IN LIEU OF
DIRECTORS’ MEETING
MONDAY, JUNE 23, 2008

I. MAYOR
1. NEWS RELEASE. Mayor Presents May Award of Excellence to Mark McCaugherty of the Lincoln Water System.
2. NEWS ADVISORY. Mayor Beutler, Lincoln’s Symphony Orchestra and Lincoln Jaycees Announce Plans for the City’s “Uncle Sam Jam” on July 4th at a News Conference, Thursday, June 19, 2008, 10:00 a.m., at 555 So. 10th Street.
3. NEWS RELEASE. Mayor Beutler Invited Public to “Uncle Sam Jam 2008", a Free Event at Oak Lake Park.

II. DIRECTORS

PLANNING COMMISSION

PLANNING COMMISSION FINAL ACTION

POLICE DEPARTMENT
1. PRESS RELEASE. Lincoln Police Department is the First Agency in the United States to Subscribe to a New National Information Service.

PUBLIC WORKS AND UTILITIES
1. Memo from Nicole Tooze with Great Example of Success of Flood Storage through Easements and Purchases with Photo.
2. Reply to Sandra Mathews Regarding StarTran Bus Layover With Mathews’ Questions and Comments.
3. ADVISORY. Water Main Replacement Project #700309, 56th Street; Seward - Logan Avenue
4. ADVISORY. Harris Overpass Project #701781.

III. CITY CLERK

IV. COUNCIL REQUESTS/CORRESPONDENCE

ROBIN ESCHLIMAN
V. MISCELLANEOUS
1. Correspondence from Bruce and Pam Bartlett. Need Path to Mahoney Park and 84th Street Murdock Trail from Neighborhood.
2. Email from Jerry Wolf. Suggestion of Using Speeding and Traffic Fines to Help with Police Budget.
3. InterLinc Correspondence from Andy Ringsmuth on “Fuel Surcharge” for Speeding,
   a. Lincoln City/Lancaster County Planning Staff Report with Pictures.
5. Letter from Tanna Skoyo Encouraging Council to Reconsider Cutting the Bus Service.

VI. ADJOURNMENT
MAYOR PRESENTS MAY AWARD OF EXCELLENCE

Mayor Chris Beutler today presented the Mayor’s Award of Excellence for May to Mark McCaugherty of the Lincoln Water System. The monthly award recognizes City employees who consistently provide exemplary service and work that demonstrates personal commitment to the City. The award was presented at the beginning of today’s City Council meeting.

McCaugherty is a Utility Plant Mechanic for the Ashland water production section, and he has been employed by the City for more than 22 years. He was nominated in the category of loss prevention by Assistant Superintendent of Water Production Rick Roberts. He was nominated for his work to prevent a pipe failure that would have caused several hundred thousand dollars in damage and limited the facility’s pumping capacity.

During a maintenance check in February, a hole was found in discharge piping. Investigation revealed three high-pressure valves were defective, causing a wear pattern on the pipe walls. Isolating the problem was causing limited water flow in two mains and impacting the service of six pumps. But the type of custom work that needed to be done for long-term repairs would have taken months. McCaugherty was charged with devising and implementing temporary repairs.

With the help of co-workers, McCaugherty spent three weeks cleaning, welding, grinding and fitting large patches inside the piping. Most of the work took place inside the transmission main, where special safety protocols were required.

The cost of the repairs was less than $20,000, compared with a contractual estimate of $30,000 plus materials. Roberts said that if the temporary repairs had not been completed, the limited pumping capacity during the summer would have created more than $140,000 in additional transmission expenses.

The other categories in which employees can be nominated are productivity, customer relations, safety and valor. Consideration also may be given to nominations that demonstrate self-initiated accomplishments or those completed outside of the nominee’s job description.

- more -
All City employees are eligible for the Mayor’s Award of Excellence except for elected and appointed officials. Individuals or teams can be nominated by supervisors, peers, subordinates and the general public. Nomination forms are available on the City Web site at lincoln.ne.gov (keyword: personnel) or from department heads, employee bulletin boards or the Personnel Department, which oversees the awards program.

All nominations are reviewed by the Mayor’s Award of Excellence Committee, which includes a representative with each union and a non-union representative appointed by the Mayor. Award winners receive a $100 U.S. savings bond, a day off with pay and a plaque. Monthly winners are eligible to receive the annual award, which comes with a $500 U.S. savings bond, two days off with pay and a plaque.
Mayor Chris Beutler, Lincoln’s Symphony Orchestra and the Lincoln Jaycees will announce plans for the City’s “Uncle Sam Jam” on July 4th at a news conference at 10 a.m. Thursday, June 19 in the area outside the Mayor’s Office, 555 South 10th Street.

Police Chief Tom Casady also will give an update on the Lincoln Police Officers currently working in flood-damaged areas of Cedar Rapids, Iowa.
Public invited to “Uncle Sam Jam 2008”
Live Symphony concert and radio broadcasts planned for July 4th celebration

Mayor Chris Beutler today invited area residents to celebrate the 4th of July at the City’s “Uncle Sam Jam 2008,” a free event at Oak Lake Park. For the third year, the celebration will include a free performance by Lincoln’s Symphony Orchestra (LSO) beginning at 9 p.m. At 10 p.m., the 22-minute fireworks show will be choreographed to the live patriotic music from LSO.

The Mayor thanked the City’s partners in the celebration, including LSO, the Lincoln Jaycees, TierOne Bank, the Lincoln Journal Star and the Broadcast House radio stations. The concert will be aired live exclusively on radio stations B107.3 FM and KLIN 1400AM beginning at 9 p.m. At 10 p.m., 105.3 Wow-FM and Froggy 98 will join the broadcast. Pepsi-Cola is the sponsor for the fireworks, presented again by Zambelli Internationale.

“The Symphony is one of our City’s premier arts organizations, and we are delighted to have them perform again at this celebration,” said Mayor Beutler. “Watching the fireworks accompanied by live music is an experience not to be missed! We encourage families to come to the park early to enjoy the other fun events and activities being offered.”

The Uncle Sam Jam concerts kick-off LSO’s 82nd season. “The positive response from previous Uncle Sam Jam concerts has led us to dream even bigger about this year’s event,” said Barbara Zach, LSO Executive Director. “Last year, we reached an estimated 30,000 people in the park and through the live broadcasts. We expect record attendance this year, and LSO is thrilled to be part of such an exciting celebration for a third year.”

Zach said LSO enjoys strong support from the community. The Symphony performance is sponsored by TierOne Bank Foundation, with support from Blue Cross & Blue Shield of Nebraska, BNSF Railway, Ted and Anabeth Cox, Farmers Mutual Insurance Company of Nebraska, the Nebraska Lottery, Nelnet, Time Warner Cable and Diana Warner.

- more -
“It is our dream that the Uncle Sam Jam continues to be an annual Lincoln Independence Day tradition, one worthy of drawing crowds from throughout the Midwest region,” Zach said. LSO Music Director Edward Polochick has selected a program that includes patriotic favorites as well as the Symphony’s rendition of “There is No Place Like Nebraska.” *(The LSO repertoire is attached.)*

“The radio stations of Broadcast House are excited and proud to once again be a part of Uncle Sam Jam and the City’s Fourth of July celebration,” said Steve Albertsen, Operations Manager for NRG Media/Broadcast House of Lincoln. “We’re expanding our entertainment with music for the crowd starting at 6 p.m. along with some fun and games from the Lincoln Jaycees. It’s a fantastic family atmosphere!”

“The Lincoln Jaycees are excited to again be a part of this community tradition,” said Jane Gustafson, Lincoln Jaycee President. “We look forward to providing activities that bring Lincoln’s citizens together to celebrate the 4th of July.” *(A complete schedule is attached.)*

StarTran will provide free public shuttle bus service from 5 to 11 p.m. between the main entrance at Oak Lake Park and these locations:

- Haymarket Parking Garage, 9th and “Q” streets
- Gold’s bus stop, 11th and “O” streets
- County-City building complex - northeast corner of 9th and “H” streets and southeast corner of 9th and “K” streets *(free parking available in City lot bounded by 9th, 10th, “H” and “G” streets)*
- State Fairgrounds lot #9 *(west of Devaney, enter off of Court Street between 14th and 15th streets)*
- State Fairgrounds lot #6 *(west of Devaney, enter off of North Antelope Valley Parkway just north of Military Road)*

The Haymarket Garage and the Iron Horse parking lot at 7th and “Q” streets are offering a special $2 event fee. Handi-Van service is available for eligible individuals, and reservations can be made through the normal procedure by calling StarTran at 441-7109.

In case of inclement weather, LSO’s concert, the radio broadcasts and the fireworks display will be rescheduled to Saturday, July 5. No other events will be rescheduled.

More information on the day’s events is available on the City Web site at lincoln.ne.gov (keyword: 4th). For event registration information, contact the Lincoln Jaycees at 434-8900. Information on LSO is available at or by calling 476-2211.
Food and concessions will be available from noon to 10 p.m. in the main parking lot. The Jaycees will operate an information booth, and the Red Cross will have first aid available.

- 7 a.m. - Registration for Lincoln Jaycees 5K Fun Run, Haymarket Park
- 8 a.m. - Fun Run begins
- noon to 4 p.m. - Social chess games open to the public, park shelter
  *(Sponsored by the Nebraska State Chess Association.)*
- 4 to 7 p.m. - Bingo, park shelter
- 7:30 to 9 p.m. - Food eating contests, near Symphony stage
- Dusk - Sale of glow necklaces/novelty items throughout the park
- 9 to 10 p.m. - Lincoln’s Symphony Orchestra (LSO) concert
  *(Broadcast live on B107.3 FM and KLIN 1400 AM)*
- 10 p.m. - Fireworks by Zambelli Internationale *(Sponsored by Pepsi-Cola)*
  with live music by LSO *(Broadcast live on your favorite Uncle Sam Jam radio station - B107.3 FM, Froggy 98.1 FM, 105.3 Wow FM and KLIN 1400 AM)*

**IMPORTANT REMINDERS:**
- Fireworks other than those used in the Zambelli show are prohibited in the park.
- Alcohol is prohibited in the park.
- All pets are required to wear a leash in the park. Residents are discouraged from bringing pets to the park during the fireworks display.
HOMELAND SECURITY
House subcommittee rejects White House reductions to DHS programs. The House Appropriations Subcommittee on the Department of Homeland Security (DHS) approved its version of a FY 2009 budget for the agency this week. Overall, the measure would spend $37.6 billion in discretionary funding in FY 2009, an increase of $2.2 billion over FY 2008 levels.

State and local government homeland security programs would be funded at $3.18 billion in FY 2009, a level that is about even with FY 2008 spending, but $1 billion more than was requested by President Bush. Funding levels for specific DHS programs are as follows (with the difference between FY 2008 levels in parentheses):

- $950 million for the State Homeland Security Grant Program (same);
- $850 million for the Urban Area Security Initiative (+$30m)
- $400 million for Port Security Grants (same)
- $400 million for Rail and Transit Security Grants (same)
- $50 million for the Metropolitan Medical Response System (+9m)
- $570 million for Firefighter Assistance Grants (+$10m)
- $230 million for SAFER firefighter hiring grants (+$40m)

In the area of disaster preparedness and response at FEMA, the bill recommends: $315 million for Emergency Management Performance Grants, an increase of $15 million over FY 2008; $220 million for Flood Map Modernization, the same as FY 2008, and $75 million for the Pre-disaster Mitigation Fund, a decrease of $39 million.

The measure would also provide $15.5 billion for border, immigration, and trade security programs at DHS, an increase of $340 million over FY 2008 levels. The Transportation Security Administration (TSA) would receive $6.9 billion, an increase of $150 million.

The House Appropriations Committee is scheduled to consider the FY 2009 DHS appropriations bill on June 18.

PUBLIC SAFETY
Byrne grants would receive boost in FY 2009 spending proposal. The House Appropriations Committee subcommittee with jurisdiction over the Department of Justice approved its version of a FY 2009 budget this week. The bill would provide a total of $25.4 billion to the Department of Justice in FY 2009, an increase of $1.9 billion over FY 2008 levels.

Few details are available about the measure, but according to press released by individual subcommittee members, the panel proposed $550 million for the Byrne State and Local Government Justice Assistance Grant (JAG) program. This would represent a $380 million increase over the FY 2008 level. State and local government programs at Justice would receive $3.1 billion, an increase of $2.1 billion over FY 2008 levels and the level recommended by the White House for FY 2009.

Other proposed funding levels include (with the difference from FY 2008 levels in parentheses):
• $627 million for the COPS program (+$40m)
• $435 million for Violence Against Women Act programs (+$35m)
• $431 million for Juvenile Justice Block Grant (+$47m)

Additional highlights include (with the difference from FY 2008 levels in parentheses):

• $160 million for the National Endowment for the Humanities (+$15m)

The full Appropriations Committee is scheduled to consider the bill June 18 and we will report on funding for all programs of interest to local government in next week’s Washington Report.

