DIRECTORS’/ORGANIZATIONAL AGENDA
ADDENDUM
Monday, August 20, 2018

I. MAYORS OFFICE
1. Fiscal Impact Statement - Police/Support dated August 14, 2018

II. DIRECTORS CORRESPONDENCE
FINANCE
1. August 2018 Sales Tax Report reflecting June 2018 Sales

III. CONSTITUENT CORRESPONDENCE
1. Hostility to Bicyclist and Public Transportation - Doug Boyd
2. Proposed Krueger Development, opposition - Connie Stauffer
4. Proposed Krueger Development, opposition - Andrew and Sally Hinds
5. Proposed Krueger Development, opposition - Jane Hanson
6. Proposed Krueger Development, opposition - Mary Cox
7. Proposed 13th Street Improvement Project - William B. Cassel
8. Proposed Krueger Development, opposition - Robin Hadfield
9. Proposed 13th Street Improvement Project, opposition - Arlyn Rawson
10. Proposed 13th Street Improvement Project - Stephanie Meyer
11. Proposed 13th Street Improvement Project - Delan Lonowski
12. Proposed Krueger Development, opposition - Ed Harris
13. Proposed 13th Street Improvement Project, opposition - Paul Horton
14. Proposed Parking Garage Block 65 - Terry Uland
15. Proposed Parking Garage Block 65 - Pat Haverty
16. Proposed Krueger Development, opposition - Kay Dunagan
17. Proposed 13th Street Improvement Project - Skylar Falter
18. Proposed 13th Street Improvement Project - Kyle Hansen
19. Proposed 13th Street Improvement Project - Kena Ludemann
20. Proposed 13th Street Improvement Project, opposition - Alan Campbell
21. Proposed 13th Street Improvement Project, opposition - Patty Sindel
22. Proposed Krueger Development, opposition - Cynthia Miller
23. Proposed Krueger Development, opposition - Nancy Meyerle
24. Proposed Parking Garage Block 65 - Ken Fougeron
25. Proposed Parking Garage Block 65 - Becki Reagan
26. Proposed Parking Garage Block 65 - Dean Settle
27. Proposed Krueger Development, opposition - Jane Gettman
Police would like to move a 3139 Police Records Technician N10 to a 3148 Audio Video Technician C24. The Police Records Technician is vacant so this is a perfect time to make the reclassification. We have recently started using Leads online with pawn dealers that reduces workload in records, while the workload in our video evidence area continues to increase which makes this a better use of our FTE. This will not increase our FTEs just reclassify the FTE. While there is an increase in the cost of wages we feel we will be fine with our vacancy savings we have.

<table>
<thead>
<tr>
<th>FUTURE IMPACT:</th>
<th>Ongoing</th>
<th>Limited</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>REVENUES GENERATED</th>
<th>LEGISLATIVE CHANGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>City Yes No</td>
</tr>
<tr>
<td></td>
<td>County Yes No</td>
</tr>
<tr>
<td></td>
<td>State Yes No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IMPACT</th>
<th>Current Fiscal Year</th>
<th>Next Fiscal Year Annualized</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERSONNEL (full time equivalents)</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>PERSONNEL (cost) business unit: object code description</td>
<td>From: 3139 Police Records Technician $38,312 (N10)</td>
<td>To: 3148 Audio Video Technician $45,232 (C24)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SUPPLIES business unit: object code description</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>OTHER SERVICES &amp; CHARGES business unit: object code description</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>EQUIPMENT business unit: object code description</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>TOTAL EXPENDITURES</th>
</tr>
</thead>
</table>

| SOURCE OF REVENUES | None |

DIRECTOR __________________ DATE 08/14/2018
WHEN TO USE FISCAL IMPACT STATEMENT

1. Requesting transfer of operating appropriations.
2. Requesting increase in personnel (full time equivalents) appropriations.
3. Requesting transfer of capital improvement appropriations.
4. Requesting operational change not authorized during the budget process.
5. Requesting appropriations based on receipt of additional funds from outside sources.
6. Requesting use of Contingency funds.

HOW TO USE FISCAL IMPACT STATEMENT

NEED: There should be a detailed explanation of why a change to the previously approved budget is necessary. If the change will have any impact beyond the current fiscal year, it should also be noted.

FUTURE IMPACT: One of the boxes should be checked. An example of an item with ongoing impact would be a request for additional fte authorization that will also be requested in upcoming budgets. This would necessitate filling out the "Next Fiscal Year Annualized" column. An example of an item with limited impact would be asking for authorization to use salary savings for the one time purchase of equipment. If "Projected Completion Date" applies, please fill in.

REVENUES GENERATED: Please note if the request will affect current and future revenues.

LEGISLATIVE CHANGES: These boxes should be marked yes or no. Some of the actions this form is used for (transfer of capital improvement appropriations, Contingency Funds) require a City Council ordinance.

PERSONNEL (full time equivalents): Please note the number of fte’s the request involves, if applicable.

PERSONNEL (cost), SUPPLIES, OTHER SERVICES AND CHARGES, EQUIPMENT: All entries in these boxes must have the business unit, object code, and object code description along with the dollar amount. Negative amounts must be indicated by brackets.

TOTAL EXPENDITURES: This box should contain the sum of the dollar amounts in the various expenditure categories.

SOURCE OF REVENUES: This box should contain the name of the fund the action is required for.
Net Sales Tax

<table>
<thead>
<tr>
<th>Month</th>
<th>FY 16-17 Actual</th>
<th>FY 17-18 Budget</th>
<th>FY 17-18 Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept</td>
<td>$10,000,000</td>
<td>$20,000,000</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>Oct</td>
<td>$20,000,000</td>
<td>$30,000,000</td>
<td>$40,000,000</td>
</tr>
<tr>
<td>Nov</td>
<td>$30,000,000</td>
<td>$40,000,000</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>Dec</td>
<td>$40,000,000</td>
<td>$50,000,000</td>
<td>$60,000,000</td>
</tr>
<tr>
<td>Jan</td>
<td>$50,000,000</td>
<td>$60,000,000</td>
<td>$70,000,000</td>
</tr>
<tr>
<td>Feb</td>
<td>$60,000,000</td>
<td>$70,000,000</td>
<td>$80,000,000</td>
</tr>
<tr>
<td>Mar</td>
<td>$70,000,000</td>
<td>$80,000,000</td>
<td>$90,000,000</td>
</tr>
<tr>
<td>Apr</td>
<td>$80,000,000</td>
<td></td>
<td>$100,000,000</td>
</tr>
<tr>
<td>May</td>
<td>$90,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>$100,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>$110,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug</td>
<td>$120,000,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Graph:**
- FY 16-17 Actual
- FY 17-18 Budget
- FY 17-18 Actual
## Actual Compared to Projected Sales Tax Collections

