

URBAN DESIGN COMMITTEE

APPLICATION NUMBER Urban Design Record #UDR26083

APPLICATION TYPE Waiver of Neighborhood Design Standards

ADDRESS/LOCATION 3000 Sumner Street

HEARING DATE September 1, 2026

ADDITIONAL MEETINGS NA

APPLICANT Chase Uher, whiteoakcustomcontracting@gmail.com

STAFF CONTACT Jill Dolberg, 402-441-6373, jdolberg@lincoln.ne.gov

RECOMMENDATION: APPROVAL

Project Description

An oddly shaped lot has been purchased at the cul-de-sac of Sumner Street where it meets Jefferson Avenue abutting the west side of Antelope Park. The circle of the cul-de-sac cuts into the lot, creating a design challenge that requires some creativity in designing a single-family home for the lot.

Roof Pitch

The owner proposes to design a modern two-story house with a front facing two-car garage on the west half of the front façade, and a covered porch with the front entrance on the east half. The roof has a low-pitched gable roof with a monoslope high roof. Section 4.1 of the Neighborhood Design Standards requires proposed roof types and pitches to reflect patterns found within the block front. A visual survey of the rooflines of the houses on both sides of the block yields a wide variety of roof styles, front gables, side gables, paired staggered front gables, side gables with dormers, cross gables, hips, hipped with dormers, and even a jerkinhead. There is no set pattern for this house to conform to. A number of the houses have moderate pitches to their roofs, but most feature a low pitch.

The house at 2926 Sumner Street has lower-slope roof planes (3:12-4:12), illustrating that lower-slope planes are an established architectural element along the streetscape to transition lower single-story projections down to the street level. The proposed 3:12/4:12 pitch on this roof is not inconsistent with nearby houses. The 1959 two-story modern house at 3001 Sumner, directly across the street from this lot, features a low, 3:12 gabled pitch that is the closest analog to the proposed house.



Figure 1 2944 Sumner Street, front porch with 3:12 to 3.5:12 pitch



Figure 2 2926 Sumner Street, front canopy overhang roughly 3:12 to 4:12 pitch



Figure 3 3001 Sumner Street, roughly 3:12 to 3.5:12 pitch

Two-Stall Garage

Neighborhood Design Standard 4.1.7 states that garages, if constructed, shall follow the pattern of half or more of the residential properties on the same and facing block front. The preference expressed by the design standards would be for an attached garage to be no more than two stalls on the street facing side, provided the doors occupy not more than 40% of the length of the principal street façade. Garage doors are permitted in the main plane of the façade or forward of the main plane only when documentation is provided that such a feature is the pattern of half or more of the houses in an area. While the house, as planned, still features front facing garages on the Sumner facade, the owners were willing to set the garages back behind the porch, which will soften their visual impact.

Although the neighborhood features mostly detached garages either to the side and rear of the house or off an alley, this lot does not have alley access for more than a few feet. 3001 Sumner does provide a precedent for an attached two-car garage incorporated into the body of the residence, however the garages are accessed from Jefferson Avenue, while the front door is located on Sumner. The owners would like to have a secondary garage on the east façade accessed by Jefferson Avenue, as well as the two front-facing garages on Sumner. Please note that the duplex at 1601 and 1603 Jefferson Avenue also features front facing garages.

Site Limitations

The parcel's lot depth is thirty-one feet shorter than the prevailing depth of standard interior lots on this block. The arc of the cul-de-sac cuts into the buildable envelope, and the dual street setbacks constrict the interior footprint from two directions. While the alley behind the 2900 block of Sumner exists, it does not extend all the way behind this parcel, giving only seven feet of alley frontage. In addition, physical access from the rear is infeasible due to an existing utility pole situated directly within the driveway path. The parcel also features a slope that would be hazardous for a driveway at the natural grade change, which would make navigating the driveway hazardous during winter weather. Retention of earth to adjust the slope would be expensive.

Relocating the garage from the current design on the front to the rear would require a multi-tiered structural retaining wall system and a suspended structural hollow-core concrete floor slab system to support the driveway and garage floor over the slope. The owners and designers assert the cost of these systems would constitute an excessive, non-standard burden for single-family residential construction. Likewise, a wrap-around driveway to reach the rear would use up valuable buildable space for the house.

As a dual-access corner lot, placing vehicular access on the primary and secondary frontage plane aligns with standard corner parcel dynamics. Positioning the garages in this way would maintain the primary elevations focus on pedestrian elements, including the compliant 32'4" x 10'0" front porch.

Strict application of standard mid-block garage placement and façade with rules creates hardship on the use of this parcel. The 31-foot depth deficit, curved non-rectangular shape, dual street setbacks, sub-standard 7-foot alley access, utility pole obstruction, and steep natural grade represent extraordinary physical conditions not shared by surrounding properties. Therefore, the property owners request a waiver from Neighborhood Design Standards.

Other Neighborhood Design Standards Met

First Floor Elevation Height

The proposed main floor elevation at 3000 Sumner Street would be two feet above the curb benchmark, which would create an entry approximately three to four steps above the street level which matches established floor height patterns, porch elevations, and pedestrian scales along the block.

Street Facing Openings (Fenestration)

Both the Sumner Street and Jefferson Avenue elevations fully comply with the Neighborhood Design Standards fenestration requirements by featuring at least two qualifying window or door openings per story facing each public street. This excludes the garage doors.

Porch Design Compliance

The proposed front porch along Sumner Street measures 32'4" x 10'0", satisfying and exceeding the porch guidelines by covering more than 50% of the front façade length with a continuous 10-foot depth, reinforcing human-scale pedestrian engagement.

Mechanical Equipment Screening

Exterior HVAC condensing units and mechanical equipment will be positioned outside of primary street and setback zones or screened from public view using architectural enclosures or landscape screening in accordance with NDS.

Residential Usability and Proportionality of Living Space

The proposed 2,423 square-foot main-floor footprint represents a highly efficient, tailored single-family layout, not an overbuilt home. Because compounding setback and site geometry constraints strictly cap the buildable envelope at 24.2% lot coverage, the denial of the waiver would require the footprint of the house to be reduced, which would compromise its functionality. A revised plan would restrict living and kitchen spaces, limit circulation, and eliminate planned step-free accessibility.

Recommended Finding:

This parcel presents an unusual design challenge with a number of constraints, including a 31-foot lot depth deficit, a severe natural slope, dual street setbacks, and almost non-existent alley access. While the design meets many of the Neighborhood Design Standards for new designs in existing neighborhoods, it is unable to feasibly avoid a front facing double garage. A waiver from the design standards for the secondary low-slope roof

transition and secondary frontage access to a third garage are an acceptable compromise for utilizing a challenging lot.

Recommended Action:

Motion to grant a waiver for the Neighborhood Design Standards to allow the secondary low-slope roof transition and front facing garages on Sumner Street.

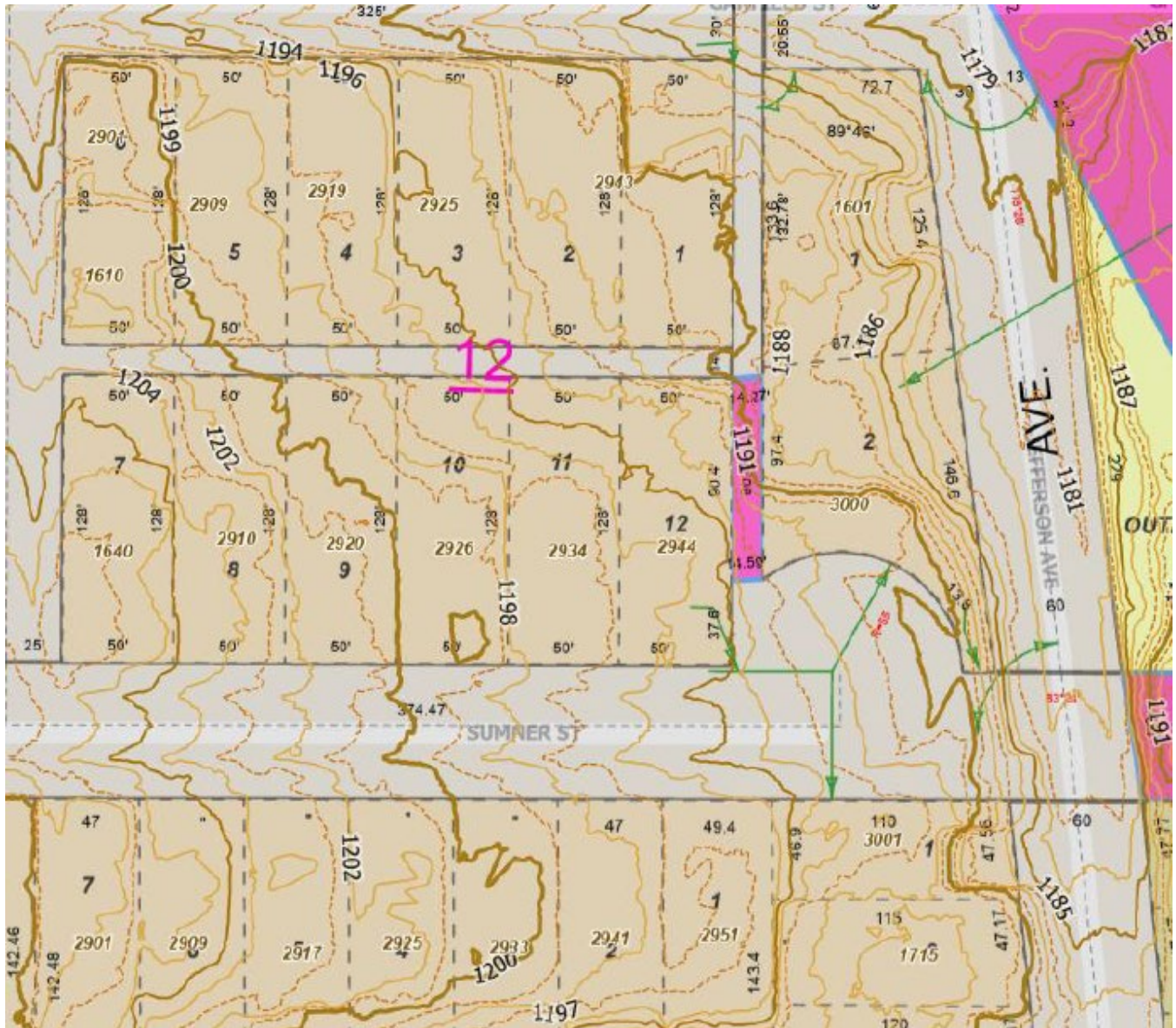


Figure 4 GIS Topographical Map



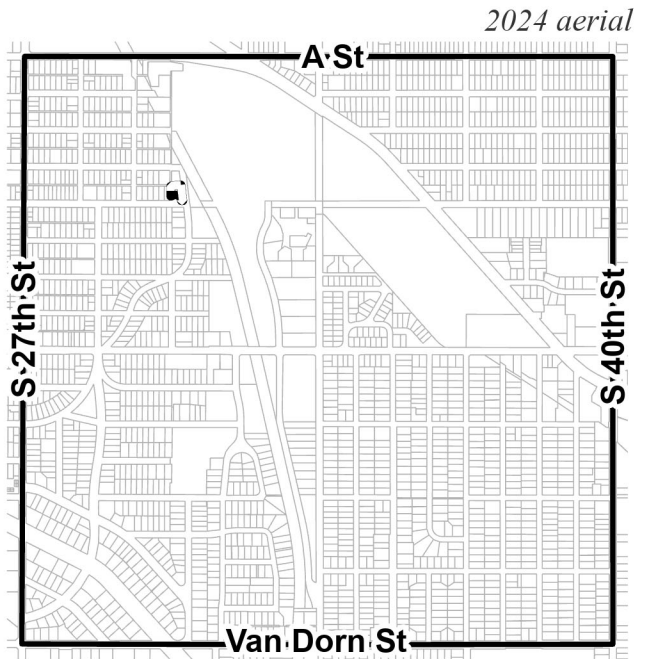
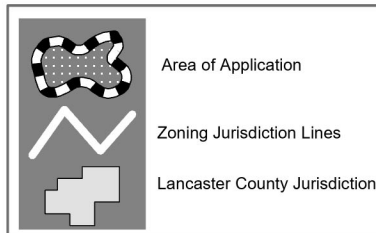
Urban Design Record #: UDR26083
Jefferson Ave & Sumner St