AMTRAK
House approves Amtrak reauthorization bill. Ignoring a White House veto threat prior to consideration, the House this week easily approved HR 6003, the Passenger Rail Investment and Improvement Act. The bill would reauthorize Amtrak for five years, and provide the agency with a much-needed funding infusion of $14.9 billion over that time – including $4.2 billion in capital grants and $3 billion for operating assistance. HR 6003 also authorizes $1.7 billion to help Amtrak pay off past debts incurred during periods of underfunding.

The final vote on the House floor was 311–104, well over the 290 votes necessary to override a Presidential veto. A provision allowing private companies to bid on a new high-speed rail line between New York City and Washington, DC was added to the bill in Committee to garner Republican support.

However, the language is expected to be a point of contention during conference negotiations with the Senate, which approved its version of the Amtrak reauthorization last October with no similar privatization language. Senate sponsors have been publicly vocal about their strong opposition to the provision. Meanwhile, the White House maintains that the bill would not make “meaningful reforms in Amtrak’s governance or operations and would not allocate resources based on the demand for rail service.”

Proposals to create a “National Infrastructure Bank” emerged as a major topic at a hearing held on Thursday by the Senate Banking Committee. The Committee heard from four mayors, Michael Bloomberg of New York, Shirley Franklin of Atlanta, Mark...
Funkhouser of Kansas City, MO and John Peyton of Jacksonville. All four testified in favor of the creation of a National Infrastructure Bank, which Committee Chairman Christopher Dodd (D-CT) and Committee member Chuck Hagel (R-NE) have introduced in the Senate (S 1926).

In addition to their support for the National Infrastructure Bank, all four mayors:

-Outlined the massive infrastructure needs their cities are facing
-Decried the decline of federal assistance for all forms of infrastructure
-Noted that federal spending on infrastructure as a percentage of Gross Domestic Product has fallen to a low not seen the Second World War
-Plead for a major increase in federal infrastructure spending
-Called for a national vision and plan to de-politicize project selection and the overall distribution of federal infrastructure funds

Committee members generally agreed with the Mayors on the need for increased federal infrastructure investment and indicated a strong willingness to act in the coming year. At the end of the hearing, Dodd said he is committed to moving his National Infrastructure Bank bill but that a tight schedule would probably preclude action until next year.

**GRANT OPPORTUNITIES**

**National Endowment for the Humanities**

The NEH We the People Program is accepting applications for the Interpreting America’s Historic Places: Planning Grants and Implementation Grants. This grant program encourages the creation of public humanities projects that are related to American history and culture. Awards for this program can be used to plan projects involving a single historic site, collection of sites, neighborhood, community, or geographical region. These plans should include how each applicant will display American history to the general public. Applications are due August 27, 2008, and there is a maximum of $75,000 available for each award. For more information, see: [http://www.neh.gov/grants/guidelines/IAHP_Planning.html](http://www.neh.gov/grants/guidelines/IAHP_Planning.html). Applications are also being accepted for the Interpreting America’s Historic Places: Implementation Grants. There will be a maximum award amount of $1,000,000. Applications are due August 27, 2008. For more information, see: [http://www.neh.gov/grants/guidelines/IAHP_Implementation.html](http://www.neh.gov/grants/guidelines/IAHP_Implementation.html).

**Department of Justice**

DOJ has announced guidance for the FY 2008 Brief Interventions and Referrals to Treatment (BIRT) for Juvenile Courts and Juvenile Drug Courts. The primary objective of the program is to identify substance abusing youth and to reduce substance abuse-related death and associated problems through effective and appropriate treatment. The deadline for applications is July 3, 2008. For more information see: [http://ojdp.ncjrs.gov/grants/solicitations/FY2008/BIRTDrugCourts.pdf](http://ojdp.ncjrs.gov/grants/solicitations/FY2008/BIRTDrugCourts.pdf)
NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, June 18, 2008, at 1:00 p.m. in the City-Council Hearing Room, County-City Building, 555 S. 10th St., Lincoln, Nebraska, on the following items. For more information, call the Planning Department, 441-7491.

The Lincoln/Lancaster County Planning Commission will meet on Wednesday, June 18, 2008, 11:45 a.m. - 12:45 p.m. in Conference Room 113 of the County/City Building, 555 S. 10th St., Lincoln, Nebraska, for a briefing by staff on the B-4 Zoning and Downtown/Antelope Valley Design Standards.

**PLEASE NOTE:** The Planning Commission action is final action on any item with a notation of “FINAL ACTION”. Any aggrieved person may appeal Final Action of the Planning Commission to the City Council by filing a Notice of Appeal with the City Clerk within 14 days following the action of the Planning Commission.

The Planning Commission action on all other items is a recommendation to the City Council or County Board.

AGENDA

WEDNESDAY, JUNE 18, 2008

[Commissioner Gaylor Baird absent]

Approval of minutes of the regular meeting held June 4, 2008. **APPROVED, 6-0 (Esseks and Francis abstaining; Gaylor Baird absent)**
1. **CONSENT AGENDA**  
   **(Public Hearing and Action):**

   **COMPREHENSIVE PLAN:**

   1.1 Comprehensive Plan Conformance No. 08012, to review a proposed amendment to the 2008/09 - 2013/14 Capital Improvements Program as to conformance with the 2030 Lincoln City/Lancaster County Comprehensive Plan adding Project #0483 - Breslow Ice Center, involving location of an ice arena within the general area of the West Haymarket, on a site to be determined.

   **Staff recommendation:** Conformance with the Comprehensive Plan
   **Staff Planner:** Sara Hartzell, 441-6372, shartzell@lincoln.ne.gov
   **Planning Commission recommendation:** A FINDING OF CONFORMANCE WITH THE COMPREHENSIVE PLAN, 8-0 (Gaylor Baird absent).

   **PERMITS:**

   1.2 Special Permit No. 1748A, an amendment to delete the hours of operation for the garden center, on property generally located at S. Coddington Avenue and W. Burnham Street. **FINAL ACTION**

   **Staff recommendation:** Approval
   **Staff Planner:** Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov
   **Planning Commission ‘final action’:** APPROVAL, as set forth in the staff report dated May 28, 2008, 8-0 (Gaylor Baird absent).
   **Resolution No. PC-01122.**

   1.3 Special Permit No. 08022, to increase parking area, on property generally located at Hartley Street and Touzalin Avenue.

   **Staff recommendation:** Conditional Approval
   **Staff Planner:** Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov
   **Planning Commission recommendation:** CONDITIONAL APPROVAL, as set forth in the staff report dated June 10, 2008, 8-0 (Gaylor Baird absent).

   Public hearing before City Council will be scheduled when the provisions of Chapter 14.20 on the associated Street & Alley Vacation No. 08001 approved by Planning Commission on May 21, 2008, have been satisfied.
1.4 Special Permit No. 08023, for an early childhood care facility, and a waiver request to reduce the number of required parking stalls, on property generally located at S. 16th Street and Smith Street.

Staff recommendation: Conditional Approval
Staff Planner: Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov
Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the staff report dated June 10, 2008, 8-0 (Gaylor Baird absent).
Public hearing before City Council tentatively scheduled for Monday, July 14, 2008, 1:30 p.m.

1.5 Special Permit No. 08024, for expansion of a nonstandard dwelling, on property generally located at Cedar Ave. and Woodsdale Blvd. (3121 Cedar Ave.). *** FINAL ACTION ***

Staff recommendation: Conditional Approval
Staff Planner: Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov
Planning Commission “final action”: CONDITIONAL APPROVAL, as set forth in the staff report dated June 5, 2008, 8-0 (Gaylor Baird absent).
Resolution No. PC-01123.

2. REQUESTS FOR DEFERRAL: None.

3. ITEMS REMOVED FROM CONSENT AGENDA: None

4. PUBLIC HEARING AND ACTION:

COMPREHENSIVE PLAN WITH RELATED ITEMS:

4.1a Comprehensive Plan Amendment No. 08014, to amend the 2030 Lincoln/Lancaster County Comprehensive Plan to change the Land Use Plan designation from Public & Semi-Public and Green Space to Commercial on the southeast corner of N. 84th Street and Havelock Avenue.

Staff recommendation: Approval of the proposed amendment, subject to a Memorandum of Understanding between the City and the Lancaster County Agricultural Society
Staff Planner: Steve Henrichsen, 441-6374, shenrichsen@lincoln.ne.gov
Had public hearing.
Planning Commission recommendation: APPROVAL, SUBJECT TO MEMORANDUM OF UNDERSTANDING, 8-0 (Gaylor Baird absent).
Public Hearing before City Council tentatively scheduled for Monday, July 14, 2008, 1:30 p.m.
4.1b Annexation No. 08004, to annex approximately 29.07 acres, generally located at N. 84th Street and Havelock Avenue.

Staff recommendation: Approval, subject to a Memorandum of Understanding between the City and the Lancaster County Agricultural Society
Staff Planner: Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov
Had public hearing.
Planning Commission recommendation: APPROVAL, SUBJECT TO MEMORANDUM OF UNDERSTANDING, 8-0 (Gaylor Baird absent).
Public Hearing before City Council tentatively scheduled for Monday, July 14, 2008, 1:30 p.m.

4.1c Change of Zone No. 08025, from AG Agricultural District to H-4 General Commercial District, on property generally located at N. 84th Street and Havelock Avenue.

Staff recommendation: Approval, subject to a Memorandum of Understanding between the City and the Lancaster County Agricultural Society
Staff Planner: Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov
Had public hearing.
Planning Commission recommendation: APPROVAL, SUBJECT TO MEMORANDUM OF UNDERSTANDING, 8-0 (Gaylor Baird absent).
Public Hearing before City Council tentatively scheduled for Monday, July 14, 2008, 1:30 p.m.

4.1d Special Permit No. 08025, for a Planned Service Commercial development in the H-4 General Commercial District, to allow a hotel, restaurant and retail space, on property generally located at N. 84th Street and Havelock Avenue. *** FINAL ACTION ***

Staff recommendation: Conditional Approval
Staff Planner: Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov
Planning Commission ‘final action’: CONDITIONAL APPROVAL, as set forth in the staff report dated June 10, 2008, with amendment to Condition #2.1.20 as requested by the applicant and agreed upon by staff, 8-0 (Gaylor Baird absent).
Resolution No. PC-01124.

CHANGE OF ZONE:

4.2 Change of Zone No. 08024, from P Public Use District to AG Agricultural District, on property generally located at SW 9th Street and Rokeby Road.

Staff recommendation: Approval
Staff Planner: Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov
Had public hearing.
Planning Commission recommendation: APPROVAL, 8-0 (Gaylor Baird absent).
Public Hearing before City Council tentatively scheduled for Monday, July 14, 2008, 1:30 p.m.
AT THIS TIME, ANYONE WISHING TO SPEAK ON AN ITEM NOT ON THE AGENDA, MAY DO SO

PENDING LIST:

1. Change of Zone No. 3321, requested by Michael T. Johnson, on behalf of West Gate, inc., from R-7 Residential District to B-4 Lincoln Center Business District, on property generally located at 1729 “M” Street.  
   (6-13-01: Planning Commission voted 6-0 to place on pending at the request of the applicant.)

2. Street and Alley Vacation No. 04013, to vacate all of the east-west alley in Block 65, Original Lincoln, bounded by 13th, 14th, "M" and "N" Streets, generally located at S. 13th Street & "M" Street.  
   (3-16-05: Planning Commission voted 9-0 to place on pending until completion of the Downtown Master Plan at the request of the applicant.)

3a. Change of Zone No. 06082, from AGR Agricultural Residential District to R-3 Residential District, on property generally located at SW 40th Street and West A Street.  
   (8-15-07: Planning Commission voted 8-0 to place on pending at the request of the applicant.)

3b. Preliminary Plat No. 06011, Woodland View 1st Addition, for 25 single family lots and 4 outlots, on property generally located at SW 40th Street and West A Street.  The Planning Commission action on the plat is final, unless appealed to the City Council.  The following waivers are also being requested: a) to allow sanitary sewer to run against the street grade and b) to allow sanitary sewer to be deeper than 15 feet.  Any waiver requests that are recommended for denial by the Planning Department will be forwarded to the City Council for public hearing.  If all waiver requests are recommended for approval, the Planning Commission action is final, unless appealed to the City Council.  ***FINAL ACTION***  
   (8-15-07: Planning Commission voted 8-0 to place on pending at the request of the applicant.)
Planning Dept. staff contacts:

Ray Hill, Development Review Manager 441-6371 rhill@lincoln.ne.gov
Steve Henrichsen, Special Projects Manager 441-6374 shenrichsen@lincoln.ne.gov
Mike Brienzo, Transportation Planner 441-6369 mbrienzo@lincoln.ne.gov
Tom Cajka, Planner 441-5662 tcajka@lincoln.ne.gov
David Cary, Transportation Planner 441-6364 dcary@lincoln.ne.gov
Mike DeKalb, Planner 441-6370 mdekalb@lincoln.ne.gov
Christy Eichorn, Planner 441-7603 ceichorn@lincoln.ne.gov
Brandon Garrett, Planner 441-6373 bgarrett@lincoln.ne.gov
Sara Hartzell, Planner 441-6372 shartzell@lincoln.ne.gov
Brian Will, Planner 441-6362 bwill@lincoln.ne.gov
Ed Zimmer, Historic Preservation Planner 441-6360 ezimmer@lincoln.ne.gov

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The Planning Commission meeting which is broadcast live at 1:00 p.m. every other Wednesday will be rebroadcast on Sundays at 1:00 p.m. on 5 City-TV, Cable Channel 5.

