CITY CLERK

MAYOR’S CORRESPONDENCE

DIRECTORS CORRESPONDENCE

PLANNING

CONSTITUENT CORRESPONDENCE

1. Request to delay Comprehensive Plan Amendment 18004 - Ann K. Post, Attorney
2. Proposed Krueger Development Project, opposition - Ellen Nisely
3. Proposed Krueger Development Project, opposition - Jane Peek
4. Proposed Transportation Sales Tax, opposition - Jay Snyder
5. Proposed Krueger Development Project, opposition - Robin Hadfield
6. Proposed Krueger Development Project, opposition - Patty Dingwell
7. Proposed Krueger Development Project, opposition - Nanci Burchess Adams
8. Handicap Parking - Marshal Duke
9. Proposed Krueger Development Project, opposition - Todd Lardenoit
10. Request to continue proposed 33rd & Cornhusker project - Julie Miller
11. Proposed Lincoln Bike Plan - Dena Noe
12. Proposed Krueger Development Project, opposition - Marisol Birth
13. Safe Storage Ordinance, opposition - Amy Wimer
14. Proposed Krueger Development Project, opposition - Steve Koppes
15. Proposed 33rd & Cornhusker Project, opposition - Diane Walkowiak
16. Proposed 33rd & Cornhusker Project, opposition - Reed Priess
17. Proposed Krueger Development Project, opposition - Brianne Hladky
18. Proposed Lincoln Bike Plan - Brent Davis
19. Proposed Lincoln Bike Plan - Sarah Knight
20. Proposed Krueger Development Project, opposition - Marge Anderson
Good Afternoon,

I represent Speedway Properties which owns several properties that will be impacted by Comprehensive Plan Amendment 18004 which is on the City Council Agenda for public reading and vote on Monday, February 11.

We ask the council to delay public hearing and action on this item for one month, until March 11, 2019, to allow Speedway Properties and other affected business owners in the area the chance to engage the Council and the City in continued dialogue on this topic and discussion of amendments that can be made to the plan to address their concerns.

Thank you for your consideration.

Ann K. Post
Attorney
Baylor Evnen, LLP
Wells Fargo Center | 1248 O St., Ste. 600 | Lincoln, NE 68508
P: 402.475.1075 | F: 402.475.9515
apost@BaylorEvnen.com | BaylorEvnen.com

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Good Afternoon,

I am contacting you on behalf of Speedway Properties in regard to the 33rd and Cornhusker Subarea Plan before the Council on Monday, February 11th as Comprehensive Plan Amendment 18004.

Speedway Properties is concerned that the changes contained in the subarea plan will have significant negative impact on their business. Concerns include a recommended future land use plan that is incompatible with current and planned use of properties in the subarea and siting of mid-term and long-term roadway improvements that run through existing businesses.

We have been assured that siting of the roadway improvements as contained in the Plan is not final. However, even if City of Lincoln views this Plan a rough draft, its adoption into the City of Lincoln’s Comprehensive Plan will have a significant and negative impact on businesses and their ability to obtain financing for improvements to their property, to lease their property, and to sell their property.

It is for these reasons that we have requested the council delay or hold open public hearing on this item and delay final action on this item until March 11, 2019. This will give Speedway and other businesses in the area time to engage the Council and the City in discussion of steps that can be taken to address affected property owner’s concerns.

In the alterative, if the Council will not consent to a one month delay on this item, we request the Council adopt the amendments to the 33rd and Cornhusker Subarea Plan contained in the attached .pdf.

Thank you for your attention to this matter. My contact information is below and I am happy to discuss any comments or concerns you may have.

Ann K. Post
Attorney
Baylor Evnen, LLP
Wells Fargo Center | 1248 O St., Ste. 600 | Lincoln, NE 68508
P: 402.475.1075 | F: 402.475.9515
apost@BaylorEvnen.com | BaylorEvnen.com

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prohibited and may be a violation of law. If you have received this transmission in error, please destroy it and notify us immediately at 402.475.1075.
Summary of Amendments to the 33rd and Cornhusker Subarea Plan

1. Amend Table 5.1 Recommended Zoning District to reflect recommended zoning of B-3 Commercial or I-1 Industrial District for Recommended Land Use of Mixed Use Node. Most of the area recommended for Future Land Use as Mixed Use Node is currently zoned I-1 industrial and its use is industrial. This amendment recognizes the value these employers create in Lincoln and preserves flexibility for them to use and redevelop their property in a way that will bring maximum value to their business, their employees, and this community.

2. Amend Figure 5.2 Future Land Use Map to show a Recommended Land Use for properties at approximately the intersection of 40th and Adams Streets as industrial. These properties are currently zoned I-1 Industrial and used for industrial purposes. Changing the future land use to “Parks, Recreation, Open Space, and Flood Storage” with a recommended zoning of “P Public Use” implies that the City intends to take or own the property and casts doubt on the owner’s continued use of the property. Further, it may impede the owner’s ability to finance redevelopment or impact the property’s marketability. Therefore, until the City of Lincoln is prepared to condemn or purchase property for public use the property should retain its existing land use designation as industrial.