<table>
<thead>
<tr>
<th></th>
<th>2017-18 PROJECTED</th>
<th>2017-18 ACTUAL</th>
<th>FROM</th>
<th>$ CHANGE</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$6,241,848</td>
<td>$6,288,498</td>
<td>$46,650</td>
<td>$239,946</td>
<td>3.97%</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>$6,515,645</td>
<td>$6,780,531</td>
<td>$264,886</td>
<td>$213,486</td>
<td>3.25%</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>$6,482,909</td>
<td>$6,536,831</td>
<td>$53,922</td>
<td>$146,570</td>
<td>2.29%</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>$6,202,974</td>
<td>$6,324,661</td>
<td>$121,687</td>
<td>$275,454</td>
<td>4.55%</td>
</tr>
<tr>
<td>JANUARY</td>
<td>$6,197,601</td>
<td>$6,052,437</td>
<td>($145,164)</td>
<td>$61,424</td>
<td>1.03%</td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>$7,579,660</td>
<td>$7,458,413</td>
<td>($121,247)</td>
<td>$255,238</td>
<td>3.54%</td>
</tr>
<tr>
<td>MARCH</td>
<td>$5,939,416</td>
<td>$5,880,960</td>
<td>($58,456)</td>
<td>$451,304</td>
<td>8.31%</td>
</tr>
<tr>
<td>APRIL</td>
<td>$5,770,028</td>
<td>$5,576,757</td>
<td>($193,271)</td>
<td>($32,563)</td>
<td>-0.58%</td>
</tr>
<tr>
<td>MAY</td>
<td>$6,890,278</td>
<td>$6,668,135</td>
<td>($222,143)</td>
<td>$27,046</td>
<td>0.41%</td>
</tr>
<tr>
<td>JUNE</td>
<td>$6,451,042</td>
<td>$6,274,450</td>
<td>($176,592)</td>
<td>$101,892</td>
<td>1.65%</td>
</tr>
<tr>
<td>JUly</td>
<td>$6,419,310</td>
<td>$6,296,651</td>
<td>($122,659)</td>
<td>($142,126)</td>
<td>-2.21%</td>
</tr>
<tr>
<td>AUGUST</td>
<td>$6,836,893</td>
<td>$6,674,506</td>
<td>($162,387)</td>
<td>($44,786)</td>
<td>-0.67%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$77,527,604</strong></td>
<td><strong>$76,812,830</strong></td>
<td><strong>($714,774)</strong></td>
<td><strong>$1,552,885</strong></td>
<td><strong>2.06%</strong></td>
</tr>
</tbody>
</table>

Actual collections for the fiscal year to date are 0.922% under projections for the year.
### CITY OF LINCOLN
### GROSS SALES TAX COLLECTIONS (WITH REFUNDS ADDED BACK IN)
### 2013-2014 THROUGH 2017-2018

<table>
<thead>
<tr>
<th></th>
<th>ACTUAL 2013-14</th>
<th>ACTUAL 2014-15</th>
<th>ACTUAL 2015-16</th>
<th>% CHG. FR. PRIOR YEAR</th>
<th>ACTUAL 2016-17</th>
<th>% CHG. FR. PRIOR YEAR</th>
<th>ACTUAL 2017-18</th>
<th>% CHG. FR. PRIOR YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$5,431,071</td>
<td>$5,741,404</td>
<td>$6,041,963</td>
<td>5.23%</td>
<td>$6,265,764</td>
<td>3.70%</td>
<td>$6,386,734</td>
<td>1.93%</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>$5,740,406</td>
<td>$5,848,947</td>
<td>$6,089,519</td>
<td>4.11%</td>
<td>$6,598,756</td>
<td>8.36%</td>
<td>$6,811,452</td>
<td>3.22%</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>$5,729,609</td>
<td>$5,873,441</td>
<td>$6,266,119</td>
<td>6.69%</td>
<td>$6,471,721</td>
<td>3.28%</td>
<td>$6,537,754</td>
<td>1.02%</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>$5,401,140</td>
<td>$5,737,783</td>
<td>$5,876,792</td>
<td>2.42%</td>
<td>$6,128,386</td>
<td>4.28%</td>
<td>$6,371,026</td>
<td>3.96%</td>
</tr>
<tr>
<td>JANUARY</td>
<td>$5,562,529</td>
<td>$5,525,231</td>
<td>$5,651,337</td>
<td>2.28%</td>
<td>$6,285,444</td>
<td>11.22%</td>
<td>$6,432,363</td>
<td>2.34%</td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>$6,570,418</td>
<td>$6,802,647</td>
<td>$7,137,154</td>
<td>4.92%</td>
<td>$7,293,928</td>
<td>2.20%</td>
<td>$7,459,132</td>
<td>2.26%</td>
</tr>
<tr>
<td>MARCH</td>
<td>$5,304,048</td>
<td>$5,396,268</td>
<td>$5,392,157</td>
<td>-0.08%</td>
<td>$5,521,761</td>
<td>2.40%</td>
<td>$5,930,406</td>
<td>7.40%</td>
</tr>
<tr>
<td>APRIL</td>
<td>$5,214,537</td>
<td>$5,188,877</td>
<td>$5,426,539</td>
<td>4.58%</td>
<td>$5,639,028</td>
<td>3.92%</td>
<td>$5,618,037</td>
<td>-0.37%</td>
</tr>
<tr>
<td>MAY</td>
<td>$5,642,139</td>
<td>$6,348,190</td>
<td>$6,494,521</td>
<td>2.31%</td>
<td>$6,708,815</td>
<td>3.30%</td>
<td>$6,759,407</td>
<td>0.75%</td>
</tr>
<tr>
<td>JUNE</td>
<td>$5,635,827</td>
<td>$5,728,421</td>
<td>$6,030,654</td>
<td>5.28%</td>
<td>$6,255,952</td>
<td>3.74%</td>
<td>$6,325,718</td>
<td>1.12%</td>
</tr>
<tr>
<td>JULY</td>
<td>$5,654,660</td>
<td>$5,841,882</td>
<td>$6,000,464</td>
<td>2.71%</td>
<td>$6,440,709</td>
<td>7.34%</td>
<td>$6,644,137</td>
<td>3.16%</td>
</tr>
<tr>
<td>AUGUST</td>
<td>$5,921,577</td>
<td>$6,196,574</td>
<td>$6,657,168</td>
<td>7.43%</td>
<td>$6,736,493</td>
<td>1.19%</td>
<td>$6,770,977</td>
<td>0.51%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$67,807,961</td>
<td>$70,229,665</td>
<td>$73,064,387</td>
<td>4.04%</td>
<td>$76,346,757</td>
<td>4.49%</td>
<td>$78,047,143</td>
<td>2.23%</td>
</tr>
</tbody>
</table>
## CITY OF LINCOLN
### NET SALES TAX COLLECTIONS
#### 2013-2014 THROUGH 2017-2018

