<table>
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<th>Summary of Comments</th>
<th>Response / Proposed Resolution</th>
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<td>Concerned over the proposed sub district land use designation along south 50th Street.</td>
<td>Comment noted, will propose revisions.</td>
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<td>I wanted to email to oppose the rezoning of 50th Street from Dodge to Leavenworth St in HISTORIC Dundee. I understand the goal of the TOD, but I disagree with a rezoning effort that will tear down historic homes of a lower price point. These homes are affordable and provide a bit of socio-economic diversity to our neighborhood. There are other open lot areas that could be explored for high density apartment buildings that do not require a developer to destroy the make-up and aesthetics of a historic neighborhood.</td>
<td>Comment noted, will propose revisions.</td>
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<td>I attended the public meetings about the 42nd street transit re-development plan last year so was aware the city was looking to make some changes around the ORBT stations. What concerns me most about the proposed changes is the tier 2 rating north of the 42nd street station as well as along Saddle Creek Rd. While there is commercial development along Dodge street, once you move in 1 or 2 lots it is clearly a residential neighborhood where 2-6 story buildings would not be appropriate. A tier 3 rating for this area seems like a better fit. Also along Saddle Creek Road, keeping it to a 1-3 story building limit is more fitting. I understand if passed it would be a &quot;opt-in&quot; basis and while that is certainly better than doing a blanket change, being adopted in the city master plan lends credence to future city leaders to approve any development plans. I would rather address concerns with this tier system ratings now. Omaha is blessed with great historic neighborhoods and we need to closely guard our older residential neighborhoods from inappropriate development and allowing the tier 2 zoning to encroach into residential neighborhoods is not appropriate.</td>
<td>Comment noted.</td>
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<td>Hi there I'm concerned about the zoning proposal going on for the new bus line. I have lived in Omaha for six decades. The city and developers haven't heard the view of people in the past. What is so urgent with MAT buses anyway?</td>
<td>Comment noted.</td>
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<td>I believe that the TOD initiative has many merits. It is important to keep the integrity of the Dundee neighborhood with its already mixed housing, its historical homes and its cherished houses over 100yrs. However, this map is inappropriate. The zoning that is consistent with blocks of single family homes, conversions and duplexes is TOD 4-SFA. Please have the zoning East of 50th Street to Saddle Creek be TOD 4-SFA. There are other areas along the route that can encourage high density, such as the Crossroads Mall and other abandoned commercial properties along Dodge Street. Dundee Flats at 49th and Dodge is a perfect example of this. But these types of development should not be encouraged on residential</td>
<td>Comment noted, will propose revisions.</td>
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<td>I am writing this email in opposition to the proposed zoning change to 50th Street between Dodge and Leavenworth. Such a zoning change is not necessary when so much vacant land lies several blocks to the east along Saddle Creek Road as well several vacant buildings along Dodge and Leavenworth.</td>
<td>Comment noted, will propose revisions.</td>
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Email Comments

I am contacting you in regard to the Transit Development proposal. I tried to call my councilman, Chris Jerram, but unable to get thru.
I am a South Dundee homeowner for over 50 years! We have raised our family, enjoyed our home & surroundings and I am absolutely convinced we live in one of the Best areas in Omaha.
I am trying to understand this plan, have been listening to my neighbors and am really alarmed. To rezone our beautiful area and build more apartments seems to be the worst possible idea I have ever heard. There have been so many apartment buildings built lately, I would be surprised if there is any demand to fill more buildings.
Also, I feel developers are taking advantage of our current Pandemic & the inability to attend meetings to voice our disapproval!
Please, listen to all of us and help us fight this lousy idea.

The proposed TOD regulations represent a significant departure from the vision and current existence for our neighborhoods. For example, you may know that Fairacres was designed as a “garden suburb” by George E. Kessler, a nationally prominent proponent of City Beautiful ideals. Many people, including those who visit Memorial Park, enjoy living in and visiting Dundee/Memorial Park, and Fairacres as just that, a centrally-located, historic garden neighborhood.
There is a significant difference in elevation between Dodge Street and Davenport Street. Five-story buildings would tower over the back yards of homeowners on Davenport Street whose properties adjoin those in the proposed TOD land use area on Dodge Street. Lighting and noise associated with higher density would significantly impact homeowners.

Opposed to the proposal to change zoning on South 50th between Dodge and Leavenworth and east thereof to TOD-3-MNR, gave various reasons.
We are writing to you today to express our family’s opposition to the proposed TOD project for 50th Street between Dodge and Leavenworth in the historical community of Dundee. We are greatly concerned about the negative ramifications this project will have on one of the most beautiful and sought after communities to live and raise a family in Omaha.

We appreciate the Planning Department’s desire to update the appropriate designated uses for Omaha’s mid-town neighborhoods.
With respect to the TOD overlay proposed for Fairacres, we suggest:
· For the corner of Dodge & 69th -- The two houses facing Dodge need help from the Planning Department. Their current zoning is not useful for anyone. A transition use – such as a two to three story townhouse use – with a designation TOD-4-SFA would be most appropriate and a valuable compromise.
· For the stretch along Dodge from Memorial Park going west up to the above two houses – This area is best left alone. It currently provides perfect transition for Fairacres. It is also nicely used in its current designated use.
· For the stretch of houses and condominiums along 69th Street (with some facing 69th and others facing 68th) – These homes also should be left alone. Currently, they too provide perfect transition.
This letter expresses serious concerns about plans proposed by the City Planning Department and the City of Omaha and the impact these plans would have on the Dundee neighborhood to accommodate the new ORBT bus-line.

Comment noted, will propose revisions.

I know it's been a trying year, so let's keep this going. Please keep up the good work, and please keep me posted!

Comment noted

I am a new resident of the Fairacres neighborhood, but a long term resident of Omaha. Our family has always been committed to the importance of historical preservation. To that end we would suggest a TOD 4 SFA designation on the Dundee/Memorial/Fairacres portion of the Land use map. I am convinced that the ridership projections would not be negatively impacted by applying this designation; but am convinced that the historic nature of these neighborhoods could be negatively impacted if not.

Comment noted, will propose revisions.

This thin strip of 50th Street is an outlier on the TOD zoning change plan. Rezoning would help nearly no one while doing great harm to one of Omaha's most endearing neighborhoods. While ORBT was originally sold to us as an exciting way to ease congestion, it is now being retooled as a magnet for expansion. Yet the corner of 50th Street and Leavenworth, by far the most vulnerable to development due to its humble single-family duplexes, is nearly a mile from the nearest ORBT stop. ORBT only goes downtown, but high-density apartment dwellers need to drive elsewhere as well. Neighbors along 50th Street between Howard and Leavenworth already park their cars with two wheels on the curb to avoid rearview mirrors being knocked off by drivers squeezing through this narrow street.

Traffic often backs up for a block at the Leavenworth stoplight, just as it does on 50th Street and Dodge, because the street is already too narrow for the existing traffic burden. It's wrong to cram a lot more people along 50th Street, then use that congestion to justify improving public transportation. We who live here now would be stuck dealing with the resulting

Comment noted

The house faces Davenport, the side yard faces 69th street. Currently our location is quite busy due to 69th street traffic as well as the many vehicles that travel to our dead end street when 72nd street is closed or traffic diverted.

Fairacres is a historical neighborhood with homes on large lots. A TOD-4 would not be acceptable and would not blend in with the current architecture and historic nature of the neighborhood. I am also opposed to TOD-3 as an 10,000 sized 5 story apartment building would be "in our back yard" so to speak and would not be the historic "garden suburb" originally proposed for our neighborhood. Additionally such a development would add unwanted lighting add even more traffic in OUR BACK YARD and the neighborhood.

Comment noted, will propose revisions.
I am reaching out to stress the neighborhood’s will is to designate Davenport to only allow Single Family, Duplex, and Converted Houses. I realize you may not be intimately familiar with all the streets in Dundee - so I wanted to share my block, 4800 Davenport St. While it is close to major streets, it is much different than what you would probably expect for its location. The 4800 block is a beautiful blend of homes, duplexes, and townhomes. This block already offers population density without sacrificing history and the walkable community where children can safely ride bikes. The restoration on this street in the last 15 - 20 years has been astounding. I wish I had before pictures for all properties just as the before & after I sent you of my own. Everyone has taken great care to preserve and restore the historical beauty on this street. We all feel anything other than these types of structures would not belong and would be detrimental to our property values, especially a large apartment building. Plus, the increased parking issues and increased traffic would be dangerous.

With no guarantee apartment buildings would lead to more public transportation ridership, I don't think the City should be experimenting in an already revitalized area. There are numerous vacant and dilapidated properties along Dodge and on streets that already have large building that could be addressed to increase the public transportation use. Please keep our neighborhood intact.

Dundee is an area of the city that is rich in history and where the homes are unique in style and character. I understand your concerns with ORBT, but wouldn't it have been better to route ORBT where it was needed and would have been widely used rather than re-designing a neighborhood to ensure the success of ORBT.

I have been pro ORBT since I first heard of it, and hope to use if often, but I don't want my neighborhood destroyed over it. That would be a travesty. It seems as if there are plenty of other districts along the route where large 4 and 5 story multi-family units would work better and fit in better, specifically Crossroads mall. This has been a lot of wasted space for years and there has been a lot of lost opportunity to develop it. Perhaps this is the time to do so.

Like all citizens of Omaha, the citizens of Dundee take pride in their homes and neighborhood. We do not want to see our neighborhood change beyond recognition which I'm sure is how you would feel if this was being recommended for your neighborhood. It would be a crime to zone Dundee to allow 4-5 story structures. So I respectfully ask you not to allow this to happen.
Please do not have Dundee ruined by 5-story buildings. This is a family neighborhood not ever meant for high-rises. Please advise if there is a developer(s) who is currently pushing for this change in zoning. We need to know who/what we are actually fighting. I would be so disappointed if it is the mayor and city council who are aligned against us. But I want to know. Fighting blind is not effective. I have owned 4801 Farnam St, Omaha, NE 68132 for over 30 years. The block has been cleaned up and spruced up during this period. I would hate to see it sink back to what it was thirty years ago as the residents who want a good neighborhood move away and houses are subdivided or demolished. The tax increases have been extreme the past 5 years. Is this a plan by the city to force out the current homeowners and to destabilize this quiet neighborhood? What is the ultimate goal? I would appreciate your response. Thank you for your time and attention.

After reading the proposed changes to codes in established neighborhoods for the TOD, I’d like to express to the city that I am against it and would like it to be re-figured. The most concerns is to; 1-to exclude buildings over 2 (3 if there is already 3 story buildings in the area within 1/8 mile) stories to be allowed to be built, 2- only allow buildings to be built with the proper amount of parking to each building (not parking lots, or mass garages -> but natural looking parking that is already in those neighborhoods per building)*** I think the proposal is trying to insinuate that people moving into the building will use the bus system and some might buy in NE most will not, that’s reality. 3- all land and strictest to be evaluated for historic value by an independent party, that party has final say over development and city contracts if they deem it to be saved. This project seems like it is being directed by greed rather than taking into account the people (and voters) who already live in the areas. Please re-evaluate and make changes that show the city values people who already live there.

Please accept this correspondence as a part of the comment period for the Transit Oriented Development regulations for Dodge Street/Fairacres. I currently own two Fairacres properties and have lived in the neighborhood since 1997. My new property at 6729 Davenport abuts properties that are on Dodge Street. I echo the comments of the Fairacres Neighborhood Association, Inc. I would also like to add another perspective. And that is one of safety. Dodge Street as you know is a high traffic artery for the city. The sidewalk width on Dodge on the north side is very narrow. The addition of population density in the proposed corridor creates a safety issue. Right now it is dangerous to cross Dodge by foot or vehicle (even with the crosswalk at 66th Street). The traffic light at 66th is often run by vehicles. I think most of this is due to high speeds and poor visibility of the traffic light. This is exacerbated by the low hanging trees. Additional traffic coming on and off of Dodge in this area is likely to cause more accidents and congestion during peak times. As a property owner, of a higher end property, I am obviously concerned about property values which could be affected by higher rising buildings. Any new development would need to have some type of lighting for safety which would create light pollution for the properties on Davenport.

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<td>I think money should be spent on improving the current bus system not building a “tram”. I guess that’s not really up for debate anymore and the rapid transit bus will happen. I would like to see the buildings regulated to 3 stories or under.</td>
<td>Dundee is a historic neighborhood. Adding mixed use/high density urban designed buildings is a slap in the face to all who live in, care for and love the area. Not sure who thinks people will ride the bus. Which citizens? How many? How are laid-off workers, new college grads, retired senior citizens going to be able to afford a &gt; $200,000 dollar condo or $2000 dollar apartment rent? I am omitting families with children as they want yards &amp; space so will move elsewhere. Businesses in lower level spaces come &amp; go as no parking provided for patrons (who certainly are not going to ride the bus for a shopping trip or dinner out in the middle of winter). Parking is limited which pushes parking to side streets, causing congested side roads, no parking for long-time residents in front of their own homes, increased car break-ins &amp; car alarms going off at all hours. Cars will NOT go away with the rapid bus line. Also, as we have just learned of the increase in gas tax due to less people driving due to covid, why is this density needed? As covid has proven, many more people than previously thought can work from home-so why the rapid transit/increased density needed right now (and monies spent building it)? Seems like our money would be better spent on repairing current infrastructures. As a former resident of a big city (Seattle) I have experienced first hand the increased crime, traffic problems, graffitied new apartments, trash everywhere &amp; increased homelessness due to rapid density building, many dwellings sitting empty as no one can afford them. In the meantime, they are a huge eyesore in every neighborhood.</td>
<td>I am in favor of a more walkable, equitable, and vibrant Omaha. And I support the TOD Rezoning. I am especially supportive of the proposed &quot;TOD-3&quot; designation which allows the full spectrum of missing middle housing, from backyard cottages, to townhomes, to pedestrian-scale apartments. Dundee is an intact neighborhood with historic integrity. Leave 50th Street alone. Leave 52nd Street alone. No buses on these streets. Limit apartment development to 3 stories. Observe compatible design standards with new developments. Preserve green space in Dundee. Plan your dense housing at the Crossroads site, which needs your help and is close to UNO and Methodist hospital complex and is on your chosen path to the Westroads.</td>
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This proposal is a bad idea because it will, in the long-term, jeopardize the architectural characteristic and population density composition of my South Dundee neighborhood on South 52nd Street. It is a bad idea because this fancy bus scheme is a band-aid on deeper institutional problems embedded in the history of Omaha's urban development. It is a bad idea because people in Omaha don't ride the bus! (I grew up using the bus along this same route, and this route has always been under-utilized and under-capacity from my observation over 35 years). It is a bad idea because the city approached this plan with its standard lack of adequate public engagement.

How about the city do something about its history of systemic racism in urban development by spending this taxpayer money on neighborhoods and residents disadvantaged by the system instead of messing with South Dundee? Use the money where it would benefit current residents rather than development interests.

