

**DIRECTORS'/ORGANIZATIONAL AGENDA
ADDENDUM**

Monday, March 15, 2021

I. CONSTITUENT CORRESPONDENCE

1. South 40th Street intersection improvements – Brad Marshall
2. Idea for homeless people – Willie Chch

II. CONSTITUENT CORRESPONDENCE RELATED TO CLIMATE ACTION PLAN

See attached items

II. CONSTITUENT CORRESPONDENCE RELATED TO THE GATEHOUSE ROW PROJECT

See attached items

IV. CONSTITUENT CORRESPONDENCE RELATED TO THE EMERGENCY DECLARATION

See attached items

Angela M. Birkett

From: Brad Marshall <bmarshall@olsson.com>
Sent: Monday, March 15, 2021 1:46 AM
To: Council Packet
Subject: RE: CZ07060C Question

I am writing to add additional information to the email below. I have spoken to Craig Aldridge, the LTU project manager for the S. 40th Street design project. Craig informed me that the S. 40th & Hohensee intersection is now being designed as a roundabout and additional details can be found here: <https://app.lincoln.ne.gov/city/ltu/projects/40th/yankee-hill-rokeby/>

From: Brad Marshall <bmarshall@olsson.com>
Sent: Monday, March 8, 2021 4:39 PM
To: councilpacket@lincoln.ne.gov
Subject: CZ07060C Question

Members of the City Council –

I am writing to answer Council member Jane Reybold's question about who is responsibility for the intersection improvements (including signalization) at S. 40th Street & Hohensee. Per the Annexation Agreement (Resolution A85189) and Amendment 1 (Resolution A91227), the City of Lincoln assumed the obligation to construct S. 40th Street improvements from Yankee Hill Road to Rokeby Road. As part of the same agreement, the owners would construct the intersection improvements of S. 40th and Wilderness Hills Boulevard (under construction).

The City is currently designing the S. 40th Street improvements and the intersection of S. 40th & Hohensee is tentatively scheduled for construction in the year 2023.

Please let me know if there are any additional questions.

Brad J. Marshall, PE, LEED AP

Team Leader / Civil

D 402.458.5672
C 402.202.8360

601 P Street, Suite 200
Lincoln, NE 68508
O 402.474.6311



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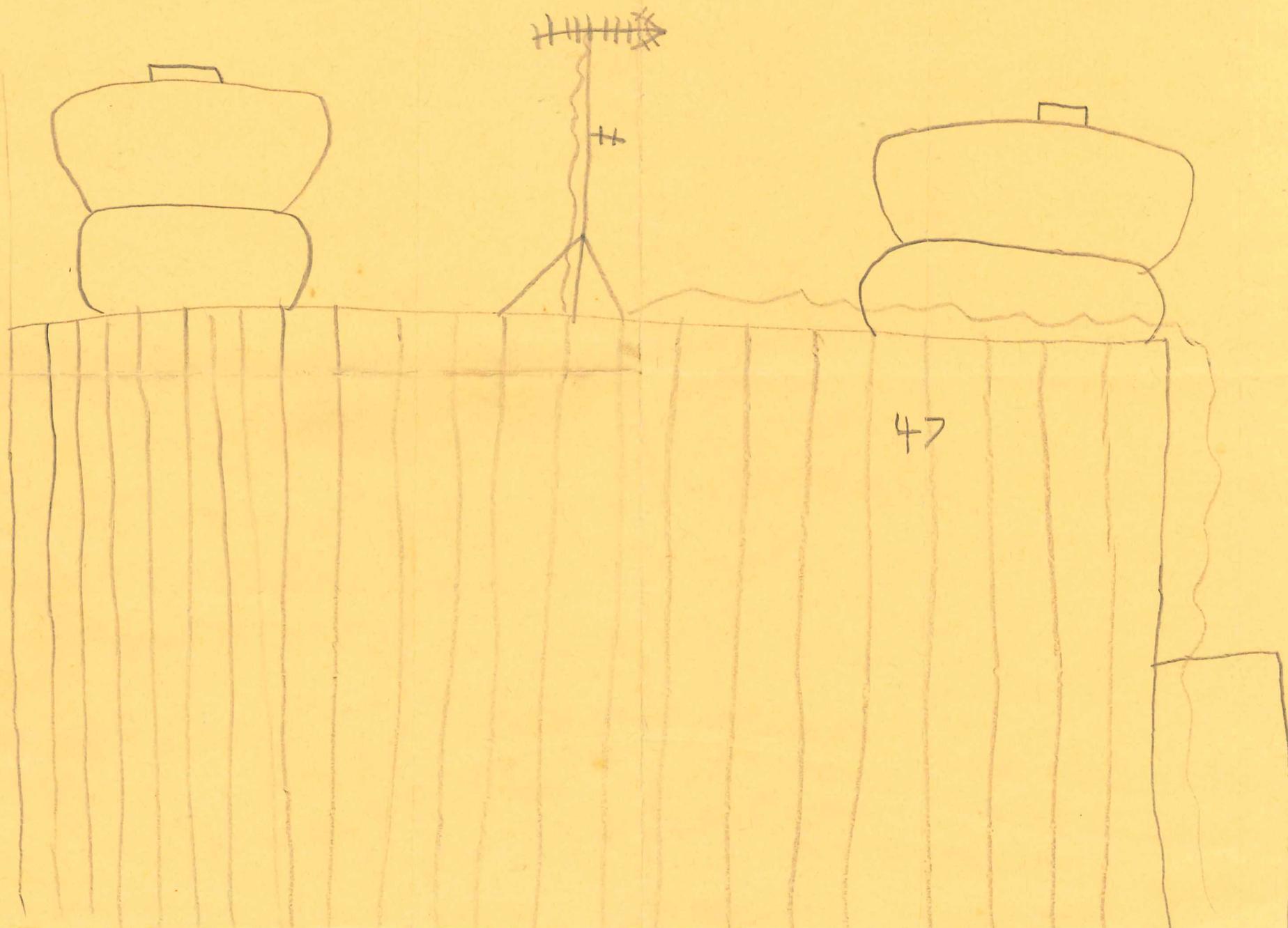
Dear Lincoln City Council

11-28-20

I am writing this letter because I have an idea  for homeless people. I will include a picture. It's about their housing. They're living under bridges. Common we me and whom ever reading this has to do something about this. 😊 I thought dram roll please about box car houses. And where am I going to put this. The slope to the creeck and dig out the ground and set them there. I was thinking about 100/150 houses not painted. This will be great I promise. That's that now here some things I want you to decide. PLEASE WRITE ME BACK. Should each house have its own antenna or should one antenna connect to 5/10 houses yes/no? And chairs people are constantly putting those on the curb and pressers on the curb. Antennas people are getting rid of off their houses. Kerosene tanks getting scraped. Pipe getting thrown out so yeah you get the point. Lets figure out when we can meet up. Fyi I'm 8½ years old and am in third grade. And P.S. I want to start a patishon for this. 😊

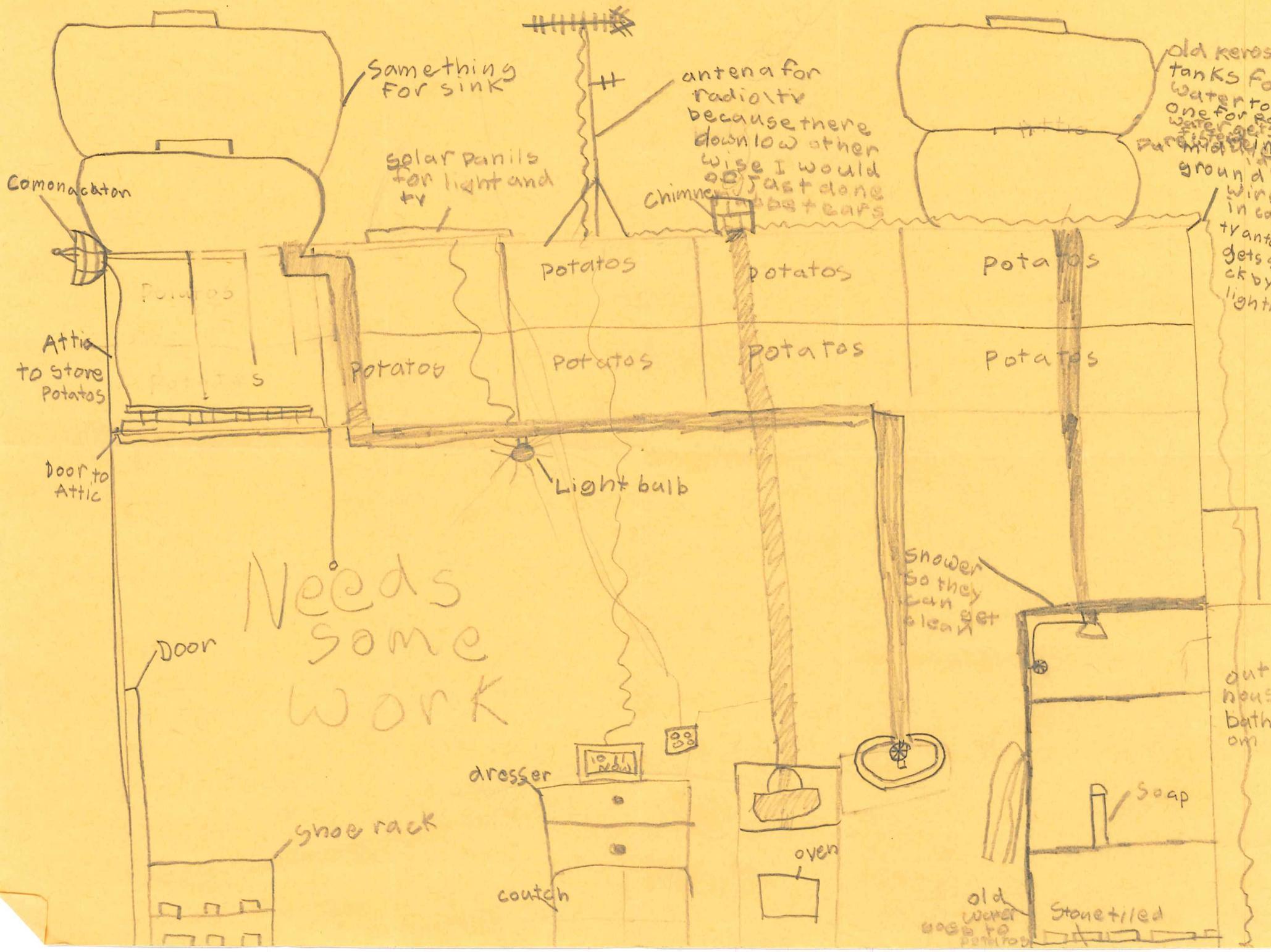
Your citizen
young citizen
Willie Cech

outside



47

inside



Something for sink

Comonacator

solar panels for light and tv

antenna for radio tv because there down low other wise I would just done it best ears

old kerosene tanks for water for one for get water for ground in case

Potatoes

Potatoes

Potatoes

Potatoes

Attic to store Potatoes

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Potatoes

Potatoes

Door to Attic

Light bulb

Door

Needs some work

shoe rack

dresser

TV

oven

couch

Shower so they can get clean

Soap

out house bathroom

old water goes to potato

Stone tiled

Angela M. Birkett

From: Lucas Rief <lrief23@gmail.com>
Sent: Thursday, March 11, 2021 7:26 PM
To: Council Packet
Subject: Lincoln Climate Action Plan

[CAUTION] This email comes from a sender outside your organization.