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The Planning Commission agenda may be accessed on the Internet at http://www.lincoln.ne.gov/city/plan/pcagenda/index.htm
PLANNING COMMISSION FINAL ACTION
NOTIFICATION

TO : Mayor Chris Beutler
     Lincoln City Council

FROM : Jean Preister, Planning

DATE : June 19, 2008

RE : Special Permit No. 1748A
     (Nebraska Nursery & Color Gardens - W. Burnham and S. Coddington)
     Resolution No. PC-01122

The Lincoln City-Lancaster County Planning Commission took the following action at their regular meeting on Wednesday, June 18, 2008:

Motion made by Larson, seconded by Sunderman, to approve Special Permit No. 1748A, requested by Nebraska Nursery & Color Gardens, LLC, to change the hours of operation of the garden center by deleting the days and hours of operation limitation of the current special permit, on property generally located on the south side of W. Burnham Street, east of South Coddington Street.

The condition deleted from the special permit by this resolution stated: “The hours of operation and outside business illumination shall be limited to 9:00 a.m. to 7:00 p.m. Monday through Saturday and 10:00 a.m. to 6:00 p.m. Sunday from June 15th through October 31st, closed January through March, and 9:00 a.m. to 5:00 p.m. Monday through Friday the remainder of the year.”

Motion for approval carried 8-0: Cornelius, Taylor, Francis, Sunderman, Partington, Larson, Esseks and Carroll voting ‘yes’ (Gaylor Baird absent).

The Planning Commission's action is final, unless appealed to the City Council by filing a Letter of Appeal with the City Clerk within 14 days of the date of the action by the Planning Commission.

Attachment

cc:    Building & Safety
       Rick Peo, City Attorney
       Public Works
       Nebraska Nursery and Color Gardens, 4240 S. Coddington Avenue, 68506
       Larry Hillis, Yankee Hill Neighborhood, 950 W. Burnham, 68522
       Dirk Johnson, Yankee Hill Neighborhood, 4501 S.W. 12th Street, 68522
       Steve Larson, Yankee Hill Neighborhood, 4401 S.W. 12th Street, 68523

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RESOLUTION NO. PC- 01122

SPECIAL PERMIT NO. 1748A

WHEREAS, Nebraska Nursery & Color Gardens, LLC, has submitted an application designated as Special Permit No. 1748A to change the hours of operation of the garden center, approved by Special Permit No. 1748, on property generally located on the south side of W. Burnham Street, east of South Coddington Street, and legally described as:

Lot 3, Dorothy's Gardens, located in Section 4, Township 9
North, Range 6 East of the 6th P.M., Lancaster County,
Nebraska; and

WHEREAS, the Lincoln City-Lancaster County Planning Commission has held a public hearing on said application; and

WHEREAS, the community as a whole, the surrounding neighborhood, and the real property adjacent to the area included within the site plan for this amendment to the operating hours of a garden center will not be adversely affected by granting such a permit; and

WHEREAS, said site plan together with the terms and conditions hereinafter set forth are consistent with the comprehensive plan of the City of Lincoln and with the intent and purpose of Title 27 of the Lincoln Municipal Code to promote the public health, safety, and general welfare.
NOW, THEREFORE, BE IT RESOLVED by the Lincoln City-Lancaster County Planning Commission of Lincoln, Nebraska:

That the application of Nebraska Nursery & Color Gardens, LLC, hereinafter referred to as "Permittee", to amend Special Permit No. 1748 to delete Paragraph 2 prescribing the hours of operation is hereby granted under the provisions of Section 27.63.110 of the Lincoln Municipal Code upon condition that operation of said garden center be in strict compliance with said application, the site plan, and all other terms and conditions of Special Permit No. 1748 which shall remain in full force and effect.

The foregoing Resolution was approved by the Lincoln City-Lancaster County Planning Commission on this 18 day of June, 1998.

ATTEST:

[Signature]
Chair

Approved as to Form & Legality:

[Signature]
Assistant City Attorney
Special Permit #1748A
S Coddington Ave & W Burnham St

Zoning:

One Square Mile
Sec. 4 T09N R06E

Zoning Jurisdiction Lines
City Limit Jurisdiction
PLANNING COMMISSION FINAL ACTION
NOTIFICATION

TO : Mayor Chris Beutler
     Lincoln City Council

FROM : Jean Preister, Planning...

DATE : June 19, 2008

RE : Special Permit No. 08024
(Expansion of nonstandard use - 3121 Cedar Avenue)
Resolution No. PC-01123

The Lincoln City-Lancaster County Planning Commission took the following action at their
regular meeting on Wednesday, June 18, 2008:

Motion made by Larson, seconded by Sunderman, to approve Special Permit
No. 08024, with conditions, requested by Matthew and Paige Roberts, for
authority to expand a nonstandard single-family dwelling into the required side
yard setback in order to construct an addition to the existing dwelling, on
property generally located at Cedar Avenue and Woodsdale Boulevard (3121
Cedar Avenue).

Motion for conditional approval carried 8-0: Cornelius, Taylor, Francis, Sunderman,
Partington, Larson, Esseks and Carroll voting ‘yes’ (Gaylor Baird absent).

The Planning Commission's action is final, unless appealed to the City Council by filing a Letter
of Appeal with the City Clerk within 14 days of the date of the action by the Planning
Commission.

Attachment

cc: Building & Safety
    Rick Peo, City Attorney
    Public Works
    Matt and Paige Roberts, 3121 Cedar Avenue, 68502
    Doug Evans, Country Club N.A., 3335 S. 31st Street, 68502
    Shirley Doan, Country Club N.A., 2924 Bonacum Drive, 68502
    Linda Wibbels, Country Club N.A., 2740 Royal Court, 68502
    Jim Pattavina, Country Club N.A., 2828 Sheridan Blvd., 68502
    Hal Allen, Country Club N.A., 2320 Sheridan Blvd., 68502

i:\shared\wp\jul2008 cc notice.sp\SP.08024
RESOLUTION NO. PC-01123

SPECIAL PERMIT NO. 08024

WHEREAS, Matthew and Paige Roberts have submitted an application designated as Special Permit No. 08024 for authority to expand a nonstandard single-family dwelling into the required side yard setback in order to construct an addition to the existing dwelling on property located at Cedar Ave. and Woodsdale Blvd., and legally described as:

Lot 13, Block 9, Woodsdale Addition, Lincoln, Lancaster County, Nebraska;

WHEREAS, the Lincoln City-Lancaster County Planning Commission has held a public hearing on said application; and

WHEREAS, the community as a whole, the surrounding neighborhood, and the real property adjacent to the area included within the site plan for this expansion of a non-standard single-family dwelling will not be adversely affected by granting such a permit; and

WHEREAS, said site plan together with the terms and conditions hereinafter set forth are consistent with the comprehensive plan of the City of Lincoln and with the intent and purpose of Title 27 of the Lincoln Municipal Code to promote the public health, safety, and general welfare.
NOW, THEREFORE, BE IT RESOLVED by the Lincoln City-Lancaster County Planning Commission of Lincoln, Nebraska:

That the application of Matthew and Paige Roberts, hereinafter referred to as "Permittee", to expand a nonstandard single-family dwelling into the required side yard in order to construct an addition to the residence on property described above be and the same is hereby granted under the provisions of Section 27.63.540 of the Lincoln Municipal Code upon condition that construction of said addition be in substantial compliance with said application, the site plan, and the following additional express terms, conditions, and requirements:

1. This permit approves the expansion of a nonstandard single-family dwelling into the required side yard setback along the north side of the property known as 3121 Cedar Ave. and legally described as Lot 13, Block 9, Woodsdale Addition, Lincoln, Lancaster County, Nebraska, to allow an addition onto the back side of the existing dwelling.

2. The expansion shall not extend further into the required side yard along the north side of the property than the furthest extension of the existing dwelling.

3. The expansion shall meet all other yard and height requirements of the zoning district.

4. The Permittee must show the existing easement for the 8" sanitary sewer line that runs along the rear of the yard on the Surveyor's Certificate of 3121 Cedar Ave.

5. The use of the main structure shall remain a single- or two-family dwelling.
6. Before occupying the addition all development and construction
must comply with the approved plans.

7. The site plan approved by this permit shall be the basis for all
interpretations of setbacks.

8. This resolution's terms, conditions, and requirements bind and
oblige the Permittee, their successors and assigns.

9. The Permittee shall sign and return the letter of acceptance to the
City Clerk within 60 days following the approval of the special permit, provided,
however, said 60-day period may be extended up to six months by administrative
amendment. The clerk shall file a copy of the resolution approving the special permit
and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in
advance by the Permittee.

The foregoing Resolution was approved by the Lincoln City-Lancaster
County Planning Commission on this _18_ day of _____June______, 2008.

ATTEST:

[Signature]
Chair

Approved as to Form & Legality:

[Signature]
Chief Assistant City Attorney
Special Permit #08024
Cedar Ave & Woodsdale Blvd

Zoning:

One Square Mile
Sec. 1 T09N R06E

2007 aerial

R-1 to R-3 Residential District
AG Agricultural District
AGR Agricultural Residential District
O-1 Office District
O-2 Suburban Office District
O-3 Office Park District
R-T Residential Transition District
B-1 Local Business District
B-2 Planned Neighborhood Business District
B-3 Commercial District
B-4 Lincoln Center Business District
B-6 Planned Regional Business District
H-1 Interstate Commercial District
H-2 Highway Business District
H-3 Highway Commercial District
H-4 General Commercial District
I-1 Industrial District
I-2 Industrial Park District
I-3 Employment Center District
P Public Use District

Zoning Jurisdiction Lines
City Limit Jurisdiction
Survey Of: LOT 13, BLOCK 9, WOODSDALE ADDITION, LOCATED IN THE NORTHEAST QUARTER OF

Section: 1, T 9 N, R 6 E, of the 6th P.M. LINCOLN, LANCASTER County, Nebraska

3121 CEDAR AVENUE

Subject property apparently falls within the confines of Zone "____" as determined by the FEMA-FIA Flood Rate Map community __________, panel __________, revised __________.

Surveyor's Certificate

I hereby certify that I have accurately surveyed the property in the above plot. Signed this day of __________ 9-20-2008

All dimensions are in feet and decimals of a foot.

Billy Joe Karr, L.S.

LS463
Application for Special Permit

Submitted May 20, 2008

Property Owners/Permittees-Matthew D. Roberts and Paige J Roberts

I, Paige J Roberts, along with my husband, Matthew D. Roberts, own the property at 3121 Cedar Avenue, Lincoln, Nebraska. We are constructing an addition to the existing property. The required set back for the side yard is five feet. However, the north side of the existing structure is less than five feet from the lot line. We are requesting the authority to build our addition into the required side yard running in a straight line with the north side of the existing structure. The furthest extension of the addition will not go beyond the existing structure. The required set backs also make the addition almost impossible to build with our current plans as the staircase and bathroom would overlap and the staircase cannot be moved. To build the addition in line with the required setbacks will mean the elimination of the upstairs bathroom.
Dear Lincoln City Council,

Lincoln Police Department is the first agency in the United States to subscribe to a new national information service. Here are two links to the press release for your use as needed:


Thanks very much for your time!

Sincerely,

Talal "Trip" Albagdadi
Director of Marketing
www.theomegagroup.com

Come join us for…

The Omega Group’s
Fifth User and Training Conference
April 1-3, 2009
San Diego

For more information visit:  http://www.theomegagroup.com/company_conference.html
For your information, attached is a photo taken by Devin Biesecker on June 5th following one of our recent storms. The photo is of the Salt Creek floodplain SW of 14th and Yankee Hill. The Jamaica North Trail and Wilderness Park are adjacent to the west. The property was purchased by a public-private coalition including the City of Lincoln in August of 2004. This is a great example of the success in conserving the critical function of flood storage through easements and land purchase to help protect downstream areas during flood events.
June 12, 2008

Ms. Sandra Mathews
800 Eldon Dr
Lincoln NE 68510

Dear Ms. Mathews:

Thank you for your June 6, 2008 correspondence in which you expressed concern with the potential utilization of the location adjacent to your home as a "layover" location for StarTran buses. My memory is that you indicated similar concerns in the past, with the previous route network, and that the issue was resolved to your satisfaction by insuring that buses did not stop for extended time periods at that location. We will continue that policy at the subject revised location.

