

## **FACTSHEET**

**TITLE: COMPREHENSIVE PLAN AMENDMENT NO. 05005**, by the Director of Planning at the request of Annette McRoy on behalf of the North Hills Neighborhood (3<sup>rd</sup> and 4<sup>th</sup> Addition), to amend the 2025 Lincoln Area Street and Roadway Improvement map and related text in the 2025 Lincoln/Lancaster County Comprehensive Plan to change Fletcher Avenue from 4+1 lanes to 2+1 lanes and the functional classification from Minor Arterial to Urban Collector.

**SPONSOR:** Planning Department

**BOARD/COMMITTEE:** Planning Commission  
Public Hearing: 05/18/05  
Administrative Action: 05/18/05

**RECOMMENDATION: Denial** (5-1: Sunderman, Krieser, Larson, Carroll and Bills-Strand voting 'yes'; Carlson voting 'no'; Pearson and Taylor absent).

**STAFF RECOMMENDATION:** Denial.

### **FINDINGS OF FACT:**

1. The staff recommendation to **deny** this proposed amendment is based upon the "Status/Description" and "Comprehensive Plan Implications" as set forth on p.2-6, concluding that Fletcher Avenue is planned to function as a major section-line roadway that will take pressure off of Superior Street, North 14<sup>th</sup> Street, and North 27<sup>th</sup> Street. The idea behind this future road is to avoid the need for future expansion of the 14<sup>th</sup> Street roadway between Cornhusker Highway and Superior Street by creating a continuous through route that traffic can use. Current and planned land uses along Fletcher Avenue between 14<sup>th</sup> and 27<sup>th</sup> Streets include commercial uses that need to be served by an arterial roadway with limited access points and increased capacity to better handle growing traffic demands. Projected daily traffic volumes for this segment of Fletcher Avenue are in excess of 20,000 vehicles per day. Such a level of traffic necessitates an arterial roadway cross-section with 4 lanes + turn lanes. As a downgraded facility with collector status, Fletcher would not be able to handle the projected traffic. The excess traffic would be pushed into the adjacent local street system thus increasing negative traffic impacts on adjacent neighborhoods. The necessary street right-of-way has been obtained and is established for the currently planned alignment of Fletcher as a 4 lane + turn lane arterial facility. Design work has commenced for this arterial roadway project.
2. The additional information submitted by the Planning Department prior to the public hearing is found on p.20-24, including correspondence and communications with the applicant.
3. The minutes of the Planning Commission public hearing and action are found on p.7-11. Testimony in support is found on p.7-8, and the record consists of 37 letters in support (p.31-67). Copies of the photographs submitted by the applicant are found on p.25-30.
4. Testimony in opposition by DaNay Kalkowski on behalf of the developers of the North Hills residential subdivision and the owners of the commercial property located north and west of Fletcher and east of 14<sup>th</sup> Street, is found on p.9, pointing out that much planning and development has occurred based upon the preliminary plat which was approved in 1999, which showed the location of Fletcher and its designation as an arterial roadway. The record also consists of one letter in opposition (p.68).
5. On May 18, 2005, the Planning Commission agreed with the staff recommendation and voted 5-1 to recommend **denial** (Commissioner Carlson dissented). See Minutes, p. 11.

**FACTSHEET PREPARED BY:** Jean L. Walker

**REVIEWED BY:** \_\_\_\_\_

**REFERENCE NUMBER:** FS\CC\2005\CPA.05005

**DATE:** June 6, 2005

**DATE:** June 6, 2005

## 2005 COMPREHENSIVE PLAN ANNUAL REVIEW

### Comprehensive Plan Amendment No. 05005

#### Fletcher Ave. Classification Downgrade to 2+1 Collector Street

Applicant	Location	Proposal
City Council Member Annette McRoy on behalf of North Hills Neighborhood 3rd/4th Addition.	Fletcher Ave. from North 14 <sup>th</sup> Street to North 27 <sup>th</sup> Street.	Change the functional classification of Fletcher Ave. from North 14 <sup>th</sup> Street to North 27 <sup>th</sup> Street from Urban Minor Arterial with 4 lanes + turn lanes to Urban Collector with 2 lanes + turn lanes.
<b>Recommendation:</b> Denial		

Status/Description

The applicant proposes the following:

1. To amend the City of Lincoln/Lancaster County comprehensive plan to update the Mobility and Transportation section, pages F 103, F 104, to change the functional classification of “Fletcher Avenue, North 14<sup>th</sup> Street to North 27<sup>th</sup> Street” from “Urban Minor Arterial” to “Urban Collector” as defined in the Comprehensive Plan.
2. To amend the City of Lincoln/Lancaster County comprehensive plan to update the Mobility and Transportation section, page F 110, “Fletcher Avenue, North 14<sup>th</sup> Street to North 27<sup>th</sup> Street 4 lanes + turn lanes” to read as follows: “Fletcher Avenue, North 14<sup>th</sup> to North 27<sup>th</sup> Street 2 lanes + turn lanes.”

The applicant is proposing this amendment to identify Fletcher Avenue with the Urban Collector description as provided in the Comprehensive Plan in the following manner:

- ! Fletcher is a link between a local residential and commercial streets and the arterial street system between North 27<sup>th</sup> and North 14<sup>th</sup>;
- ! Fletcher provides access and traffic circulation between the North Hills Neighborhood, North Creek Neighborhood, proposed North Hills Retail, and North Creek Small Business Park;
- ! Fletcher offers motorists from the surrounding residential a safe and convenient way to move from a neighborhood to the arterial street system.

The applicant is also proposing this amendment to downgrade Fletcher Avenue from a 4-lane + turn lanes to a 2-lane + turn lanes to take advantage of the following benefits:

- ! The downgrading allows for the allocation of funds to higher priority street projects;
- ! Minimizes impact of light, chemical, trash, and other impacts on the wetlands which are maintained by the neighborhood association dues;
- ! Minimizes the impact of additional traffic generated through the neighborhoods;
- ! Decreases the speed at which traffic is regulated near the neighborhood.

### Comprehensive Plan Implications

The Comprehensive Plan includes Fletcher Road from North 14<sup>th</sup> Street to North 27<sup>th</sup> Street as a minor arterial with a 4 + 1 cross-section as a result of traffic modeling and land use designations that ultimately indicated a need for a higher roadway facility.

In its Land Use Plan on page F 25, the Comprehensive Plan identifies the land on the north side of Fletcher Road from North 14<sup>th</sup> Street to North 27<sup>th</sup> Street with Commercial land uses. Much of this commercial land use is already in existence or has been approved for development. On the south side of this minor arterial Urban Residential land uses are planned with the exception of the southwest corner of Fletcher and 27<sup>th</sup> Street where there are commercial land uses. Also, a creek and drainage area runs generally along the south side of this roadway. A multi-use trail is also planned to be located along this segment of Fletcher Road.

On page F 103 and F 105 descriptions of Minor Arterial and Collector Street are provided in the Plan:

***Minor Arterials:** This functional class serves trips of moderate length and offers a lower level of mobility than principal arterials. This class interconnects with, and augments principal arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These are characterized by moderate to heavy traffic volumes.*

***Collector Streets:** These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets.*

The Future Functional Classification: City Streets map on page F 103 and the Future Functional Classification: County Roads map show Fletcher Ave. from North 14<sup>th</sup> Street to North 27<sup>th</sup> Street classified as a minor arterial.

Also, the Projects & Studies: Lincoln Area Street & Roadway Improvements 2025 map on page F 105 shows that Fletcher Ave. from North 14<sup>th</sup> to North 27<sup>th</sup> is planned to be constructed as a 4 Lanes + Center Turn Lane facility. This project is also listed on page F 110 as a 4 lanes + turn lanes improvement under the Proposed Projects listing.

On page F 112 for the Comprehensive Plan, the Right of Way Standards map shows Fletcher Avenue requiring 120 feet of right-of-way. This necessary amount of right-of-way for a 4 lane + turn lane arterial cross-section has been acquired and established for Fletcher Avenue from North 14<sup>th</sup> Street to North 27<sup>th</sup> Street.