3. Amend Table 5.1 Recommended Zoning District to reflect recommended zoning of I-1 Industrial for Recommended Land Use of Industrial. This amendment aligns Table 5.1 with the amendment to Figure 5.2 which retains the industrial land use designation for properties at approximately the intersection of 40th and Adams streets.

4. Amend the Description of the Mixed use Node Future Land Use Designation to allow for Industrial Uses. Most of the area recommended for Future Land Use as Mixed Use Node is currently zoned I-1 industrial and its use is industrial. This amendment to the description of “Mixed Use Node” land use recognizes the value these employers create in Lincoln and preserves flexibility for them to use and redevelop their property in a way that will bring maximum value to their business, their employees, and this community.

Amendments 5, 6, 7, 8. Amendments 5-8 below create a sense of stability for property owners within the subarea. The roadway improvements identified have no set date for completion, may not be located as shown in the original Figure 5.8, and no source of funding for these roadway improvements has been identified. From a planning perspective this makes Figure 5.8 a rough draft subject significant change which should not be relied on. However, Figure 5.8 carries significant negative impacts for business. If a business is located on a parcel identified in Figure 5.8 as the site of a future road, bridge or park that business may no longer be able to use the property as collateral for financing or sell the property due to a buyer’s inability to use the property as collateral for financing. Leasing the property becomes difficult because no tenant wants to build their business and brand in one location only to move. Finally, impacted businesses will defer maintenance and improvements to property because they will not be able to enjoy or recoup their investment.
These amendments do not impede the separation of at-grade crossings at 33rd and 35th and Cornhusker and do not negate the need for connectivity in the subarea. These amendments remove a cloud of uncertainty hanging over all employers who’s businesses happen to be located in one possible path of future roadway improvements in the subarea.

5. **Amend Figure 5.8 to remove Long Term Roadway Improvement 4 North 33rd Street Extension between Cornhusker Highway and Superior Street.**

6. **Amend Figure 5.8 to remove Long Term Roadway Improvement 5 Salt Creek Roadway between Theresa Street and Cornhusker Highway.**

7. **Amend Figure 5.8 to remove Mid-term Roadway Improvement 6 Adams Street Bridge between existing Adams Street and North 40th Street.**

8. **Amend Section 5 pg. 109 of the Subarea Plan to remove paragraph 4 “North 33rd Street Extension between Cornhusker Highway and Superior Street,” paragraph 5 “Salt Creek Roadway between Theresa Street and Cornhusker Highway,” and paragraph 6 “Adams Street Bridge between existing Adams Street and North 40th Street.”**
FIGURE 5.2
FUTURE LAND USE PLAN

Table 5.1 Recommended Zoning Districts

<table>
<thead>
<tr>
<th>Recommended Land Use</th>
<th>Recommended Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Industrial</td>
<td>I-2 Industrial Park</td>
</tr>
<tr>
<td>Business/Flex Park</td>
<td>O-3 Office Park</td>
</tr>
<tr>
<td>Commercial Corridor</td>
<td>H-3 Highway Commercial</td>
</tr>
<tr>
<td>Mixed Use Node</td>
<td>B-3 Commercial or I-1 Industrial</td>
</tr>
<tr>
<td>Mixed Residential Neighborhood</td>
<td>R-5 Residential</td>
</tr>
<tr>
<td>Parks, Recreation, and Open Space</td>
<td>P Public Use</td>
</tr>
<tr>
<td>Public and Railroad</td>
<td>P Public Use</td>
</tr>
<tr>
<td>Industrial</td>
<td>I-1 Industrial</td>
</tr>
</tbody>
</table>
Prioritize and Encourage Mixed Use Node Development
Addresses Recommendation 5

Cornhusker Highway is not unique in that it has developed over time as an automobile-oriented low density strip. An opportunity exists to transform it into multiple types of pedestrian-oriented, mixed use, higher density, walkable nodes. A node is a compact area, centered at a high-traffic intersection, which serves as a hub of activity for the residents, employees, and visitors of a community or neighborhood. Nodes can often generate private reinvestment in the surrounding areas that might not have otherwise occurred.

For an aging commercial and industrial corridor the size of Cornhusker Highway, active nodes are essential to its long-term health and sustainability. In fact, lower density corridors such as Cornhusker Highway represent one of the best opportunities to accommodate demand for new retail, office, and residential formats, concentrate growth instead of promoting sprawl, and to promote sustainability.

Initially, this higher density redevelopment may be unfamiliar and possibly threatening to subarea residents and businesses, but this type of planning solidifies the foundation for regulations that focus on quality of place, progressive parking solutions, and sustainable development. But, older strip developments often have little incentive to redevelop, as they can produce steady cash flows. Therefore, allowable densities of three times the current regulation are often necessary to incentivize redevelopment.