Hello,

My name is Lucas and I'm a student and resident here in Lincoln. I feel very strongly that climate change is an incredibly important issue, and that many long-term problems can be prevented or subdued with action now. This plan details many changes that will not only help prevent climate change but also improve the community.

Thanks for your consideration,
Lucas

Angela M. Birkett

From: Connor McFayden <mcfayden.connor17@gmail.com>
Sent: Thursday, March 11, 2021 9:23 PM
To: Council Packet
Subject: Climate Action Plan Comments

[CAUTION] This email comes from a sender outside your organization.

Hi, my name is Connor McFayden.

I will be graduating with a B.S. in environmental studies from UNL this Spring and afterwards, I plan to pursue a career in city planning. My generation is one of the first in the US that is expected to inherit a world that is worse off than the one our parents inhabited. I have grown up hearing about the destructive ways our society has developed that have destabilized the climate and exposed our communities to disaster, and I have spent my academic career dreaming about ways to reverse course, to start building a future that promises to get better and more just with each generation. I believe that the Climate Action Plan will do just that for Lincoln.

As a student of city planning, the initiatives in this plan are ambitious and exciting. Every proposition is important to the goal of a climate smart future, but a few initiatives that I am especially excited for are the conversion of city fleets to renewable/electric power, the implementation of bioswales, permeable pavement, and other green infrastructure to reduce runoff and improve water quality, and the development of a local food systems through community gardens and partnerships. I was also impressed with the commitment to justice and the awareness of vulnerable populations in the plan. Not even climate change has universal impacts across a population and working to protect low-income people and people of color is absolutely crucial to ensuring the integrity of the Lincoln community. These kinds of initiatives make me proud of Lincoln. They show me that Lincoln cares about its community, its environment, and its future. These are the things I'm looking for as I start my career, these are the things that convince people like me to make Lincoln their home. Please, support the Lincoln Climate Action Plan for the sake of my generation and every generation to come.

Angela M. Birkett

From: Connor McFayden <mcfayden.connor17@gmail.com>
Sent: Thursday, March 11, 2021 9:26 PM
To: Council Packet
Subject: Climate Action Plan Comment

[CAUTION] This email comes from a sender outside your organization.

Statement of Liam Downes:

I think this plan is a great first step for the state to start the conversation surrounding climate mitigation. This is not a particularly divisive plan because it doesn't set items for changing legislation; it is merely a set of goals. I think implementing this plan is a more palatable ask than the State Climate Action Plan. I personally believe this plan is the start for NE to officially join the fight for a sustainable future.

Angela M. Birkett

From: Marj Willeke <marj.willeke@gmail.com>
Sent: Friday, March 12, 2021 10:52 AM
To: Council Packet
Subject: Lincoln's 2021-2027 Climate Action Plan

To Members of the Lincoln City Council:

I am a proud resident of Lincoln writing in **support** of the "2021-2027 Climate Action Plan" and "Lincoln's Vision for a Climate Smart Future." **Please include this letter as part of the official record.** The Strategic Vision (with its overarching directions) articulated in the Climate Action Plan is strong. Lincoln needs this forward-looking, comprehensive planning to achieve long-lasting solutions that protect our residents' way of life.

Climate change affects each one of us; it threatens our health, economy, and our national security. We are all in this together. Actions are needed at all levels (individuals, cities, counties, as well as state, national, and international levels). The U.S. Chamber of Commerce issued a statement that "combating climate change will require citizens, government, and business to work together...inaction is not an option."

With the urgency of this challenge, the city and county must move ahead quickly to mitigate climate risks (flooding, drought, single water source, etc.). We need to be proactive, to do more than adapt to emergencies after they occur. Recently, Lincoln Electric System set an ambitious (but realistic) goal for decarbonization. This is a major step in the right direction. Now the city should do its part, addressing key initiatives including transportation, local food security, waste reduction, alignment of economic development with climate realities, and protections for Lincoln residents, particularly the most vulnerable in our city.

I urge all members of the City Council to support Lincoln's 2021-2027 Climate Action Plan by incorporating it into the 2040 Comprehensive Plan. By taking this action, you will demonstrate an understanding of the need to reduce greenhouse gas emissions to slow the pace of climate change. This action will show your intention, as leaders in Lincoln, to address climate vulnerabilities in our community, now and in the future.

Thank you for your thoughtful consideration of the views expressed in this letter. I appreciate your dedicated work on behalf of the City of Lincoln!

Respectfully,

Marj Willeke

Angela M. Birkett

From: barriemarchant@aol.com
Sent: Friday, March 12, 2021 5:13 PM
To: Council Packet
Subject: climate action plan

I want to voice my support for a city action plan for climate change. I have been impressed with all I have read about the plan. I have no doubt that our city officials are being thoughtful in their deliberations.

Thank you
barrie marchant
611 N. 26th ST.
Lincoln, NE 69503
402 474-1633

Angela M. Birkett

From: Marj Willeke <marj.willeke@gmail.com>
Sent: Sunday, March 14, 2021 1:09 PM
To: Council Packet
Subject: Re: Lincoln's 2021-2027 Climate Action Plan

I am grateful for your response, James, and your support for the Climate Action Plan. Even though we have *not* met in person, I have watched and listened to City Council proceedings. Your contributions to the work of the council are appreciated!

Marj Willeke

On Fri, Mar 12, 2021 at 10:52 AM Marj Willeke <marj.willeke@gmail.com> wrote:
To Members of the Lincoln City Council:

I am a proud resident of Lincoln writing in **support** of the "2021-2027 Climate Action Plan" and "Lincoln's Vision for a Climate Smart Future." **Please include this letter as part of the official record.** The Strategic Vision (with its overarching directions) articulated in the Climate Action Plan is strong. Lincoln needs this forward-looking, comprehensive planning to achieve long-lasting solutions that protect our residents' way of life.

Climate change affects each one of us; it threatens our health, economy, and our national security. We are all in this together. Actions are needed at all levels (individuals, cities, counties, as well as state, national, and international levels). The U.S. Chamber of Commerce issued a statement that "combating climate change will require citizens, government, and business to work together...inaction is not an option."

With the urgency of this challenge, the city and county must move ahead quickly to mitigate climate risks (flooding, drought, single water source, etc.). We need to be proactive, to do more than adapt to emergencies after they occur. Recently, Lincoln Electric System set an ambitious (but realistic) goal for decarbonization. This is a major step in the right direction. Now the city should do its part, addressing key initiatives including transportation, local food security, waste reduction, alignment of economic development with climate realities, and protections for Lincoln residents, particularly the most vulnerable in our city.

I urge all members of the City Council to support Lincoln's 2021-2027 Climate Action Plan by incorporating it into the 2040 Comprehensive Plan. By taking this action, you will demonstrate an understanding of the need to reduce greenhouse gas emissions to slow the pace of climate change. This action will show your intention, as leaders in Lincoln, to address climate vulnerabilities in our community, now and in the future.

Thank you for your thoughtful consideration of the views expressed in this letter. I appreciate your dedicated work on behalf of the City of Lincoln!

Respectfully,

Marj Willeke

Angela M. Birkett

From: Mary Reves <reevesmary34@gmail.com>
Sent: Thursday, March 11, 2021 4:31 PM
To: Council Packet; Council Packet
Subject: Hartley housing development

[CAUTION] This email comes from a sender outside your organization.

To: Lincoln City Council March 11, 2021

I believe in the city's goals to have more affordable housing. My concern is that the proposed project in the former Wyuka land is setting precedents that can be used in the future that are not conducive to adequate housing spaces. Using this model could create future building sites that will lead to increased density and substandard areas. We want Lincoln to be a place that all people can enjoy regardless of their incomes.

Please correct me if I'm mistaken. There was a study, funded by NIFA, NeighborWorks, a couple of banks, and the City of Lincoln. There was significant neighborhood involvement and input. Based on this, the standards for community unit plans were written as part of the city's zoning code.

I quote portions of the code below:

Chapter 27.65 COMMUNITY UNIT PLAN

"27.65.010 General Purpose. The purpose of this chapter is to permit and to encourage the creative design of new living areas, as distinguished from subdivisions of standard lot sizes and standard street systems, and in order to permit such creative design in buildings, open space, and their interrelationship while protecting the health, safety and general welfare of existing and future residents of surrounding neighborhoods."

Chapter 3.35 DESIGN STANDARDS FOR COMMUNITY UNIT PLANS

Section 1. GENERAL REQUIREMENTS

"Following is the method of calculating the maximum number of dwelling units. for an amount of land area in a particular zoning district; however, the developer shall in no way assume that the City will grant the calculated maximum number of dwelling units. The City will also consider the character and density of the surrounding land area, the height, width, length and position of the proposed buildings, the proposed open space along the exterior limits of the CUP, the usefulness of all the proposed open space, and the total area covered by proposed buildings and pavement, and traffic volume and circulation." (*Resolution A-83141; 12-20-04*)."

“Section B number 7

c.The open space is reasonable accessible by pedestrians from 75 percent of all dwelling units within the cluster”

1.5 Parking

All parking within the community unit plan shall be regulated in conformance with the provisions of [Chapter 27.67](#) of the Lincoln Municipal Code.”

I quote these items as examples of the problems with this project. That is why I feel that this development plan cannot be approved as is. If the developer had not requested so many exceptions to the codes and had been willing to do a smaller number of apartments, it would be an acceptable project.

I appreciate your attention to this matter. I urge the council not to approve this plan in its current form.

Sincerely,

Mary Lou Reeves

3236 Dudley St.

Lincoln, NE 68503

reevesmary34@gmail.com

Angela M. Birkett

From: Steven McFadden <chiron@chiron-communications.com>
Sent: Thursday, March 11, 2021 4:48 PM
To: Council Packet
Cc: Steven McFadden
Subject: Re: Special Permit 21003 Gate House Row Apartments

[CAUTION] This email comes from a sender outside your organization.

Re: Special Permit 21003 Gate House Row Apartments

Dear Lincoln City Council,

I write to express my concerns about Hoppe Homes proposal to build 98 housing units on Lincoln's N. 36th St. The proposal strikes me as an effort to stuff 98 bushels of corn into a 40-bushel truck: an obviously bad fit. Obvious, also, that it will inevitably lead to problems.

My wife Elizabeth and I live in the neighborhood at 301 N. 35th St. (corner of Q and N 35th). We know our neighborhood well, and so are capable of describing the current state of affairs, and the likely detrimental impact of the proposed development.