I would note, however, that as an intersection on a designated bus route, the location adjacent to your home is a bus stop, where bus patrons may enter and exit the bus. The bus will not stop at the subject bus stop unless patrons wish to enter or exit the bus, and will stop there only for the time to do so.

Sincerely,

[Signature]
Larry D Worth
Transit Manager

eldon bus stop concern
InterLinc: City Council Feedback for General Council

Name: Sandra Mathews
Address: 800 Eldon Drive
City: Lincoln, NE, 68510
Phone: 402-484-5321
Fax:
Email: diamedes7@yahoo.com

Comment or Question:
I sent this message to Star Tran and to the Mayor today. Please help me do what is possible to make sure this serious concern is addressed. Thank you SO much.

Hello!

I live at 800 Eldon and I am making a DESPERATE request that when you change the location of the bus stop from southbound Vet's Bus heading to Westfield Gateway on the corner of Randolph and Eldon, that you move the stop to Randolph eastbound, NOT ELDON ITSELF.

If StarTran simply moves the bus stop to the other side of Eldon where the bus stop currently is (and has caused innumerable problems in the past), there will be people and a sitting bus directly in front of my bedroom--just feet away. For a single woman, this means I can never have the windows or curtains in my bedrooms open, for fear that some bus rider (or even indigent) will be looking into my windows, because of the loud noise (when a bus stops at the stop, I cannot hear people on the phone inside my house with the windows open), and let's face it, for the stinky smell.

Please please PLEASE move the bus stop just around the corner to Randolph where nobody's bedroom windows will be affected and they cannot--from that place--look inside anyone's windows. This will still be annoying in my yard, but at least people will not be standing outside my bedroom window and causing my dogs to be scared and bark all the time at them (which they will).

Let me reiterate: I am so glad that you have revamped the bus schedule/routes. It NEEDED to happen.

I will be HAPPY to hear that the bus will not stop at the corner of Randolph and Eldon, in front of my house from 630-645am, 7-715am, and 730-745am as it has been doing, Monday-Friday, every year for the past 10 years I've lived here. Star Tran has been incapable of saving fuel and not annoying myself and Kim, the gal living on the other corner of Randolph and Eldon. Incidentally, we figured out that the city's bus sat in front of our houses (bedroom windows) 195 hours each year on average, mostly waking us up and stinking up our air. PLEASE REASSURE ME THAT THE BUS STOP WILL NOT JUST MOVE ACROSS THE STREET.

Again:
PLEASE, if you put in the new stop, PLEASE PUT IT ON THE NORTH SIDE ON RANDOLPH. PLEASE PLEASE PLEASE. There is no reason to have the bus stop in front of my bedroom and Kim's bedroom windows, having people loiter in my yard. Seriously, I am a single woman, and so is she. It scares the both of us having people we don't know in our yards looking into our windows. And don't think they do not do that.

I've already had someone looking in my bedroom window today. I will start calling the police if this continues, because to me, it is a scary thing.

Thank you for your consideration. I really do appreciate it.

Sandra Mathews
Voting public citizen
June 18, 2008

**WATER MAIN REPLACEMENT PROJECT #700309**
56th Street; Seward - Logan Avenue

On Monday, June 23, 2008, ME Collins Contracting of Wahoo, Nebraska will be starting construction of a replacement water main for the Engineering Services Division of the Public Works and Utilities Department.

The limits are in 56th Street from Seward to Logan Avenue and has a construction completion date of approximately late August 2008 barring any weather or unforeseen conditions.

ME Collins Contracting will be required to maintain two-way traffic on 56th Street and access to the Goodyear plant at all times. However, there will be some disruption to vehicular and pedestrian access during construction. Temporary “no parking” signs will be installed ahead of time to permit the contractor working room. The work areas themselves will be barricaded and caution should be used when using the areas under construction.

The City of Lincoln realizes this project may temporarily inconvenience you for parking and possibly loss of services (utility/water, etc.). Please be patient and we will rectify the situation as quickly as possible.

If you have any problems or questions during the construction period, please contact ME Collins Contracting Superintendent Jerry Kabourek at (402) 443-8255 or the City of Lincoln Project Manager.

Ron Edson, Senior Engineering Specialist
Engineering Services, Public Works and Utilities
Project Manager
Cell: 525-9294
Email: redson@lincoln.ne.gov

ME Collins Contracting
Office Hours: 7:00 a.m. - 5:00 p.m.
Phone: 443-3663
Harris Overpass Project #701781

Beginning on Friday, June 20, 2008 at 9:00 a.m., “O” Street between 9th and 10th Streets will be closed to traffic for reconstruction of the two east lanes on 9th Street at “O” Street. The street closure will continue through the weekend and “O” Street will reopen on Monday, June 23, 2008 at 6:00 a.m.

For more information, please visit the City web site at www.lincoln.ne.gov (keyword: Harris) or contact one of the following people:

Kris Humphrey
Engineering Services
Phone: (402) 441-7592
Email: khumphrey@lincoln.ne.gov

Larry Duensing
Engineering Services
Phone: (402) 441-8401
Email: lduensing@lincoln.ne.gov
Below is my answer to Question 1, which relates to Antelope Valley. The amount of General Fund dollars to be spent on the Antelope Valley Project is $7,885,996. Although this is the "City Money" as defined, there are some additional Lincoln property tax dollars in the funds furnished by the Lower Platte South Natural Resource District and the Railroad Transportation Safety District.

Wayne Teten
-----Forwarded by W. Wayne Teten/Notes on 06/12/2008 03:50PM-----

To: <WHjermstad@ci.lincoln.ne.us>, <DLandis@ci.lincoln.ne.us>, <WTeten@ci.lincoln.ne.us>,
<brjohnson@ci.lincoln.ne.us>, <dherz@ci.lincoln.ne.us>
From: Robin Eschliman <robin@neb.rr.com>
Date: 06/02/2008 11:49PM
cc: Richard <resquivel1@neb.rr.com>
Subject: Fw: Questions for City Council

All: I don't think it is necessary to get these answers down to the penny, but perhaps estimates would be adequate here to answer Richard's questions. In his questions about "City Money", he means the General Fund. I think on the 48th & O question he means how much acquisition costs so far, and how much TIF has been granted so far. I told him he would receive answers back from several individuals on the various questions, there is no need to wait and consolidate them all into one big answer.
Richard, I think I can take a stab at the following, if others want to chime in, go ahead:
3. The owners of the Starship and Douglas chose to close them down. The Douglas was merged into the new theater. I do not believe the Starship should be a part of the calculations involving a "loss" since the owners voluntarily chose to close it. The owner of the Taste of China didn't close down permanently—he is relocating into a new construction building. In that case there is a new building on the tax rolls and a generous amount of sales tax on construction. I don't consider that a "loss" either; rather, it is an improvement in tax receipts.
5. Wynn, correct me if I'm wrong, but land doesn't have to be in the City limits to be blighted, does it? It can be adjacent and part of an annexation, correct? Blight and TIF designation often refers to aged infrastructure (sometimes it means LACK of infrastructure) but that doesn't have to mean that NOTHING was done during all those intervening years.
7. I believe Senator Landis mentioned 26 projects today. On economic impact, generally, for every primary job created by a TIF project, you can predict another 2 jobs will be created in the service sector.
11. Public, and the TIF comes from a recent West O blight and TIF project that the Council approves that extends a little distance towards the Capitol and then juts out to the west.

Robin Eschliman

----- Original Message ----- 
From: Richard
To: reschliman@lincoln.ne.gov
Sent: Monday, June 02, 2008 9:56 PM
Subject: Questions for City Council

Robin,
Attached is a word document which you requested. Thanks for your assistance.
Rich Esquivel

PS My position on the Antelope Park improvement project is only about the financing. I believe this to be a good project for the neighborhood.
Questions for City Council

1. What is the total dollar amount of only the City tax dollars for the Antelope Valley Project?
2. What is the dollar amount of only City tax dollars for researching the downtown convention and arena projects?
3. What is the total loss of tax revenue by removing the businesses from 13th to 14th Street; P to Q Street? (two businesses and Starship and Douglas Theatre
4. I have seen Parks & Recreation employees working on street medians. Is the budget for Parks & Recreation budget reimbursed for performing street maintenance?
5. Many areas of the City have been declared blighted. The State law has specific rules for declaring areas blighted, ie within the City limits for a number of year; no improvements on the property within a time period. Have these rules been changed? If not, how were some areas declared blighted?
6. What is the total tax dollars paid or surrendered to the development of 48th and O Street? This includes money used to purchase property and TIF dollars.
7. How many TIF project have been improved by the City? What is the total dollar amount of TIF dollars provided to these projects? What has been the increase in valuation for property taxes for these projects? What is the economic impact to the City by these projects?
8. What is the revenue collected by the City for advertising at Sherman Field? What tax entity receives the income from this advertising?
9. Could Youth Programs be financed by private companies or individuals? These revenues could be used to finance Parks & Recreation. Therefore, less revenue would have to be budgeted by the City to Parks & Recreation.
10. I read TIF money was to be used to complete the MOPAC bike trail over North 27th Street. What project provided the TIF dollars for this project?
11. The paper indicated TIF dollars were to be used to finance the new Arena. Is the Arena a private or public building? If public, what TIF project will support the TIF dollars for this project?
InterLinc: City Council Feedback
for General Council

Name: bruce and pam bartlett
Address: 7924 regent drive
City: Lincoln, NE 68507
Phone: 402 467 1802
Fax: 
Email: brubart@hotmail.com

Comment or Question:

We live at 7924 regent drive in the regent heights neighborhood. We have lived here for almost 15 years. Our question is about Mahoney Park which we think is a wonderful park. We only live about a 1/4 mile away, but to access this park we have to walk or bike approximately a mile because of the mahoney golf course. We think it would be a great idea to make a path on the east end of the golf course to cut across and make another entry to mahoney park. The west end would also be a possibility. Mahoney is such a great park and yet almost no one in the regent heights neighborhood uses it because there is no close convenient entry. I know the new neighborhood that is being built where the old north forty golf course was, would really utilize a path of some kind too.

Also, we need a path to get down to 84th street where the Murdock trail crosses over 84th street. With the Lancaster event center, Walmart, and all the new businesses being built this as almost a must to be able to get down to the street. Please consider our ideas and let us know any ideas you have. Thanks, bruce and pam bartlett
InterLinc: City Council Feedback for General Council

Name: bruce and pam bartlett
Address: 7924 regent drive
City: Lincoln, NE 68507
Phone: 402 467 1802
Fax: 
Email: brubart@hotmail.com

Comment or Question:

We live at 7924 regent drive in the regent heights neighborhood. We have lived here for almost 15 years. Our question is about Mahoney Park which we think is a wonderful park. We only live about a 1/4 mile away, but to access this park we have to walk or bike approximately a mile because of the mahoney golf course. We think it would be a great idea to make a path on the east end of the golf course to cut across and make another entry to mahoney park. The west end would also be a possibility. Mahoney is such a great park and yet almost no one in the regent heights neighborhood uses it because there is no close convenient entry. I know the new neighborhood that is being built where the old north forty golf course was, would really utilize a path of some kind too.

Also, we need a path to get down to 84th street where the Murdock trail crosses over 84th street . With the Lancaster event center, Walmart, and all the new businesses being built this as almost a must to be able to get down to the street. Please consider our ideas and let us know any ideas you have. Thanks, bruce and pam bartlett
To help with the police budget, I would suggest to investigate the possibility of using fines for speeding and other traffic offenses be used to help fund the Police Dept. Currently the fines go to the school districts. It makes sense that the city be reimbursed someway for offenses that are taking up the Police officers time. I know the school districts would not appreciate this, but I think it makes a lot of sense. Why give the money to the school districts when the City is paying for the officers time to handle these offenses.

Jerry Wolf
InterLinc: City Council Feedback for
General Council

Name: Andy Ringsmuth
Address: 1117 Saratoga St.
City: Lincoln, NE 68502

Phone: 402-304-0083
Fax:
Email: andyring@inebraska.com

Comment or Question:
To whom it may concern:

I saw this story in USA Today:

http://www.usatoday.com/printedition/news/20080618/la_bottomstrip18_dom.art.htm

I was wondering if this might be something the city of Lincoln would consider. Personally I think it is an excellent idea and would help the city, specifically the police department, extend their fuel dollars without additional taxes.