<table>
<thead>
<tr>
<th>Month</th>
<th>2013-14 Actual</th>
<th>2014-15 Actual</th>
<th>2015-16 Actual</th>
<th>% CHG. FROM PRI. YEAR</th>
<th>2016-17 Actual</th>
<th>% CHG. FROM PRI. YEAR</th>
<th>2017-18 Actual</th>
<th>% CHG. FROM PRI. YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$5,350,895</td>
<td>$5,697,172</td>
<td>$5,936,184</td>
<td>4.20%</td>
<td>$6,048,552</td>
<td>1.89%</td>
<td>$6,288,498</td>
<td>3.97%</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>$5,644,359</td>
<td>$5,657,888</td>
<td>$5,995,177</td>
<td>5.96%</td>
<td>$6,567,045</td>
<td>9.54%</td>
<td>$6,780,531</td>
<td>3.25%</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>$5,714,609</td>
<td>$5,721,474</td>
<td>$6,182,565</td>
<td>8.06%</td>
<td>$6,390,261</td>
<td>3.36%</td>
<td>$6,536,831</td>
<td>2.29%</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>$5,382,604</td>
<td>$5,713,868</td>
<td>$5,833,168</td>
<td>2.09%</td>
<td>$6,049,207</td>
<td>3.70%</td>
<td>$6,324,661</td>
<td>4.55%</td>
</tr>
<tr>
<td>JANUARY</td>
<td>$4,959,233</td>
<td>$5,248,031</td>
<td>$5,553,027</td>
<td>5.81%</td>
<td>$5,991,013</td>
<td>7.89%</td>
<td>$6,052,437</td>
<td>1.03%</td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>$6,512,245</td>
<td>$6,421,242</td>
<td>$6,860,675</td>
<td>6.84%</td>
<td>$7,203,175</td>
<td>4.99%</td>
<td>$7,458,413</td>
<td>3.54%</td>
</tr>
<tr>
<td>MARCH</td>
<td>$5,134,084</td>
<td>$5,326,954</td>
<td>$5,352,537</td>
<td>0.48%</td>
<td>$5,429,656</td>
<td>1.44%</td>
<td>$5,880,960</td>
<td>8.31%</td>
</tr>
<tr>
<td>APRIL</td>
<td>$5,133,122</td>
<td>$5,109,130</td>
<td>$5,350,744</td>
<td>4.73%</td>
<td>$5,609,320</td>
<td>4.83%</td>
<td>$5,576,757</td>
<td>-0.58%</td>
</tr>
<tr>
<td>MAY</td>
<td>$5,598,363</td>
<td>$6,275,635</td>
<td>$6,389,224</td>
<td>1.81%</td>
<td>$6,641,089</td>
<td>3.94%</td>
<td>$6,668,135</td>
<td>0.41%</td>
</tr>
<tr>
<td>JUNE</td>
<td>$5,554,017</td>
<td>$5,702,202</td>
<td>$5,878,601</td>
<td>3.09%</td>
<td>$6,172,558</td>
<td>5.00%</td>
<td>$6,274,450</td>
<td>1.65%</td>
</tr>
<tr>
<td>JULY</td>
<td>$5,537,859</td>
<td>$5,801,550</td>
<td>$5,945,175</td>
<td>2.48%</td>
<td>$6,438,777</td>
<td>8.30%</td>
<td>$6,296,651</td>
<td>-2.21%</td>
</tr>
<tr>
<td>AUGUST</td>
<td>$5,872,000</td>
<td>$6,186,455</td>
<td>$6,344,640</td>
<td>2.56%</td>
<td>$6,719,292</td>
<td>5.91%</td>
<td>$6,674,506</td>
<td>-0.67%</td>
</tr>
</tbody>
</table>

**TOTAL** | $66,393,390 | $68,861,601 | $71,621,717 | 4.01% | $75,259,945 | 5.08% | $76,812,830 | 2.06%
### CITY OF LINCOLN
### SALES TAX REFUNDS
### 2014-2015 THROUGH 2018-2019

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>($44,232)</td>
<td>($105,779)</td>
<td>($217,212)</td>
<td>105.35%</td>
<td>($98,235)</td>
<td>-54.77%</td>
<td>($52,954)</td>
<td>-46.09%</td>
<td>($98,235)</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>($191,059)</td>
<td>($94,343)</td>
<td>($31,712)</td>
<td>-66.39%</td>
<td>($30,920)</td>
<td>-2.50%</td>
<td>($129,155)</td>
<td></td>
<td>($130,078)</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>($151,968)</td>
<td>($83,553)</td>
<td>($81,460)</td>
<td>-2.50%</td>
<td>($923)</td>
<td>-98.87%</td>
<td>($176,443)</td>
<td></td>
<td>($556,369)</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>($23,916)</td>
<td>($43,624)</td>
<td>($79,179)</td>
<td>81.50%</td>
<td>($46,365)</td>
<td>-41.44%</td>
<td>($606,533)</td>
<td></td>
<td>($606,533)</td>
</tr>
<tr>
<td>JANUARY</td>
<td>($277,201)</td>
<td>($98,310)</td>
<td>($294,431)</td>
<td>199.49%</td>
<td>($379,926)</td>
<td>29.04%</td>
<td>($557,088)</td>
<td></td>
<td>($647,813)</td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>($381,405)</td>
<td>($276,479)</td>
<td>($90,752)</td>
<td>-67.18%</td>
<td>($719)</td>
<td>-99.21%</td>
<td>($606,533)</td>
<td></td>
<td>($606,533)</td>
</tr>
<tr>
<td>MARCH</td>
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<td>($75,796)</td>
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<td>($312,528)</td>
<td>($17,202)</td>
<td>-94.50%</td>
<td>($96,471)</td>
<td>460.81%</td>
<td>($1,234,310)</td>
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<td>($1,368,066)</td>
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<td>($1,086,812)</td>
<td>-24.67%</td>
<td>($1,234,310)</td>
<td>13.57%</td>
<td>($52,954)</td>
<td>-46.09%</td>
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Dear Lincoln City Council,
I must say that I am taken aback by the misleading and hostile notice that I saw at an odd website called "savelincolnstreets.com".
Public transportation and bicycles can have a tremendous impact on the livability of our city by reducing traffic congestion and freeing up parking in our busiest areas. Good transportation planning and infrastructure are essential, particularly in our core neighborhoods which need to be friendly to all modes of transportation.
Please, do not be swayed by people who think cars are the only legitimate mode of transportation. We count on you to work to make Lincoln safer for bicyclists and pedestrians and more convenient and affordable for people who want to forgo car ownership by living close to downtown and use public transportation.
Sincerely
Doug Boyd

--
Doug Boyd
www.dougboydrealtor.com
(402) 617-3286
City Council - Contact

Date: 8/16/2018 1:15:11 PM

name  Connie Stauffer
address  2800 Porter Ridge Rd
city  Lincoln
state  NE
zip  68516
email  lemartstauffer@gmail.com

comments  We live at the corner of 28th street and Porter Ridge Road. This upcoming Monday you will again be making a decision that affects us. We were very grateful upon attending the last meeting where Mr. Kruger made requests to change to expectation for the building spot directly behind us that you held to guidelines in line with what we were expecting when we bought the nice property that we have in this Porter Ridge area.

We have had the change of the Star Crest dry cleaners going in very near to us and this has been compatible with the area. It has not caused cars to park on the city street and there hasn't been an upsetting increase in traffic from that.

We have been glad to attend meetings that Mr. Kruger has hosted to find out about what was coming. We were not pleased to find that he asked for more height or mixed use, because we thought what would come someday would be offices for use in the day time only and that they would be no higher than his original plan, 3 stories high at the most.

Thank you for considering the home dwellers at the last vote. I took time to come to that meeting and plan to again. I appreciate that some have driven by to imagine what it would feel like to be faced with changes that were not in line with the original expectation.

Thank you for your service to our city by being on the council.

Tim and Connie Stauffer
Dear Lincoln City Council Members,

We are writing to you to voice our opposition for the requested Special Permit 1629H and Use Permit 100C from Krueger Development and to ask that you deny their proposal to build 2-4 story mixed used buildings. As homeowners of the townhouse at 2834 Porter Ridge Road, we would be directly behind/south of the proposed 4 story mixed use buildings and would be negatively impacted by this proposed project. The additional height variance allowing for 4 stories would gravely impact our quality of life. We would have residents living on the 2nd, 3rd and 4th story apartments looking directly into, and down into our bedroom, living room, deck and patio 24x7. We would no longer have a view, but only a 4 story brick wall/building to look at. We would like to invite you to come to our home to see our view, and to see our concerns. See attached photos 1 & 2.