For each node, factors such as land use, density, multi-modal access and connectivity, aesthetics, identity, user experience, and more must be coordinated with one another. With regard to land use, the commercial and industrial nature of the subarea means that node development and enhancement is less about the differentiation of uses, but more so about

**Mixed Use Node Future Land Use Designation**

Uses within this designation are mixed, and may include a combination of retail, service, office, entertainment, flex space, industrial and residential (on upper stories). Daily goods and services should be provided to surrounding neighborhoods primarily, and also to the greater community within this designation. Buildings of different scales, stories (maximum of four), and densities should be encouraged, mixing uses within a single development. Due to changing retail trends, the bottom level of mixed use developments should not be limited to retail. Building design, parking, lighting, and landscaping must represent the desired aesthetic for Cornhusker Highway.

**Mixed Residential Neighborhood Future Land Use Designation**

Uses within this designation include higher density single family residences (townhomes and rowhomes), multi-family units (duplexes, condominiums, and apartments), small-scale mixed use buildings (residential on upper levels and retail/service on ground level), and recreational uses. This land use designation buffers traditional neighborhoods from higher intensity commercial uses. This designation exists to place residents in proximity to services, recreational opportunities, and employment centers. This residential designation is important, as it provides multiple housing formats, and can provide affordable options. Buildings should be limited to three stories.

**Parks, Recreation, Open Space, and Flood Storage Future Land Use Designation**

Uses within this designation include natural features, such as wooded areas, greenways, and water bodies. This land use exists to preserve existing environmental assets, provide green connections throughout the subarea, and ensure adequate flood storage. This designation is not meant to take away developable land, but to ensure environmental character and functionality is retained. This designation also includes parks to allow people to gather - formally or informally - and enjoy the scenic beauty, recreate, or relax. Specific park uses include pocket and neighborhood parks, athletic fields, playgrounds, community gardens, farmers’ markets, walking trails, or small plazas.
Strategies

**Construct the Preferred Subarea Roadway Alignment**

Addresses Recommendations 1, 2, and 4

As Lincoln has grown, Cornhusker Highway has become a key east-west arterial in the northern part of Lincoln. In fact, the link between North 27th Street and North 33rd Street on Cornhusker Highway has one of the highest traffic volumes north of “O” Street within Lincoln. However, beyond the Cornhusker Highway/Adams Street corridor, east-west arterial roadway connectivity options throughout the subarea are limited. To improve the safety of all modes - vehicular, public transit, bicycle, and pedestrian routes - in the subarea, a long range transportation plan is required to better address issues specific to this subarea.

After developing concepts and analyzing 28 different roadway alternatives (in addition to those developed during the PEL) for the subarea, 10 consensus transportation-related priorities were determined to guide roadway alignment decision making.
3 Cornhusker Highway between North 40th Street and North 48th Street:
East of the intersection of North 40th Street and Cornhusker Highway, the number of through travel lanes in each direction is reduced to two, eventually transitioning to the existing typical section of Cornhusker Highway near North 44th Street. An enhanced pedestrian facility will be constructed on the north side of Cornhusker Highway and a sidewalk will be constructed on the south side of Cornhusker Highway, which will fill in the missing sidewalk connection between North 33rd Street and North 48th Street.

4 North 33rd Street Extension between Cornhusker Highway and Superior Street:
The future North 33rd Street Extension will have two through travel lanes in each direction, with a 28-foot wide median. An enhanced pedestrian facility will be located on the west side of the roadway, and a sidewalk connection will be constructed on the east side.

5 Salt Creek Roadway between Theresa Street and Cornhusker Highway:
The future Salt Creek Roadway connection to Cornhusker Highway will include two or three travel lanes in each direction (depending on traffic volume analysis), separated by a raised median. Sidewalks will be constructed on both sides of the roadway.

6 Adams Street bridge between existing Adams Street and North 40th Street:
The bridge connecting Cornhusker Highway to existing Adams Street will include one travel lane in each direction, in addition to a paved median. West of the travel lanes will be a 10-foot wide multi-use path that connects the on-street bicycle facility on North 40th Street north of Cornhusker Highway to the John Dietrich Trail south of the railroad.

7 Industrial connector between North 44th Street and North 48th Street:
The new industrial connector will include one travel lane in each direction, in addition to a two-way center turn lane. A sidewalk will be located on both sides of the roadway.

Construct the Recommended Intersection Layouts
Addresses Recommendations 1, 2, 4, and 6. The preferred subarea roadway transportation network will add or upgrade four key intersections in the subarea. These intersections are considered full-access intersections at this time, and further investigation will be necessary to address specific traffic management needs (whether an intersection will be managed with traffic signals or a roundabout, for example).

1 North 33rd Street/North 33rd Street Extension and Cornhusker Highway:
Based on projected traffic numbers, the intersection of North 33rd Street/North 33rd Street Extension and Cornhusker Highway will one day become a major junction for traffic traveling between North and Central Lincoln.