Of primary note, N. 35th St. is supposedly a narrow and busy "two-way" thoroughfare. However, parking is allowed on both sides of the street, which essentially squeezes the ways north and south into a narrow one-car-at-a-time, one-way lane. Consequently cars traveling either direction on N. 35th must routinely stop, pull to one side or the other, and wait to let cars coming the other way go by. Then when the coast is clear, they can move ahead. For most of the street there is no room for two moving vehicles to go by each other. One driver must yield and wait.

Since as the proposal notes there are no other routes available to exit from the Hoppe Homes project, then all new residents of the proposed development will be forced to take turns squeezing along N. 35th, whether headed north or south. That's going to make an already congested street even more congested, a concern not just for drivers but also for the many children in the neighborhood.

North 35th St. is a busy bike route. It has official designation as a Lincoln bicycle thoroughfare, and it carries a lot of bike traffic every day. When school is in session many UNL students ride to and from East Campus. Since there is no crosswalk nor are there any signs or signals at the intersection of N.35th and Vine St., riders must wait there for one of the fleeting opportunities when there is no east or westbound traffic. It's a very tricky yet necessarily busy bike and pedestrian bike crossing. Adding another 100+ or residents to the neighborhood-- people who absolutely must use N. 35th St.-- will further congest and complicate this troublesome situation, as will the steadily increasing number of delivery trucks, which are now a significant part of city life.

Snow is another issue. It's just not cleared in this neighborhood, at least not promptly. For example, following the significant 13' snowfall of Sunday January 31, we did not see a plow on N. 35th (or anywhere else in the neighborhood) until the following Thursday, four days later. Our roads were all but impassable. The intersection of Q and N. 35, as well as the intersection of Q and N. 34th were vehicle traps. "A Bermuda Triangle," as one of our neighbors quipped ruefully. Car after car, and truck after truck became stuck trying to navigate through those key intersections.

No matter what the weather conditions, planners must consider the two end points for the relevant stretch of N 35th: from O St. to Vine St.

As currently set up, cars headed east on busy O St. can turn across west-bound traffic to enter N. 35th heading north. And cars heading south on N. 35th can cross the westbound lanes of O St. to then turn left onto the eastbound lanes of O St. Based on years of observation and experience, I recognize that these can be troublesome maneuvers, particularly at rush hours. Adding another 100+ drivers, and their visitors and food and

product deliveries (an estimated 700 new vehicle trips a day), will further discombobulate key N 35th St. intersections at both O St. and Vine St., two of our city's main thoroughfares.

Please note that, with an estimated 700 additional vehicle trips a day to and from the development, there will be further major traffic issues on both Q. and R St. between 36th and N. 33rd Both of those streets allow parking on both sides, and thus -- for all intents and purposes during most hours of most days -- they function as one-lane, one-way streets. Only one vehicle at a time may proceed; vehicles coming in an opposite direction must find a place to pull over and wait till the vehicle going the opposite way goes by. I speak from long experience on Q. St. in particular, where this is a problem. The proposal will make it far worse.

All these issues require careful thought, careful planning, and careful implementation of wise interventions.

Hoppe Homes has apparently assumed an all or nothing stance on their scheme to jam 98 units into a space that is inadequate for that density. If the company cannot see the wisdom of a more sensible number of units (perhaps 50 or so as the Hartley Neighborhood Association has advised), then they should walk away.

Lincoln can do much better. Why not invite proposals to create a land trust, and to build housing that low-income citizens can invest in and eventually own? That's the American Dream as I know it, not paying rent all your born days for a highly congested living situation that you will never own, never have a say about.

Please reject this overstuffed, neighborhood-distorting, traffic-congesting proposal, and instead put Lincoln on a path of housing wisdom.

Respectfully yours,

Steven McFadden

301 N. 35th St.

Lincoln, NE 68503

402-304-6580

Angela M. Birkett

From: Kathy <khalada@neb.rr.com>
Sent: Thursday, March 11, 2021 5:02 PM
To: Council Packet
Subject: Special Permit 21003 Gate House Row Apartments

[CAUTION] This email comes from a sender outside your organization.

I am contacting you to express my disappointment with the proposed apartments to be built on Wyuka land. My biggest concern is the extra traffic that this will bring in and out of the neighborhood. Most if not all of the streets have cars that park on both sides of the street, which means only one car can get through at a time. How will we ever get thru with that much extra traffic? How, God forbid, will a fire truck or ambulance get through? Also there are school buses that bring kids to and from school and it will be harder for them to do their job. That also brings up the fact of kids walking to and from school and their safety crossing streets. I don't even want to think about winter time and how that will work. The winter storm this year we didn't get our street and the surrounding streets plowed until late Thursday afternoon; 4 days after the storm! Can you guarantee that won't happen again? Some planning needs to be done for traffic flow because if these apartments have even one vehicle and I am assuming some will have multiple vehicles, that is at over an extra 100 to 200 plus vehicles going through the neighborhood. How will we get in and out of our driveways? This will drastically change our neighborhood and I don't feel in a good way.

Please consider my concerns for the safety of all in the neighborhood.

Kathy Halada
3424 R St

Sent from my iPad

Sent from my iPhone

Angela M. Birkett

From: Candice Burkey <candice_burkey@yahoo.com>
Sent: Thursday, March 11, 2021 5:48 PM
To: Council Packet
Subject: AGAINST Wyuka Gatehouse Rows proposal

[CAUTION] This email comes from a sender outside your organization.

February 24th, 2021

Candice Beck
307 N 36th St. Unit A
Lincoln NE, 68503

Dear City Council Members,

I am writing you today regarding the proposed development of the west edge of Wyuka Cemetery, Gatehouse Rows. I am against this proposal for several reasons in which I will touch on shortly, however, I would first like to give you a bit of background on myself. I live on the corner of 36th and Q, directly across the street from this potential development. My husband and I purchased this lot about a year ago from my grandfather and built a duplex on the property in which we currently occupy one side and my mother-in-law occupies the adjacent side. My mother and my grandfather live at 3528 Q st., my next-door neighbors, who will also be affected by this development so you can understand my emotional investment in this neighborhood. It wasn't just my family that drew us here, we were drawn to the cemetery and the park like atmosphere long before we decided to make this our permanent residence. We would drive to Wyuka several times a week to walk our dog and enjoy this green space conveniently located right in the middle of Lincoln. So, you can understand our devastation at the news of the Gatehouse Rows, specifically the size of the project, that will obstruct our view and connection to this beautiful space and negatively impact the neighborhoods infrastructure, safety, and overall quality of life for the citizens in this neighborhood indefinitely.

In regards to safety, adding 98 units to this site will result in an additional 100-200 plus cars in the area with minimal parking spaces as Hoppe requested a waiver to reduce parking spaces per unit from 2 to 1.4. This will require tenants and their guests to park on the narrow streets that are already lined with cars any time of the day. As discussed at the Planning Commission Hearing, this will also lead to approximately 700 more trips that will be diverted directly through the neighborhood because there are no through streets to O or Vine. This concerns me greatly because of several unmarked intersections in the area, for instance, 35th and Q and 34th and Q which I travel through daily and I can say from firsthand experience that people do not properly yield to the "right of way". This neighborhood is also difficult to exit as 35th and O is a right turn only and due to high traffic volume, 33rd and Q can be difficult to exit as well, especially with a left hand turn which will only add to traffic congestion.

I also have concerns regarding the financial funding behind this project, specifically the TIF financing from the Blight Study that was done. As a result of this Blight Study, my property was blighted, despite it being brand new and meets all building codes and is very well maintained. This was brought to the attention of the Planning Commission and Department, that a brand-new property was included in the study. This doesn't seem like an appropriate application of the TIF program and allocation of tax-payers money.

My husband and I faithfully adhered to all the city ordinances and building codes regarding set-backs to maintain safety and the character of this neighborhood which is one of the oldest in the city of Lincoln. If the density is reduced to 54 units, the density supported by Hartley Neighborhood Association, then no special waivers for setbacks would be required, the character of the neighborhood is maintained, parking and traffic concerns would be proportionately reduced and the city would be 54 units closer to their goal of 5,000 Affordable Housing Units.

I understand the need for affordable housing, just not in an already over-crowded, stressed and high crime area. I highly suggest that if you are for this project, you drive through the neighborhood to see the concerns I have addressed in this letter. Thank you so much for your time and consideration in this matter. If you have and questions or would like to further discuss any issues, my phone number in 402-540-9001.

Candice S. Beck

Sent from [Mail](#) for Windows 10

Angela M. Birkett

From: Sue Burkey <sueburkey@yahoo.com>
Sent: Thursday, March 11, 2021 6:29 PM
To: Council Packet
Subject: Wyuka Gate House Row Proposal

[CAUTION] This email comes from a sender outside your organization.

Hello,

I understand that it may be difficult for some members of the City Council to say 'no' to 98 affordable housing apartments, as proposed by the Wyuka development plan. We have a commitment to provide affordable housing, and our Mayor has identified that as a priority for our city and communities.

Unfortunately, this proposal is simply not a good fit for the identified site at Wyuka. It is far too dense for the site. One thing that sticks out regarding the density of the project, is the fact that the site is too small to allow for appropriate parking. Instead of the required 2.0 parking spaces per unit, the developer has requested a waiver to all them to reduce that number to 1.4 per unit. Available space will not allow for the installation for more parking.

If this waiver is approved, it will force the new residents to park some of their personal vehicles on the already crowded adjacent streets, and relegate all visitors to the complex onto the neighborhood streets.

My question is this; don't our lower income community members deserve the dignity of having adequate parking in newly built housing? Or do they give up the right to safely park their vehicles because they live in affordable housing? Please consider what stripping these people of this basic right (which is so important that we have a city ordinance outlining requirements) means, when 'non-affordable' housing is required to provide the prescribed 2.0 parking stalls per unit.

City Council Members, I ask that you do not say 'no' to 98 units of affordable housing, but rather say, we can do better than this!

A reduced number of units - 54 is what the Hartley Neighborhood Association has recommended- would allow for proper set-backs, appropriate parking, less traffic, and less negative impact on the existing low-income neighborhood.

I ask that you resist the urge to approve this project simply because the numbers seem so attractive. When you factor in the loss of the dignity that comes from being denied a basic amenity like being able to safely park your vehicles, that number of 98 starts to pale. We can do better than this.

I ask that you resist the pressure to take this easy route to 98 affordable housing units, and instead, demand a project that provides a level of dignity, safety and service to the community that the people of Lincoln deserve.

Thank you for your attention to this matter.

Sue Burkey
3528 Q Street

Sent from my iPad

Angela M. Birkett

From: Megan Esquivel <meganesquivel22@gmail.com>
Sent: Thursday, March 11, 2021 7:22 PM
To: Council Packet
Subject: Wyuka-Gate House Row Proposal

[CAUTION] This email comes from a sender outside your organization.

Members of the City Council,

My name is Megan Esquivel and I am opposed to the proposed Wyuka-Gate House Row development.