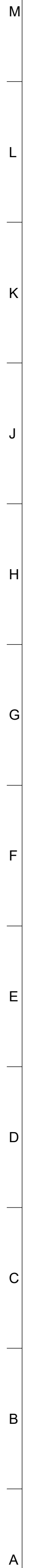


One Square Mile:
 Sec.31 T10N R07E

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District





D

C

B

ALL WORK SHALL COMPLY WITH THE LATEST ADOPTED EDITIONS OF THE FOLLOWING CONSTRUCTION CODES, INCLUDING ALL APPLICABLE LOCAL MUNICIPAL AMENDMENTS (CITY OF LINCOLN / LANCASTER COUNTY):

- STRUCTURAL DESIGN LOADS & CRITERIA

- GROUND SNOW LOAD (Pg): 30 PSF
- ROOF LIVE LOAD (Lp): 20 PSF

- FLOOR LIVE LOAD (L):
 - MAIN / UPPER LIVING AREAS: 40 PSF
 - BEDROOMS: 30 PSF
 - UNINHABITABLE ATTIC (NO STORAGE): 10 PSF
 - DECKS & BALCONIES: 40 PSF (PLUS DEAD LOAD)
- BASIC WIND SPEED (Vult): 115 MPH (3-SECOND GUST, RISK CATEGORY II)
- WIND EXPOSURE CATEGORY: CATEGORY B (URBAN/SUBURBAN)
- SEISMIC DESIGN CATEGORY: SDC B
- FROST LINE DEPTH: 42 INCHES BELOW FINISHED GRADE (MINIMUM FOOTING EMBEDMENT)
- ASSUMED SOIL BEARING CAPACITY: 1,500 PSF (PRESUMPTIVE)

• CEILING / ATTIC INSULATION: R-49 (OR R-38 CONTINUOUS AT HEEL TRUSS)
• WOOD FRAME EXTERIOR WALLS: R-20 CAVITY OR R-13 + R-5 CONTINUOUS

- SHEATHING
 • BASEMENT MASONRY/CONCRETE WALLS: R-15 CONTINUOUS OR R-19 CAVITY INSULATION
 • SLAB ON GRADE: R-10 FOR 2 FT BELOW GRADE (CONDITIONED SLABS)
 • WINDOW / FENESTRATION MAX U-FACTOR: $U \leq 0.30$
 • SKYLIGHT MAX U-FACTOR: $U \leq 0.55$
 • GLAZING SHGC: NR (NO REQUIREMENT FOR ZONE 5A)
 • AIR INFILTRATION / TIGHTNESS: MAXIMUM 3.0 ACH50 (BLOWER DOOR TEST REQUIRED AT FINAL)

1. SMOKE ALARMS: DUAL-SENSOR (IONIZATION/PHOTOELECTRIC) HARDWIRED INTERCONNECTED SMOKE ALARMS WITH BATTERY BACKUP SHALL BE INSTALLED:

- INSIDE EACH SLEEPING ROOM.
- OUTSIDE EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF BEDROOMS.
- ON EACH STORY OF THE DWELLING, INCLUDING BASEMENTS AND HABITABLE ATTICS.

3. EMERGENCY ESCAPE & RESCUE OPENINGS (EGRESS): EVERY BASEMENT AND SLEEPING ROOM SHALL HAVE AT LEAST ONE OPERABLE EMERGENCY ESCAPE WINDOW OR DOOR.

- MINIMUM NET CLEAR OPENING: 5.7 SQ FT (5.0 SQ FT FOR GRADE-FLOOR OPENINGS).
- MINIMUM NET CLEAR OPENING HEIGHT: 24 INCHES.
- MINIMUM NET CLEAR OPENING WIDTH: 20 INCHES.
- MAXIMUM SILL HEIGHT: 44 INCHES ABOVE FINISHED FLOOR.

5. STAIRWAY GEOMETRY:
- MAXIMUM RISER HEIGHT: 7-3/4 INCHES

- MINIMUM TREAD DEPTH: 10 INCHES (NOSING TO NOSING).
- MINIMUM HEADROOM: 6 FEET 8 INCHES MEASURED VERTICALLY FROM TREAD NOSING.

3.12.2026

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LANG RESIDENCE

3000 SUMNER STREET

Lincoln, Nebraska 68502

DRAWN BY:	cjk
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ISSUE DATE:	

PROJECT NO.:	25-001
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A00

PERMIT PLAN

COLLABORATION

Lincoln, Nebraska 68502

LANG RESIDENCE

3000 SUMNER STREET

Lincoln, Nebraska 68502

DRAWING TITLE: GENERAL NOTES	
ARCHITECT:	
DRAWN BY:	cjk
ISSUE DATE:	
PROJECT NO.:	25-001
A0.1	

DISCLAIMER

Cody Kleinschmitt LLC is hereby released from any and all legal claims by the purchase of these plans. This serves as an official notice to the purchaser and or/builder that they relinquish any right of legal action, responsibility, or liability against Cody Kleinschmitt LLC, it's owners, offices, and/or employees, that may arise before, during, and/or after any construction from these plans. Due to the fact that Cody Kleinschmitt LLC is a registered Limited Liability Company in the state of Nebraska, these plans were designed and drafted to meet the specifications of codes and average conditions in said state. Because conditions and codes vary from region to region, Cody Kleinschmitt LLC cannot guarantee the suitability of these plans to all areas. These plans must be built in compliance with all your local, state, and federal codes. For determining the application of these plans for your region, seek the consultation of your local building professional. It is the responsibility of the purchaser and/or builder to meet these codes during any construction from these plans. Therefore, Cody Kleinschmitt LLC shall not be held liable and/or responsible for the assistance, consultation, and/or work executed for the purpose of construction from these plans by a builder, contractor, and/or other professional.

REBAR NOTES	WATER HEATING
HORIZONTAL REINFORCEMENT SHOULD BE 18" MAX. FROM TOP OF FOOTING.	ELECTRIC - MINIMUMS: 30 GAL - 0.89EF
8'-0" HIGH WALLS:	40 GAL - 0.88EF
#4 REBAR @ 24" O.C. HORIZONTAL	50 GAL - 0.86EF
#4 REBAR @ 24" O.C. OR #5 REBAR @ 30" O.C. VERTICAL	GAS - MINIMUMS: 30 GAL - 0.56EF
	40 GAL - 0.54EF
9'-0" HIGH WALLS	50 GAL - 0.53EF
#4 REBAR @ 24" O.C. HORIZONTAL	
#4 REBAR @ 16" O.C. OR #5 REBAR @ 24" O.C. VERTICAL	HEAT TRAPS ARE REQ'D ON HOT & COLD
	INLETS FOR SYSTEMS WITH VERTICAL RISERS
10'-0" HIGH WALLS:	
#4 REBAR @ 24" O.C. HORIZONTAL	SHOWER HEADS - USE 2.5 GALLONS/MIN
#4 REBAR @ 12" O.C. OR #5 REBAR @ 18" O.C. VERTICAL	OR LESS.

HEADER SCHEDULE	
ALL EXTERIOR HEADERS SHALL BE:*	
2x4 WALLS: (2) 2x12 HEM FIR #2	
2x6 WALLS: (3) 2x12 HEM FIR #2	
ALL INTERIOR HEADERS SHALL BE:*	
LESS THAN 4'-0": (2) 2x6	
4'-0" TO 6'-0": (2) 2x8	
6'-0" TO 8'-0": (2) 2x12	
OVER 8'-0": NOTED ON PLAN	
*UNLESS NOTED OTHERWISE ON PLANS	
BUILDER MUST COMPLY WITH THE NEW STATE STATUTE FOR RADON RESISTANT CONSTRUCTION.	

TABLE R301.4 MINIMUM UNIFORMLY DISTRIBUTED LIVE LOADS (IN POUNDS PER SQ. FT.)	
USE	LIVE LOAD
EXTERIOR BALCONIES	60
DECKS	40
FIRE ESCAPES	40
PASSENGER VEHICLE GARAGES	50
ATTICS WITHOUT STORAGE	10
ATTICS WITH STORAGE	20
ROOMS OTHER THAN SLEEPING ROOMS	40
SLEEPING ROOMS	40
STAIRS	40
GUARDRAILS AND HANDRAILS	200

STRUCTURAL MEMBER	ALLOWABLE DEFLECTION
RAFTERS HAVING SLOPES GREATER THAN 3/16 WITH NO FINISHED CEILING ATTACHED TO RAFTERS.	L/180
INTERIOR WALLS AND PARTITIONS	H/240
ALL OTHER STRUCTURAL MEMBERS L/240	L/240
EXTERIOR WALLS WITH PLASTER OR STUCCO FINISH	H/360
EXTERIOR WALLS – WIND LOADS WITH FRITILE FINISHES	L/240
EXTERIOR WALLS – WIND LOADS WITH FLEXIBLE FINISHES	L/120
FLOORS – 16"–6" OR LESS	L/360
FLOORS OVER 16"–6" SPAN	L/480

GROUND SNOW LOAD	WIND SPEED (MPH)	SEISMIC DESIGN CATEGORY	SUBJECT DAMAGE FROM	
			WEATHERING	FROST LINE DEPTH
30 PSF	90 MPH	B	SEVERE	36"
			TERMITE	DECAY
FLOOD HAZARDS	SEE LMC CH. 27.55		MODERATE	MODERATE