In the short-term, there will be a three-way intersection with the "T" occurring near the present-day intersection of Cornhusker Highway and North 31st Street Circle. A portion of the north leg may be necessary to provide access to local businesses. Left-turn lanes for westbound Cornhusker Highway and a right-turn lane for eastbound Cornhusker Highway will be constructed as short-term improvements. With traffic heading north over the overpass, all traffic will need to turn left or right onto Cornhusker Highway.

However, through lanes will need to be constructed and striped, to accommodate the future through movement onto North 33rd Street Extension.

In the long-term, the continuation of North 33rd Street onto North 33rd Street Extension will result in the addition of left-turn lanes on eastbound Cornhusker Highway and a right-turn lane on westbound Cornhusker Highway. The existing striped northbound lanes on North 33rd Street will be open to through traffic.

2 Cornhusker Highway and Salt Creek Roadway:
Current traffic model volumes demonstrate that a majority of drivers on Salt Creek Roadway either originated or were destined to drive on Cornhusker Highway east of the subarea. With the construction of the future Cornhusker Highway and Salt Creek Roadway intersection, that correlation may increase even further. This new direct alignment and intersection will further encourage travelers from Northeast Lincoln, Waverly, and Omaha to utilize Cornhusker Highway to reach Nebraska Cornhuskers’ sports venues, the University of Nebraska-Lincoln, and downtown Lincoln in general.

Coordination with the Nebraska Department of Transportation will be required during the design process. In addition, coordination with the American Association of State Highway and Transportation Officials (AASHTO) Special Committee on U.S. Route Numbering will be needed, due to the slight realignment of Cornhusker Highway/U.S. Highway 6. Part of present-day Cornhusker Highway between North 33rd Street and North 35th Street will be relinquished and removed from the U.S. Highway System.
City Council - Contact

Date: 2/7/2019 2:50:27 PM

name  Ellen Nisely
address  2951 S. 58th
    city  Lincoln
state  NE
zip  68506
email  Esnisely@allophone.com

comments  Planning Commission has voted twice against the Zoning change regarding Porter Ridge vs Krueger Development. Hoping the City Council will do also.
    Thank you

IP: 104.218.65.68
Form: https://lincoln.ne.gov/city/council/contact.htm
User Agent: Mozilla/5.0 (iPad; CPU OS 12_1 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) GSA/66.0.230776083 Mobile/15E148 Safari/605.1
Jane Peek
2841 Porter Ridge Road
Lincoln, NE 68516
ejpeek45@gmail.com

I want to share with you an email to me from one of our neighbors.

Deanna and I want to thank each and everyone for your continued efforts to fight the monstrosity next door to our north. There is absolutely no need for this type of building in this neighborhood. Please continue the good fight.

A number of years ago, Deanna and I were planning to have a new townhome built in southeast Lincoln. We were ready to sign the papers when, as luck would have it, we drove down Porter Ridge Road, saw a for sale sign, looked at the townhome one time and the rest is history. We have never had any regrets.

In our world today there is so much animosity, hate, and power struggle, we have forgotten the good things in life. Greed, power, money has become king of our world. I have learned the most costly way that this type of power is fleeting, and absolutely worthless when we lose our health, which comes to all of us at some time. I do have a wonderful answer to this horrible problem, but, please, do not tell anybody.

Move to Porter Ridge Road where the nicest people on Planet Earth live!!

Ken Lytle
2857 Porter Ridge Road
Lincoln, NE 68516
I understand our roads are bad, just don't see how adding taxes to what we pay already is going to help. All I have to say is that you better start telling the citizens of Lincoln you're going to lower the levy given our property valuations going out the roof and future property taxes going up, your vote of the people will go down in flames. You might want to chat with the LPS school board members as well, as if they don't lower the levy, the vote of the people will fail.
TO: Members of the City Council
FROM: Robin Hadfield
2801 Brummond Dr.
Lincoln, NE 68516
RE: Krueger Apartment Project, Special Permit No. 1629H, Use Permit No. 100C
DATE: February 7, 2019

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. I ask that council members visit the site of this project to more accurately visualize its impact on the entire area.

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. It is not located on an arterial street, but rather, is surrounded by access roads around the strip mall. The complex will be squeezed in between a townhouse development, a cleaning business, an empty building, and a strip mall.

2) The variance in height that is requested will make the complex taller than neighboring buildings and 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 it which already creates a dangerous situation. The road is used by semis unloading at Red Robin or other restaurants in the strip mall. On the north of the proposed project, the "road" is actually equivalent to an alley that runs behind the strip mall. There are also parking spots along that road where employees of the strip mall businesses park. The drive-thru lane for the Starbucks at the east end of the strip mall often winds out into the road that carries traffic. 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) 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.

8) 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.

9) The Lincoln Journal Star has had several reports recently about the increase in the number of apartments in Lincoln and the need for apartments for low- and moderate-income residents. Krueger’s apartments will rent for $900 or more per month.

10) With the closure of all four Shopkos, Sears, and Younkers, it does not appear that additional retail space is needed in Lincoln. This project is near the 27th and Pine Lake Road Shopko. Plans have been announced for the building to be partially razed to allow space for other smaller retail projects. There is no demonstrated need for the Krueger project.

