

CITY OF GERING
PLANNING COMMISSION MEETING AGENDA



A REGULAR MEETING OF THE CITY OF GERING PLANNING COMMISSION WILL BE HELD ON **TUESDAY JANUARY 20, 2026 AT 6:00 P.M.** IN THE GERING CITY HALL COUNCIL CHAMBERS, 1025 P STREET, GERING, NEBRASKA.

All agenda items are for discussion and action will be taken as deemed appropriate.

Call to Order and Roll Call

1. Pledge of Allegiance
2. Open Meetings Act - Neb. Rev. Stat. Chapter 84, Article 14, As required by State Law, public bodies shall make available at least one current copy of the Open Meetings Act posted in the meeting room. Agenda items may be moved up or down on the agenda at the discretion of the Chairperson or Vice-Chairperson. Additions may not be made to this agenda less than 24 hours before the beginning of the meeting unless they are considered under this section of the agenda and the Planning Commission determines that the matter requires emergency action.
3. Approval of Minutes of the December 16, 2025 regular Planning Commission meeting
4. Current Business:
 - A. Public Hearing to consider a Zone Change from RR Rural Residential to C-1 Neighborhood Commercial for Lot 1, Block 2, Pappas Northwest Addition, City of Gering, Nebraska
 - i. Make recommendation to City Council regarding proposed zone change
 - B. Consider Preliminary Plat for Hobbs Horizon Addition, Southwest Quarter of Section 1, Township 21 North, Range 55 West, 6th P.M., City of Gering, Scotts Bluff County, Nebraska
 - C. Consider Final Plat for Hobbs Horizon Addition, Southwest Quarter of Section 1, Township 21 North, Range 55 West, 6th P.M., City of Gering, Scotts Bluff County, Nebraska
5. City Engineer Report
6. OPEN COMMENT: Discussion or action by the Planning Commission regarding unscheduled business will not take place. This section is for citizen comment only.
7. Adjourn

THE OFFICIAL PROCEEDINGS OF THE CITY OF GERING PLANNING COMMISSION REGULAR MEETING, DECMEBER 16, 2025

A regular meeting of the City of Gering Planning Commission was held in open session on December 16, 2025, at 6:00 p.m. in the Gering City Hall Council Chambers at 1025 P Street, Gering, NE. Present were Commissioners Alvizar, Hauck, C. Kaufman, T. Kaufman, Miles, Taylor, Crews and Waterman. Absent: Keener. Also present were City Engineer Annie Folck, Mayor Kent Ewing and Secretary Karen Heins. Notice of the meeting was given in advance by publication in the Star-Herald, the designated method of giving notice. All proceedings hereafter were taken while the meeting was open to the attendance of the public.

Call to Order and Roll Call:

Chairman Miles called the meeting to order at 6:00 p.m. and noted that a quorum of the Planning Commission was present and business could be conducted.

1. Pledge of Allegiance

2. Open Meetings Act - Neb. Rev. Stat. Chapter 84, Article 14

Chairman Miles stated: As required by State Law, public bodies shall make available at least one current copy of the Open Meetings Act posted in the meeting room. Agenda items may be moved up or down on the agenda at the discretion of the Chairperson. Additions may not be made to this agenda less than 24 hours before the beginning of the meeting unless they are considered under this section of the agenda and the Planning Commission determines that the matter requires emergency action.

3. Approval of Minutes of the September 9, 2025, special Planning Commission meeting

A motion was made by Commissioner Taylor to approve the minutes of the September 9, 2025 special Planning Commission meeting with the correction to Section 7 to reflect Commissioner Crews as absent rather than abstaining. Seconded by Commissioner T. Kaufman. There was no discussion. The Secretary called the roll. "AYES": Waterman, Crews, Taylor, Miles, C. Kaufman, T. Kaufman, Hauck, Alvizar. "NAYS": None. Abstain: None. Absent: Keener. Motion carried.

4. Current Business:

A. Public Hearing to consider amending the City Zoning Ordinance and modify the land use table to provide for appropriate zones for recreational vehicle habitation.

Chairman Miles opened a public hearing at 6:04 p.m. to consider amending the City Zoning Ordinance and modify the land use table to provide for appropriate zones for recreational vehicle habitation.

**CITY OF GERING
PLANNING COMMISSION RECOMMENDATION AND REPORT**

To:	Planning Commission	Date:	December 16, 2025
From:	Planning & Community Development	Zoning:	
Subject:	Public Hearing to Consider Amending the City Zoning Ordinance and modify the land use table to provide for appropriate zones for recreational vehicle habitation	Property Size:	
Location:		#Lots/Parcels:	
Owner:		City Council Public Hearing:	January 12, 2025

Public Notice: This Public Hearing was noticed meeting City Zoning and Subdivision Regulations and according to Nebraska State Statutes.

Agenda Item Summary

The City has received numerous complaints about people living in recreational vehicles in residential zones. While this is already prohibited by the City’s zoning code, it is difficult to enforce, as zoning is typically enforced through the process of issuing building permits or certificates of occupancy, neither of which is required for someone to move into a recreational vehicle. In order to make enforcement easier, City Council has directed staff to draft an ordinance that would prohibit people from living in recreational vehicles outside of designated recreational vehicle parks or trailer courts. Staff is working on that ordinance, which will go to City Council for approval in January. However, in reviewing the City’s zoning code, it has come to the attention of staff that recreational vehicle park is not a defined use in the zoning code, and it is not listed in the land use table.

Staff is proposing the attached ordinances, which would add definitions clarifying that a recreational vehicle park has the same definition as a campground, which is currently defined as “Any premises where two (2) or more camping units are parked/placed for camping purposes, or any premises used or set apart for supplying to the public, camping space for two (2) or more camping units for camping purposes. A campground includes any buildings, structures, vehicles or enclosure used or intended for use or intended wholly or in part for the accommodation of transient campers.” The ordinances would add a recreational vehicle park area/campground into the land use table as a conditional use in the Ag, C-2, C-3, and ML zones.

The City’s zoning code currently lists a “recreational vehicle parking area” in the land use table, but there is no definition for it. The proposed ordinances would not change how this use is listed in the land use table, where it is a permitted use in the C-3, ML, and MH zones, but they would add a definition for a recreational vehicle parking area. This definition would make it clear that a recreational vehicle parking area is solely for storage of recreational vehicles, and that no one is allowed to stay or live in recreational vehicles in this area. This is to ensure that if anyone is going to be occupying a recreational vehicle, it will have to be located in a designated recreational vehicle park where there is appropriate infrastructure for water, sewer, and electrical hookups.

Recommendation

Recommend Approval

Recommend approval of the attached Ordinances to City Council with the following conditions:

Recommend Denial

Recommend denying approval of the attached Ordinances to the City Council for the following reasons:

Table

Table making a recommendation regarding the attached Ordinances for the following reasons:

Chairman Miles asked City Engineer Folck to provide her report and recommendation. Engineer Folck reported that there has recently been some controversy regarding individuals living in recreational vehicles (RVs). She explained that, under the zoning code, an RV may not be placed on a residential lot for use as a dwelling. Doing so is considered the equivalent of adding an additional residence to the property, which is prohibited in most single-family zoning districts. Staff noted that this situation is currently occurring, with some individuals moving RVs onto residential lots and occupying them.

Ms. Folck further explained that zoning code functions primarily as a preventative measure and is typically enforced when building permits are issued or when a certificate of occupancy is required. Because a building permit is not required to move an RV onto a property and occupy it, enforcement is difficult. As a result, addressing these situations often requires going through the court system, which can take several months and is not an ideal solution.

She reported that, after significant debate, City Council elected to amend the City Code of Ordinances to explicitly prohibit people from living in RVs. With this change, if a violation is identified, law enforcement can issue a citation, providing a more direct and effective means of enforcement. Ms. Folck stated she believed this was the appropriate course of action, emphasizing that living in an RV in this manner was already illegal under the zoning code. She noted that unless the City intended to legalize such use through zoning—which she did not recommend—the ordinance approach was appropriate.

Ms. Folck explained that the ordinance currently being drafted by legal counsel, and anticipated to go to City Council in January, will specify that living in an RV is not legal outside of a recreational vehicle park or a mobile home park. As part of this effort, staff reviewed the zoning code to ensure consistency and clarity. During that review, it was identified that the zoning code does not clearly define a “recreational vehicle park,” nor is such a use currently included in the land use table. The code does, however, include “recreational vehicle parking area” as a use.

She stated that, in her interpretation, a recreational vehicle parking area is distinct from an RV park and is intended to be a location where RVs are parked or stored, not occupied. Examples could include situations where property owners lack adequate space to store an RV at their residence. Recreational vehicle parking areas are currently permitted by right in the C3, ML, and MH zoning districts. She noted, however, that the zoning code does not currently define “recreational vehicle parking area,” which could create future issues.

Ms. Folck explained that staff is proposing to clearly distinguish between a recreational vehicle parking area and a recreational vehicle park and to add recreational vehicle parks to the land use table. For definitions, she indicated that the City already has a well-developed definition for “campground” in the zoning code and recommended using that existing definition rather than creating a new one. This would

distinguish recreational vehicle parks, where overnight stays are intended, from recreational vehicle parking areas, where occupancy is prohibited.

She described the proposed definition of a recreational vehicle parking area as an area where recreational vehicles, boats, trailers, travel trailers, motorhomes, and any vehicle or trailer with living quarters for accommodation may be parked or stored. It was further clarified that living, sleeping, frequenting, occupancy, and habitation in a recreational vehicle parking area would be strictly prohibited. She noted that the primary distinction is that RV parks or campgrounds require infrastructure such as sewer and electrical hookups and adequate spacing between units to protect health and safety, whereas parking areas do not.

Regarding the land use table, Ms. Folck proposed continuing to allow recreational vehicle parking areas as a permitted use by right in the C3, ML, and MH districts, noting she had no concerns with RVs being parked in those zones. For recreational vehicle parks or campgrounds, she proposed that they be allowed by conditional use only due to the unique nature of the use and the potential risks associated with improper wastewater disposal, electrical hookups, and other health and safety concerns that have been observed.

She recommended allowing recreational vehicle parks by conditional use in the agricultural zone and in the C2, C3, and ML districts, which are areas where similar uses, such as hotels, are typically located. Ms. Folck stated she did not have strong opinions regarding inclusion in the MH district but noted concerns about compatibility with heavy industrial uses due to noise, odors, and traffic. She also stated that she did not believe recreational vehicle parks were appropriate in typical residential areas due to the volume of traffic and the size of vehicles associated with such uses.

Ms. Folck concluded by asking whether Planning Commission members had any questions or concerns regarding the proposed changes.

Commissioner Taylor asked how the proposed regulations would affect situations where individuals visit family members, noting that this occurs frequently and expressing concern that the regulations might restrict such visits. Ms. Folck responded that the proposal would not significantly change current conditions, as living in a recreational vehicle on a residential lot is already not permitted under the zoning code. She noted that City Council had discussed this issue at length and initially considered including exceptions for family visits or short-term use, such as children sleeping in a camper overnight. However, after discussions with law enforcement, it was determined that including such exceptions would make enforcement extremely difficult, as officers would have to prove that an RV had been occupied beyond a specified time period before taking action.

Ms. Folck explained that City Council ultimately decided to prohibit the practice outright, noting that this approach is consistent with many other communities in Nebraska, including Scottsbluff, where living in an RV is illegal. She added that, in practice, individuals allowing family members to stay in an RV would be assuming the risk of a potential citation. She also clarified that enforcement would generally be complaint-driven, and officers would have discretion to issue a warning or a citation, particularly in initial situations.

Commissioner Taylor sought clarification, noting that Ms. Folck had stated that living in an RV is already illegal under the zoning code, while also noting that the code does not clearly define certain terms. Ms. Folck clarified that living in an RV is currently not allowed through the zoning code because it constitutes adding an additional residence to a residential lot. Commissioner Taylor then asked whether the prohibition would still apply if someone stayed in an RV for only a few days while visiting family. Ms. Folck responded that this is where enforcement becomes more complicated. She reiterated

that the activity is not legal under the existing zoning framework and enforcement would generally be complaint-driven; officers would have discretion to issue a warning or a citation, particularly in initial situations.

Commissioner Hauck asked whether it would make a difference if the RV were parked in a driveway versus parked on the street, giving an example of having an RV in a driveway while a visiting relative stayed in it. Ms. Folck responded that, under what City Council is currently considering, that situation would technically not be allowed.

Commissioner Alvizar then asked whether the City of Gering or Scottsbluff has a public waste dump station. Ms. Folck responded that there is a dump station at the RV park. Commissioner Taylor added that use of the dump station now requires a fee and that staff must be present, noting that it had previously been open and unrestricted.

Commissioner Waterman asked whether an individual would still be allowed to park a fifth-wheel camper or RV on their property next to their home, provided it was only being stored there. Engineer Folck responded that parking or storing an RV on private property would still be allowed. Commissioner Waterman then asked whether the owner could plug in an extension cord during the winter to keep the unit warm to prevent freezing. Ms. Folck responded that this would be acceptable, reiterating that the restriction applies only to people living in the RV. Commissioner Waterman observed that the only way the City would know whether someone was living in an RV would be through a complaint. Ms. Folck confirmed that enforcement would be complaint-driven.

Commissioner Hauck asked what types of complaints the City had received regarding people living in RVs. Ms. Folck responded that there were currently four such situations around town. She described concerns including an unsafe fuel or diesel tank located under one RV that posed a potential fire hazard, reports from neighbors of wastewater being dumped, and complaints related to noise, trash, and general unsightliness.

Commissioner Waterman then asked for clarification using the example of the motel east of town along Highway 92, noting that the motel has campers located behind the building with people staying in them for short periods while traveling. He asked whether that situation was addressed in the proposed ordinances. Ms. Folck responded that such a use would be considered a campground or recreational vehicle park. She explained that existing facilities would be allowed to continue, but if a similar use were proposed in the same zoning district, which is C3, it would require a conditional use permit. As part of that process, the City would verify that sewer and electrical hookups met code and that other applicable requirements were satisfied.

Commissioner Hauck asked about the common practice of travelers parking RVs overnight in large retail parking lots, such as Walmart, and whether that would be acceptable locally. Ms. Folck responded that this was one of the issues the proposed changes are intended to address. She explained that under the current code, such activity could be argued to fall under a permitted recreational vehicle parking area, making enforcement difficult. The proposed revisions would clarify the distinction and provide the City with enforcement authority.

Ms. Folck noted that enforcement remains challenging and that people sometimes sleep in vehicles without the City's knowledge. She stated that if someone parked overnight and left the next day, it was unlikely the City would be aware or take action. However, if an RV were parked in a commercial parking lot for an extended period, such as a week or more, and people began to notice someone living there, the proposed ordinance would allow the City to address the situation. She added that if a complaint

were made in the middle of the night, law enforcement might make contact, though she did not believe that scenario would be common.

Commissioner Waterman then asked about the conditional use permit for the proposed horse track and casino and whether individuals with horse trailers equipped for sleeping would be covered under existing zoning. Ms. Folck explained that if the intent were to allow people to stay overnight in those units, an additional conditional use permit for a campground or RV park would be required. Commissioner Waterman noted that in some cases trailers are simply parked for events, with occupants staying for a night or two and then leaving. Ms. Folck acknowledged that distinction and reiterated that enforcement would be difficult in those situations. Ms. Folck stated that if overnight stays became an issue at the casino site, the City would likely need law enforcement involvement and would need to work with the property owners to provide proper hookups and infrastructure. She added that if the activity did not generate complaints, the City would likely be unaware of it.

Commissioner Waterman asked whether the property owners should be notified in advance about these requirements. Ms. Folck responded that the developers have discussed the possibility of including an RV park as part of the facility and indicated that it is something they have considered given the anticipated traffic. Commissioner Waterman stated that providing advance notice could help prevent issues after adoption of the ordinance.

Engineer Folck stated that City Council has wrestled extensively with this issue and has gone back and forth, noting that it has not been an easy decision. She described the situation as a sign of the times and referenced that the City of Kimball recently adopted a similar prohibition after not addressing the issue early. She explained that the City Attorney, who also serves Kimball, reported that Kimball had upwards of 50 RVs being lived in within residential zones. Ms. Folck stated that allowing neighbors to move trailers into backyards for habitation is generally unpopular and that the City's goal is to get a handle on the issue before it becomes unmanageable.

Commissioner Alvizar commented that law enforcement likely would not be overly strict during the summer months, when events such as baseball tournaments bring an influx of visitors who may stay in campers overnight in places like Menards or Walmart parking lots, typically for a weekend. He asked whether that assumption was correct.

Ms. Folck responded that enforcement would be complaint-based and that law enforcement would use discretion. She stated that for a first-time complaint, or in situations that did not appear to be long-term, officers would likely exercise judgment similar to that used in traffic stops, choosing between issuing a warning or a citation. She emphasized that law enforcement is not seeking to penalize people unnecessarily, but that the City needs an enforcement mechanism to address situations where individuals are actually living in RVs.