We purchased our home in 2006 knowing that the land behind us was zoned for office/medical space and we were led to believe that the buildings that would be built, would be similar to the current medical/office buildings in the area, which we are fine with. Again, we encourage all of you to come to our home to see our concerns. We will make arrangements to meet your busy schedules.

On March 20, 2018 we were notified that Krueger was proposing to build 2-5 story mixed use buildings. As concerned property owners we went door to door notifying neighbors of the proposed plans and we were able to collect over 230 signatures from neighbors in the Porter Ridge subdivision that also opposed this. Many of them also voiced their concerns at the May 9th City Planning Commission meeting. The City Planning Commission voted 6 to 1 in opposition of height waiver, reiterating our concerns that the proposed plan was not appropriate next to a developed residential area. It was too tall and wrong for this site. As Commissioner Washington states (see May 9th meeting minutes) “infill does not work well in already developed areas”.

The 4 story apartment building (121 apartments) would directly affect 17 homeowners on the north side of Porter Ridge Road, as well as the adjoining homeowners. This proposal would also mean more traffic in what is already a very small, high traffic alley/service road and would cause additional traffic on 29th and Porter Ridge road. This will cause a safety concerns for not only us living on Porter Ridge, but the residents of the apartments. The excessive traffic and side street parking would make it difficult for fire trucks and other emergency vehicles to respond. See attachment 3 & 4 with current parking and traffic in the alley.

We respectfully ask that you give careful consideration to this very serious decision as it will affect many homeowners in the Porter Ridge area.

Thank you,
Doug & Marsha Gerlach
2834 Porter Ridge Road
City Council - Contact

Date: 8/16/2018 6:53:24 PM

name Andrew and Sally Hinds
address 2800 Lawson Drive
 city Lincoln
state NE
zip 68516
email Srae365@gmail.com

comments My husband and I purchased our townhouse in Porter Ridge 7 years ago. We checked building code before buying and knew that anything built would be within the scale of the surrounding businesses and would be office use.

Now Mr. Krueger is wanting height variance on a plan already denied by the city planners. The revisions made to his plan still do not fit the scale of the area. Two apartment buildings on a service road lined with trash bins and delivery trucks for businesses makes no sense and simply doesn’t belong in this small and very congested space.

We never thought this could happen and request you deny this project.

Respectfully,
Andrew and Sally Hinds
August 10, 2018

Dear City Council members:

In April, the Lincoln Planning Commission rejected by five votes to two Krueger Development’s proposal to build 4+ story building just north of Porter Ridge Townhomes. The Planning Commission, Lincoln’s experts, labeled it an “undesirable wall” and urged Mr. Krueger to accept the standard commercial zoning for the area. However, on August 20th we will meet with you to discuss this yet again because our housing is now menaced once more by Mr. Krueger’s refusal to accept the opinion of the city’s (tax-payer paid!) planning consultants.

Krueger Development wishes to alter the 0-3 commercial zoning to build two very tall buildings that will tower above our existing townhomes on Porter Ridge (Please see our drawings to be presented at the meeting to see the scale represented.) There are no other buildings in the area approaching this size, excepting for two single corporation buildings, the Union Bank building north on 27th and the new Scheels being completed within the Mall. However, both of these buildings benefit from excellent numbers of planned parking spaces and access.

The same planning commission meeting approved the parking waiver approved by Krueger, but that was shortsighted. Many of you have surely encountered current parking problems when you have chosen to patronize one of the many popular restaurants. (We also have Pet Smart, Guitar Center, and Sprint in that “strip mall”, which is actually more of a large, very condensed, mini-shopping mall.) Parking is already a tight fit, full even on many weeknights, and weekends can be impassable.

Krueger Development conducted a parking study of the parking around the strip mall from May 14-June 22 (summer vacation, out-of-town time for many of us), but there are no times sampled after 5:00, and three times were included at 10:00 am or earlier when businesses there are closed or just opening. If we planned the parking available around Memorial Stadium not based upon peak traffic, you KNOW how bad that would be. Allowing a reduced parking ratio in order to be able to add enough parking for the oversized building just aggravates the situation and creates future social problems, which is the antithesis of public planning. Additionally, there was a ludicrous expectation mentioned in the requested waiver that the residents of the new buildings, facing fewer parking options, will do as many urban residents do, use public transportation!

Again, in relation to parking issues, the project has a proposed lower parking garage. There are currently two retention ponds/sloughs in this proposed construction zone. The land sits below our townhouse community, which was built on several artesian springs over 16 years ago. Each home came complete with a sump pump, which runs constantly after the spring thaw. In addition, after construction, a massive drainage project halfway up the hill behind the second and third row of townhomes was necessitated by excessive groundwater. Building a below-ground parking garage, even after adding an additional slough for the even greater runoff, is simply a way to facilitate additional floors of rental space and ignores the indomitable force of nature that is the water on that hill. This is driven by greed, not common sense. Mr. Krueger recently pointed out that rental property would bring in more tax dollars for the city. Again, this is a statement motivated by self-interest as he merely seeks to find ways to get this passed, regardless of the cost in quality of life to citizens.
Furthermore, there exist only two street entrances to the proposed building area through an alley access, an already dangerously congested center of activity. Of these two possible entrances to the alley, one already hosts a very busy gas station, a popular dry cleaning drive-thru, and Lincoln's flagship Red Robin restaurant, while the other presents drivers with an obstacle course including the long, snaking line at Starbucks, semis in the service zones, and numerous large garbage dumpsters with their assorted vermin (raccoons, rats, and foxes). These serve the adjacent building, a veritable food court, with over ten popular restaurants in the small strip mall fronting on Pine Ridge Rd, not counting the large Red Robin on the corner at 27th and Pine Ridge Rd. It is not a question of IF fire and rescue might be needed in this area, but when. The congestion of the alley is dangerous and will hinder any efforts made by our most-appreciated fire and emergency personnel.

At a recent meeting, Mr. Krueger was asked if he would like to live next to these very tall mixed-use buildings, he said that if he did own one of the townhouses it would be a rental. Most of us don’t have that option. The majority of us are 55+ and we live in our own homes, which represent a sizeable chunk of our retirement assets. We all bought our homes knowing the lower land was commercially zoned, but we believed it would be of the same height and human scale as the rest of the existing 0-3 zoned commercial businesses.

The proposed large building project will be an eyesore, forming out of scale “walls”, and creating traffic and parking nightmares in the service area behind the existing strip mall. The current traffic already impacts Porter Ridge Road because people traverse it at high speeds to avoid the alleyway, passing the daycare without a stop sign at 29th and Porter Ridge. We have attempted to go through proper channels to get a stop sign at this intersection but we received a letter stating that the city does not feel the intersection warrants a stop sign, and counseling us to pursue independent means of “calming the traffic” through our Homeowner’s Association. (Oddly, after 15+ years of requesting stop signs at either end of “the alleyway”, at the same time the zoning variance meeting signs went up, so did those stop signs, but not at the daycare intersection.)