Thank you for your time.
Speeders to pay extra for police fuel
In an Atlanta suburb, offenders will face $12 'surcharge' on top of ticket

By Larry Copeland
USA TODAY

HOLLY SPRINGS, Ga. — The surging price of gasoline has come to this: a "fuel surcharge" on your next speeding ticket.

Drivers caught speeding in this north Atlanta suburb soon will have to pay an extra $12 — to cover $4-a-gallon gas costs for the police officers who stop them.

The City Council passed the fee hike, effective July 1, to offset fuel prices that have eaten up nearly 60% of the police department’s 2008 fuel budget, Police Chief Ken Ball says.

He expects the fee increase, which applies to all moving violations and can be rescinded if gas prices fall below $3 a gallon, to generate $19,500 to $26,000 a year for the town of 7,700.

Ball says he was looking ways to maintain patrols despite record high gas prices. "I was hearing that Delta (Air Lines), pizza deliverers, florists were adding fuel charges to their services, and I thought, why not police departments?" he says.

Atlanta might be next. Monday, the City Council approved by a 13-0 vote Councilman C.T. Martin’s proposal to add a $10-$15 surcharge for motorists convicted of speeding and other moving violations, Martin says. "I want to recover the cost of the extra gas ... without raising property taxes," he says. The legislation awaits Mayor Shirley Franklin’s approval.

Other cities could follow. Ball says he’s being "inundated" by calls from police chiefs and city managers. "I’ve heard from at least a dozen police chiefs and half a dozen city managers," he says of the measure passed Monday night. "They want to know how we did it, and could we send them a copy of the ordinance."

Wendy Balazik, spokeswoman for the International Association of Chiefs of Police, says she’s not aware of any other cities adding such a surcharge. "But it makes sense," she says. "Law enforcement agencies are already facing a number of financial pressures, and rising fuel costs can’t help the situation at all."
The National League of Cities says it is unaware of other cities adding such fees.

The national average cost for a gallon of regular gas was $4.078 Tuesday, according to auto club AAA and the Oil Price Information Service.

Katie Harris, 20, a babysitter and student at Georgia Perimeter College, doesn't like the new fines. "It always seems like government officials are trying to take money from citizens' pockets," she says.

Holly Springs Mayor Tim Downing says: "This is a self-taxing system. If you don't break the law, you don't pay the tax."
Dear City Council,

Attached you will find the architect's picture of Washington Square. The design was approved by Marvin Krout with Ed Zimmer's input. Please scroll to the bottom of the Zoning submission packet and you'll find color pictures.

Thank you for your support.

Katie Halperin
Nebraska Home Sales
Broker, MBA

The i'm Talkathon starts 6/24/08. For now, give amongst yourselves. Learn More

- Zoning variance submission.pdf
PROJECT #: Special Permit No. 08011

PROPOSAL: To reconstruct a nonstandard and nonconforming use.

LOCATION: S. 19th Street and Washington Street

LAND AREA: 23,807 square feet more or less

EXISTING ZONING: R-6 Residential

CONCLUSION: The special permit for the expansion and reconstruction of nonstandard dwelling units should not adversely affect surrounding residents, and should alleviate blight.

RECOMMENDATION: Conditional Approval

GENERAL INFORMATION:

LEGAL DESCRIPTION: Lots A & B and the south half of vacated alley abutting Lot A on the north, McClay and Hall’s Subdivision; and Lot A, Noble’s Subdivision and the east half of vacated alley abutting on the west, all located in the NW quarter of Section 36, Township 10 North, Range 6 East of the 6th P.M., Lincoln, Lancaster County Nebraska

EXISTING LAND USE: Two multifamily buildings with a total of 18 units.

SURROUNDING LAND USE AND ZONING:
North: R-6 Residential, Multifamily
South: R-6 Residential, Single family
East: R-2 Residential, Single family
       R-6 Residential, Multifamily
West: R-2 Residential, Single family
       R-6 Residential, Multifamily

HISTORY:
February 13, 2008 Planning Commission recommended approval of the South 19th Street Redevelopment Plan to the City Council.
January 30, 2008  Planning Commission recommended for approval of a Blight and Substandard Determination Study commissioned by the City as required by the Nebraska Community Redevelopment Act. The Study is tentatively scheduled for public hearing before the City Council on March 3, 2008.

1979  Zoning update changed the zoning from D Multiple Dwelling District to R-6 Residential District.

COMPREHENSIVE PLAN SPECIFICATIONS:
Strong neighborhoods, including a strong Downtown core, are one of Lincoln and Lancaster County’s great assets and the conservation of existing, and creation of new, neighborhoods is fundamental to this plan. As the population continues to become more diverse, the richness and variety of Lincoln and Lancaster County’s cultural assets will enrich the quality of life for all those living here.(6)

The community continues its commitment to neighborhoods. Neighborhoods remain one of Lincoln’s great strengths and their conservation is fundamental to this plan. The health of Lincoln’s varied neighborhoods and districts depends on implementing appropriate and individualized policies. The Comprehensive Plan is the basis for zoning and land development decisions. It guides decisions that will maintain the quality and character of the community’s established neighborhoods.(6)

Preservation and renewal of historic buildings, districts, and landscapes is encouraged. Development and redevelopment should respect historical patterns, precedents, and boundaries in towns, cities and existing neighborhoods. (9)

Home ownership is the foundation upon which successful neighborhoods and communities are built. Citizens should be able to afford to buy a safe and decent home. The plan should recognize the impact of policies and programs on community housing costs. (10)

Affordable housing should be distributed throughout the region to be near job opportunities and to provide housing choices within every neighborhood. (10)

Encourage different housing types and choices, including affordable housing, throughout each neighborhood for an increasingly diverse population. (10)

Construction and renovation within the existing urban area should be compatible with the character of the surrounding neighborhood. (10)

Encourage mixed-use redevelopment, adaptive reuse, and in-fill development including residential, commercial and retail uses. These uses may develop along transit routes and provide residential opportunities for persons who do not want to or cannot drive an automobile. Promote residential development, economic development and employment opportunities throughout the City. (10)

Affordable housing should be distributed throughout the region to be near job opportunities and to provide housing choices within every neighborhood. Preserve existing affordable housing and promote the creation of new affordable housing throughout the community. (65)
Encourage the development, maintenance, and preservation of safe and decent affordable and special needs housing for ownership and rental by low- and moderate-income households; remove barriers to fair housing and home ownership; and strengthen our policy and institutions to support affordable housing throughout the City as identified in the goals and objectives found in the FY 2005 - 2009 City of Lincoln Strategic Plan for HUD Entitlement Programs. (65)

Provide different housing types and choices, including affordable housing, throughout each neighborhood for an increasingly diverse population. (65)

Require new development to be compatible with character of neighborhood and adjacent uses. (68)

For existing neighborhoods, the diversity is often already in place, but efforts must focus on maintaining this balance and variety. The diversity of architecture, housing types and sizes are central to what makes older neighborhoods great places to live. New construction should continue the architectural variety, but in a manner that is sympathetic with the existing neighborhoods. Infill development also needs to respect the street pattern, block sizes and development standards of the area, such as having parking at the rear and front porches, windows and doors on the front street side. (71)

**UTILITIES:** Existing

**TRAFFIC ANALYSIS:** Washington Street, Garfield Street and S. 19th Street are all local streets.

**ALTERNATIVE USES:** Keep the status quo with two multifamily buildings with 18 total dwelling units or build a new multifamily facility that at full build out could have up to 21 units or any other uses provided by the R-6 zoning district.

**ANALYSIS:**

1. This application is for a special permit for the expansion and reconstruction of nonstandard dwelling units. Section 27.63. 280 allows for the enlargement, extension, conversion, reconstruction, or structural alteration of a nonstandard use by special permit.

2. This site is currently nonstandard in that:

   A. The existing development does not meet the minimum parking requirements for the R-6 zoning district. When the apartment buildings were built the parking requirement for this zoning district was 1 stall per unit requiring a total of 18 stalls which were provided. The parking requirement today is 1.75 stalls per unit, making the minimum required number of stalls 28. If all but 1 unit have 2 parking stalls the applicant is providing 31 stalls and meets today’s parking requirements.
B The southern most building does not meet the minimum lot and area requirements. The Ordinance calls for an average lot width of 50 feet, this lot only has 45. The average lot area required is 1,100 square feet per dwelling unit. This property is 6,062 square feet which would only allow for 5 units not the existing 6.

C. At the time of this report the applicant has not submitted an existing conditions survey to determine if the existing buildings meet the current setback requirements.

3. The proposed site plan requires an adjustment of:
   A. The front yard setback from 20 feet to 2 feet.
   B. The rear yard setback from 30 feet to 17 ½ feet.
   C. The Neighborhood Design Standards. (See attached comments)
   D. The following Design Standards:
      1. The site plan does not show the required 15 foot return radius on the drive entrances per Chapter 4.00-6 of the Driveway Design Standards for parking areas with more than 20 stalls.
      2. The driveway from the garage fronting on S. 19th Street to the right of way is only 9ft with an additional 7 feet, more or less, from the right of way to the sidewalk for a total of distance of 16 feet from the garage door to the sidewalk. In determining adequate separation between the garage door and the sidewalk the City has been using 22 feet as the required vehicle storage requirement per Chapter 4.00-9 of Driveway Design Standards.
      3. The one way drive isle is only 22 feet wide. Design standards require a minimum of 23 feet for drive isles with 90 degree parking which are 8.5 feet wide.

4. Staff from Planning and Public Works met with the applicant to discuss the adjustments above.
   1. The applicant agreed to set the buildings back 2 feet from the street lot line, recess the garages on units 7 and 16, and flip the front porch on unit 7 from the interior of the development to the exterior in order to facilitate the 15 foot sight distance requirement.
   2. Staff informed the applicant that none of the driveway approaches, including the driveway return radius at the 15 foot standard, will be permitted to extend beyond the side property boundary extended without written permission from that adjacent property owner.
3. On unit 9, the staff agreed to reduce the required driveway length, from the garage door, which will be recessed 2 feet, to the sidewalk down to 20 feet from 22 feet. This will accommodate this drive as a parking space as well as keep the building from being pushed further back and eliminating more common space in the center of the development.

4. Public Works has agreed to waive the 23 foot drive aisle design standards and to allow a minimum drive aisle width of 22 feet.

5. At the time of writing this report, Public Works is reviewing the possibility of adjusting the 15 foot required return radius down to 5 feet on the northern most property line.

5. This application would permit reconstruction of a nonstandard use. In reviewing the special permit, the following criteria should be considered:
   (a) Effects on adjacent property, traffic, city utility service needs;
   (b) Density of land use zoning for the subject property and adjacent property;
   (c) The degree of hardship upon the applicant which would be caused by failure to grant such a permit.

Criterion (a): The effect this proposal would have on adjacent property would likely most be felt on the abutting neighbors to the north and south due to the adjusted setbacks and proposed circulation. The setback on the south would be significantly increased over that of the current building. The new development should also increase the aesthetic appeal of the property therefore creating a positive presence on the block.

Criterion (b): While the footprint of the proposed buildings is larger than the existing ones, the overall density of the development of this site is 2 units less than what exists today.

Criterion (c): The hardship would not necessarily be to the applicant but to the community at large. The applicant could continue to rent out the existing 18 units but that would not promote home ownership, which is the foundation upon which successful neighborhoods and communities are built.

6. The property is in an area that requires the development to comply with the intent of Neighborhood Design Standards. The purpose of the Neighborhood Design Standards is to encourage rehabilitation of existing housing in areas of the City that were within the city limits as of December 31, 1949, while allowing necessary new construction that is compatible with the surrounding development. This application does not meet all of the elements of the neighborhood design standards, but does meet the general intent that the project be compatible with the surrounding development. See attached comments from the Preservation Planner and the Planning Director.
When a project does not meet some of the standards, the regulations provide the Planning Director with the authority to review whether the design meets the intent of the Neighborhood Design Standards. This project, replacing 18 apartments with 16 owner-occupied townhouses, appears to advance the purpose of the Neighborhood Design Standards—to help stabilize older neighborhoods and to improve the design of infill projects. The project is located on a short block which does not have a strong overall character. The outer two buildings will have recessed porches and balconies along the S. 19th Street frontage to mitigate their projections into the front yard. The lower roof pitches will minimize the scale difference between this building and its surroundings. The applicant has indicated to staff that they intend to use “carriage house” style garage doors which will be more visually interesting and compatible with the older architecture in the neighborhood.

7. This project is supported by the Urban Development Department as a key residential redevelopment project, consistent with and furthering their goals of providing affordable home ownership opportunities as indicated in the South 19th Street Redevelopment Plan. The Redevelopment Plan was recommended for approval by Planning Commission on February 13, 2008.

8. The Comprehensive Plan speaks in many cases to increased diversity of housing choices, increased opportunity for owner-occupied housing, and increased opportunity for affordable housing. This project strives to meet these substantial goals on a small site, and as a result, requests many waivers of design standards.