Putting 98 units on such a narrow strip of buildable land is too dense. It will cause traffic problems for the neighborhood, and with the requested parking waiver, the parking would be a nightmare, both for the apartment residents and the existing neighborhood.

The Hartley Neighborhood is one of the oldest core neighborhoods in the City of Lincoln, and trying to squeeze 98 units of affordable housing onto a too small tract of land will cause too many problems. Please either reduce the number of units in this development to 54 or less, or relocate the project to a more suitable location.

Please do not approve this simply because it gets us closer to our goal of building more affordable housing, but rather demand that the developments proposed are more suitable to the specific sites and surrounding neighborhoods.

Thank you for your consideration in this matter.

Megan Esquivel

Angela M. Birkett

From: Jaime Esquivel <j.a.esquivel1@gmail.com>
Sent: Thursday, March 11, 2021 7:26 PM
To: Council Packet
Subject: Wyuka-Gate House Row Proposal

[CAUTION] This email comes from a sender outside your organization.

Members of the City Council,

Hello. My name is Jaime Esquivel and I am opposed to the Wyuka-Gate House Row development proposal.

I have family members who live in the Hartley neighborhood, and am concerned that a development of this size, in a neighborhood that is already one of the most densely populated in the city of Lincoln, will cause real problems. There is no direct access from the projected site to an arterial, and as such, all traffic will have to be routed thru the neighborhood. This causes safety concerns, as well as a much higher traffic volume than the neighborhood currently supports.

The waivers that have been requested for this project are also a concern. Between the request for a set-back of only 10 feet and the required parking being reduced from 2.0 to 1.4 per unit, the implication is that the developer is trying to put far too many units on the small parcel of buildable land. Additionally, the proposal would cut off the existing neighborhood from any visual or meaningful connection to the adjacent Wyuka property, which is such a vital part of the neighborhood. Residents utilize the green space to walk their dogs, meet up with friends and enjoy a quiet moment in nature. This 'wilderness within the city' is a historic part of Lincoln that must be honored and protected.

I support our city's goal of adding more affordable housing. I do not support this proposal. Please either reduce the number of units to 54 or less, or relocate the project to a more suitable site.

Thank you for your consideration, and for your service in the City Council.

--

Cheers,

Jaime A. Esquivel
Cell: (830) 734.7446
j.a.esquivel1@gmail.com

Angela M. Birkett

From: Kelley Huffman <jhuffmank@yahoo.com>
Sent: Thursday, March 11, 2021 8:11 PM
To: Council Packet
Subject: Special permit 21003 Gate House Row Apts

[CAUTION] This email comes from a sender outside your organization.

I am writing in opposition to the proposed build on 36th street between Q and R.

I am a property owner with a home on 35th and S.

This area of Lincoln is a GEM. The neighborhood is quiet. Neighbors actually converse with each other as they walk by, children and adults ride bikes (in the street), people walk their dogs or people just walk.

I can not imagine how all of that could change with the amount of traffic that will come with the amount of apartments that are being proposed.

Will there be adequate parking?

I also don't believe that Hartley Elementary would be able to absorb any more students that would possibly be a part of these families.

Also I have a concern with the partnership with Centerpointe. Would this be a revolving door of Centerpointe clients moving in and out?

PLEASE do not make our neighborhood another like the 18-20th and Knox (Belmont) area.

Thank you for listening,
Kelley Huffman

Angela M. Birkett

From: Sara Beck <Liberty07@gmx.com>
Sent: Friday, March 12, 2021 7:42 AM
To: Council Packet
Subject: RE: Special Permit 21003 Gate House Row Apartments

[CAUTION] This email comes from a sender outside your organization.

Sara Hord Beck
36th & Q St. (Across the street from Wyuka Cemetery)
Lincoln, NE 68503
Email: Liberty07@gmx.com
March 12, 2021

RE: Special Permit 21003 Gate House Row Apartments

Dear City Council Members,

In 2020, my family built a brand new home on the corner of 36th & Q St., directly west of Wyuka Cemetery. It is a duplex, not even one year old. I love living here next to my family. I grew up on a farm and this lot, which faces the cemetery, is like a serene, rural setting with gorgeous, mature trees, birds and wildlife. My family could not actually build the duplex they wanted to build, but had to follow the letter of the law, according to the R4 zoning requirements with specific setback requirements, etc. My family worked hard building, not only their own home, but it's also an investment for their future, using their own money and sweat equity. Now Fred Hoppe wants to rip all that away. He knows his proposal will negatively impact our property values in a disastrous way.

Fred Hoppe uses profanity, in front of the planning commission stating how hard he has worked on this proposal to build these 98 low-income housing units. However, he is paying a 'penny on the dollar' for the Wyuka property, and us taxpayers are flipping the bill for this whole development. Fred Hoppe also knows this will destroy, not only our home, but our property value. The zoning laws are there for a reason- To keep uniformity in a neighborhood and protect the individual homeowners. Our property value will drop like a rock with 98 low-income housing units going in across the street and UNBELIEVABLY, WITH ONLY A 10 FOOT SETBACK!!! We are absolutely devastated by this proposal.

The Hartley neighborhood is already a densely populated neighborhood. The big, historic homes are well maintained, but most aren't owner-occupied. Therefore, this is one of the highest crime areas in Lincoln, because of the high density & high renter to owner ratio. The streets are narrow and lined with cars all the time, leaving only a single lane to drive on. It is already difficult to get in & out of the neighborhood. Mr Hoppe has to get the area labeled "Blighted" to push his project through, but all the homes are in 'good to excellent' repair. The duplexes on 36th St were built in the 80's and ours in 2020. None of the homes in the whole neighborhood would qualify as blighted by any stretch of the imagination.

Please VOTE "NO" on this proposal. We are in favor of construction of affordable housing, possibly 48-54 units for the area, WITH sufficient off-street parking. Thank you.

Sincerely,

Sara Hord Beck

Angela M. Birkett

From: Brenda J. Thomas
Sent: Friday, March 12, 2021 8:15 AM
To: Angela M. Birkett
Cc: Geri K. Rorabaugh; George J. Wesselhoft; Steve S. Henrichsen
Subject: Gatehouse Rows - Presentation for City Council Meeting
Attachments: GATEHOUSE PRESENTATION - F. HOPPE.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Good morning, Angela. Attached is a presentation from Jake Hoppe to be available at the City Council hearing Monday. Please let me know if you have any questions. Thanks. 😊

Brenda Thomas
Senior Office Assistant
Lincoln-Lancaster County Planning Department
555 South 10th Street, Ste. 213
Lincoln, NE 68508
402-441-7491
bthomas@lincoln.ne.gov

From: Jake Hoppe <jake@hoppehomes.com>
Sent: Friday, March 12, 2021 7:36 AM
To: George J. Wesselhoft <GWesselhoft@lincoln.ne.gov>
Subject: Gatehouse Rows - Presentation for City Council Meeting

[CAUTION] This email comes from a sender outside your organization.

Hey George,

Could you make the attached presentation available for the city council meeting on Monday?

Thank you!

Jake

Hoppe Homes
Vice President, Development and Finance
402.730.9639

Gatehouse Rows

*A community-scale response to Lincoln's
affordable housing needs*



Site Plan



Select Elevation looking West to East



Fits Exactly within the Newly Adopted Affordable Housing Strategic Goals

	Description of Goal	Project Response
Preserve Existing Affordable Housing	<ul style="list-style-type: none"> Maintain the existing stock of affordable housing 	<ul style="list-style-type: none"> Removes no existing units
Expand Affordable Rental Units	<ul style="list-style-type: none"> 5,000 units priced <\$1,000 / unit Priority for proximity to public transit Make development more appealing 	<ul style="list-style-type: none"> ~100 units well-served by public transit
Increase Housing Variety	<ul style="list-style-type: none"> Prioritize “missing middle” housing and deprioritize 3 story, double-loaded hallway configuration 	<ul style="list-style-type: none"> Design is a distinct housing product emblematic of “missing middle”
Create Mechanisms & Partnerships for Sharing Risk	<ul style="list-style-type: none"> Create partnerships and mechanisms to share risk 	<ul style="list-style-type: none"> Risk sharing with NHR Creating financing consortium with syndicator & local banks
Make Options Available to All Residents	<ul style="list-style-type: none"> Provide affordable housing near job opportunities and within existing neighborhoods 	<ul style="list-style-type: none"> Central location on the edge of established Hartley neighborhood
Increase Land for Multifamily & Missing Middle	<ul style="list-style-type: none"> Zoning should support multifamily and “missing middle” housing types 	<ul style="list-style-type: none"> Requesting zoning appropriate to meet affordability goals for the project



Project Overview

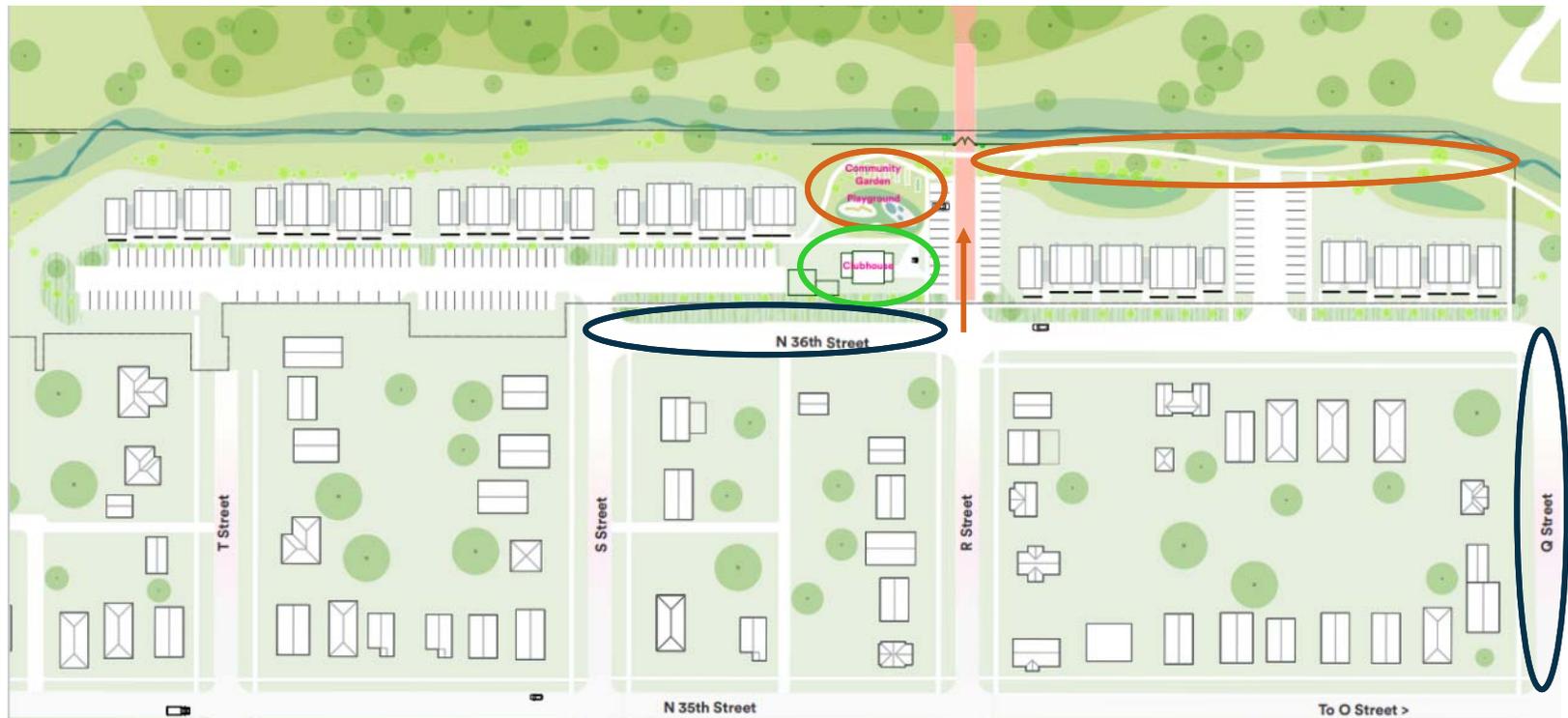
An affordable rental in-fill project with city-wide collaboration