The Chair then asked if there was any further discussion.

Commissioner Hauck noted that the proposed language referenced boats and questioned whether that would prohibit someone from keeping a boat in their backyard. Ms. Folck clarified that the ordinance would not prohibit individuals from parking their own boats on their own private property. She explained that the reference to boats applied only to recreational vehicle parking areas, such as a fenced lot rented out for storage of RVs, boats, trailers, ATVs, or similar items, and is not intended to restrict the parking of boats on private property.

Commissioner Hauck then asked whether a boat on a licensed trailer could be parked on the street. Ms. Folck responded that it would be allowed currently under regulations.

Commissioner Taylor commented that the issue presents a slippery slope when treated as a gray area, stating that in his view the matter should be a clear yes or no. He stated that if the proposal is approved, it should be understood that no one would be allowed to stay in RVs, and that while enforcement would be handled by the police department, the activity would clearly be illegal.

Engineer Folck clarified that the Planning Commission was not considering adoption of an ordinance amending the Municipal Code of Ordinances, as that authority rests solely with City Council. She stated that the Planning Commission's action that evening was limited to considering zoning-related changes, specifically making a distinction between a recreational vehicle parking area and a recreational vehicle park, adding those definitions to the zoning code, and adding recreational vehicle parks to the land use table.

The Chair then asked for any further comments. Hearing none, the Chair closed the public hearing at 6:24 p.m.

A motion was made by Commissioner T. Kaufman to approve amending the city zoning ordinance and modifying the land use table to provide for appropriate zones for recreational vehicle habitation. The motion was seconded by Commissioner Alvizar. There was no further discussion. The Secretary called the roll. "AYES": Waterman, Crews, Miles, C. Kaufman, T. Kaufman, Alvizar. "NAYS": Taylor and Hauck. Abstain: None. Absent: Keener. Motion carried.

5. City Engineer Report

Engineer Folck presented the City Engineer's Report. She stated that the next Planning Commission meeting is scheduled for January 20, and that additional information would be provided to the Commission prior to that meeting. She reported that the City has received another rezoning application for the corner of Five Rocks Road and Country Club Road, which will be brought back for consideration.

Ms. Folck also stated that staff expects to receive, before the end of the week, both a preliminary and final plat for the housing development near McClellan Park, known as the Oikos development, which proposes 44 townhome units. She indicated that this item is anticipated to be on the January agenda as well.

She concluded by noting that several items are forthcoming, and then wished the Commission a Merry Christmas, thanking the members for their service.

6. Open Comments:

Chairman Miles noted that the Planning Commission would not be engaging in discussion or taking action on any unscheduled business during this portion of the meeting. He explained that this time was designated for citizen comment only. He invited members of the public to speak, requesting that they state their name and address before addressing the Commission, and reminded speakers of the five-minute time limit.

7. Adjourn

A motion was made by Commissioner Alvizar to adjourn. Seconded by Commissioner Taylor. There was no discussion. The Secretary called the roll. "AYES": Waterman, Taylor, Crews, Miles, C. Kaufman, T. Kaufman, Hauck, Alvizar. "NAYS": None. Abstain: None. Absent: Keener. Motion carried.

The meeting adjourned at 6:27 p.m.

Jody Miles, Chairman

ATTEST:

Karen Heins, Administrative Secretary

***CITY OF GERING
PLANNING COMMISSION RECOMMENDATION AND REPORT***

To:	Planning Commission	Date:	1/20/2026
From:	Planning & Community Development	Zoning:	RR
Subject:	Recommendation & Report – Zone Change from RR Rural Residential to C-1 Neighborhood Commercial	Property Size:	
Location:	Lot 1, Block 2, Pappas Northwest Addition	#Lots/Parcels:	1
Owner:	Highway 71 Trust	City Council Public Hearing:	2/9/2026

Public Notice: This Public Hearing was noticed meeting City Zoning and Subdivision Regulations and according to Nebraska State Statutes.

Agenda Item Summary

The City of Gering has received an application to change the zoning on a property located on Lot 1, Block 2, Pappas Northwest Addition, generally located at the northwest corner of Five Rocks Road and Country Club Road. The application requests a change in zoning from RR Rural Residential to C-1 Neighborhood Commercial. The majority of the property is currently vacant, with some older farm sheds on the northern edge of the property (built in 1982).

The City’s Comprehensive Plan describes this area as District 1, the Northwest Monument Neighborhood District. While it states that the predominant use is residential, it also states, “Small footprint and lower scale commercial uses that act to support the neighborhood may be appropriate at key intersections and in higher traffic areas. Commercial uses should be consistent with the character of the area in scale and design.” Because this property is located on the intersection of Country Club Road and Five Rocks Road, two of the City’s main arterials, this would be an area that is appropriate for neighborhood commercial. The map of the district also designates this intersection as being appropriate for a commercial node, with C-1 Neighborhood Commercial being listed as appropriate zoning for the node.

While C-2 or C-3, the City’s less restrictive commercial zones, would not be appropriate, C-1, Neighborhood Commercial is the City’s most restrictive commercial zone. The stated intent of the district is as follows:

3.9.1.A. INTENT. The C-1 Neighborhood Commercial District is intended primarily for the provision of retail and personal service facilities to satisfy the convenience-goods needs of the consumer relatively close to his/her place of residence.

Due to this being such a restrictive zone, uses like beauty shops, retail stores, medical facilities, and restaurants with no drive through are permitted uses by right. Other uses that have the potential to generate more traffic/parking needs, such as banks, funeral homes, and drive through restaurants, would be allowed only through a conditional use permit, meaning that neighbors would have to be notified and a public hearing would be held with the Planning Commission before such uses could be approved. The most intensive uses, such as industrial services or automobile repair shops, would not be allowed at all in this zone. A complete table showing permitted and conditional uses is attached.

Findings of Fact regarding the zone change:

- The Comprehensive Plan shows this area as being appropriate for a commercial node with C-1 Neighborhood Commercial zoning.

- The size of the property being rezoned is small enough that the development will be restricted to “small footprint lower scale commercial uses” such as what the Comprehensive Plan describes as being appropriate for the area.
- The location is at the intersection of two of the City’s arterials, a very high traffic area.
- The zone requested is the least intensive of the commercial zones and is intended to provide services relatively close to residential areas.

Recommendation

Approve

Recommend approval of a Zone Change from RR Rural Residential to C-1 Neighborhood Commercial for Lot 1, Block 2, Pappas Northwest Addition, City of Gering, for the following reasons:

Deny

Recommend denial of a Zone Change from RR Rural Residential to C-1 Neighborhood Commercial for Lot 1, Block 2, Pappas Northwest Addition, City of Gering, for the following reasons:

Table

Table considering a Zone Change from RR Rural Residential to C-1 Neighborhood Commercial for Lot 1, Block 2, Pappas Northwest Addition, City of Gering, for the following reasons:



City of Gering
1025 P Street
P.O. Box 687
Gering, NE 69341
Phone (308) 436-6800
Fax (308) 436-2184

Zone Change Application

Date: **RECEIVED NOV 24 2025**

Applicant's Name: Katie Smith Phone: 308-641-1364

NOTE: Applicant must be owner or have written consent of owner to be considered.

Address: 90110 CR 19, Scottsbluff, NE, 69361

Present Owner Highway 71 Trust/Gregg Baum Phone: 308-631-9195

(If different than Applicant)

Present Zoning: Rural Residential Proposed Zoning: C-1

Property Legal Description or Address: Block 2, Pappas Northwest Addition, City of Gering, Scotts Bluff County, Nebraska

Block: 2 Lot: 1 Subdivision: Pappas Northwest Addition

Other Description: North West Corner of Country Club Road and Five Rocks Road, Gering, NE

Present Use of Property: No current use

Reason for request: Change from Rural Residential to C-1 for the construction of a multi-unit commercial complex

X Gregg A. Baum
Applicant's Signature

Katie Smith
Applicant's Signature

Staff Use Only

Adjoining Property Use:

North: _____ South: _____

East: _____ West: _____

If change is granted, how will it affect adjoining property? _____

Fee \$150.00

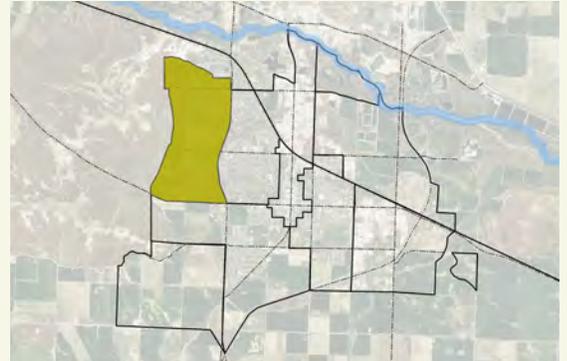
For Office Use Only
Receipt no. _____

District 1

Northwest Monument Neighborhood District

Existing Characteristics

The Northwest Monument Neighborhood District is characterized by low density, large lot housing, ranging from small to, large-lot subdivisions to large estate properties. The housing in this area is clustered and organized along the golf course with irregular block patterns on curvilinear streets, with little to no connectivity between neighborhood areas. The district contains some medium density housing patterns in the southern portion along M Street.



Access to residences is via driveways with alleys being present in a few of the neighborhoods. There is a mix of attached and detached garage forms. Buildings are set back at varied distances.

Open space is plentiful due to the large golf course and private yards in the front and rear of the residences.

Future Desired Characteristics

A future goal is to maintain the open space feel of the district while promoting single family home development and integrating some denser residential housing forms/formats. Accessory dwelling units and compatible two-unit uses are appropriate and could be thoughtfully integrated into the existing neighborhoods or planned as new clusters. Key intersections in this District may be appropriate for commercial uses such as neighborhood serving retail and/or for higher density housing. Commercial uses should be limited to the needs of the residents with the goal of reducing trips and should be located in small clusters along arterials and at arterial/collector intersections.

Whether small or large, future development should continue to preserve and enhance the natural and scenic resources present in the district. Scenic view sheds that highlight the nearby Monument should be preserved and integrated into the development pattern.

District 1: Northwest Monument Neighborhood District

Future Places



Land Use

 Residential

Intensity

 Low Density

 Higher Density

Node

 Commercial Node

Land Use Scale & Form

Residential: The predominant use is residential, with an emphasis on Low to Medium intensities. All intensities of residential development can be accommodated, although higher intensity residential uses may not be appropriate in all areas. Appropriate locations to introduce additional intensity are at select sites along arterial and collector streets or intersections.

Commercial Node: Small footprint and lower scale commercial uses that act to support the neighborhood may be appropriate at key intersections and in higher traffic areas. Commercial uses should be consistent with the character of the area in scale and design.

Neighborhood and community based public/semi-public facilities—places of worship; public safety facilities; schools.

Neighborhood parks, trails, and recreational facilities.

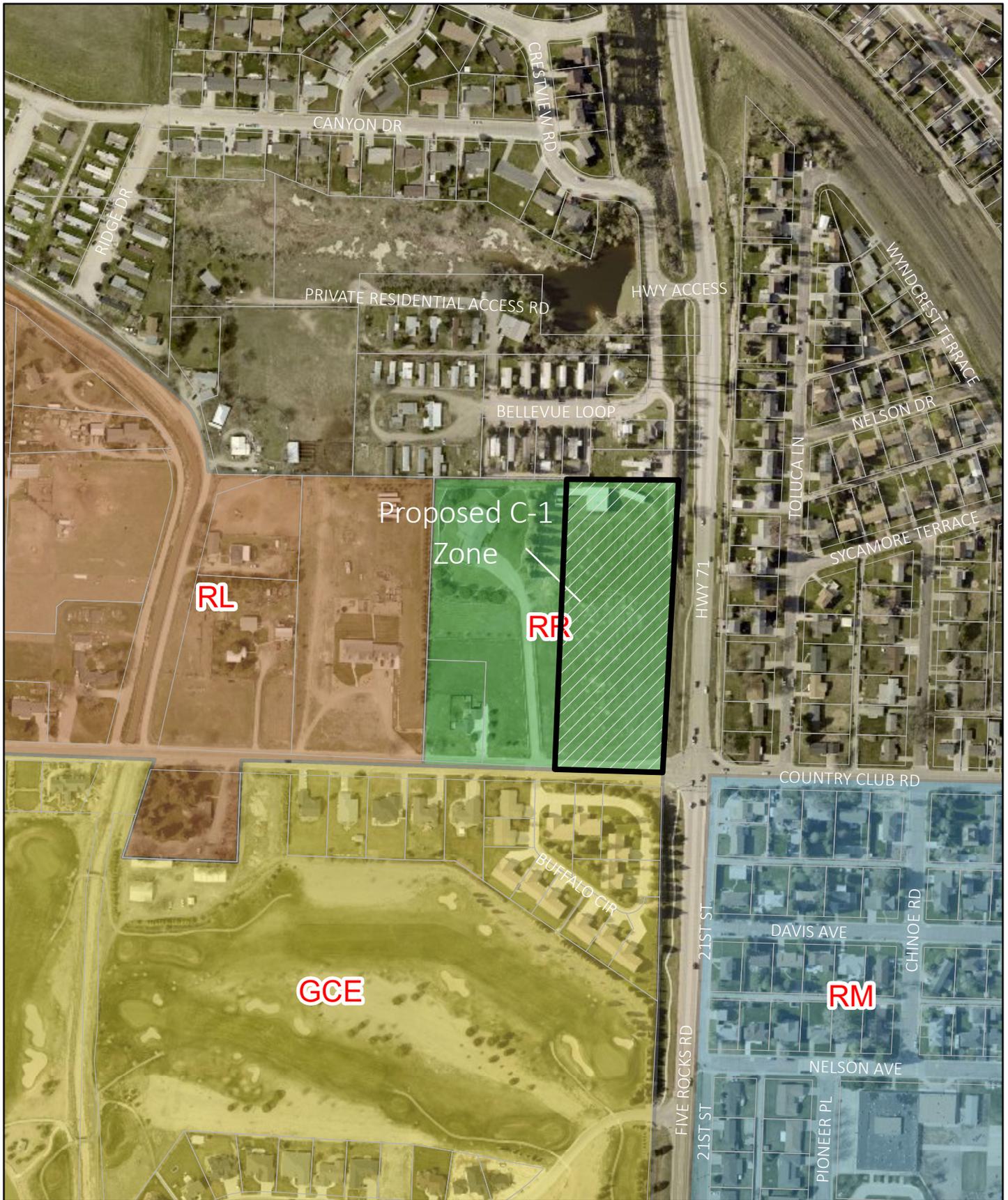
Primary Zoning

R1 Low Density Residential

R2 Medium Density Residential

R3 High Density Residential

C1 Neighborhood Commercial



Final 3.12.2025
S. Rodriguez

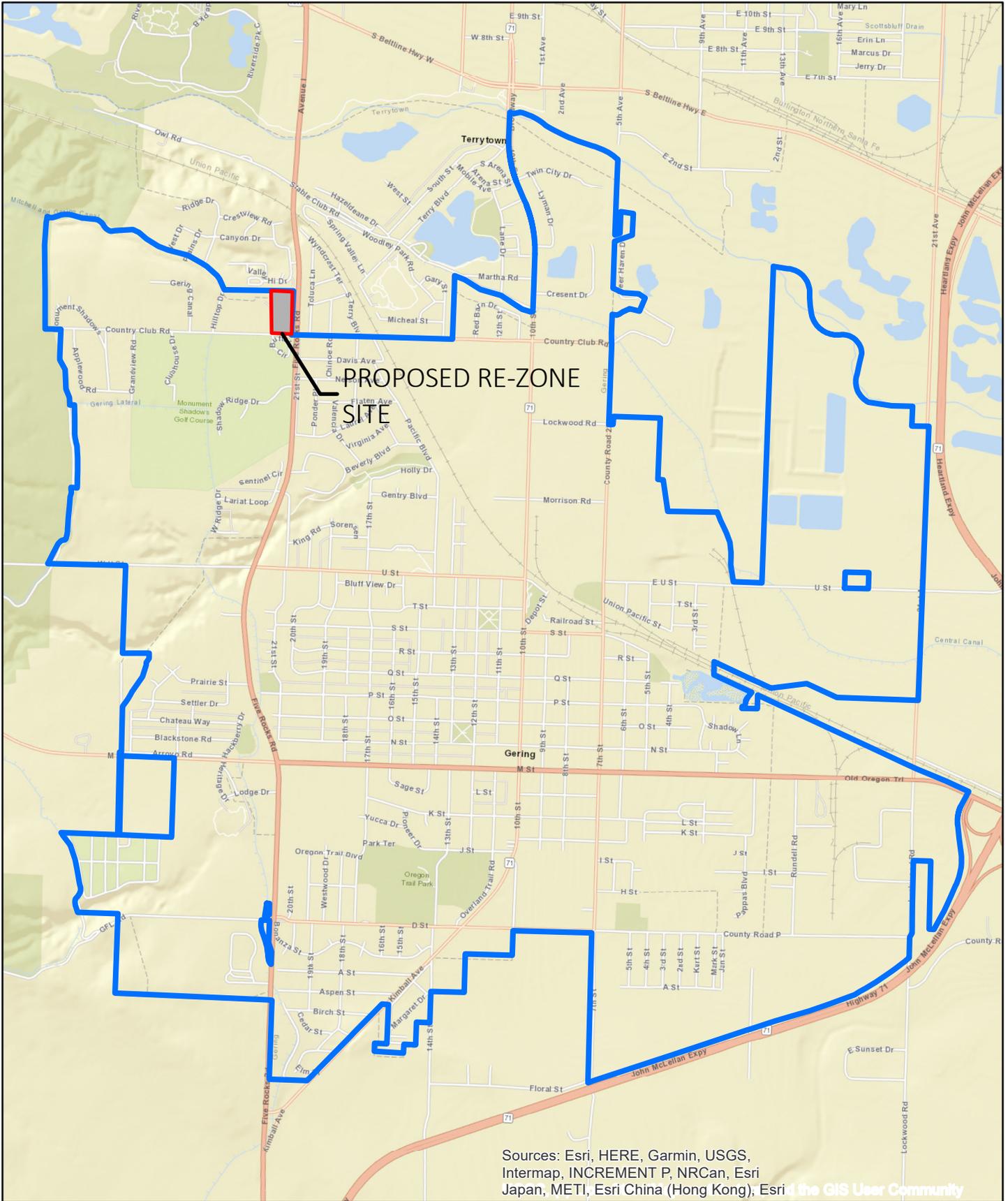
- Zone Boundaries
- RR Rural Residential District
 - RL Residential Low-Density District
 - RM Residential Medium-Density District
 - GCE Golf Course Estates District