L	A. GENERAL	4. ENERGY CONSERVATION, NEW STATE STATUTE FOR RADON RESISTANT CONSTRUCTION	BUILDER MUST COMPLY WITH THE NEW STATE STATUTE FOR RADON RESISTANT CONSTRUCTION																																				
	1. FOUNDATION & CONCRETE	A. PROVIDE 1/2" EXPANSION JOINT MATERIAL BETWEEN ALL CONCRETE SLABS AND ABUTTING CONCRETE OR MASONRY WALLS OCCURRING IN EXTERIOR OR UNHEATED INTERIOR AREAS. B. FROST FOOTING 36" DEPTH BELOW FINISHED GRADE. C. PLACE 1/2" DIAMETER SILL PLATE ANCHOR BOLTS 7" INTO GROUTED CONCRETE BLOCK OR 7" INTO CONCRETE. SPACE BOLTS AT 6'-0" O.C. AND WITHIN 12" OF EACH CORNER AND BOTH SIDES OF OPENINGS. D. VENTILATION: UNDERFLOOR AREAS. PROVIDE AT LEAST 2 OPENINGS OR VENTIALOTRS COVERED WITH CORROSION RESISTANT WIRE MESH NOT GREATER THAN 1/2" NOR LESS THAN 1/16" IN ANY DIMENSION. E. PLATES, SILLS, AND SLEEPERS: ALL PLATES OR SILLS AND SLEEPERS WHICH REST ON CONCRETE OR MASONRY THAT IS IN DIRECT CONTACT WITH THE EARTH SHALL BE PRESSURE TREATED WOOD OR FOUNDATION REDWOOD. F. ENDS OF WOOD GIRDERS ENTERING MASONRY OR CONCRETE WALLS SHALL BE PROVIDED WITH A 1/2" AIR SPACE ON TOPS, SIDES, AND ENDS UNLESS APPROVED WOOD OF NATURAL RESILIENCE TO DECAY OR TREATED WOOD IS USED. G. A VAPOR BARRIER IS NOT REQUIRED WITHIN FRAMED SPACES AGAINST AMSONRY OR POURED CONCRETE WALLS. H. ALL FURRING STRIPS ATTACHED TO A CONCRETE BASEMENT WALL SHALL BE TREATED LUMBER. I. INSULATION OF BASEMENT CONCRETE FOUNDATION WALLS IS REQUIRED AT TIME OF FINISH. J. MINIMUM SOIL LOAD-BEARING VALUE IS 2000 LBS PER SQUARE FOOT.																																					
	2. CARPENTRY	A. UNLESS OTHERWISE NOTED, MINIMUM FRAMING LUMBER SHALL BE HEM FIR #2 DRY OR BETTER. B. UNLESS OTHERWISE NOTED, PROVIDE: - DOUBLE HEADER JOISTS AND TRIMMERS AT ALL FLOOR OPENINGS - DOUBLE 2x12" HEADERS WITH 1/2" PLYWOOD BETWEEN AT ALL EXTERIOR DOOR AND WINDOW OPENINGS. - JOISTS EXCEEDING A NOMINAL 2"x8" DIMENSIONAL LUMBER SHALL BE SUPPORTED Laterally BY SOLID BLOCKING. - FLOOR CONSTRUCTION: APA RATED STURD-I-FLOOR 24" O.C. 23/34" T&G EXP. 1 FIELD GLUED WITH AFG-01 ADHESIVES AND NAILED. - ROOF SHEATHING TO BE APA RATED 24/16 EXPOSURE 1. 7/16" THICK. - IN ALL BATH AND TOILET AREAS USE WATER RESISTANT GYPSUM BOARD FOR WALLS AND CEILINGS, AND PLYWOOD UNDERLAYMENT FLOORING WITH EXTERIOR GLUE. - ALL INTERIOR WALLS AND CEILINGS ARE TO BE COVERED 1/2" GYPSUM BOARD, TAPE, FLOAT, AND SAND. (3 COATS) GARAGE FIRE WALL AND CEILINGS TO BE COVERED WITH 5/8" FIRECODE GYPSUM BOARD. 1/2" ON ALL OTHERS. C. PROTECTION AGAINST DECAY AND TERMITES: WOOD POSTS, POLES, AND COLUMNS SHALL BEAR UPON A CONCRETE FOOTING AND NOT BE IMBEDDED IN CONCRETE AND SHALL BE PRESSURE TREATED WOOD, CEDAR, OR REDWOOD. D. THE UNDERSIDE OF A CANTILEVER PROJECTING ABOVE A GARAGE DOOR SHALL HAVE THE SAME FIRE PROTECTION AS A GARAGE CEILING, NORMALLY 5/8" TYPE X GYPSUM SHEATHING. E. THE HEADER ABOVE A GARAGE SHALL RUN THE FULL LENGTH OF THE WALL.																																					
K	3. STAIRS & RAILS	A. STAIR RISER AND RUN" STAIRS MAY BE CONSTRUCTED WITH A 7 3/4" MAXIMUM RISE AND A 10" MINIMUM RUN. ALLOW 6'-8" MINIMUM HEADROOM. B. HANDRAILS: 1 1/4" MINIMUM TO 2 5/8" MAXIMUM, NOT LESS THAN 34" NOR MORE THAN 38" ABOVE THE NOSING OF THE STAIR. C. GUARDRAILS: SHALL NOT BE LESS THAN 36" IN HEIGHT. INTERMEDIATE RAILS NOT MORE THAN 5" O.C., INCLUDING DECKS. D. A 1 1/2" x 3 1/2" PIECE MAY BE USED AS HANDRAIL ON EXTERIOR STAIRS. E. FOR A LANDING AT THE FRINT ENTRY, ONLY ONE RISER OF UP TO 7 3/4" IS ALLOWED. ALL OTHER EXTERIOR DOORS CAN HAVE A MAXIMUM OF 3 RISERS TO TE DOOR BEFORE A LANDING IS REQ'D. F. A LANDING IS REQ'D AT THE TOP OF A RAMP LEADING TO A DOOR. THE MAXIMUM SLOPE OF A RAMP IS 1:8.	DISCLAIMER Cody Kleinschmit LLC is hereby released from any and all legal claims by the purchase of these plans. This serves as an official notice to the purchaser and or/builder that they relinquish any right of legal action, responsibility, or liability against Cody Kleinschmit LLC, it's owners, offices, and/or employees, that may arise before, during, and/or after any construction from these plans. Due to the fact that Cody Kleinschmit LLC is a registered Limited Liability Company in the state of Nebraska, these plans were designed and drafted to meet the specifications of codes and average conditions in said state. Because conditions and codes vary from region to region, Cody Kleinschmit LLC cannot guarantee the suitability of these plans to all areas. These plans must be built in compliance with all your local, state, and federal codes. For determining the application of these plans for your region, seek the consultation of your local building professional. It is the responsibility of the purchaser and/or builder to meet these codes during any construction from these plans. Therefore, Cody Kleinschmit LLC shall not be held liable and/or responsible for the assistance, consultation, and/or work executed for the purpose of construction from these plans by a builder, contractor, and/or other professional. © 2026 CODY KLEINSCHMIT LLC THIS PLAN AND ALL DETAILED INFORMATION WITHIN IS COPYRIGHTED BY CODY KLEINSCHMIT LLC. ANY USE OF THIS PLAN IN WHOLE OR PART WITHOUT WRITTEN PERMISSION OF CODY KLEINSCHMIT LLC IS PROHIBITED.																																				
		1. INSULATION MINIMUMS: EXTERIOR WALLS – R19; CEILINGS/ROOFS – R38.00; FLOORS – R30.00; WINDOWS – R1.79. 2. R-5 MINIMUM RIGID INSULATION AT MASONRY FOUNDATION WALLS AND SLAB ON GRADE PERIMETER TO 24". 3. SILL SEALER BETWEEN FOUNDATION AND SILL PLATE. 4. CAULKING AT ALL SASH, SLIDING GLASS DOORS, ENTRANCE DOORS AND BOTTOM PLATES. 5. VAPOR BARRIER – MAXIMUM RATING OF 1.0 PERM IN UNVENTILATED CEILINGS. 6. ATTIC INSULATION MARKERS – DEPTH MARKERS REQUIRED EVERY 300 SQ. FT. FACING THE ATTIC AREAS.																																					
		5. HEATING/COOLING SYSTEMS A. THERMOSTAT – CAPABLE OF BEING SETBACK. B. ALL DUCTWORK MUST HAVE ALL JOINTS SEALED, GASKETED OR TAPED TO PREVENT AIR LEAKAGE. DUCT TAPE IS NOT ALLOWED. C. ALL DUCTWORK MUST BE INSULATED; SUPPLY = 8.0 OR BETTER. RETURNS IN UNCONDITIONED ATTICS AND OUTSIDE OF THE BUILDING = R-4 OR BETTER. RETURNS IN UNCONDITIONED CRAWL SPACES, GARAGES OR OTHER SPACES = R-2 OR BETTER. D. HVAC DUCTS AND PLUMBING LINES ABOVE AN ATTACHED UNHEATED GARAGE SHALL BE INSULATED WITH A MINIMUM OF R-13 INSULATION.																																					
J		6. MISCELLANEOUS A. TOILET ACCESS: WATER CLOSET STOOL SHALL BE LOCATED IN A CLEAR SPACE NOT LESS THAN 30" IN WIDTH, NOT LESS THAN 24" IN FROT OF THE WATER CLOSET (15" FROM W.C. CENTER) AND ALLOWING A 4" MINIMUM CLEARANCE ON BOTH SIDES OF TANK TO ANY TUB, SHOWER OR VANITY. B. FIRE RATED DOORS: IN 1 HOUR OCCUPANCY SEPARATION ON THE GARAGE SIDE, A 1 3/8" SOLID CORE DOOR. C. HEATING, A/C AND ELECTRICAL: AS PER LOCAL REQUIREMENTS. D. ALL EXHAUST FANS TO BE VENTED TO EXTERIOR OF HOUSE. E. ENGINEERING CALCULATIONS OF LOADS FOR BEAM SIZING MAY BE REQUIRED WHEN SUBMITTING THESE PLANS FOR PERMIT APPROVAL. F. PROVIDE 2 – 2"x4" WITH PLYWOOD HEADERS ABOVE ALL INTERIOR DOOR OPENINGS UNLESS OTHERWISE NOTED. G. ALL WOOD BURNING FIREPLACES AND COMBUSTION AIR INTAKES FOR WOOD BURNING FIREPLACES SHALL BE EQUIPPED WITH DAMPERS. H. DO NOT SCALE DRAWINGS, WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. I. SMOKE DETECTORS: - IN NEW CONSTRUCTION, SMOKE DETECTORS ARE REQ'D IN EACH SLEEPING ROOM AND ON EACH LEVEL OF HOME. - SOME HALLWAYS MAY NOT NEED A DETECTOR IF ABOVE CONDITIONS ARE MET. J. DETECTORS SHALL BE INTERCONNECTED SO ALL WILL SOUND AN ALARM IF ONE OPERATES.	<table> <tr> <th colspan="2">REBAR NOTES</th></tr> <tr> <td colspan="2">HORIZONTAL REINFORCEMENT SHOULD BE 18" MAX. FROM TOP OF FOOTING.</td></tr> <tr> <td colspan="2">8'-0" HIGH WALLS:</td></tr> <tr> <td>#4 REBAR @ 24" O.C. HORIZONTAL</td><td></td></tr> <tr> <td>#4 REBAR @ 24" O.C. OR #5 REBAR @ 30" O.C. VERTICAL</td><td></td></tr> <tr> <td colspan="2">9'-0" HIGH WALLS</td></tr> <tr> <td>#4 REBAR @ 24" O.C. HORIZONTAL</td><td></td></tr> <tr> <td>#4 REBAR @ 16" O.C. OR #5 REBAR @ 24" O.C. VERTICAL</td><td></td></tr> <tr> <td colspan="2">10'-0" HIGH WALLS:</td></tr> <tr> <td>#4 REBAR @ 24" O.C. HORIZONTAL</td><td></td></tr> <tr> <td>#4 REBAR @ 12" O.C. OR #5 REBAR @ 18" O.C. VERTICAL</td><td></td></tr> </table> <table> <tr> <th colspan="2">WATER HEATING</th></tr> <tr> <td rowspan="3">ELECTRIC – MINIMUMS:</td><td>30 GAL – 0.89EF</td></tr> <tr> <td>40 GAL – 0.88EF</td></tr> <tr> <td>50 GAL – 0.86EF</td></tr> <tr> <td rowspan="3">GAS – MINIMUMS:</td><td>30 GAL – 0.56EF</td></tr> <tr> <td>40 GAL – 0.54EF</td></tr> <tr> <td>50 GAL – 0.53EF</td></tr> <tr> <td colspan="2">HEAT TRAPS ARE REQ'D ON HOT & COLD INLETS FOR SYSTEMS WITH VERTICAL RISERS</td></tr> <tr> <td colspan="2">SHOWER HEADS – USE 2.5 GALLONS/MIN OR LESS.</td></tr> </table>	REBAR NOTES		HORIZONTAL REINFORCEMENT SHOULD BE 18" MAX. FROM TOP OF FOOTING.		8'-0" HIGH WALLS:		#4 REBAR @ 24" O.C. HORIZONTAL		#4 REBAR @ 24" O.C. OR #5 REBAR @ 30" O.C. VERTICAL		9'-0" HIGH WALLS		#4 REBAR @ 24" O.C. HORIZONTAL		#4 REBAR @ 16" O.C. OR #5 REBAR @ 24" O.C. VERTICAL		10'-0" HIGH WALLS:		#4 REBAR @ 24" O.C. HORIZONTAL		#4 REBAR @ 12" O.C. OR #5 REBAR @ 18" O.C. VERTICAL		WATER HEATING		ELECTRIC – MINIMUMS:	30 GAL – 0.89EF	40 GAL – 0.88EF	50 GAL – 0.86EF	GAS – MINIMUMS:	30 GAL – 0.56EF	40 GAL – 0.54EF	50 GAL – 0.53EF	HEAT TRAPS ARE REQ'D ON HOT & COLD INLETS FOR SYSTEMS WITH VERTICAL RISERS		SHOWER HEADS – USE 2.5 GALLONS/MIN OR LESS.	
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1

