

MAYOR'S NEIGHBORHOOD ROUNDTABLE

COUNTY/CITY BUILDING

555 SOUTH 10TH STREET

Room 303

Monday, November 10, 2025, 5:30 p.m.

Meeting Notes

- **Welcome and Introductions**

College View	Country Club	Clinton	East Campus	Everett
Tracy Corr	Dick Piersol	Gloria Eddins	Paul Johnson	Midge Pace
Hawley	Indian Village	Irvingdale	Witherbee	
Carrol Mathias	Andy Glueck	Roy Helm, Isaac Remboldt	Mary Schwab	

Other Attendees: Jon Carlson (Mayors Office), Rachel Christopher, Andrew Thierolf, Ayden Johnson, Ben Callahan, Jacob Schlange (Planning), Jesse Poore, Nabhan Alhajri (FHU), Stephanie Rouse (UDD)

- **Mayor Gaylor Baird Comments**

- Looking for ways to support families by strengthening affordable childcare through a \$250,000 allocation to Lincoln Littles (ARPA funding) to purchase 83 tuition assistance at childcare centers. Learn more [here](#).
- Proposed changes to the zoning code for childcare centers to address the frequency of waivers to make it easier to open or expand childcare centers (see attached text amendment)
- New cryptocurrency ordinance at a vote tonight at City Council to reduce crypto fraud at kiosks. Learn more [here](#).
- Looking for opportunities to support the food bank in their current time of need. Food donations are welcome, but cash donations go further with their ability to buy in bulk.
- Aging Partners has expanded number of meals out at Victory Park, Health Department created a food network map to find support. The map can be found [here](#).

- **ADU and Early Childhood Care Facilities Text Amendments Announcement (Ben Callahan and Jacob Schlange, Planning)**

- Text Amendment #25014 is a city-initiated application to amend provisions related to **Early Childhood Care Facilities**. Goals within this amendment include providing more flexibility with the allowed occupancy for residential daycare facilities, facilities located on local streets, and reduced provisions related to existing Design Standards. The amendment will provide new provisions allowing childhood care facilities to occupy existing buildings within residential neighborhoods, such as community centers or places of religious assembly for up to 50 children conditionally.
 - See attached draft language for more specifics; this will be at Planning Commission December 3.
- Lincoln currently allows **Accessory Dwelling Units (ADUs)** as a conditional use in R-1 through R-4 zoning districts. A text amendment is proposed revising the conditions to reduce some of the barriers to creation of ADUs related to lot area and setback requirements. Most conditions, including a cap on ADU size, an owner residency requirement, and parking requirement, remain unchanged in the proposed amendment. This item will come back to Roundtable in December for more discussion.
 - See attached handout for more specifics; Jacob will be back in December to go into more detail on this amendment. If you have specific questions before then you can email jschlange@lincoln.ne.gov.
- **Long Range Transportation Plan (Rachel Christopher, Andrew Thierolf, & Ayden Johnson (Planning) & Jesse Poore and Nabhan Alhajri (FHU))**
 - Would like to see mobility devices (assistive devices for those with mobility restrictions) addressed
 - lincoln.ne.gov/planforward has a [map to capture public comments with specific locations for improvements and is still open to provide your own feedback until the end of the week](#)
 - Performance based planning based on the 8 goals
 - Table Discussions:
 - What is good or a strength? Number of busses and their performances, street conditions, trail systems, short commute times, south bypass opening freed up Nebraska Parkway, bicycle use as a transportation mode, available downtown, RRFB's seem to be working
 - What is a challenge or problem? Not enough safe crossings, accessibility of bus stops, curb cuts, bike shares, lack of services within walking distances (grocery), scooters left all over, east bypass not progressing, limited accessibility to get out to I-80, lack of shelters at bus stops and poor winter maintenance, distracted driving, vacant homes, loitering on city property, 27th and Parkway traffic, speeding on Calvert between 27th and 40th, fast driving in residential areas in general, Holdrege Street speeding between 33rd and 40th, driver education for pedestrians in crosswalks, 24th to 26th no good crossings on O Street to get to the school,

construction

- What is the priority goal? Safety and Security (last time the plan was done it was Mobility and System Reliability, Safety and Security was third)