ZONING MAP

Engineering and Mapping Department City of Gering

NORTH LINEAR SCALE (FEET)





3.12.2025
S. Rodriguez

VICINITY MAP

Engineering and Mapping Department City of Gering

NORTH LINEAR SCALE (MILES)



ARTICLE 3. ZONING DISTRICTS

USES	ZONING DISTRICTS									
	AG	RR	RL	RM	RH	C-1	C-2	C-3	ML	MH
	AGG / AEDS	RRE	RL	(RM + RML)	(RMH)	BN(C-1)	BCB(C-2)	(BHC(C-3)+ BTS(C-4) +BEQ(C-5)	ML	MH
AGRICULTURAL										
Agricultural Produce Stand	P	P								
Agricultural Production	P	P								
Agricultural Service	C									
Animal Husbandry	P	P								
Bulk Grain Storage / Grain Elevator	P								P	P
Feed Lots (1st / 2nd / 3rd Class)	C									
Livestock Auction / Sales Barn										P
NATURAL RESOURCE										
Gas / Oil Wells	C									C
Natural Resource Extraction / Processing	C									C
RESIDENTIAL										
Boarding and Rooming Houses / Bed and Breakfasts	C	P	C	C	C		P			
Convalescent / Nursing / Rest Homes					P	P				
Group Home		C	C	C	C					
Group Shelters / Transitional Housing		C			C		C	P		
Home Occupation	P	P	P	P	P					
Independent and Assisted Living Center					P	P				
Live Work / Loft (Residential / Commercial) Dwelling (not in 1st / ground / basement level)						P	P			
Mobile / Manufactured Home Park					P					
Multi-Family Dwellings - General					P					
Muti-Family Dwellings - Limited (6 units or less)				C	P					
Short-term Residential Rental	P	P	P	P	P	P	P			
Single-Family Dwellings (attached)			C	C	P	P	P			
Single-Family Dwellings (detached)	P	P	P	P	P					
Accessory Dwelling Unit	P	P		C	P					
Tiny Homes / Tiny Home Community					P					
Two-Family Dwelling (Duplex)			C	P	P					
CIVIC / PUBLIC ASSEMBLY / SEMI-PUBLIC / UTILITY										
Airports / Landing Strips / Heliports	C							C	C	C
Cemetaries	C	C	C	C	C					
Communication Equipment / Structures		C			C	C	P	P	P	P
Communication Towers	C	C	C	C	C	C	C	C	C	C
Community / Cultural / Educational Facilities	C	C	C	C	C	C	C	P	P	
Golf Course	C	C	C	C	C					
Government / Public Service Administrative Facilities				C	C	P	P	P		
Government / Public Service Yards						C	C	P	P	P
Hospital				C	C	P	P	P		
Libraries				C	C	P	P	P		

ARTICLE 3. ZONING DISTRICTS

USES	ZONING DISTRICTS									
	AG	RR	RL	RM	RH	C-1	C-2	C-3	ML	MH
	AGG / AEDS	RRE	RL	(RM + RML)	(RMH)	BNQ(C-1)	BCR(C-2)	(BHC(C-3)+ BTS(C-4) +BEC(C-5)	ML	MH
Kennels - indoor	P							P	P	P
Kennels - outdoor	C							C	P	P
Laundries / Dry Cleaning - self service or pick-up / drop off activities only						P	P	P	P	P
Liquor Stores							P	P	P	
Manufacturing / Fabrication / Assembly									P	P
Manufacturing / Fabrication / Assembly - limited						C	C	P	P	P
Meat Locker								P	P	P
Meat and poultry packing, slaughtering, eviscerating and skinning; and the rendering of by-products of slaughtering and killing animals or poultry.										C
Medical / Health Facilities						P	P	P	P	
Microbrewery						C	P	P	P	P
Mini / Self- storage Rental Buildings / Units								C	P	P
Music / Dance Studios					C	P	P	P	P	
New / Used Automobile Sales							C	P	P	P
New / Used Automobile Sales with limited repair services								P	P	P
Office / Office Buildings business and professional						P	P	P	P	P
Parking Lot (stand alone - public or private)						P	P	P	P	P
Parcel Delivery Services							P	P	P	P
Pharmacy						C	P	P	P	
Printing Shops							P	P	P	P
Recreational Vehicle Parking Area								P	P	P
Recreational Vehicle Sales / Service / Rentals / Repair								P	P	P
Repair Services - Automobile								P	P	P
Repair Services - Automobile Limited							C	P	P	P
Restaurants - Drive-in / Drive-thru						C	C	P	P	
Restaurants / Cafes						P	P	P	P	
Retail Stores / Shops						P	P	P	P	
Service / Gas Stations - Automobile (with or without minor repair services and/or carwash)							C	P	P	P
Service / Gas Stations - Automobile Limited						C	P	P	P	P
Storage / Warehouse									P	P
Storage / Warehouse - limited						P	P	P	P	P
Tattoo Parlor / Body Piercing / Permanent Cosmetics and Branding							P	P	P	P
Truck Fueling / Repair Services (not including truck / trailer washing facilities)								P	P	P
Truck Fueling / Repair Services (truck / trailer washing facilities)									P	P
Trucking / Distribution									P	P
Veterinary Clinic Limited							C	P	P	P
Veterinarian or animal hospitals, provided any such building, kennel, or exercise runway is located at least one hundred (100) feet away from any "R" District boundary.	C							P	P	P

CITY OF GERING
PLANNING COMMISSION RECOMMENDATION AND REPORT

To:	Planning Commission	Date:	1/20/2026
From:	Planning & Community Development	Zoning:	RM
Subject:	Recommendation & Report – Preliminary Plat for Hobbs Horizon Addition, Southwest Quarter of Section 1, Township 21 North, Range 55 West, 6 th P.M., City of Gering, Scotts Bluff County, Nebraska	Property Size:	37.4 acres
Location:		#Lots/Parcels:	95
Owner:	OIKOS Development Corporation	City Council Public Hearing:	2/9/2026

Agenda Item Summary

The City has received an application for a Preliminary Plat for Hobbs Horizon Addition, Southwest Quarter of Section 1, Township 21 North, Range 55 West, 6th P.M., City of Gering, Scotts Bluff County, Nebraska. While the applicant plans on developing this property in phases, the Preliminary Plat lays out all of the streets and utilities for the entire property. This ensures that there is a comprehensive plan rather than a piecemeal approach to development. The preliminary plat includes 95 lots, which are sized appropriately for four-plexes or duplexes.

The street layout is designed to tie in to the existing surrounding streets, with H and I Streets being connected as through streets. Pappas Boulevard would also be extended through the development to intersect with H and I. The property would have additional outlets through 2nd Street, J Street, and 3rd Street. The 3rd Street outlet will be especially important as that will allow the development to have direct access to D Street.

The water and sewer plans will tie into the existing system which has been stubbed into the property. Water will be looped at all locations to provide better water quality and adequate fire flows. There will be a storm sewer system installed, which will outlet into a proposed detention basin. The overflow from the detention basin will go to the D Street drain to the south.

Staff has reviewed the preliminary plat and believes that it meets all of the requirements to be approved.

Recommendation

Approve

Make a positive recommendation for City Council to approve the Preliminary Plat for Hobbs Horizon Addition, located in the SW ¼ of Section 1, Township 21 N, Range 55 W of the 6th P.M., City of Gering, Nebraska

Deny

Make a negative recommendation for City Council to approve the Preliminary Plat for Hobbs Horizon Addition, located in the SW ¼ of Section 1, Township 21 N, Range 55 W of the 6th P.M., City of Gering, Nebraska

Table

Table making a recommendation on the Preliminary Plat for Hobbs Horizon Addition, located in the SW ¼ of Section 1, Township 21 N, Range 55 W of the 6th P.M., City of Gering, Nebraska

APPLICATION FOR SUBDIVISION PLAT
PRELIMINARY AND FINAL PLAT

Date: 12.15.2025 PC Hearing Date: 01.20.2026 CC Hearing Date: 02.12.2026

1. OIKOS P.O. Box 412022, Kansas City, MO 64141
Property Owner Address Phone No.

2. _____
Sub-divider Address Phone No.

3. JEO 120 E. 16th Street, Scottsbluff, NE 308.632.3123
Engineer Address Phone No.

4. Proposed Name of Addition: Hobbs Horizon

5. Legal Description by Quarter-Quarter Section, Township and Range: Southwest
Quarter of Section 1, T21N, R55W, 6th P.M.

6. Existing Zoning District: RM Requesting change to: _____

7. A brief description of existing or available utilities: All utilities will be
connected to nearby existing utilities.

8. A brief description of proposed utilities: Water: 6" PVC
8" PVC Sanitary Sewer
18" to 36" Storm Sewer

Signature of Sub-Divider

Signature of Zoning Administrator

PRELIMINARY PLAT HOBBS HORIZON SUBDIVISION

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 21 NORTH, RANGE 55 WEST OF THE SIXTH P.M.,
 CITY OF GERING, SCOTTS BLUFF COUNTY, NEBRASKA

OWNER/APPLICANT: OIKOS DEVELOPMENT GROUP
 ENGINEER/SURVEYOR: JEO CONSULTING GROUP, INC.



JEO CONSULTING GROUP

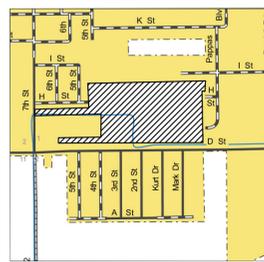
1937 N CHESTNUT ST
 WAHOO, NE 68066
 800.723.8567 | jeo.com

JEO CONSULTING, INC.
 ORGANIZATION CERTIFICATE OF
 AUTHORIZATION NUMBER: CA-0069

JEO CONSULTING, INC.
 ORGANIZATION CERTIFICATE OF
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Curve Table			
Curve #	Length	Radius	Delta
C1	50.835	50.000	058.2531
C2	67.474	50.000	077.3199
C3	67.474	50.000	077.3199
C4	63.425	50.000	072.6801
C5	27.435	530.000	002.9659
C6	10.763	530.000	001.1635
C7	33.874	470.000	004.1294
C8	33.874	470.000	004.1294
C9	75.835	669.000	006.4948
C10	83.739	669.000	007.1718
C11	81.002	480.000	009.6689
C12	33.491	480.000	003.9977
C13	27.844	500.000	003.1907
C14	91.419	500.000	010.4759
C15	73.283	649.000	006.4697
C16	81.520	649.000	007.1969
C17	81.629	530.000	008.8245
C18	44.790	530.000	004.8421
C19	2.957	470.000	000.3605
C20	109.150	470.000	013.3060
C21	108.937	530.000	011.7766
C22	17.482	530.000	001.8899
C23	30.390	470.000	003.7047
C24	81.717	470.000	009.9618
C25	82.056	350.000	013.4327
C26	1.428	350.000	000.2338
C27	109.895	70.000	089.9500
C28	131.021	130.000	057.7458
C29	29.398	70.000	024.0625
C30	54.596	130.000	024.0625

VICINITY SKETCH



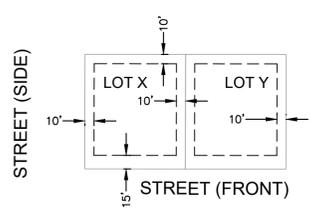
PRELIMINARY PLAT LOCATION

ZONING
 CURRENT ZONING: RH

BUILDING SETBACK RESTRICTIONS

RH ZONING
 FRONT YARD - 15 FEET
 STREET SIDE YARD - 10 FEET
 INTERIOR SIDE YARD - 10 FEET
 REAR YARD - 10 FEET

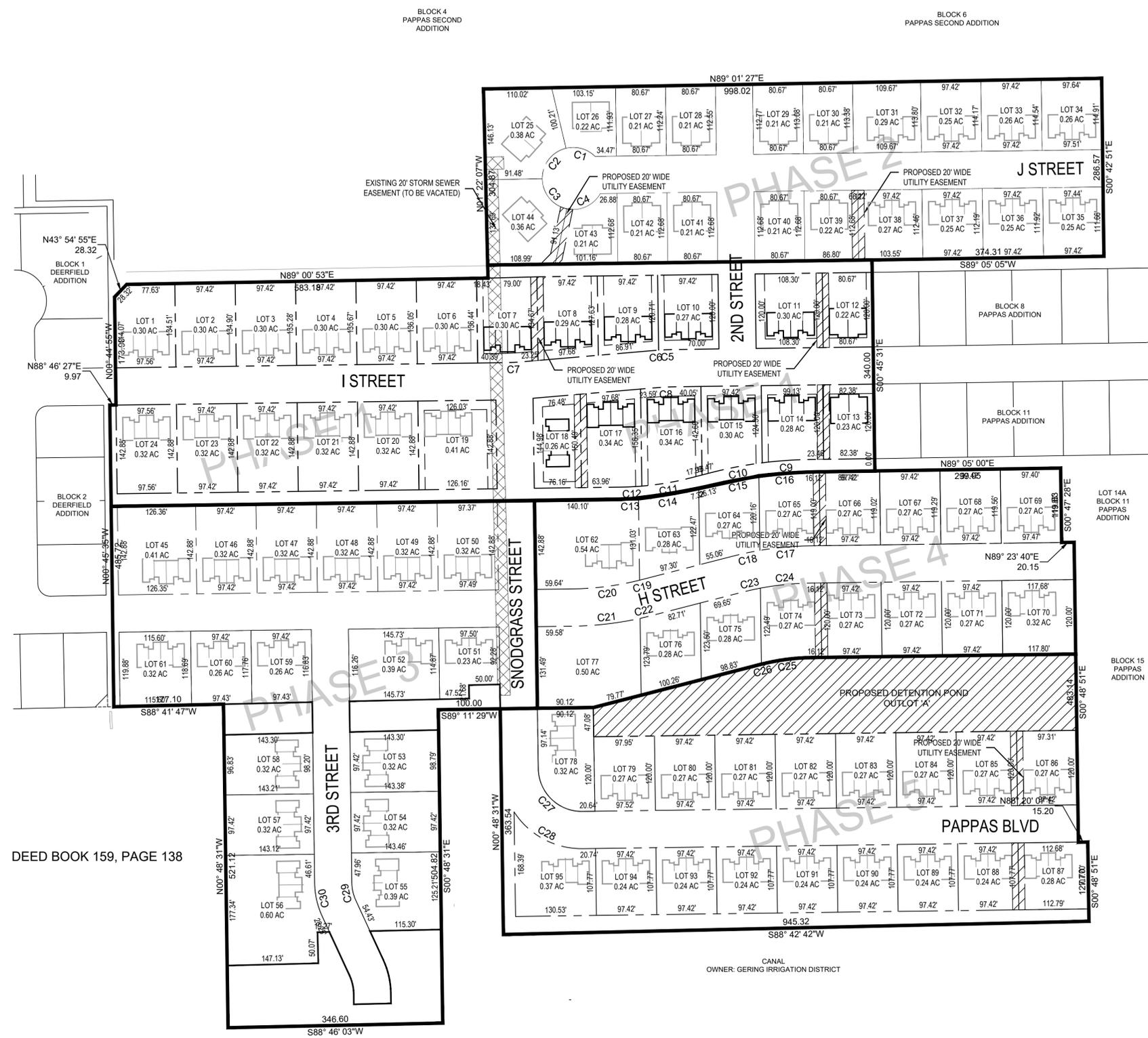
TYPICAL DETAIL FOR LOTS



UTILITY EASEMENTS

- PROPOSED UTILITY EASEMENT (WIDTH AS SHOWN)
- EXISTING UTILITY EASEMENT (WIDTH AS SHOWN)

DEED BOOK 159, PAGE 138



'D' STREET

NOTE: ALL BEARINGS ARE ASSUMED.