Please leave 52nd Street alone. We're a target because it's an easy sell to developers. Meanwhile, the city is missing out on an opportunity to take more visionary action that would integrate disadvantaged communities across our sprawling and automobile-dependent metro (e.g., instead develop and integrate the obvious development opportunities at Westroads, Crossroads, Aksarben Village, Midtown Crossing, Blackstone, Midtown Crossing, Downtown, NoDo, North Omaha, and South Omaha).

Please accept this email as comment and objection to the proposed transit oriented development ("TOD") zoning overlay in the Fairacres neighborhood. My wife Paula and I live in Fairacres. Paula joins in this objection. I understand that the proposed change is an overlay, but it has the same effect as rezoning on the density in the overlay areas. Fairacres is a historic district whose essential character is defined by low density. Along with Memorial Park and Dundee, it is a unique treasure and ornament to the City. There will be no new historic areas of this type in the City. Certainly there is a place for high density in any large urban center, and Blackstone is an example of high density growing up organically and based upon real demand, but there should not be a one size fits all approach. This proposed change appears to get things backward. One would expect a rapid transit solution to be demanded by and made available to a neighborhood that had high density and the accompanying demand that brings so that the market drove the rapid transit development. This TOD approach seems to start with the rapid transit in the absence of any real demand, in a misguided attempt to change the nature of neighborhoods so that the riders for the rapid transit are manufactured by the rezoning process. Not every neighborhood needs to be high density. We are a country and city of great diversity and many ways of living. Individual citizens are entitled to their choices. It is just plain wrong and actively destructive for the government to try to impose high density where it is not evolving organically or where it is incongruous with its surroundings.
As residents of the Dundee neighborhood for 38 years we are writing to oppose any proposal for rezoning the Dundee neighborhood to open it for redevelopment buildings more than three stories in height. The primary reason that we and many of our neighbors moved here was because this area had retained a relaxed “family” feel. It is relatively low-traffic and kid-friendly with many green spaces for people to enjoy. Rezoning to allow higher density occupancies would destroy all those attributes. We’re fortunate enough to live in one of the neighborhood gems of Omaha. When we have friends visit us from out of town they marvel that the neighborhood has been preserved as well as it has and comment that they wish that preservation had taken place in the cities where they live. Why would the city change something that is undeniably a plus for Omaha? We urge you to listen to Dundee residents and to limit any future redevelopment involving buildings more than three stories in height.

Let me comment on the scale proposed in the T O D Plan and what I see in Ak Sar Ben Village, a planned, new area near me. First, I want to endorse the Dundee Memorial Park Association’s input on requesting a T O D-4-SFA that buildings be under 36 feet in height and that single family, duplexes, and town houses be allowed even on arterials. This proposal would allow for a smaller scale. In conclusion, I wish to endorse Dundee Memorial Park Neighborhood Association’s request for a TOD-4-SFA Designation. Let’s keep a liveable neighborhood that way. Let’s keep the charm of an area that has grown organically over a century and which remains one of the most sought after in Omaha.

I am writing in support of the TOD-4SFA zoning designation proposed by the Dundee Memorial Park Association. I am not against zoning changes to support the new bus system. However, I do not want to see Dundee become over-developed.
—Fairacres is listed on the National Historic register and TOD guidelines specifically state that “historic neighborhoods (local or national register districts) that include uniform, large lot, detached single family residences and zoning R1 – R3 will be excluded from the TOD district as new small lot and attached housing types could be incompatible.”
—The TOD guidelines promote a “transition of scale” in housing density. The 3-MNR overlay would allow 5-story apartment buildings on lots that are bordered on at least one side by an R-1, single-family, historic home on a large lot. This is too abrupt with no transition of scale.
—The construction of the new apartments would destroy many mature trees in the lots along Dodge from 62nd to 69th. The trees and landscaping are part of a beautiful continuum of green space stretching from Memorial Park to 69th. They provide an esthetically pleasing respite from commercial strips along Dodge for passing drivers. They also help clean the emissions from the Dodge traffic, and create an important noise barrier. The loss of these trees and gardens would be tragic.
—There is also concern because the natural slope of the land from Davenport Street to Dodge rises uphill. The homes facing Davenport, with a new 5-story apartment building in their backyards, would actually feel a 6-story presence behind them. The apartments would block the houses’ southern exposure to the sun. This would cause damage to their trees and expensive landscaping, further depleting the noise barrier and emission control.
—The existing condominiums on the north side of Dodge between 64th and 66th are comprised of 8 duplexes with 16 separate owners. In our opinion, the current density of the condos is the absolute maximum that should border an R-1 historic home, and therefore we do not believe they should be.

I have reviewed much of the TOD proposal. As a 30+ year land use attorney, the most telling document is the one I have attached – any process that requires a Four Phase Process with a full page flow chart is doomed to see little utilization in practice. The ideas, hopes, dreams and goals of this proposed policy are great; however, unless the controls and restrictions are dramatically reduced and developers given greater freedom and control only the largest high dollar projects will be able to afford the time and expense to go through the proposed process. It needs to be much simpler and less costly so that an average person might be able to understand, navigate and afford the process. (Attached the development review flow chart.)

Mr. Miller I would like to comment on the TDA zoning proposed for Dundee. This zoning is, as I understand, is to increase density in the neighborhood for the ORBT. I have several misgivings with this plan. According to the website Nextdoor Dundee there are 4908 residents living between Dodge Street and Hamilton Street from approximately 46th Street to 52nd Street. Of these 4908 residents only 47% of households appear to be owner occupied. This makes me wonder how a decrease in owner occupants will be beneficial to the stability of the neighborhood. As I have stated to the planning board and also to you in my comments on line I am not against development in Dundee. I am however opposed to development that will not take into consideration the residents of Dundee and what the long-term impact will be.
I'm writing to you to convey my opinion regarding the proposed Zoning change. I am a current resident in the Dundee area. My husband and I have lived in our house at 5106 California for 27 years raising children. We have seen many changes to the Dundee area over the years. While I am pleased with the development of the new Orbit bus system and happy that there will be a stop in Dundee, I am not in favor of some of the additional zoning changes that are being proposed.

The current proposals include significant changes to current single home residential areas--specifically east of 50th street that would jeopardize the historical nature of Dundee, the current Blue Ribbon status of Dundee Elementary and would negatively impact the rest of the neighborhood by lowering property values and encouraging flight from the area.

As my mother said, "don't bite your nose to spite your face"--don't make detrimental changes to Dundee for the supposed benefit of the Orbit bus system. The unintended consequences to the quality of the Dundee area will be felt for generations.

The zoning changes are due to ORBIT. Even when the bus rides were free earlier this year very few took advantage of the opportunity to ride this bus. I TRULY doubt ORBIT will change the ridership.

Zoning to increase density in this area will only be detrimental. Affordable housing is available now. What has been built recently is NOT affordable and is ugly. The buildings do not match the uniqueness of the buildings that have been here for years. I question the occupancy rate of these building and do the residents take this bus.

Developers of new apartments are not local. They want TIF money, will build cheaply, and will leave Omaha with their profits. They do not regard the charm of Omaha. I worry about seeing more of this with the zoning changes.

People seem to focus on walkability in the neighborhood. In 2011 we were named one of the top 10 neighborhoods in the country and one of the criteria was walkability. Our neighbors can greet each other from our porches. One can not do that from a place that has no porch and has windows that don't open.

PLEASE do not change the zoning that we have fought about since the 1940s. Don't change this beautiful neighborhood for the sake of ORBIT. Don't line the pockets of out of town developers who don't care about our neighborhood that what we have worked so hard to preserve.
A bus, no matter how fast, should not be allowed to destroy the livability of the neighborhood it purports to serve.

I strongly support the Dundee Memorial Park Neighborhood Association’s recommendation that most of Dundee be designated TOD-4-SFA. I also support their request that the TOD-3-MNR designation be specifically concentrated next to the 49th St. ORTB stop (on Capitol Ave. from 48th St. to 50th St. and on Dodge St. from 51st St. to 52nd St.).

New development needs to reflect the character of the neighborhood in design and especially in height. No new building in Dundee should exceed four stories and most should not exceed three stories. Historical architecture, green and trees define the neighborhood. That character is what makes Dundee a desirable place to live. It should be protected while allowing for appropriately scaled increased density and diversity the proposed new zoning is promoting.

New development needs to reflect the character of the neighborhood and have setbacks and green spaces that are more than perfunctory so as to enhance the surroundings. Designating a street “minor arterial” does not make four or five story building stylistically fit in with single-family homes or small multi-family dwellings.

I was not reached by the neighborhood survey. The historic nature of the neighborhood should not be disrupted by an unproven experiment destined to decrease homeowners’ hard earned property values for the benefit of developers’ profits.

TOD-4-SFA is the most appropriate designation for Dundee. Dundee is not a blank slate. Its uniqueness is its draw. Blocky and imposing apartments and buildings don’t belong here, regardless of their setback.

Adequate parking is necessary for each residence and for

At the outset, we want to be clear that we support the rapid transit system and applaud the Planning Department for working to reduce traffic, improve public access to safe and efficient transit, and reduce the environmental impacts of our transit system. We believe that transit system will be a benefit to our community, but we also believe that there needs to be balance between this new development and the need to preserve the unique Fairacres residential neighborhood. And obviously, because our home borders on the proposed TOD land areas, we have a particular and unique interest in that preservation.

On the east end of Dodge Street, and next door to our home, is property owned by St. Margaret Mary Church and School and zoned R3. That property is unlikely to be acquired or developed for middle-density housing, and therefore the TOD land use area in the future Land Use Map is unnecessary and inappropriate. Also, as noted in the Association comments, St. Margaret Mary Church and School zoning designates it as an area of civic importance and therefore not an area that is proper for transit-oriented development.

In addition, Fairacres is a historical residential neighborhood that deserves preservation. The current R3 designation of St. Margaret Mary’s Church and School is already a variance from the R1 zoning designation of most of Fairacres. Although we are relatively new to Omaha, that variance appears to have worked well for the community. The Fairacres neighborhood and the St. Margaret Mary’s Church and School appear to be good partners for living, learning, and worshiping in the Fairacres neighborhood.

Moreover, our neighborhood, particularly near the rapid bus transit stop at 62nd and Dodge, is already an area balancing the
We have reviewed the proposed TOD land use map regarding the Fairacres neighborhood and feel that the currently proposed TOD land use areas in Fairacres are not consistent with the neighborhood. Our neighborhood currently enjoys the lowest density of residential zoning (R-1). The immense popularity and high property values of homes in the subdivision are due, in great part, to the uniform, large lot sizes, single homes, and limited noise and reflect the long history of the neighborhood as is listed in the National Registry of Historic Places. In addition, because of the significant difference in elevation between Dodge and Davenport streets, the currently proposed TOD-3-MNR for properties bordering the north side of Dodge would have an extremely detrimental effect on the privacy and property values of homes like ours on the south side of Davenport Street. We are strongly opposed to any TOD land use designated areas within the Fairacres neighborhood.

I hope this email finds you well. I am writing in support of TOD-4-SFA for all of the Dundee neighborhood. I support a change to this zoning proposal. I grew up in Dundee (California St. and 52nd) and I do not support zoning that allows for more 4-5 story high-rise apartment complexes. This would drastically change the whole neighborhood - the appearance, the neighborhood and community charm and feel. Increasing density in the Dundee neighborhood is not safe at this time due to COVID-19 concerns and this will continue to be a concern for the foreseeable future.

In review of the TOD Zoning Summary and Guide for the City of Omaha, I am opposed to the proposed zoning designations to Dundee and Dundee Place. For these areas, I am only in support of a designation of TOD 4-SFA.

Omaha devalues classic architecture too often and the city suffers from it. The modern monstrosities that are being built don’t enhance our neighborhood, they detract from it. The Dundee Memorial Park Association is asking for the TOD-4-SFA Designation under the proposed Transit Oriented Development Land Use Map. If changes must be made, they need to respect the character of the neighborhood, have architectural guidelines, have parking built into the structures. Though, it seems that it would make more sense to build density on Leavenworth, Saddle Creek, Center, Dodge, even centering on NE Medicine area, and major streets that already have bus routes that are underutilized. How about focusing on Crossroads? There’s a place that needs to be developed and is already on the transit line.
The very idea of changing the charm and ambiance of the Fairacres Neighborhood seems incredible to me. The condominiums between Dodge and Davenport and between Fairacres Road and Elmwood Road are already of a higher density and well maintained. My property at 106 N. 67th St has been our family residence for 51 years in August, has been maintained all that time, and I have no desire to opt in for the new zoning or to relocate.

The two churches included in the proposal seem counterintuitive to preservation of such a well established neighborhood dating back to 1907.

The residences along Dodge from 67th St. to 69th St., if replaced by either of the proposed zoning regulations, would seriously harm the nature of the Davenport properties as the new higher buildings would tower over their homes and change the character of this well preserved neighborhood.

I've seen TOD work really well in other cities I've lived in, such as Arlington, Virginia, and I'm a fan of the idea in general. But not so much in this case. If Omaha wanted to seriously commit to real mass transit (e.g. streetcar, light rail, etc.), then I would be much more inclined to agree with the need for such significant zoning changes in the Dundee area. But ORBT is just a fancy bus and a few new stations. $30 million for ORBT over however many years sounds impressive, but it's just a couple percentage points of the city's annual budget (~$419 million for 2020, I believe).

As it stands, the inhabitants of Dundee are being asked to shoulder much of the cost (via significant zoning changes) for relatively little benefit. The City of Omaha isn't seriously committing to this overall vision. Why should we?

We respectfully ask that the land area adjacent to family homes from 69th to 62nd on the north side of Dodge Street be excluded from the TOD rezoning to increase density. It will not add value; in fact, it will greatly reduce value and most importantly, quality of life for the families that have made Fairacres their home and community.

I would hope that the new zoning codes would follow the principles they set out and have a transition of zones, therefore changing First Christian Church to TOD-4-SFA. I think there is a much greater need for the "Missing Middle" as described on page 11 of the Zoning guide, where we lack duplexes, triplexes, and townhomes. Once again, I would prefer no zoning changes (right now) to allow for more logical in-filling to take place without upsetting the Fair Acres neighborhood.

I am asking you to please consider changing the current TOD-3-MNR to TOD-4-SFA from 48th to 52nd Street and Davenport to Cuming Street. I would also propose changing the current TOD-2-MUR to TOD-3-MNR. It is already densely populated and there are great options elsewhere along the TOD routes that can be developed by investors. For example, Crossroads Mall has a vast amount of square footage to create greater density for transit ridership. With multiple restaurants and fast food stops along 72nd and Dodge, large scale buildings make sense in that area. Dundee is already so developed and is its own community.
We understand the need to continue developing our wonderful city. Therefore, we feel that TOD-4-SFA meets both objectives of keeping our beautiful, historic Dundee neighborhood intact while allowing growth and development to continue in our lovely city.