The Comprehensive Plan highlights many principles and objectives in regard to transportation on page F87. Many of these principles and objectives relate to this proposed Comprehensive Plan Amendment. They are as follow:

*“A Connected City. In Lincoln and Lancaster County, the unifying qualities of transportation will be emphasized. The transportation network will sustain the One Community concept by linking neighborhoods together. Neighborhoods, activity and employment centers, rural communities, and open lands will be connected by a continuous network of public ways.*

*A Balanced Transportation System. Transportation planning in Lincoln will be guided by the principle of balancing needs and expectations. It will recognize that transportation is a means to the goal of a unified, liveable, and economically strong community, and not an end in itself. Thus, the system will effectively move people and goods around the community, while minimizing impacts on established neighborhoods and investments. The concept of balance also applies to methods of transportation. While the system must function well for motor vehicles, it should also establish public transportation, bicycling, and walking as realistic alternatives now and in the future.*

*Transportation as a Formative System. Transportation and land use are linked systems. The land use plan, which includes projections of future development, determines the character of the transportation plan. On the other hand, transportation has a major impact on the form of the City. Lincoln and Lancaster County will use major road projects to reinforce desirable development patterns.*

*Planning as a Process. Transportation planning is a dynamic process, responding to such factors as community growth, development directions, and social and lifestyle changes. Therefore, the Comprehensive Plan should also establish an ongoing process that responds to these changes.*

*Developing a balanced transportation system that meets the mobility needs of the community and supports Lincoln and Lancaster County’s land use projections and plan.*

*Using the existing transportation system to its best advantage.*

*Continuing Lincoln’s street and trails network into newly developing areas.*

*Designing a street and road improvement program that is both physically attractive and sensitive to the environments of urban neighborhoods.”*

### Staff Comments

The following staff comments were received regarding this proposed amendment:

- ! Engineering Services strongly opposes the proposed Comprehensive Plan amendment 05005. When originally conceived, Fletcher Avenue between 14<sup>th</sup> Street and 27<sup>th</sup> Street was a portion of a continuous link between the ultimate Antelope Valley phase two extension of 33<sup>rd</sup> Street to Superior, then 33<sup>rd</sup>/Fletcher on to 14<sup>th</sup> Street. (Fletcher Avenue from 27<sup>th</sup> to 33<sup>rd</sup> and 33<sup>rd</sup> Street south to Superior has already been constructed as a minor arterial.) The idea behind this future

road was to avoid the need for future expansion of the 14<sup>th</sup> Street roadway between Cornhusker Highway and Superior Street by creating a through route that traffic could use. North of Interstate 80, 14<sup>th</sup> Street is likely to become the highest used route within the City in the future due to the difficulties that will be encountered in trying to extend 27<sup>th</sup> Street farther north.

With this as a basis, the projected traffic volume on this piece of Fletcher Avenue is expected to be in excess of 20,000 vehicles per day in the year 2025. Design of this road is currently underway. We do not design arterial streets to serve the volume of traffic on those roads in the near term, we need to design them for 20 or more years in the future to avoid the disruption and extra costs associated with rebuilding roads more frequently.

When constructed, this street will not meet the definition of an urban collector street. It will carry a high volume of traffic and there will be very few accesses allowed onto the street. The wetlands located on the north side of the street will buffer this street from the neighborhood to the north. This will be an arterial street in definition as well as function.

The notion that by building this roadway to a lower standard will somehow improve the quality of life for the surrounding area is incorrect. If there is a greater demand to use this street than the capacity of the street, traffic will instead be routed through internal neighborhood streets, especially the collector streets within the nearby subdivisions. This will increase traffic on those streets, with potential speeding and safety issues resulting as motorists try to make up time on residential streets. There is no proof that building this to a lower standard will lessen the light, chemical or trash impacts on the adjacent wetlands.

Changing this to a lower standard will also not create a positive impact on the Capital Improvement Program. Design of the project is currently funded and underway. The only funding shown for constructing this project was "Other Funds", meaning the funding mechanism has not been identified. With the residential and commercial growth in this area of town and the overcrowding of the existing streets, this roadway will be needed by the time funding for the project is identified. Building the street first as a two-lane street and later widening it to four-lanes would likely not be cost effective due to the projected short time span between the need for the two and four lanes. (See comments by Randy Hoskins, Public Works and Utilities)

- ! Projected volumes indicate the need for the street cross-section proposed. If Fletcher is not constructed to the cross-section necessary to handle the traffic, the demand will be met by using other local and neighborhood collector streets in the vicinity and cause problems for lots that abut and take access to these local streets.

Fletcher extends east and south of 27<sup>th</sup>, presently to 33<sup>rd</sup> and Superior. Long range plans call for extending 33<sup>rd</sup> Street south as part of the Antelope Valley project. It would be short-sighted to downgrade Fletcher to an urban collector. (See comments by Dennis Bartels, Public Works and Utilities)

- ! Fletcher Avenue, 14<sup>th</sup> Street to 27<sup>th</sup> Street, serves a large and growing commercial area to the north which is expected to include Commercial Retail of 483,400 sf, Office at 118,400 sf and Service Employment at 533,000 sf. There is also a growing residential area to the south of this

facility which is to include approximately 700 dwelling units and a 550 student school site. Projected traffic for the Fletcher Avenue corridor is approximately 20,000 vehicles per day and will require a 4 lane facility. This transportation facility needs to be evaluated in relation to the transportation needs of the entire area it serves. Fletcher Avenue as a section line road with an arterial designation will take the pressure off the 14<sup>th</sup> and 27<sup>th</sup> Street corridors and off of Superior Street. Traffic projections for these roadways are expected to meet or exceed its current capacity within the planning period. If Fletcher Avenue is restricted in capacity and its future functional classification is downgraded from arterial to collector, it would simply push additional traffic onto adjacent streets increasing the traffic impacts within neighborhoods. Public Works and Utilities Department does not support this amendment. (See comments by Mike Brienzo, Public Works and Utilities)

### Conclusion

This proposed amendment should be denied for the following reasons:

1. Fletcher Avenue is planned to function as a major section-line roadway that will take pressure off of Superior Street, North 14<sup>th</sup> Street, and North 27<sup>th</sup> Street. Traffic projections on these other roadways are expected to match or exceed their respective capacities and will need the additional capacity of Fletcher as a 4-lane arterial roadway. Fletcher already extends as a minor arterial east of 27<sup>th</sup> Street to 33<sup>rd</sup> and 33<sup>rd</sup> runs south to Superior as a minor arterial. Long range plans call for extending 33<sup>rd</sup> Street south of Superior as part of the Antelope Valley projects. As part of this long range plan, Fletcher Avenue between 14<sup>th</sup> Street and 27<sup>th</sup> Street will function as a portion of a continuous link between the ultimate Antelope Valley phase two extension of 33<sup>rd</sup> Street to Superior, then 33<sup>rd</sup>/Fletcher to 27<sup>th</sup> and then Fletcher on to 14<sup>th</sup> Street. The idea behind this future road is to avoid the need for future expansion of the 14<sup>th</sup> Street roadway between Cornhusker Highway and Superior Street by creating a continuous through route that traffic can use.
2. Current and planned land uses along Fletcher Avenue between 14<sup>th</sup> and 27<sup>th</sup> Streets include commercial uses that need to be served by an arterial roadway with limited access points and increased capacity to better handle growing traffic demands.
3. Projected daily traffic volumes for this segment of Fletcher Avenue are in excess of 20,000 vehicles per day. Such a level of traffic necessitates an arterial roadway cross-section with 4 lanes + turn lanes.
4. As a downgraded facility with collector status, Fletcher would not be able to handle the projected traffic. The excess traffic would be pushed into the adjacent local street system thus increasing negative traffic impacts on adjacent neighborhoods.
5. The necessary street right-of-way has been obtained and is established for the currently planned alignment of Fletcher as a 4 lane + turn lane arterial facility. Also, design work has commenced for this arterial roadway project.

Prepared By:  
David Cary, 441-6364 [dcary@lincoln.ne.gov](mailto:dcary@lincoln.ne.gov)  
April 18, 2005

# COMPREHENSIVE PLAN AMENDMENT NO. 05005

## PUBLIC HEARING BEFORE PLANNING COMMISSION:

May 18, 2005

Members present: Carlson, Sunderman, Krieser, Larson, Carroll, and Bills-Strand (Taylor and Pearson absent).

Staff recommendation: Denial.

Ex Parte Communications: None.

1. **David Cary** of Planning staff submitted additional information for the record, including comments in support from residents in North Hills.

### Proponents

1. **J.R. Brown**, 5501 Rockford Drive, the applicant, testified that on November 17, 2004, the North Hills neighborhood met to discuss the proposed design of Fletcher Avenue and many concerns were brought to the attention of Randy Hoskins, the City Traffic Engineer. The neighbors formed a committee to evaluate the impact of Fletcher Avenue. Council member Annette McRoy met with Randy Hoskins to discuss options to lessen the impact on the neighborhood and Hoskins indicated that there is nothing that can be done to change it. The neighborhood is committed to work with the city and the surrounding developers. The neighborhood has asked to be included in the process and wish to have their concerns addressed. This proposal is now the only option to protect the quality of life in North Hills.