We know that there are many issues that take up your time and energy. Thank you for your work on the behalf of the voters of Lincoln and for the time taken to read this.

Jane

--

Jane Hanson, PhD
Programs of Intensive English as a Second Language/English Department
518 F East Nebraska Hall
University of Nebraska-Lincoln
Dear City Council members:
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Jane Hanson, PhD
Programs of Intensive English as a Second Language/English Department
518 F East Nebraska Hall
University of Nebraska-Lincoln

As a Mensa Foundation Trustee, I read an article that listed reasons to update your Last Will & Testament:

- Changes to your family or loved ones, such as the birth of a child, death of a loved one, children coming of age.
- Changes in your assets.
- Change in your location. A different state may have different laws

Please consider this reason ......

- Changes in who you choose to help: Add the Mensa Education & Research Foundation. Your world will never be the same again...
City Council - Contact

Date: 8/17/2018 8:11:48 AM

name: MARY COX
address: 2830 LAWSON DR.
city: Lincoln
state: NE
zip: 68516
email: mjcox955@aol.com

comments: My name is Mary Cox and I live in the Porter Ridge Townhomes. I am OPPOSED to the proposed apartment complex that Krueger Development is trying to build in our area.

1. The height variance (4 stories) would be unsightly and totally out of proportion to the rest of the single family homes and business structures in the area.

2. The increased traffic would add to the congestion and safety of the residential and existing business traffic on 29th and Pine Lake

3. The parking is a concern. The proposed parking arrangement for the 100+ apartments and businesses would overflow into residential streets and existing businesses.

4. This would be an eyesore in the backyard of existing townhomes and will bring down home values.

5. The proposed drainage system will not adequately handle the amount of water that will be created from the buildings and concrete.

I'm asking that you take a moment and drive by and look at this small space that Krueger is proposing to build a 4 story complex. Ask yourself would you like to see this in your backyard? Would you be happy with people being able to look into your backyard deck and windows? Would you like overflow parking in front of your home? When driving around the area, I see that there is an abundance of office spaces for lease and more than enough apartment complexes. I do not feel there is a shortage or need for anymore.

I ask that you vote NO on behalf of the citizens you represent.

Mary Cox
2830 Lawson Dr.
Lincoln, NE 68516
Dear Council members,

When I first heard of the 13th Street remarking project, I was skeptical about the claim that the proposed change would actually increase traffic capacity. But then I considered my frequent observations of traffic flow between K and South Streets on 13th.

Two of the current 4 lanes (the 2 adjoining the center line) are frequently and unpredictably slowed or stopped by left turning traffic. When that occurs, the most impatient drivers (which now seem to be the majority) bolt for the right-hand lane, often without signaling. Of the accidents and near misses I have observed, this sudden lane switching is the principal cause. The second most frequent problem is rear-end collisions in the 2 center lanes. Because of the sustained arterial speeds, a late left turn signal accompanied by any distraction of the following vehicle’s driver frequently leads to a collision or near miss.

As I have thought about my observations of traffic flows in this area, I have become persuaded that the 3-lane plan will sustain a higher throughput of traffic. And more importantly, it will do so at a greatly reduced accident or incident rate.

Of course, I expect that you will represent the best interests of your constituents and exercise your best judgment on the matter. I ask only that you seriously consider these thoughts before casting your vote.

Thanks for your service to the community and best regards.

William B. Cassel

IP: 76.84.114.176
Form: http://www.lincoln.ne.gov/city/council/contact.htm
User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:61.0) Gecko/20100101 Firefox/61.0
I am writing to oppose the apartment project planned by Krueger Development at 28th and Porter Ridge Road. This area is currently zoned O-3 for office development, but it is being requested that it be changed to allow residential apartments. This neighborhood previously went through a change of zone from office to allow DuTeau Chevrolet to build at 27th and Porter Ridge. My opposition is based on several factors:

1) Krueger’s project goes against several of the goals identified in the planning policies. It will encroach into an existing neighborhood, not be in scale with the adjacent neighborhood, and does not meet a demonstrated need. The site does not provide adequate road capacity. The complex will be squeezed in between a townhouse development, a cleaning business, a fitness center, and a strip mall.

2) The variance in height that is requested will make the complex almost as tall as the new Scheel’s store in Southpointe Pavilions. This height does not fit into the area.

3) The traffic pattern in the area is already congested. On the west is a frontage road that carries a large amount of traffic from those turning in and out of a gas station and those going to local businesses. The frontage road connects to Pine Lake, but it also has parking spots along that road which already creates a dangerous situation. On the north, the “road” is actually equivalent to an alley that runs behind the strip mall. There are also parking spots along that road. On the east is 29th Street and a daycare facility which creates additional traffic. On the south is a townhouse development. The owners of the townhouses were led to believe this area would be used for offices, not 4-story mixed use buildings.

4) The planning information indicates that Porter Ridge Road is 45 feet wide, but that is only between 27th Street and the intersection with 28th Street, which is a T intersection leading into the neighborhood. Porter Ridge then is a regular neighborhood road with a number of townhouses. The street parking on that road is congested because there are a number of driveways and not much space between them.

5) The project is not on at least one arterial street to help provide for traffic and utility capacity and access to transit.

6) The parking justification uses examples from major malls and not from smaller strip malls such as this one.

7) The justification for the height waiver refers to waivers up to 45 feet, and not to 50 feet as is requested in this case.

8) We have been told the buildings will be similar to those at 14th and Vavrina. That building is square and unattractive, but it sits on the edge of a neighborhood. Krueger’s proposed buildings do not fit into a neighborhood.

9) Krueger told a neighborhood meeting that his buildings will generate millions of dollars of tax revenue for the city. However, they will lower the property value of buildings around them, which will decrease the amount of property tax paid by homeowners.

10) The Lincoln Journal Star reported recently about the increase in the number of apartments in Lincoln. Krueger’s apartments will rent for $900 or more per month. If any additional apartments are needed in Lincoln, they should be priced for low to middle income residents. This project will create additional traffic problems, destroy the neighborhood, and adversely affect property values. It is not needed. Residents of the area purchased their homes with the understanding that the area would be developed as office space—not as 4-story apartment behemoths. Please do not approve this project. Thank you.
Dear Councilpersons and Mayor Beutler,

Please let me express my opposition to the plan to turn south 13th from the current four lane to a two lane with center turn lane and bike paths.

(1) Far too many cars use this street daily to even consider reducing the number of lanes available for cars. To reduce the lanes from fours to two will only increase traffic congestion.

(2) We certainly do not need more bike lanes. We already have bike lanes and 11th, along N Street and the Billy Wolfe trail to downtown. From my observation, the lanes on 11th and N street are rarely used so why do we need more?

Further, the bike lanes would just cause conflicts with the buses that use 13th street.

Question: Has anyone ever determined just how many bikes use these lanes compared to the number of cars on these streets?

Keep 13th a four lane roadway. Thank you.

Arlyn Rawson
8911 Lammle Circle
Lincoln, Ne. 68526
Hello,

I'd like to join the ranks of my many neighbors who have expressed support for the change to 13th street. A lot of consideration has been made to make sure that traffic flow continues to be healthy. I've lived in the neighborhood for 12 years and have been crossing 13th street for many years before that. I constantly witness people of all ages running to cross this street safely. I see old and disabled folks standing in the hot sun and the freezing cold, waiting far too long to cross. I believe this project will help those who really need it.