When we commented earlier on the proposed TOD Policy and Code for Fairacres, we were unaware the neighboring Playhouse and Omaha Conservatory of Music were being considered for a TOD-2-MNR. A TOD overlay on the area of the Omaha Community Playhouse and the Omaha Conservatory of Music is unnecessary and inappropriate. This particular area is evolving nicely and organically. It is working well for neighbors, and it would seem for the City as well. It would be a shame to see this disrupted.

In 2015, considerable time and effort was spent on getting an appropriate designation for the OCM property. As this was done attention was paid to the Playhouse area as well. Traffic engineers, as well as neighbors and urban designers were consulted. The results speak for themselves, as a wonderful civic space has evolved for our community, and the traffic situation is still fine.

In our previous email regarding Fairacres, we recognize a certain small part of our neighborhood does need the assistance of the Planning Department. Planning Department assistance can help difficult properties (such as those on Dodge to the east of 69th Street) once again be productive contributing properties in a larger area. However, caution should be exercised that adjustments are not made in areas which are healthy and contributing to the overall wellbeing of an area. Such unnecessary adjustments often result in difficult unintended consequences.

The Playhouse and OCM contribute significantly to maintaining the integrity of the Fairacres, Memorial Park and Dundee neighborhoods. We urge that no TOD overlay be placed on

Please, I am asking for the TOD-4-SFA Designation under the proposed Transit Oriented Development Land Use Map, with a few exceptions. This designation would allow for redevelopment to include townhomes, duplexes, and single family homes with accessory dwelling units all under 36 feet in height. An accessory dwelling unit (ADU) is a second dwelling unit located on the same site as a primary dwelling unit (PDU) which:

1) Allows additional housing types that respond to the needs of changing households and are typically more affordable
2) Allows additional housing units while respecting the style and scale of the surrounding areas
3) Utilizes existing infrastructure while adding population.

As a resident of Midtown, we do not want to see our neighborhood filled with redevelopment that only includes 4 to 5 story buildings.

Instead, please record me as on record requesting the designation of TOD 4 SFA for areas of Dundee of concern. I'm including articles from the the 1960s and later of some of the battles that have been fought in Dundee.

I have lived in Dundee since 1949. Please help keep Dundee for future generations with only the changes that don't impact the integrity of the design.
I would like to add my voice to many others who OPPOSE changing zoning in the Dundee neighborhoods for the proposed TOD project.

I bought a home in this neighborhood because of the character of the neighborhood as it now exists. The proposed zoning changes will destroy that. Please make sure our opposing voices are heard in this process.

In review of the TOD Zoning Summary and Guide for the City of Omaha, I am opposed to the proposed zoning designations to Dundee and Dundee Place. For these areas, I am only in support of a designation of TOD 4-SFA. There seems to be ample space on Dodge Street, Saddle Creek and the business districts of Leavenworth Street and Underwood Avenue to allow for apartment style or condominium development which would not impede or disrupt single family neighborhoods.

As a block we are concerned what the new TOD initiative will do to our neighborhood and our home values if it is not designated to only allow for single family, duplex and converted houses. I would also like to note that shortly after we moved in about 15 years ago, the planning department was working on changing the zoning from multifamily to single family and with this change encouraged the neighborhood to feel safe in improving our properties as single family homes. I personally have been in the slow process of building a much needed garage, for storage and to free up street space, but now I do not feel it is a sound, safe or wise investment. I have already invested almost $25,000 to excavate and pour a driveway where one never existed. I do not think that large 4 story buildings should be allowed on our block of 2 story homes that have been painstakingly renovated to include the original 100 year old character and charm. Together as a block we have made and maintained a strong neighborhood community.

In summary, due to the historic nature of the Fairacres neighborhood and the Planning Board’s recognition of Fairacres as an Historic District and it’s desire to preserve residential neighborhoods, the proposed TOD overlay proposal for Fairacres seems in direct opposition to these goals. The Planning Boards simultaneous goal of density increase is already met by this neighborhood because of its close proximity to UNO and the traffic it already takes on because of this.
Safety: While the Planning Department and others may favor density, I am far more concerned about public safety. Commercial or multi-family dwellings along 50th street will increase traffic in this area, and with increased traffic, we will see increased safety concerns. With increased density, we will see increased crime in the neighborhood. If this is not the case, I would ask each Council member and the Mayor, if they would favor such a development within two blocks of their home, a home which they bought due to the quiet, residential, non-dense area of mostly single family homes. Adding this development to the already treacherous and unsafe (and unsightly) Leavenworth street will only further degrade our neighborhood and property values. If the Council is in favor of further density, we would recommend focus on the area between Blackstone and downtown.

Holy Sepulchre: This is one of the oldest Catholic cemeteries in Omaha. It is hallowed ground, just like a church. I personally have 37 family members buried there. To the extent that the Council or Planning Department have ANY concern about respecting that hallowed ground, they would not be proposing to ring it on the West with multi-family apartments for UNMC or UNO students, which it likely would attract. The cemetery has been neglected enough: I would invite the Council to drive West from 48th street to 50th, along the alley that abuts the cemetery on the north. I’ve seen fewer potholes and degraded roads in Beirut. Please do not destroy this peaceful and holy place with rings of apartments, likely full of students having keg parties and spilling into the streets and into the hallowed ground which is Holy Sepulchre.

Property Values: Before undertaking any action, the County Assessor should be asked for an opinion on how this development will affect South Dundee—from 50th to Happy.

My husband and I moved, along with our 1 year old into our forever home on S 52nd St last year. We love nothing more than our quiet neighborhood walks. It is something we look forward to everyday. We are gravely concerned that the proposed higher density zoning change, would not only bring additional tenants to the area, but increased traffic volume.

1) Traffic – Living on 52nd and Farnam for only a year I have already come to see 4 HORRIBLE accidents at 52nd & Farnam. 2 of which were on the weekend. I am terrified with the existing traffic, what it will be like when my son learns to drive. I cannot imagine how much more motherly concern I would have with even MORE traffic. My son will need to drive on these streets and through that intersection every day and I know my heart will skip a beat every time he leaves wondering if today is the day he is hit. It is not a matter of “if,” but “when”, if we see even more people living in our neighborhood. I know there would be increased public transportation, but more people means more visitors.

2) Tenants – Unfortunately you do not see the typical upkeep and pride in residence with renters as you do with property owners. I worry about carelessness, noise and property values decreasing if apartment buildings are thrown in the mix.

3) Historic Dundee – We live in a BEAUTIFUL historic district with home styles that will never be built again. If the zoning changes are made, these homes are at risk of being demolished, and we will lose that history forever.
I find this process confusing and very hard to understand, and possibly intentionally so. The maps are low-resolution and fuzzy even when enlarged greatly. For something of this much importance to an area, I’m disappointed in the quality and clarity of presentation. I heard about this thru Facebook (DMPA page) and didn’t receive any information about this looming plan. Many of my neighbors on the 5000 block of Capitol Ave hadn’t either. The entire plan seems to be an open invitation to investor/developer/demolishers to increase their potential earnings, and ignore the integrity and character of Dundee (a place that people want to live in the way it IS). Increasing density will cause traffic, speeding and parking problems, and do little to make anything affordable for working families and singles. It feels like a plan the city wants to ram thru whether the residents like it or not!

We appreciate that the Dundee Memorial Park Association (DMPA) has been vocal regarding the TOD and in this regard, they have our support. We are not opposed to development; this is a positive move that would increase the value of our homes and offer future stability to our area. Like DMPA our views are not completely aligned with the proposed changes the TOD has suggested. As noted in the following DMPA statement certain development would be welcomed in a rezoning plan. We, like DMPA and those they represent are strongly opposed to any rezoning changes to the residential area along 50th street properties. This has long been a community of families offering a diverse selection of dwellings for purchase or rent. Many of the homes were built almost 100 years ago and are well kept by single and multi-family residents. I would also assure this Board that many of the homes on the 3 block stretch have been updated at great cost to the owners. This desire to make this swath of land a transit island is far-fetched and inappropriate for this area.

I would not mind if they were replacing some of the duplexes that already exist on 50th street into more modern duplexes that fit the character of my neighborhood, but I will not like an ugly black apartment building that is unattractive and looks like a concentration camp building. These buildings also look cheap and show lack of vision regarding what apartment buildings should look like in a community.

Please accept this message as the Platte Institute’s comment of support for incorporating Missing Middle Housing in the city’s Transit Oriented Development plan under the TOD-3 designation. Nebraska housing prices have increased at one of the fastest rates in the country over the last decade, and the City of Omaha can take action to improve the quantity and affordability of housing options available to Omahans by eliminating barriers that prioritize single-family zoning over other modes of housing. Incorporating Missing Middle Housing into the city’s plans also means creating a market-based approach to allow more residents to find affordable housing closer to where they work, providing new opportunities to improve Omaha’s quality of life and walkability. Moving away from reliance on single-family zoning enhances property rights, encourages entrepreneurship and wealth creation, and puts natural and community resources to more productive uses.
I do take issue with the rezoning of south 50th street. I feel that this is a wholly inappropriate decision that lacks forethought or consideration of the residents nearby. By rezoning this area for TOD the street will be practically unlivable. There is not parking on 50th street to facilitate multi story complex residents. As it is there is not adequate space for existing residents to park. 50th Street is an emergency route and emergency transport vehicles must be able to traverse this route without obstruction- adding even 20 more residents to the street would increase the burden of cars entering this road during peak hours or clogging side streets and walking home.

Comment noted, will propose revisions.

I understand the DMPA neighborhood is asking for TOD 4 as a max. I would like to request that a TOD 2 be the maximum if within a neighborhood and surrounded by already SFD. If this is on Dodge St then TOD 4 is fine. Otherwise there is no reason to continue to increase density in the Dundee neighborhood. There are so many other places along the ORBT route that NEED reinvesting.

Comment noted, will propose revisions.
Chris,
I want to voice my concerns about a letter that was blowing down my street Saturday morning. It's very unfortunate property owners don't have any idea what's going on in their neighborhoods.

I have two proposals for you that don't involve the rezoning of 50th Street Dodge to Leavenworth.

Proposal 1
How about we rezone 48th Street Mason to Center Street? Then we could run the bus route (no one will ride) Dodge to Saddlecreek all the way up 48th? We could bulldoze all the houses on the east side all the way down to Center Street.
Of course, Holy Cross Church, Holy Cross School and Beals School will have to get raised so we can have density.
We may have to cut into Mercy High School property as well, for density of course.
This idea would be great for you. Get on the bus and go work!
You can have giant condos and apartments right on your very own street so people can overlook into your yard while they sit on their balconies depriving you of your vitamin C.
You will have all the density your heart desires.

Proposal 2
Why don't we just go right through the cemetery. We can put up condos and high rise apartments in the cemetery, it will be multi purpose. People can visit their deceased relatives, catch the bus all in one dense area.
We can also have a bus route to heaven for all the souls in purgatory.

Wait, I think there was a movie about digging up cemeteries. As I recall it didn't end well for the rich developers and people in charge of making decisions in the neighborhood.

Chris,
You didn't listen to your neighbors on Leavenworth (Zag) or Saddlecreek (Boz). So, I am going to assume you won't listen to me or your neighbors on 50th street and the surrounding neighbors. Please stop tearing up midtown neighborhoods and putting in large apartments and condos just for density.

Chris,

I am not stupid, this is nothing more than a property grab from a rich developer that probably lives out west in a gated community. I know the rich developer is not after the houses Dodge to Jackson. The rich developer is after the houses Jackson to Leavenworth. I have no doubt the developer will also get Tif money, that always the case. These 60 ft high apartments will be in my back yard, what about my rights as property owner? I guess they won't matter just like the last two cases I mentioned.

Chris,

You know we have several rentals in the neighborhood and pay a lot of taxes. John takes very good care of our properties. If you drive down the street you would not know they are rentals. We consider ourselves good neighbors and people.

You won't be on the city council for ever, you may find yourself sending a letter just like this one to a council member with concerns about your neighborhood. You may be begging your city council person to not destroy your your neighborhood and quality of life all because some City Planner or developer who lives out west has a stupid idea. It was planners who raised Jobbers Canyon and the most beautiful post office I have ever seen to put up a hotel.

I hope you and the other council members make the right decision and stand for the homeowners and do what's right.

I have attached a picture of my back yard with my She Shed, I'm trying to imagine a giant apartment building right in my back yard.

If I don't see you at Church I will see you June 16th. I will have take a day off work but I will stand up for my rights and be heard. You are more than welcome to stop by we are always home.
Dear Councilman Jerram -

I wanted to email to oppose the rezoning of 50th Street from Dodge to Leavenworth St in HISTORIC Dundee. I understand the goal of the TOD, but I disagree with a rezoning effort that will tear down historic homes of a lower price point. These homes are affordable and provide a bit of socio-economic diversity to our neighborhood. There are other open lot areas that could be explored for high density apartment buildings that do not require a developer to destroy the make-up and aesthetics of a historic neighborhood.

Thank you,
Hi there I'm concerned about the zoning proposal going on for the new bus line. I have lived in Omaha for six decades. The city and developers haven't heard the view of people in the past. What is so urgent with MAT buses anyway?

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Omaha, NE 68183
Office: (402) 444-5555
Fax: (402) 444-6059
www.mayors-office.cityofomaha.org

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Carrie Murphy
Office of the Mayor
Deputy Chief of Staff/Communications
402-444-3520
carrie.murphy@cityofomaha.org

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David K. Fanslau
Director
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, NE 68183
402.444.5150 x2072
david.fanslau@cityofomaha.org
Derek Miller,...My name is xxxxxxxxxxxx I’m just hearing now about the possible impact of TOD to my block and neighborhood (both north and south of Dodge) and have spent several hours trying to understand the PDFs and maps and related posts, and finding the whole presentation of the plan daunting (not sure if that's intentional?). I feel like the integrity and charm of my block and neighborhood are possibly being sacrificed so that ridership on the ORBT line can increase, via way of high-density apartments that investor/developers will be free to replace houses like mine with. Admittedly, I may not have a complete idea of what is being proposed (or may have already been approved?), but would appreciate some sort of "plain-English" explanation of what is going on in one of, arguably, the best neighborhoods anywhere, Dundee! I would appreciate a call to my cell, if possible xxxxxxxxx or some other correspondence that will help me to understand what (and why) this is happening.

It was good to talk with you today, please let me know if you have any additional questions.

Thanks,

Derek

Derek Miller, AICP
Long Range & Mobility Planning Manager
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, Nebraska 68131

(402) 444-5150 x2068
derek.miller@cityofomaha.org

Do not feel obligated to respond to my emails after hours or on weekends.

"Without deviation from the norm, progress is not possible'
I was told I could email my public comments to you directly. The city website had a comment link but it requires a google account and I do not have one. I am wondering how many other people might be affected by this road block and not able to comment??

