mobile devices or other means.¹⁰

Partnerships with Employment/Education Facilities

Building off partnerships with employment and educational institutions as outlined under the Extended Hours trigger can garner further support for the implementation of same day service as these partnerships, and the contracts associated with them, can strengthen CRANE service's position as a critical transportation option in the community. By demonstrating an ability to provide reliable transit service for partner organizations, CRANE could serve as an economic development tool through attracting employers to the community.

Performance Measures

Ongoing monitoring and evaluation of CRANE service is a key element tied to the service enhancements described as part of the enhanced service scenario. Performance-based evaluation, through the use of performance measures, is an effective way to monitor how CRANE operations and evaluate progress made towards system goals.

Performance measures can also aid in the implementation of service enhancements by acting as a trigger for phasing these enhancements. Two performance measures that could be used in support of implementing the described service enhancements are:

- Annual ridership
- System efficiency

Annual Ridership

Annual ridership can serve as a performance measure for evaluating progress made towards expectations set forth in the Scenario Evaluation chapter (**Chapter 8**). Pairing the annual ridership performance measure with the implementation triggers described in this chapter can guide the City of Grand Island in implementing service enhancements by acting as a quantifiable metric for determining the need for extended service hours, expanded days of service, and same day service. As such, an annual ridership metric will rely on data collection for CRANE service which is already an on-going effort conducted by the City.

System Efficiency

System efficiency refers to the ability of CRANE service to provide cost-effective transportation to users. The main concern related to system efficiency is the ability of the City to facilitate transit

¹⁰ Federal Transit Administration, [Enhancing Mobility Innovation](#)

service that is both affordable and efficient, while balancing future investment to enhance service without degrading efficiency.

System efficiency measures can build off metrics that are currently in place, such those described in the Peer Review chapter (**Chapter 4**) of the TDP which are summarized below.

- **Operating Expense Per Passenger Trip**
- **Operating Expense Per Revenue Hour**
- **Operating Expense Per Revenue Mile**
- **Operating Expense Per Service Area Capital**

Grand Island’s Future Funding Scenario

Future transit costs and revenues for Grand Island were analyzed to understand the fiscal impact of potentially adding service enhancements over the next 20 years. This analysis assumes a phased implementation of service enhancements, which are detailed in the Scenario Evaluation chapter (**Chapter 8**).

Given the nature of implementing the service enhancements, which rely on the service triggers outlined in the preceding section, the future funding scenario is presented via two scenarios:

- **Baseline scenario:** Assumes a “business-as-usual” approach wherein the existing demand-response service is operated without any major service improvements.
- **Expanded service scenario:** Assumes a full implementation of the enhanced service scenario, with phased service enhancements occurring in 2025 (extended hours), 2027 (expanded days), and 2030 (same day service).

Table 30 and **Table 31** summarizes the annual forecasted revenues and costs associated with the baseline and expanded service scenarios over the TDP planning horizon. As seen in the tables, costs associated with the enhanced service scenario are anticipated to increase at a greater rate when compared to the baseline scenario which raises the need for the City to identify opportunities to supplement funding to support the implementation and operation of enhanced service.

Table 30: Future Funding for the Baseline Scenario

Revenue	2022 Baseline	2023	2027	2032	2037	2042
FTA 5307 Funds	\$767,803	\$798,515	\$934,149	\$1,136,536	\$1,382,769	\$1,682,350
Local Funding	\$270,094	\$282,060	\$334,965	\$414,159	\$510,803	\$628,691
State Funding	\$270,094	\$282,060	\$334,965	\$414,159	\$510,803	\$628,691
Fares, Ticket Sales & Revenue	\$73,595	\$74,214	\$76,830	\$80,231	\$83,782	\$87,491
Total Revenue	\$1,381,585	\$1,436,849	\$1,680,910	\$2,045,084	\$2,488,157	\$3,027,224
Costs						
Service Costs*	\$1,381,585	\$1,436,849	\$1,680,910	\$2,045,084	\$2,488,157	\$3,027,224
Total Costs	\$1,381,585	\$1,436,849	\$1,680,910	\$2,045,084	\$2,488,157	\$3,027,224

*Service costs include operations, maintenance, equipment, and administration

Table 31: Future Funding for the Enhanced Service Scenario

Revenue	2022 Baseline	2023	2027	2032	2037	2042
FTA 5307 Funds	\$767,803	\$798,515	\$1,053,483	\$1,336,168	\$1,625,653	\$1,080,156
Local Funding	\$270,094	\$282,060	\$385,013	\$502,637	\$620,851	\$1,758,342
State Funding	\$270,094	\$282,060	\$385,013	\$502,637	\$620,851	\$669,504
Fares, Ticket Sales & Revenue	\$73,595	\$74,214	\$96,068	\$102,906	\$106,569	\$110,231
Total Revenue	\$1,381,585	\$1,436,849	\$1,919,577	\$2,444,349	\$2,973,924	\$3,618,234
Costs						
Service Costs*	\$1,381,585	\$1,436,849	\$1,919,577	\$2,444,349	\$2,973,924	\$3,618,234
Total Costs	\$1,381,585	\$1,436,849	\$1,919,577	\$2,444,349	\$2,973,924	\$3,618,234