9. The existing site plan shows the one way drive crossing a portion of the abutting neighbors property on the south west corner of the site. There is a vacated right of way approximately 6.9 feet wide that runs north-south from Garfield Street up to and including 40 feet of the applicant’s north-south property line. The applicant owns half of the 6.9 feet but the site plan shows the driveway of the new development using all of the width of the vacated alley. There is an easement over that portion of the right of way that allows for vehicular access to the applicants property.

10. The site plan must meet the required sight distance requirements in the Design Standards. The applicant has moved the buildings back 2 feet from the front lot line to better meet the sight distance requiement. Public Works is in the process of reviewing the most recent site plan.
CONDITIONS OF APPROVAL:

Site Specific Conditions:
1. This approval permits the expansion and reconstruction of a nonstandard use with minimum set back requirements of 2 feet for the required front yard and 17 ½ ft for the rear yard.

General Conditions:
2. Upon approval of the special permit by the Planning Commission, the developer shall cause to be prepared and submitted to the Planning Department a revised and reproducible final site plan including 5 copies with all required revisions and documents as listed below before receiving building permits.

List revisions:

2.1 Add to General Notes: “Existing street trees are to remain or be replaced.”

2.2 Add to General Notes “This project will meet all Building and Safety codes and regulations.”

2.3 Add to General Notes: “Elevations should generally conform to the elevations submitted to the Planning Department as part of this application.”

2.4 Add to general notes: “The units in this special permit are owner occupied not rental units.”

2.5 Provide documentation from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.

2.6 Show the distance of the driveway from the garage door of unit 9 to the sidewalk along S. 19th Street as at least 20 feet.

2.7 Parking lot and drive aisles will be reviewed at the time of building permit and will comply with design standards except the driveway from the garage of unit 9 to the sidewalk on S. 19th Street shall be a minimum of 20 feet and the one way driving aisle width shall be reduced to 22 feet.

2.8 List on the site plan all of the design standards that were waived with the approval of this special permit: 1. Minimum driveway length was reduced from 22 to 20 feet, 2. Minimum drive aisle width was reduced
from 23 to 22 feet. 3. Required 15 foot return radius on northern most lot line.

**Standard Conditions:**

3. The following conditions are applicable to all requests:

3.1 Before occupying building, all development and construction is to substantially comply with the approved plans.

3.2 All privately-owned improvements, including landscaping, are to be permanently maintained by the owner or home owners association.

3.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.

3.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.

3.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 60 days following the approval of the special permit, provided, however, said 60-day period may be extended up to six months by administrative amendment. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

Prepared by:

Christy Eichorn
Planner

**DATE:** February 13, 2008

**APPLICANT / CONTACT / OWNER:** Katie Halperin
9025 Turnberry Cir
Lincoln, NE 68526

Q:\PC\PERMITS\SP\08000\SP08011 Halperin Redevelopment 19th and Washington.cje.wpd
Special Permit #08011
19th & Garfield St

Zoning:

One Square Mile
Sec. 36 T10N R06E
LEGAL DESCRIPTION: McClay & Halls Sub., LOT A-6 & Y/2 VAC E-W ALLEY ADJ. TO LOT A ON NORTH

NORTH BUILDING 6'-0" FRONT YARD & 8'-0" REAR YARD SETBACK

ZONE: R-8

CORE INFORMATION:
- BUILDING TYPE: CONDOMINIUM
- 1-HOUR CONSTRUCTION
- 3 STORY W/ MECHANICAL PENTHOUSE
- NOT SPRINKLED
January 29, 2008

Re: Proposed Redevelopment Project
1531 & 1541 South 19th St.

Request: Special Use Permit to
“Reconstruct a Non-Conforming Use”

Dear City of Lincoln:

This application is for a Special Use Permit to “Reconstruct a Non-Conforming Use” and a variance for exit sight line standards on the northeast end of the property. The current placement of 1541 S. 19th does not conform to setback requirements, nor do the garages at 1531 S. 19th. By eliminating the set back facing 19th Street, we impinge on the sight lines for vehicles exiting the property however, not in a sufficient manner to establish a traffic hazard as cars will still have more than fifteen feet of clear space.

We are proposing to redevelopment the area at 1531 S. 19th St. and 1541 S. 19th St., which are currently a 12-plex apartment “slip-in” and 6-plex apartment “slip-in”, respectively. These buildings are surrounded by rental units and homes needing repair.

The redevelopment project is a new 16-unit construction project in a blighted area. In order to make this project financially feasible, we are requesting set back variances. If the set back variances are not granted, the proposed project can not occur.

We believe the new attached site plan and renderings depict a product that will be more attractive for the neighborhood, meet Neighborhood Design Standards, and act as a catalyst for more redevelopment in Lincoln’s core.

The redevelopment project will remove blight and restore homeownership as these 3-bedroom, 4-bathroom units will be for sale and affordably priced. Additionally, covenants for the development will require that the unit be owner occupied. Attached you will find a letter of support from Michael Snodgrass, Executive Director, NeighborWorks Lincoln.

Thank you for your consideration,

Katie Pocras Halperin
Louis E. Halperin
The attached submission seeks the necessary approvals of City regulatory authorities to demolish and reconstruct multi-family dwellings on two parcels in the Near South located at 1531 and 1541 S. 19th Street. The existing structures on the property have reached the end of their useful lives and cannot be economically renovated. Therefore, the owners seek to redevelop the property in order to realize three key outcomes:
1) realize the full economic potential of the property
2) provide a stabilizing catalyst of reinvestment and home ownership for an area which is deteriorating and primarily consists of non-owner occupied rental units
3) capitalize on the property's unique location relative to the retail district located on 17th street between Sumner and Washington streets.

In order to accomplish these goals, the owners of the properties at 1531 and 1541 S. 19th Street are seeking a Special Permit to "reconstruct a nonconforming use".

Design Considerations

Unlike many “urban renewal” projects, the proposed project incorporates many principles of modern urban design but remains sensitive to the historic setting of one of Lincoln’s oldest neighborhoods.

Down-zoning and the presence of Neighborhood Design Standards in the Near South Neighborhood present special challenges to any redevelopment effort. However, the designs incorporated with this submission are the result of special attention to the “spirit” of the design standards and the desires of neighbors throughout the surrounding district to maintain its unique character.

A particularly challenging aspect of incorporating the Neighborhood Design Standards is the Standards foundation being the “adjacent and facing block”. In the case of the subject property, these blocks as well as surrounding blocks to the north and south, are predominantly a mix of 40-50 year-old apartment buildings that have little or no bearing on the intrinsic architectural style of the Near South. Furthermore, the very building elements the Standards seek to emphasize do not exist or exist in such small parcels as to render them “unusual” or without impact.

As a result, the design/build team for this project has incorporated features from other multi-family dwellings within the district that the Near South Neighborhood Association has identified as “best maintained” and incorporated other components that will allow the new structures not to “stand out” as markedly modern or “non-conforming” architecture.

Specifically, the units that create the 19th Street façade incorporate setback porches, balconies and construction materials (horizontal lap siding, brick veneers, wooden porch railings, etc) that will make the new buildings a centerpiece on the block.

Garages are positioned to the side and rear of the building and incorporate a perimeter circulation pattern that minimizes on-street parking and traffic circulation.
The roof pitch on the building is maintained at 4/12 in order to minimize the overall height and mitigate a massing effect. Additionally, the complex is divided into four distinct buildings that allow for multiple points of ingress/egress as opposed to a single entry to a very large building.

**Density Considerations**

“Certain areas of Lincoln, within the well-established neighborhoods, have evolved into relatively dense residential sections which retain much of the traditional physical character of their original lower density development.” (Neighborhood Design Standards)

Increased density is a critical component of making economic sense of urban renewal projects. Balancing this need for density with “what is too dense” is a critical aspect of good design. The subject property could easily support 18 to 20 units and in fact the current configuration consists of 18 units. However, the design/build team has put forth a design with only 16 units because it is our opinion that this combination will strike the best balance of these competing forces allowing for ample open space in a courtyard arrangement while meeting the economic needs of the project. The current apartment structures contain 18 units.

This project is part of a much larger blight study conducted by Lincoln’s Urban Planning Department more than 20 years ago. The study concluded that blighted conditions existed then and a more recent review of that study concluded that those conditions exist today. It is clear that if revitalization of the area is to occur, owner-occupied developments must replace the deteriorating, absentee-owned, rental units.

These higher-density, owner occupied replacements are particularly well suited to the blocks surrounding the fledgling retail district on 17th Street. Creating a critical mass of potential customers and creating pedestrian friendly connections to this retail area are just several of the ancillary benefits of this project.

**Summary**

Revitalization of the subject properties represent a unique opportunity to leverage private-sector investment and begin the redevelopment that city planners have envisioned in blighting portions of the Near South Neighborhood. The underlying economics of the development dictate that a minimum of sixteen units are required to make the project viable and so, a Special Permit to Reconstruct a Non-conforming Use” is required to maximize the use of the property. Every effort has been made to not only incorporate the “spirit” of Neighborhood Design Standards but also to design structures that will dramatically improve the area and perhaps even lead to additional private-sector investment and redevelopment.
I'll provide a point-by-point review, interspersed with the Standards, then a brief summary.

   Submit site plan, principal and side elevations
   The illustrations included with this application lack dimensions and some of the other
   information typically included in elevations and site plans but a preliminary review will be
   offered.

4.1 Building Elements
   • 1. Hipped or gable roofs with pitch of at least 22.5 degrees (6/12 pitch) are acceptable
      Does not meet prescribed standard and does not offer alternative examples of similar roofs in
      proximity to site; text mentions 4/12 pitch is selected “in order to minimize the overall height and
      mitigate a massing effect.”
   • 2. New buildings shall provide at least two openings (combination of windows or door)
      per story oriented to the street including at least one window and an entrance to a
      dwelling unit or to a hallway leading to a dwelling unit.
      Side buildings meet this standard; if porch opening or tiny central window is accepted as the
      second opening on that story. Center building had no window on ground story, hence does not
      meet standard.
      On corner properties with two required front yards, the principal facade for purposes of
      orientation (requiring door and windows) shall match the pattern of half or more of the
      houses on the same and facing block fronts, if such a pattern exists. The other required
      front yard shall not be required to have an entrance to a dwelling unit but shall meet other
      requirements for a principal facade (regarding windows, limitations on garage doors, and
      building length).
      Not applicable.
   • 3. Front porches are required, when half or more of the houses on the same and facing
      block fronts or on adjacent blocks have front porches. Front porches shall be equal in
      width to at least 50% of the length of the front facade and equal in depth to half the depth
      of the front yard, or ten feet, whichever is less. Smaller porches may be approved based
      on evidence that half or more of the houses on the same and facing block fronts or on the
      adjacent block faces have smaller porches.
      Front porches are a prevailing feature of neighborhood but are not found on 50% or more of
      residences on this block.
   • 4. Exterior stairs serving second floor units are not allowed on street facades.
   OK
   • 5. The elevation of the first floor level of new dwellings shall generally match the pattern
      of half or more of the houses on the same and facing block fronts. In other words, if the
      first floor of most houses in an area are positioned three or four steps above the prevailing
grade, new dwellings should have a similar height of first floor, and if most surrounding
houses are one or no steps above grade, new construction should match this characteristic.
The Planning Director may approve designs that do not meet this requirement upon
receiving information that there are no other practical and reasonable means of providing
accessibility to a new dwelling for persons with mobility impairments, and provided the
design offers other features to enhance the compatibility of the new building with
neighboring dwellings.

First floor on-grade is not found elsewhere on this block in historic or more contemporary
buildings; elevation of 3-5 steps is found on majority.

6. In areas subject to these Standards that do not have prevailing patterns (such as new
streets developed as Community Unit Plans [CUPs]), the general intent is to produce
dwellings which are oriented to principal access ways and have the “neighborly” design
characteristics called for in these standards, while respecting the creative design elements
fostered by CUPs.

7. Garages, if constructed, shall follow the pattern of half or more of the residential
properties on the same and facing block front, such as:
a. if the pattern in an area is that garages are located behind the house, a pattern of rear
garages shall be followed;
b. if the pattern in an area is that garages are attached or that garages are part of the main
building with doors facing the street, doors for not more than two stalls are permitted on a
portion of the main building facing a front lot line, provided such doors shall not occupy
more than 40% of the length of the principal street facade. Garage doors are permitted in
the main plane of the facade or forward of the main plane only when documentation is
provided that such a feature is the pattern of half or more of the houses in an area (such as
post-World War II “ranch” houses)
c. if there is no garage pattern shared by at least half of the residential properties on the
same and facing block front, garages may be attached and face the street provided the
garage portion of the building is set back from the main plane of the principal facade at
least five feet.