Brown continued his testimony stating that this amendment is good for the neighborhood because it will minimize the noise impact. The neighbors knew I-80 would have an impact on the noise levels in the neighborhood, but they did not know there would be an arterial street with 20,000 cars per day and a large retail shopping center district. With the widening of I-80 and 14<sup>th</sup> Street, he believes the city will be at a point where it will be violating its own noise ordinance.

Another benefit is that this proposal will minimize the trash and pollution to the North Hills property. The wetlands is owned and maintained by the neighborhood association and drainage from Fletcher will impact this property greatly.

Brown believes that Fletcher will become the next Superior Street – it is a safety concern to the neighborhood. There is a proposed school site in the area. Homes on Kennedy will have car lights shining into their house through the night and there will be bright street lights polluting the neighborhood.

Brown also suggested that this amendment is good for the surrounding businesses. There is B-2 zoning to the north of the North Hills neighborhood and the proposed location of Fletcher is not consistent with B-2 zoning or the Comprehensive Plan, which provides that neighborhoods should have liberal pedestrian access to business development. This cannot happen with a four to six lane street.

Brown pointed out that the staff report quotes from the Comprehensive Plan indicating that there will be a street and road improvement program that is both physically attractive and sensitive to the environment and urban neighborhood. Brown submitted that if Fletcher is built as planned, it will not be attractive to the neighborhood.

Brown reiterated that this proposal is a last resort to minimize the negative impact to the neighborhood. The neighbors are still committed to work with the city to come up with an acceptable solution.

Short of keeping Fletcher as a 2+1, Carlson asked Brown what he has asked the City to think about. Brown stated that he has asked the City to consider moving Fletcher to get some better integration with the businesses – to move it away and lessen the noise to the residential and use the businesses as more of a buffer. He has requested that Fletcher be moved closer to I-80. They have not had the opportunity to get a good discussion going.

Carlson asked whether the neighborhood is opposed to B-2 on the south side. Brown indicated that the neighborhood wants the B-2 services. But, they will not be enticed to use those services if they have to cross this large street. He thinks it can be better arranged.

**2. Bill Rogers**, 5821 Kennedy Court, testified in support. His property backs up to the wetlands. He attended a meeting on September 29, 2004, where Chad Blahak (of Public Works) stated that there would be a number of neighborhood meetings in which the design of Fletcher can be addressed. That is the last meeting that the neighbors had an opportunity to attend. The neighborhood subcommittee has not been advised of any of the meetings concerning the design of Fletcher and it is his understanding that Fletcher is in the design phase. As a property owner on the wetlands and as a grandfather, he has great concerns about a four to six lane highway being behind his home and having to cross the road to get to the neighborhood services. The neighbors are looking for an opportunity to work with the city and any developer.

**3. Carol Brown**, 2201 Elba Circle, testified in support. In 2000, she was part of the LRTP Task Force responsible for addressing the need for an updated road system. Little did she know it would bring her full circle to this point. As a member of that Task Force, she saw maps showing Fletcher as four lanes, which made sense because it appeared to border I-80. Now we are faced with a road that is directed down through a neighborhood with high speeds. We don't even have posted speeds of 45 to 50 mph on 27<sup>th</sup> or Superior Streets and we know what kind of problems we have had on those streets.

The design of Fletcher with speeds of 45-50 mph with access points to North Creek Villas and several businesses is not acceptable. Those in search of the special businesses will be distracted and prime fodder for accidents. Where will the sidewalk be located? On the front of North Creek Villas? Will this be a safe area? Public Works championed a move to not allow access points off 27<sup>th</sup> Street. Now you are allowing access points on Fletcher with much higher speeds.

Brown also suggested that business street fronts should contribute to the pedestrian environment. Narrower streets will slow down the traffic. Brown quoted from the Comprehensive Plan regarding pedestrian walkways in a neighborhood business center.

Brown also expressed concern about the protection of the wetlands from the runoff of 2,000 vehicles. She quoted from the Comprehensive Plan relating to a balanced transportation system that will be guided by balancing needs and expectations, "...while minimizing impacts on established neighborhoods and investments. ....The system should establish public transportation, bicycling and walking as realistic alternatives now and in the future....place multi-family and elderly housing nearest to the commercial area".

Brown suggested that the location of Fletcher Avenue does not address any of the ideas in the Comprehensive Plan and is not conducive to the Comprehensive Plan, e.g., building principles for existing commercial centers: maintain businesses that are convenient to and serve neighborhood residents yet are compatible with but not intrusive upon residential neighborhoods; expansion of existing commercial and industrial uses should not encroach on existing neighborhoods and must be screened from residential areas. Brown stated, "If you build this road, they will come."

**4. Pastor Jason Taylor**, 5525 N. 17<sup>th</sup> Street Court, and pastor of Holy Savior Lutheran Church on Superior and I-180, testified in support. Many of the congregation members are neighbors in this area. He has a concern that this kind of traffic flow is really going to affect the quality of life in the neighborhood. He moved into the neighborhood last June. He does not believe there has been a lot of communication about what Fletcher is going to be like for the people who have moved into this area. It is a very nice neighborhood. This will negatively affect the entire neighborhood. There needs to be dialog between the developers, the city and the neighborhood. The main interest of the neighbors is to lessen the traffic.

#### Opposition

**1. DaNay Kalkowski** appeared on behalf of **North Hills Limited Partnership, Northern Lights LLC and Southview, Inc.**, the parties who were the developers of the North Hills residential subdivision and owners of the commercial property located north and west of Fletcher and east of 14<sup>th</sup> Street. Her clients oppose the reclassification of Fletcher from an arterial to collector street. In November, 1999, the preliminary plat for the North Hills residential subdivision was approved, which showed future Fletcher Avenue within a 120' proposed right-of-way. It also included a grading plan for Fletcher as a four-lane roadway. As part of that same package, the B-2 zoning was approved on the area on the north side of Fletcher, believing that it was an appropriate use/zoning to be located between the interstate and an arterial roadway. This occurred before any the single family homes or any development had taken place in North Hills. The city showed Fletcher as an arterial street and the uses were planned accordingly, with commercial on the north side adjacent to the interstate, with green space on south side before the single family residential.

Kalkowski pointed out that a lot has happened since 1999 in reliance on the approved preliminary plat. The right-of-way for Fletcher has been dedicated as part of the final plat. A sewer line has been built in the right-of-way. The city is in the process of designing Fletcher as an arterial and her clients have moved forward with development plans for the B-2 commercial on the north side in reliance on the location of Fletcher and its designation as an arterial roadway.

Kalkowski is not aware of anything that would support a reduction in the classification of Fletcher as an arterial street. Fletcher as an arterial street is an integral part of the

transportation system needed in this area to effectively move transportation and keep it from becoming a burden on the neighborhood streets.

### Staff questions

Carlson inquired of Public Works as to the testimony about design meetings for Fletcher Avenue that were supposed to have occurred. Randy Hoskins, City Traffic Engineer, advised that the schedule initially laid out by the city in working with the consultant doing the design got delayed about a month because of weather and funding issues. We are probably looking at a public meeting in the August/September time frame. This gives the designers time to get the survey done and drop an initial alignment onto the existing right-of-way. They will go out and talk to the neighborhood.

Carlson inquired whether there will be opportunity for adjacent neighbors to discuss the alignment of the road. Hoskins advised that when this whole subdivision was platted, the right-of-way for Fletcher was included as part of that plat. The Fletcher Avenue right-of-way was there from the beginning. Now you have a subdivision on the west side of 14<sup>th</sup> that is lined up with that location. Both of those roads need to meet at the same location on 14<sup>th</sup> Street so that there is a full four-way intersection. It is believed that warrants will be met for a traffic signal at that location. Beyond that, whether or not we could move it away from the intersection and move off the alignment is something we would have to work out with the developer since we already have the right-of-way. There is a sanitary sewer line or water line that is already in place within the existing right-of-way. To move outside the area, we would not be able to swap right-of-way because we would need to maintain an easement over the existing right-of-way.