SITE PLAN

SCALE: 1/8" = 1'-0"

SUMNER STREET
ELEV: 1193'-0"

JEFFERSON AVE
ELEV: 1181'-0"

CONSTRUCTION FROM THIS PLAN IS THE RESPONSIBILITY OF THE OWNER AND/OR BUILDER. CODY KLEINSCHMIT LLC IS HEREBY RELEASED OF ANY LIABILITY THAT MAY ARISE DURING CONSTRUCTION OR ANYTIME THEREAFTER.

PERMIT PLAN

8.12.2026

COLLABORATION

LANG RESIDENCE

Lincoln, Nebraska 68502

3000 SUMNER STREET

DRAWING TITLE:
SITE PLAN

ARCHITECT:

DRAWN BY: cjk

ISSUE DATE:

PROJECT NO.: 25-001

A1.1

Copyright CLARK ARCHITECTS COLLABORATIVE

CONSTRUCTION FROM THIS PLAN IS THE RESPONSIBILITY OF THE OWNER AND/OR BUILDER. CODY KLEINSCHMIT LLC IS HEREBY RELEASED OF ANY LIABILITY THAT MAY ARISE DURING CONSTRUCTION OR ANYTIME THEREAFTER.

3000 SUMNER STREET

PROJECT NO.:	25-001
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A2.2



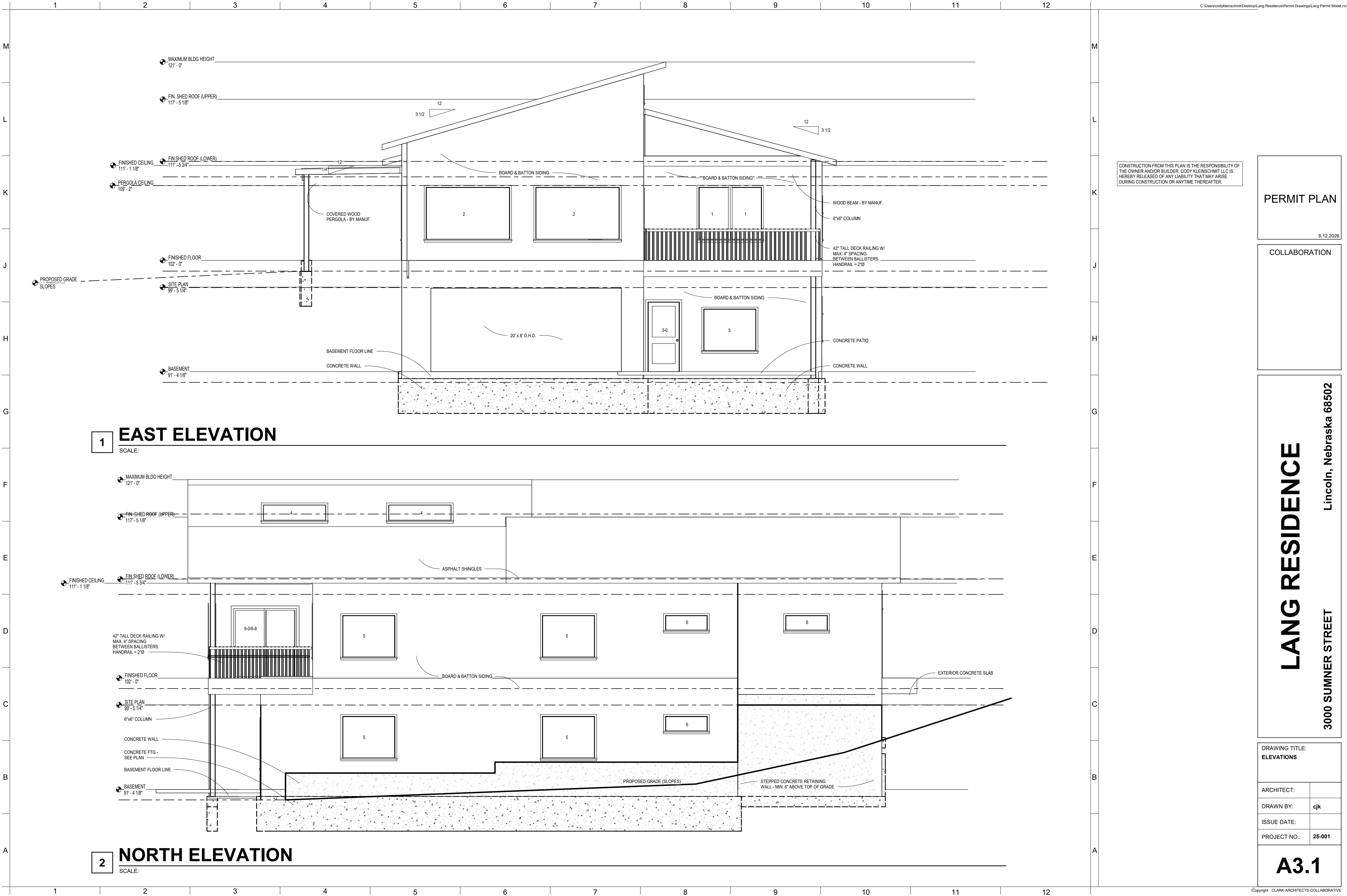
8.12.2026

LANG RESIDENCE

3000 SUMNER STREET

Lincoln, Nebraska 68502

A2.3



CONSTRUCTION FROM THIS PLAN IS THE RESPONSIBILITY OF THE OWNER AND/OR BUILDER. CODY KLEINSCHMIT LLC IS HEREBY RELEASED OF ANY LIABILITY THAT MAY ARISE DURING CONSTRUCTION OR ANYTIME THEREAFTER.

PERMIT PLAN

8.12.2026

COLLABORATION

LANG RESIDENCE

Lincoln, Nebraska 68502

3000 SUMMER STREET

DRAWING TITLE:
ELEVATIONS

ARCHITECT:

DRAWN BY:

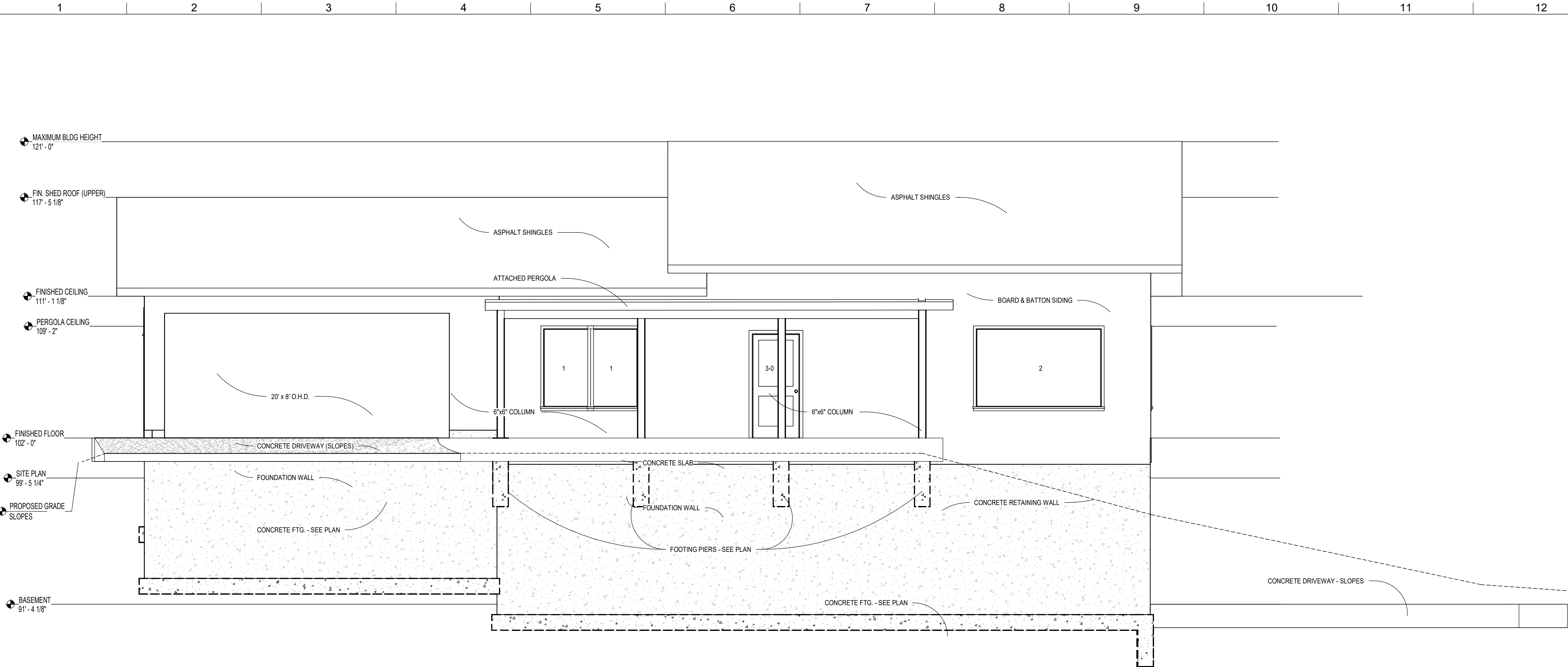
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ISSUE DATE:

PROJECT NO.:

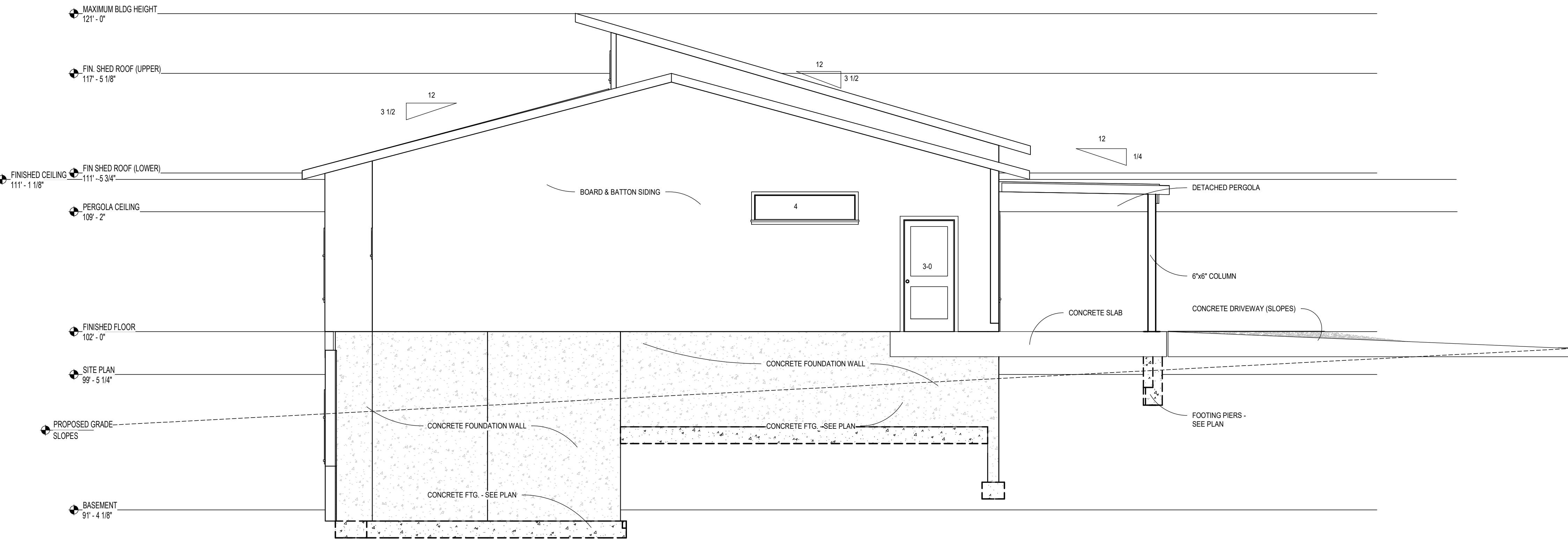
25-001

A3.2



1 SOUTH ELEVATION

SCALE:



2 WEST ELEVATION

SCALE:

CONSTRUCTION FROM THIS PLAN IS THE RESPONSIBILITY OF THE OWNER AND/OR BUILDER. CODY KLEINSCHMIT LLC IS HEREBY RELEASED OF ANY LIABILITY THAT MAY ARISE DURING CONSTRUCTION OR ANYTIME THEREAFTER.

PERMIT PLAN

8.12.2026

COLLABORATION

LANG RESIDENCE
Lincoln, Nebraska 68502
3000 SUMNER STREET

DRAWING TITLE:
DETAILS

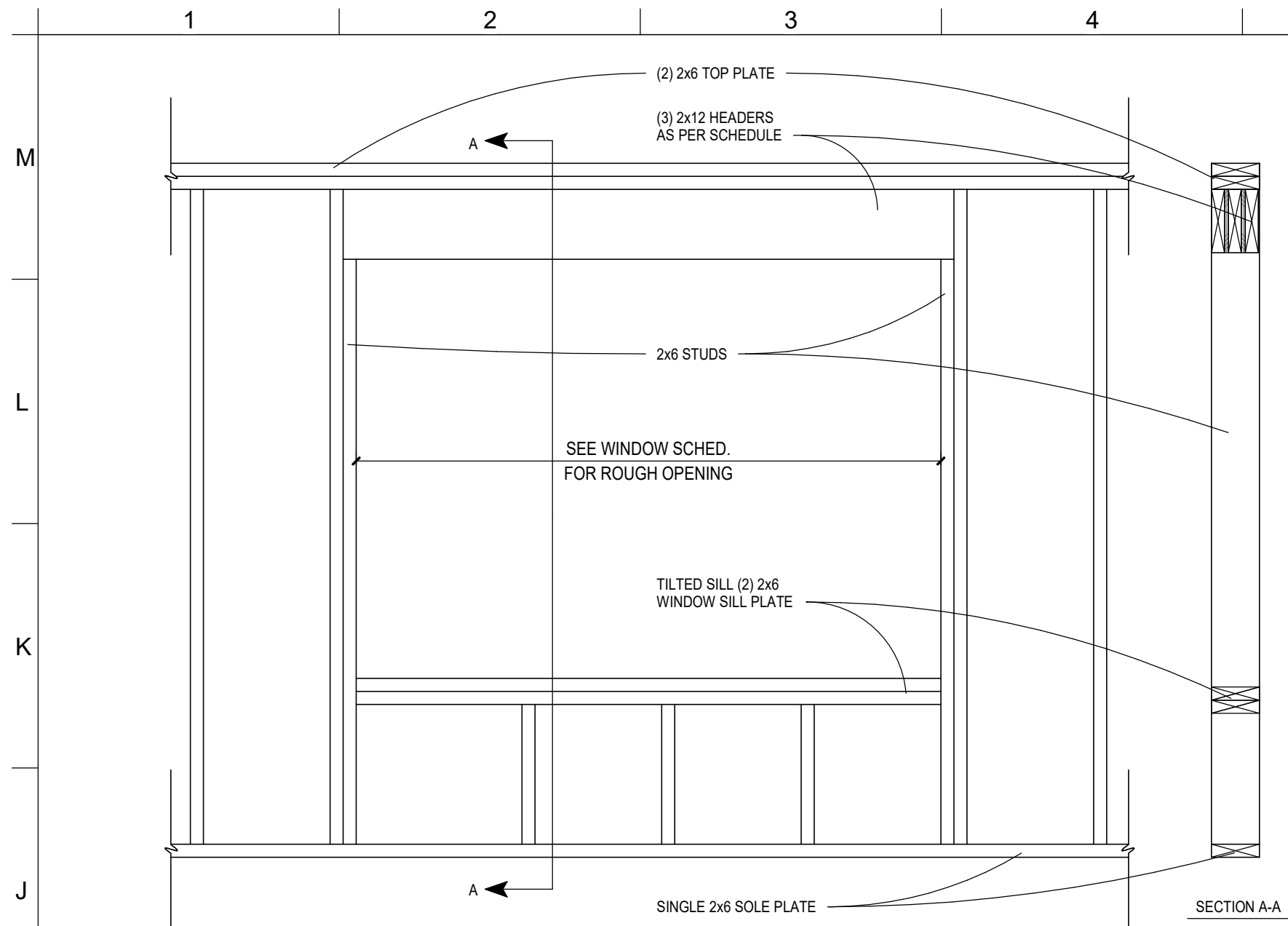
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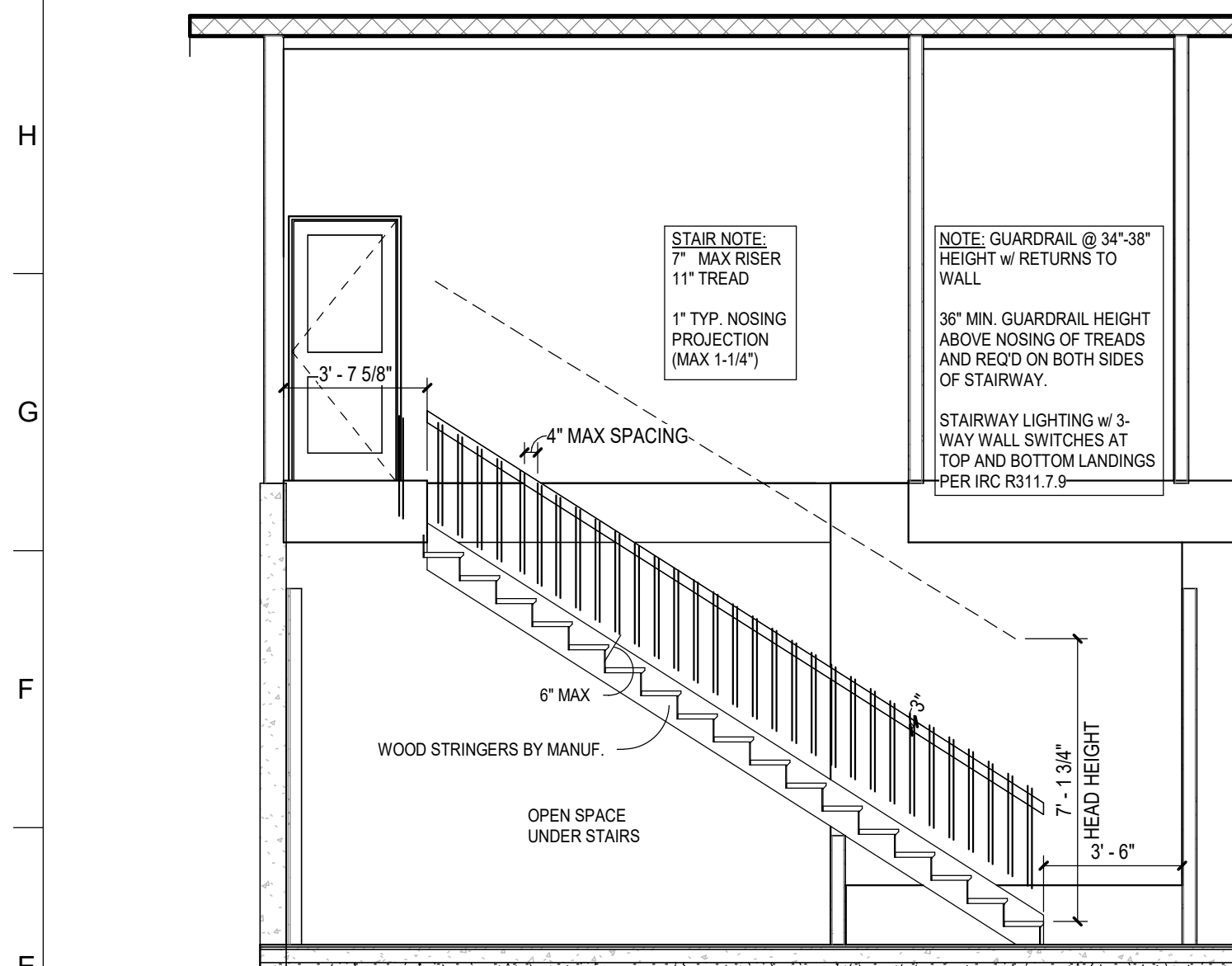
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PROJECT NO.: 25-001