*Service costs include operations, maintenance, equipment, and administration

A potential barrier to implementing service enhancements in the future is the anticipated gap between Federal revenues, specifically FTA 5307 funds, and the matching state and local contributions. Given the amount of annual FTA 5307 funds that the City is estimated to be eligible for, assuming a full receipt of these funds is accumulated annually it is estimated that a funding shortfall for 5307 funds begins in 2039. At this point, a significantly higher percentage of non-Federal transit funds would be required to maintain service levels. To counter this shortfall, additional state and local funding (whether through private partnerships or new public revenue sources) is necessary to bridge the gap in funding.

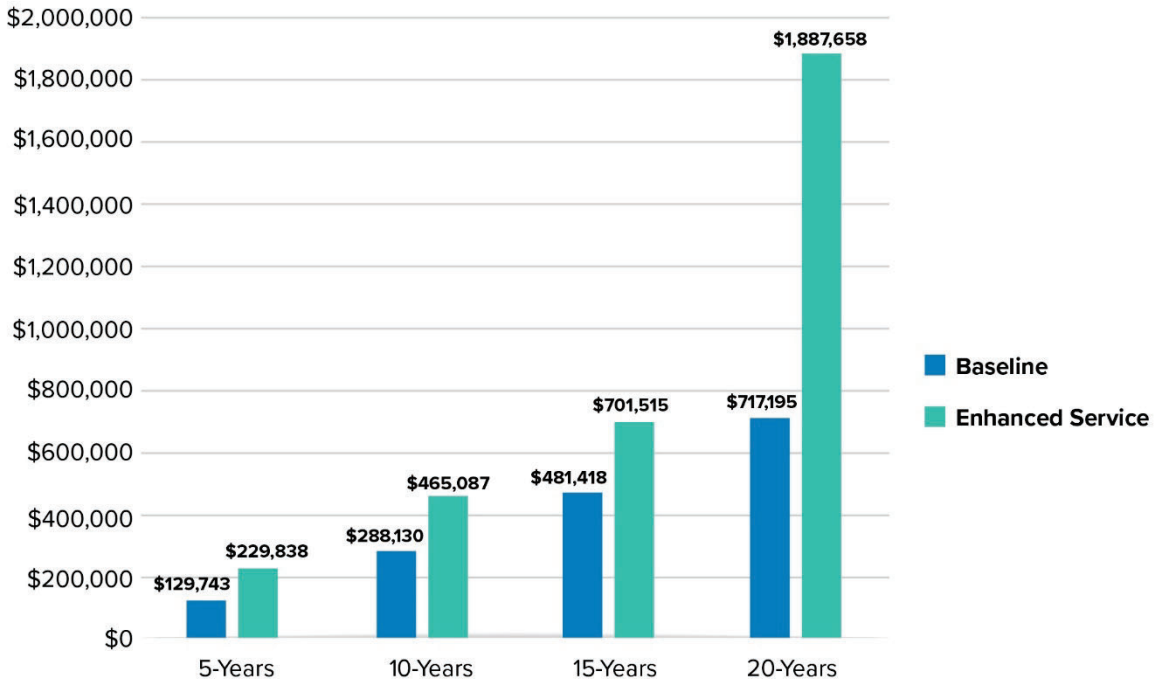
Figure 39 demonstrates the anticipated amounts of state and local funding that will be needed to support both the baseline and enhanced service scenarios. As seen in the figure, an additional \$717,000 in state and local funding is likely required to support a “business-as-usual” approach to transit service in the community over the next 20 years. For the enhanced service scenario, it is estimated that state and local sources will need to contribute nearly \$1.9 million in additional funds over the 20-year period to support extended hours, expanded days, and same day service.

Current & Future Administrative Requirements

The system growth outlined in this document comes with administrative implications. As operations increase, so does the need for operational capital, including but not limited to facility space. For this reason, it is suggested that the City of Grand Island continue to research facility options and move forward when an opportunity is both beneficial and feasible. Management of additional capital, and the contracts associated that additional capital, also may require additional administrative staff. As service continues to grow, the City of Grand Island may need to add additional City staff for the management of the program. While these considerations are important elements of the current and future transit system, facility space and expansion of CRANE staff are not reflect in the TDP’s forecasted revenues and costs associated with the baseline and expanded service scenarios.