ISSUE

MARK DATE DESCRIPTION

**2026 HOBBS HORIZON
 INFRASTRUCTURE
 IMPROVEMENTS**

OIKOS DEVELOPMENT CORPORATION
 ATTN: Michael Snodgrass, CEO
 P.O. Box 412022
 Kansas City, MO 64141

JEO PROJECT NO.: 242543.00
 DRAWN BY: BEG
 QAQC: CM



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 Call before you dig.



PRELIMINARY PLAT

SCOTT'S BLUFF COUNTY LOW DISTORTION PROJECTION

PROJECTION: TRANSVERSE MERCATOR
SCALE FACTOR: 1.000000
CENTRAL MERIDIAN: -102°32'00"
LATITUDE OF ORIGIN: 41°31'30"
FALSE NORTHING: 20,000 METERS (65,617.00 FEET)
FALSE EASTING: 45,000 METERS (147,637.500 FEET)

POINT NAME	NORTHING US SURVEY FEET	EASTING US SURVEY FEET	ELEVATION US SURVEY FEET	LONG DESCRIPTION
CP-101	742881.37	645654.86	3895.48	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"
CP-160	53115.39	128791.03	3893.12	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"
CP-161	53338.57	128791.70	3893.07	CHISELED "X"
CP-162	53295.73	128606.20	3893.82	CHISELED "X"
CP-163	53179.78	128656.40	3894.06	CUT "X" IN CONCRETE
CP-164	53191.48	128744.10	3893.92	CUT "X" IN CONCRETE
CP-165	53878.49	128354.60	3891.34	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"
CP-166	53878.49	128354.60	3891.34	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"
CP-167	54178.93	129483	3891.0000	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"
CP-168	54199.11	129162.10	3891.30	CUT "X" IN CONCRETE
CP-169	54369.7600	129176	3891.5500	CUT "X" IN CONCRETE
CP-170	54185.78	130366.70	3887.59	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"
CP-171	54025.23	130463.3700	3886.9000	CUT "X" IN CONCRETE
CP-172	53104.41	130446.54	3888.19	CUT "X" IN CONCRETE
CP-173	53689.57	129926.66	3888.70	CUT "X" IN CONCRETE
CP-174	53380.45	130459.50	3887.29	CUT "X" IN CONCRETE
CP-175	53402.2700	130322.7400	3887.36	CUT "X" IN CONCRETE
CP-176	53446.2900	130295.2700	3887.26	CUT "X" IN CONCRETE
CP-177	53001.81	130349.4900	3887.38	CUT "X" IN CONCRETE
CP-178	53896.42	130261.6900	3887.45	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"
CP-179	53884.45	129671.5000	3889.41	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"
CP-180	53874.11	129178.55	3882.6900	S/P REBAR WITH A PLASTIC CAP STAMPED "CONTROL POINT"

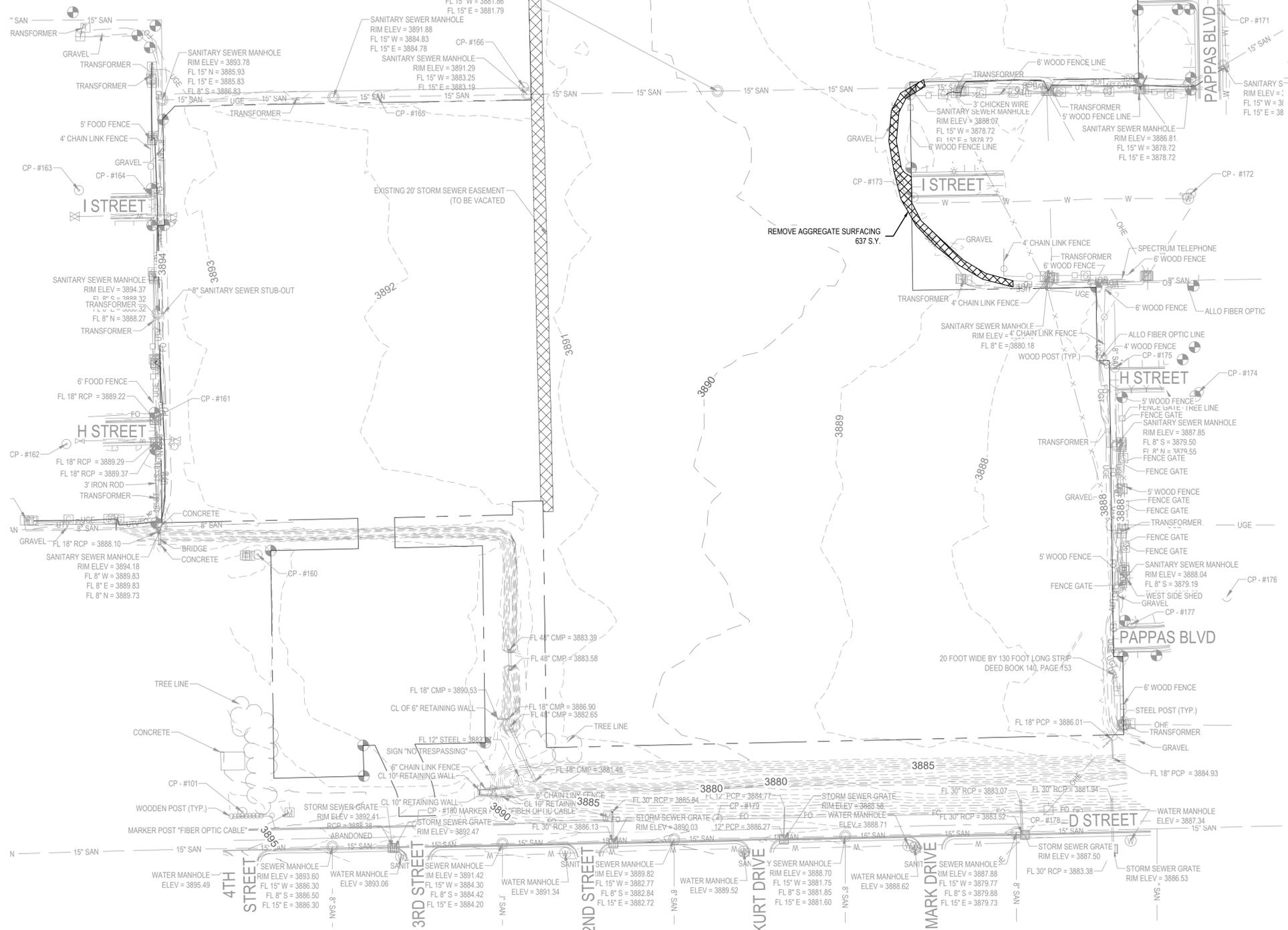
BENCHMARKS - "DATUM"

POINT NAME	NORTHING US SURVEY FEET	EASTING US SURVEY FEET	ELEVATION	LONG DESCRIPTION
BM-1	0	0	0.00	"CHANGE" THE CORNER LIGHT FOOTING @ SW COR OF SOUTH B STREET AND 9TH AVE
BM-2	0	0	0.00	"CHANGE" (TOP OF NUT FIRE HYDRANT SE COR OF COURTHOUSE EAST OF 9TH AVE)

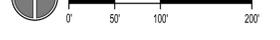
REMOVALS LEGEND



EXISTING LEGEND



EXISTING CONDITIONS & REMOVALS



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WAHOO, NE 68066
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ORGANIZATION CERTIFICATE OF
AUTHORIZATION NUMBER: CA-0069

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 CONSTRUCTION
 90%
 DATE
 DATE
 PRELIMINARY

[Date]
Isaac Kreikemeier - Civil Engineer
E-20028

ISSUE

MARK	DATE	DESCRIPTION
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**2026 HOBBS HORIZON
INFRASTRUCTURE
IMPROVEMENTS**

**OIKOS DEVELOPMENT
CORPORATION**
ATTN: Michael Snodgrass, CEO
P.O. Box 412022
Kansas City, MO 64141

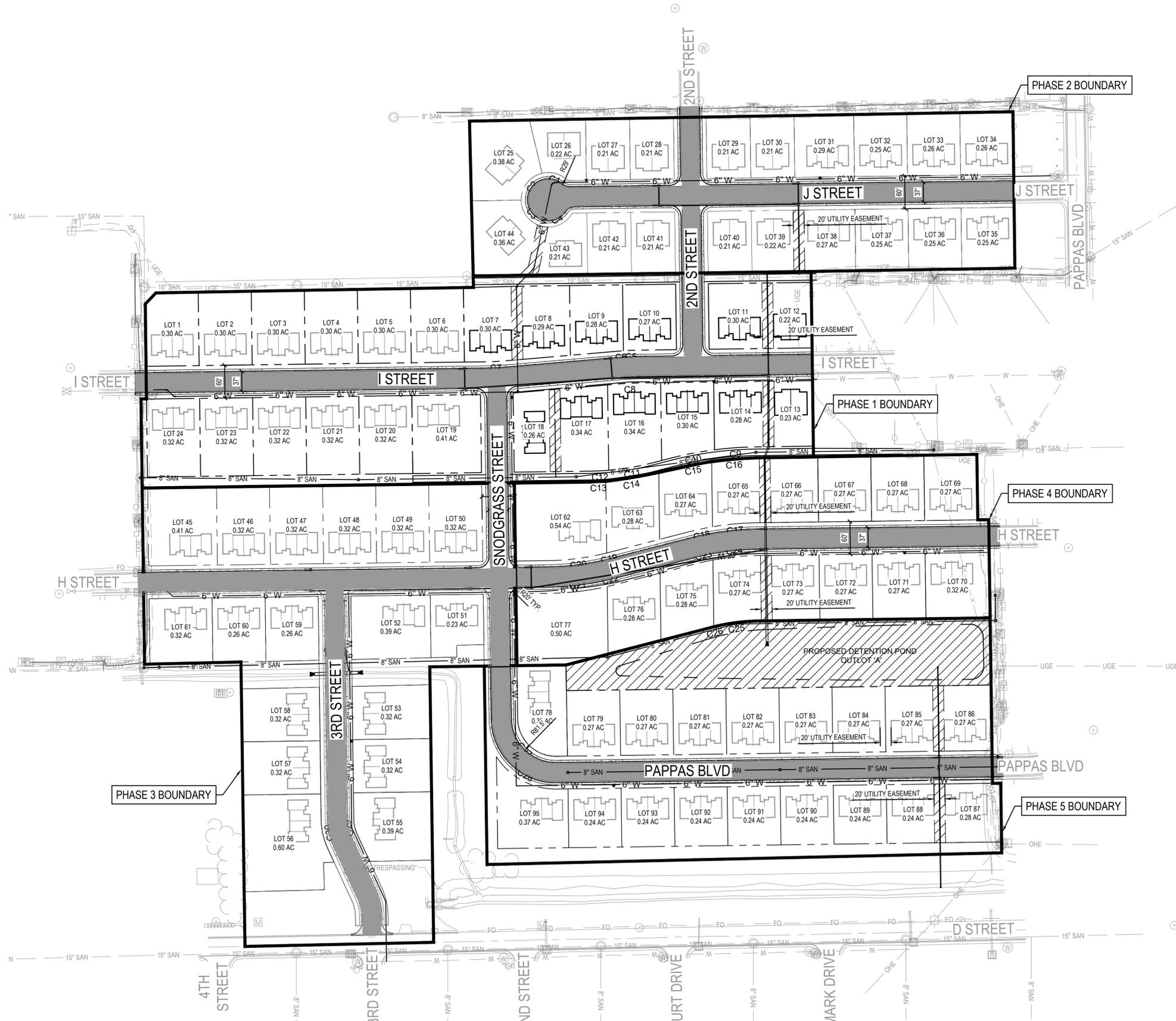
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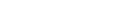
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**EXISTING CONDITIONS
& REMOVALS**



SITE LAYOUT LEGEND

-  5" CONCRETE BASE WITH 2" ASPHALT SURFACE
-  5" CONCRETE SIDEWALK
-  PROPOSED EASEMENT
-  2" DRIVE-OVER CONCRETE CURB (30" WIDE)
-  X" SAN PROPOSED SANITARY SEWER
-  X" W PROPOSED WATER MAIN
-  PROPOSED STORM SEWER



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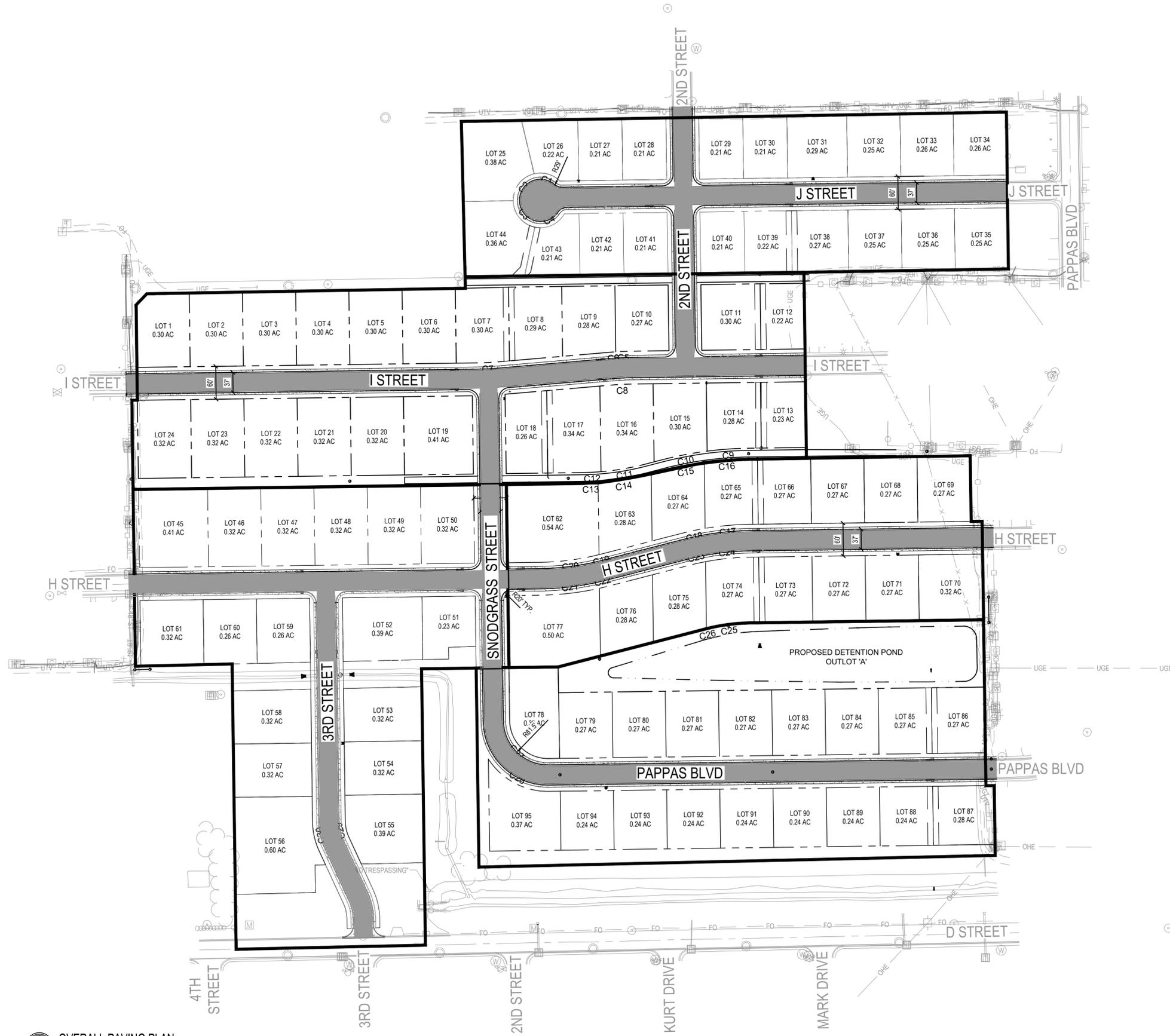
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SITE LAYOUT PLAN



SITE PAVING LEGEND

- 5" CONCRETE BASE WITH 2" ASPHALT SURFACE
- 5" CONCRETE SIDEWALK
- PROPOSED EASEMENT
- 2" DRIVE-OVER CONCRETE CURB (30" WIDE)
- X" SAN PROPOSED SANITARY SEWER
- X" W PROPOSED WATER MAIN
- PROPOSED STORM SEWER