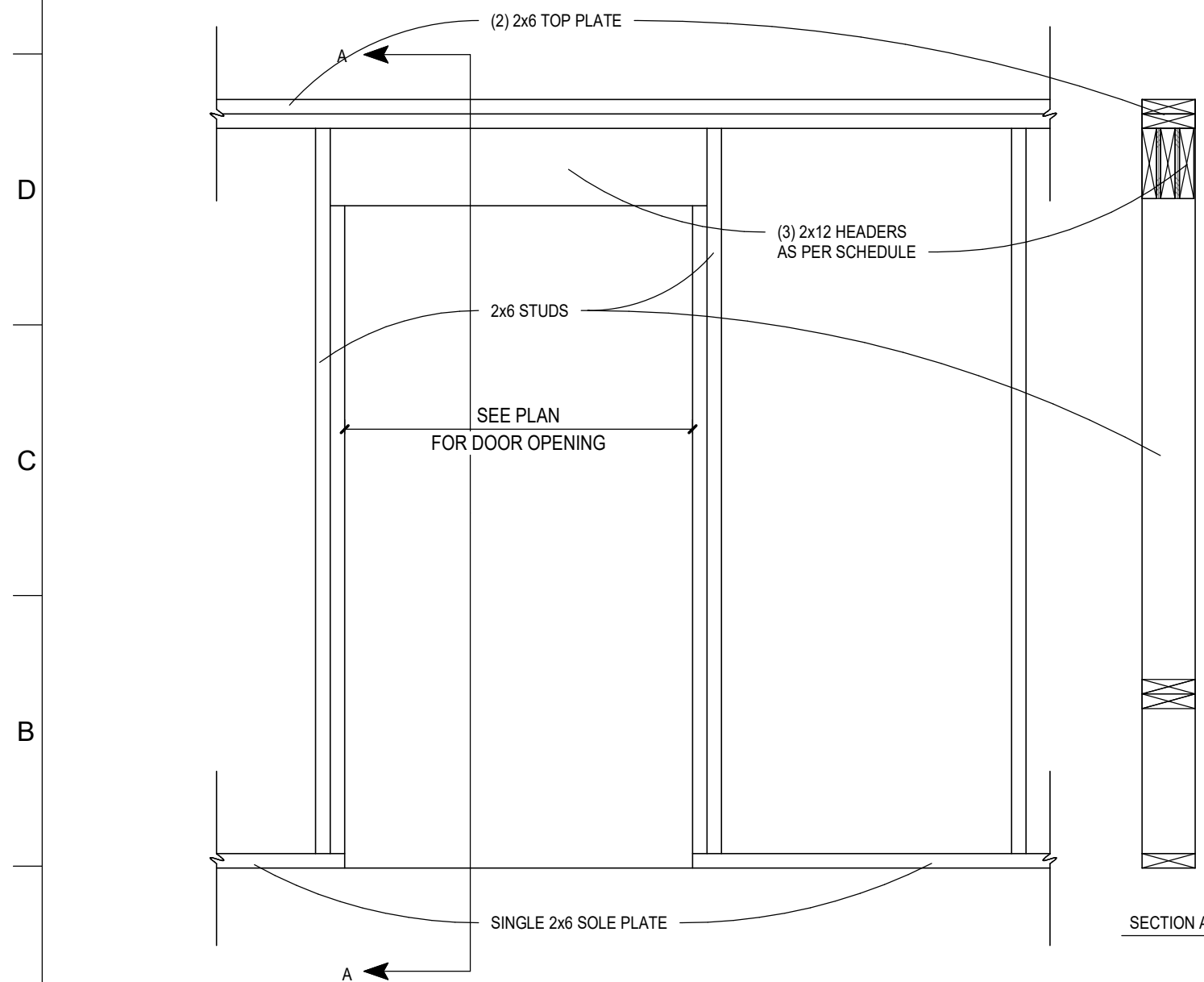
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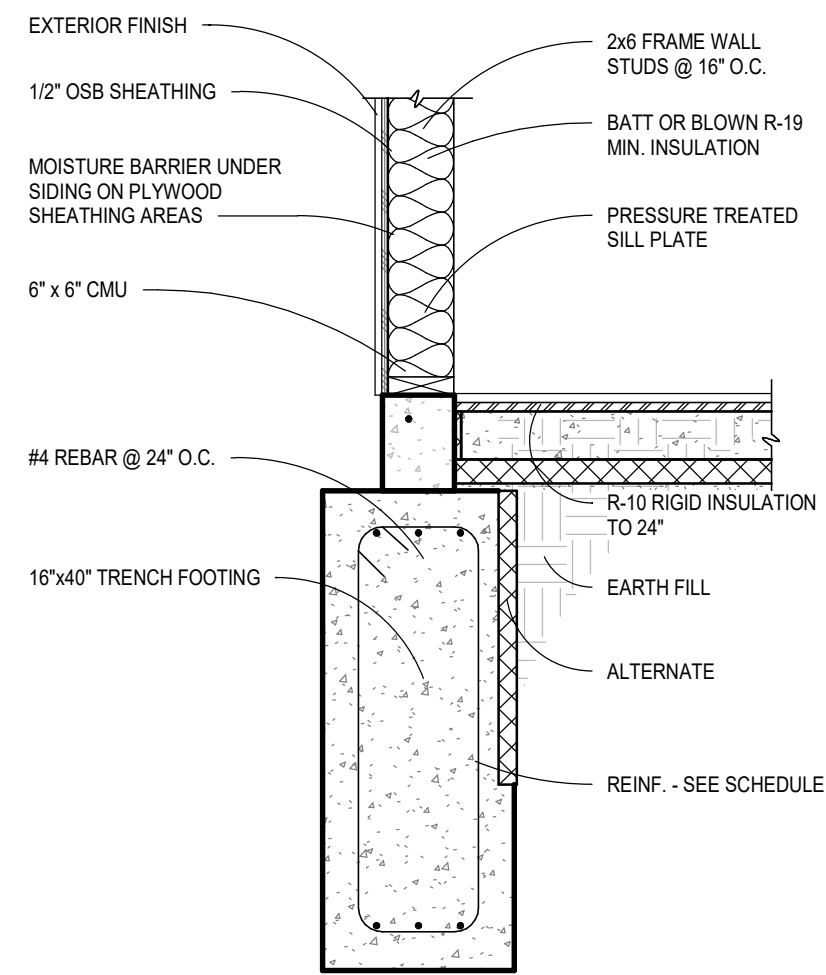
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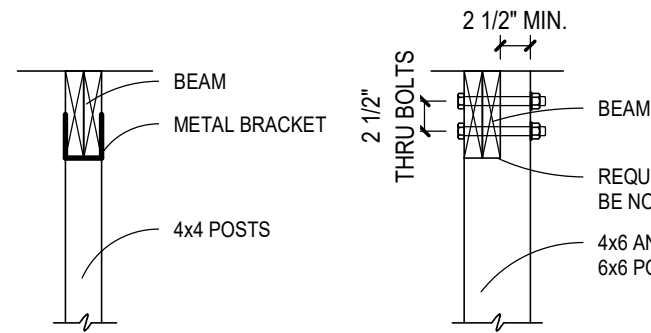
STAIR DETAIL