I attended the public meetings about the 42nd street transit re-development plan last year so was aware the city was looking to make some changes around the ORBT stations. What concerns me most about the proposed changes is the tier 2 rating north of the 42nd street station as well as along Saddle Creek Rd. While there is commercial development along Dodge street, once you move in 1 or 2 lots it is clearly a residential neighborhood where 2-6 story buildings would not be appropriate. A tier 3 rating for this area seems like a better fit. Also along Saddle Creek Road, keeping it to a 1-3 story building limit is more fitting.

I understand if passed it would be a “opt-in” basis and while that is certainly better than doing a blanket change, being adopted in the city master plan lends credence to future city leaders to approve any development plans. I would rather address concerns with this tier system ratings now.

Omaha is blessed with great historic neighborhoods and we need to closely guard our older residential neighborhoods from inappropriate development and allowing the tier 2 zoning to encroach into residential neighborhoods is not appropriate.
Do not feel obligated to respond to my emails after hours or on weekends.

"Without deviation from the norm, progress is not possible"

Frank Zappa
Mr. Miller...I have read and discussed with others the TOD plan. My comments that I posted on the site are as follows:

I believe that the TOD initiative has many merits. It is important to keep the integrity of the Dundee neighborhood with its already mixed housing, its historical homes and its cherished houses over 100yrs. However, this map is inappropriate. The zoning that is consistent with blocks of single family homes, conversions and duplexes is TOD 4-SFA.

We have a very active, concerned Dundee Memorial Park Association that cherishes the design of our streets and homes and looks out for the safety, the pleasure and the aesthetics of our community. I hope the TOD Planning Committee recognizes its uniqueness and its value to Nebraska.

If we are going to preserve Dundee’s character, affordability and desirability, we must sustain our mixed housing, especially our many small, affordable cottage-style homes. I strongly encourage the city to change the high-density zoning to TOD 4- SFA.

Respectfully Submitted,

p.s. It is confusing, counter intuitive and just plain obfuscation to use the TOD numbering system wherein the designation does not match the number of stories—ex: TOD 4 is the most restrictive, allowing up to 3 stories (36’); TOD 3 allows 4 stories (48’) or 5 stories (60’).
Dear Derek;

We have owned our house at [redacted] for 32 years and have spent a lot of money restoring and maintaining our lovely historic home. We love the charm of this neighborhood on the National Register of Historic Places. We're very excited about ORBT and as senior citizens think it will be convenient.

But we are NOT happy about attempts to encourage developers to tear down historic homes to replace them with condos. Our city planning team and tax dollars should be encouraging developers to restore historic homes not demolish them. That is the charm of this area that can NOT be replaced.

Please have the zoning East of 50th Street to Saddle Creek be TOD 4 -SFA. There are other areas along the route that can encourage high density, such as the Crossroads Mall and other abandoned commercial properties along Dodge Street. Dundee Flats at 49th and Dodge is a perfect example of this. But these types of development should not be encouraged on residential streets with historic housing.

Sincerely;
Good Afternoon,

I am writing this email in opposition to the proposed zoning change to 50th Street between Dodge and Leavenworth. Such a zoning change is not necessary when so much vacant land lies several blocks to the east along Saddle Creek Road as well several vacant buildings along Dodge and Leavenworth.

I am concerned the city would not only sacrifice the historical nature of one of its most storied neighborhoods, but that we would be willing to remove so many property tax paying single family homes and duplexes so that the city can once again potentially subsidize a private developer through our over abused TIF financing; especially when this land is not blighted, in disrepair or in need of development and there are plenty of sites in the neighborhood that would benefit from such an investment.

As my city councilman please vote no to this zoning change and reach out to Planning Director David Fanslau to express your constituents' concerns with the removal of our historic houses.

---

David K. Fanslau
Director
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, NE 68183
402.444.5150 x2072
david.fanslau@cityofomaha.org
Good Morning Derek.
I am contacting you in regard to the Transit Development proposal. I tried to call my councilman, Chris Jerram, but unable to get thru.
I am a South Dundee homeowner for over 50 years! We have raised our family, enjoyed our home & surroundings and I am absolutely convinced we live in one of the Best areas in Omaha.
I am trying to understand this plan, have been listening to my neighbors and am really alarmed. To rezone our beautiful area and build more apartments seems to be the worst possible idea I have ever heard. There have been so many apartment buildings built lately, I would be surprised if there is any demand to fill more buildings.
Also, I feel developers are taking advantage of our current Pandemic & the inability to attend meetings to voice our disapproval!
Please, listen to all of us and help us fight this lousy idea.
Thank you.

Sent from my iPad

Good afternoon,
I just left you a voicemail, following up with an email reply.

Thank you for your comments. If you would like to read more about the TOD initiative you can go to this page:

https://urbanplanning.cityofomaha.org/transportation-planning/transit-oriented-development

The best source of information is this document:


Thanks,

Derek

Derek Miller, AICP
Long Range & Mobility Planning Manager
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, Nebraska 68131
(402) 444-5150 x2068
derek.miller@cityofomaha.org

Do not feel obligated to respond to my emails after hours or on weekends.
I forgot to add a reply to your comment about rezoning.

Through this effort the City of Omaha is **not** rezoning properties with this process. What is being proposed is amending land use policy and the zoning code.

Let me know if you have any questions.

Thanks,

Derek

Derek Miller, AICP
Long Range & Mobility Planning Manager
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
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Do not feel obligated to respond to my emails after hours or on weekends.

"Without deviation from the norm, progress is not possible'

*Frank Zappa*
Hello Derek,

Hope you are well. I have lived in Dundee, Memorial Park, and now Fairacres for 20 years. I have lived in other cities and countries, and I have traveled extensively for personal and professional reasons. During the first 10 years of my career, I actively represented commercial real estate developers. I highly value thoughtful and progressive urban planning.

I'm sure I don't have to tell you how special Dundee, Memorial Park, and Fairacres are. Residents in our neighborhoods are dedicated to maintaining historic homes and mature trees/landscaping in close proximity to city-center / downtown. I think it's in Omaha's best interest to preserve these thriving residential, historic neighborhoods with existing detached single family residences and zoning.

There are lots of opportunities in Omaha to improve blighted or struggling residential neighborhoods. There are also lots of opportunities to improve the utilization and design standards of lack-luster commercial properties along Dodge.

The idea of jeopardizing Dundee, Memorial Park, and Fairacres homes is unfathomable. I strongly believe that Dundee, Memorial Park, and Fairacres should be excluded from the TOD district. Smaller lot, higher density, attached housing types are incompatible and would deteriorate our existing neighborhoods.

The proposed TOD regulations represent a significant departure from the vision and current existence for our neighborhoods. For example, you may know that Fairacres was designed as a "garden suburb" by George E. Kessler, a nationally prominent proponent of City Beautiful ideals. Many people, including those who visit Memorial Park, enjoy living in and visiting Dundee/Memorial Park, and Fairacres as just that, a centrally-located, historic garden neighborhood.

There is a significant difference in elevation between Dodge Street and Davenport Street. Five-story buildings would tower over the back yards of homeowners on Davenport Street whose properties adjoin those in the proposed TOD land use area on Dodge Street. Lighting and noise associated with higher density would significantly impact homeowners.

Given that there is currently more than 28 acres available in the Crossroads area for transit oriented development, the relatively smaller incremental increase of middle density housing in Fairacres, Dundee/Memorial Park would not offset the disruption to our neighborhood.

Thank you for your consideration, and please let me know if you have any questions.
This email and any attachments may contain information that is confidential and/or privileged for the sole use of the intended recipient. Any use, review, disclosure, copying, distribution or reliance by others, and any forwarding of this email or its contents, without the express permission of the sender is strictly prohibited by law. If you are not the intended recipient, please contact the sender immediately, delete the e-mail and destroy all copies.
Fwd: Opposition to Proposed TOD for 50th Street
1 message

David Fanslau (Plng) <David.Fanslau@cityofomaha.org> Wed, Jun 17, 2020 at 11:33 AM
To: "Derek Miller, AICP" <Derek.Miller@cityofomaha.org>, Eric Englund <Eric.Englund@cityofomaha.org>, Jed Moulton <jed.moulton@cityofomaha.org>

-------- Forwarded message --------
From: [Redacted]
Date: Wed, Jun 17, 2020 at 11:32 AM
Subject: Opposition to Proposed TOD for 50th Street
To: <chris.jerram@cityofomaha.org>
CC: <david.fanslau@cityofomaha.org>

Dear Councilman Chris Jerram,

We are writing to you today to express our family’s opposition to the proposed TOD project for 50th Street between Dodge and Leavenworth in the historical community of Dundee. We are greatly concerned about the negative ramifications this project will have on one of the most beautiful and sought after communities to live and raise a family in Omaha.

We purchased our home in Dundee at [Redacted] in May 2014 in large part due to its unique character and the greater preserved architecture of the historic Dundee community. We absolutely cherish our home, our neighbors, and the unique beauty of this historical neighborhood. What we hope will resonate with you here is that our family moved to Omaha from Alexandria, VA and specifically sought out the Dundee neighborhood as our desired place to live and raise a family. In Alexandria, we lived in a community called Del Ray; a historically preserved neighborhood adjacent to the beautiful and historic neighborhood of Old Town, Alexandria. Dundee reminds us daily of the beauty and attraction of these historic communities in Alexandria and what makes these neighborhood communities special and attractive is the preservation of their historic residential properties.

Dundee shares many of the wonderful characteristics of Del Ray and Old Town, including historic residential architectures and a main street with restaurants and businesses that the neighborhood supports and people from all over the country enjoy visiting. The rich history and culture, robust and supportive community, and excellent elementary school at Dundee Elementary are the products of preserving historical Dundee for generations. Moving here from Alexandria, our family knows how special Dundee is and the historic residences of this community must be preserved at all costs. It is without any doubt that the historical preservation of Dundee is a significant part of the fabric that makes Omaha special.

We appreciate your time, your leadership, and your consideration of the views we’ve expressed here. Dundee is one of the few historic neighborhoods that make Omaha great and the TOD project will destroy the fabric of this historic neighborhood. You’ve certainly traveled the country yourself and we’re hopeful you understand this as much as we do. Please prevent this project from destroying the wonderful historic community of Dundee.

Sincerely,

--

David K. Fanslau
Director
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, NE 68183
402.444.5150 x2072
david.fanslau@cityofomaha.org
Councillor Pete F. Festersen

Omaha City Councillor

Mr. Derek Miller

Long Range & Mobility Planning Manager

City of Omaha Planning Department

Re: TOD Policy and Code – Fairacres

Dear Councilman Festersen and Mr. Miller:

We appreciate the Planning Department’s desire to update the appropriate designated uses for Omaha’s mid-town neighborhoods.

With respect to the TOD overlay proposed for Fairacres, we suggest:

- For the corner of Dodge & 69th -- The two houses facing Dodge need help from the Planning Department. Their current zoning is not useful for anyone. A transition use – such as a two to three story townhouse use – with a designation TOD-4-SFA would be most appropriate and a valuable compromise.

- For the stretch along Dodge from Memorial Park going west up to the above two houses – This area is best left alone. It currently provides perfect transition for Fairacres. It is also nicely used in its current designated use.

- For the stretch of houses and condominiums along 69th Street (with some facing 69th and others facing 68th) – These homes also should be left alone. Currently, they too provide perfect transition.

In 1978 our then young family committed to Omaha’s mid-town neighborhoods. At the time, most young families were moving west. Fortunately, enough like-minded young families and civic leaders also made this commitment. As a result, over the years, the mid-town neighborhoods, including Fairacres, have become a model for how inner-city neighborhoods can be so beautiful as to attract the leaders of national businesses. Every homeowner in Fairacres has made this commitment to Omaha.

Omaha is important to us. This includes keeping it economically strong. Economic strength involves many complex factors. Among these factors are attracting national businesses, their leadership, and the professionals who support these businesses.

In this regard, Fairacres is a unique gem for Omaha – a gem which can never be replaced once it is lost. Maintaining the integrity of the Memorial Park and Dundee neighborhoods is also important, as they support Fairacres, and we them.

Thank you for your continued attention to the planning needed to make our City better and better. It is important and valuable work affecting generations to come.

Respectfully submitted,
Derek Miller (Plng) <derek.miller@cityofomaha.org>

Dundee TOD zoning
1 message

Thu, Jun 18, 2020 at 12:45 PM
To: Pete.Festersen@cityofomaha.org, Chris.Jerram@cityofomaha.org, derek.miller@cityofomaha.org, jed.moulton@cityofomaha.org

Please see the attached letter sent to the Dundee Memorial Park Association in regards to zoning of my street, Davenport, east of 50th

I spoke with the property owners on my block and we all feel this street should be zoned as single family/converted house/duplex, in keeping with its current use. It already provides higher density than surrounding areas without large scale apartment buildings. I feel a multi-story building on this street is inappropriate - particularly between 46th and 49th. There are other areas closer to Dodge that are more appropriate for large buildings to support transit use.

Please contact me if you have any questions or would like to discuss further.

Ms. Sara Nelson & Omaha Planning Board:

I am writing to ask the City and DMPA to support the designation of my block, the 4600 – 5000 block of Davenport, as TOD 4-SFA along with other areas east of 50th street in Dundee. I only recently learned of the TOD changes being worked. It is very frustrating that as a homeowner, myself and my neighbors were not included in discussions of the rezoning of our property and any decisions made thus far. As with many residents, I moved to Dundee for a reason – to be in a traditional neighborhood and be part of a community. We were drawn by the rich history of the area, the timeless structures, large trees and the walk-able streets. I enjoy the variation in properties & residents and support improvements, but I feel an oversized 5 story apartment building which would be allow with your changes is not appropriate for Davenport and much of the area east of 50th. Such a massive structure would replace trees with views of concrete, would invade the privacy of current residents by towering over our homes, cause significant traffic for children and other pedestrians as well as parking issues on our already congested narrow streets. In addition, I fear it will make the area less attractive to property owners leading to reduced property value.

I support the diversity of the neighborhood and welcome development of dilapidated or vacant properties. However, that development should be in the spirit of the neighborhood and be similar in size and architecture. The neighborhood provides high density properties today. Just over half the properties between 46th and 50th on Davenport are some type of multi-unit housing in the form of converted houses and duplexes which maintain the character the neighborhood. The few apartment buildings are small, only two stories, and are traditional brick structures. The neighborhood provides density today, and higher density can be achieved nearby without having to compromise the community in place by the long term residents of this residential street/area.

My husband and I – as well as many on my street – have invested heavily in our properties to bring them back to the neighborhood character. Below is a picture of my house – on the left was when we bought it in 2008, and on the right is my house today. We have spent countless hours, a lot of sweat and a lot of money to bring this house back to what it was. Many of my neighbors have done the same because we love the area and it is our home. Myself and a neighbor were able to reach 60% of the property owners between 46th and 49th, and every single one of them agreed that Davenport should be designated as TOD 4-SFA. I've attached their names as well as a few from the 4900 block, all with their permission. As information, eighty-five percent of the properties between 46th and 50th fall into the category of single family home, house converted to apartments, or duplex. We like what we have today and feel there is density already here and there are other areas in close proximity which need development and could provide additional ridership.
Again, I support development in the Dundee area when it is done with care and does not take away from so many that have invested so much to create this wonderful neighborhood.