- A 98 unit row-home style development on 8.72 infill acres on the eastern edge of Hartley (west edge of Wyuka), within walking distance of Hartley elementary
- 100% of the units will be affordable to individuals and families at <60% AMI
- Creating a unique financing consortium that will scale to incentivize additional development
 - 4% LIHTC Bond financing
 - New state 4% tax credit match
 - Private bond placement to a consortium of local banks
 - Sale of tax credits to new Lincoln-focused syndication
- Broad community support from organizations that know the practical challenges and opportunities of affordable housing, as well as the Wyuka trustees
- Significant and transparent neighborhood engagement with major project adaptations made
- Planning commission has recommended approval for the change of zone and plan amendment, and issued final approval for a CUP with 98 units
- Requesting action from the council this evening, to facilitate application process (previously expected 3rd reading on March 15)



A site plan focused on creating a unique sense of place

- Project is paving unpaved portions of 36th street and Q street 
- Preserving the historic home as a community center and the historic elements of the entrance into Wyuka 
- Adding community amenities such as a community garden, walking trail and playground 



Unit designs meant to mimic the scale of a historic, single family neighborhood

- Project received strong positive feedback from the Urban Design committee
- Lauded the “activation” of the space with the amenities, its permeability, and the preservation of the neighborhood’s relationship to the cemetery



Neighborhood Concerns and Development Response

	Concern Identified	Project Response / Compromise <i>if available</i>
Density	<ul style="list-style-type: none"> Project is too dense in light of unpaved streets and no arterial access 	<ul style="list-style-type: none"> Density is core to project success We are paving unpaved streets
Onstreet Parking	<ul style="list-style-type: none"> Parking should be on-site 	<ul style="list-style-type: none"> Parking has been moved on-site
Parking Ratio	<ul style="list-style-type: none"> Parking ratio should be 2 spaces / unit for larger units 	<ul style="list-style-type: none"> Parking can be considered 2x / unit for 2BRs and 1x / unit for 1BR
Vine Access	<ul style="list-style-type: none"> Access to Vine is necessary for entrance and exit 	<ul style="list-style-type: none"> City staff has made clear this is a non-starter, out of our control
Ownership	<ul style="list-style-type: none"> Encourage the provision of an ownership option 	<ul style="list-style-type: none"> Financing mechanism does not allow for an ownership option
3600 R Street	<ul style="list-style-type: none"> We should work with ownership to mitigate their concerns 	<ul style="list-style-type: none"> Proposing to purchase their site in a mutually amenable agreement

Density is critical to project success

The current project matches its sources and uses

Every unit decline reduces our possible project sources by ~\$160,000, but reduces our project uses by only ~\$130,000, creating an imbalance of \$30k

Moving to 80 units would create a financing gap of up to \$500,000

The fixed costs associated with land acquisition and consolidation, off / onsite improvements, soft costs, and costs to meet neighborhood / planning recommendations are very high

The amortization of these costs to a smaller project would be our 5th largest line-item expense after framing & carpentry, electrical, HVAC, and plumbing

Increasing the Number of LIHTC¹

To increase the appeal of the [LIHTC] program, filling the gap between what the credits can cover and development costs will have to occur

1) Lincoln Affordable Housing Action Plan, "A Path Forward, Chapter 4", page 85

Density significantly below R-4 maximums and follows numerous precedents

Project Density	
<u>Item</u>	<u>Calculation</u>
Units Proposed	98
Approximate Acreage	8.7
Units / Acre	11.24
<u>Allowable Density Maximum</u>	
R-4 CUP Maximum	121.5
Affordable Density Bonus	30.4
R-4 CUP Affordable Maximum	151.8
Units Proposed as a % of Max	65%

Densities Observed in Hartley

Precedent Examples Similarly Situated

Densities in the Hartely Neighborhood		
<u>Location</u>	<u>Units / Acre</u>	<u># of Units</u>
211 N 44th	19.3	458
142 N 32nd	41.0	66
3535 Vine*	13.3	17
2909 Q	33.3	11
2741 P St	27.8	10
2935 Q	27.3	9
2920 P	27.3	9

Sampling of Precedent Densities				
<u>Complex</u>	<u>Address</u>	<u># Units</u>	<u>Density</u>	<u>Zoning</u>
Chateau La Fleur	1200 Berkshire Ct	354	11.2	R-4
The Walter	5501 Sea Mountain Rd	100	18.1	R-2
Ridge Hollow	5831 N 23RD ST	100	17.1	R-4
CenterOaks	2035 N 28th St	30	12.8	R-4

* Note - Adjacent property to development



Appendix

Observations Re: Traffic Study

- 98 units, versus 80 units, would result in an increase in peak traffic count by ~8 & 10 vehicles, respectively
- The traffic patterns for entrance & exit are diverse O / Vine / 33rd (~40% / 30% / 30%)
- As noted, no concerns about capacity from staff or engineers

Observations Re: Parking Ratio

- Site is served by 141 on-site parking stalls and the project is creating 29 additional off-site stalls by paving 36th Street North of R and comparable number on paving Q Street
 - ~20+ off-site stalls on 36th South of R
- Project is increasing on-street parking in the immediate adjacent area by ~50+ stalls
- 60% of rental units in Hartley have 1 or fewer vehicles / unit, 90% 2 or fewer

Landscaping Plan



Legend

- ① APARTMENT BUILDINGS
- ② STORMWATER DETENTION
- ③ EXISTING CARETAKER HOUSE
- ④ EXISTING BRICK PAVEMENT TO REMAIN
- ⑤ NEW PUBLIC ROAD
- ⑥ ON-SITE PARKING LOT
- ⑦ EXISTING DRAINAGE CHANNEL
- ⑧ WEST EDGE LANDSCAPE SCREEN
- ⑨ EXISTING EAST LANDSCAPE SCREEN

City Council Members,

As a resident of the Hartley Neighborhood I have concerns regarding the proposed development, the primary concern being traffic. While myself as well many of my neighbors have compelling anecdotal evidence regarding the traffic issues on 35th Street, the numbers offer an equally compelling case for why this development should not be allowed to go forward as proposed due to traffic concerns. While the developer provided a traffic memo about the proposed development, the traffic memo suffers from several shortcomings. In this letter I detail some of these issues and show that the proposed development would violate two requirements of the city's access management policy for new developments.

One of the most significant issues is capacity of 35th Street the traffic memo's analysis is based on. **The 3500-6000 vehicle capacity ADT capacity cited is not appropriate for a residential street like 35th Street**, but rather a 2 lane collector street such as South Folsom Street or Van Dorn Street between Normal BLVD and & 70th Street . To qualify as a two lane street 35th Street would have to have a minimum passable width of 24 feet. With on street parking, no portion of 35th Street meets this standard to qualify as a two lane street. In fact, in areas where cars park on both sides of the street the effective width is less than 12 feet, making 35th less than a single lane wide.

A more reasonable capacity estimate for a residential street based on the highway capacity manual is 1,000 vehicles per day. LTU has confirmed this as a typical estimate of capacity for a residential street, although other factors such as parking density, access point density, bike and pedestrian density should also be considered. 35th Street has a high amount of on street parking, high bike traffic since it is a shared bike path, and increased pedestrian traffic from both from Hartley elementary school and walkers and runners accessing the MoPac trail. Meaning **the capacity of 35th Street is no more than 1,000 daily vehicle trips, and likely less than that considering bike and pedestrian usage.**

Additionally, the traffic counts on 35th street used in the analysis were taken on Dec 15, 2020. It is no secret that traffic has decreased during the pandemic. On Dec 15 traffic counts were taken on both 35th and 33rd near R Street. Comparing the 12/15/20 traffic counts at 33rd and R to the 4/2/19 counts on the segment of 33rd between O and Vine street we see that **the observed traffic on 12/15/20 is just 77% of the traffic on 4/02/19.**

Furthermore, measuring traffic on 35th near R is an inaccurate measure of the true nature of 35th Street. Because 35th Street serves as the primary access to the neighborhood from both O street and Vine street, traffic funnels onto 35th Street from throughout the neighborhood and the highest traffic volume occurs close to O Street and Vine Street. To illustrate this point I recorded traffic on 35th Street near Vine Street from 8am to 9am on 3/2/20, a Tuesday the same day of the week as the traffic memo recorded counts. Between 8 am and 9 am on 12/15/20 the traffic memo notes 41 vehicles on 35th Street near R street. However, at my house on 35th Street near Vine Street the traffic count was 60 vehicles. **This suggests that the traffic on 35th street near Vine is 146% of that of 35th near R street where the traffic memo count was conducted.**

Based on this information we revisit the pertinent question, will this development result in unacceptable traffic conditions. Per the cities access management policy this would occur if the level of service of 35th street is degraded to D or lower, or aggravates an existing traffic safety issue. Using a capacity of 1,000 vehicles per day, and the traffic counts and projected trip generation from the developers traffic memo

the proposed development would result in a volume to capacity ratio for 35th Street south of R street would be 0.78 or a D level of service. As shown in the previous section the traffic volume of 35th street near Vine Street is 146% of that observed on 35th Street near R Street. Using a current traffic volume estimate for 35th street near vine based on 146% of the traffic memo counts, **the proposed development would result in a volume to capacity ration for 35th Street near Vine of 0.88 or a E level of service.** These numbers do not take into account the impact of the bicycle and pedestrian use on the capacity of 35th Street which would further reduce the capacity of 35th Street.