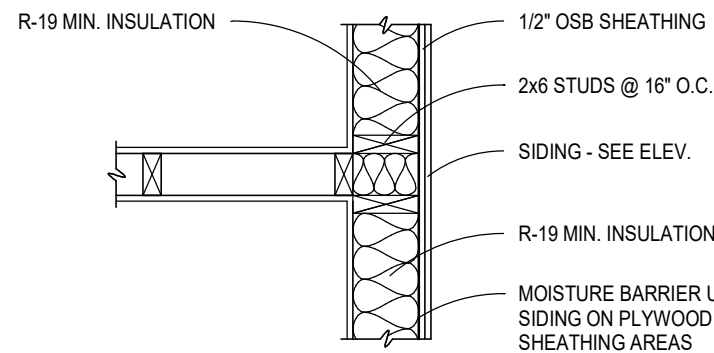
TYP. DOOR OPENING DETAIL



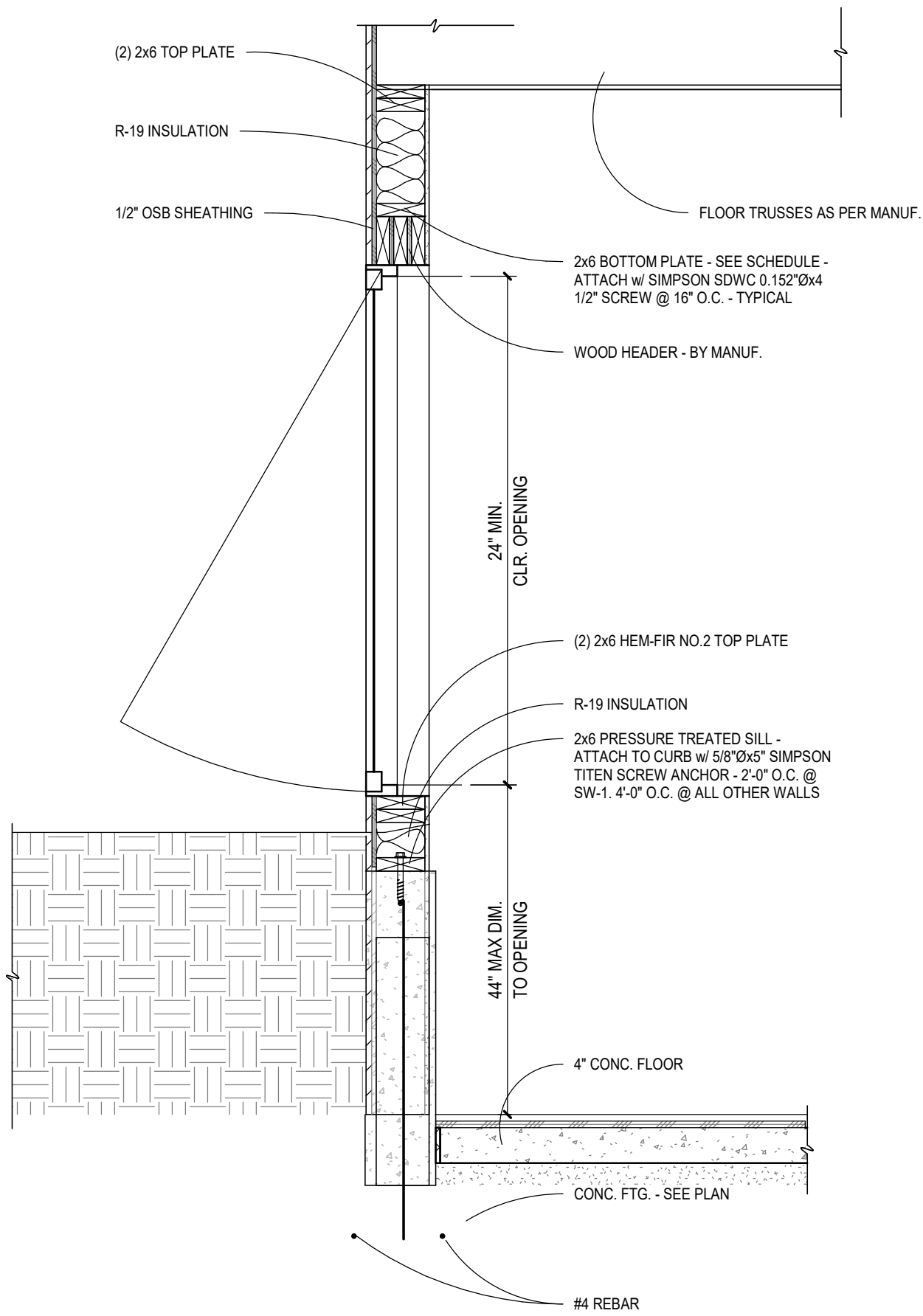
WALK OUT WALL SECTION



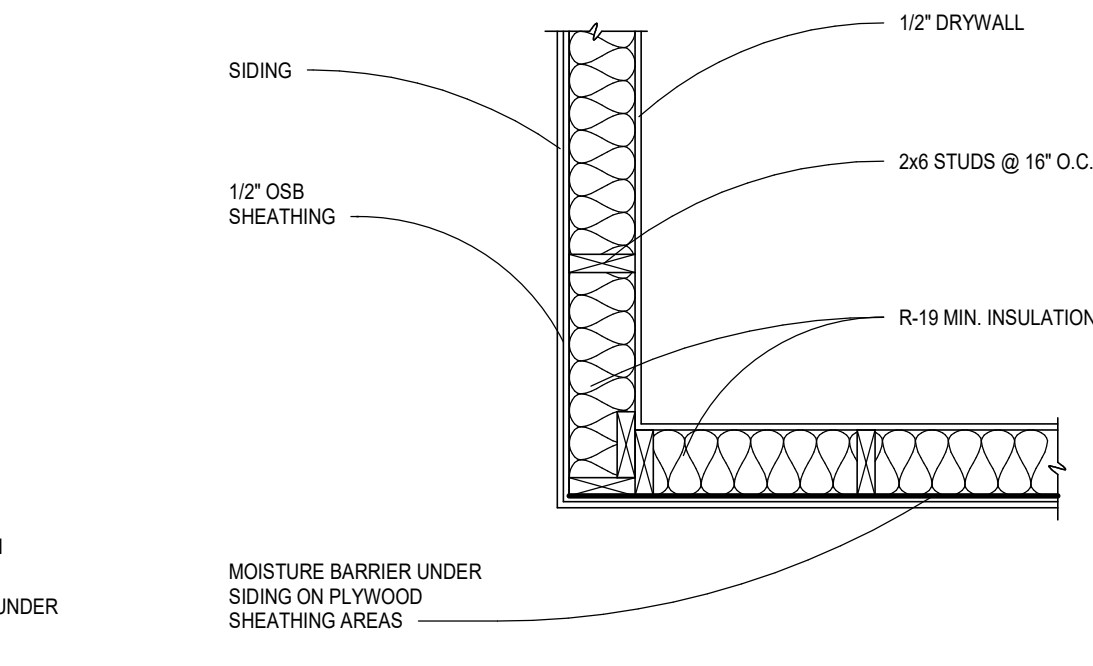
POST DETAIL



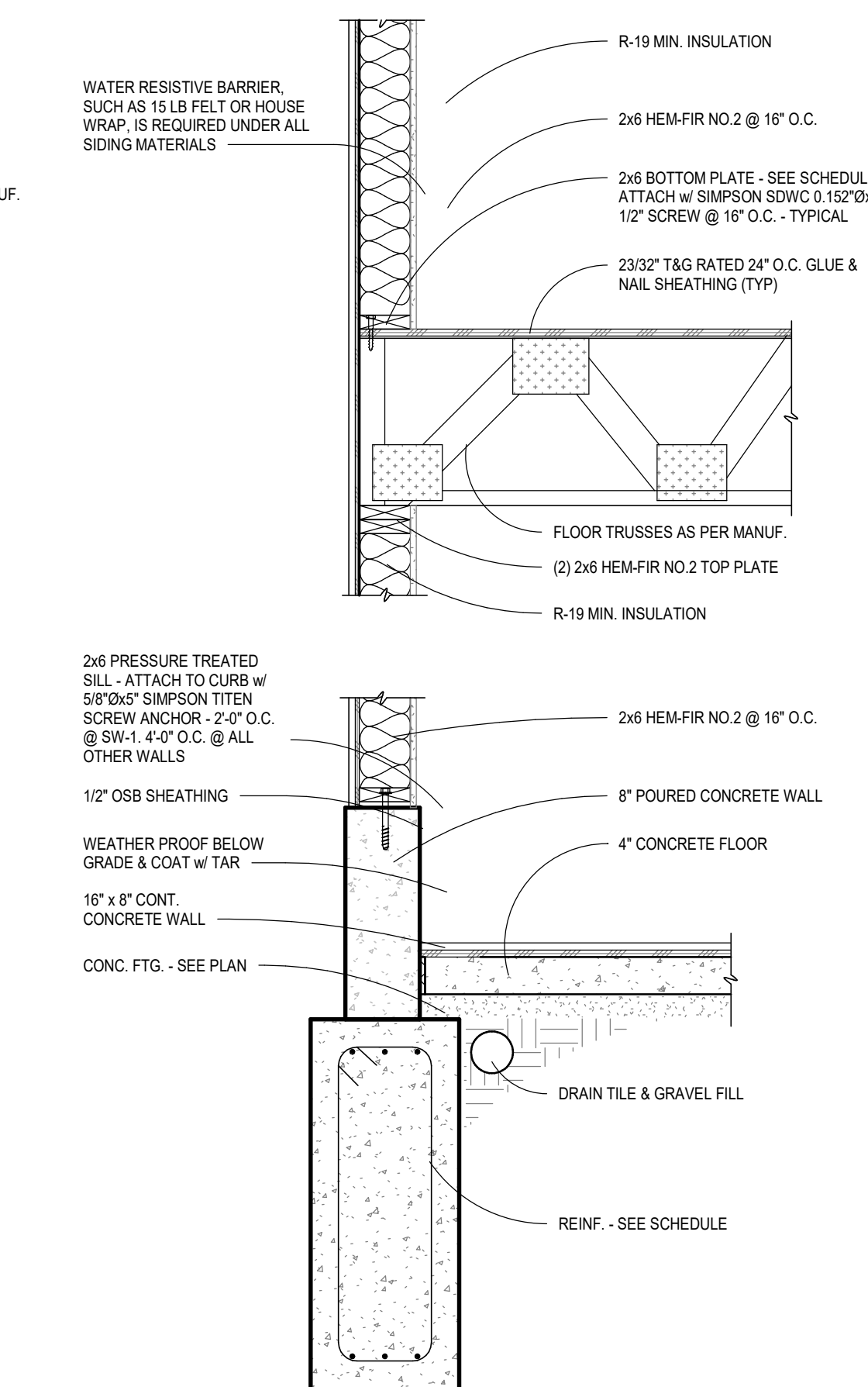
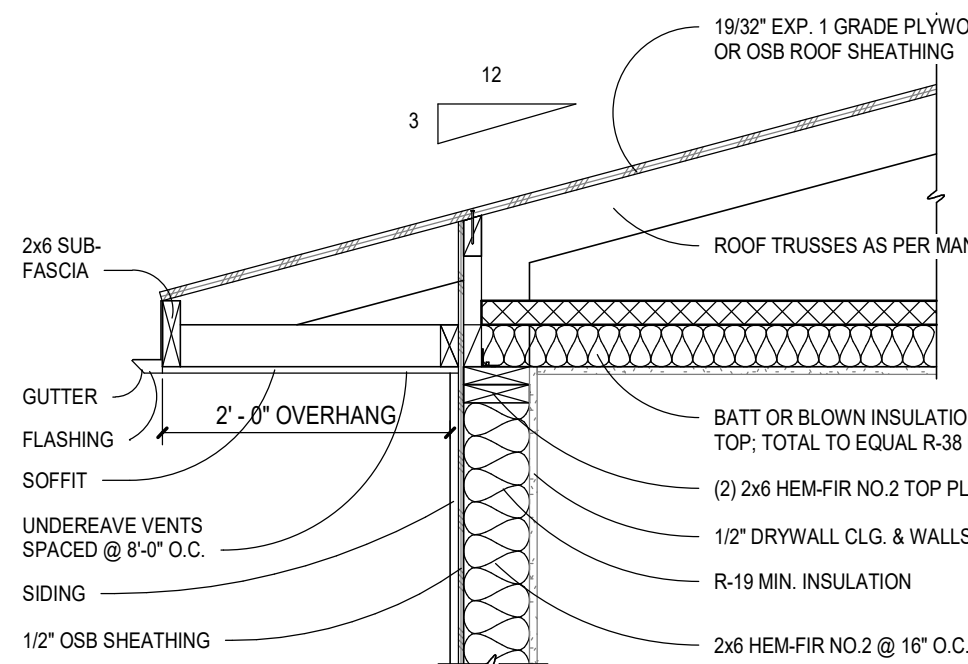
TYPICAL WALL INTERSECTION DETAIL



TYP. EGRESS WINDOW



TYP. EXT. CORNER SECTION DETAIL



WALL SECTION

Design Narrative for 3000 Sumner Street

Cody Kleinschmit LLC

White Oak Custom Contracting LLC

Review Board Members,

This is the official design proposal for new construction of a single family home:

Owner Information:

LANG, MAURICIO & CRISTINA

2210 WOODSCREST AVE

LINCOLN, NE 68502

Parcel ID: **1731125002000**

Site Address: 3000 SUMNER ST, LINCOLN, NE

Legal Description: JEFFERSON PARK ADDITION, Lot 2, & E1/2 VAC ALLEY ADJ Zoning District: R-2 Single-Family Residential District

Total Lot Area: 10,019 sq. ft. (0.23 Acres)

This document is for review to address 4.1 Building Elements in the Neighborhood Design Standards section(s) 1,2,7.

4.1 Building Elements in the Neighborhood Design Standards

1. Roof Pitch

1. Secondary & Transition Plane Precedent

Section 4.1 requires proposed roof types and pitches to reflect patterns found within the block front. As demonstrated at 2926 Sumner Street, lower-slope roof planes (3:12–4:12) are an established architectural element along this streetscape used to transition lower single-story projections down to street level. Our proposed 3:12/4:12 pitch on the [garage/porch/wing] directly mirrors this existing neighborhood pattern, maintaining visual continuity and human-scale massing along Sumner Street.

2. Preventing Unreasonable Height & Scale

The presence of shallow 3:12–4:12 roof slopes on neighboring properties establishes clear precedent for low-pitch roof assemblies on this block. Utilizing a 3:12/4:12 overall pitch allows the proposed building to keep its total ridge height low and proportional with adjacent 1- to 1.5-story homes, avoiding the visual intrusion that a steep 8:12 or 10:12 roof would create on this sloped site.