It concerns me that businessmen are using inflammatory rhetoric about the negative purposes and outcomes of the project. I don't believe the scare tactics being used to dissuade support.

I am grateful for the advancement of this project, and am looking forward to the improvements in the lives of those in my community!

Thank you,
Stephanie Meyer
1424 F St
Hello, Delan Lonowski here, residing at 1122 S 16th st., I want to express my approval of the 13th st bike lanes and removal of the traffic lanes. Traffic through not only 13th, but also 16th and 17th should be slowed and additional safe CROSSWALKS should be installed. Cars rush through these streets, presumably headed to south Lincoln, with little realization that people including children live and walk to school in these dense neighborhoods around the stated areas. It has been sounded out that there is a 'war on cars' but it's really a defensive measure against people who speed down these streets trying to get to work or home just a few minutes faster. It's insane! When will the beltway be built??
Sincerely,
Delan Lonowski
Sent from my iPhone
City Council - Contact

Date : 8/17/2018 2:21:41 PM

name  Edward Harris
address  7419 S. 21st St
city  Lincoln
state  NE
zip  68512
email  edwardnharris@yahoo.com
comments  Dear city council members,

    I am the HOA president of the Vavrina Meadows neighborhood located between Helen Witt Dr. and 16th St., south of Pine Lake Rd. Rick Krueger and his development company organized and developed our neighborhood and HOA. In the past 5 years, the company has been building many apartment buildings around our neighborhood which has been a concern to many. His latest development is on 15th and Vavrina Blvd. A representative of the company came to speak with the HOA board and residents on 16 St. and was advised that they swap locations of the building and parking lots so that apartment residents could not look down on residential backyards. Despite giving this advice, Krueger development built the structures how and where they wanted them and the residents on 16th St. have looming towers next to their homes and their backyards are no longer private.

    On Monday (Aug 20), you will hold a hearing on whether to approve Krueger's latest project off of 29th St., just south of Pine Lake. After the planning commission amendments, the apartment buildings will be 4 stories high. First, I am personally opposed to having these apartments built here right next to those town homes/duplexes for space and traffic issues. But since they may be built anyway, I admonish the city council to hold Krueger to keep these structures within the original zoning plans in that the structure cannot be more than 3 floors high. Krueger will build an apartment wherever there is a patch of ground that may be suitable. A 4-story structure at this location on the hill will dominate the landscape and skyline of this neighborhood and tower over the businesses on the north side. Most of the residents on this part of the city moved here to be in single family homes, not in an apartment jungle. If Krueger Development were allowed to build this type of structure here, then they will start building them in other areas including any space around Vavrina Meadows. Many local residents have had discussions on social networking spaces (i.e. Nextdoor.com) to limit the height of the building to 2 floors so that they will not be seen over the local businesses.

    Please listen to the residents who live and work in this part of the city and vote against this proposal by Krueger Development.

Ed Harris
Council Members,

The vast majority of folks in Lincoln get around town in cars, and Lincoln's street system and traffic controls have not kept pace with the population. We have no real thoroughfares in this town and only a few streets that are able to move much traffic. One of those is 13th Street.

I find it hard to believe that anyone would seriously suggest removing a lane of 13th Street from motor vehicles and replacing it with a bike lane. Folks who live on 13th might like it, just as those who live on the south 27th bottleneck will not allow changes there. Those who drive 13th to get in and out of downtown will lose.

Let's put a focus on arterial streets and thoroughfares and let bicycles travel on the great linkage of bike trails that already exist. We've already spent too much on bike lanes downtown.

Paul Horton
7311 Twin Oaks Rd.
Lincoln, NE 68516
From: Terry Uland  
Sent: Friday, August 17, 2018 1:41 PM  
To: David Landis  
Subject: Parking Garage

David,

Over five years ago, Urban Development commissioned a demand study to identify priorities for the next parking garage. The obvious and paramount need was for a parking garage in the southeast quadrant of downtown, specifically southeast of 13th and N. In the five years that have followed since that planning, the demand for parking has become even more acute. There are numerous examples of employers failing to locate in this area of downtown because of lack of parking and even companies that are considering leaving downtown because they can’t obtain additional parking to accommodate growth. The DLA office receives frequent inquiries for parking spaces and anecdotal evidence that parking is a constant struggle in the southeast quadrant. We’re also well aware that there are long waiting lists in the private parking garages that do exist in this quadrant.

In addition to the shortage of parking in the southeast quadrant, a southeast garage is needed to relieve pressure on the other garages in the system, specifically University Towers, Q St Garage and Marketplace. The parking services through demand balancing could compensate for overcrowding in those garages by shifting overflow to a new garage in the southeast quadrant.

In the history of DLA advocacy, there has been no issue more important to a healthy downtown economy than the adequate and convenient supply of parking space.

The shortcomings of the proposed site have been and probably will be well articulated. The dilemma for decision makers is that in the absence of an appropriate site owned by a willing seller, there is no alternative. If the city does not proceed with the plan as proposed it is not clear, after a five-year effort, the significant lack of parking would be addressed, even in the foreseeable future.

For all the reasons stated above, the Downtown Lincoln Association is in support of proceeding with the proposed site for a new City parking garage.

Terry Uland,  
President  
DOWNTOWN LINCOLN ASSOCIATION
From: Pat Haverty
Sent: Thursday, August 16, 2018 8:57 AM
To: David Landis
Subject: Parking garage discussion

Dave,

Thank you for the comprehensive presentation of downtown parking garage options at the Parking Advisory Committee earlier this week. It is obvious that there are no simple solutions to the downtown parking issue. As we have discussed previously on several occasions, the lack of parking availability in the downtown garages has created challenges as we discuss downtown office location possibilities for companies considering expanding into the Lincoln market. Over the last several years we have worked with companies on these projects ranging in size from 50 to 1,000 employees. The conversation typically stops once the company discovers there are no parking options available in the downtown and research shows that there are 500-600 people on a parking garage waiting list. Some companies do consider locating outside the downtown core however in order to attract the type of workforce they need and for a “corporate fit” many prefer to be in the downtown area and will move on to other community options.

An additional challenge we are experiencing are companies already located in the downtown not having enough parking options for their employees. The availability of talent is extremely competitive, and companies are challenged to hire employees when there is no parking available for them. One particular company is considering moving 50+ employees out of the downtown or into the Omaha area due to a lack of parking for employees. We have held meetings with company management and city staff to discuss a variety of options however none were acceptable to the company for a number of reasons. The new City Centre project has tremendous potential and will be a great addition to the downtown. However, this project also has a significant amount of space dedicated to office users who will need a substantial number of parking spaces, far greater than the 100 dedicated to the project – putting greater pressure on the parking situation.

The City of Lincoln and the development community have done a tremendous job of redeveloping the downtown and creating an atmosphere where companies want to locate. The lack of parking is of great concern to companies and has been a definite negative factor in their location decision. On behalf of the Partnership for Economic Development I would encourage the City to continue to move forward quickly with a new parking garage solution in the downtown.