11) The project calls for underground parking. This part of town has a high water table and many homes have had problems with water in the basement.

I live in the Porter Ridge neighborhood to the south of this development. Krueger has never offered to meet with our neighborhood to address our concerns. 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.
City Council - Contact

Date : 2/7/2019 10:21:18 PM

name  Patty Dingwell
address  2805 Porter Ridg Road
city  Lincoln
state  NE
zip  68516
email  Patty.dingwell@gmail.com

comments  I'm writing regarding Krueger Construction’s request for construction of 2 apartment buildings near 29th & Pine Lake Road which is on your agenda for February 11. I urge you to not change the zoning for this property and keep it for medical and/or commercial use buildings. I believe changing the zoning and allowing apartment buildings would greatly impose on the privacy of the current homeowners on the north side of Porter Ridge Road and would no doubt cause reduction in the value of these townhomes. Thank you for your consideration.

Patty Dingwell

IP: 76.84.1.194
Form: https://lincoln.ne.gov/city/council/contact.htm
User Agent: Mozilla/5.0 (iPad; CPU OS 12_1 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/12.0 Mobile/15E148 Safari/604.1
I would like to encourage the City Council to reconsider allowing anything larger than what was originally planned for the commercial development in Porter Ridge. At some point we must be accountable for decisions that have been made when our citizens have made the decision to move into an area. There are many commercial sites around Lincoln that are vacant. I appreciate and encourage growth for our city although I feel the restrictions and development especially on the commercial side that were approved when homes and Townhomes are built should be respected.

Nanci Burchess Adams
3145 South 41st St
Lincoln Ne
nba3145@gmail.com
4024863145

Sent from my Sprint Samsung Galaxy S® 6.
Good morning:

I grew up in Lincoln then moved away for 30 years, now I’m back here retired.

I have a disability placard. Where I lived we did not have to plug meters but I’m told that it is necessary in Lincoln.

How can I help you to change the policy?

I believe Omaha does not require plugging the meters for the handicap.

Thank you for your time.

marshal duke
I am requesting that you vote "no" to the proposed Krueger Development Apartment project at the 29th and pine lake site. With the planning commission just recently voting NO I would hope you all would follow with the same vote. The area is already congested with traffic and this development would most certainly add to it and for anyone to say it wouldn't please come by and look at what it is currently, at all times not just a window. This is absolutely the worst plan for the neighborhood, we all bought in here with the idea of a certain use for the land and since we bought we had agreed to it. Now since the city wants to help a developer out you all are considering the plan again. Please put yourselves in our shoes, would you want to live in that area with a 5 story apartment complex that will also have additional uses? We lived through the addition of a car dealer (which was the worst until potentially now) and as home owners we don't want to be screwed again with a reduction in our property values and added congestion to reduce the safety of our neighborhoods. As voted employees of the city, think with your minds and not the pockets of the city or developer. VOTE NO!
Dear Council Members,

I would like to ask you to have a continuance on the 33rd and Cornhusker Hwy project. We have just recently been informed that it would go through our business and affect many other business. We are trying to organize ourselves so we can present our issues to the Council. I would appreciate you emailing me back so I know if you would consider a continuance.

Thank you
Julie Miller
Lincoln Tent Inc.
February 3, 2019

City of Lincoln
City Council
555 S 10th St, Rm 111
Lincoln, NE 68508

RE: Lincoln Bike Plan: On-street bicycle facilities plan

City Council Members:

Members of the Great Plains Trails Network (GPTN) Board of Directors are in support of a comprehensive transportation plan for the City of Lincoln. We support the planning process that includes bicycles and trails as part of mass transportation.

We appreciate the process the committee went through to develop this comprehensive plan. Two of our Board members participated and had an upfront seat to the thorough examination that was used to create this plan. The research and community input are to be commended.

The GPTN Board supports the goals of the plan especially a safe environment for all transportation modes, achieving a ranking of a Gold Level Bicycle Friendly Community and connecting people with places.

Now in its 30th year of existence, GPTN is a citizens volunteer group that advocates and supports a network of trails in and around Lincoln and Lancaster County. During its long existence, GPTN has raised millions of dollars for local governments to use as matching funds for the development of trails.

Sincerely,

Dena Noe, President
Great Plains Trails Network
On regards to the Krueger Development Apartments plan, the opposition is not to infilling in the appropriate available areas, to revitalize our neighborhood. I do not feel that this is an appropriate location for this type and scale of undertaking. The idea that 'The mixed use is providing an environment for individuals to utilize city transportation as well as other alternate transportation other than automobiles. The demand for parking will be minimized.' is absurd. The apartments, as proposed, will loom over existing homes, causing dangerous congestion and impacting the Salt Creek watershed, all stemming from manipulation of the zoning/use laws by a developer who puts "marketability" ahead of "community".

When homeowners purchased our properties we did our due diligence and researched the plans for the vacant property immediately to our north in the South Ridge Village Mall. The site plans available through the Planning Department's website indicated office/medical buildings. We decided, based on this, this was acceptable and felt comfortable purchasing our homes.