The Lincoln Crash Data Analysis technical report Identified 35th and Vine as an intersection with concentrated crash activity. It also notes that there are limited options for effectively reducing the safety issues at 35th and Vine. Since this development would increase the traffic volume at 35th and Vine this aggravate the safety issues, and would further limit options for reducing safety concerns at this intersection. **The proposed development would result in an increase in traffic and would aggravate the known safety issue at 35th and Vine,** this puts the proposed development in violation of section VIII the city's access management policy for new developments.

Based on the information above we can conclude the following:

- **The true capacity of 35th Street is no more than 1,000 vehicles per day.**
- **A level of service calculation based on a 1,000 vehicles per day capacity, and the unrepresentative traffic counts provided by the developers traffic study would still result in 35th Street reaching the level of service of D which is deemed unacceptable in section VIII of the city's access management policy for new developments.**
- **A level of service calculation using more realistic traffic counts and a capacity appropriate for the nature of 35th Street with respect to pedestrian and bicycle usage would likely result in a level of service of E or lower.**
- **Regardless of the arguments that can be made regarding the capacity and traffic volume of 35th Street, further development would undoubtedly aggravate the safety issues at 35th and Vine identified in LTU's crash data analysis technical report. Per section VIII of the city's access management policy any new development must have a access plan that doesn't aggravate known safety issues.**

I ask that the city council deny the proposed development based on the fact it would violate the city access management policy in at least two ways: exceeding acceptable level of service and aggravating existing safety issues. While developing affordable housing is worthwhile goal, it should not come at the safety of the residents of the neighborhood both current and future.

While as a local resident traffic is my primary concern, I also have concerns about the tax increment financing proposed for the project. Tax increment financing diverts property tax revenue away from the property tax fund. Because of this I feel that the use of tax increment financing should be reserved for the rare cases where the property presents a hazard in its current form, such as containing abandoned buildings, or when the development will generate enough tax revenue in other forms to outweigh the diverted tax revenue.

The increase of adjacent property values is typically used as justification for the use of tax increment financing as the increase in property taxes on adjacent property offsets the money that is diverted from the property tax fund. In this case the site of the proposed development is a green space, more closely resembling a park than a hazard. Eliminating this green space and increasing the traffic and density of the neighborhood is likely to reduce adjacent property values rather than increase them. For these reasons I believe that the proposed development will be a net harm to the services funded by property taxes, namely our schools, and make meaningful property tax relief for Lincoln residents more difficult in the coming years.

Stephen Shield

616 N 35th Street

Lincoln, NE 68503

Angela M. Birkett

From: Kristin Cohn <mecohn5@hotmail.com>
Sent: Friday, March 12, 2021 2:00 PM
To: Council Packet
Subject: Hartley Neighborhood Wyuka Land

Regarding the housing proposed by Fred Hoppe in the Hartley neighborhood. Area impacted > Streets between Vine and O, North 33rd to North 36th.

On a rough count, counting only lots and not counting those on 33rd – only those impacting the neighborhood traffic – there are 15 blocks and roughly 190 lots. Mr Hoppe is proposing 98 units running along one street, maybe 4 blocks? – I don't know the exact land he is proposing. How is there enough space for 98 units and the cars that will need to park there?

Access in and out of this area is limited. O and Vine streets are limited because of medians and regulations at 35th & O only allows right turns. This means anyone attempting to go east on O street will have to go to 33rd and take a left at the light. Also, O St is a busy street, attempts to enter O heading west are not easy because N 34th and N 35th are so close to the 33rd and O intersection. Many people go to 33rd and take a right at the 33rd & O streets light to go west.

Access to Vine St is also limited to only 35th Street allowing right and left turns. I do not have accident records, but it already can be dangerous. We've been rear ended waiting on Vine to turn left onto 35th and have seen numerous accidents at that corner. 34th Street at Vine only allows a right turn because of the median but most people use 35th to enter Vine Street.

Considering the limited access north and south, there will undoubtedly be an increase of traffic entering 33rd St as there will be no outlet to the east because of Wyuka Cemetery. Right now, the 33rd & R street intersection can be difficult as there is a large amount of traffic coming from all four ways. There are numerous accidents there.

Because of the perceived "dangerous intersection" at 33rd & R many residents choose Q and other streets to enter 33rd. Parts of the day right now it is not excessively busy, and this is working fine. However, during rush hours(morning and evening) and school pick up times, 33rd St can be very busy, and cars can back up on Q, S and T streets trying to enter 33rd. Also, then we must consider we are a high-density area. There are usually cars parked on the streets. When cars are backed up, cars parked on the street and you add someone trying turn right onto the street this causes issues. Additional cars will only make matters worse.

So, to exit the neighborhood we have limited access North and South on 34th and 35th (north on 34th is seldom used, only right turns) and Q, R, S and T Streets. P St is not often used

because of its proximity to O street. Add the number of vehicles from 98 proposed units to an already strained traffic flow, without attempt to handle the increased traffic is reckless.

Now to address the traffic on the streets. We already are a high-density area. Many do not have driveways; some have alley parking but most park on streets. There are a few who have driveways but aside from a couple newly built duplexes, if people have driveways, they are only single driveways. It is very seldom two cars from opposing directions can drive at the same time on streets in the neighborhood. This is not to say it never happens, perhaps on a rare afternoon if you are in the neighborhood, you might be able to. It is fair to say most of the time you cannot. Some streets you will often have to wait your turn to drive the single lane down the middle. Again, add the excessive number of cars Mr. Hoppe is proposing and it will only be worse. How much worse is dependent on the number of units you will allow?

I am not sure how the infrastructure will work. Who is paying for the additional streets to connect or replace gravel, or sewer and water? The water pressure in our neighborhood is very low. It has been that way for the entire 29 years we've lived here, and we were told we are at the end of the line with old lines and there is nothing they can do. We cannot water our vegetable garden and shower at the same time. Will Mr Hoppe's proposal put a strain on that as well?

Talking with neighbors I do not believe anyone thinks nothing should be built. However, when we are told Mr. Hoppe is saying it's 98 units, all or nothing, it's concerning. We are hoping for compromise. Affordable housing, done responsibly could be a positive addition to our neighborhood. When it seems, someone is wanting to cram an excessive number of units that will undoubtedly put a strain on our neighborhood it is troubling. We are feeling like the poor stepsisters. Our neighborhood doesn't matter, our streets don't matter, our property values don't matter, we don't matter. Why is that? We would like the same regard as Mr Hoppe, and the future tenants of his proposed "affordable housing".

Thank you

Kristin Cohn
mecohn5@hotmail.com
311 N 34th St
Lincoln, NE 68503

Angela M. Birkett

From: Witherbee NA <witherbeena@gmail.com>
Sent: Friday, March 12, 2021 3:17 PM
To: Council Packet
Subject: Gatehouse Rows Community Unit Plan, SP21003
Attachments: WNA HartleyNA - Hoppe Development resolution _3-3-21.doc

March 10, 2021

Members of the Lincoln City Council,

For your reference, please find the attached resolution from the Witherbee Neighborhood Association in support of the Hartley Neighborhood's position relative to Special Permit 21003, Gatehouse Rows Community Unit Plan. The Witherbee Neighborhood borders are 33rd to 56th Street and O to Randolph Street.

As stated in WNA's resolution, there are several reasons the WNA membership voted unanimously to support the Hartley Neighborhood Association's position at our monthly meeting March 4, 2021.

First, we believe the density of the proposed development is not compatible with the Hartley neighborhood. A housing study completed five years ago, titled, "Clinton & Hartley Neighborhoods Housing Connection: A Study of Housing Opportunities & Solutions" looked at this same parcel of land and recommended that this site "was compatible with the building of 48 units in duplex and triplex buildings." (Please see reference to this study, M. Hunzeker letter to Planning Commission dated 2/12/2021.) Reducing the number of housing units to 54, as suggested by the Hartley Neighborhood Association, would provide 6.2 dwelling units per acre as compared to the proposed 98 units or 11.24 units per acre. The Planning Commission in their decision February 17th actually voted in opposition to the recommendation of the Planning Department who suggested 80 units as the maximum (8 dwelling units per acre). The Hartley neighborhood as described in the Planning Department report has 4.9 dwelling units per acre.

Secondly, we believe that affordable housing should be integrated within a neighborhood, and within neighborhoods throughout the city, creating a mix of individuals or families with varied income levels. Ninety eight dwelling units built in this manor segregates those in need of affordable housing into a group living in "row houses".

We can do better. Squeezing this many dwelling units into 4 acres of buildable land will result in a very compact development. The number of waivers requested alone is an indication of the overcrowding.

We realize there has been a great deal of collaboration and planning that has gone into this development and we praise the developer for all of his efforts in building affordable housing in Lincoln. But, perhaps even more collaboration is needed. Perhaps some of the infrastructure, paving of 36th St, for example, is a cost that the City should bear. This in turn, would reduce the developer's expenses, making it more financially feasible to build 54 units rather than 98.

Respectfully,

Kathy Holland,

President, Witherbee Neighborhood Association

witherbeena@gmail.com

**Witherbee Neighborhood Association Resolution:
Support Gatehouse Rows Development if the Proposed
98 Units of Affordable Housing Are Reduced to 54**

Whereas, Witherbee Neighborhood Association (WNA) was formed in 2003 in response to an oversized proposed development of properties located between Randolph and J Streets at 40th Street, and

Whereas, WNA and several other neighborhoods worked to have zoning improved from R-4 to R-2 to help protect and enhance the character of their neighborhood, and

Whereas, WNA conducts numerous activities each year to maintain and enhance the quality of life in the neighborhood and the Lincoln community, and

Whereas, WNA has a strong record of supporting home ownership and development, and supports reasonable infill development, and

Whereas, WNA's fundamental purpose includes preserving the quality of life in the Witherbee neighborhood area, and

Whereas, the sheer number of waivers requested in the Gatehouse Rows plan (actually, REQUIRED in order to fit so many units on the site) demonstrates that the site is overcrowded. It all comes back to the number of dwelling units. Less units would mean less waivers needed, and greater compatibility with the Hartley Neighborhood, and

Whereas, the Clinton & Hartley Neighborhoods housing study, which made specific recommendations for this exact parcel of real estate, recommending a total of 48 units, is supported by common sense and the proposed 98 units is not, and

Whereas, the city's efforts to encourage increased density and low-income housing should not be a myopic priority which creates more problems than it solves, and

Whereas, the Hoppe Homes proposal and its position of "98 units or none" puts the City Council in a position of choosing between an oversized proposal in the name of affordable housing and city density goals or a desirable quality of life for current and future neighborhood residents, and

Whereas, the proposed Gatehouse Rows plan contains many elements appropriate for an urban development course on what not to force upon a neighborhood or community, and

Whereas, if the proposed Gatehouse Rows plan is approved, each Council member and city leader supporting the oversized plan, should seek to have a Gatehouse development built near their home, and

Whereas, Lincoln can do far better than the Gatehouse Rows proposal,

Therefore Be It Resolved, WNA requests the City Council deny the proposal and encourage Hoppe Homes or other developers to propose a development of 48 – 54 affordable income housing units,

Be it Further Resolved, that WNA requests the City Council encourage the Mayor and appropriate city departments to work with neighborhood leaders to encourage low-income housing throughout the city.