- **Announcements**

- Randolph open house Thursday at picnic shelter by Auld Pavilion
- East Campus Home Tour coming up in December 14th, email coming for tickets (\$20 per person, 6 houses included)
- Clinton potluck on December 1st at Salvation Army; Clinton has new leadership so new face coming to Roundtable
- The Lincoln-Lancaster County Health Department (LLCHD) is pleased to announce the expansion of operations at **HazToGo—Lincoln's Hazardous Waste Center**. This exciting project includes the construction of a new **material reuse store**, and the enhancement of **education and marketing efforts** designed to reduce toxic materials in our community. We extend our sincere appreciation to the **Nebraska Environmental Trust (NET)** for supporting this important initiative.

As a valued supporter and stakeholder, please join us to celebrate the new enhancements to HazToGo and get a first look at the reuse facility on **Thursday, November 13, 2025, from 1–3 p.m. at 5101 North 48th Street, Lincoln.**

Expanded HazToGo operations will allow residents to access **high-quality, gently used, or unopened products**—for the home, garden, hobbies, and more—**at no cost**. Inventory will change regularly. The celebration will showcase the types of products that will be available.

Beginning in November, **HazToGo will expand its hours:**

- **Wednesdays and Fridays:** 9 a.m. – 1 p.m.
- **Third Saturday of each month:** 9 a.m. – 1 p.m.
- The **reuse store** will open to the public during the same hours starting November 14, 2025.

- **Future Agenda Ideas**

- Traffic light cycle timing/lengths throughout the day
- Community Forestry and Tree Planting
- Winter operations by LTU (Jan/Feb)
- ADU's next month (who initiated the request to amend) and explanations on legality of living in RVs

- **Adjourned at 6:38 pm**

**Next Mayor's Neighborhood Roundtable Meeting
December 8 2025, 5:30 p.m.
City County Building Room 303**

27.06.080 Education and Instruction Use Group.

A building or premises may be used for the following use types as a permitted conditional use in the designated zoning districts and in compliance with the conditions of approval applicable for that use type.

a. Early childhood care facilities are allowed in the AG, AGR, R-1 thru R-8 zoning districts under the following conditions:

1. No more than a maximum of ~~fifteen~~ twenty children shall be present in the facility at any time;
2. In the AG, AGR, and R-1 thru R-8 zoning districts:
 - i. Such facilities shall be used as the permanent residence of the licensed child care provider;
 - ii. If the facility is located in a mobile home, the facility shall have a severe weather emergency action plan approved by the Health Department.
(NOTE: Early childhood care facilities with ~~sixteen~~ twenty-one or more children and early childhood care facilities with ~~fifteen~~ twenty or fewer children not meeting the specified conditions for the above permitted conditional use may be allowed upon approval of a special permit pursuant to [Chapter 27.63](#)).

b. Early childhood care facilities for no more than 50 children are allowed in nonresidential buildings within the AG, AGR, R-1 thru R-8 zoning districts under the following conditions:

- i. The facility is located within a nonresidential building, allowed in the R-1 thru R-8 district. Parking is not required per Chapter 27.67 of the Lincoln Municipal Code provided the facility does not exceed the parking required for the nonresidential building use.

c. Private schools are allowed in the R-1 thru R-8, O-1, O-2, O-3, B-1, B-2, B-3, B-5, H-2 and H-3 zoning districts, provided that no rooms shall be used regularly for housing or sleeping purposes, except when the school is in a single family dwelling.

(Ord. [21513](#) §7; August 21, 2023; Ord. [21401](#) §6; January 23, 2023; Ord. [19733](#) §30; June 25, 2012).