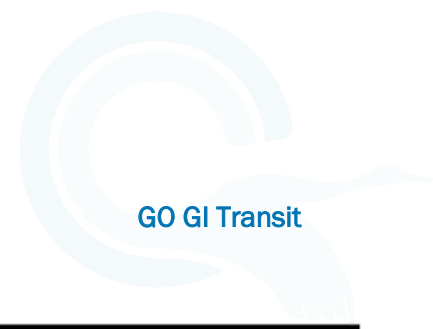
Figure 39: Additional State and Local Funding Needs for the Baseline and Enhanced Service Scenarios



Conclusion

This Transit Development Plan was developed to guide the direction of Grand Island’s transit over the next 20 years. As the community continues to grow and develop, the transit system can potentially expand its role in getting workers to their jobs and residents to their medical, shopping, and recreation destinations, as funds allow. Through partnerships with local organizations, building off regional transit planning efforts, and maintaining existing service, Grand Island can continue shaping the community’s transit system to achieve its vision, goals, and objectives through potential service enhancements of longer operating hours, expanded service days, and same day ride booking capabilities.

Grand Island is a community with a clear vision for the future. As a regional hub within central Nebraska, Grand Island is home to a sizeable population with numerous work, medical, recreation, and retail opportunities. Transportation is an important part of the community, providing the networks that allow residents to get to where they need to go. While residents and workers within the community have demonstrated a strong reliance on the roadway system, there exists opportunity for transit to play a greater role in meeting the community’s transportation needs.



RESOLUTION 2023-87

WHEREAS, a Transit Development Plan (TDP) addresses transit and mobility needs, cost and revenue projections, community transit goals and objective, and potential future scenarios; and

WHEREAS, the City of Grand Island began work, with HDR, Inc., on the TDP, known as GO GI Transit, in coordination with Grand Island Area Metropolitan Planning Organization (GIAMPO) in October 2021; and

WHEREAS, data collected was used to establish a variety of scenarios for potential future use, which were compared to the baseline scenario to evaluate their potential effectiveness; and

WHEREAS, throughout the TDP planning process, three (3) phases of public and stakeholder outreach were conducted to collect stakeholder and public feedback and guide the TDP vision; and

WHEREAS, the final step in the TDP process was development of an implementation plan for the preferred scenario and a financial analysis of this scenario to capture both funded and unmet needs; and

WHEREAS, the TDP encompasses the years 2023 through 2045; and

WHEREAS, the year 2045 is used to align the goals of this TDP with the goals and objectives presented in the GIAMPO 2045 Long Range Transportation Plan (LRTP); and

WHEREAS, this plan includes a Financial Plan, which satisfies Federal Transit Administration requirements.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the Transit Development Plan is approved as presented and is on file in the City Clerk's office.

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item I-4

#2023-88 - Consideration of Approving the Application for the Firehouse Subs Public Safety Foundation Grant

Staff Contact: Cory Schmidt, Fire Chief

Council Agenda Memo

From: Libby Finochiaro, Grants Administrator
Meeting: March 28, 2023
Subject: Firehouse Subs Grant Application
Presenter(s): Cory Schmidt, Fire Chief

Background

Grand Island Fire Department is requesting to apply to the Firehouse Subs Public Safety Foundation grant for the purchase of seventy-five Cairns 1044 Fire Helmets, totaling \$31,875.00. If we are selected, this generous grant opportunity would fully fund the purchase of the helmets for the department. The current helmets will be ten years old in July of 2023 and beyond their useful life. NFPA standards require the helmets to be retired ten years after their manufacture date.

The vendor quote has been attached to this packet for your review. The application will open on April 6, 2023 and is limited to the first six hundred applicants.

Discussion

The Firehouse Subs Public Safety Foundation fully funds the purchase of critical equipment for selected local fire departments to perform their life saving work. The current inventory of fire helmets worn by the Grand Island Fire Department will be ten years old in July of 2023 and must be retired from use at that time. If we are successfully awarded this grant, Firehouse Subs will purchase the helmets on our behalf or send a check directly to the city to make the purchase.

Fire helmets are a critical element to the protective gear worn by our team. The fire helmet protects our fire fighters from falling debris and hot embers during responses. The NFPA 1851 Standard on Selection, Care, and Maintenance of Protective Ensembles for Structural Firefighting and Proximity Firefighting states that the mandatory retirement age for helmets is ten years from the date of manufacture. Without the replacement of this gear, our firefighters lives would be in danger during their day to day operations and our department would no longer be following NFPA standards.

The Grand Island Fire Department has received a vendor quote, attached to this packet, for the purchase of seventy-five Cairns 1044 fire helmets for \$31,875.00.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the application for the Firehouse Subs Public Safety Foundation grant for the purchase of seventy-five fire helmets totaling \$31,875.00.