Best,

PAT HAVERTY, CECED | VICE PRESIDENT – ECONOMIC DEVELOPMENT
LINCOLN PARTNERSHIP FOR ECONOMIC DEVELOPMENT
3 Landmark Centre, 1128 Lincoln Mall, Suite 100| Lincoln, NE 68508
P: 402.436.2379 | C: 402.209.2035 | PHAVERTY@SELECTLINCOLN.ORG | WWW.SELECTLINCOLN.ORG
Application Number: Use Permit #100C, Special Permit #1629H.
Property Address/Location: 7155 S. 29th Street

This is in regards to the variances requested by Krueger Development (referenced above) to be considered by the Planning Commission on August 20, 2018.

There is NO reason that an exception to existing zoning and codes that have already been established for this property should be permitted. When I purchased my townhome it was with the understanding that this property would be developed to existing zoning—that any buildings built on this land would be designed and constructed similar to those already built.

PLEASE take a look at this property. It is not big enough to build the proposed buildings. It is a tiny stretch of land.

The proposed buildings are too high and will loom over and overshadow surrounding properties. This proposed addition would greatly increase the density of people and traffic causing safety concerns. Many school children walk home and cross 27th street along Pine Ridge Road and near Super Saver at Porter Ridge to get to their homes. The additional traffic would be an added safety concern.

In addition to impacting quality of life of nearby residents, property values would fall as no one will want to purchase residential properties in such a congested area with nearby apartment buildings towering over them. Homeowners will lose privacy with apartment windows/patios right out their back door.

This is already a high traffic area with congested parking. It is reasonable to believe that each apartment would have a minimum of two vehicles. The number of cars and lack of parking will be a huge problem.

This is a great neighborhood and I would like to see it remain that way. Zoning codes are established for a reason. The previous request was denied and it was the right decision. I again request that these variances not be approved.

Kathryn I. Dunagan
2831 Porter Ridge Road
Lincoln, NE 68516
From: Skylar Falter <skylarfalter@gmail.com>
Sent: Friday, August 17, 2018 4:22 PM
To: Jon Camp
Subject: Support of 13th Street Proposed Changes

Good afternoon city councilperson Camp,

I am writing today in full support of the city’s plan to make a stretch of South 13th street a three-lane road. I was born in Lincoln and have been a proud citizen of this city for 27 years. I currently live in the Indian Village neighborhood, but have also lived many years in the Near South Neighborhood and have worked in an office located in the Everett Neighborhood.

The city’s plan to change 13th street to a 2 lane road with a turn lane supports the safety of all forms of transportation. As both a car and bicycle commuter, I strongly believe this change is within my best interest and the residents that live in the area. Traffic on 13th street at its current state is chaotic. We have pedestrians, bicyclists, and cars all interacting within 4 lanes of traffic with cars often barreling through above posted speed limits. The changes will alleviate congestion and make it easier to turn left and cross 13th street, which is very common since the road runs right through a neighborhood.

I strongly refute LIBA and Councilperson Christiansen’s claim that the proposed changes to 13th street is a ‘war on cars.’ This is a neighborhood supported measure. The proposed changes are exactly the practical and safe approach every city should implement when studies point to such clear benefits including increased automobile safety, increased pedestrian safety, and increased use of alternative forms of transportation. Is requiring car manufacturers to put in seat belts for the driver’s safety a ‘war on cars’? Is making intersections safer for cars (and the people that drive them), a war on cars? Definitely not.

I hope you stand together with the community and vote in support of the proposed changes to 13th street. When you can vote for road safety on a street that runs through a very busy and vibrant neighborhood, the decision is easy. Say yes to safety and yes to the proposed changes on 13th street.

Sincerely,

Skylar Falter
1824 Dakota Street
Lincoln, NE 68502
Please continue to improve our streets and roads in Lincoln.

I support the road diet to improve 13th street. A positive step for the neighborhood, reduces conflicts and supports all modes of transportation.

Thanks for looking to the future.

Kyle Hansen
1801 Connie Road
I think it's important to remember that people who bike also drive, and, as members of the community, we want what is best for the community. Please support adding a turning lane and bike lanes on 13th street. The ease of biking is important to so many of the community and has so many benefits - it decreases traffic congestion, it's an indicator that we have a safe city, and it's even touted on billboards outside of Lincoln. There are more benefits than I have time/energy to name!

Thank you,

--

Kena Ludemann
I’m Alan Campbell 68 years old. I’ve lived in south Lincoln since 1981. For years we have been telling the city council that the through streets going North and South in Lincoln have been terrible. Except for Hwy 2 to 9th Street and 84th Street there is no 4 lane street that you could take to North Lincoln. East to West is pretty good, but there is not a complete 4 lane street that you could take from Old Cheney to Cornhusker Hwy. Now you want to take away one of the few partial 4 lanes we have left. I can tell you it won’t get any better in the future the way city growth is going south. I feel for years the city has shown little imagination for the future growth which let many traffic issues sit around as if they would to get better on their own. Road Rage is a huge issue in all cities and Highways across the country and I feel this will add up to even more. Show me a good way to get from 48th and Old Cheney to Cornhusker Hwy at 8 am. Now your going to reduce the options we have to go downtown. I use 13th street during game days at Memorial Stadium and PNC, because 9th street is jammed all the way. I would ask you to try to get downtown sometime from the south and see how frustrating it can be. I get what your trying to do, with additional bike lanes, but I see very little usage of the lanes that we have now. I strongly recommend that you vote against limiting 13th Street to 3 lanes.

Alan Campbell
3030 Shelley St.
Lincoln, NE 68516
Changing 13th street will create the same issue that we experience every day on 27th street. Congested from south to hwy 2. Why not use 12th or 14th for bikes. Expand 13th to include a left turn lane. Do something that benefits the drivers who pay the majority of wheel taxes.

Sent from my iPad
I am opposed to the Kruger apartment and mixed use development proposed for the 29 and Pine Lake area. I feel the height of the building is too much and doesn’t keep in line with the feel for the neighborhood. The townhomes next to it would have their privacy greatly impacted by such a large building.

The traffic for 29 Street is pretty busy for a residential street. In the mornings, cars on 29th street finally getting a green light to turn west onto Pine Lake Road get another red light at 27th street and the traffic is almost backed up to 29th. I can’t imagine what the additional apartment traffic would bring. Cars are waiting for the Starbucks drive thru backed up to 29th street. Cars that exit the Starbucks and other strip mall businesses often make a u turn on 29th so they can get out to Pine Lake Road. The strip mall area parking lot is often completely full in the evenings for people dining at chipotle, noodles, etc... and you need to circle the lot to find an open parking spot. The daycare center has a lot of cars coming and going on 29th to drop off children there as well.

At the other end, the car dealer often has a car transporter parked on the side of the road unloading and loading cars. Cars entering the neighborhood from 27th street are turning left to enter the U stop gas station and strip mall area.

Meanwhile, we have lots of middle and high school students walking or riding their bikes towards Scott Middle School and Lincoln Southwest. The traffic on Pinelake is crazy with cars leaving the neighborhood after dropping their kids off at Adams elementary, Cavett elementary, Scott Middle School and Lincoln Southwest. I feel adding a large apartment/mixed use complex in such a small area would have a negative impact on the neighborhood and city.