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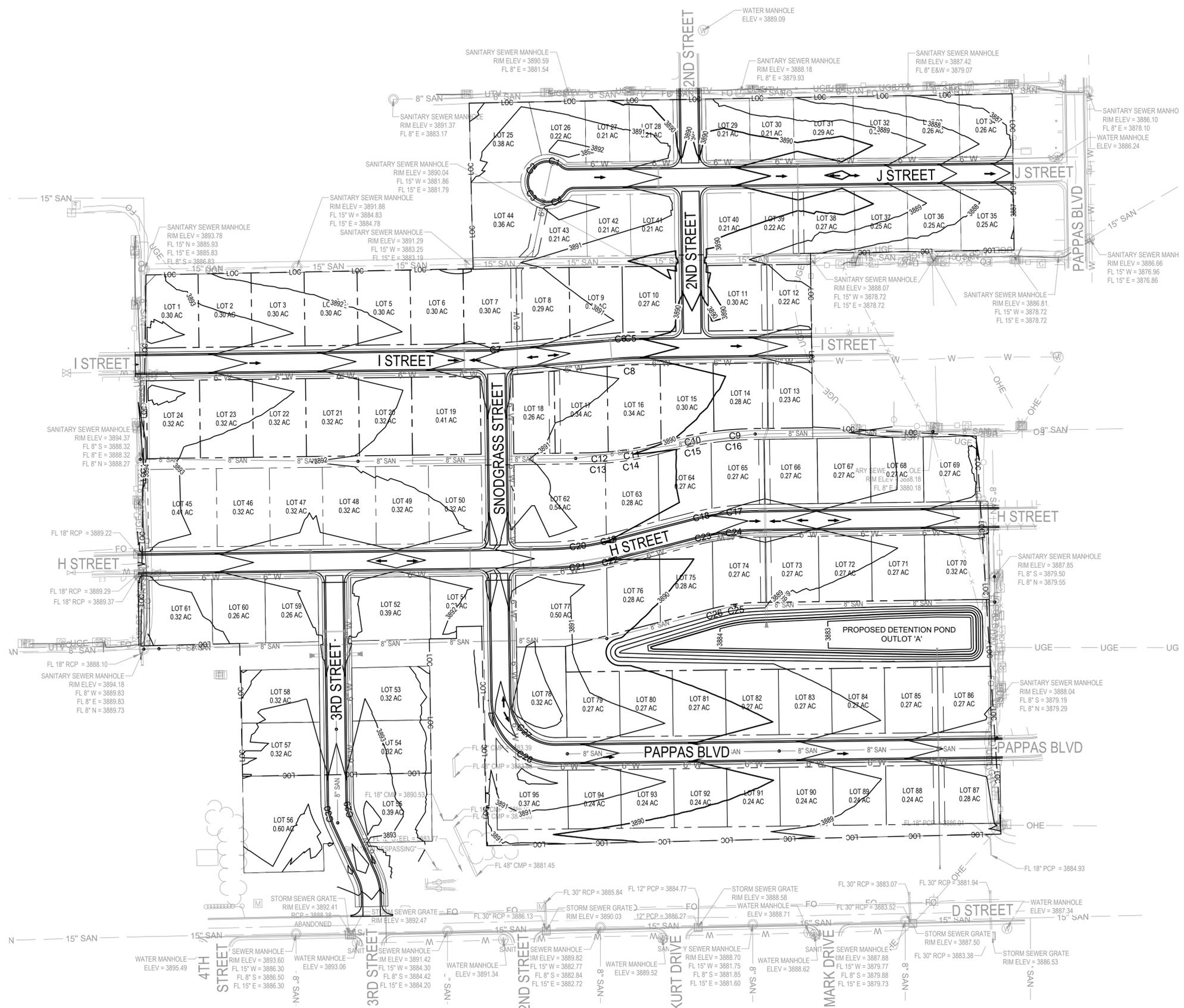


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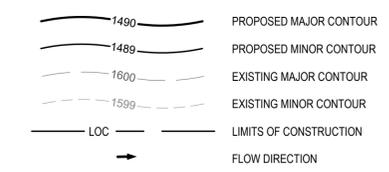


OVERALL PAVING PLAN





SITE GRADING LEGEND



APPROXIMATE EARTHWORK QUANTITIES

CUT	FILL	NET
10,936 C.Y.	37,589 C.Y.	26,653 C.Y.

* NOTE, EARTHWORK QUANTITIES ARE FOR INFORMATION ONLY. BUILDING PADS WERE NOT DEDUCTED FROM THE FILL QUANTITY.
 **A FILL FACTOR OF 1.3 HAS BEEN ADDED.

STORM BASIN INFORMATION

PROPOSED DETENTION POND OUTLOT A

DRY STORAGE INFORMATION
 BASIN TOP ELEVATION = 3889.0
 BASIN BOTTOM ELEVATION = 3882.0
 TOTAL DRY DEPTH = 7.0'
 SIDE SLOPES = 4:1



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2026 HOBBS HORIZON INFRASTRUCTURE IMPROVEMENTS

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OVERALL GRADING PLAN

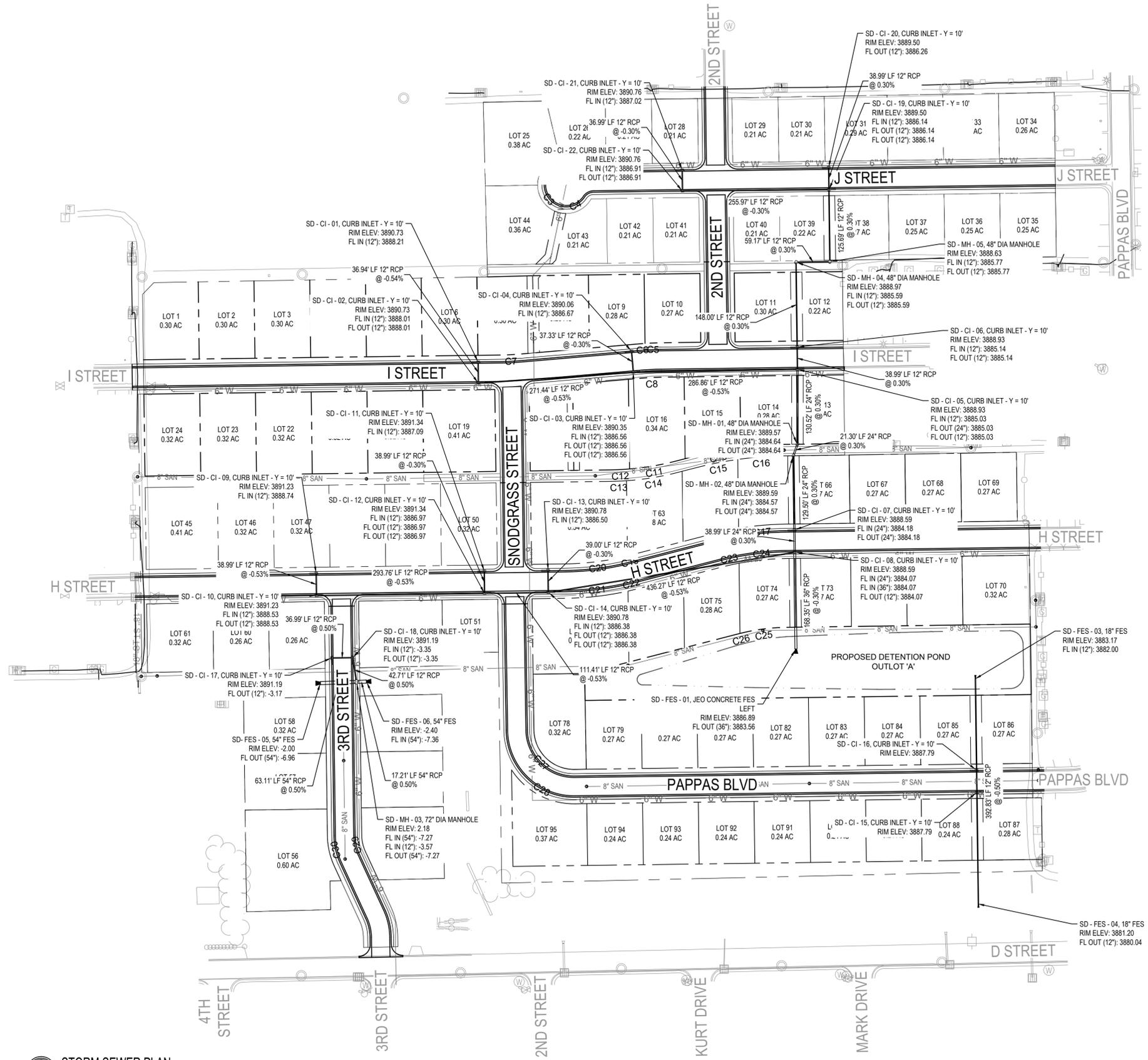
SITE LAYOUT LEGEND

— X" SAN —	PROPOSED SANITARY SEWER
— X" W —	PROPOSED WATER MAIN
====	PROPOSED STORM SEWER



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**2026 HOBBS HORIZON
 INFRASTRUCTURE
 IMPROVEMENTS**

**OIKOS DEVELOPMENT
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 P.O. Box 412022
 Kansas City, MO 64141

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 US SURVEY FEET (sft)



**OVERALL STORM
 SEWER PLAN**

SITE LAYOUT LEGEND

- X" SAN — PROPOSED SANITARY SEWER
- X" W — PROPOSED WATER MAIN
- — — PROPOSED STORM SEWER



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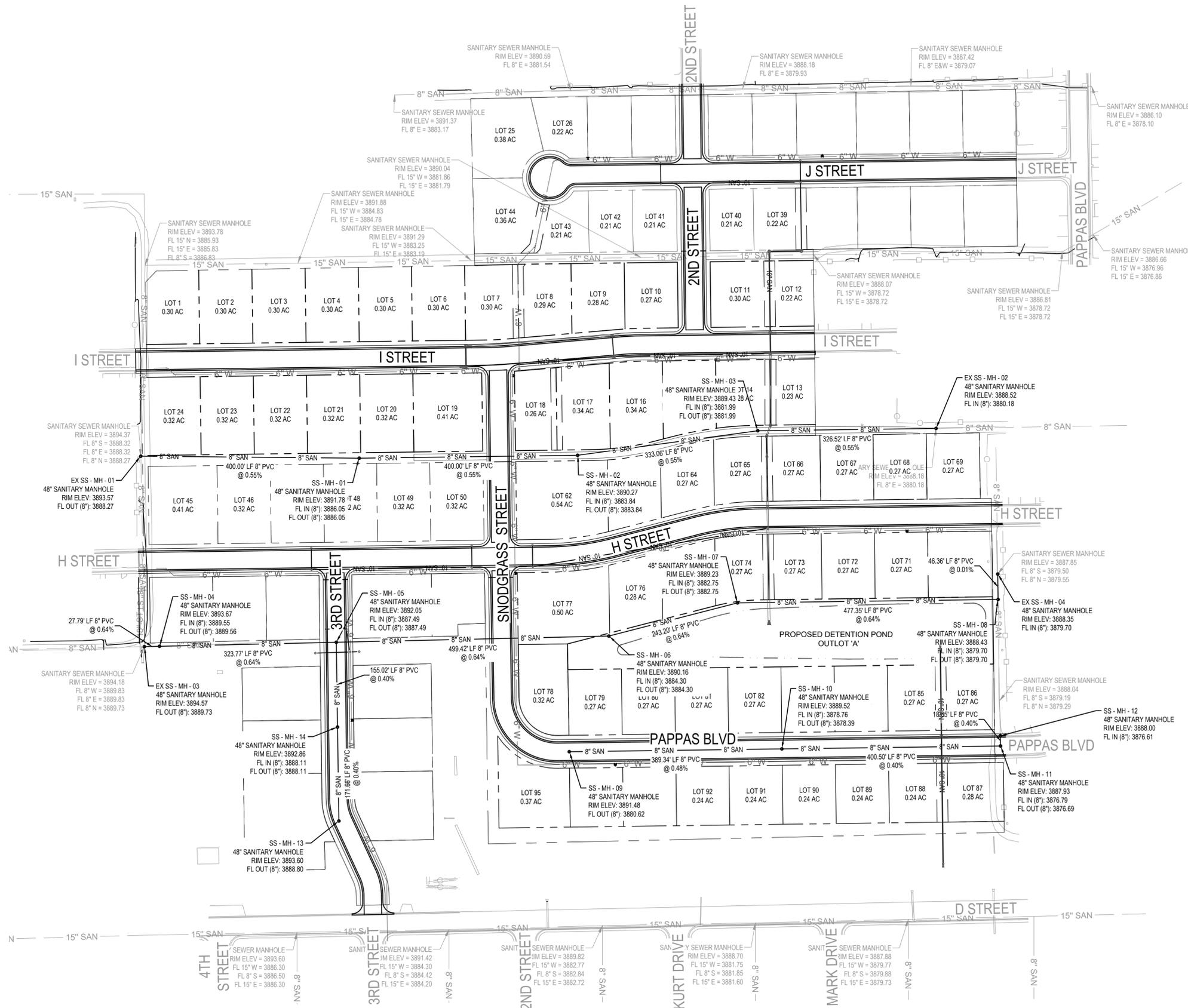
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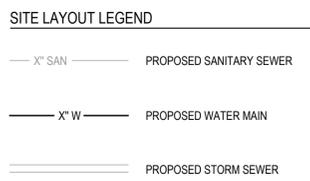
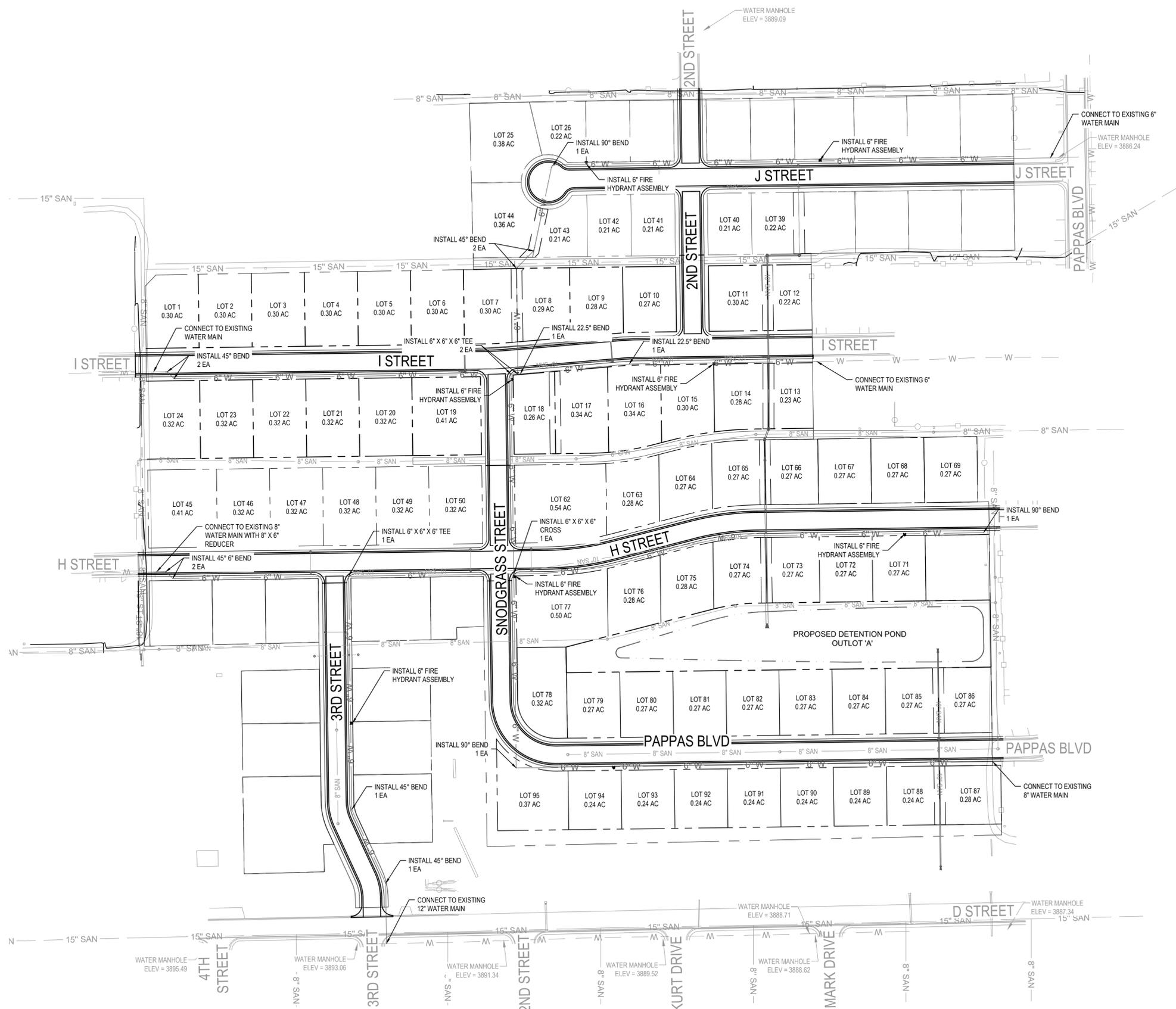
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OVERALL SANITARY
SEWER PLAN



OVERALL SANITARY SEWER PLAN



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ISSUE

MARK	DATE	DESCRIPTION
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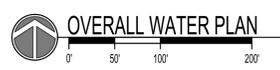
**2026 HOBBS HORIZON
INFRASTRUCTURE
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**OIKOS DEVELOPMENT
CORPORATION**
ATTN: Michael Snodgrass, CEO
P.O. Box 412022
Kansas City, MO 64141

JEO PROJECT NO.: 242543.00
DRAWN BY: BEG
QAQC: CM



Know what's below.
Call before you dig.