I will be sending this to Derek Miller of the Planning Board, Councilman Chris Jerram, and Councilman Pete Festersen. I will also be filling out the online Public Comment Form. Please contact me if you have any questions.

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<th>Last Name</th>
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<th>House Nbr</th>
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</thead>
<tbody>
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<td>Jones</td>
<td>Daryl &amp; Laura</td>
<td>304</td>
<td>N. 46th</td>
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<td>Kenney-Ehlinger</td>
<td>Pamela &amp; John</td>
<td>4601</td>
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<td>Chatham</td>
<td>Charles &amp; Kim</td>
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<td>Hamblin</td>
<td>Rod &amp; Kathleen</td>
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<td>Johanningsmeier</td>
<td>Chuck &amp; Gina</td>
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<td>Bayer</td>
<td>Rob &amp; Jody</td>
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<td>Kiser/Kawecki</td>
<td>Doug/JoAnne</td>
<td>4805</td>
<td>Davenport</td>
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<td>Kawecki/Torrez</td>
<td>Jennifer/Jimmy</td>
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<td>Brady</td>
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<td>Ray</td>
<td>Heather &amp; Tyler</td>
<td>4810</td>
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<td>Wilwerding</td>
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<td>Brennan</td>
<td>John &amp; Vera</td>
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<td>Gallo</td>
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<td>4907 Davenport #Condo11</td>
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<td>Agosta</td>
<td>Brad</td>
<td>4921 Davenport</td>
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<td>4923 Davenport</td>
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**NOTE:**

4803 Davenport is the “Nancy Bounds House” which was home to a modelling agency. Today it is an owner occupied home with rental units.

4808 Davenport is a Victorian gem. According to The Dundee Book history book, it was on this porch that the plats for Dundee were laid out.

4824 Davenport was the house built for the man who started the Dundee Presbyterian Church. The City built it to lure him here from NY.

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**2 attachments**

Davenport Map.JPG
69K

4815_Letter.pdf
516K
Please distribute this letter to individual members of the Planning Board and any others who are involved with this proposed Plan. Thank you.

This letter expresses serious concerns about plans proposed by the City Planning Department and the City of Omaha and the impact these plans would have on the Dundee neighborhood to accommodate the new ORBT bus-line.

Nearly fifty years ago, I began to gather a group of Dundee residents who, as I, were concerned about the seemingly deteriorating conditions in our once- lovely neighborhood of Dundee. Only recently had a Planning Department been initiated and our "somewhat zoning" was not protecting us from many conversions of larger homes into multiple-family dwellings. We formed the Dundee Village Community Council and our first concern was to seek protective zoning for our neighborhood. We spent seemingly endless days and weeks seeking signatures from property owners to gain single-family residential zoning for houses and multiple-family zoning for duplexes and built-as-is apartments. Existing conversions were "grandfathered" and, when those homes that had been converted reverted to single-family dwellings, they were rezoned.

I chaired the DVCC and, despite our success in gaining a large majority of the homeowners, we were generally dismissed by our City with little respect. Planning Director Alden Aust and a number of members of his Department began to support us and we not only gained our rezoning, but went on to save our streetlights, defeat a West Throughway through Dundee, contain the number of Group Homes and Half-way Houses, defeat the widening of 52nd Street and many other projects. We cheered when Dundee was named "One of the 10 Best Neighborhoods in America" and were saddened that so few of us are still living to see that day. I, as one, can assure you that we and the many homeowners who have been involved with maintaining our neighborhood, would not support the invasion by multi-story apartment buildings on our tree-lined streets. Somehow, the City claims that "density in Dundee" will assure increasing ridership on ORBT. We do not feel that ridership is our responsibility.

By what right, ordinance, faulty-persuasions or any other thought do the City of Omaha and it's various Departments and Boards intend to over-ride the Will of the residents of Dundee and it's representative Board by "throwing Dundee under the bus" for the benefit of a transportation system which, judging from the lack of riders during the Spring when riding was FREE, will continue to ride nearly empty as cars speed by the empty buses now. Our neighborhood and it's residents should not fall victim to a City-promoted Plan for the destruction of Dundee.
Derek,  
I am a new resident of the Fairacres neighborhood, but a long term resident of Omaha. Our family has always been committed to the importance of historical preservation. To that end we would suggest a TOD 4 SFA designation on the Dundee/Memorial/Fairacres portion of the Land use map. I am convinced that the ridership projections would not be negatively impacted by applying this designation; but am convinced that the historic nature of these neighborhoods could be negatively impacted if not. Thank you for your consideration.
Dear Mayor Stothert,

I was surprised and disappointed to see my Dundee neighborhood, where I've lived at 50th Avenue and Farnam for thirty years, being included in a rezoning push for high-density apartment buildings. The whole point of zoning laws is to protect residential neighborhoods from exactly this type of inappropriate development.

If a strong majority of neighborhood residents want a change, it should be allowed to happen. (Like a normal two-way Farnam Street, eh?) But nobody in these historic single-family homes wants a four story apartment building looming over their backyard. We need the city to protect the culture of Dundee. The zoning law is supposed to do that.

It was this same zoning protection that prevented Bucky's gas station at 50th & Dodge from illegally encroaching into the neighborhood. Zoning laws protect people whose investments in their homes and neighbors were based on their trust in the city. City planners have every obligation to honor those commitments.

When I moved here thirty years ago, about a third of the houses on my street were in need of updating and repair. I've worked hard on mine. Just this spring the last of those tired houses was brilliantly restored, and vibrant young families are filling in the neighborhood. The street is a humble, cozy gem, maturing in exactly the right direction. This effort to rezone us to a high-density apartment area would reverse that momentum.

- This thin strip of 50th Street is an outlier on the TOD zoning change plan. Rezoning would help nearly no one while doing great harm to one of Omaha's most endearing neighborhoods.
- While ORBT was originally sold to us as an exciting way to ease congestion, it is now being retooled as a magnet for expansion. Yet the corner of 50th Street and Leavenworth, by far the most vulnerable to development due to its humble single-family duplexes, is nearly a mile from the nearest ORBT stop.
- ORBT only goes downtown, but high-density apartment dwellers need to drive elsewhere as well. Neighbors along 50th Street between Howard and Leavenworth already park their cars with two wheels on the curb to avoid rearview mirrors being knocked off by drivers squeezing through this narrow street.
- Traffic often backs up for a block at the Leavenworth stoplight, just as it does on 50th Street and Dodge, because the street is already too narrow for the existing traffic burden.
- It's wrong to cram a lot more people along 50th Street, then use that congestion to justify improving public transportation. We who live here now would be stuck dealing with the resulting transportation mess for years.

Dundee grows more beautiful every day thanks to people taking care of 100-year-old homes, and they invest because of the promise the city made in its zoning laws. 50th Street between Dodge and Leavenworth should be excluded from TOD zoning changes.

--

Mayor's Hotline
City of Omaha
1819 Farnam Street, Suite 300
Omaha, NE 68183
Office: (402) 444-5555
Fax: (402) 444-6059
www.mayors-office.cityofomaha.org
Kelsey Dolinsky
Mayor's Hotline Supervisor
Phone: 402-444-4770
Email: kelsey.dolinsky@cityofomaha.org
FAX: (402) 444-6059
Website: http://mayors-office.cityofomaha.org/
My name is [Redacted]. The house faces Davenport, the side yard faces 69th street. Currently our location is quite busy due to 69th street traffic as well as the many vehicles that travel to our dead end street when 72nd street is closed or traffic diverted.

Fairacres is a historical neighborhood with homes on large lots. A TOD-4 would not be acceptable and would not blend in with the current architecture and historic nature of the neighborhood. I am also opposed to TOD-3 as an 10,000 sized 5 story apartment building would be "in our back yard" so to speak and would not be the historic, "garden suburb" originally proposed for our neighborhood. Additionally such a development would add unwanted lighting add even more traffic in OUR BACK YARD and the neighborhood.

Please consider these issues.
Mr Miller -

I am reaching out to stress the neighborhood's will is to designate Davenport to only allow Single Family, Duplex, and Converted Houses. I realize you may not be intimately familiar with all the streets in Dundee - so I wanted to share my block, 4800 Davenport St. While it is close to major streets, it is much different than what you would probably expect for its location. The 4800 block is a beautiful blend of homes, duplexes, and townhomes. This block already offers population density without sacrificing history and the walkable community where children can safely ride bikes.

The restoration on this street in the last 15 - 20 years has been astounding. I wish I had before pictures for all properties just as the before & after I sent you of my own. Everyone has taken great care to preserve and restore the historical beauty on this street. We all feel anything other than these types of structures would not belong and would be detrimental to our property values, especially a large apartment building. Plus, the increased parking issues and increased traffic would be dangerous.

With no guarantee apartment buildings would lead to more public transportation ridership, I don't think the City should be experimenting in an already revitalized area. There are numerous vacant and dilapidated properties along Dodge and on streets that already have large building that could be addressed to increase the public transportation use. Please keep our neighborhood intact.

I greatly appreciate you consideration of our request and would gladly meet with you to discuss. Please let me know if I can provide any further information.

Thank you

All properties between 48th & 49th Davenport St:
Dundee is an area of the city that is rich in history and where the homes are unique in style and character. I understand your concerns with ORBT, but wouldn't it have been better to route ORBT where it was needed and would have been widely used rather than re-designing a neighborhood to ensure the success of ORBT. I have been a pro ORBT since I first heard of it, and hope to use it if often, but I don't want my neighborhood destroyed over it. That would be a travesty. It seems as if there are plenty of other districts along the route where large 4 and 5 story multi-family units would work better and fit in better, specifically Crossroads mall. This has been a lot of wasted space for years and there has been a lot of lost opportunity to develop it. Perhaps this is the time to do so.

Like all citizens of Omaha, the citizens of Dundee take pride in their homes and neighborhood. We do not want to see our neighborhood change beyond recognition which I'm sure is how you would feel if this was being recommended for your neighborhood. It would be a crime to zone Dundee to allow 4-5 story structures. So I respectfully ask you not to allow this to happen.

Thank you,
Please do not have Dundee ruined by 5-story buildings. This is a family neighborhood not ever meant for high-rises.

Please advise if there is a developer(s) who is currently pushing for this change in zoning. We need to know who/what we are actually fighting. I would be so disappointed if it is the mayor and city council who are aligned against us. But I want to know. Fighting blind is not effective.

I have owned [redacted] for over 30 years. The block has been cleaned up and spruced up during this period. I would hate to see it sink back to what it was thirty years ago as the residents who want a good neighborhood move away and houses are subdivided or demolished.

The tax increases have been extreme the past 5 years. Is this a plan by the city to force out the current homeowners and to destabilize this quiet neighborhood?

What is the ultimate goal?

I would appreciate your response.

Thank you for your time and attention.

Candace Orr

Please see my responses in red following your questions below.

Thanks,

Derek

Derek Miller, AICP
Long Range & Mobility Planning Manager
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, Nebraska 68131

(402) 444-5150 x2068
derek.miller@cityofomaha.org

Do not feel obligated to respond to my emails after hours or on weekends.

"Without deviation from the norm, progress is not possible"

Frank Zappa
Please do not have Dundee ruined by 5-story buildings. This is a family neighborhood not ever meant for high-rises.

Please advise if there is a developer(s) who is currently pushing for this change in zoning. We need to know who/what we are actually fighting. I would be so disappointed if it is the mayor and city council who are aligned against us. But I want to know. Fighting blind is not effective. Absolutely not, The Transit Oriented Development (TOD) initiative is not being pushed by any single developer or the development community at large. The City of Omaha began the Transit Oriented Development (TOD) Initiative over two years ago and was discussed for many years prior to that. Although by its name you may infer the initiative and the resulting proposed policy and code amendments are only about transit, in actuality this effort is much more than that. The goals of the TOD Initiative include the following:

- Support the fiscal health of the City of Omaha.
- Maximize use of major infrastructure investment.
- Support equitable access to housing, jobs, education, and entertainment.
- Provide urban options that people increasingly desire.
- Provide opportunities for small-scale development, along with larger development.
- Respect neighborhood context.

I have owned [redacted] for over 30 years. The block has been cleaned up and spruced up during this period. I would hate to see it sink back to what it was thirty years ago as the residents who want a good neighborhood move away and houses are subdivided or demolished.

The tax increases have been extreme the past 5 years. Is this a plan by the city to force out the current homeowners and to destabilize this quiet neighborhood?

What is the ultimate goal?

I would appreciate your response.

Thank you for your time and attention.

As you are aware, the desirability of the areas surrounding Omaha’s urban core, including the midtown neighborhoods, has remained strong for many years. This is evident, especially in Dundee, as the area has continued to evolve through redevelopment over the last 40 years and has increased dramatically in the last five years. With the last bullet point in mind in responding to this desirability the TOD policy and code amendments require a higher level urban design as well as limits to overall size and height for new redevelopment. These requirements are primarily based upon public input the city received over the 12 public meetings as well as the current zoning for in addition to the other criteria listed in the TOD guide. (Other criteria can be found on page 4 of the TOD guide.)

Public engagement is very important to us, and because of this we are taking specific comments on the proposed policy and code amendments through June 29th. These comments will be utilized to make further revisions to the proposed policy and code.

https://docs.google.com/forms/d/e/1FAIpQLSftS8ol0r6CD26aC0vhUSwwAxBqKPuPRYbfD9-wOXKHCbKg/viewform

Finally and most importantly the adoption of this policy and code amendments will not result in rezoning specific properties, rather it will create policy and code for us to manage redevelopment as it is requested and will allow neighborhoods and residents to weigh in on development proposals at Planning Board and City Council meetings.

If you would like additional information please go to the TOD website:

https://urbanplanning.cityofomaha.org/transportation-planning/transit-oriented-development

The best resource for questions you make have is the TransitOriented Development Zoning Summary and Guide.

Let me know if you have any additional questions.

Derek
June 29, 2020

Councilman Pete Festsersen
Omaha City Council
Pete.festsersen@cityofomaha.org

Mr. Derek Miller
Long Range & Mobility Planning Manager
City of Omaha Planning Department
Derek.Miller@cityofomaha.org

Subject: TOD Policy and Code—Omaha Community Playhouse and Omaha Conservatory of Music

Dear Councilman Festsersen and Mr. Miller,

As an addendum to my letter of June 23, 2020, I would like to comment on the proposed TOD-2-MUR classification for properties currently owned by the Omaha Community Playhouse and the Omaha Conservatory of Music at 69th and Cass Street. Among other uses, TOD-2-MUR on a minor arterial street such as Cass Street, would allow buildings up to eight stories tall (with a five story base) and a maximum footprint of 20,000 square feet.