### Response by the Applicant

J.R. Brown showed a map of the design that was approved in August of last year. This is the first time the Planning Commission has ever seen this alignment. It was not provided in the on-line public information. This is a concern because if this was in that packet he would have been here to talk about this sooner. The buildings are big enough that it could be a super center of some kind. He acknowledged that Kalkowski has been working with the neighbors.

As far as moving transportation, Brown testified that the subdivision residents on 14<sup>th</sup> are coming south over I-80 to get into Lincoln. They are not going to want to take Fletcher and backtrack north to 27<sup>th</sup> Street to get to those arterial streets. They will head right to Superior or take a short cut through the neighborhood to get to 27<sup>th</sup>. By Fletcher's design, Brown believes it is actually going to increase traffic through the neighborhood.

As far as the design meetings, Brown believes these are occurring after the fact—after it has been designed, so the neighbors really won't have any input. Why don't we meet with the consultants up-front? If the property was platted in 1999 – why wasn't the street built sooner? Only half of the street was built. The neighbors were under the impression that it was going to be a residential or small business size street. They did not know it was going to be a bigger street. This is his first house and he would not have purchased it had he known about the size and location of Fletcher. The neighborhood is open to suggestions.

**ACTION BY PLANNING COMMISSION:**

May 18, 2005

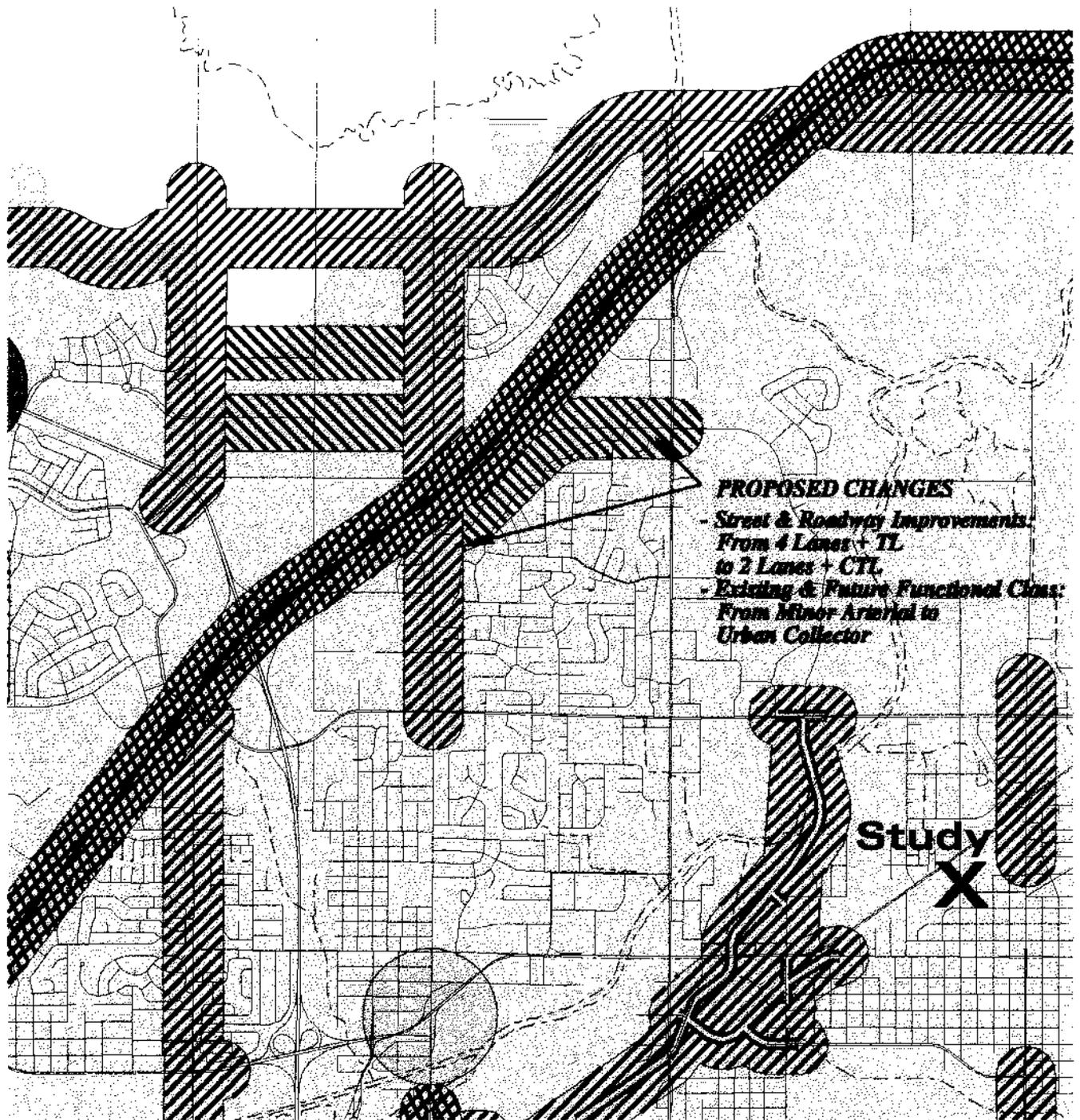
Carroll moved to deny, seconded by Sunderman.

Carlson stated that he was thinking of making a motion to placing this on pending. It sounds like the neighborhood is not necessarily objecting to the 4+1, but rather where it is located. He is hearing that the reason they are asking for 2+1 is only as a result of not getting the layout and functionality that would work best. It sounds like the design meetings are about to happen and he was thinking of putting this on pending at this time.

Carroll pointed out that it was platted in 1999. There was probably a public hearing for that plat. The right-of-way was drawn on that plat as a 120' right-of-way so the people had the opportunity to do some research on this. He does understand the concern about the businesses along that street, but as far as the street changing back to 2+1, he is opposed. There is going to be a lot of traffic and it needs to be 4+1 as it was platted and designed in 1999.

Bills-Strand commented, stating that she does not believe 4+1 is dooms day for neighborhoods. South 14<sup>th</sup> Street just got done and there are other streets that are very nice.

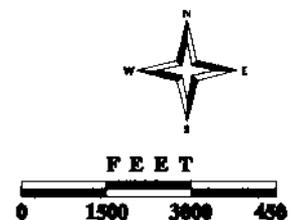
Motion to deny carried 5-1: Sunderman, Krieser, Larson, Carroll and Bills-Strand voting 'yes'; Carlson voting 'no'; Pearson and Taylor absent. This is a recommendation to the City Council and Lancaster County Board.



# Fletcher Av: 14th to 27th St

## Proposed Amendment 05005

-  2 Lanes + CTL
-  4 Lanes + TL
-  6 Lane Interstate Highway
-  Antelope Valley: 4/6 Lane Roadway
-  Future Service Limit
-  Overpass
-  Interchange
-  Street Closure Study



012



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NEBRASKA

MAYOR COLEEN J. SENG  
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# LINCOLN/LANCASTER COUNTY

2005

## COMPREHENSIVE PLAN AMENDMENT APPLICATION

*The use of this application is appropriate when a change to the adopted Lincoln/Lancaster County Comprehensive Plan is desired. The required questionnaire on the reverse side of this application must be completed as well. Applications for the 2005 Annual Review are due to the Planning Department no later than 4:30 p.m. on February 2, 2005.*

### PART I.

Please print or type.

Date: January 23, 2005

Applicant: North Hills Neighborhood 3rd/4th Addition

*Annette McRey*

FEB - 1 2005

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_

Contact (if not applicant): J.R. Brown

Mailing Address: 5501 Rockford Drive

City: Lincoln State: Nebraska Zip: 68521

Phone: (402) 617-0493

**Application Fee of \$250.00 to the City of Lincoln.**

If applicable, name of general area/location/site which would be affected by this proposed change (Attach additional sheets if necessary.).

See Attached.

Applicant Signature: *Annette M. McRey*

Date: Feb 1, 2005

PLANNING DEPARTMENT USE ONLY:	
RECEIPT NO.	_____
DATE	<u>Feb 1, 05</u>
FEE PAID	<u>\$ exempt</u>

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# CITY COUNCIL OF LINCOLN NEBRASKA

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ANNETTE MCROY  
City Council Member  
Northwest District

February 1, 2005

Lincoln-Lancaster County  
Planning Department  
County-City Building  
555 South 10<sup>th</sup> Street  
Suite 213  
Lincoln, NE 68508

**RE: Comprehensive Plan Amendment Application  
North Hills Neighborhood 3rd/4th Addition**

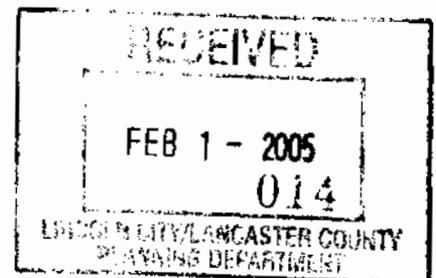
Please find attached the Comprehensive Plan Amendment Application which I am filing on behalf of my constituents of the North Hills Neighborhood 3rd/4th Addition.