If your city council accepts Krueger development's proposed zoning changes , as proposed, this will mean that zoning means nothing and site plans should not be relied upon when making decisions to purchase a home.

Office buildings in Krueger development plan have progressed from four 10,000 square foot buildings to three two- story buildings to two 45' high buildings and now they want two 50' mixed used (apartment) buildings.

We oppose to office/medical changed to mixed use. Office buildings will afford homeowners in these area some privacy and some 'open' space, even if it is a parking lot.

I understand, mixed use is the new vogue an I like the idea of 'New Urbanism' and 'walk-ability' but mixed use developments should be on arterial streets, with ample sidewalks and in areas in need of housing, such as the old Valentinos, 48th and Holdredge, 48th and Leighton, the Haymarket. They should not be forced onto just any vacant piece of property in an established neighborhood close to shopping.

In all, this project will create conflict with the adjacent residential townhomes and the minimal changes that Krueger development is adding to make it 'acceptable' will do nothing to reduce conflict.

We ask that your City Council votes in favor of this community and our neighborhood; not for Krueger development's proposed zoning changes.

Respectfully,
Angela M. Birkett

From: WebForm <none@lincoln.ne.gov>
Sent: Saturday, February 09, 2019 8:51 AM
To: Cyndi Lamm; Jon Camp; Jane Raybould; Carl B. Eskridge; Leirion Gaylor Baird; Roy A. Christensen; Bennie R. Shobe
Subject: InterLinc - Contact

City Council - Contact

Date : 2/9/2019 8:50:48 AM

name Amy Wimer
address 436 S 29th
    city Lincoln
state NE
    zip 68510
email awimer@hotmail.com

comments Dear city council,

I am pleading with you to not pass a safe storage law. It is clear that the task force is just a way to make it easy to go against a majority opinion amongst the citizenry and create new criminals in the name of safety. This concept has been used before in wanting sweeping reforms against normal, law abiding individuals: temperance comes to mind. In order to get to a prohibition amendment a small, angry, zealous and righteous group needed to demonize the majority average Joe citizen. The same is happening here. Gun owners have been constantly painted as irresponsible, angry and the cause of all our ills in society. They are the reasons that children die, that people are scared. I was at the city council testifying against the safe storage push, and after I was harassed, called names, and had my picture taken (for reasons unknown). The women doing this had an agenda and were very clear about it – it was to take guns away from men because men love their guns. Not once did they say anything about safety, children or anything else they claimed on camera. Their one agenda was an anti male agenda. My agenda is clear – to keep people free, keep their own personal choices.

Do not punish ordinary law-abiding citizens for actions they have not committed, do not push laws that make you feel good or you can brag about in a campaign speech because these laws create criminals simply through an individual's own personal choices. After my testimony about a woman in an abusive situation I have now been approached by more women who sleep with guns under their pillows because they are on the run from an abusive person. Where is their voice on the task force? They can't expose themselves, they are at your mercy. You will turn them into either criminals or take their choice of self defense away. Don't make women and men who are already victims of another choose between safety and the law, their lives are a nightmare already. They don't want to lose their kids over a choice, they can't afford a fine/jail time if they choose safety over law, and they certainly don't want their names released publicly if they are found to have not followed the new law.

If you are interested, these are reports on child deaths that Nebraska has done since 1996. They consistently show a number of things: that pillows, water and cars are the vast majority of child death causes outside of medical issues such as preterm birth etc; that hangings outnumber suicide by firearm in nearly every year investigated; that child deaths have dropped each year since at least 1980.
dhhs.ne.gov/publichealth/Pages/lifespanhealth_cdrteam_reports.aspx

Thank you for your time,
I write to urge you to reject Krueger Development's request for a zoning variance to build apartments near 27th and Pine Lake. I live a mile from there and I find that the the population density and traffic is more than ideal already. I would like to come to Monday's hearing to express my opposition in person, but I will be in Omaha that afternoon. Thank you for considering my viewpoint.

Regards,
Steve Koppes
City Council - Contact

Date: 2/10/2019 9:58:16 AM

name        Diane Walkowiak
address     1600 Sioux Street
            Lincoln
state       NE
zip         68502
e-mail      dianekaye81@gmail.com

comments   I strongly oppose the 33rd Alternative 1D plan that includes a "fishhook" bridge over Cornhusker Highway. This would not only destroy Virginia's Cafe (a wonderful restaurant and Lincoln icon) but several other businesses and some homes. This is not necessary.

Please remove Plan 1D from consideration. While it is true that it eventually may not be used, why have the threat of destruction hover over people's heads for years? People, especially businesses, need to be able to plan for the future and they can't if they know they might be forced out in a few years. It's irresponsible governance to leave something like that hanging over their heads for years, saying only that "Well, it might not happen." Make sure it does NOT happen. Save Virginia's Cafe!