This proposed overlay is inappropriate and unneeded, and the area should be left alone. The area is prospering since Omaha Conservatory of Music’s acquisition of the former Temple Israel site in 2015. Considerable effort on the part of neighbors, urban design professionals, and traffic engineers as well as significant philanthropy were needed to achieve this positive outcome. Any major change such as TOD-2-MUR has the potential to disrupt the interaction of the many elements which make this area work.

Again, thank you for your efforts to plan for the future of midtown Omaha.
Jennifer,

I am forwarding your comments to Derek and Jed who are working on the TOD project, as I am no longer involved. Thank you,

Kellie Johnston Dorsey, AICP
Choice Neighborhood Manager
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, NE  68183
Office:  402.444.5150 x2008
Cell:  402.312.2563
kljohnstondorsey@cityofomaha.org

--- Forwarded message ---
From:  
Date:  Wed, Jun 24, 2020 at 9:11 AM
Subject:  TOD land map /code changes
To:  <kljohnstondorsey@cityofomaha.org>

After reading the proposed changes to codes in established neighborhoods for the TOD, I’d like to express to the city that I am against it and would like it to be re-figured. The most concerns is to; 1-to exclude buildings over 2 (3 if there is already 3 story buildings in the area within 1/8 mile) stories to be allowed to be built, 2- only allow buildings to be built with the proper amount of parking to each building (not parking lots, or mass garages -> but natural looking parking that is already in those neighborhoods per building)*** I think the proposal is trying to insinuate that people moving into the building will use the bus system and some might buy in NE most will not, that’s reality. 3- all land and strictest to be evaluated for historic value by an independent party, that party has final say over development and city contracts if they deem it to be saved.

This project seems like it is being directed by greed rather than taking into account the people (and voters) who already live in the areas. Please re-evaluate and make changes that show the city values people who already live there.

Thank you
Dear Mr. Miller,

Please accept this correspondence as a part of the comment period for the Transit Oriented Development regulations for Dodge Street/Fairacres. I currently own two Fairacres properties and have lived in the neighborhood since 1997. My new property at [redacted] abuts properties that are on Dodge Street. I echo the comments of the Fairacres Neighborhood Association, Inc. I would also like to add another perspective. And that is one of safety. Dodge Street as you know is a high traffic artery for the city. The sidewalk width on Dodge on the north side is very narrow. The addition of population density in the proposed corridor creates a safety issue. Right now it is dangerous to cross Dodge by foot or vehicle (even with the crosswalk at 66th Street). The traffic light at 66th is often run by vehicles. I think most of this is due to high speeds and poor visibility of the traffic light. This is exacerbated by the low hanging trees. Additional traffic coming on and off of Dodge in this area is likely to cause more accidents and congestion during peak times.

As a property owner, of a higher end property, I am obviously concerned about property values which could be affected by higher rising buildings. Any new development would need to have some type of lighting for safety which would create light pollution for the properties on Davenport.

Thank you for reading this, and I hope you will consider my comments in your deliberations and recommendations.

Regards,
I think money should be spent on improving the current bus system not building a “tram”. I guess that’s not really up for debate anymore and the rapid transit bus will happen. I would like to see the buildings regulated to 3 stories or under.
Thank you
Laura

Sent from my iPhone
Dundee is a historic neighborhood. Adding mixed use/high density urban designed buildings is a slap in the face to all who live in, care for and love the area. Not sure who thinks people will ride the bus. Which citizens? How many? How are laid-off workers, new college grads, retired senior citizens going to be able to afford a > $200,000 dollar condo or $2000 dollar apartment rent? I am omitting families with children as they want yards & space so will move elsewhere. Businesses in lower level spaces come & go as no parking provided for patrons (who certainly are not going to ride the bus for a shopping trip or dinner out in the middle of winter). Parking is limited which pushes parking to side streets, causing congested side roads, no parking for long-time residents in front of their own homes, increased car break-ins & car alarms going off at all hours. Cars will NOT go away with the rapid bus line. Also, as we have just learned of the increase in gas tax due to less people driving due to covid, why is this density needed? As covid has proven, many more people than previously thought can work from home-so why the rapid transit/increased density needed right now (and monies spent building it)? Seems like our money would be better spent on repairing current infrastructures. As a former resident of a big city (Seattle) I have experienced first hand the increased crime, traffic problems, graffitied new apartments, trash everywhere & increased homelessness due to rapid density building, many dwellings sitting empty as no one can afford them. In the meantime, they are a huge eyesore in every neighborhood.

Thank you,
I am in favor of a more walkable, equitable, and vibrant Omaha. And I support the TOD Rezoning. I am especially supportive of the proposed "TOD-3" designation which allows the full spectrum of missing middle housing, from backyard cottages, to townhomes, to pedestrian-scale apartments.
Re: Rezoning and TOD Plan

I have lived on this street since 1975, though my late husband & I moved into this house in 2014, moving east from a home next door which did not accommodate his health problems.

I was not aware of this plan until a few weeks ago. My neighbors were also unaware. If there was a public hearing, the neighborhood was not informed. It seems the public was not intended to know how the city planned to rezone and transform Dundee. This plan and its maps are confusing and difficult to read. Though perhaps a waste of my time, here are my thoughts.

This extra-long bus seems dubious. Most buses I see in this neighborhood are almost empty. A bus this size should only be used on major commercial routes like East/West on Dodge Street, or a major connecting route like 72nd & Ames/Military to SaddleCreek to Leavenworth or Center... never on residential streets like 50th or 52 Street (as on your plan) or any other 2-lane streets.

Who are the TOD Stakeholders? Are they individuals or entities who will profit from this plan? City Planners should be tasked with City improvement, not by undermining or harming currently thriving neighborhoods. Because Dundee is perceived as a charming and desirable neighborhood (& therefore an easy-sell/real-estate opportunity) developers see it as easier to lease than in struggling neighborhoods that could actually benefit from development. Dundee does not need development. It does not need or benefit from more gulag-monoliths like The Duke, which now acts as an elevated barrier-wall to the residential neighborhood, blocking the morning sun.

Consider the Blackstone District where the commercial district was initially improved, but now tear-downs and slip-ins of bland, ugly, massive apartment boxes are being built to the sidewalks, and the (contractor? or designer's?) idea of architectural interest is simply changing the color or materials of each structural-box's story. Parking was not
taken into consideration. Therefore it is inadequate. Actually, Blackstone district parking is a nightmare to consumers, residents, and residents' guests who must compete for street parking. Ask anyone who lives in the OEA Tower at 122 S 39 St.

Dundee is a historic neighborhood built in the WWI-era, mostly completed before the Depression. Part of the charm is that homes are unique, not cookie-cutter. The architecture, green space and large trees are part of its charm. The neighborhood South of Leavenworth was developed during the Depression, reflecting that era's changing size and budget limitations, as well as introducing some cost-cutting repetition in design and floor-plans. These neighborhoods are already pedestrian friendly. Please do not destroy the integrity of these historical neighborhoods by inserting dense slip-in-construction over 3-stories. Developers want to add a story or two for their bottom line, not to benefit the neighborhood. Anything over 3 stories is intrusive, out of place. What happened to the community philosophy of Omaha By Design? It looks like it has been corrupted by greed and self-interest. Please Keep Omaha Beautiful by maintaining the strength and uniqueness of its neighborhoods.

Omaha could have been a more beautiful city than it is now. Much is irretrievably lost. Omaha has a backwards pattern of tearing down its beautiful and historical buildings for "redevelopment" or “Urban Renewal” and leaving less attractive structures standing. The Sorensen Library was built on the site of a Victorian mansion. A massive apartment was recently built east of 52 Street's Masonic Manor on the lot of formerly beautiful estate-like grounds and home. The Downtown Corey-McKenzie stone building was torn down and replaced by a boxy government building. All that remained was one stone arch, saved to beautify the former Central Park Mall. Why develop away the beautiful and keep lessor structures or even eyesores? Why not develop or improve empty, underutilized, locations in disrepair or unattractive?

The Crossroads would be a suitably large location to test your plan. It has room for density, it is on your bus-route, and it could be improved if created as a neighborhood according to your plan. Omaha has an excellent and creative architect in Jeff Day of Min-Day who also teaches at UNL. He could design something more creative than your typical multi-story box drawn by most contractor’s draughtsman.

Demolishing affordable single-family homes along 50th Street to be replaced by gulag-boxy apartments would be a shame. Construction in the spirit of Dundee’s quality apartment styles such as Tudor Arms, Alhambre, Ambassador, Elwood and others have significant green space and same set-back as adjacent houses. Construction to those high standards would likely be cost-prohibitive for any developer who could promise but probably not deliver on what was promised. As an example, White Lotus Group showed an attractive design to the North Omaha Commercial Club regarding their redevelopment of Mr C’s across 30th Street from Fort Omaha, but the reality of what they built was bland, institutional and ugly... not an improvement.
Dundee does not need redevelopment. Any construction higher than 3 stories along 50th Street (or any of the residential streets) would be unacceptable next to single-family homes. It would disrupt and diminish Omaha’s most intact neighborhood… a neighborhood that new developments in the suburbs attempt to emulate in their marketing PR.

Dundee/Happy Hollow Historic District in Omaha Landmarks Heritage Preservation Commission boundaries are: Hamilton on the North, JE George and Happy Hollow on the West, Leavenworth on the South, and 48th Street on the East (though Saddle Creek would be a more logical as an Eastern boundary).

Dundee should be zoned R1-R-3. Any TOD hub should be located on Saddle Creek or 47th Street and along UNO/Memorial Park.
Dundee Memorial Park Association is asking for the TOD-4 SFA designation with redevelopment under 36 feet in height for single family with accessory dwelling units, townhouses, tri-plexes and duplexes. Street-wall construction does not conform to Dundee residential standards.

What happened to the parking component in the Blackstone Historic District? Developers did not take parking into account. It seems to be missing. Omahans need cars for mobility, errands, and because Omaha has spread out over a large area from the Missouri River to the Platte River. Millennials have cars even if they also ride bikes.

No massive bland in-fill/slip-in constructions in Dundee, please. Height should be limited to 3 stories within the Dundee Historic District parameters, though Dundee Towers and Elmwood Tower (formerly Masonic Manor) are grandfathered in. Nevertheless, they are eyesores to many, including me even in 1975.

Keep buses off 52 Street. 52nd Street ends/jogs at Leavenworth.
Bus traffic is detrimental and offensive. As a child I lived in a duplex on north 50th Street. I recall how my mother hated the dirt and noise of the bus as it passed, as well as the rattling of the house and its dishes. I don’t think buses belong on any 2-lane residential road. Let the bus stay on Dodge only, from Downtown to Westroads.

In fact, your bus plan going from the Old Market to Westroads does not benefit those who use or need the bus. It is designed to benefit the developers and connect affluent Downtown with affluent West Omaha. Why not scrap this plan and run buses where there is a known need and ridership. It would make more sense to have this bus connect North Omaha with South Omaha and connect both with employment opportunities at Pay-Pal and Google. Have the bus route connect 72 & Military along Saddle Creek to Center. Put your density plan along that commercial connecting route as well as at Crossroads.
Dundee is an intact neighborhood with historic integrity. Leave 50th Street alone. Leave 52nd Street alone. No buses on these streets. Limit apartment development to 3 stories. Observe compatible design standards with new developments. Preserve green space in Dundee. Plan your dense housing at the Crossroads site, which needs your help and is close to UNO and Methodist hospital complex and is on your chosen path to the Westroads.

Thank you for listening.
Dear Derek,

My name is [REDACTED] and I am a resident of South Dundee. This TOD rezoning plan is awful. Please leave 52nd Street alone.

Unless the city can dramatically re-envision this fancy bus scheme, I hope the plan gets dumped and flushed.

There is no reason to disrupt my neighborhood when so many alternative development options are available to the city that would be better served by this infrastructure investment.

South Dundee has been my home since birth. I don't want a multi-story building next door to disrupt the peaceful neighborhood.

I'm going through the online public comments now. The city is not making this easy for local residents to express concerns about the development scheme.

Also -- I don't appreciate being called "racist" by the Director of Transportation Development with the Omaha Chamber of Commerce simply because I oppose this rezoning/development scheme. The race, ethnicity, or income of my neighbors has no bearing on why this is a bad proposal. It is a bad proposal.

This proposal is a bad idea because it will, in the long-term, jeopardize the architectural characteristic and population density composition of my South Dundee neighborhood on South 52nd Street. It is a bad idea because this fancy bus scheme is a band-aid on deeper institutional problems embedded in the history of Omaha's urban development. It is a bad idea because people in Omaha don't ride the bus! (I grew up using the bus along this same route, and this route has always been under-utilized and under-capacity from my observation over 35 years). It is a bad idea because the city approached this plan with its standard lack of adequate public engagement.

How about the city do something about its history of systemic racism in urban development by spending this taxpayer money on neighborhoods and residents disadvantaged by the system instead of messing with South Dundee? Use the money where it would benefit current residents rather than development interests.

Please leave 52nd Street alone. We're a target because it's an easy sell to developers. Meanwhile, the city is missing out on an opportunity to take more visionary action that would integrate disadvantaged communities across our sprawling and automobile-dependent metro (e.g., instead develop and integrate the obvious development opportunities at Westroads, Crossroads, Aksarben Village, Midtown Crossing, Blackstone, Midtown Crossing, Downtown, NoDo, North Omaha, and South Omaha).
Comment on transit oriented development ("TOD") regulations
1 message

Mr. Miller

Please accept this email as comment and objection to the proposed transit oriented development ("TOD") zoning overlay in the Fairacres neighborhood. My wife [redacted] and I live in Fairacres. [redacted] joins in this objection. I understand that the proposed change is an overlay, but it has the same effect as rezoning on the density in the overlay areas. Fairacres is a historic district whose essential character is defined by low density. Along with Memorial Park and Dundee, it is a unique treasure and ornament to the City. There will be no new historic areas of this type in the City. Certainly there is a place for high density in any large urban center, and Blackstone is an example of high density growing up organically and based upon real demand, but there should not be a one size fits all approach.

This proposed change appears to get things backward. One would expect a rapid transit solution to be demanded by and made available to a neighborhood that had high density and the accompanying demand that brings so that the market drove the rapid transit development. This TOD approach seems to start with the rapid transit in the absence of any real demand, in a misguided attempt to change the nature of neighborhoods so that the riders for the rapid transit are manufactured by the rezoning process. Not every neighborhood needs to be high density. We are a country and city of great diversity and many ways of living. Individual citizens are entitled to their choices. It is just plain wrong and actively destructive for the government to try to impose high density where it is not evolving organically or where it is incongruous with its surroundings.

I get it that this is at the edges of Fairacres. But a neighborhood is like a fabric – once the edges are frayed the integrity of the whole cloth is at risk.

I urge the City not to make this mistake, which I believe will lead inevitably over time to the destruction of one of the treasures of the City.