All correspondence should be addressed to J. R. Brown, 5501 Rockford Drive, Lincoln, NE 68521 or he also can be reached at 402.617.0493 with email of [jrbrown3@hotmail.com](mailto:jrbrown3@hotmail.com). I would appreciate copy of all correspondence sent regarding this matter. Forward to me at the City Council office.

As always I appreciate working with your office.

Sincerely,

Annette McRoy  
City Council District 4





# Comprehensive Plan Amendment



## APPLICANT

January 23, 2005

North Hills Neighborhood, Third and Fourth Additions  
J.R. Brown  
5501 Rockford Drive  
Lincoln, Nebraska 68521  
(402) 617-0493  
jrbrown3@hotmail.com

## PROPOSAL

1. To amend the City of Lincoln/Lancaster County comprehensive plan to update the Mobility and Transportation section, pages F103, F104, to change the functional classification of "Fletcher Ave., N. 14th St. to N. 27th St" from "Urban Minor Arterial" to:

"Urban Collector" as defined in the Comprehensive Plan, "These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets."

2. To amend the City of Lincoln/Lancaster County comprehensive plan to update the Mobility and Transportation section, page F110, "Fletcher Ave., N. 14th St. to N. 27th St. 4 lanes + turn lanes" to read as follows:

"Fletcher Ave., N. 14th St. to N. 27th St. 2 lanes + turn lanes"

## QUESTIONNAIRE

1. *Provide a detailed description and explanation of the proposed amendment. Include the Element (Land Use, Transportation, etc.) to be amended. (Please attach map and legal description if proposal is for specific tract of land.)*

By proposing "Fletcher Ave., N. 14th St. to N. 27th St" referred herein as "Fletcher", from a "Urban Minor Arterial" to a "Urban Collector", this clarification aligns Fletcher with the description of Urban Collector set forth in the comprehensive plan. See Figure 1. Fletcher is aligned with the Urban Collector description as:

- a. Fletcher is a link between a local residential and commercial streets and the arterial street system, N. 27<sup>th</sup> and N. 14<sup>th</sup>.
- b. Fletcher provides access and traffic circulation between the North Hills Neighborhood, North Creek Neighborhood, Proposed North Hills Retail, and North Creek Small Business Park.
- c. Fletcher offers motorists from the surrounding residential a safe and convenient way to move from a neighborhood to the arterial street system.

015

## Comprehensive Plan Amendment

By proposing the down scaling of Fletcher from 4 lane + turn lanes, to 2 lane + turn lanes benefits in many ways to include:

- a. Allows for the allocation funds to higher priority street projects.
  - b. Minimizes impact of light, chemical, trash, and other impacts on the wetlands which are maintained by the neighborhood association dues.
  - c. Minimizes the impact of additional traffic generated through the neighborhoods.
  - d. Decreases the speed at which traffic is regulated near the neighborhood.
2. Describe how the proposal is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

Fletcher is only discussed in the comprehensive plan in the capacity mentioned herein. This amendment is only intended to clarify the need of the neighbors and surrounding development while meeting the requirements to move forward on this street project in a well planned and orderly fashion.

3. What do you anticipate will be the impacts (fiscal/CIP, environmental, phasing, etc.) caused by the proposal, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community? If not, what type of benefit can be expected and why?

### Capital Improvement Program

The Capital Improvement Program will be affected by the change of classification for Fletcher. Monies could be reallocated to higher priority street projects, sidewalk replacement, or inner-city street repair.

### Environmental Impact

This amendment is a positive gain in preserving and protecting the wetlands in which Fletcher runs adjacent to. Chemicals from automobiles, other developments, and lighting would still have an impact on the wetlands; however this impact would be substantially decreased.

### Capacity Phasing

This amendment allows for the downscaling of Fletcher, which may draw the question, how can this street scale to the future? Currently, the City owns 120 foot wide right-of-way which will be preserved to expand this street to the future as needed and communicated to the neighbors. There is no pressing need or requirement to complete a full build-out of Fletcher at this time.

Benefit to the Community

On September 14, 2004, citizens of Lincoln voted down the streets, roads, and trails bond overwhelmingly which sent the signal to Lincoln's elected officials that said a couple of things:

- Citizens want to see plans and direction for street projects.
- Citizens want to be involved in the process.
- Citizens want to take care of what we have first and foremost.

This amendment clearly meets these criteria demanded by the public:

- This amendment provides a plan for the build-out of Fletcher.
- Citizens have endorsed and have been involved in this amendment.
- This amendment affords the opportunity to allocate funds to other projects and improvements to existing streets.

North Hills and North Creek neighborhoods benefit directly in the following ways:

- Large volumes of traffic are minimized, which leads to numerous benefits.
- Additional protection of the wetlands which residences back up to.
- The neighborhood is safer due to the lower speed requirements.

4. *How would the proposed change comply with the community vision statements, goals, principles, and policies of the Comprehensive Plan? Include any specific page numbers from the Plan, research, or reasoning that supports the proposed amendment.*

Found on page I1 and VI, the vision of the comprehensive plan is to address the quality of life and the conservation of the natural environment. This amendment fully supports these two ideals as well as enhancing the health, safety, and welfare of the citizens of the surrounding neighborhood.

5. *Is there public support for this proposed text amendment (i.e. have you conducted community meetings, etc.)?*

This comprehensive plan amendment has been endorsed by residents of North Hills, Third and Fourth additions.

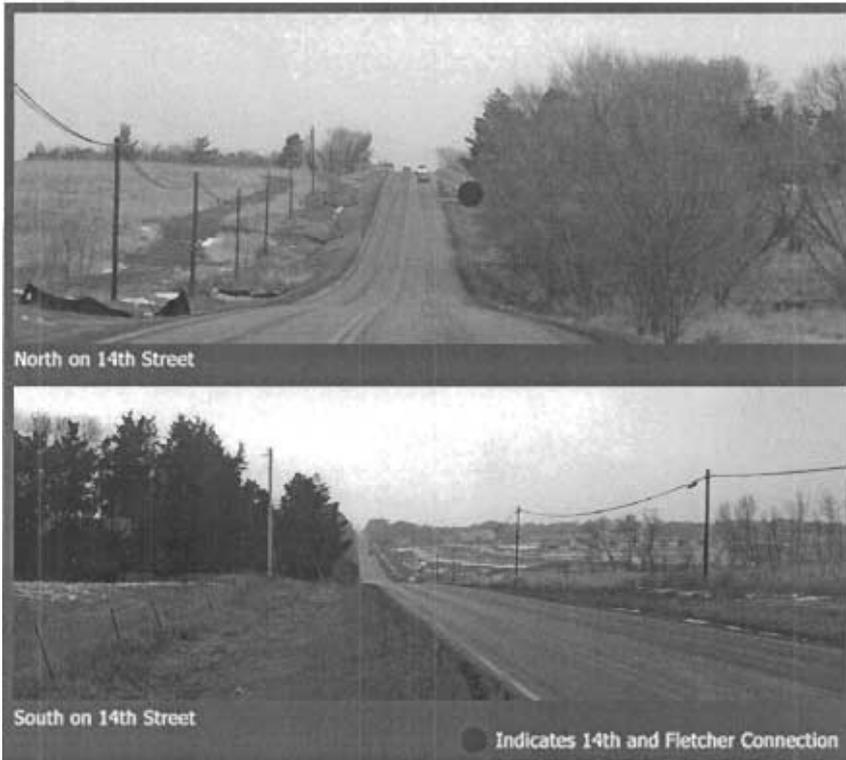
# Comprehensive Plan Amendment



**Figure 1.** General Area and Land Uses

# Comprehensive Plan Amendment

**Figure 2.** Proposed 14<sup>th</sup> St. and Fletcher Ave. Connection



**Figure 3.** Environment/  
Wetland Impact of Fletcher Ave.



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## MEMORANDUM

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**TO:** Planning Commission Members

**FROM:** David Cary, Transportation Planner *DRC*

**SUBJECT:** Comprehensive Plan Amendment 05005 - Proposed Downgrade of Fletcher Road from 4+1 Minor Arterial to 2+1 Collector Street

**DATE:** May 11, 2005

**CC:** City Council, County Board, File

Please find enclosed a map of the segment of Fletcher Road from North 14<sup>th</sup> Street to North 27<sup>th</sup> Street that is proposed in Comprehensive Plan Amendment 05005 to be downgraded in the Comprehensive Plan from a 4-lane Minor Arterial to a 2-lane Collector Street. The enclosed map will be used at the May 18, 2005 special public hearing of the Planning Commission for the Annual Review to help explain the issues related to this amendment.