IP: 40.131.147.14
Form: https://www.lincoln.ne.gov/city/council/contact.htm
User Agent: Mozilla/5.0 (Windows NT 6.3; Win64; x64; rv:65.0) Gecko/20100101 Firefox/65.0
Wonderful! The new Lincoln Bike Plan contains an "intersection enhancement" at Hwy 2 and High street, near Van Dorn Park, which I understand from Kellee Van Bruggen would be a pedestrian walk light. We definitely need something at that intersection for both bike and pedestrian traffic, as a safety issue for people wanting to visit the under-utilized Van Dorn Park and for cyclists wanting a connection between the Bison and Boosalis trails.

The Indian Village Neighborhood Association (of which I am vp) is making this a priority issue. It was actually an issue when our association was founded 25 years ago, so after a quarter of century it seems that it is time we finally resolved this safety issue. It has become even more important now that Blue Blood Brewery has opened west of Highway 2, resulting in more people wanting to get to the west side. In addition, our neighborhood is a moderate to high bike demand area which feeds into the downtown area, so it makes sense to funnel bike traffic northward in a safe and effective manner.

I am disappointed that this intersection does not appear to be included in the Top 30 projects, but hope that our neighborhood can coordinate with city officials and other interested parties to prioritize this intersection and the bicycle sidepath through Indian Village.

Thank you for your consideration of this issue.

Diane Walkowiak
City Council - Contact

Date: 2/10/2019 11:58:17 AM

name reed pries
address 10020 Raymond rd
  city Lincoln
  state NE
  zip 68517
  email reedp101@aol.com

comments I hope you will not force the 14 businesses along Cornhusker Hwy to close
To whom it may concern,

This e-mail is regarding the proposed building by Krueger Development near 29th and Pine Lake. There are many reasons why our neighborhood does not want Krueger to build in that spot, but the number one reason for me personally is my children. I live on the corner of 30th and Porter Ridge. I have an 8-year-old and 4-year-old who play outside any day it's over 40 degrees... they love being out there! We live on a well-traveled street. Our street is used as the shortcut for people to get through the neighborhood down to the gas station, the grocery store, to get to 32nd street to get to Pine Lake st, and a shortcut especially to get to the strip mall at 29th and Pine Lake. Even with as many safety tips and rules my husband and I give our girls, we still have to be nervous and cautious of the cars that do not follow rules and laws. Multiple times a day, every day, cars speed on 30th st. And since we live on a corner, we see the multiple cars not pausing (or at times, even look the other direction!) before turning. So, we already have concerns with safety – whether it's while our girls are outside playing, or while we're backing our vehicles out of our driveway – we've been almost hit by an oncoming car because of that car zipping around the corner on many occasions. Taking this back to the beginning of this paragraph – I mentioned our street being the shortcut to businesses. If this building is built, that means there will be more traffic as they use our street for the shortcut to that building. Which scares me and my husband and my MANY other neighbors. We already have a problem with that street with a lot of traffic, and drivers not being cautious; we don't need more cars added to this problem. Please do not let Krueger add to the problem.

My children’s safety is the number one reason, but here are the other reasons that are important to all of us in our Porter Ridge neighborhood as well:

1. Parking on side streets. It’s already a very congested area when cars are parked in that area, we do not need or want more cars added to that area. The side streets around that area are narrow enough that if someone is coming towards you from the opposite direction and there are parked cars, you must wait your turn to keep driving. We don’t need more parked cars on the street to add to this problem.
2. More vehicles = Bigger risk for accidents. With there being more drivers on side streets where our children play, there is a bigger chance for an accident, speeding, etc.
3. There is a bus stop on the corner of 30th and Porter Ridge. There are pedestrians crossing the street on a daily basis from this bus stop (many are children), so that adds to the risk of people getting hit or an accident if there are more cars driving on those streets.
4. Our neighborhood is popular for citizens, kids and families to take walks, bike rides, etc. There is a park close by, which means more children out and about in the neighborhood (close to the proposed building site), so of course that’s a concern. Many of us walk to and from Starbucks, Cherry on Top, other retail businesses in that area. Again, that will now be a concern due to the traffic and congested area with the people who will be using the proposed building.
5. This building will be an eye sore. Although it’s a selfish reason, it’s an important reason for me and my family. We purposely built a large deck on the back our house when we moved in 6 years ago so we could spend time up there and see the view across the city. Our favorite time to be up there is for the sunset, but the number one time is for 4th of July. We have a six-year tradition going that our families come over to sit on our desk and watch the fireworks on 4th of July. We can see the city skyline and it’s beautiful. So, this hideous building being proposed would block our view and it makes us sad to think about that. I don’t want our family tradition to change because of this building. Again, I know it’s selfish to say, but it’s the truth. Even though my family is
upset thinking about not having the tradition anymore, the biggest issue is that we’re going to have to see this eye sore EVERY SINGLE DAY. We are all so proud of our neighborhood, we don't want this to change that.

This building would impact SO many people for SO many different reasons – but it’s our lives that are going to be shook up because of this building that SHOULD NOT be built there. It’s not the right spot for it. For MANY reasons for MANY people in our neighborhood.