Thank you and the council for your consideration.
Dear Mr. Miller,

As residents of the Dundee neighborhood for 38 years we are writing to oppose any proposal for rezoning the Dundee neighborhood to open it for redevelopment buildings more than three stories in height. The primary reason that we and many of our neighbors moved here was because this area had retained a relaxed "family" feel. It is relatively low-traffic and kid-friendly with many green spaces for people to enjoy. Rezoning to allow higher density occupancies would destroy all those attributes. We’re fortunate enough to live in one of the neighborhood gems of Omaha. When we have friends visit us from out of town they marvel that the neighborhood has been preserved as well as it has and comment that they wish that preservation had taken place in the cities where they live. Why would the city change something that is undeniably a plus for Omaha?

We urge you to listen to Dundee residents and to limit any future redevelopment involving buildings more than three stories in height.

Thank you,
Mr. Derek Miller:

I wish to comment on the T O D Plan for the Dundee Memorial Park neighborhood and support the Neighborhood Association’s request for the TOD-4-SFA that buildings be under 36 feet in height even on arterials. Since I found the comment process on the provided form difficult, I am resorting to email to make my thoughts heard.

I lived in Dundee for a long while from when my son entered Dundee Kindergarten until after his third semester of college. At that time, I moved into my husband’s home in Aksarben but kept a profound attachment for Dundee, along with many old neighbors and friends, and the many benefits of living in a diverse urban environment on a livable scale. While I lived in Dundee I used city buses to travel to work in Benson and at UNMC. My son rode them to Lewis and Clark Middle School and to Central High School.

Let me comment on the scale proposed in the T O D Plan and what I see in Ak Sar Ben Village, a planned, new area near me. First, I want to endorse the Dundee Memorial Park Association's input on requesting a TOD-4-SFA that buildings be under 36 feet in height and that single family, duplexes, and town houses be allowed even on arterials. This proposal would allow for a smaller scale. In Ak Sar Ben, I see the medium scale of apartments. All the residents rent. In general, they do not belong to a neighborhood association, join in neighborhood clean-up efforts or attend neighborhood-wide events such as a front-porch Friday happy hour. Most often, those who rent do not have students in local schools, so they are not PTA or PTO members. Also, as a matter of course, renters have no say in landscaping. In Ak Sar Ben Village, you will see that fifty-foot setback used for the same five or ten plants which are mostly non-native; abundant use of chemicals on the landscape; and no neighborly amenities such as vegetable or herb "sharing gardens," no little libraries, or food pantries either.

In Omaha, developers have been putting up apartments and town homes that are for rent rather than purchase. This concentration on rental properties does not attract residents who are interested in the fabric of neighborhood, beyond the bars and restaurants. They are less inclined to help with hanging planters or other admired amenities. The use of TIF funding assists developers in using our tax monies to make a vibrant area into a cookie-cutter tract that looks like a hundred other places. Too often, the style of the new construction is out of scale with the existing homes and of a boxy, unremarkable nature that doesn't harmonize with existing homes.

Dundee already provides the "missing middle" that young people and families can take advantage of. Several young people I have worked with started out as renters of apartments that weren't amenity-packed but that had charm and were much less expensive than the rents at The Duke, for example. They were attracted enough to the qualities of the area, unplanned qualities, that they were inspired to purchase there and be part of the area's fabric.
More density and more transit riders are admirable goals, but the 50th Street Corridor already has more density in human-scale chunks than most of Omaha. Transit riders who live in the proposed construction in Dundee will probably have cars too, at least in the foreseeable future. If not, how will they buy groceries? And where will they park?

In conclusion, I wish to endorse Dundee Memorial Park Neighborhood Association's request for a TOD-4-SFA Designation. Let's keep a liveable neighborhood that way. Let's keep the charm of an area that has grown organically over a century and which remains one of the most sought after in Omaha.

Should you have any questions, feel free to contact me:
Transit Oriented Development zoning changes
1 message

Fri, Jun 26, 2020 at 4:36 PM

To: Derek.Miller@cityofomaha.org

I am writing in support of the TOD-4SFA zoning designation proposed by the Dundee Memorial Park Association. I am not against zoning changes to support the new bus system. However, I do not want to see Dundee become over-developed.

Thank you for allowing feedback.

Best,
June 26, 2020

Mr. Derek Miller
Long Range & Mobility Planning Manager
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, Nebraska 68183

Re: TOD Policy and Code – Fairacres

Mr. Miller,

Eight years ago, my husband Walter and I lived in Greenwich, Connecticut when an Omaha business offered him an executive position. Together we flew to Omaha to give it a look and to make our decision. On that trip we discovered Fairacres with its beautiful historic architecture, lovely landscaping, winding streets, and gentle hills. We saw a neighborhood that rivaled the most beautiful neighborhoods in other cities where we had lived—Greenwich, CT, Chicago, IL, Savannah, GA, Augusta, GA, and London, England. We also saw evidence of another treasure: residents who were willing to make the extra effort and bear the extra expense to restore and maintain these beautiful old homes and gardens. Seeing the quality of life we could enjoy in this neighborhood, Walter decided to take the job and we relocated our family to Omaha.

It is our hope that the Omaha Planning Department will preserve this jewel in the heart of Omaha to the greatest extent possible. Transit Oriented Development promises to bring much needed positive change in some areas along Dodge, but it also has the potential to cause great damage to this valuable historic asset. It is our belief that the TOD overlay should be removed from areas in Fairacres to help preserve and protect it.

—Fairacres is listed on the National Historic register and TOD guidelines specifically state that "historic neighborhoods (local or national register districts) that include uniform, large lot, detached single family residences and zoning R1 – R3 will be excluded from the TOD district as new small lot and attached housing types could be incompatible."

—The TOD guidelines promote a “transition of scale” in housing density. The 3-MNR overlay would allow 5-story apartment buildings on lots that are bordered on at least one side by an R-1, single-family, historic home on a large lot. This is too abrupt with no transition of scale.

—The construction of the new apartments would destroy many mature trees in the lots along Dodge from 62nd to 69th. The trees and landscaping are part of a beautiful continuum of green space stretching from Memorial Park to 69th. They provide an esthetically pleasing respite from commercial strips along Dodge for passing drivers. They also help clean the emissions from the Dodge traffic, and create an important noise barrier. The loss of these trees and gardens would be tragic.

—There is also concern because the natural slope of the land from Davenport Street to Dodge rises uphill. The homes facing Davenport, with a new 5-story apartment building in their backyards, would actually feel a 6-story presence behind them. The apartments would block the houses' southern exposure to the sun. This would cause damage to their trees and expensive landscaping, further depleting the noise barrier and emission control.

—The existing condominiums on the north side of Dodge between 64th and 66th are comprised of 8 duplexes with 16 separate owners. In our opinion, the current density of the condos is the absolute maximum that should border an R-1 historic home, and therefore we do not believe they should be rezoned to increase density. Additionally, the brick wall bordering the condos running along the Dodge sidewalk is historically protected as part of the former Brandeis Mansion. The wall’s very tight proximity to the street makes it impossible to build a wide sidewalk to promote pedestrian traffic as the TOD guidelines dictate.

—The University of Nebraska Omaha, located directly across from Fairacres, provides more than adequate density for the 62nd and Dodge ORBT bus stop. Roughly 15,000 students attend UNO and 84% live off-campus. That means 12,600 students, along with 2,100 faculty and staff members commute to campus. The university website says there is one parking stall for every 2.24 members of the campus population. This suggests that the vast majority of students and staff travels to campus via auto. These individuals represent the perfect target market for bus ridership. We hope you will work with the university to incentivize students and staff to begin riding the bus. It also seems to us that there is great opportunity to add high-density on-campus housing for students and staff. Perhaps some of the abundant parking lots on campus could be replaced by dormitories. We believe there are great benefits to focusing on the UNO community to increase ridership on the buses, increase on-campus housing density, reduce auto traffic, and create the pedestrian environment you seek around the 62nd and Dodge stop. We believe this type of change would be far less intrusive or damaging than inserting a 5-story apartment building in an historic neighborhood.
We are excited for the very positive impact TOD guidelines can have surrounding the 72nd and Dodge ORBT bus stop. The vacant properties in the former Crossroads Mall, Best Buy, Furniture Row, Auction House, Pier One and others have become eyesores in the center of Omaha. Your work can bring tremendous improvement to almost 40 acres of unused parking lots and buildings. In the current cyber-economy where brick-and-mortar businesses are struggling, it will be beneficial to add housing to the mix in that area. Your focus and energy applied to this region can bring grand improvements with no obvious downsides. There, you have the opportunity to create the vision TOD guidelines describe: “mixed-use buildings of varied density, with an active, pedestrian-oriented streetscape...urban designs to support walkability, improved landscaping, and pedestrian level lighting.” We believe your vision can be achieved much more successfully in the 72nd and Dodge vicinity than in the 9 acres you propose rezoning in Fairacres.

We look forward to seeing TOD’s positive impact on Dodge Street and beyond. We thank you for seeking and considering our input to remove the TOD overlay in Fairacres.
Mr. Miller I would like to comment on the TDA zoning proposed for Dundee. This zoning is, as I understand, is to increase density in the neighborhood for the ORBT. I have several misgivings with this plan. According to the website Nextdoor Dundee there are 4908 residents living between Dodge Street and Hamilton Street from approximately 46th Street to 52nd Street. Of these 4908 residents only 47% of households appear to be owner occupied. This makes me wonder how a decrease in owner occupants will be beneficial to the stability of the neighborhood. As I have stated to the planning board and also to you in my comments on line I am not against development in Dundee. I am however opposed to development that will not take into consideration the residents of Dundee and what the long-term impact will be.
Good Afternoon,

I'm writing to you to convey my opinion regarding the proposed Zoning change. I am a current resident in the Dundee area. My husband and I have lived in our house at [redacted] for 27 years raising children. We have seen many changes to the Dundee area over the years. While I am pleased with the development of the new Orbit bus system and happy that there will be a stop in Dundee, I am not in favor of some of the additional zoning changes that are being proposed.

The current proposals include significant changes to current single home residential areas--specifically east of 50th street that would jeopardize the historical nature of Dundee, the current Blue Ribbon status of Dundee Elementary and would negatively impact the rest of the neighborhood by lowering property values and encouraging flight from the area.

As my mother said, "don't bite your nose to spite your face"--don't make detrimental changes to Dundee for the supposed benefit of the Orbit bus system. The unintended consequences to the quality of the Dundee area will be felt for generations.

Sincerely,
Hello Derek,

I am responding to the proposed Dundee zoning changes. I was raised in Dundee and bought a duplex in Dundee after graduate school. I love the area and want to make sure the charm of this area remains.

The zoning changes are due to ORBIT. Even when the bus rides were free earlier this year very few took advantage of the opportunity to ride this bus. I TRULY doubt ORBIT will change the ridership.

Zoning to increase density in this area will only be detrimental. Affordable housing is available now. What has been built recently is NOT affordable and is ugly. The buildings do not match the uniqueness of the buildings that have been here for years. I question the occupancy rate of these building and do the residents take this bus.

Developers of new apartments are not local. They want TIF money, will build cheaply, and will leave Omaha with their profits. They do not regard the charm of Omaha. I worry about seeing more of this with the zoning changes.

People seem to focus on walkability in the neighborhood. In 2011 we were named one of the top 10 neighborhoods in the country and one of the criteria was walkability. Our neighbors can greet each other from our porches. One can not do that from a place that has no porch and has windows that don't open.

PLEASE do not change the zoning that we have fought about since the 1940s. Don't change this beautiful neighborhood for the sake of ORBIT. Don't line the pockets of out of town developers who don't care about our neighborhood that what we have worked so hard to preserve.

THANK YOU!!!!

Sent from my Verizon, Samsung Galaxy smartphone
Dear Mr. Miller:

James McGee advised me to email you directly with my comments on the Transit Oriented Development Implementation Policy and Code.


I was unable to go back or advance the page when I came to page 2 of 4 on the Future Land Use Map. On that page appeared a message in a red box stating "Your response is too large. Try shortening some answers." I believe my comments have not been submitted via the official form. Please find my comments (recreated to the best of my ability) below.

Thank you for your attention to this matter.

Sincerely,

Did you attend any of the TOD public meetings? No

Page 4: A bus, no matter how fast, should not be allowed to destroy the livability of the neighborhood it purports to serve.

I strongly support the Dundee Memorial Park Neighborhood Association's recommendation that most of Dundee be designated TOD-4-SFA. I also support their request that the TOD-3-MNR designation be specifically concentrated next to the the 49th St. ORTB stop (on Capitol Ave. from 48th St. to 50th St. and on Dodge St. from 51st St. to 52nd St.).

New development needs to reflect the character of the neighborhood in design and especially in height. No new building in Dundee should exceed four stories and most should not exceed three stories. Historical architecture, green and trees define the neighborhood. That character is what makes Dundee a desirable place to live. It should be protected while allowing for appropriately scaled increased density and diversity the proposed new zoning is promoting.

Page 5: No comment

Page 9: New development needs to reflect the character of the neighborhood and have setbacks and green spaces that are more than perfunctory so as to enhance the surroundings.

Page 10: No comment

Page 11: No comment

Page 12: Designating a street "minor arterial" does not make four or five story building stylistically fit in with single-family homes or small multi-family dwellings.
Page 13: I was not reached by the neighborhood survey.

The historic nature of the neighborhood should not be disrupted by an unproven experiment destined to decrease homeowners’ hard earned property values for the benefit of developers’ profits.

Page 14: TOD-4-SFA is the most appropriate designation for Dundee.

Page 15: Dundee is not a blank slate. Its uniqueness is its draw. Blocky and imposing apartments and buildings don’t belong here, regardless of their setback.

Page 16: Adequate parking is necessary for each residence and for visitors.

Page 17: No comment

Page 18: The character of the neighborhood should dictate the look of development. These massive buildings would tower over Dundee. Smaller is more approachable and fitting.

Page 19: No comment

Page 20: No comment

Page 21: Adequate parking is necessary for each residence and for visitors.

Page 22: No comment

Page 23: No comment

Page 24: Public notification and comment for TOD applications should be given to both residents and neighborhood associations. Neighborhood design input should have weight when TOD applications are proposed to the city planning board.

Page 25: Zoning needs to maintain neighborhood quality. Density and diversity can be achieved while respecting what makes people want to live in the neighborhood in the first place.

Note: The two Future Land Use Maps (on pages 1 and 2 of 4) that followed the TOD Development Implementation Policy and Code comment form are too small to read. I have no other comments to add because those were the last pages that I was able to access.
June 28, 2020

Mr. Derek Miller
Long Range & Mobility Planning Manager
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, Nebraska 68183

Re: TOD Policy and Code – Fairacres

Dear Mr. Miller:

The Planning Department of the City of Omaha has requested comment on the proposed transit-oriented development (“TOD”) regulations. The proposed TOD Subdistrict Land Use Map identifies certain properties in Fairacres as TOD land-use areas, in particular, properties bordering Dodge Street as TOD-3-MNR, which border our home at [redacted], Omaha, NE, 68132. We provide the following comments for inclusion in the public record.