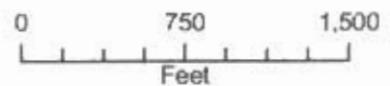
The Staff Report for this Comprehensive Plan Amendment recommends denial of the proposed downgrade in status of Fletcher Road. The map intends to help explain the various reasons for this recommendation to deny including:

- Current and planned land uses along Fletcher Avenue between 14<sup>th</sup> and 27<sup>th</sup> Streets include commercial uses that need to be served by an arterial roadway with limited access points and increased capacity to better handle growing traffic demands.
- Projected daily traffic volumes for this segment of Fletcher Avenue are in excess of 20,000 vehicles per day. Such a level of traffic necessitates an arterial roadway cross-section with 4 lanes + turn lanes.
- If downgraded to a facility with collector status, Fletcher would not be able to handle this projected traffic. The excess traffic would be pushed into the adjacent local street system, especially onto Folkways Boulevard which would act as an alternate thru-street, thus increasing negative traffic impacts on adjacent neighborhoods.
- The necessary street right-of-way has been obtained and is established for the currently planned alignment of Fletcher as a 4 lane + turn lane arterial facility. A portion of Fletcher is already constructed to 4-lanes from North 27<sup>th</sup> Street to Telluride Drive, and the existing segment west of Telluride Drive has been built as a 2-lane offset section that will accommodate the future 4-lane section when needed. Also, design work has commenced for the portion of Fletcher east of 14<sup>th</sup> Street as a 4-lane roadway. There is also additional green space along this corridor that buffers the neighborhood from this future 4-lane facility.



## Comprehensive Plan Amendment 05005

	Built - 4 Lane		Commercial
	Built Street		Open Space
	Unbuilt Street		Public
	Ownership		Residential



Lincoln-Lancaster County Planning Dept.  
 m:\plan\zack\cpar05\cpa05005.mxd  
 May 4, 2005 \ MAM



**CITY OF LINCOLN  
NEBRASKA**

**MAYOR COLEEN J. SENG**

lincoln.ne.gov

Lincoln-Lancaster County  
Planning Department  
Marvin S. Krout, Director

Mary F. Bills-Strand, Chair  
City-County Planning Commission

555 South 10th Street  
Suite 213

Lincoln, Nebraska 68508

402-441-7491

fax: 402-441-6377

May 12, 2005

Mr. J. R. Brown  
5501 Rockford Drive  
Lincoln, NE 68521

RE: CPA 05005 - Proposed Downgrade of Fletcher Avenue from N. 14<sup>th</sup> to N. 27<sup>th</sup> from a 4+1 Minor Arterial to a 2+1 Collector Street

Dear Mr. Brown:

Thank you for the opportunity to discuss with you the North Hills Neighborhood 3<sup>rd</sup> and 4<sup>th</sup> Addition's Comprehensive Plan Amendment 05005 which proposes to downgrade Fletcher Avenue from N. 14<sup>th</sup> to N. 27<sup>th</sup> Streets from a 4-lane + turn lane Minor Arterial to a 2-lane + turn lane Collector Street in the Comprehensive Plan. Marvin Krout and I feel that it was a useful meeting to hear and discuss your ideas and point of view regarding this proposal.

As we discussed at our meeting on May 3, we are following up with you on the status of the construction plans for Fletcher Avenue east of North 14<sup>th</sup> Street. I contacted Randy Hoskins, the City's Traffic Engineer, and received from him an updated status report for this road project.

At this point, the proposed Capital Improvements Program does not include construction funds for this project which means there is no funding to construct Fletcher east of 14<sup>th</sup> Street for the next 6 years. This could change in the sense that the owner of the approved North Hills Retail property could commence developer negotiations to advance the construction of this segment of Fletcher if the developer feels it is worth paying for the roadway improvements earlier in order to move forward with that commercial development. At this point there are no ongoing negotiations to get that project underway.

The unbuilt segment of Fletcher, as with the remainder of Fletcher over to 27<sup>th</sup> Street, is currently being designed for a 4-lane + turn-lanes cross-section, and the street right-of-way has been obtained for this level of roadway. When constructed, it is likely that the segment from 14<sup>th</sup> to Rockford Drive will be built to the 4-lane + turn-lanes section to best serve the commercial development that will be going in on the north side of the roadway as well as to better serve the neighborhood.

I hope this information has been helpful. Please do not hesitate to call with any further questions. Thank you.

Sincerely,

A handwritten signature in black ink that reads "David R. Cary". The signature is fluid and cursive, with a long horizontal stroke extending to the right from the end of the name.

David R. Cary, AICP  
Transportation Planner  
City/County Planning Department  
(402) 441-6364

CC: Planning Commission, Marvin Krout, Roger Figard, Randy Hoskins, File

Marvin S Krout/Notes  
05/10/2005 11:30 AM

To jrbrown3@hotmail.com  
cc Planning\_PC Members, Planning\_Senior\_Staff  
bcc

Subject Meeting on Fletcher Road/"neighborhood business"

History:

 This message has been replied to.

JR: I enjoyed our discussion this past week, even though it apparently did not change your position on the classification of Fletcher Road between North 14th and North 27th Street. You also raised a separate, interesting issue regarding the B-2 zoning district. I want to share some thoughts about that with you, and also with my staff and the Planning Commission.

I believe the point that you were making is that the B-2 Planned Neighborhood Business District has a misleading name because its provisions and its application in the city often do not result in a small, neighborhood-oriented center with small, convenience-type businesses. I have to agree with that point, and I will plan to place it on my own list of "issues to be discussed" when the Planning Commission begins the major update of the Comprehensive Plan, later this year.

Lincoln's zoning ordinance has grown over the years to 27 "base" zoning districts plus numerous types of special permits and overlay zones. That is about twice as many districts as average for a community of this size, and the sheer number of districts is one of the many contributors to our zoning ordinance being longer and more complex than most. The issue you raise is deserving of discussion. However, I am not prepared to rush into a proposal to create another new zoning district. I think a better approach would be to have a policy review with the Planning Commission and the community on where and how we can find a consensus on key structural changes to the zoning ordinance. I would like to make the ordinance simpler where possible, but also more reflective of the goals in the Comprehensive Plan. That review would include but not be limited to the current set of "business" districts in the zoning ordinance.

The Comprehensive Plan classifies business districts into "neighborhood", "community", and "regional" centers plus the central business district. But the zoning districts do not completely mirror this hierarchy. We have a "Planned Neighborhood Business District" and a "Planned Regional Business District", but not one that fits the description in the Plan for a community center. As a result, the B-2 district has been applied to most of the land being developed commercial at the city's fringes, regardless of the size and character of the planned development. As you pointed out, most people would not expect to see "big boxes" developed in an area labelled "Planned Neighborhood Business District." One option is to have a new zoning district that more truly reflects the intent of a "neighborhood" center, and let the B-2 district meet the needs for "community" centers. A new district of this type would likely have a more restrictive set of uses, a maximum floor area for most or all of the allowed businesses, and a maximum land area for the district. Other options are possible. It would be important in a discussion on this subject to invite to the table the local developers who have a stake in providing commercial land and building space, and the business owners who buy that land or rent that space.

If and when this kind of discussion begins, we will be sure to keep you informed. Again, thank you for coming in to share your views, and say hello to your mother.