27.63.070 Early Childhood Care Facilities.

Early childhood care facilities may be allowed by special permit in the AG, AGR, R-1, R-2, R-3, R-4, R-5, R-6, R-7, R-8, I-1, I-2, or I-3 zoning districts under the following conditions:

- a. The application shall be accompanied by the following information:
 1. The number of children and number of staff members on the largest shift;
 2. A physical description of the facility and a site plan drawn to scale that includes, but is not limited to, the location and arrangement of parking spaces, the traffic circulation pattern, loading and unloading areas, fencing, play area, and entrances/exits to such facility.
 - ~~3. If the proposed facility is for twenty-one or more children and is located in a residential district, the application must also include a conversion plan which complies with the design standards for early childhood care facilities.~~
- b. Prior to occupancy, such facilities shall comply with all applicable state and local early childhood care and building requirements.
- ~~c. Facilities with twenty-one to thirty children shall be located on collector or arterial streets. Facilities with thirty-one or more children shall be located on an arterial street. The location of such facilities on such streets shall comply with the design standards for early childhood care facilities.~~
- d. The site plan and play area for such facilities shall comply with the design standards for early childhood care facilities.
- e. The parking and loading/unloading area for such facilities shall comply with the provisions of Chapter 27.67 of the Lincoln Municipal Code ~~except for: In residential districts, such parking and loading/unloading area shall comply with the design standards for early childhood care facilities.~~
 1. When a facility is located within a nonresidential building, allowed in the R-1 thru R-8 districts, parking is not required per Chapter 27.67 of the Lincoln Municipal Code permitted the facility does not exceed the required parking for the permitted non residential use.
- f. The facility shall not be located within the I-1 zoning district unless it is accessory to a permitted I-1 use.
 1. If the proposed facility is located in or within 300 feet of an industrial district, the applicant shall submit an evacuation plan and internal air quality control to the Health Department, for its review and recommendation. The Health Department will review information on the storage and use of hazardous chemicals in the vicinity. ~~evacuation plans and internal air quality control.~~
- g. The City Council may modify these conditions, except for condition (b).

(Ord. 21513 §8; August 21, 2023: Ord. 18480 §2; December 20, 2004: Ord. 17232 §12; August 18, 1997: Ord. 16894 §2; November 2, 1995: Ord. 16854 §42; August 14, 1995: Ord. 16606 §3; May 9, 1994: Ord. 15368 §18; December 18, 1989: Ord. 14728 §3; August 10, 1987: Ord. 14576 §1; January 5, 1987: Ord. 14192 §3; September 3, 1985: Ord. 14023 §1; January 14, 1985: Ord. 12571 §310; May 8, 1979).



Memo

DATE: November 10, 2025
TO: Mayor's Neighborhood Roundtable
FROM: Jacob Schlange, Planning & Development Services Department
SUBJECT: Accessory Dwelling Unit (ADU) DRAFT Proposed Text Amendment

What is an ADU?