Sample Motion

Move to approve the application for the Firehouse Subs Public Safety Foundation grant for the purchase of seventy-five fire helmets totaling \$31,875.00.



Quote

EST-015908

Sandry Fire Supply LLC

618 6th Street
DeWitt, Iowa 52742
U.S.A
5636592357

Bill To
Grand Island, NE Fire/Ambulance
409 E. Fonner Park Rd.
Grand Island, NE 68801

Estimate Date : 03/21/23

Reference# : Firehouse Subs Grant

Sales person : Chris Rich

#	Item & Description	Qty	Rate	Amount
1	msa27-RS 6" Helmet Front	75.00 Ea	65.00	4,875.00
2	msaTRD-71B2A122100 Cairns Traditional 1044, Black, defender visor, standard flannel, black nomex, brass eagle, nomex w/ quick release and postmans slide, reflexite, lime/yellow	75.00 Each	360.00	27,000.00
			Sub Total	31,875.00
			Total	\$31,875.00

Notes

Looking forward to earning your business.

Terms & Conditions

Shipping and Handling are not included in the above pricing

RESOLUTION 2023-88

WHEREAS, the City of Grand Island Fire Department is requesting to apply to the Firehouse Subs Public Safety Foundation grant for the purchase of seventy-five fire helmets for \$31,875.00.

WHEREAS, NFPA standards require fire helmets to be retired ten years from the date of manufacture and the current inventory of helmets will need to be retired in July of 2023; and

WHEREAS, if awarded this grant, the purchase of the helmets will be fully funded by Firehouse Subs.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the application for the Firehouse Subs Public Safety Foundation grant for the purchase of seventy-five fire helmets for \$31,875.00 is hereby approved.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute such grant application on behalf of the City of Grand Island.

- - -

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item I-5

#2023-89 - Consideration of Approving Appointment of Ryan Schmitz as Interim Utilities Director

Staff Contact: Aaron Schmid, Human Resources Director

Council Agenda Memo

From: Aaron Schmid, Human Resources Director
Meeting: March 28, 2023
Subject: Appointment of Interim Utilities Director
Presenter(s): Aaron Schmid, Human Resources Director

Background

On February 28, 2023, the City Council approved a national search to fill the soon-to-be vacant position of Utility Director upon the retirement of Tim Luchsinger on April 6, 2023. On January 10, 2023, the City Council awarded a contract to Government Professional Solutions (“GPS”) of Monument, CO to recruit applicants for both the City Administrator and Public Works Director/City Engineer positions. At that meeting, the Council was advised that the recruitment process for those positions could take up to 12 to 15 weeks. It is believed that the same time frame is applicable to the Utility Director position.

Discussion

Due to the length of time that is potentially required to perform the Utility Director recruitment and hiring process, City Staff is recommending the appointment of Ryan Schmitz as Interim Utility Director. If confirmed, Mr. Schmitz will continue to perform his current duties along with those of Utility Director. Upon confirmation of appointment, Mr. Schmitz would be temporarily compensated at Step 2 of the Utility Director salary table while working out of class as the Interim Utility Director.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Council is recommended to approve the appointment of Ryan Schmitz as Interim Utility Director.

Sample Motion

Move to approve the appointment of Ryan Schmitz as the Interim Utility Director at Step 2 of the Utility Director salary table.

RESOLUTION 2023-89

WHEREAS, under Grand Island City Code, §2-31, the office of Utility Director for the City of Grand Island, Nebraska shall be appointed by the mayor and approved by the council; and

WHEREAS, the position will become vacant on April 6, 2023 and an interim appointment is needed; and

WHEREAS, the Mayor has recommended the appointment of Ryan Schmitz as Interim Utility Director effective April 7, 2023 until such time as another appointment is made; and

WHEREAS, Mr. Schmitz will be compensated on Step 2 of the Utility Director salary.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that Ryan Schmitz is hereby duly appointed Interim Utility Director for the City of Grand Island, Nebraska to be compensated at Step 2 of the Utility Director salary.

Adopted by the City Council of the City of Grand Island, Nebraska, March 28, 2023.

Roger G. Steele, Mayor

Attest:

RaNae Edwards, City Clerk

Approved as to Form	☐ _____
March 24, 2023	☐ City Attorney



City of Grand Island

Tuesday, March 28, 2023

Council Session

Item J-1

Approving Payment of Claims for the Period of March 15, 2023 through March 28, 2023

The Claims for the period of March 15, 2023 through March 28, 2023 for a total amount of \$7,182,723.23. A MOTION is in order.

Staff Contact: Patrick Brown, Finance Director