Marvin S. Krout, Director  
Lincoln-Lancaster County Planning Department  
tel 402.441.6366/fax 402.441.6377

**Before... Pre-Fletcher Design Grading**



**Before... Pre-Fletcher Design Grading**



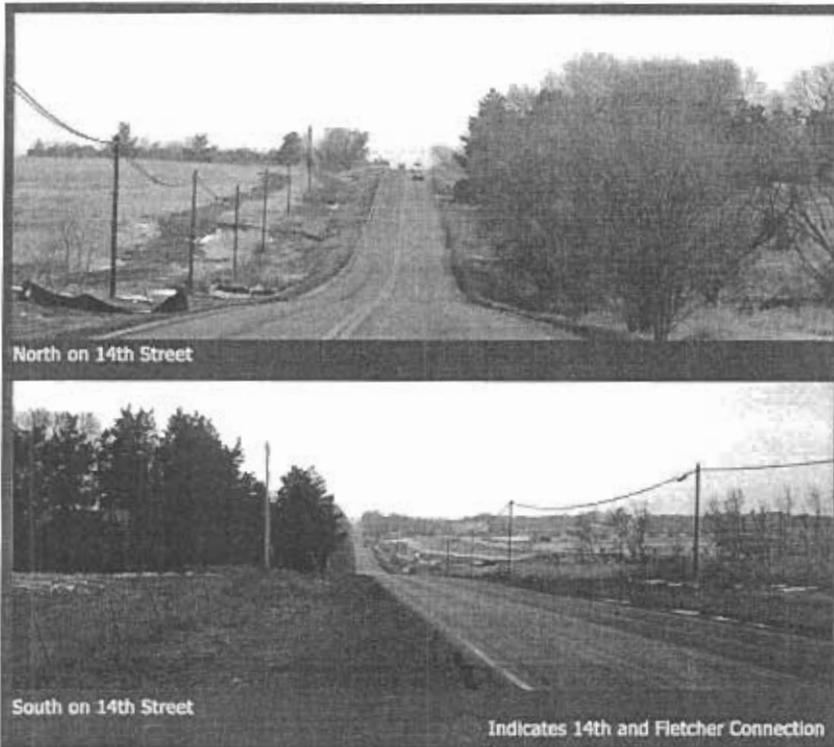
After... Pre-Fletcher Design Grading



Fletcher, turning onto 14<sup>th</sup> Street – Safety Hazard

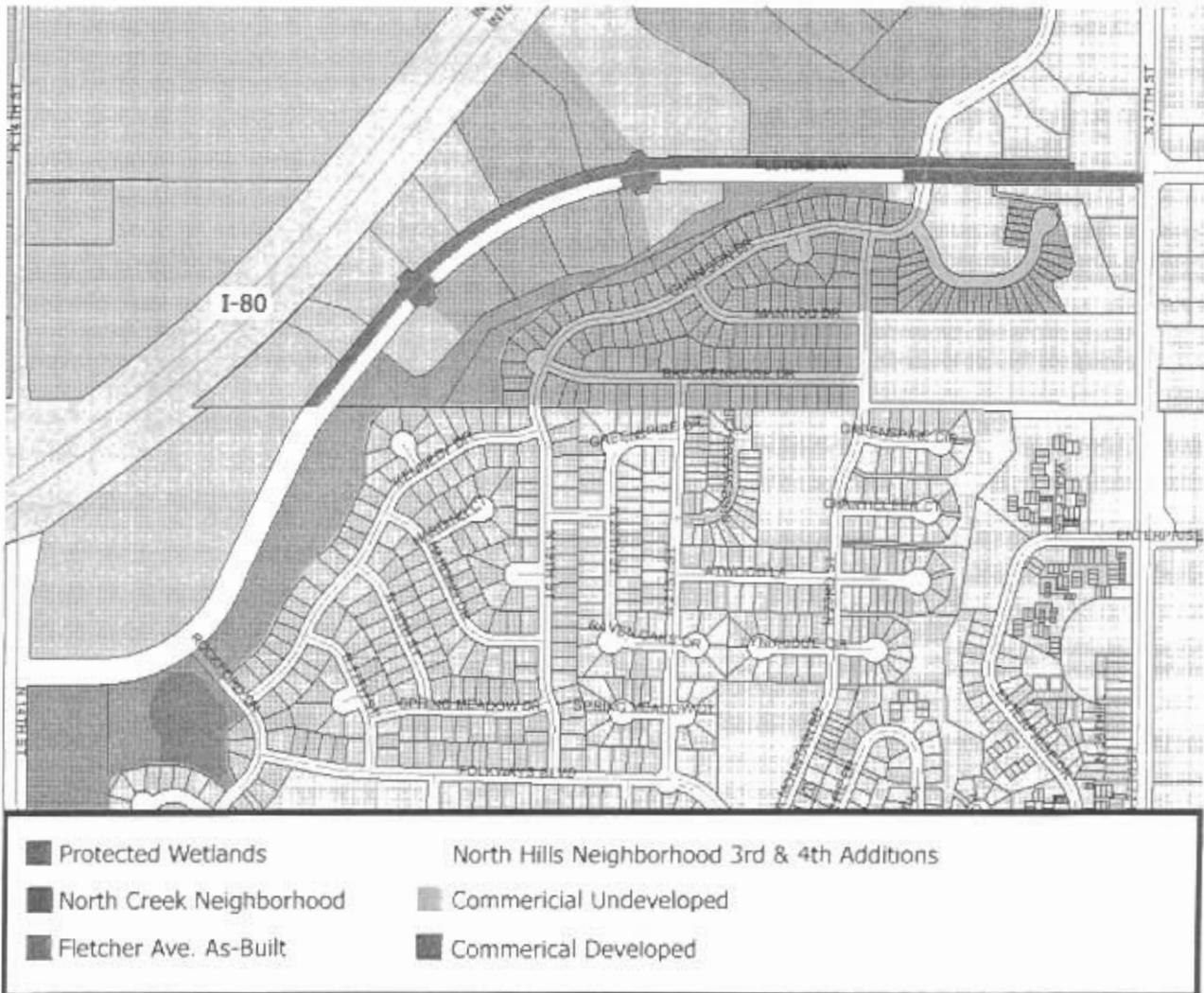


**Figure 2.** Proposed 14<sup>th</sup> St. and Fletcher Ave. Connection



**Figure 3.** Environment/  
Wetland Impact of Fletcher Ave.





**Figure 1.** General Area and Land Uses



"Charley H. Rusk"  
<chrusk@neb.rr.com>  
05/01/2005 05:52 PM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Charley H. Rusk  
1710 Kennedy Drive  
438-7959



"Glenda Rusk"  
<crusk@neb.rr.com>  
05/01/2005 05:54 PM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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Sincerely,  
Glenda Rusk  
1710 Kennedy Dr.  
438-7959



"J.R. Brown"  
<jrbrown3@hotmail.com>

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Amendment

05/01/2005 08:58 PM

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
J.R. Brown  
5501 Rockford Drive  
(402) 617-0493



"Tara Taylor"  
<ttaylor@bryanighcolle  
ga.org>

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

05/01/2005 08:59 PM

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Tara Taylor  
5501 Rockford Drive  
(402) 432-3498



"Lorie Diane Henry"  
<designchick@neb.rr.com>

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Amendment

05/01/2005 11:10 PM

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Lorie Diane Henry  
1835 Kennedy Dr  
742-9932



"Cindy Bloom"  
<cinbloom@aol.com>  
05/01/2005 05:54 PM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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Sincerely,  
Cindy Bloom  
1720 Kennedy Drive  
477-0911



"Randy Bloom"  
<bloomrp@aol.com>  
05/01/2005 05:55 PM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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Sincerely,  
Randy Bloom  
1720 Kennedy Drive  
477-0911



"Randall H. Schuldeis"  
<nekracefan@cs.com>  
05/02/2005 07:16 AM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Randall H. Schuldeis  
1812 Kennedy Drive  
402-435-0771



"Deanna Schuldeis"  
<deannafs1@cs.com>  
05/02/2005 07:15 AM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Deanna Schuldeis  
1812 Kennedy Drive  
402-435-0771



"Becky J. Carter"  
<bcarter2@unl.edu>  
05/02/2005 09:42 AM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Becky J. Carter  
1610 Kennedy Dr.  
477-0075



"Carol Brown"  
<carolserv@hotmail.com>

05/02/2005 02:16 PM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Carol Brown  
2201 Elba Circle  
402-435-8932



"Dave Marreel"  
<yankee2002@alltel.net>  
v

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

05/02/2005 06:42 PM

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Dave Marreel  
5511 Rockford Dr  
402-489-8665



"Stephanie Marreel"  
<stephie\_1010@hotmail.com>

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

05/03/2005 08:15 PM

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Stephanie Marreel  
5511 Rockford Dr  
402-489-8665



"Sharyn Marreel"  
<smarreel@ameritas.com>

05/03/2005 08:14 PM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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Sincerely,  
Sharyn Marreel  
5511 Rockford Drive  
402-489-8665