No majority pattern of garages exist on this block face; hence “c.” applies but is not met. Side
buildings have garages facing sideways but in the front yard, with doors visible north & south;
center building has door even with main plane, not recessed. Illustrations show a compact car
in driveway of center building, protruding over presumed property line and sidewalk. Setback
seems deficient for good pedestrian environment.

8. Height of new buildings should be similar to that of existing residences on the same
and facing block fronts. New buildings shall be acceptable that are not taller than the
tallest residential structure, nor shorter than the shortest residential structure, built prior to
December 31, 1949 on the contiguous block face, provided that:
a. the maximum allowable height shall not be reduced to less than twenty-eight (28) feet, and
b. if the height permitted under this section would exceed that permitted in the underlying
district, the new building shall be no taller than an existing, adjacent building. Taller
structures may be approved on a case-by-case basis, when a steeper roof would increase
compatibility between the new building and adjacent older residences.
Dimensions not provided but height appears to be less than 28 feet—should be clarified.

9. In order to encourage variation of the front elevation, up to twenty-five percent (25%) of the length of the principal street facade may be constructed up to two feet (2') into the required front yard. Use of this provision, however, cannot increase the extension of porches into a required front yard beyond that otherwise allowed in Sections 27.71.100 and 27.71.110 of the Zoning Ordinance.

Dimensions are not provided but for more than 2 feet of required front yard appears to be utilized.

10. The rhythm of similar width houses on similar width lots does much to establish the character of Lincoln’s established residential areas. Large new buildings disrupt this character, unless design measures are employed to reduce their apparent scale. New buildings over fifty feet (50') in length on the principal street facade should be designed to maintain the rhythm of the existing adjacent buildings. Designs will be bound to meet this standard which offset the principal street facade and roof at intervals of fifty feet (50') or less. These offsets shall be at least six feet (6') in depth, and the portions of the facade offset shall equal at least 10% of the length of the facade. Alternate designs that maintain the rhythm of the blockface by such means as shifts in materials within the facade, use of multiple porches and/or dormers, and grouping of windows and entrances, may also be approved on a case-by-case basis.

OK

4.2 Yards and Open Space

1. Elevated walkways, or balconies serving more than one unit shall not be located on a portion of the building facing a front or side yard, nor shall open space credit be given for any walkways or balconies.

OK

2. Entrances to the building shall not be located on a portion of the building facing a side lot line unless the entire building is at least ten feet (10') from that side lot line.

Dimensions are not provided but appears to be OK.

3. No more than one mechanical unit, such as air conditioning units, shall be located within each required front yard and not more than three in any required side yard, provided that multiple units are spaced at least twenty feet apart. Such accessory will be screened from adjacent properties if located within a required front yard or within ten feet (10') of a side lot line.

Locations are not shown and should be indicated. In discussion, “balconies” along north and south sides of long buildings have been suggested for AC units.

4. Care should be taken to preserve existing street trees. Any trees removed shall be replaced in accord with the city's Master Street Tree Plan, and additional trees shall be planted as necessary to reach a standard of one street tree per fifty feet (50') of street frontage.

Trees (and streetlights) shown in illustrations appear to be just a few feet “back of curb”—would these be permissible and is sufficient space provided for health & growth of street trees?

4.3 Parking

1. No required parking space shall be allowed between the building and the front property
line. Driveways and parking aprons in the front yard may not measure more than 20 feet wide.

*Dimensions are not given and stalls are not indicated. Is second stall for front-center unit intended to be in driveway (and across sidewalk)?*

2. Trees in addition to any others required elsewhere shall be planted within five (5) feet of a parking area at the rate of one tree for every six (6) parking spaces.

*Not shown.*

3. Parking areas of four or more stalls shall be screened from adjacent properties. Fences may be used for screening in rear yards.

OK—appears that west and north parking pads are less than four stalls each.

**Summary:**
The perspective sketches depict buildings which do not meet NDS #3, 4.1.1, 4.1.2, 4.1.5, 4.1.7, 4.1.9, and 4.2.4. Some of the other standards cannot be verified without more detailed (dimensioned) drawings. Therefore I cannot make an affirmative finding relative to the Neighborhood Design Standards.

The Planning Director has authority to review projects for conformance with the intent of the Neighborhood Design Standards and to grant waivers (with notification to neighboring owners) if he finds such conformance. I recommend that he conduct such a review.

`Q:\UDC\NeighDS\2008\NDS19thAndWashtn.wpd`
February 8, 2008

RE: SPECIAL PERMIT NO. 08011
S. 19th Street and Washington Street

Dear Property Owner:

Pursuant to Section 27.81.050(c) of the Lincoln Municipal Code (Notice of Public Hearings), you are hereby advised that the City of Lincoln has received an application for SPECIAL PERMIT NO. 08011, for expansion of a nonconforming use, on property legally described as Lots A and B, and the S ½ of the vacated alley abutting Lot A on the north, McClay and Hall’s Subdivision, and Lot A, Noble’s Subdivision and the E ½ of the vacated alley abutting the west, all located in the NW 1/4 of Section 36-10-8, Lancaster County, Nebraska, located at 1531 S. 19th Street and 1541 S. 19th Street. The applicant’s intention is to replace the two existing apartment buildings at this location with four buildings containing 16 townhouse units, intended for sale to owner-occupants. The Planning Commission action is final action, unless appealed to the City Council.

The public hearing on this application will be held before the Lincoln City/Lancaster County Planning Commission on Wednesday, February 27, 2008. The public hearing is your opportunity to appear and speak upon the merits of this application. The Planning Commission meeting commences at 1:00 p.m. in the City Council Hearing Room on the first floor of the County-City Building, 555 South 10th Street, Lincoln, Nebraska. The public hearing procedures are found on the reverse side of this letter.

Development in older neighborhoods is also subject to a separate review for conformance with Neighborhood Design Standards. The proposed design does not strictly conform with those standards in several details, including:

- Buildings have lower roof pitches than nearby pitched roof buildings;
- Center building has no window on the ground floor facing the street;
- First floor of the proposed buildings is at ground level, instead of several steps raised like the nearby older homes;
- Buildings occupy most of the front yard area;
- One garage in the center building fronts to the street instead of being set back from the front of the building as is typical of the area.

When a project does not meet all of the standards, the Planning Director has the authority to approve the design if he believes it meets the intent. This project, replacing 18 apartments with 16 owner-occupied townhouses, should help stabilize this older neighborhood and its visual appearance. The project is located on a short block which does not have a strong overall character. The outer two buildings will have recessed porches and balconies along the S. 19th Street frontage to mitigate their projections into the front yard. The lower roof pitches will minimize the scale difference between this building and its surroundings and the use of "carriage house" style garage doors, recessed behind the building lines, will be more visually interesting and compatible with the older architecture in the neighborhood.
Memorandum

To: Christie Eichorn, Planning Department
From: Chad Blahak, Public Works and Utilities
Subject: Halperin Redevelopment Special Permit #08011
Date: February 14, 2008
cc: Dennis Bartels, Greg MacLean

Engineering Services has reviewed the submitted plans for the Halperin Redevelopment special permit located west of South 19th Street between Washington and Garfield and has the following comments:

- Public Works does not recommend approval of the requested waiver of site distance for sidewalks as required by design standards for the northern most driveway. The dumpster area and the northeast corner of Unit 16 encroach into the required 15' x 40' site triangle for sidewalk site distance. The site plan should be revised to show the required site distance.

- An overlap agreement needs to be obtained for the southern drive return to cross the southern property line.

- Information needs to be provided showing that this development has the right of access to the vacated alley in the southwest corner of this development. Using the one way configuration shown Units 8-16 will not have legal access without the use of this alley.

- The 22' wide drive aisles do not meet design standards for 90 degree parking. A waiver of design standards needs to be requested and justified. Public Works would not object to the requested waiver.
June 18, 2008

City Council Office
City-Building
555 S. 10th St.
Lincoln, NE 68508

To Whom It May Concern:

It has come to my attention that the City of Lincoln may be facing some budget cuts. I have some serious concerns regarding the budget and the possibility of cutting services. I am blind and I moved here from Wyoming to look for a better chance to be successful. I grew up with no public transportation, so I know what’s like to rely on others to get where I needed to go. Lincoln has given me the chance to know what independence is like. To me (as a blind person) those city busses mean independence.

The major concern I have regarding the budget cuts is the bus service. After following the news, it has also come to my attention that the busses may be forced to cut mid-day service. Not everyone works from 8:00 to 5:00. People in Lincoln are seeking employment in and around Lincoln. If they have no mid-day service, how will people get to job interviews, part-time jobs, doctor’s appointments, and other important obligations? Some peoples’ answer to this question may/will be that people could use cabs. The truth about that myth is the cost of using cabs is highly expensive and very time consuming. The programs that are offered to people to help with cab fares do not help everyone because
they don’t qualify for some forms of assistance. I’ve been in situations where I waited for cabs for up to two hours. I had not choice but to wait because there was no service on a Sunday. People shouldn’t be treated like second class citizens due to the fact that they choose not to own a vehicle. The cost of owning a car is expensive and the cost of gas prices are not helping anyone. **Please don’t deprive valuable hours of public transpiration in the name of money.**

I would encourage the city council to reconsider cutting the bus service. Please consider those residents of Lincoln who do not have full-time jobs. Thank you for your time and concern.

Sincerely yours.

Tanna Shoyo
As I am sure many of you are aware, there is a great article in the paper today by Russell Miller, chairman of the Lincoln Neighborhood Alliance, basically saying that it is time to raise taxes—to stop the cuts in services, fix the potholes, mow the parks. There are as of now 18 comments and over half of them are in support of raising taxes. There were also several comments in the paper last week after the announcement of 45 jobs being cut. I attached one I thought sums it up nicely. Most people say they would be willing to pay their share and then some. I believe most people would think it was well worth the few extra bucks it would take to move forward instead of backward as a city. I urge you to please consider doing so when making decisions regarding the upcoming city budget.

Thank you for your consideration!

Molly Oglesby

Comment from the LJS, 6/12
If the council would compromise, and raise the property tax rate just enough to cover the expected costs to balance the budget, and maybe even have a little bit left over for the coming years, I for one would not complain one bit. We are looking at raising our property taxes maybe a hundred dollars, it's not like our property taxes are doing to double.

What's more important, putting 50 people out of a job in an already tough job market just to keep property taxes low, or everyone bite the bullet, keep out city safe, secure and running and pay a few extra dollars?

Put yourself in one of those 50 city employees shoes, how would you feel if YOUR job was one of those in jeopardy?
ADDENDUM
TO
DIRECTORS’ AGENDA
MONDAY, JUNE 23, 2008

I. MAYOR -

1. NEWS ADVISORY - RE: Mayor Beutler’s Public Schedule Week of June 21 through June 27, 2008 - Schedule subject to change.

2. NEWS ADVISORY - RE: Mayor Beutler will join UNL Chancellor Harvey Perlman and representatives of the U.S. Department of Housing and Urban Development and NeighborWorks in a ground breaking for a ‘green build’ house on June 20th at 3:00 p.m. at 631 North 24th Street.

3. NEWS RELEASE - RE: City Awarded $250,000 Grant For Regional Economic Growth.

4. NEWS RELEASE - RE: Ground Broken For “Green Build” House-City, HUD, UNL and NeighborWorks® partner on project.

5. NEWS ADVISORY - RE: News Conference at 1:30 p.m., 06/23/08 regarding the proposed change to a City ordinance increasing the fines for housing code violations.


II. CITY CLERK - NONE

III. CORRESPONDENCE -

A. COUNCIL REQUESTS/CORRESPONDENCE - NONE

B. DIRECTORS AND DEPARTMENT HEADS - NONE

C. MISCELLANEOUS -

1. E-Mail from Mary & Bob Reeves - RE: Supports the proposed increase in the minimum fines for Housing Code Violations.

2. E-Mail from Mary & Bob Reeves - RE: Would appreciate your support of the changes in the Graffiti Ordinance.
3. E-Mail from Peggy Struwe, President, Hawley Area Association - RE: Support Item 08-74: Amending the minimum fines for housing code violations.

4. E-Mail from William & Coralee Carver - RE: Support Item 08-74: Amending the minimum fines for housing code violations.

5. E-Mail from Larry Frisch, Vice-President, Witherbee Neighborhood Association - RE: Support Item 08-74: Amending the minimum fines for housing code violations.

6. E-Mail from Renee Malone, Former President/Current Board Member Clinton Neighborhood Organization - RE: Support an increase in fines for violating housing codes.

DATE: June 20, 2008
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

Mayor Beutler’s Public Schedule
Week of June 21 through June 27, 2008
Schedule subject to change

Saturday, June 21
- Dedication event for statue of Our Lady of Vietnam, remarks - 8 p.m., Immaculate Heart of Mary Church, 6345 Madison Ave.