Resolution approved by WNA on March 4, 2021

City Council Members,

As a resident of the Hartley Neighborhood I have concerns regarding the proposed development, the primary concern being traffic. While myself as well many of my neighbors have compelling anecdotal evidence regarding the traffic issues on 35th Street, the numbers offer an equally compelling case for why this development should not be allowed to go forward as proposed due to traffic concerns. While the developer provided a traffic memo about the proposed development, the traffic memo suffers from several shortcomings. In this letter I detail some of these issues and show that the proposed development would violate two requirements of the city's access management policy for new developments.

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Additionally, the traffic counts on 35th street used in the analysis were taken on Dec 15, 2020. It is no secret that traffic has decreased during the pandemic. On Dec 15 traffic counts were taken on both 35th and 33rd near R Street. Comparing the 12/15/20 traffic counts at 33rd and R to the 4/2/19 counts on the segment of 33rd between O and Vine street we see that **the observed traffic on 12/15/20 is just 77% of the traffic on 4/02/19.**

Furthermore, measuring traffic on 35th near R is an inaccurate measure of the true nature of 35th Street. Because 35th Street serves as the primary access to the neighborhood from both O street and Vine street, traffic funnels onto 35th Street from throughout the neighborhood and the highest traffic volume occurs close to O Street and Vine Street. To illustrate this point I recorded traffic on 35th Street near Vine Street from 8am to 9am on 3/2/20, a Tuesday the same day of the week as the traffic memo recorded counts. Between 8 am and 9 am on 12/15/20 the traffic memo notes 41 vehicles on 35th Street near R street. However, at my house on 35th Street near Vine Street the traffic count was 60 vehicles. **This suggests that the traffic on 35th street near Vine is 146% of that of 35th near R street where the traffic memo count was conducted.**

Based on this information we revisit the pertinent question, will this development result in unacceptable traffic conditions. Per the cities access management policy this would occur if the level of service of 35th street is degraded to D or lower, or aggravates an existing traffic safety issue. Using a capacity of 1,000 vehicles per day, and the traffic counts and projected trip generation from the developers traffic memo

the proposed development would result in a volume to capacity ratio for 35th Street south of R street would be 0.78 or a D level of service. As shown in the previous section the traffic volume of 35th street near Vine Street is 146% of that observed on 35th Street near R Street. Using a current traffic volume estimate for 35th street near vine based on 146% of the traffic memo counts, **the proposed development would result in a volume to capacity ration for 35th Street near Vine of 0.88 or a E level of service.** These numbers do not take into account the impact of the bicycle and pedestrian use on the capacity of 35th Street which would further reduce the capacity of 35th Street.

The Lincoln Crash Data Analysis technical report Identified 35th and Vine as an intersection with concentrated crash activity. It also notes that there are limited options for effectively reducing the safety issues at 35th and Vine. Since this development would increase the traffic volume at 35th and Vine this aggravate the safety issues, and would further limit options for reducing safety concerns at this intersection. **The proposed development would result in an increase in traffic and would aggravate the known safety issue at 35th and Vine,** this puts the proposed development in violation of section VIII the city's access management policy for new developments.

Based on the information above we can conclude the following:

- **The true capacity of 35th Street is no more than 1,000 vehicles per day.**
- **A level of service calculation based on a 1,000 vehicles per day capacity, and the unrepresentative traffic counts provided by the developers traffic study would still result in 35th Street reaching the level of service of D which is deemed unacceptable in section VIII of the city's access management policy for new developments.**
- **A level of service calculation using more realistic traffic counts and a capacity appropriate for the nature of 35th Street with respect to pedestrian and bicycle usage would likely result in a level of service of E or lower.**
- **Regardless of the arguments that can be made regarding the capacity and traffic volume of 35th Street, further development would undoubtedly aggravate the safety issues at 35th and Vine identified in LTU's crash data analysis technical report. Per section VIII of the city's access management policy any new development must have a access plan that doesn't aggravate known safety issues.**

I ask that the city council deny the proposed development based on the fact it would violate the city access management policy in at least two ways: exceeding acceptable level of service and aggravating existing safety issues. While developing affordable housing is worthwhile goal, it should not come at the safety of the residents of the neighborhood both current and future.

While as a local resident traffic is my primary concern, I also have concerns about the tax increment financing proposed for the project. Tax increment financing diverts property tax revenue away from the property tax fund. Because of this I feel that the use of tax increment financing should be reserved for the rare cases where the property presents a hazard in its current form, such as containing abandoned buildings, or when the development will generate enough tax revenue in other forms to outweigh the diverted tax revenue.

The increase of adjacent property values is typically used as justification for the use of tax increment financing as the increase in property taxes on adjacent property offsets the money that is diverted from the property tax fund. In this case the site of the proposed development is a green space, more closely resembling a park than a hazard. Eliminating this green space and increasing the traffic and density of the neighborhood is likely to reduce adjacent property values rather than increase them. For these reasons I believe that the proposed development will be a net harm to the services funded by property taxes, namely our schools, and make meaningful property tax relief for Lincoln residents more difficult in the coming years.

Stephen Shield

616 N 35th Street

Lincoln, NE 68503

Angela M. Birkett

From: Yahoo <mrsvavh@yahoo.com>
Sent: Sunday, March 14, 2021 8:54 PM
To: Council Packet
Subject: Emergency Declaration

To The City Council:

ENOUGH is ENOUGH

It is time to end the farce of a 'state of emergency' in Lincoln.

It is time to open the city along with the
rest of the state!!

It is time to listen to the desire of We

The People who voted for you to speak

For us and not against us.

Do the right thing!

Follow the Constitutional law as written,

For we ARE under its true meaning as of 2018.

We do not need your permission to live

Free because We Are Free. God gave us the

Right to be free and YOU have NEVER HAD

The right to tell us we're not.

OPEN the CITY- mask Free

South Dakota proved this was an absolute lie to be under this oppression.

They didn't close down their businesses. They did not mandate masks. They did not have any more deaths than
the normal death total for last year- do the research- its easy to find.

Lincoln city voting citizen

Valerie Hayden

[Sent from Yahoo Mail for iPhone](#)

Angela M. Birkett

From: jennifer manning <mspurple81@yahoo.com>
Sent: Sunday, March 14, 2021 9:25 PM
To: Council Packet
Subject: Emergency Declaration

Council members,

I am emailing you tonight to let you know how my family feels regarding the “emergency” we are supposedly still under. It has been a year. Enough is enough. At this point, with our cases dropping SUBSTANTIALLY, this feels like fraud. For Jane to say, “we won’t be able to get more federal funding”, this is not an ATM. This is the city or Lincoln’s lives and livelihoods. To try to keep the ED open to receive money that we no longer would need is fraudulent. To admit that on record was laughable. End the ED.

Jennifer Ziemer

Sent from my iPhone

Angela M. Birkett

From: KT ROE <ktroeloffs@gmail.com>
Sent: Sunday, March 14, 2021 10:03 PM
To: Council Packet
Subject: Emergency Declaration and Mask Mandate

Dear Lincoln City Council:

My name is Teresa Roeloffs and I live on Sheridan Blvd in the Lincoln Country Club neighborhood. I have been a Lincoln resident for 20 years. I am writing to you today to declare my opposition to the Emergency Declaration and to the Lincoln Mask Mandate. I feel very strongly that the Emergency Declaration and the Mask Mandate are a part of extreme government overreach which has put a huge restriction upon Lincoln residents' freedoms and liberties. I personally struggle breathing with masks and so it has especially been a very challenging year for me. I have felt very frustrated this entire year while living in Lincoln because of the mask mandates. The mask mandates have had me wishing that we had never moved from Sioux Falls, South Dakota to Lincoln 20 years ago because in South Dakota they have had a strong conservative Governor who has stood up for her people's freedoms and liberties and I greatly appreciate that! So today I am begging you to please work towards lifting the Emergency Declaration and Mask Mandate in order to return Lincoln back to the place that it was meant to be filled with freedom and liberty for its residents. You will make a huge difference in people's lives by lifting these restrictions from your constituents. Please Lincoln City Council, do the RIGHT THING for your people! Let freedom ring!

Sincerely,
Teresa Roeloffs

Angela M. Birkett

From: Nick Pischel <npischel@gmail.com>
Sent: Sunday, March 14, 2021 10:24 PM
To: Council Packet
Subject: Emergency Declaration MUST END!

City of Lincoln City Council Members,

All of you... All of you should be shamed. All of you should be ineligible for reelection... All of you have abdicated your sworn duties and have betrayed the city of Lincoln. Whether it was out of fear... Or panic, all of you have acted like draconian dictators stealing the rights of citizens and usurping Lincolnites liberty to live free lives.

You as a band tyrants have abdicated your position as a check an balance to the Mayor and are complicit in her running roughshod on businesses, freedom, and livelihoods. The data simply does not support an emergency order... The data does not and never has supported a mask mandate. Both MUST end now!

If you have any political aspirations in Lincoln, in Nebraska or this country beyond your absolute failure of last year, you would be well served to end the emergency declaration, end the mask mandate and allow Lincoln to live with liberty once again.

Nick Pischel

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"Always give without remembering; always receive without forgetting."
-William Barclay

Nick Pischel [3851 Mohawk Street Lincoln, NE. 68510](https://www.google.com/maps/place/3851+Mohawk+Street+Lincoln,+NE+68510/@40.81517,-96.70117,15z)

Angela M. Birkett

From: sondrak@twc.com
Sent: Sunday, March 14, 2021 10:33 PM
To: Council Packet
Subject: Emergency Declaration constituent input

To our City Council Members,

I'd like to provide input regarding the topic of whether or not to continue the Mayor's Emergency Declaration. I have heard that the mayor is concerned that if we no longer have an active Emergency Declaration, we may be ineligible for federal funding. I find this a terrible justification. Just because money could be turned off, does not mean you should say we are in a state of emergency. The manner in which we are able to go about our daily lives is in no way an emergency. This does not sound like an emergency to me:

- 20 new cases of COVID in our county today.
- All grocery stores are open.
- All doctor offices are open.
- All dentist offices are open.
- Restaurants are open.
- Everyone can get their hair cut.
- Everyone can shop in every store of their choice.
- You can go buy a car.
- You can buy a house.
- You can do your banking.
- You can go to your gym.
- You can go to the post office.
- Everyone can access transportation.
- We can go anywhere and do anything.

What aspect of our lives is in an emergency? We flattened the curve, and our numbers continue to fall. All this control over us was to keep the hospitals from being overwhelmed, which never happened. To say we are in an emergency, is LYING in order to get money and keep control over us. The ends doesn't justify the means.

If people are nervous about being around others and contracting any illness they can be as cautious as they see fit for themselves.

- They can go into businesses themselves, or have items delivered to their home, or order items and drive up to have it loaded into their cars. Our community is providing ever level of service imaginable. Our city is flexible, and our businesses are wonderful.