2944 Sumner Street (Next door) – Front porch roof roughly 3:12 to 3.5:12 Pitch



2926 Sumner Street – Front Canopy Overhang roughly 3:12 to 4:12 pitch



3001 SUMNER ST, LINCOLN, NE, 68502 – Roughly 3:12 to 3.5:12 Pitch



Section 4.1 of the Neighborhood Design Standards allows for lower-slope roofs where precedent exists within the block front. As documented at both 2926 Sumner Street and 2944 Sumner Street, shallow hipped and gabled roof planes (ranging between 3:12 and 4:12) are an established architectural feature along this streetscape. Utilizing a [3:12 / 4:12] pitch on the proposed front projection/garage maintains direct visual alignment with these neighboring structures and preserves the horizontal rhythm of the block. This is further identified with 3001 Sumner Street as it is located on the same street as 3000 Sumner street and has a low pitch [3:12 / 4:12] full roof.

2. Two Stall Garage at Jefferson Ave.

Precedent of garage at 3001 Sumner Street (see previous pages) with address at Sumner Street and two stall garages on Jefferson Street. 1601 JEFFERSON AVE, LINCOLN, NE, 68502 also has a two stall garage located at Jefferson St. This is necessary as 3000 Sumner Street is a corner lot however the extraordinary conditions of this site leave the property to be subject to both Sumner Street and Jefferson Ave. This lot's access points come from two different road systems, Sumner is via neighborhood access and Jefferson is via main road access. Due to these conditions it is necessary to have access to both roads, as neighbor precedent 3001 Sumner St. has both parking and car access to both streets.

7. Physical Site & Geometric Hardships

1. Site Limitations

1. 31-Foot Depth Deficit: The subject parcel's lot depth is exactly 31 feet shorter than the prevailing depth of standard interior lots on this block.
2. Non-Square Buildable Envelope: Unlike neighboring uniform, rectangular lots, this buildable footprint is severely restricted and irregularly shaped due to two compounding factors:
 - a. Dual Street Setbacks: As a corner parcel, the lot is subject to primary setback buffers along both Sumner Street and Jefferson Street, constricting the interior footprint from two directions.
 - b. Cul-de-Sac Radius Curvature: The frontage follows a curved cul-de-sac radius, further tapering buildable depth across the property.
3. Infeasible Alley Access:
 - a. Sub-Standard Frontage: The lot has a maximum of 7 feet of alley frontage, falling significantly below municipal code minimum width requirements for vehicular driveways.
 - b. Utility Pole Encumbrance: Physical access from the rear is permanently blocked by an existing utility pole situated directly within the driveway path.
 - c. Hazardous Slope: Rear alley access would require an excessively steep driveway across the natural grade change, creating unsafe maneuvering conditions during winter weather and requiring costly earth retention.

2. Topographical & Structural Engineering Constraints

1. Severe Natural Slope & Engineering Mandates: A steep vertical drop from front to rear makes pushing the garage rearward structurally infeasible. Relocating the garage to the rear would require:
 - a. A multi-tiered structural retaining wall system (IRC Section R404 / IBC Section 1807).
 - b. A suspended structural hollow-core concrete floor slab system to support the driveway and garage floor over the slope.
2. Prohibitive Financial Hardship: The cost of these structural earth-retention and floor systems constitutes an excessive, non-standard burden for single-family residential construction.
3. Loss of Buildable Living Space: A wrap-around driveway to reach the rear would exceed allowable lot coverage/impervious surface limits and consume the ground-floor living footprint to accommodate vehicle turn radii.

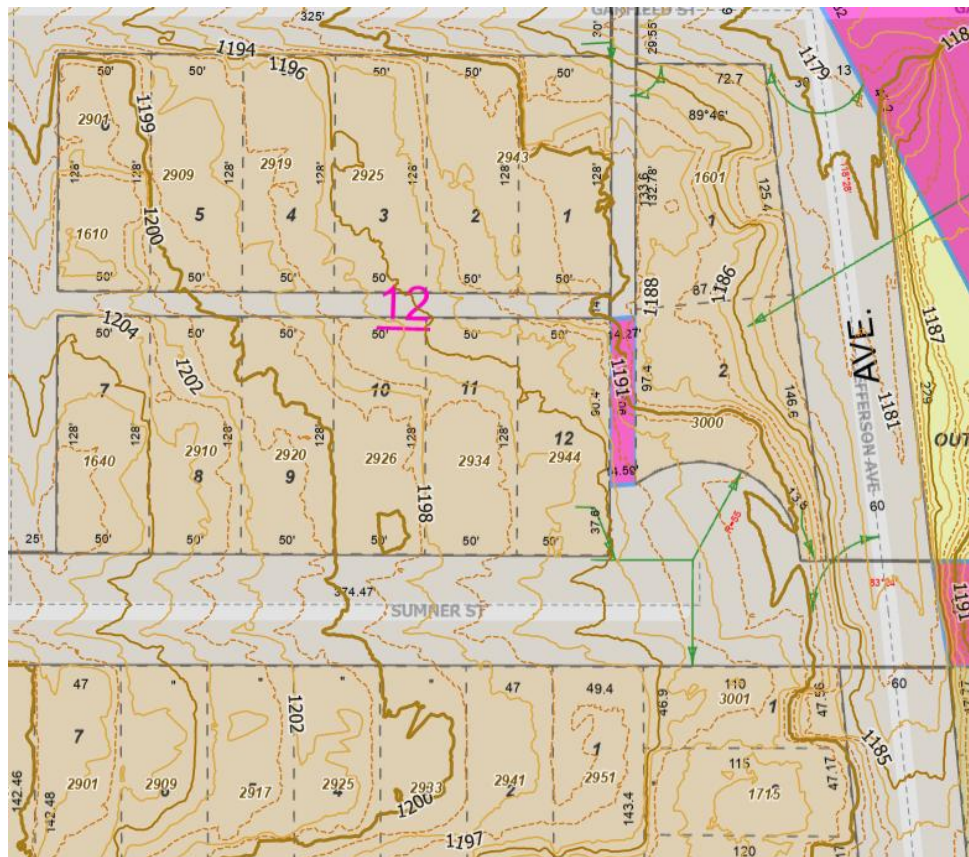
3. Corner Lot Context & Streetscape Integrity

1. Dual-Frontage Allocation: As a dual-access corner lot, placing vehicular access on the secondary frontage plane aligns with standard corner parcel dynamics.
2. Preservation of Architectural Character: Positioning the garage on the secondary frontage maintains the primary elevation's focus on pedestrian elements, including the compliant 32'4" x 10'0" front porch.

Summary Statement of Unnecessary Hardship

Strict application of standard mid-block garage placement and façade width rules creates an unwarranted, non-self-created hardship on this parcel. The 31-foot depth deficit, curved non-rectangular shape, dual street setbacks, sub-standard 7-foot alley access, utility pole obstruction, and steep natural grade represent extraordinary physical conditions not shared by surrounding properties. Denying variance relief would deprive the owner of a standard residential garage design routinely permitted on adjacent parcels.

GIS Topographical Map – See A1.1 for Dimension Verification



Architectural & Civil Justification: Dual-Access Single-Family Residence (Sumner St. & Jefferson Ave.)

1. Structural Engineering & Topographical Adaptation

- a. **Engineered Retaining Foundation:** Integrating a lower-level garage at Jefferson Avenue allows the lower building envelope to function as a concrete retaining structure. This stabilizes the hill slope naturally and eliminates the need for unstable, standalone retaining walls.
- b. **Preservation of Slope Integrity:** Accessing the lot from both top and bottom street grades avoids deep, destructive excavation into the interior slope, preventing severe soil disturbance, erosion, and structural foundation hazards.

2. Urban Context & Double-Frontage Integration

- a. **Active Streetscape Frontages:** Because the property spans two public right-of-ways, incorporating a functional entry and garage at Jefferson Avenue prevents a blank, windowless 20-foot retaining wall, delivering an architecturally finished facade to both streetscapes.
- b. **Contextual Scale Compatibility:** Step-down massing allows the structure to present as a single-story/1.5-story home from the upper Sumner Street cul-de-sac while transitioning gracefully into a two-story profile that matches the lower Jefferson Avenue corridor.

3. Traffic Management & Site Safety

- a. **Cul-de-Sac Traffic Reduction:** Splitting vehicular access between both thoroughfares distributes traffic naturally, reducing trip volume and congestion on the quiet, narrow Sumner Street cul-de-sac.
- b. **Enhanced Off-Street Capacity:** Dual garages maximize off-street parking options for residents and guests, keeping public sightlines open and preserving emergency vehicle access on both roadways.

4. Residential Functionality & Universal Access

- a. **Step-Free Multi-Level Entry:** Providing direct vehicular access to both levels accommodates universal design principles—offering step-free entry to the primary living/kitchen area from Sumner Street and level access to the lower living suite from Jefferson Avenue.
- b. **Functional Utility Separation:** The upper Sumner garage functions as the daily family entrance, while the lower Jefferson garage provides dedicated access for secondary uses, equipment storage, guest parking, or utility access.

First Floor Elevation Height

The proposed main floor finished floor elevation at 3000 Sumner Street is set at ELEV. 102'-0", positioned relative to the Sumner Street curb benchmark at ELEV. 100'-0". This 2-foot elevation difference positions the primary entry approximately 3 to 4 steps above the street level, directly matching the established finished floor height pattern, porch elevation, and pedestrian scale of neighboring homes along the Sumner Street streetscape.

Street-Facing Openings (Fenestration)

Both the Sumner Street (primary) and Jefferson Avenue (secondary) elevations fully comply with NDS fenestration requirements by featuring at least two qualifying window or door openings per story facing each public street (excluding garage doors).

Porch Design Compliance

The proposed front porch along Sumner Street measures 32'4" x 10'0", satisfying and exceeding NDS porch guidelines by covering more than 50% of the front façade length with a continuous 10-foot depth, reinforcing human-scale pedestrian engagement.

Mechanical Equipment Screening

Exterior HVAC condensing units and mechanical equipment will be positioned outside of primary street setback zones or screened from public view using architectural enclosures or landscape screening in accordance with city design standards.

Residential Usability & Proportionality of Living Space

The proposed 2,423 sq. ft. main floor footprint represents a highly efficient, tailored single-family layout—not an excessive or overbuilt home. Because compounding setback and site geometry constraints strictly cap the buildable envelope at 24.2% lot coverage, denying the requested relief leaves only one alternative: artificially shrinking the footprint further.

Forcing a reduction in ground-floor area imposes an unnecessary functional hardship on the homeowners. Stripping away square footage directly compromises core residential functionality, restricting essential living and kitchen spaces, limiting primary circulation, and eliminating planned step-free universal accessibility. Requiring the owners to compromise basic, everyday livability on a lot legally designated for single-family use deprives them of the standard, comfortable residential baseline routinely enjoyed by surrounding properties across the neighborhood.

Conclusion & Request for Approval

In summary, the proposed single-family residence at 3000 Sumner Street represents a thoughtful, site-sensitive design that respects the scale, architectural rhythm, and pedestrian character of the surrounding neighborhood. The requested variance relief for secondary low-slope roof transitions and secondary frontage access is driven strictly by extraordinary, non-self-created physical site constraints—specifically the 31-foot lot depth deficit, severe natural slope, dual street setbacks, and substandard alley access. Granting this approval allows the homeowners to build a functional, comfortable, and efficient single-family home that enhances both streetscapes while preserving visual continuity across the block. We respectfully request the Board’s approval of this design narrative and remain available to answer any questions.

Respectfully submitted,

Cody Kleinschmit LLC | Drafter

White Oak Custom Contracting LLC | General Contractor

Mauricio & Cristina Lang | Property Owners