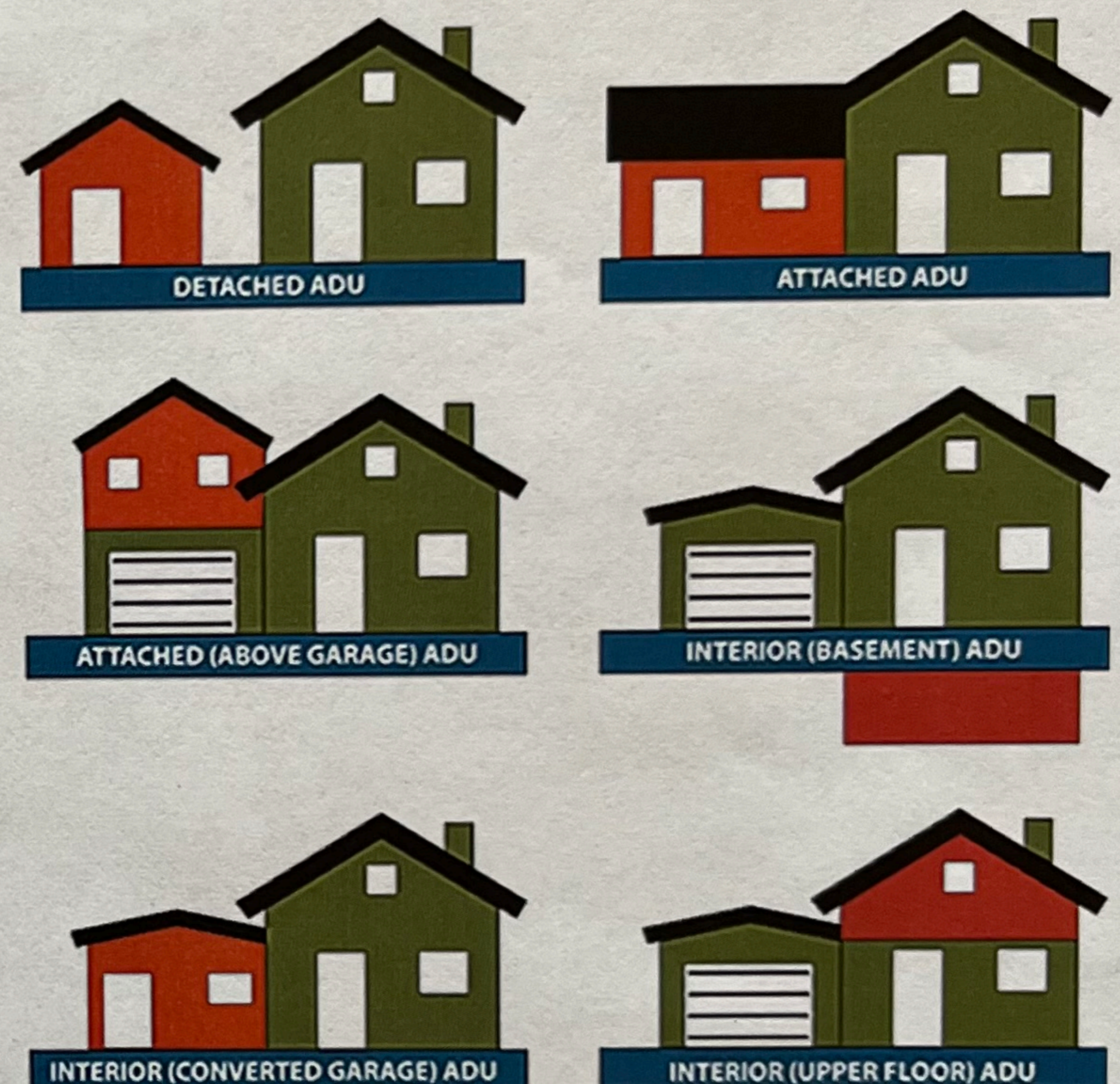
An Accessory Dwelling Unit is a subordinate building or portion of the main building for use as a secondary dwelling. In Lincoln, ADUs are a conditionally permitted use in the R-1 through R-4 districts. Currently, only 24% of parcels in these districts could meet the lot size required by code to have an ADU. With the proposed changes outlined below, 80% of parcels in these districts could now meet the lot size requirement.

What changes are proposed?

Lot Area Requirement: The current conditions only permit an ADU on a lot with enough area to accommodate a two-family dwelling. This precludes ADUs on many lots. The proposed amendment would allow ADUs on lots that meet the lot area requirement for a single-family dwelling.

Modified Setback Requirements: Currently, all ADUs must meet the setbacks of the main building. Because accessory buildings are permitted as close as 2' from rear/side lot lines, today ADUs are not permitted in many existing accessory structures. The proposed amendment would require attached ADUs to meet the setbacks of the main building, while detached ADUs would follow setback requirements for accessory buildings in the district, provided they are at least 60' behind the front lot line. Additional proposed language ensures ADUs would not have windows or openings within 5' of rear/ side lot lines.