Thank you for taking the time to read this e-mail. I hope it gets to you before the city council meeting today. And, I hope you can understand why we have our concerns. They are big ones and we all know if this building is built, it’ll change everything for us in our neighborhood... it’ll be changed for the worse.

We all love our neighborhood and would be heartbroken if that changes because of Krueger’s development.

Thank you,
Brianne Hladky (and Justin, Payten and Parker) and the rest of our wonderful neighborhood
7315 S 30th St

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Brianne Hladky
CyberLife Business Analyst/Coder
Life Technology Solutions

Allstate Financial
2940 S. 84th Street
Lincoln, NE 68506

Phone 402-975-6295
Fax 402-742-9032
bmon2@allstate.com
Dear Members of the Lincoln City Council,

My name is Brent Davis, I live at 9611 Saint Clement Circle, Lincoln NE and I write to voice my support for the Lincoln Bike Plan.

The growth of our city is increasing, so now more than ever we need the bike plan to move forward. If not now, then when?

I work for a locally owned company that is growing. Our search for a suitable new building or even a location to build has been daunting. Looking to expand some of our existing property would mean a parking garage would be necessary, but at $10,000 per stall to build, it just doesn’t make sense. What does make sense is having the bicycle infrastructure available so employers like mine can grow and encourage an alternate form of transportation.

Here are a few key stats from the People For Bikes.

- Adolescents who bike are 48% less likely to be overweight as adults.
- Bike commuters live longer, have better blood pressure & are less likely to be overweight.
- Americans spend $81 billion on biking annually, generating 770,000 jobs and $10 billion in taxes.
- 50% of all trips Americans make are 3 miles or less. 40% are 2 miles or less. 28% are shorter than 1 mile.
- Over the last decade, U.S. bike commuting grew 47% nationwide and 73% in the largest cities.
- From 1990 to 2009, the number of U.S. bike trips doubled from 1.8 to 4 billion trips per year.
- Women who bike 30 minutes a day have a lower risk of breast cancer.
- 47% of Americans say they want more bike paths, lanes, and trails in their community.

Thank you for your service to the City of Lincoln and I look forward to many years of safe bicycling in Lincoln.

Brent Davis
Good morning Lincoln City Council,

I am writing to encourage you to adopt the proposed Bike Plan, agenda item 5c for the meeting today, 2/11/19.

When Bicycling magazine compiled its list of the Best Bike Cities in America in 2016 (Lincoln rank: #44) and 2018 (Lincoln rank: #35), I was their local contact for Lincoln. Bicycling had the statistics about ridership in Lincoln, but they wanted to hear from a local rider and bike advocate to get a sense of what riding here is like. I told them, in brief, that we do recreational trails very well, but we could do much more to encourage Lincolnitites to ride for transportation. The proposals in the Lincoln Bike Plan before you today are exactly what we need to do that.

I am a young professional who returned to Lincoln to work after grad school. I have a car, but I choose to ride my bike to work and to almost everywhere I need to be in Lincoln -- year-round, every day, no matter the weather. Many of my friends do the same. We save money. We become more fit. We can park at the door (or right in our office, in my case). Perhaps most importantly, we love our active commutes. When we choose our routes, trails are our first choice -- but trails do not go everywhere. For the rest of the way, we work out our own routes on quiet residential streets or, if necessary, arterial streets. We are the confident few -- the 5% or so of Lincolnitites -- who will make do with the system as it is, even if it means mixing with traffic. The Bike Plan surveys demonstrate that a much larger portion of Lincolnitites are interested in riding, if only they had safer infrastructure on which to ride.

Communities that are bike-friendly are also people-friendly, pleasant places to live. The proposals in the Bike Plan before you would, over time, transform Lincoln into a more vibrant and livable city. When we encourage bicycling for transportation, not just recreation, we can really start to see the benefits of replacing motor vehicle trips with bike trips: reduced emissions, fewer vehicles on roads (and in parking spaces), and less wear and tear on pavement.

I believe that Lincoln has great potential as a bike city, and I've been encouraged to see support for active transportation in city government. I urge you to continue our progress by adopting the Bike Plan.

Thank you,

Sarah Knight
2901 A Street #101
Lincoln, NE 68510
I have lived in several cities and have owned homes in each. I learned that what the developer says will go in often isn't what actually happens. Thankfully I now live on a cul-de-sac in an entirely residential neighborhood.

I hope that today you will vote to deny the Krueger development south of Pine Lake Road. I have a good friend who lives in the affected area for the proposed project. That area is already very busy and I think this project will not fit in nor will it enhance the area and will take away from the residents' quality of life. I listened to Mr. Krueger's latest presentation before the Planning Commission where he said he didn't think young people or families would be the ones who would want to live in the apartments (perhaps a discrimination issue on his part?) but those of us who walk in that area, which I do frequently, know how congested it already is and how careful we must be when walking there.

Thanks for your consideration to take into consideration the residents and their over one developer who will build and then be gone.