OVERALL WATER PLAN

CITY OF GERING
PLANNING COMMISSION RECOMMENDATION AND REPORT

To:	Planning Commission	Date:	1/20/2026
From:	Planning & Community Development	Zoning:	RM
Subject:	Recommendation & Report – Final Plat for Hobbs Horizon Addition, Southwest Quarter of Section 1, Township 21 North, Range 55 West, 6 th P.M., City of Gering, Scotts Bluff County, Nebraska	Property Size:	10.15 Acres
Location:	East of 6 th Street and North of D Street	#Lots/Parcels:	24
Owner:	OIKOS Development Corporation	City Council Public Hearing:	2/9/2026

Agenda Item Summary

The City has received an application for a Final Plat for Hobbs Horizon Addition, Southwest Quarter of Section 1, Township 21 North, Range 55 West, 6th P.M., City of Gering, Scotts Bluff County, Nebraska. The final plat is for the first phase of the subdivision, which will include approximately 10.15 acres. For this initial phase, there will be 24 lots. I Street will be completed, and 2nd Street and Snodgrass Street will be stubbed out for future development.

Staff has reviewed the final plat and is recommending approval contingent on a development agreement being executed that will specify that the applicant is responsible for the cost of all necessary improvements.

Recommendation

Approve

Make a positive recommendation for City Council to approve the Final Plat for Block 1, Hobbs Horizon Addition, located in the SW ¼ of Section 1, Township 21 N, Range 55 W of the 6th P.M., City of Gering, Nebraska

Deny

Make a negative recommendation for City Council to approve the Final Plat for Block 1, Hobbs Horizon Addition, located in the SW ¼ of Section 1, Township 21 N, Range 55 W of the 6th P.M., City of Gering, Nebraska

Table

Table making a recommendation on the Final Plat for Block 1, Hobbs Horizon Addition, located in the SW ¼ of Section 1, Township 21 N, Range 55 W of the 6th P.M., City of Gering, Nebraska

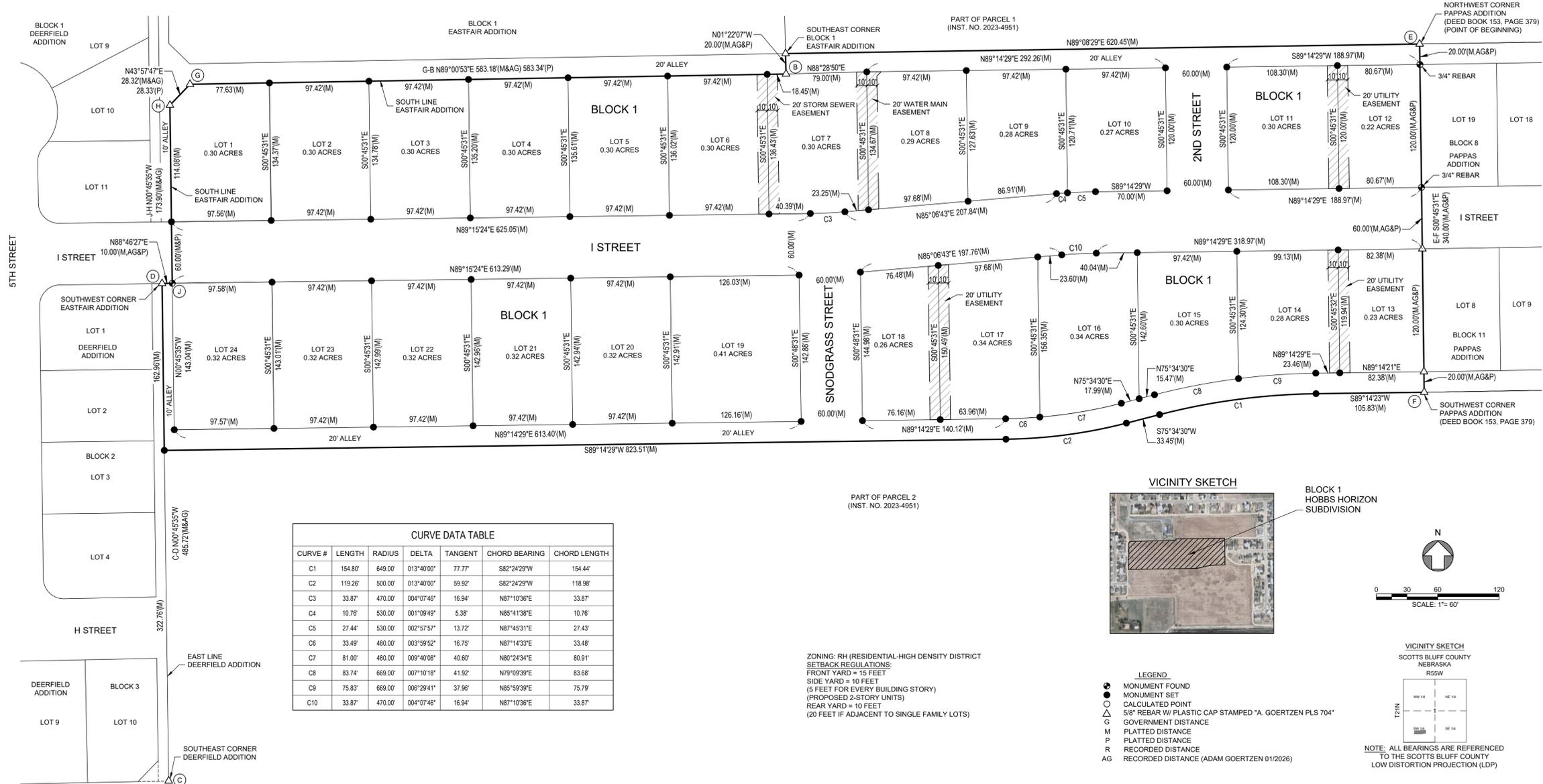
FINAL PLAT

BLOCK 1, HOBBS HORIZON SUBDIVISION

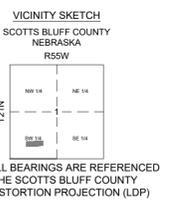
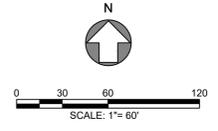
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 21 NORTH, RANGE 55 WEST OF THE SIXTH P.M., CITY OF GERING, SCOTTS BLUFF COUNTY, NEBRASKA



JEO CONSULTING GROUP
 120 East 16th Street
 Scottsbluff, NE 69361
 308.632.3123
 JEO Consulting, Inc.
 1937 N Chestnut St
 Wahoo, NE 68066
 800.723.8567 | jeo.com
 Organization Certificate of
 Authorization Number: CA-0069



CURVE DATA TABLE						
CURVE #	LENGTH	RADIUS	DELTA	TANGENT	CHORD BEARING	CHORD LENGTH
C1	154.80'	649.00'	013°40'00"	77.77'	S82°24'29"W	154.44'
C2	119.26'	500.00'	013°40'00"	59.92'	S82°24'29"W	118.98'
C3	33.87'	470.00'	004°07'46"	16.94'	N87°10'38"E	33.87'
C4	10.76'	530.00'	001°09'49"	5.38'	N85°41'38"E	10.76'
C5	27.44'	530.00'	002°57'57"	13.72'	N87°45'31"E	27.43'
C6	33.49'	480.00'	003°59'52"	16.75'	N87°14'33"E	33.48'
C7	81.00'	480.00'	009°40'08"	40.60'	N80°24'34"E	80.91'
C8	83.74'	669.00'	007°10'18"	41.92'	N79°09'39"E	83.68'
C9	75.83'	669.00'	006°29'41"	37.96'	N85°59'39"E	75.79'
C10	33.87'	470.00'	004°07'46"	16.94'	N87°10'38"E	33.87'



ZONING: RH (RESIDENTIAL-HIGH DENSITY DISTRICT)
 SETBACK REGULATIONS:
 FRONT YARD = 15 FEET
 SIDE YARD = 10 FEET
 (5 FEET FOR EVERY BUILDING STORY)
 (PROPOSED 2-STORY UNITS)
 REAR YARD = 10 FEET
 (20 FEET IF ADJACENT TO SINGLE FAMILY LOTS)

- LEGEND**
- MONUMENT FOUND
 - MONUMENT SET
 - CALCULATED POINT
 - △ 5/8" REBAR W/ PLASTIC CAP STAMPED "A. GOERTZEN PLS 704"
 - G GOVERNMENT DISTANCE
 - M PLATTED DISTANCE
 - P PLATTED DISTANCE
 - R RECORDED DISTANCE
 - AG RECORDED DISTANCE (ADAM GOERTZEN 01/2026)

NOTE: ALL BEARINGS ARE REFERENCED TO THE SCOTTS BLUFF COUNTY LOW DISTORTION PROJECTION (LDP)

OWNER'S CERTIFICATE:

KNOWN ALL MEN BY THESE PRESENTS THAT OIKOS DEVELOPMENT CORPORATION, MICHAEL SNODGRASS, CEO, OF THE RECORD OF LAND SHOWN ON THIS PLAT AND DESCRIBED IN THE LEGAL DESCRIPTION HEREON, HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, PLATTED AND DESIGNATED AS "BLOCK 1, HOBBS HORIZON SUBDIVISION", WITH THE CITY OF GERING, SCOTTS BLUFF COUNTY, NEBRASKA, AND THAT SAID SURVEYING, SUBDIVIDING, PLATTING AND DESIGNATION WAS DONE WITH FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES AND WISHES OF THE UNDERSIGNED OWNERS.

SIGNED THIS _____ DAY OF _____, 2026.

OIKOS DEVELOPMENT CORPORATION
 MICHAEL SNODGRASS, CEO

ACKNOWLEDGEMENT:

STATE OF NEBRASKA)
 COUNTY OF SCOTTS BLUFF)
 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE _____ DAY OF _____, 2026, BY MICHAEL SNODGRASS, CEO.

MY COMMISSION EXPIRES THE _____ DAY OF _____, 2026.

(SEAL)

NOTARY

CITY ADMINISTRATOR'S APPROVAL:

THE PLAT OF BLOCK 1, HOBBS HORIZON SUBDIVISION, WITHIN THE CITY OF GERING, SCOTTS BLUFF COUNTY, NEBRASKA HAS BEEN RECEIVED AND REVIEWED BY ME AND IS PURSUANT TO SECTION 19-916, REISSUE OF REVISED STATUTES OF NEBRASKA, AS AMENDED BY SECTION 10 OF L.B. 71, APPROVED MARCH 5, 1983, AND AMENDMENT TO ARTICLE 21, SECTION 21.307 BY ORDINANCE NO. 1517 TO THE CITY OF GERING, NEBRASKA.

APPROVED THIS _____ DAY OF _____, 2026.

CITY OF GERING ADMINISTRATOR
 PAT HEATH

CITY ENGINEER'S APPROVAL:

THE PLAT OF BLOCK 1, HOBBS HORIZON SUBDIVISION, WITHIN THE CITY OF GERING, SCOTTS BLUFF COUNTY, NEBRASKA HAS BEEN RECEIVED AND REVIEWED BY ME AND IS PURSUANT TO SECTION 19-916, REISSUE OF REVISED STATUTES OF NEBRASKA, AS AMENDED BY SECTION 10 OF L.B. 71, APPROVED MARCH 5, 1983, AND AMENDMENT TO ARTICLE 21, SECTION 21.307 BY ORDINANCE NO. 1517 TO THE CITY OF GERING, NEBRASKA.

APPROVED THIS _____ DAY OF _____, 2026.

CITY OF GERING ENGINEER
 ANNIE FOLCK

LEGAL DESCRIPTION:

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 21 NORTH, RANGE 55 WEST OF THE SIXTH P.M., SCOTTS BLUFF COUNTY, NEBRASKA, BEING DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF PAPPAS ADDITION IN THE CITY OF GERING, AS DESCRIBED AND RECORDED IN DEED BOOK 153, PAGE 379; THENCE S80°45'31"E (BASIS OF BEARING BEING THE SCOTTS BLUFF COUNTY LOW DISTORTION PROJECTION) ON THE WEST LINE OF SAID PAPPAS ADDITION, A DISTANCE OF 340.00 FEET TO THE SOUTHWEST CORNER OF SAID PAPPAS ADDITION; THENCE S89°14'29"W, A DISTANCE OF 105.83 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ON A 649.00 FOOT RADIUS CURVE TO THE LEFT, AN ARC DISTANCE OF 154.80 FEET; THE CHORD OF SAID CURVE BEARS S82°24'29"W, 154.44 FEET; THENCE S75°34'30"W, A DISTANCE OF 33.45 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ON A 500.00 RADIUS CURVE TO THE RIGHT, AN ARC DISTANCE OF 119.26 FEET; THE CHORD OF SAID CURVE BEARS S82°24'29"W, 118.98 FEET; THENCE S89°14'29"W, A DISTANCE OF 823.51 FEET TO THE EAST LINE OF DEERFIELD ADDITION IN SAID CITY OF GERING; THENCE N00°45'35"W ON SAID EAST LINE, A DISTANCE OF 162.98 FEET TO THE SOUTHWEST CORNER OF EASTFAIR ADDITION IN SAID CITY OF GERING; THENCE N88°46'27"E ON THE SOUTHERLY LINE OF SAID EASTFAIR ADDITION, A DISTANCE OF 10.00 FEET; THENCE N00°45'35"W CONTINUE ON SAID SOUTHERLY LINE, A DISTANCE OF 173.90 FEET; THENCE N43°57'47"E CONTINUE ON SAID SOUTHERLY LINE, A DISTANCE OF 28.32 FEET; THENCE N89°00'53"E CONTINUE ON SAID SOUTHERLY LINE, A DISTANCE OF 583.34 FEET TO THE SOUTHEAST CORNER OF SAID EASTFAIR ADDITION; THENCE N01°22'07"W, ON THE EAST LINE OF SAID EASTFAIR ADDITION, A DISTANCE OF 20.00 FEET TO THE SOUTHEAST CORNER OF BLOCK 1 OF SAID EASTFAIR ADDITION; THENCE N89°08'29"E, A DISTANCE OF 620.45 FEET TO THE POINT OF BEGINNING, CONTAINING 10.15 ACRES, MORE OR LESS.

SURVEYOR'S REPORT:

THIS SURVEY WAS PERFORMED AT THE REQUEST OF OIKOS DEVELOPMENT CORPORATION. THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH THE PERIMETER AND CREATE A METES AND BOUNDS DESCRIPTION OF BLOCK 1, HOBBS HORIZON SUBDIVISION LOCATED IN THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 21 NORTH, RANGE 55 WEST OF THE SIXTH P.M., SCOTTS BLUFF COUNTY, NEBRASKA.

EXISTING MONUMENTS OF RECORD WERE FOUND AT LOCATIONS SHOWN ON THIS PLAT. ALL MONUMENTS FOUND ARE 5/8" REBARS OR OTHERWISE DESCRIBED IN THIS PLAT OR IN THE LEGEND. ALL MONUMENTS SET ARE A 5/8" BY 24" REBAR WITH A PLASTIC CAP STAMPED "A. GOERTZEN PLS 704".

ALL LINES WERE PRODUCED AND ANGLES AND DISTANCES MEASURED WITH A TRIMBLE R12) GNSS ROVER RECEIVER UTILIZING THE SEILER INSTRUMENTS REAL TIME NETWORK OR A R12 GNSS BASE RECEIVER.