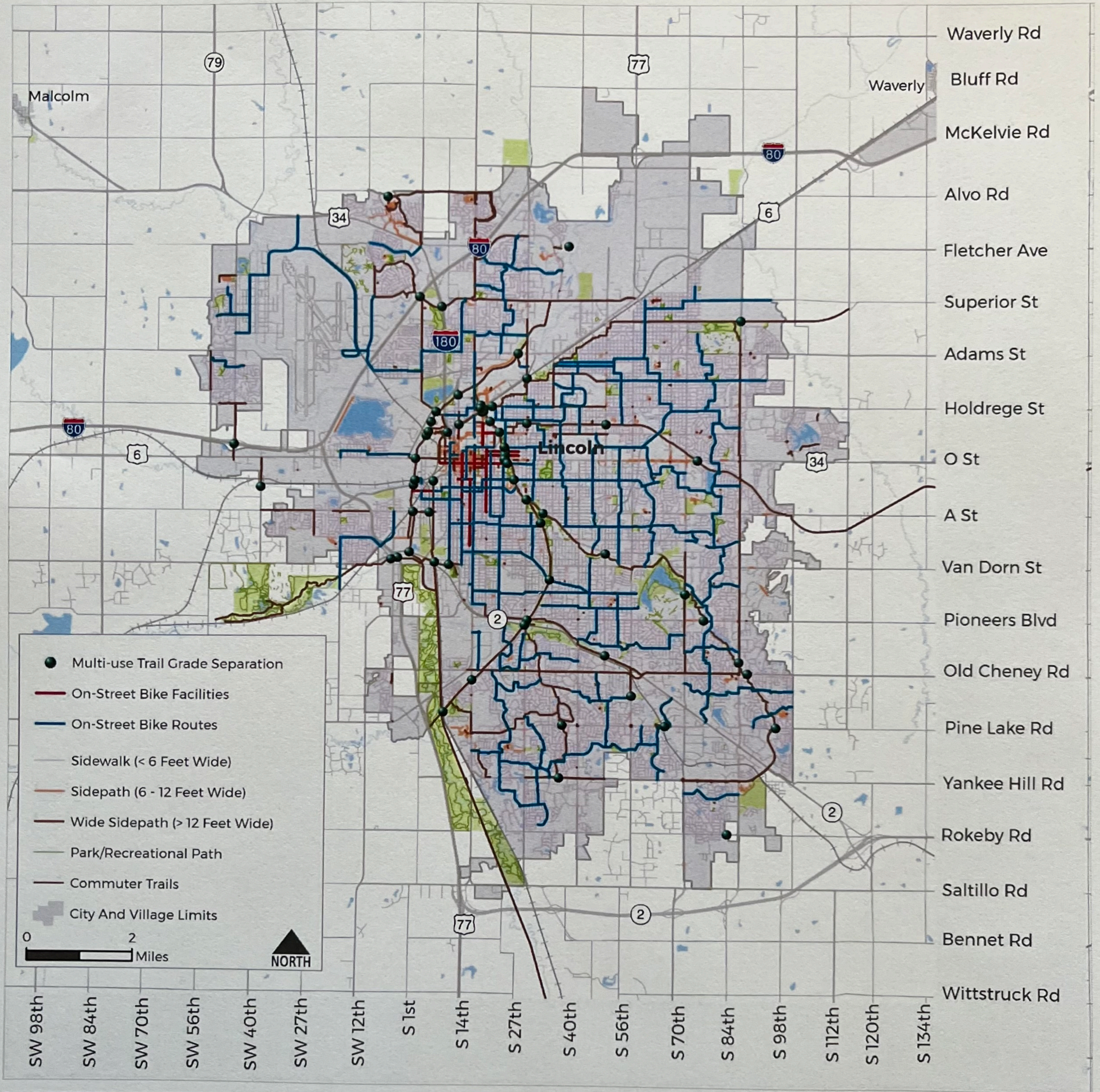
Clarify Short-Term Rental Conditions: The proposed amendment also clarifies that while an ADU may be used as a short-term rental, a lot would not be permitted to have an ADU and a separate short-term rental in addition to the main house.