Sunday, June 22
- Great Plains Trails Network’s “Trail Trek,” start races - 8 and 9 a.m., north of Auld Rec. Center, Antelope Park

Tuesday, June 24
- KFOR “Lincoln Live” show - 12:30 p.m., 3800 Cornhusker

Thursday, June 26
- KLIN - 8:10 a.m., 4343 “O” Street
- Kick-off of City-NeighborWorks® mural project, remarks - 27th and “Y” streets
OFFICE OF THE MAYOR
555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

DATE: June 19, 2008
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

Mayor Chris Beutler will join UNL Chancellor Harvey Perlman and representatives of the U.S. Department of Housing and Urban Development and NeighborWorks® in a groundbreaking for a “green build” house at 3 p.m. Friday, June 20 at 631 North 24th Street.
CITY AWARDED $250,000 GRANT
FOR REGIONAL ECONOMIC GROWTH

Mayor Chris Beutler today announced that the U.S. Department of Labor has awarded the City a $250,000 Regional Innovation Grant. The funds will be used to establish plans for promoting economic growth in a 12-county area of southeast Nebraska.

“These funds will be used to develop a strategic plan for attracting innovative businesses and good jobs for the entire region,” said Beutler. “This effort will complement each community’s economic development efforts by taking a broader look at our strengths, opportunities and workforce development strategies.”

The City’s Urban Development Department applied for the grant on behalf of the Greater Lincoln Workforce Investment Board (Lancaster and Saunders counties) and the Lincoln Area Development Partners (Fillmore, Gage, Johnson, Nemaha, Otoe, Pawnee, Richardson, Saline, Seward and York counties). Other partners are the Greater Nebraska Workforce Investment Boards; Nebraska Workforce Development - Department of Labor; Aquila; Southeast Community College; and FutureForce Nebraska – “Dream It. Do It.”

The Lincoln Chamber Economic Development Corporation will coordinate grant activities. “We appreciate the City of Lincoln and the Lincoln Workforce Investment Board for leading the region’s effort in securing this funding,” said Wendy Birdsell, President of the Lincoln Chamber of Commerce. “Innovation and technology will be the key to our economic future. However, a significant step in pursuing these initiatives will be the collaboration of government, business and education. This effort will help us make a giant leap in charting our direction and we look forward to our role in this partnership.”

The regional planning effort will include the formation of a leadership group and communication network; the creation of strategies to shorten the time from worker dislocation to re-employment; and the development of ways to link the strategies to other regional economic development initiatives.

- more -
High-growth industries targeted for recruitment include life sciences, computer software, insurance, financial services, business services and logistics/distribution. Jan Norlander-Jensen of the Urban Development Department said a focus on individualized solutions for specific industries at a regional level will link workforce education to regional economic priorities.

Regional Innovation Grants are drawn from National Emergency Grants, which are part of the Secretary of Labor’s discretionary fund. More information is available at www.doleta.gov/NEG.
GROUND BROKEN FOR “GREEN BUILD” HOUSE
City, HUD, UNL and NeighborWorks® partner on project

Mayor Chris Beutler participated a groundbreaking today for a “green build” house in the historic Malone neighborhood. The design of the home at 631 N. 24th Street includes passive solar techniques, materials, and building methods essential for sustainable design. Beutler said the innovative homeownership option is part of the Stronger, Safer Neighborhoods Initiative he launched in March.

Beutler was joined by UNL Chancellor Harvey Perlman; Macie Houston, Regional Director of the U.S. Department of Housing and Urban Development (HUD); and Kevin Morris of the NeighborWorks® America district office in Kansas City as well as representatives of NeighborWorks® Lincoln and the UNL College of Architecture. The project also is supported by State Farm Insurance and the Woods Charitable Fund.

“A key goal of our neighborhood initiative is to increase homeownership in key areas of our City,” said Beutler. “Homeownership is essential to building community pride, and this home will be a beautiful addition to this historic neighborhood. This project makes our stronger and safer efforts ‘greener’ as well.”

The Malone neighborhood is the target of ongoing revitalization efforts by the City of Lincoln. This house is part of the design project for the UNL Archspace project. A group of 17 students have designed all parts of the home, which will be sold to a participant of the NeighborWorks® Lincoln First Time Homebuyer program.

“Hallmarks of UNL’s architecture program are the focus on hands-on experience and a growing emphasis on sustainable building practices,” said Perlman. “This project fulfills both those goals. We are proud that UNL students have been a part of this project in the neighborhood adjacent to campus. This is UNL’s second collaboration with NeighborWorks® Lincoln, and it is rewarding for our students to participate and learn in ways that benefit them and also benefit a future home owner.”
Assistant Professor Peter Hind said the largest sustainable feature of the house is the incorporation of hay bales into the walls to reduce energy consumption. “This house serves as a way for future architects to not only understand issues of sustainable design, but it also exposes them to the idea that architecture exists to serve greater responsibilities, he said. “This house introduced the importance of economy of means, neighborhood connectivity and the constraints of a challenging site.”

HUD is sponsoring the project as part of National Homeownership Month. This year’s theme, “Back to Basics,” focuses on HUD’s efforts to educate families about government assistance for struggling homeowners and how to guard against predatory lending.

HUD is the nation’s housing agency committed to increasing homeownership, particularly among minorities; creating affordable housing opportunities for low-income Americans; and supporting the homeless, elderly, people with disabilities and people living with AIDS. The Department also promotes economic and community development and enforces the nation's fair housing laws. More information about HUD and its programs is available at www.hud.gov and espanol.hud.gov.

The NeighborWorks® Lincoln mission is to keep Lincoln a safe and prosperous community by revitalizing neighborhoods and promoting homeownership. Its Web site is www.nwlincoln.org.
ADVISORY

FOR IMMEDIATE RELEASE: June 23, 2008
FOR MORE INFORMATION:
Jon Carlson – Stronger, Safer Neighborhoods
575 S. 10th Street, Lincoln, NE 68508
441-7224, fax 441-7010
jcarlson@lincoln.ne.gov

A public hearing is scheduled today on a proposed change to a City ordinance increasing the fines for housing code violations. Supporters of the change will have a news conference at 1:30 p.m. TODAY, Monday, June 23 just outside the City Council office, 555 S. 10th St. The hearing is part of today’s City Council meeting, which begins at 5:30 p.m.
NEWS RELEASE

OR IMMEDIATE RELEASE:
June 23, 2008

FOR MORE INFORMATION:
Jon Carlson – Stronger, Safer Neighborhoods
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HIGHER PENALTIES PROPOSED FOR SUBSTANDARD HOUSING
Emery and Spatz introduce change for the Lincoln Policy Network

Cracking down on landlords who ignore housing code directives and the disorder and blight they cause is the goal of proposed legislation offered by City Council members Doug Emery and John Spatz. The City Council will hold a public hearing on their proposal to increase housing code violation fines at its meeting, which begins today at 5:30 pm.

Housing code violation fines are penalties imposed by judges on property owners who refuse to fix substandard housing issues. The new proposal would raise current minimum fines:
- First offense - $25 to $200
- Second offense - $50 to $250
- Third and subsequent offenses - $100 to $300

The City’s Building and Safety Department routinely sends out thousands of letters every year as a part of the licensing and inspection process according to Jon Carlson, Mayoral Aide for Stronger Safer Neighborhoods. Carlson, a rental property owner in the Near South area, said that the majority of property owners respond promptly.

Carlson gave examples from his own experiences as a landlord. Over the last eight years, Carlson received 43 letters on his 93 units in ten buildings from the Building and Safety Department. Each pointed out issues such as reattaching a gutter down spout or rebuilding a fire escape. Some concerned tenants removing window screens or storing boxes in the hallways.

“In every case, the item was fixed or the tenant notified and the issue was resolved. That’s how we expect property owners to respond,” Carlson said.

Lynn Fisher, President of the Real Estate Owners and Managers Association (REOMA) agreed. “Receiving letters from Building and Safety saying repairs need to be made is part of being a landlord. The good landlords fix the problems.”

“Unfortunately, not all owners respond as promptly as Jon or Lynn,” said Tracy Corr, Chair of the Mayor’s Neighborhood Roundtable. “And when they don’t, the penalties are very soft.”

- more -
Housing Code Fines
June 23, 2008
Page Two

Corr also is a member of the Lincoln Policy Network (LPN), which request the increased fines. The LPN is a group of neighborhood residents, business and residential property owners, REALTORS and non-profits. The LPN was formed to identify community issues, formulate solutions, and implement plans to change City, County or State policies through new legislation or the modification of existing laws or ordinances.

"Improving Lincoln is in everyone's interest," Corr said. "When we come together and speak with a common voice, City leaders and policy makers will listen. The proposal to increase fines is a perfect example."

Spatz and Emery agreed to co-sponsor the change after meeting with the LPN.

"These fines are way overdue for updating," Spatz said, noting that they had been in place since 1990. "neighborhoods need safe and decent housing and strong penalties for those who will not comply."

Emery agreed and said that the old fines didn’t put enough pressure on people to improve dangerous properties. "It just becomes the cost of doing business for a bad property owner," he said.

Fisher said landlords support penalties that target bad property owners. "Most owners fix problems promptly when they are notified by Building and Safety," said Fisher. "The small minority who won’t make repairs give a black eye to the whole rental business."

Michael Snodgrass Executive Director of NeighborWorks® Lincoln said his organization was pleased to be a part of the LPN. "We are in the business of building a better community," Snodgrass said. "This change will help that by creating uniformity among fines for building code violations. Currently if someone builds a substandard porch, or repairs it improperly the minimum fine is $200. But if you just let a porch sit, rot and become substandard, you only get a $25 fine. Raising the housing violation fines is fair, focused, and will make housing conditions better for Lincoln."

The City Council is scheduled to vote on the ordinance change July 7.
We would encourage the council to support the proposed increase in the minimum fines for housing code violations to $200 for first offense, $250 for the second and $300 for the third and any subsequent offenses, and all offenses to carry a maximum of $500 fine and up to six months in jail.

Thank you for your support of this measure to better enforce code compliance and to maintain the quality of life in Lincoln neighborhoods.

Mary and Bob Reeves
3236 Dudley St.
Lincoln, NE 68503
We would appreciate your support of the changes in the graffiti ordinance allowing a letter to be sent to victims of graffiti vandalism.

Thank you for supporting our concerns to make Lincoln a better city.

Mary and Bob Reeves
3236 Dudley St.
Lincoln, NE68503
The Hawley Area Neighborhood Association in the Malone area supports item 08-74: the amendment for minimum fines for housing code violations. The older neighborhoods need help to keep the neighborhoods from falling into further disrepair. This is one area the city can be of help to keep neighborhoods vital.

Thank you

Peggy Struwe

President, Hawley Area Association

The i’m Talkathon starts 6/24/08. For now, give amongst yourselves. Learn More
Dear City Council Members,

Please support Item 08-74; Amending the minimum fines for housing code violations. This amendment will be a giant step in preserving our quality of life.

Regards,

Coralee Carver  
2202 Washington St  
Lincoln NE 68502  
(402) 477-8325
Dear City Council Members,

Please support Item 08-74; Amending the minimum fines for housing code violations. This amendment will be a giant step in preserving our quality of life.

Regards,

William Carver
2202 Washington St
Lincoln NE 68502
(402) 477-8325
June 22, 2008

RE: Item 08-74

To: Lincoln City Council

Building Code Violations are no less perilous to building residents if the construction is new or existing. Why should the fines be different if the peril is the same?

The Witherbee Neighborhood Assn. urges the City Council to pass item 08-74 which will amend the minimum fines for housing code violations.

Thank you,
Larry Frisch, WNA V-Pres.
I live in the Clinton Neighborhood. I have seen the blatant disregard for housing codes for years by absentee landlords. These fines need to be increased, to force some responsibility for these property owners. Those of us who take care of our homes are penalized by their actions. Our property values are affected by these people. No one wants to live next door to those properties that are left in disrepair, have tall grass & weeds and have become a haven for rodents and who knows what else! All of this adds to the downward spiral that we are trying to reverse in the older neighborhoods. There may be many people wanting the codes to stay the same, but these are usually the violators who do not live in these neighborhoods and are the cause of the problem. The responsible landlords have nothing to fear from these increases.

I urge you to vote in favor of increasing fines for violating housing codes.

Thank you for your time,

Renee Malone
1408 N 26th Street, Lincoln, NE
Former President / Current Board Member Clinton Neighborhood Organization

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Gas prices getting you down? Search AOL Autos for fuel-efficient used cars.
Thank you for taking up this subject, it's along time coming.

We are a couple that lives at 1300 S.13th here in Lincoln on a fixed incomes. We have had to put up with a landlord that refuses to fix leaking roofs, broken windows, and mold that is caused from these problems.

Are rent is 375.00 plus elec. and can't afford to move to something better or have any guarantee that the same problems would reoccur.

Please support increased housing code violation fines.

Thank you for your time,

Bonnie & Rick Peterson