And on another topic, I personally feel the mask mandate needs to end immediately. People can continue wearing them if they choose, but people like me (asthmatic) cannot easily wear masks without exacerbating asthma causing health concerns, and we've been kicked out of society for a year. This is long enough, and abusive. For those nervous, they can wear two masks or stay home. I'm tired of being the one whose quality of live has been diminished. I want to be free to make choices for my own health.

Thank you for reading this email, and considering my views.

Sondra Kahler
Retired Speech Therapist with Lincoln Public Schools

Angela M. Birkett

From: Nicole Lyon <thelyoness86@gmail.com>
Sent: Sunday, March 14, 2021 11:03 PM
To: Council Packet
Subject: Emergency Declaration

Lincoln City Council,

My name is Nicole Lyon and I live in Lincoln, NE.

I am contacting you to request that you end the Emergency Declaration. The crisis of the pandemic is over and we now know what to expect. Is the pandemic still happening? Yes, but decisions don't have to be made unilaterally at a moment's notice.

Decisions must be made legislatively by you. Our local government must run the way it was designed and not its current unilateral monarchy.

If you look at other crisis situations that have happened - flooding, tornadoes, etc - They needed to declare the State of Emergency to receive the emergency funding. They did not need to hold the State of Emergency throughout the entirety of every single individual receiving the help they needed financially to rebuild. There is no precedent that would merit an unending Emergency Declaration.

The only thing I have heard from you is that it "MAY be needed to receive funding." I've watched your Director's meetings and never has anyone told you that it would be needed nor has anyone referenced data that back up that claim. It's fascinating how many of you are told something and then you only hear what you want to hear. You listen to the experts and then come to your own conclusion of what the answer is. I'll rewind and watch again to see what the expert actually said and it was exactly how I remembered - not how you heard it. (I'm looking at you, Jane)

Which makes it look an awful lot like ulterior motives could be the reason the Mayor and many of you want to continue this unilateral control of Lincoln.

You must get your job back. I know it's hard listening to people and making decisions legislatively - But that is your job.

Councilwoman Washington, Councilman Shobe and Councilman Christiansen - if nothing else is persuasive enough thus far - consider the fact that you are running for re-election and asking for your job back. Can you in good conscience ask for it back when you don't want it now if you vote to continue the Emergency Declaration?

Please respond and let me know where you stand on this issue and what you intend to do.

Thank you for your time,

Nicole Lyon

Angela M. Birkett

From: kurt_z28@juno.com
Sent: Sunday, March 14, 2021 11:25 PM
To: Council Packet
Subject: Please, End the Emergency Declaration

City Council Members,

First of all, thank you for serving as public servants on the Lincoln City Council. As a near lifelong resident of Lincoln, I take pride in my city as an continuation of the hardworking and honest values of Nebraska and of the nation where freedom, liberty, personal responsibility and individual rights are held in high accord.

On that note, I ask that you please completely, fully and entirely end every measure of the "emergency" declaration of the covid-19 mask mandates and end all business restrictions in relation to this. It has been a point of continual stress, frustration and overall incredible infringement of personal liberty, personal health choice and a vast governmental overreach of power. The emergency powers listed in the city code are meant to last for days not a year as it has been thus far. This mandate is not law and the role of the city government is not to police the citizenry in this way or make business' de-facto health enforcers.

I believe masks have marginal benefits and overall have more negative impacts on society as a whole than help in covid-19, which when we take a step back and look, has a very high survival rate for the vast majority of the population. A few of these negative effects are: masks are not meant to be worn constantly, they collect germs which can cause other infections and problems, they restrict oxygen which is needed to live, children need enough oxygen for proper brain development, children need facial expressions to learn and develop, it is making people largely unsocial, it is dividing people and not being talked about enough, it is de-humanizing. We need to weigh these pros and cons and decide what other things we are giving up and what other issues are being caused. We can be so safe that we are sorry.

Please, we need to move on from this. If we stopped wearing masks, stopped being fixated on risk dials that we can dial in to what ever we want, stopped with the covid dashboards and stopped being engrossed with how many people are being vaccinated and overall stopped reporting on all things covid, it would be over.

The city council, health department and mayor can dictate to the public if we are a city that generally values personal freedom and liberty or generally values more government power and control. End the emergency declaration and end ALL the restrictions. Give the option to people to wear, give business' the option to do as they see best. But do not force. I support local business but I also support local business who respect my right to choose what is best for me.

At the end of the day, only I can make health choices for myself. These natural rights are given to me by God and cannot be taken away by man or government.

Thank you for your time,

Sincerely,

Kurt Aksamit

Angela M. Birkett

From: Lee Johnson <rev.lee.j.johnson@gmail.com>
Sent: Sunday, March 14, 2021 11:51 PM
To: Council Packet
Subject: Emergency Declaration

Finally, you all have decided to get public feedback. Finally. After illegally changing the rules to approve a health director without time for public feedback. Then ignoring the charter and allowing emergency powers to a mayor going on a full year now. All of course without public feedback.

I want to remind you all that we have rights given to us by God. Inalienable rights. Life, liberty, and the pursuit of happiness. Clearly, the Lincoln city council does not believe such things. For a year you have done everything you can to take away our liberty and our pursuit of happiness. You have surely cost people their lives as suicides have increased. All in the name of the city knowing what is best.

What you all have done is illegal, immoral, and a disgrace to the freedom America is founded upon.

Please remove these illegal powers. And if you have any decency, all of you should resign.

Lee Johnson

Angela M. Birkett

From: Lee & Jenny Jo Johnson <j-j-s@juno.com>
Sent: Sunday, March 14, 2021 11:55 PM
To: Council Packet
Subject: Emergency Declaration

Dear City Council Members:

Please stop abdicating your responsibilities. There is no longer an "emergency!" There is plenty of time to debate and thoughtfully consider any further COVID-related policies. We have a mayor/council form of government, not a mayor only form of government. Step up and do the job you were elected to do.

Thank you,
Jennifer Johnson
Lincoln, NE

Angela M. Birkett

From: Sylvia Fuller <sfullers@icloud.com>
Sent: Monday, March 15, 2021 10:37 AM
To: Council Packet
Subject: Don't end the Emergency Declaration

Our Mayor has done her best to keep us safe, much to the chagrin of many who refuse to take any personal responsibility.

If more people cared about their neighbors & people in the community my twins would not have missed their first year of person high school. We would not have lost the lives of friends and family.

When you know better, you should do better.
To end the emergency declaration is not doing better.

Think beyond yourselves, it is everyone's right to live while keeping our community as safe as we possibly can.

Sincerely,
Sylvia Fuller

Angela M. Birkett

From: Richard Bagby <rpsgt@me.com>
Sent: Monday, March 15, 2021 10:55 AM
To: Council Packet
Subject: Support mask mandate extension

I support Lincoln's current mask mandate and ask that you support it as well. I ask that you support and follow the lead and recommendations of a Lincoln Lancaster County Health Department. I ask that you add stringent enforcement restrictions to encourage compliance from those who will not respect critical public health measures. Loss of license and business closure penalties are not too strict or too draconian for those who purposefully endanger all of us.

Richard Bagby
389 S 47th St
Lincoln NE 68510
4024888567

Angela M. Birkett

From: Mo Neal <moneal@unl.edu>
Sent: Monday, March 15, 2021 10:58 AM
To: Council Packet
Cc: Mo Neal
Subject: Opposition to Unmasking Lincoln Resolution

I stand in strong opposition to member Roy Christenson's resolution to repeal the masking mandate. His understanding of herd immunity, viral mutations and science in general is as expert as his understanding of human biology and gender issues – not at all.

Mayor Baird has been an exemplary leader in this pandemic putting the citizens' health above all other concerns. Had we been allowed like toddlers to go unmasked many more lives would have been lost in Lancaster county.

Now we are facing another turning point: the impact the variant strains have to replicate and run through the population unchecked. The scientists do not yet know how much, if any, protection the three major vaccines will give the people who have received them. This morning the news stated approximately 11% of USA has been vaccinated. That is nowhere near enough to provide protection from another strain of disease.

Now is Not the time to lift the mandate. We are so close to beating this if we just hold fast a few more months!

Sincerely,
Mo Neal

Angela M. Birkett

From: Melody Ell <ellrm@msn.com>
Sent: Monday, March 15, 2021 10:59 AM
To: Council Packet
Subject: Emergency Declaration Support

Hello - I am in support of continuing the Emergency Declaration for the City of Lincoln. My son is a college student. He is very high risk and has a life threatening condition. He has avoided getting COVID-19 by following the rules as set out by our Mayor. He has avoided crowds, worn a mask at all times when out of the house, when on campus, and in class. When he has had to actually go in to a business, we are thankful for the DHM's, because they do keep him safe. The DHMs are working and his staying healthy and COVID-19 free are a testament to that.

My son has NOT been vaccinated and it looks like he and I are at the end of the line for that, per DHHS and Governor Ricketts' rules.

He has sacrificed a lot during the pandemic, including income, time with friends and family, However, he is willing to do that to keep himself, and the community, healthy. His efforts AND the emergency declaration are why he has stayed alive and well. The Mayor has done everything she can to keep our city and community safe. With all that we know about COVID-19 right now, to dismiss the emergency declaration would be the wrong, and irresponsible, thing to do. When numbers are going down, or when people are "over it", is not the time to let down our guard.

Thank you for your time.

Melody Ell
5830 Margo Drive
Lincoln, NE 68510
402-440-7812

Angela M. Birkett

From: Brittany Bundy <bforal24@icloud.com>
Sent: Monday, March 15, 2021 11:02 AM
To: Council Packet
Subject: Emergency declaration

Let it be known that I do not agree with us being under an Emergency declaration.

Where is the threat? The vaccine is out! We are over a year into this- we know how to take care of ourselves. My health is my concern not yours.

How is the mayor spending all the money the city has received to stay under this declaration?

I have seen business after business closing down because of this “pandemic” and yet the city received all these funds to help the people here and yet places are closing. This is unacceptable.

We need to get our economy back up, get peoples mental help back and really show that we care about the people. Allow people to make their own choices to wear a mask and protect themselves. The government is not responsible for the people’s health- you are responsible and out in place BY the people to protects our rights. This has overstepped and overreached your powers. This must end. Thank you for your time.

Brittany Bundy

Sent from my iPhone

Angela M. Birkett

From: Mary Schwab <maryschwab3510@gmail.com>
Sent: Monday, March 15, 2021 11:25 AM
To: Council Packet
Subject: Extend the emergency declaration for the City of Lincoln

I am writing **in support of the emergency declaration that has helped Lincoln in the fight against Covid. Thank you for keeping us as safe as possible in the past year.**

I am writing **in opposition of the resolution to end the emergency declaration.**

Thanks to Lincoln's wise leaders and strength in times of crisis, we have achieved results well above the rest of the state.

Thank you.

Mary Beecham-Schwab

3510 Woods Avenue

Lincoln, NE 68510

MarySchwab3510@gmail.com

402-440-4131