What remains Unchanged:

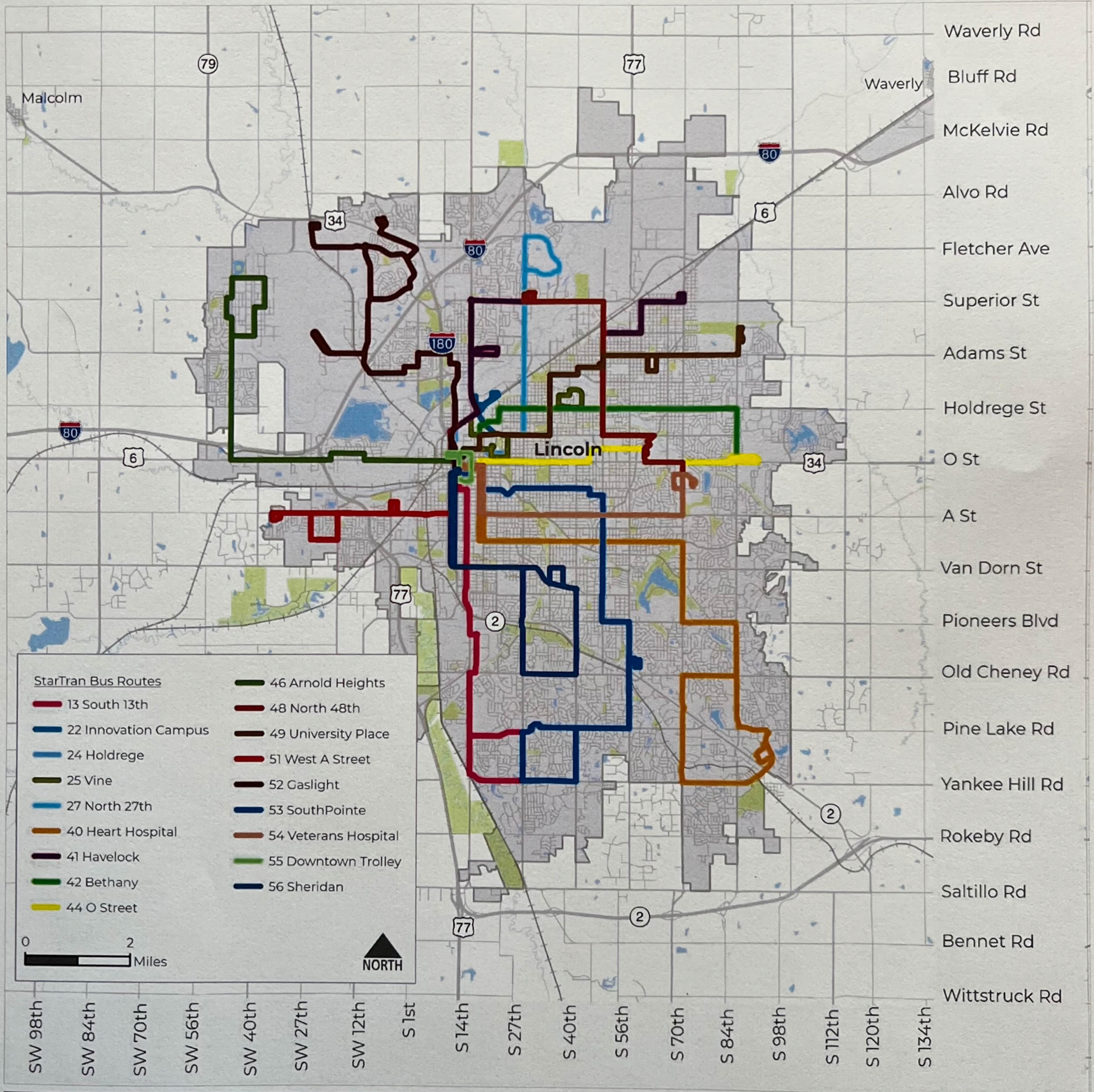
- Maximum size of the ADU (lesser of 800 sq. ft. or 40% of the primary house)
- A limit of one bedroom in ADUs
- The lot owner must live on the property
- Shared utility connections are required with the main building
- Height regulations of zoning district (ADU also may not be taller than main building)
- One additional parking stall required for ADU
- Property is subject to deed restriction stating that ADU shall not be sold separately

Trail and On-Street Bike Network



My Mobility Node Suggestions:

Star Tran Fixed Route Network

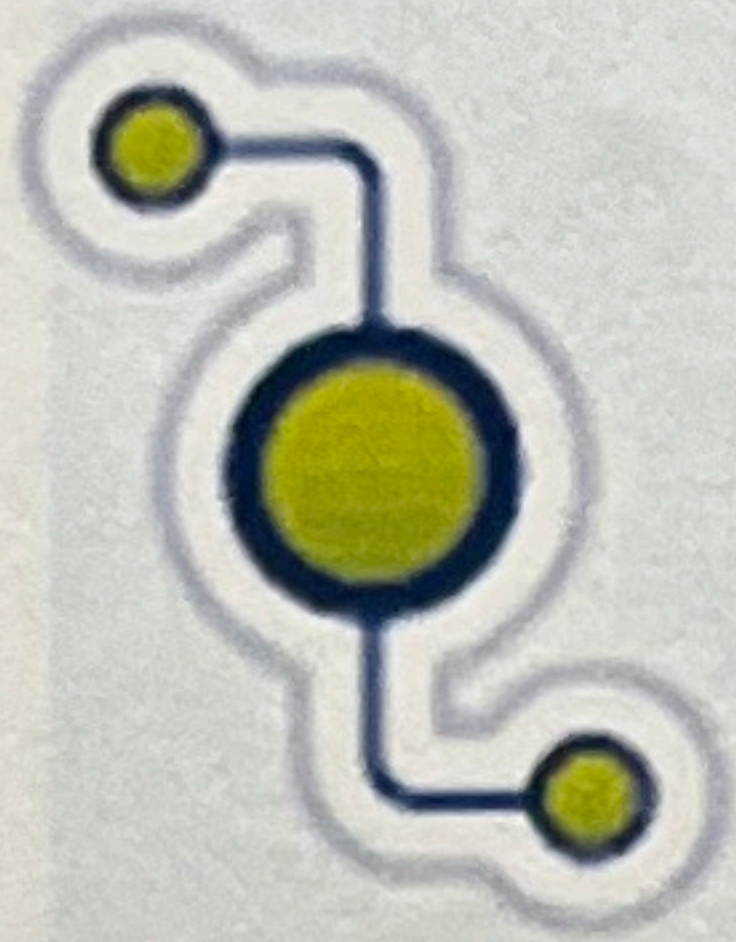


My Mobility Node Suggestions:

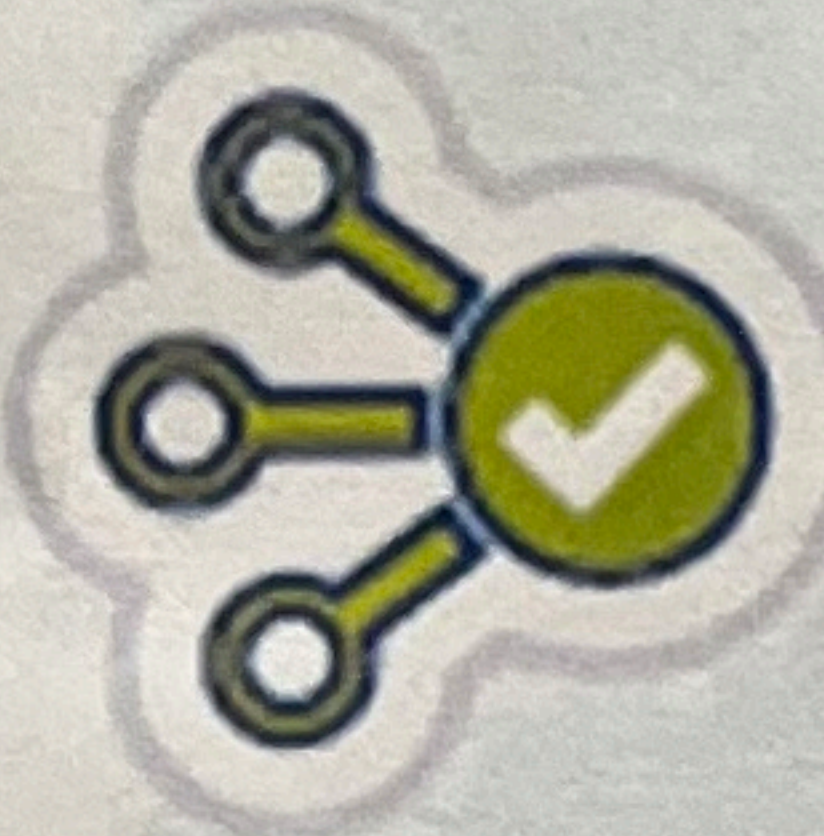
Mobility Plan Goals



Safety: A safer multimodal network that supports walking, biking, rolling, and transit access in a manner that eliminates fatal crashes and reduces severe crashes.



Connected Network: A connected citywide network linking people – both in established areas and the growing edges – to goods, services, and amenities such as jobs, schools, services, parks, and transit.



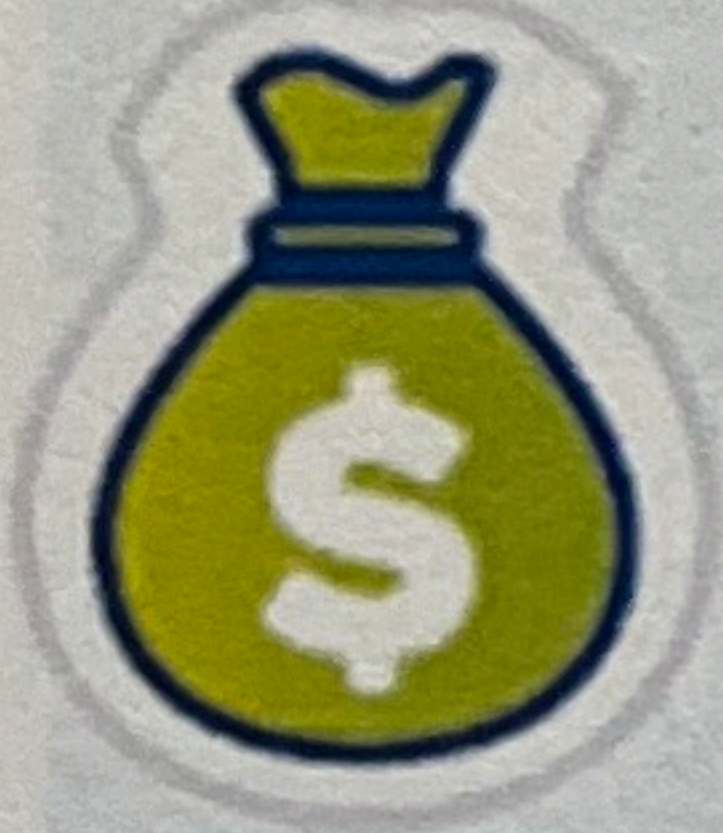
Access & Options: A reliable multimodal network that supports daily travel needs for all members of the Lincoln community through practical travel choices, especially in areas with limited transportation options.



Healthy, Active Lifestyle: A city designed to encourage active transportation and cultivate healthier, more livable neighborhoods



Sustainable Mobility: A transportation system that advances clean technologies, improves air quality, uses resources efficiently, and strengthens long-term resilience.



Economic Vitality & Access to Jobs: A multimodal system that builds a stronger economy through improved access to jobs, education, and key destinations, supporting talent attraction and long-term retention.



Implementation, Funding & Partnerships: Cost-effective implementation of the Mobility Plan through a coordinated 'dig once' approach, backed by reliable funding and strong partnerships.

Long Range Transportation Plan



Maintenance: A well-maintained transportation system.



Mobility & System Reliability: An efficient, reliable, resilient, and well-connected transportation system that leverages innovation and technology for moving people and freight.



Livability & Travel Choice: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.



Safety & Security: A safe and secure transportation system.



Economic Vitality: A transportation system that promotes economic vitality and sustainable growth for residents and businesses.



Environmental Sustainability: A transportation system that enhances the natural, cultural, and built environment.



Funding & Cost Effectiveness: Collaboration in funding transportation projects that maximizes user benefits and local funding and embraces innovative funding approaches.



Access & Opportunity: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.