Thank you for your time and consideration. I hope if this was your neighborhood, you would agree the proposed Kruger development project doesn’t meet the safety needs of the area and you will not allow zoning changes.
I am writing with great concern about the proposed 4 story apartment complex that Krueger Development is hoping to build across from my office at 2801 Pine Lake Road, Ste. 3. My office property is directly across the access road from the proposed new construction site. I am the Location Manager for the EyeCare Specialties Communication Department. I have 9 employees working for me in a 1,532 sq. ft. building that we rent from Krueger Development. We just renewed our lease for another 3 years. I am requesting you do a traffic study before you approve this development and consider the amount of cars this new construction will create. In the 3 years we've been in this building we have witnessed multiple near-miss accidents. Cars drive much too fast on the access road in front of our building. There is a lot of truck traffic since the loading docks are on this side of the strip mall. I've witnessed trucks backing down the access road because they were unable to make the turn into the loading dock, trucks parked along the side of the access road while they go pick up food at the mall or Starbucks and driving too fast down the road. When we first moved into the building I asked Krueger’s if they could put in speed bumps because of the speed of the traffic in front of our office but was told they couldn’t because of all the truck traffic. Myself and my employees have almost been hit multiple times in backing out of our parking space because of the curvature of the access road and traffic not slowing down. The positioning of the Starbucks drive thru and cars trying to pull into the facility from both directions often causes a traffic backup in both directions. We also experience a traffic mess when trying to exit the other direction (west) with traffic entering and leaving the gas station and the traffic flow from the north-south access road coming from the Red Robin restaurant plus the north side of the strip mall containing PetSmart, Guitar Center, and the numerous other buildings. I just don’t see any way this small area will be able to handle traffic from a large apartment complex. Another concern I’ve become aware of is the restriction of our parking spaces. There are 10 of us that work in this building and with the restricted parking, we lose a parking spot for 5 employees. Our Human Resource individual, located in the building, always has applicants coming and going. I’m honestly not sure where staff would park if we lose access to the parking in front of our building (not to mention people moving into the apartment complex taking our spaces). Please consider carefully the approval of a massive building in this small, narrow space. Thank you for reading and considering my message.
Nancy Meyerle
NOTICE: The information contained in this email, including any attachments are confidential, and/or privileged and may be subject to protection under the law, including the Health Insurance Portability and Accountability Act, (HIPAA). The message is intended for the sole use of the individual or entity to whom it is addressed. It is the responsibility of the addressee to scan for any computer viruses or other defects. The sender does not accept liability for any loss or damage of any nature, which may result from the email or any file attached. If you have received this email in error, please notify immediately by reply email then delete and destroy any printed copies. Please consider the environment before printing this email.
Attached is a letter of support for the proposed city parking garage in the southeast quadrant of downtown we wish to have entered into your records. Thanks.

Ken Fougeron | Director of Operations
Speedway Properties
PO Box 81906 Lincoln, NE 68501
340 Victory Lane Lincoln, NE 68528
T 402.323.3120 | F 402.323.3101 | C 402.326.0577
kgfougeron@speedwayproperties.com
August 17, 2018

To the Honorable Members of the City Council
Lincoln, Nebraska

Ladies and Gentlemen:

My name is Clay Smith, and I am the General Partner of Speedway Properties. Speedway Properties is proud of the role it has played in the development and redevelopment of properties in Downtown Lincoln over the past five decades. This is a role Speedway also expects to play in the future.

I am writing to you today to voice our support for the construction of a new large (900+ stall) parking garage in the southeast quadrant of Downtown Lincoln.

The business and governmental leaders of Lincoln have, for many years, been consistent advocates for a strong Downtown Lincoln. This advocacy has been expressed in the City of Lincoln Comprehensive Plan and in multiple Downtown Lincoln Master Plans. We are convinced that the construction of this new garage is consistent with our shared goal of preserving a strong Downtown Lincoln and will be in the best long-term interests of our community.

I hope we can count on your support for building a garage in the southeast quadrant of Downtown.

Please do not hesitate to contact me if you would like to discuss this matter.

With best wishes,

Clay Smith
General Partner

Phone 402.323.3100 Fax 402.323.3101 www.speedwayproperties.com
Hello-

I am the managing partner for the Bourbon Theatre located in downtown Lincoln off of 14th & O. I was recently informed of an exciting new prospect for a couple of new and improved downtown parking options. As I understand, there is a plan for renovating the parking garage above Eagle Printing and also a couple of surface lots that could eventually become a new garage with over 900 spaces. The addition of these garages would definitely be a welcome change for businesses in our area, especially for a venue like ours that caters to several hundred customers many times a week on a regular basis. The location of these projects right in the heart of downtown is perfect for anyone wanting to attend a concert, go out to dinner, shop or see a movie. The daily and nightly operation benefits all businesses regardless of operating hours. For many downtown businesses, safe and well maintained facilities are key as there are people with valid safety concerns regarding the downtown area at night.

One of the main challenges we have faced since operating the Bourbon is the downtown parking. It may seem a trivial part of business to some, but to us it is crucial. If parking is difficult to come by, our patrons will not return. If downtown is not accessible, or if our patrons have to park in areas in which they feel unsafe, this hurts us as well as the surrounding businesses. Our operation, in particular, provides a ripple effect to the downtown area; the diversity and popularity of the acts performing at our venue attract great numbers of people who might not otherwise patronize the downtown area. There is an undeniable ripple effect realized by other downtown businesses, from food establishments to hotels to bars, as well as a substantial amount of tax revenue realized by the city. Giving people even more safe and well-operated and maintained options can only increase and strengthen our business and our neighboring downtown businesses. I believe adding these new options will greatly benefit the area as a whole. We all want to keep downtown Lincoln safe, easily accessible, and thriving; we are 100% behind the addition of these new and renovated parking structures.

Thank you,

Becki Reagan
Bourbon Theatre
beckireagan@gmail.com
402-730-3163
On Aug 18, 2018 9:42 AM, Dean Settle <topcarf@aol.com> wrote:

From: topcarf@aol.com
To: Councilpacket@lincoln.gov
Subject: Parking, Block 65

As a long time downtown resident and business owner, I want to support the proposed parking facility on Block 65. The nearer parking is to the core business, office and conference center locations, the more positive the impact will be, for businesses, museums and galleries, book stores, downtown restaurants, UNL, banks, PBA, The Lied Center, movie going, football games and concert attendance. As visitors, workers and downtown residents use close and convenient parking garages, we will see more pedestrian traffic, more planned shopping trips, more impulsive drop in visits to businesses and friends. The more people walking on the core sidewalks, the better it is for business, the better the safety in the downtown area, the better the impression of our city by visitors, and the increased possibility of street level development and best use of that underutilized space.

Dean Settle, Owner
METRO GALLERY
1316 N Street
Lincoln, NE 68508
topcarf@aol.com
402-202-7549
Good morning. I am sending this message as a follow up to previous letters and Steve Peek's editorial which appeared in Saturday's newspaper (August 18) on behalf of the Porter Ridge neighborhood and the "proposed" apartment/business buildings along 29th Street and Pine Lake streets.

I am on Lawson Drive which is a street over from Porter Ridge Road and very much sympathize with those whose townhouses would be in direct view of this proposed development. All of our privacy would be in jeopardy not only with their viewing of all of our homes, as well as the noise and traffic in this area. We are all ok with the current businesses in our neighborhood, but this is not the place for tall apartment buildings. I believe with all the other available property in and around Lincoln, this developer can find other locations better suited for this type of complex.

Thank you for taking the time to read my message.

M Jane Gettman
Lawson Drive
Lincoln, NE.