"Kathleen Genaw"  
<froglov@yahoo.com>  
05/05/2005 11:25 PM

To: <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc: <mayor@lincoln.ne.gov>  
Subject: Support for North Hills Comp Plan Ammdment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Kathleen Genaw  
5601 Harding Drive  
402-304-6699



"KEVIN R KLUNDT"  
<HYPLANSDRFTR@PEOPL  
EPC.COM>

05/07/2005 07:06 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>

cc <mayor@lincoln.ne.gov>

bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,

KEVIN R KLUNDT  
1700 KENNEDY DRIVE LINCOLN, NEBRASKA 68521  
402-770-0262



"Julie A. Eilers"  
<jellers1@neb.rr.com>  
05/08/2005 08:50 AM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Julie A. Eilers  
5532 North 18th Street  
402-483-4994



"KEVIN R KLUNDT"  
<HYPLANSDRFTR@PEOPL  
EPC.COM>

05/08/2005 02:16 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>

cc <mayor@lincoln.ne.gov>

bcc

Subject COMMERCIAL DEVELOPEMENT

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

From: KEVIN R KLUNDT, 1700 KENNEDY DRIVE LINCOLN, NEBRASKA 68521

Dear Government Official:

I OPPOSE THE BUILDING OF FLETCHER AVE IN ITS ENTIRETY. IT SEEMS TO ME THAT ALL THIS WILL DO IS OPEN THE DOOR FOR TROUBLE. THERE IS NO BUFFER BEHIND KENNEDY DRIVE SUCH AS OTHER LIKE CONDS OR THE LIKE. WOULD YOU LIKE HEADLIGHTS SHING IN YOUR BEDROOM WINDOW AT NIGHT? WHY DON'T IT PROJECT STRAIGHT TO THE WEST NOT CURVE TIGHT INTO RESIDENTUAL SUCH AS KENNEDY AND ROCKFORD. IF THEY NEED A PLACE TO BUILD CONSIDER ALL THE LAND BEHIND HUSKER AUTO. IT'S A BAD IDEA AND YOU KNOW IT



"James Eilers"  
<jeilers1@neb.rr.com>  
05/08/2005 08:51 AM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
James Eilers  
5532 North 18th Street  
402-483-4994



"Robert Skolnick"  
<rskolnick1@unl.edu>  
05/08/2005 08:40 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc  
Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Robert Skolnick  
1626 Folkways Blvd  
435-8341



"Rachel Larson"  
<rachelelarsen@gmail.com>  
05/12/2005 10:01 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc  
Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Rachel Larson  
1839 Kennedy Drive  
402.450.6985



"Diane Stewart"  
<diastew4@aol.com>  
05/13/2005 01:07 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Diane Stewart  
1750 Kennedy Dr  
438-8878



"James M. Takacs"  
<jmt6232@yahoo.com>  
05/15/2005 03:11 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
James M. Takacs  
5601 North 18th Street  
770-1686



"James M. Takacs"  
<jmt6232@yahoo.com>  
05/15/2005 03:16 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc  
Subject North Hills Comprehensive Amendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor  
From: James M. Takacs, 5601 North 18th Street

Dear Government Official:

As a resident of the North Hills neighborhood, I urge your support of the North Hills Comprehensive Amendment recently submitted by Councilperson Annette McRoy.

Thank you for your consideration and assistance.



"Kotschwar, Karin"  
<Karin.Kotschwar@MetroGroupCorp.com>  
05/16/2005 11:14 AM

To <plan@lincoln.ne.gov>  
cc  
bcc  
Subject Re: Comprehensive Plan Amendment submitted by North Hills Neighborhood

May 3, 2005

To Planning Commissioners:

Re: Comprehensive Plan Amendment submitted by North Hills Neighborhood

On April 24, 2005, JR Brown presented the North Hills Neighborhood Comprehensive Plan Amendment to the Lincoln Neighborhood Alliance (LNA) Board. After much discussion, the LNA Board agreed to support the North Hills Neighborhood Comprehensive Plan Amendment as follows:

LNA believes that the commercial layout and street layout should be redesigned to:

- 1) move any high impact commercial uses away from the residential area,
- 2) encourage smaller neighborhood commercial uses and design them to accommodate easy pedestrian access from the residential area,
- 3) move Fletcher Avenue north to allow some lower impact, better integrated commercial uses as a buffer to the residential area.

If the current street and commercial layout continues, LNA supports leaving Fletcher Avenue 2+1 in order to minimize noise and traffic and improve safety.

Thank you for your consideration.

Karin Kotschwar  
For the Lincoln Neighborhood Alliance

SUPPORT

ITEM NO. 3: COMP PLAN AMENDMENT NO. 05005  
(p.13 - Annual Review - 5/18/05)



"Maurice Titsworth"  
<diamondpines@hotmail.com  
>

05/17/2005 02:09 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>

cc <mayor@lincoln.ne.gov>

bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Maurice Titsworth  
1850 Harding Ct  
4024383086



"Ronell Titsworth"  
<ronell@alltel.net>  
05/17/2005 02:42 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

History:

✉ This message has been replied to.

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Ronell Titsworth  
1850 Harding Court  
438-3086



"Eric Larson" <eric@4w.com>

05/17/2005 02:46 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>

cc <mayor@lincoln.ne.gov>

bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Eric Larson  
1839 Kennedy Dr  
402-450-6756



"William J. Rogers Jr."  
<Wrogers@teledyne.com>  
05/17/2005 03:14 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
William J. Rogers Jr.  
5821 Kennedy Ct.  
476.3113



"THOMAS K.VARNER"  
<TVARNER@neb.rr.com>  
05/17/2005 08:18 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
THOMAS K.VARNER  
1810 maze ct  
4024740026



"JohnR Brown II."  
<johnbro2@hotmail.com>  
05/17/2005 09:20 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
JohnR Brown II.  
2201 Elba circle  
435-6686



"Brian D Jackson"  
<bjack78@hotmail.com>

05/17/2005 09:21 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>

cc <mayor@lincoln.ne.gov>

bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Brian D Jackson  
5633 Harding Drive  
402-435-6646



"Michael R. Wittrock"  
<user198293@aol.com>  
05/18/2005 08:25 AM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I'm writing to call your attention to Comprehensive Plan Amendment #05005. This amendment has been introduced by Councilperson Annette McRoy on behalf of the North Hills Neighborhood. The main intent of this amendment is to reduce the negative impact our neighborhood will have by the construction of a four plus one lane arterial street. We believe this amendment reaches an acceptable compromise between all interested parties.

I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Michael R. Wittrock  
1824 Kennedy Dr.  
4024741470



"Mark A. Kenne"  
<markkenne@aol.com>  
05/18/2005 05:43 AM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Mark A. Kenne  
5460 Rockford Drive  
402-409-9699



"Christina R. Wittrock"  
<chrisdiva2@aol.com>  
05/18/2005 12:50 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Christina R. Wittrock  
1824 Kennedy Dr.  
(402) 474-1470



"Lori Ann Pippitt"  
<lpippitt@aol.com>  
05/18/2005 04:06 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc

Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
Lori Ann Pippitt  
5450 Rockford Drive  
402-477-8093



"MICHAEL ARCHER"  
<jartomid@hotmail.com>  
05/18/2005 04:50 PM

To <council@lincoln.ne.gov>, <plan@lincoln.ne.gov>  
cc <mayor@lincoln.ne.gov>  
bcc  
Subject Support for North Hills Comp Plan Ammendment

To: Lincoln City Council  
Lincoln/Lancaster County Planning Commission  
Cc: Colleen Seng, Mayor

Dear Government Official:

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I am asking for your full support in approving this amendment and this very important neighborhood issue.

Sincerely,  
MICHAEL ARCHER  
5630 NORTH 18TH STREET  
402-438-7625



lorlkeith@aol.com  
05/15/2005 11:14 PM

To council@lincoln.ne.gov, plan@lincoln.ne.gov  
cc  
bcc  
Subject North Hills Comprehensive Amendment

I will not be able to attend the Council meeting on May 18th but wanted to voice my opinion. I have concerns that by decreasing the lanes of Fletcher Ave from 4+1 to 2+1, we will be forcing the traffic through our neighborhood (ie: down Folkway). I would rather see Fletcher be able to handle the traffic coming and going to whatever is build at 14th and Fletcher than to bring them through our neighborhood. Folkway can not handle much more traffic than it already gets and forcing more onto it will end up causing may problems directly in the neighborhood rather than on the outskirts. Thanks for letting me have my say. Just wanted you to know that not all the neighbors agree with those who are speaking against Fletcher being 4+1 lanes. Thanks again and have a nice day.