ADAM J. GOERTZEN, PLS 704

SURVEYOR'S CERTIFICATE:
 I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA; THAT THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH THE LAND SURVEYORS REGULATION ACT IN EFFECT AT THE TIME OF THIS SURVEY; THAT THIS SURVEY WAS PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION, AND IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

**BLOCK 1, HOBBS HORIZON SUBDIVISION
 SOUTHWEST QUARTER
 SEC. T12N, R55W
 CITY OF GERING
 SCOTTS BLUFF CO., NE**

OIKOS DEVELOPMENT CORPORATION
 ATTN: Michael Snodgrass, CEO
 P.O. Box 412022 Kansas City, MO 64144

JEO Project No.: 242543
 Date: 1/14/2026
 QAQC: AG
 Field Book: SCOTTS BLUFF CO. #3
 Field Crew: AM/AP
 Survey File No.:
 Drawn By: MLG



SHEET



Existing Conditions

The pre-developed condition is Straight Row Crops in Poor Condition. The predominant soil type on site was determined as Hydrologic Soil Group Type B from the Web Soil Survey, with a resultant curve number of 81. Two main impact points exist on site.

Impact Point #1:

- This Impact point is at the intersection of I street and Pappas Boulevard. All offsite flow from the north half of the existing development flows overland until reaching this intersection and flowing east.

Impact Point #2:

- This impact point is in the existing drainage ditch north of D street at the southeast corner of the proposed development. Under existing conditions, the southern portion of the proposed property currently drains overland eventually discharging into this ditch.

A depiction of existing condition’s flow paths and drainage areas can be seen in Figure 1. Hydrologic information for each of the drainage areas can be found in Table 2.

Table 2 – Existing Conditions Hydrologic Results

Sub-Basin Name	Drainage Area (Acres)	Time of Concentration (Min)	Curve Number	2-year Peak Flow (cfs)	5-year Peak Flow (cfs)	10-year Peak Flow (cfs)	100-year Peak Flow (cfs)
EDA-1 (Impact Point #1)	15.1	18.4	81	9.7	13.6	17.1	30.6
EDA-2 (Impact Point #2)	24.0	21.0	81	14.9	20.9	26.2	47.2



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 Date: 12.15.2025
 Software: ArcGIS Pro

Figure 1 - Existing Drainage Areas

Gering, NE

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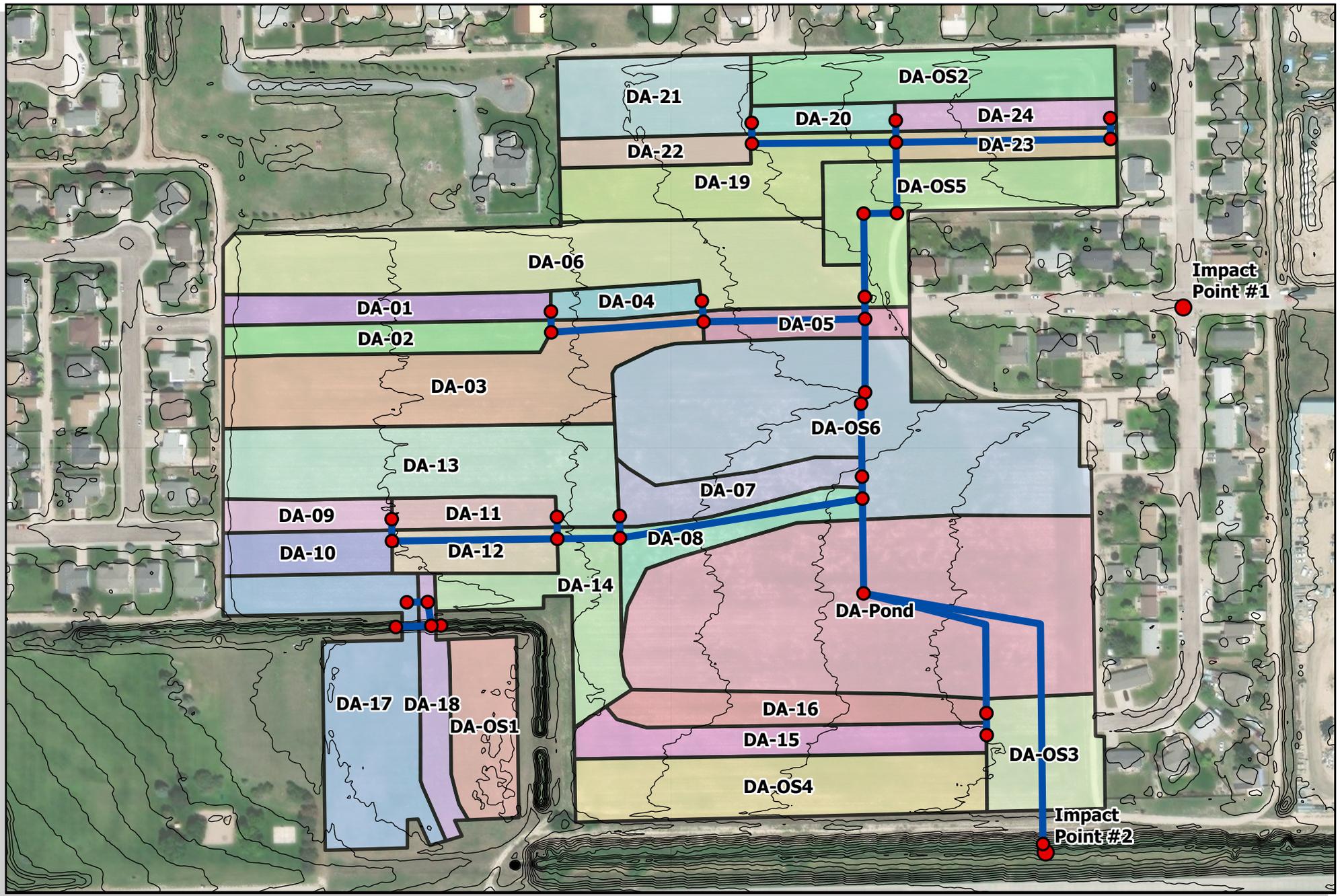


Proposed Conditions

The proposed development consists of townhouses, with predominant hydrologic soil group type B, with a resultant Curve Number of 85. Proposed drainage areas were determined using the proposed grading surface used within the design plans. Table 3 provides a tabular summary of the proposed condition’s hydrologic parameters for the Oikos Development. Time of concentrations were estimated using the Kirpich Equation. A minimum time of concentration of 5 minutes was used where applicable. A depiction of the proposed conditions with drainage areas and detention cells can be seen in Figure 2.

Table 3 – Proposed Conditions Hydrology

Sub-Basin Name	Drainage Area (Acres)	Time of Concentration (Min)	2-Year Peak (cfs)	5-Year Peak (cfs)	10-Year Peak (cfs)	100-Year Peak (cfs)
DA-Pond	5.566	10.86	4.6	6.2	7.7	13.3
DA-23	0.478	8.00	0.4	0.5	0.7	1.2
DA-OS2	1.357	9.75	1.1	1.5	1.9	3.3
DA-22	0.405	8.00	0.3	0.5	0.6	1.0
DA-21	1.121	8.00	0.9	1.3	1.6	2.7
DA-20	0.3	8.00	0.3	0.3	0.4	0.7
DA-19	1.358	10.43	1.1	1.5	1.9	3.3
DA-24	0.47	8.00	0.4	0.5	0.7	1.1
DA-06	3.134	16.22	2.4	3.3	4.1	7.2
DA-01	0.694	9.00	0.6	0.8	1.0	1.7
DA-04	0.339	8.00	0.3	0.4	0.5	0.8
DA-OS5	1.526	8.00	1.3	1.8	2.2	3.7
DA-03	2.435	13.49	1.9	2.7	3.3	5.7
DA-05	0.464	8.00	0.4	0.5	0.7	1.1
DA-09	0.396	8.00	0.3	0.5	0.6	1.0
DA-11	0.376	8.00	0.3	0.4	0.5	0.9
DA-12	0.533	8.00	0.4	0.6	0.8	1.3
DA-10	0.528	8.00	0.4	0.6	0.7	1.3
DA-17	2.076	8.27	1.7	2.4	2.9	5.0
DA-18	0.501	8.00	0.4	0.6	0.7	1.2
DA-13	2.182	11.83	1.8	2.4	3.0	5.2
DA-07	0.668	8.03	0.6	0.8	0.9	1.6
DA-OS3	0.947	8.00	0.8	1.1	1.3	2.3
DA-02	0.735	8.98	0.6	0.8	1.0	1.8
DA-15	0.953	10.78	0.8	1.1	1.3	2.3
DA-OS4	1.82	10.59	1.5	2.0	2.5	4.4
DA-16	0.865	10.10	0.7	1.0	1.2	2.1
DA-14	1.04	8.00	0.9	1.2	1.5	2.5
DA-08	0.644	8.55	0.5	0.7	0.9	1.6
DA-OS6	4.347	12.72	3.5	4.8	5.9	10.2
DA-OS1	0.857	8.00	0.7	1.0	1.2	2.1
EDA-1	15.1	18.36	9.7	13.6	17.1	30.6
EDA-2	24	20.94	14.9	20.9	26.2	47.1



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 Software: ArcGIS Pro

Figure 2 - Proposed Drainage Areas

Gering, NE

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STORM SEWER DESIGN

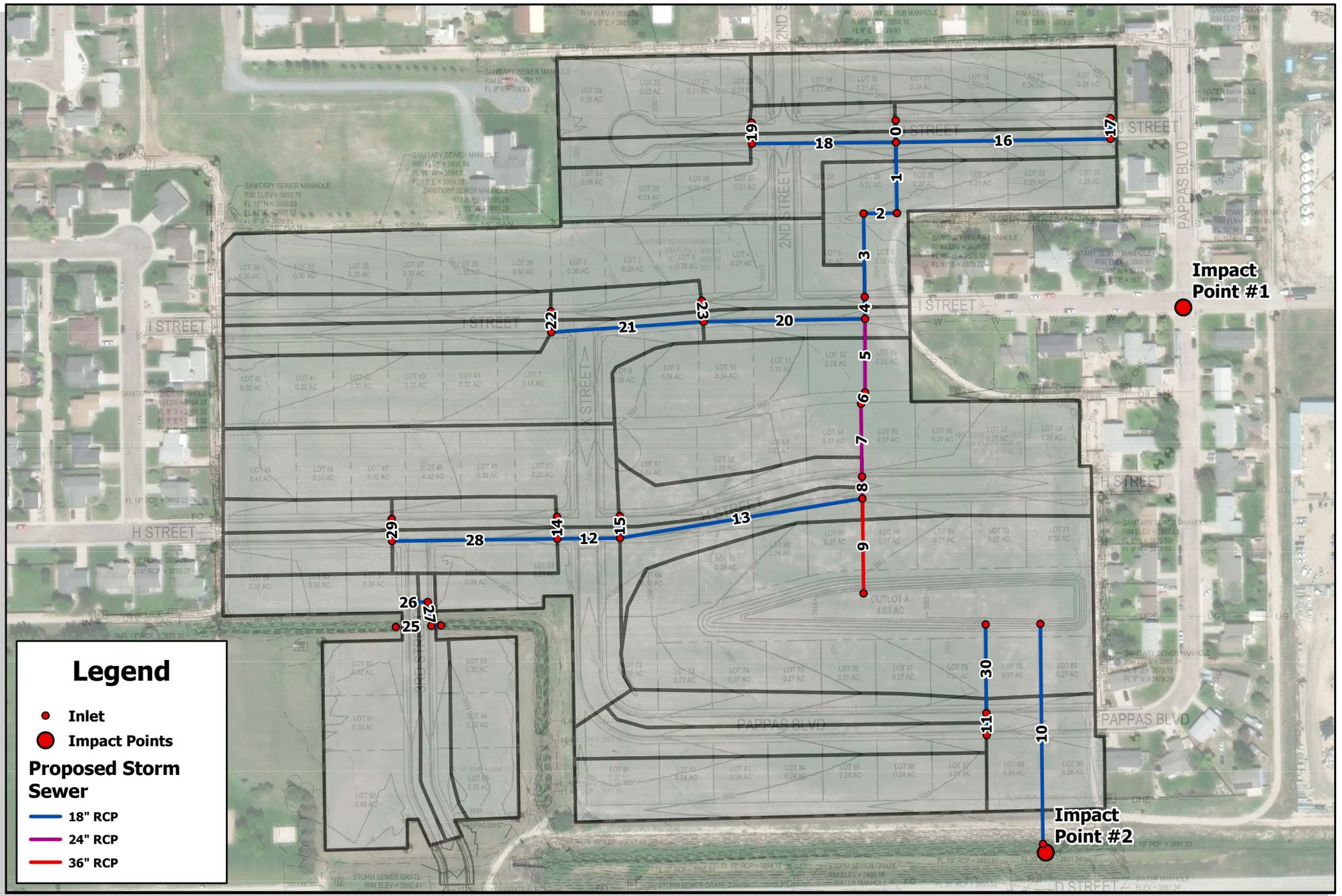
The proposed development will be drained by a separate storm sewer system, with peak flow reductions being reduced through the implementation of a proposed detention cell. Inlet lengths and pipe diameters were developed through iteration and modeling developed in Infoworks ICM, and hydraulic grade line checked for the 10-year event. Hydraulic grade line results indicate no surcharging or pressurized flow for the 10-year design storm.

Inlet Capture and Bypass analysis was developed to determine total impact to offsite impact. All inlets recommended were continuous open throat inlets with a curb opening length of 10-ft using the NDOT standard plan 443-R13. Table 4 shows the recommended pipe sizes, and Appendix B provides inlet calcs for each of the design storms analyzed.

Table 4 – Pipe Flow Rates for Individual Pipes and Full Flow Capacities.

Pipe ID	Pipe Name	Type	2-Year Flow (cfs)	5-Year Flow (cfs)	10-Year Flow (cfs)	100-Year Flow (cfs)	Full Flow Capacity (cfs)
0	SD - CI - 20 (SD)	18" RCP	0.3	0.4	0.6	0.8	5.7
1	SD - CI - 19 (SD)	18" RCP	2.6	3.4	3.9	4.7	5.8
2	SD - MH - 05 (SD)	18" RCP	2.6	3.4	3.9	4.5	5.8
3	SD - MH - 04 (SD)	18" RCP	2.6	3.4	3.9	4.5	5.8
4	SD - CI - 06 (SD)	18" RCP	4.6	6.1	7.1	8.1	5.8
5	SD - CI - 05 (SD)	24" RCP	8.4	11.3	13.3	17.0	12.4
6	SD - MH - 01 (SD)	24" RCP	8.4	11.3	13.3	17.0	12.4
7	SD - MH - 02 (SD)	24" RCP	8.4	11.3	13.3	17.0	12.4
8	SD - CI - 07 (SD)	24" RCP	9.1	12.2	14.5	19.3	12.4
9	SD - CI - 08 (SD)	36" RCP	13.6	18.3	21.9	31.5	36.6
10	SD - FES - 01 (SD)	18" RCP	7.9	8.5	8.9	10.3	7.4
11	SD - CI - 15 (SD)	18" RCP	0.8	1.1	1.3	2.3	12.2
12	SD - CI - 12 (SD)	18" RCP	1.7	2.3	2.9	5.0	7.7
13	SD - CI - 14 (SD)	18" RCP	4.0	5.3	6.4	10.6	7.7
14	SD - CI - 11 (SD)	18" RCP	0.5	0.7	0.8	1.5	5.8
15	SD - CI - 13 (SD)	18" RCP	1.5	1.9	2.3	3.4	5.8
18	SD - CI - 22 (SD)	18" RCP	1.3	1.6	1.8	3.1	5.8
19	SD - CI - 21 (SD)	18" RCP	0.9	1.2	1.4	2.2	5.8
20	SD - CI - 03 (SD)	18" RCP	3.2	4.3	5.1	8.2	7.7
21	SD - CI - 02 (SD)	18" RCP	1.2	1.6	1.9	3.3	7.7
22	SD - CI - 01 (SD)	18" RCP	0.6	0.8	1.0	1.5	7.7
23	SD - CI - 04 (SD)	18" RCP	0.3	0.5	0.6	1.2	5.8
24	SD - MH - 03 (SD)	18" RCP	2.1	2.9	3.5	5.7	7.4
26	SD - CI - 17 (SD)	18" RCP	1.7	2.4	2.9	5.0	7.4
27	SD - CI - 18 (SD)	18" RCP	2.2	2.9	3.6	6.2	7.4
28	SD - CI - 10 (SD)	18" RCP	0.8	1.1	1.3	2.7	7.7
29	SD - CI - 09 (SD)	18" RCP	0.3	0.5	0.6	1.0	7.7
30	SD - CI - 16 (SD)	18" RCP	1.5	2.0	2.5	4.3	12.2

**Note that if the full flow capacity exceeds the pipe size, the storm sewer may operate under pressure flow. No model nodes were shown to surcharge onto the surface for the 10-year design storm and lower events.*



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Figure 3 - Proposed Storm Sewer

Gering, NE





IMPACT POINT ANALYSIS

A comparison of the two impact points was conducted to ensure that the proposed development did not increase offsite flows for each of the design storms analyzed. Peak flow reductions were achieved through an onsite detention cell, however in some cases not all of rainfall could be captured due to grading constraints on site, furthermore on-street flows could be captured before sheet flowing east to Impact Point #1. For proposed conditions, the total flow to Impact Point #1 was the simple sum of uncaptured overland flow, as well as Storm Sewer Bypass. A comparison of existing and proposed conditions for Impact Point #1 is provided in Table 4.

Table 4 – Impact Point # 1 Comparison

Condition	Peak Flow (cfs)			
	2-Year	5-Year	10-year	100-year
Existing Conditions	9.7	13.6	17.1	30.6
Proposed Conditions				
Overland Flow	6.70	9.2	11.3	19.5
Storm Sewer Bypass	1.11	1.7	2.5	2.6
Total Proposed Flow	7.81	10.9	13.8	22.1
Existing vs Proposed Comparison				
Difference	-7.1	-10.0	-12.4	-25.1

Impact Point #2 a combination of overland flow which could not be routed directly to the storm sewer system as well as outflow from the Proposed Detention Cell. For Impact Point #2 the total flow was modeled directly in ICM as the simple sum of these two sources.

Table 5 – Impact Point # 2 Comparison

Condition	Peak Flow (cfs)			
	2-Year	5-Year	10-year	100-year
Existing Conditions	14.9	20.9	26.2	47.2
Proposed Conditions				
Overland Flow	2.2	3.0	3.7	6.43
Pond Outfall	3.2	3.5	3.6	4.09
Total Proposed Flow	5.4	6.5	7.3	10.52
Existing vs Proposed Comparison				
Difference	-9.5	-14.4	-18.9	-36.7

In all cases the proposed peak flows after detention are less than the existing peak flow rates from the site. Individual pond performance including high water elevations, pipe sizes, and stage storage information is provided in Appendix A.

APPENDIX A: DETENTION CELL PERFORMANCE

Detention Cell – Outlot A

Outlet Structure

	Size	Invert Elevation
Outlet Pipe	18" RCP	3882.0

Storage Curve

Elevation (ft)	Area (Acre)
3882	0
3883	0.34
3884	0.62
3885	0.79
3886	0.92
3887	1.08
3888	1.27

Modeled Performance

	2-Year	5-Year	10-Year	100-Year
Direct Inflow to Pond (cfs)	4.6	6.2	7.7	13.3
Storm Inflow to Pond (cfs)	13.6	18.3	21.9	31.5
Total Pond Inflow (cfs)	18.2	24.5	29.6	44.8
Proposed Outflow (cfs)	7.9	8.5	8.9	10.3
High Water Surface Elevation	3883.6	3884.1	3884.4	3885.5
Freeboard (ft)	4.4	3.9	3.6	2.5

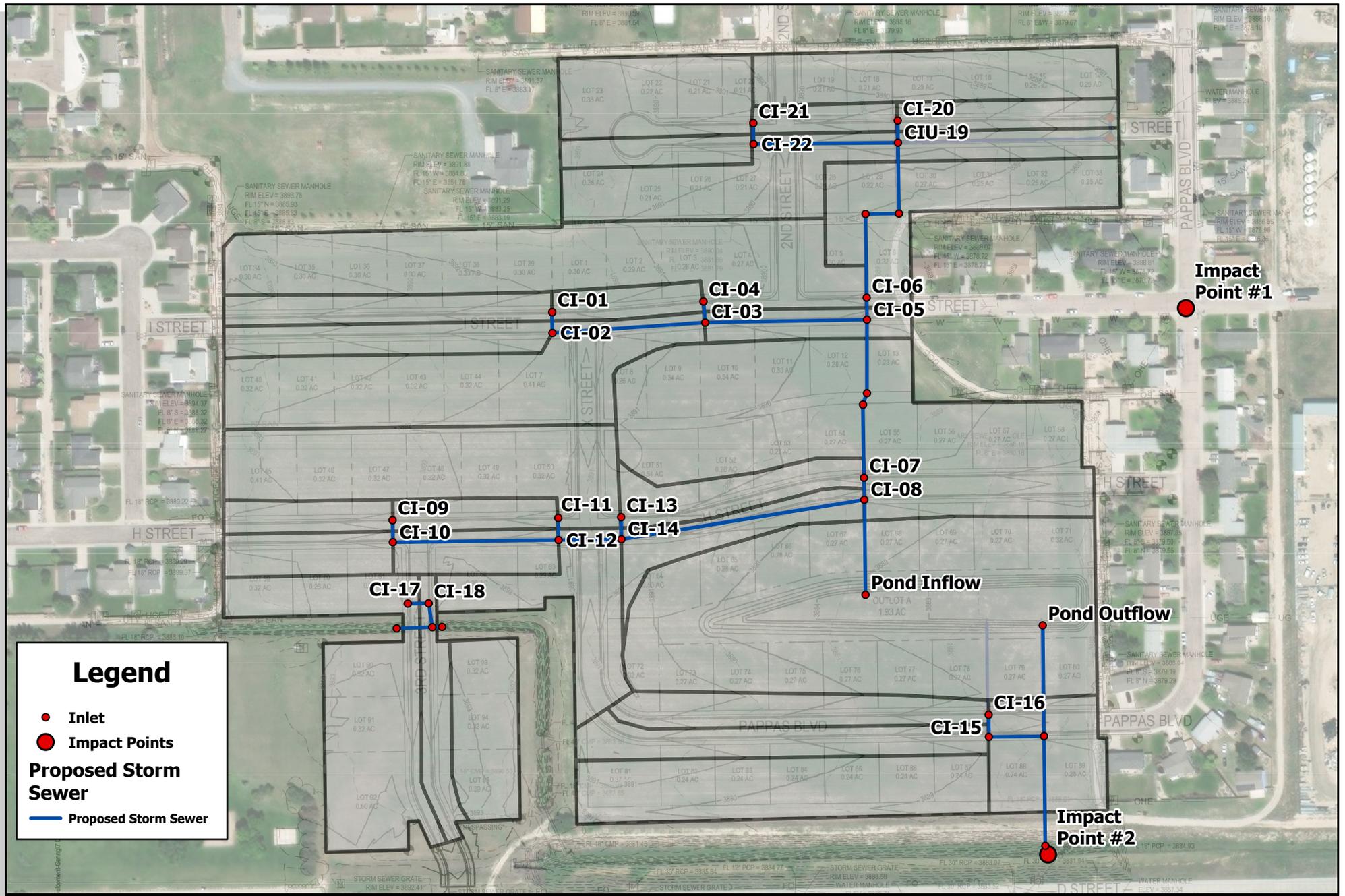
City of Gering, NE
Oikos Residential Development
December 2025



APPENDIX B: INLET CALCS AND LOCATION

JEO CONSULTING GROUP INC

1937 N Chestnut Street | Wahoo, Nebraska 68006 | p: 402.443.4661 | f: 402.443.3508
www.jeo.com



Legend

- Inlet
- Impact Points
- Proposed Storm Sewer
- Proposed Storm Sewer

Figure B1 - Inlet Locations

Gering, NE



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2-Year Hydraulic Results

Location: J Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-21	10' Curb Opening	CI-20	0.94	0.93	0.02
CI-20	10' Curb Opening	Impact Point 1	0.27	0.27	0.00
DA-24	None	Impact Point 1	0.43	0.04	0.39
J Street North Bypass to Impact Point 1 (cfs)					0.39

Location: J Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-22	10' Curb Opening	CI-19	0.34	0.35	-0.01
CI-19	10' Curb Opening	Impact Point 1	1.12	1.08	0.04
DA-23	None	Impact Point 1	0.4325	0.00	0.43
J Street South Bypass to Impact Point 1 (cfs)					0.43

Location: I Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-01	10' Curb Opening	CI-04	0.58	0.58	0.00
CI-04	10' Curb Opening	CI-06	0.28	0.28	0.00
CI-06	10' Curb Opening	Impact Point 1	2.36	2.08	0.27
I Street North Bypass to Impact Point 1					0.27

Location: I Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-02	10' Curb Opening	CI-03	0.61	0.61	0.00
CI-03	10' Curb Opening	CI-05	1.94	1.94	0.00
CI-05	10' Curb Opening	Impact Point 1	0.57	0.57	0.00
I Street South Bypass to Impact Point 1 (cfs)					0.00

Location: H Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-09	10' Curb Opening	CI-11	0.33	0.33	0.00
CI-11	10' Curb Opening	CI-13	0.31	0.31	0.00
CI-13	10' Curb Opening	CI-07	1.61	1.48	0.13
CI-07	10' Curb Opening	Impact Point 1	0.67	0.67	0.00
H Street North Bypass to Impact Point 1 (cfs)					0.00

Location: H Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-10	10' Curb Opening	CI-12	0.44	0.44	0.00
CI-12	10' Curb Opening	CI-14	0.44	0.44	0.00
CI-14	10' Curb Opening	CI-09	0.88	0.87	0.01
CI-08	10' Curb Opening	Impact Point 1	0.53	0.53	0.00
H Street South Bypass to Impact Point 1 (cfs)					0.00

Location: Pappas Boulevard North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-16	10' Curb Opening	Impact Point 1	0.72	0.72	0.00
Pappas Boulevard North Bypass to Impact Point 1 (cfs)					0.00

Location: Pappas Boulevard South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-15	10' Curb Opening	Impact Point 1	0.78	0.78	0.00
Pappas Boulevard South Bypass to Impact Point 1 (cfs)					0.00

Total Bypass to Impact Point 1 (cfs) 1.11

5-Year Hydraulic Results

Location: J Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-21	10' Curb Opening	CI-20	1.29	1.20	0.09
CI-20	10' Curb Opening	Impact Point 1	0.43	0.43	0.00
DA-24	None	Impact Point 1	0.66	0.12	0.53
J Street North Bypass to Impact Point 1 (cfs)					0.53

Location: J Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-22	10' Curb Opening	CI-19	0.46	0.46	0.00
CI-19	10' Curb Opening	Impact Point 1	1.53	1.40	0.13
DA-23	None	Impact Point 1	0.6575	0.00	0.66
J Street South Bypass to Impact Point 1 (cfs)					0.66

Location: I Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-01	10' Curb Opening	CI-04	0.79	0.78	0.01
CI-04	10' Curb Opening	CI-06	0.39	0.39	0.00
CI-06	10' Curb Opening	Impact Point 1	3.22	2.71	0.52
I Street North Bypass to Impact Point 1					0.52

Location: I Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-02	10' Curb Opening	CI-03	0.84	0.84	0.00
CI-03	10' Curb Opening	CI-05	2.65	2.24	0.41
CI-05	10' Curb Opening	Impact Point 1	0.91	0.90	0.01
I Street South Bypass to Impact Point 1 (cfs)					0.01

Location: H Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-09	10' Curb Opening	CI-11	0.45	0.45	0.00
CI-11	10' Curb Opening	CI-13	0.43	0.43	0.00
CI-13	10' Curb Opening	CI-07	2.18	1.90	0.27
CI-07	10' Curb Opening	Impact Point 1	1.01	0.98	0.03
H Street North Bypass to Impact Point 1 (cfs)					0.03

Location: H Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-10	10' Curb Opening	CI-12	0.61	0.61	0.00
CI-12	10' Curb Opening	CI-14	0.60	0.60	0.00
CI-14	10' Curb Opening	CI-09	1.19	1.15	0.05
CI-08	10' Curb Opening	Impact Point 1	0.77	0.76	0.01
H Street South Bypass to Impact Point 1 (cfs)					0.01

Location: Pappas Boulevard North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-16	10' Curb Opening	Impact Point 1	0.98	0.98	0.00
Pappas Boulevard North Bypass to Impact Point 1 (cfs)					0.00

Location: Pappas Boulevard South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-15	10' Curb Opening	Impact Point 1	1.07	1.07	0.00
Pappas Boulevard South Bypass to Impact Point 1 (cfs)					0.00

Total Bypass to Impact Point 1 (cfs) 1.75

10-Year Hydraulic Results

Location: J Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-21	10' Curb Opening	CI-20	1.59	1.42	0.17
CI-20	10' Curb Opening	Impact Point 1	0.59	0.39	0.20
DA-24	None	Impact Point 1	0.93	0.27	0.66
J Street North Bypass to Impact Point 1 (cfs)					0.66

Location: J Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-22	10' Curb Opening	CI-19	0.57	0.59	-0.01
CI-19	10' Curb Opening	Impact Point 1	1.89	1.36	0.52
DA-23	None	Impact Point 1	0.9321	0.00	0.93
J Street South Bypass to Impact Point 1 (cfs)					0.93

Location: I Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-01	10' Curb Opening	CI-04	0.98	0.96	0.01
CI-04	10' Curb Opening	CI-06	0.49	0.62	-0.13
CI-06	10' Curb Opening	Impact Point 1	4.00	3.22	0.77
I Street North Bypass to Impact Point 1					0.77

Location: I Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-02	10' Curb Opening	CI-03	1.03	1.03	0.00
CI-03	10' Curb Opening	CI-05	3.29	2.66	0.63
CI-05	10' Curb Opening	Impact Point 1	1.24	1.19	0.05
I Street South Bypass to Impact Point 1 (cfs)					0.05

Location: H Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-09	10' Curb Opening	CI-11	0.56	0.56	0.00
CI-11	10' Curb Opening	CI-13	0.53	0.53	0.00
CI-13	10' Curb Opening	CI-07	2.69	2.26	0.42
CI-07	10' Curb Opening	Impact Point 1	1.33	1.25	0.09
H Street North Bypass to Impact Point 1 (cfs)					0.09

Location: H Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-10	10' Curb Opening	CI-12	0.75	0.75	0.00
CI-12	10' Curb Opening	CI-14	0.74	0.74	0.00
CI-14	10' Curb Opening	CI-09	1.47	1.38	0.10
CI-08	10' Curb Opening	Impact Point 1	0.99	0.96	0.02
H Street South Bypass to Impact Point 1 (cfs)					0.02

Location: Pappas Boulevard North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-16	10' Curb Opening	Impact Point 1	1.21	1.21	0.00
Pappas Boulevard North Bypass to Impact Point 1 (cfs)					0.00

Location: Pappas Boulevard South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-15	10' Curb Opening	Impact Point 1	1.32	1.32	0.00
Pappas Boulevard South Bypass to Impact Point 1 (cfs)					0.00

Total Bypass to Impact Point 1 (cfs) 2.53

100-Year Hydraulic Results

Location: J Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-21	10' Curb Opening	CI-20	1.59	1.42	0.17
CI-20	10' Curb Opening	Impact Point 1	0.59	0.58	0.01
DA-24	None	Impact Point 1	0.87	0.21	0.66
J Street North Bypass to Impact Point 1 (cfs)					0.66

Location: J Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-22	10' Curb Opening	CI-19	0.57	0.57	0.00
CI-19	10' Curb Opening	Impact Point 1	1.89	1.67	0.22
DA-23	None	Impact Point 1	0.87	0.00	0.87
J Street South Bypass to Impact Point 1 (cfs)					0.87

Location: I Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-01	10' Curb Opening	CI-04	0.98	0.96	0.01
CI-04	10' Curb Opening	CI-06	0.49	0.49	0.00
CI-06	10' Curb Opening	Impact Point 1	4.10	3.29	0.81
I Street North Bypass to Impact Point 1					0.81

Location: I Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-02	10' Curb Opening	CI-03	1.03	1.13	-0.10
CI-03	10' Curb Opening	CI-05	3.29	2.66	0.63
CI-05	10' Curb Opening	Impact Point 1	1.25	1.15	0.10
I Street South Bypass to Impact Point 1 (cfs)					0.10

Location: H Street North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-09	10' Curb Opening	CI-11	0.56	0.56	0.00
CI-11	10' Curb Opening	CI-13	0.53	0.53	0.00
CI-13	10' Curb Opening	CI-07	2.92	2.42	0.50
CI-07	10' Curb Opening	Impact Point 1	1.41	1.31	0.10
H Street North Bypass to Impact Point 1 (cfs)					0.10

Location: H Street South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-10	10' Curb Opening	CI-12	0.75	0.75	0.00
CI-12	10' Curb Opening	CI-14	0.74	0.74	0.00
CI-14	10' Curb Opening	CI-09	1.47	1.38	0.10
CI-08	10' Curb Opening	Impact Point 1	0.99	0.96	0.02
H Street South Bypass to Impact Point 1 (cfs)					0.02

Location: Pappas Boulevard North

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-16	10' Curb Opening	Impact Point 1	1.21	1.21	0.00
Pappas Boulevard North Bypass to Impact Point 1 (cfs)					0.00

Location: Pappas Boulevard South

Inlet Name	Inlet Type	Bypass To	Inflow (cfs)	Capture (cfs)	Bypass (cfs)
CI-15	10' Curb Opening	Impact Point 1	1.32	1.32	0.00
Pappas Boulevard South Bypass to Impact Point 1 (cfs)					0.00

Total Bypass to Impact Point 1 (cfs) 2.57