The Fairacres Neighborhood Association, Inc. (“Association”) provided the Department comments on June 23, 2020, and we incorporate those comments by reference. In addition, we write to provide additional comments that impact our property more directly.

At the outset, we want to be clear that we support the rapid transit system and applaud the Planning Department for working to reduce traffic, improve public access to safe and efficient transit, and reduce the environmental impacts of our transit system. We believe that transit system will be a benefit to our community, but we also believe that there needs to be balance between this new development and the need to preserve the unique Fairacres residential neighborhood. And obviously, because our home borders on the proposed TOD land areas, we have a particular and unique interest in that preservation.

On the east end of Dodge Street, and next door to our home, is property owned by St. Margaret Mary Church and School and zoned R3. That property is unlikely to be acquired or developed for middle-density housing, and therefore the TOD land use area in the future Land Use Map is unnecessary and inappropriate. Also, as noted in the Association comments, St. Margaret Mary Church and School zoning designates it as an area of civic importance and therefore not an area that is proper for transit-oriented development.

In addition, Fairacres is a historical residential neighborhood that deserves preservation. The current R3 designation of St. Margaret Mary’s Church and School is already a variance from the R1 zoning designation of most of Fairacres. Although we are relatively new to Omaha, that variance appears to have worked well for the community. The Fairacres neighborhood and the St. Margaret Mary’s Church and School appear to be good partners for living, learning, and worshiping in the Fairacres neighborhood.

Moreover, our neighborhood, particularly near the rapid bus transit stop at 62nd and Dodge, is already an area balancing the parking needs of the University of Omaha along with the needs of those who attend St. Margaret Mary’s Church and the children and parents of those who attend the School. This brings significant traffic to the area, but this, too, has largely been balanced well to serve the needs of this large group of diverse constituencies. Including this land in the TOD-3-MNR land use could upset that balance for all involved and represents an unnecessary change that carries unnecessary risk for our neighborhood.

In summary, we ask that the properties owned by St. Margaret Mary’s Church and School and all land in the proposal that touches Dodge Street and 62nd Street be removed from the TOD land use area.

Sincerely,
Dear Mr. Miller,

My wife and I own the property at [redacted] in Fairacres and have lived here for 35 years. We have reviewed the proposed TOD land use map regarding the Fairacres neighborhood and feel that the currently proposed TOD land use areas in Fairacres are not consistent with the neighborhood. Our neighborhood currently enjoys the lowest density of residential zoning (R-1). The immense popularity and high property values of homes in the subdivision are due, in great part, to the uniform, large lot sizes, single homes, and limited noise and reflect the long history of the neighborhood as is listed in the National Registry of Historic Places.

In addition, because of the significant difference in elevation between Dodge and Davenport streets, the currently proposed TOD-3-MNR for properties bordering the north side of Dodge would have an extremely detrimental effect on the privacy and property values of homes like ours on the south side of Davenport Street.

We are strongly opposed to any TOD land use designated areas within the Fairacres neighborhood.

Sincerely,
Hello,

I hope this email finds you well. I am writing in support of TOD-4-SFA for all of the Dundee neighborhood. I support a change to this zoning proposal. I grew up in Dundee (California St. and 52nd) and I do not support zoning that allows for more 4-5 story high-rise apartment complexes. This would drastically change the whole neighborhood - the appearance, the neighborhood and community charm and feel. Increasing density in the Dundee neighborhood is not safe at this time due to COVID-19 concerns and this will continue to be a concern for the foreseeable future.

Thank you for your time,
In review of the TOD Zoning Summary and Guide for the City of Omaha, I am opposed to the proposed zoning designations to Dundee and Dundee Place. For these areas, I am only in support of a designation of TOD 4-SFA.

Please contact me if you need any further information or comment.
In review of the TOD Zoning Summary and Guide for the City of Omaha, I am opposed to the proposed zoning designations to Dundee and Dundee Place. For these areas, I am only in support of a designation of TOD 4-SFA.

Please contact me if you need any further information or comment.

Thank you,
Mr. Miller,

We are writing to you today to impress upon you that Dundee already has enough apartments and multi-unit residences. We don’t need beautiful homes torn down to create 5 story apartment buildings. TOD-4-SFA Designation under the proposed Transit Oriented Development Land Use Map would allow for redevelopment to include townhomes, duplexes, row homes, and single family homes with accessory dwelling units all under 36 feet in height, even on arterial streets, which seems to be enough. Parking is already an issue with existing apartment complexes. It’s dangerous to try to cross intersections as it is, because you often can’t see around parked cars. Population is already dense and there’s a design element that’s being overlooked. There are so many areas of town that could use this project, but Dundee isn’t one of them.

We moved to this beautiful neighborhood because of its wonderful architecture, variety of home styles, and walking distance to useful businesses. The home we live in, [redacted], was built in 1899 and designated a multi-family dwelling when we purchased it. We could have been turned into 7 units and created a parking nightmare for the block. We restored it to a single family dwelling.

We live on a gorgeous block with older, varied architectural styles. We love it, and take pride in the diversity. We have two, two-story apartments on our block that offer garages, and have residents who participate in our annual block party. Some become long-term residents there. Though not architecturally significant buildings, they are quiet and well-kept. We know our neighbors. This is why we live here.

Otherwise, we are already surrounded by apartments. People who choose to live in these apartments are usually not long-term residents. They bring noise, and definitely create a lack of street parking, because most people in Omaha have a car. The newer construction that we see on 49th and Dodge, 49th and Farnam, and the Duke on 46th St., isn’t designed to fit in with the historic nature of the existing buildings and therefore looks very out of place. We can certainly respect the past, while moving forward. There’s no designation that we’ve seem that addresses this.

It’s unfair to subject Dundee to be at the whim of developers, especially for an unproven transit line. Why should we allow the neighborhood to undergo changes that undermine the entire reason that people choose to live in Dundee, when we don’t know how the new transit system even works or would be utilized by residents? Adding apartment buildings doesn’t guarantee that people will use mass transit, but it does overload an already overloaded parking situation and make it more dangerous to residents.

Omaha devalues classic architecture too often and the city suffers from it. The modern monstrosities that are being built don’t enhance our neighborhood, they detract from it. The Dundee Memorial Park Association is asking for the TOD-4-SFA Designation under the proposed Transit Oriented Development Land Use Map. If changes must be made, they need to respect the character of the neighborhood, have architectural guidelines, have parking built into the structures. Though, it seems that it would make more sense to build density on Leavenworth, Saddle Creek, Center, Dodge, even centering on NE Medicine area, and major streets that already have bus routes that are underutilized. How about focusing on Crossroads? There’s a place that needs to be developed and is already on the transit line.
Please keep the integrity and character of our beloved Dundee as it is. Simply put – don’t mess with Dundee.

Sincerely,
Hello,

The very idea of changing the charm and ambiance of the Fairacres Neighborhood seems incredible to me. The condominiums between Dodge and Davenport and between Fairacres Road and Elmwood Road are already of a higher density and well maintained.

My property at [redacted] has been our family residence for 51 years in August, has been maintained all that time, and I have no desire to opt in for the new zoning or to relocate.

The two churches included in the proposal seem counterintuitive to preservation of such a well established neighborhood dating back to 1907.

The residences along Dodge from 67th St. to 69th St., if replaced by either of the proposed zoning regulations, would seriously harm the nature of the Davenport properties as the new higher buildings would tower over their homes and change the character of this well preserved neighborhood.

The nearly abandoned Crossroads Mall property with some 28 acres is just sitting there waiting to be developed with plenty of room for apartments with easy access to the rapid transit route.

Please visit these areas in person. Don't just study them on a map. This is a lively, thriving neighborhood and I hate to see changes made to it.

I would definitely not opt in but would opt out.
Dear David & Chris -

I filled out the TOD feedback form tonight. I did my best, but there were lots of really specific city planning details that I didn't have the knowledge to comment on. But I do have an overall point that I wanted to emphasize with you.

I've seen TOD work really well in other cities I've lived in, such as Arlington, Virginia, and I'm a fan of the idea in general. But not so much in this case. If Omaha wanted to seriously commit to real mass transit (e.g. streetcar, light rail, etc.), then I would be much more inclined to agree with the need for such significant zoning changes in the Dundee area. But ORBT is just a fancy bus and a few new stations. $30 million for ORBT over however many years sounds impressive, but it's just a couple percentage points of the city's annual budget (~$419 million for 2020, I believe).

As it stands, the inhabitants of Dundee are being asked to should much of the cost (via significant zoning changes) for relatively little benefit. The City of Omaha isn't seriously committing to this overall vision. Why should we?

--

David K. Fanslau
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June 26, 2020
City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha, Nebraska 68131

RE: Public Comment – TOD Zoning

Good Afternoon,

This letter is in response to the TOD Zoning proposal and our request to remove Fairacres neighborhood from the proposed TOD overlay.

My wife and I had the opportunity to attend a neighborhood meeting to hear about the proposed zoning. While we fully support the expansion of the ORBT system, other public transit proposals (i.e. streetcar) and increased density along these transit infrastructure areas, we were obviously concerned with proposed zoning changes to the Fairacres neighborhood.

We have lived here for six years now and like many others in the area have a deep respect and appreciation for the historic Fairacres neighborhood.

Our home is on the south side of Davenport and the south property line borders the proposed zoning changes. Our property slopes down from the north side of Dodge Street and our house sits well below the Dodge Street elevation. Building a multilevel housing unit along this section of Dodge would loom over the homes that border this area, reducing light and privacy. A five story building would appear to be more like a nine story building due to the elevation difference.

Equally as important, increasing density in a historic family neighborhood is inconsistent with your own policy of preserving historic neighborhoods. Instead of increasing adjacent property values, it will reduce property values and hence, lower property tax collections.

There is ample commercial property along the Dodge street corridor between 69th and 74th Street as well as 52nd to 44th Street that could be redeveloped to serve the same purpose increasing density in areas that are closer to other urban amenities.


We respectfully ask that the land area adjacent to family homes from 69th to 62nd on the north side of Dodge Street be excluded from the TOD rezoning to increase density. It will not add value; in fact, it will greatly reduce value and most importantly, quality of life for the families that have made Fairacres their home and community.

Please contact us should you have any questions or need more information.
Hi Derek,

Thank you very much for your help in facilitating public comments Transit Oriented Development!

I live at [redacted] in Fair Acres. Our backyard backs up to First Christian Church on Dodge street so we are directly impacted by potential zoning changes made to that property. First, I must say that I'm actually extremely excited about the ORBT. I think this has the potential to do so much good for our city and I'm very excited and grateful for the work that has gone into making this a reality. And personally, I can't wait to ride the ORBT to work and around town!

My husband and I bought our house about 2 years ago. Having First Christian church right next door to the house was one of the biggest detractors to the property. Our house is about 20 feet from the church building. However, even though the church building looms a little bit too close to this historic home, the home still maintains a surprising amount of privacy because the only windows on the church building are on the first level (so we don’t have anyone peering directly into our house).

Currently, the proposed plans for our backyard are for TOD-3-MNR, which as you know would allow a building up to a 5-story building that could be 60 feet tall. A typical 2 story house is about 20 feet, so this would be 3 times the size of our house... located right next to our house. This would completely block the light and would put another person’s bedroom within about 15-20 feet of our bedroom, where there was complete privacy before. It would definitely have a drastically negative impact on our own property value but more importantly, the integrity of this beautiful historic Tudor home built in 1931.

One of the important concepts discussed on page 12 of the Zoning Summary and Guide is the Step-Down principle (zones would gradually transition from higher to lower scales with intermediate scales and vice-versa). As this concept is described, it says, "New projects that differ substantially in terms of height, typically more than two stories, and footprint, typically more than twice the common footprint, can have a dramatic negative effect on the fabric of existing neighborhoods. While new development and investment is a positive outcome of new transit infrastructure, disrupting or diminishing the quality of existing neighborhoods and commercial centers should be avoided."

Based on this definition, the zoning change proposed for next to our home should be avoided since there is no step-down in zoning.

In the original plans, our property would change zoning and would be able to opt into Tod-4-MNR zoning, and the adjacent property (First Christian) would be Tod-3 MNR so it would be following the "step down" principle as described. In the original plans, if a 5 story building was put in next to our property (destroying our original property value), we could in-fill our property with a series of 3-story duplex/apartment buildings to help compensate for the loss of value. However, the revised plans exclude our property (and most of the Fair Acres neighborhood) from Tod-4 MNR with no commercial properties allowed.
Ultimately, I support the exclusion of Fair Acres from zoning Tod-4 MNR because there are very few
eighborhoods like Fair Acres in Nebraska and they are worth being preserved and protected. However, it
is extremely determinantal to home-owners that can't benefit from additional in-fill on their own properties
and will suffer the negative consequences from drastically larger buildings going in right next to their
properties.

I believe the way that this has now been re-drawn it violates the principles that it sets out to achieve. As it
is currently drawn "New projects that differ substantially in terms of height, typically more than two stories,
and footprint, typically more than twice the common footprint, can have a dramatic negative effect on the
fabric of existing neighborhoods." Our house is 2 stories with 3,716 square feet and a building that is up to
10,000 feet (and over 2 stories higher) would be permitted to go directly next to our property.

Our property is one of a handful of residential properties on Dodge street where it goes from no new zoning... directly to Tod-4MNR with no step-down.

I would strongly prefer that the areas directly adjacent to historic homes would not be re-zoned as part of
this project. I love the idea of new development and density, but without being able to have a step-down in
place, it very negatively impacts the integrity of the planning and of our property.

If there were no other areas for re-development, the need for immediate change would be more evident;
however, it is a very small number of properties along Dodge adjacent to Fair Acres that don't have the
step-down principle in place. And most importantly there is a huge amount of land available for
redevelopment on the 28 acres surrounding Crossroads mall. I believe we should focus the next 5-10 years
on the redevelopment of the Crossroads and neighboring properties and then if necessary, re-zone the First
Christian property in the future.

However, as a worst-case scenario, I would hope that the new zoning codes would follow the principles they
set out and have a transition of zones, therefore changing First Christian Church to TOD-4-SFA. I think there
is a much greater need for the "Missing Middle" as described on page 11 of the Zoning guide, where we
lack duplexes, tripexs, and townhomes. Once again, I would prefer no zoning changes (right now) to allow
for more logical in-filling to take place without upsetting the Fair Acres neighborhood.

If you or anyone else from the Planning Department could share more about why the Step-Down principle
is proposed to be violated next to our property, I would love to learn more and I would be happy to talk
further about it. Also, I'd invite you or anyone else to our home to come to take a closer look at how this
type of change would impact this historic home.

Thank you very much for reading and your consideration! It's important work you're doing and I'm sorry to
have to email with a descent. These are iterative processes though and I'm sure the ultimate outcome will
be very positive for both the city and the Fair Acres neighborhood.

Thank you!
Hi Derek,

My name is [redacted]. I have lived in Omaha for the entirety of my life, which I am now 29 years old. I have also lived east of 72nd all of my life particularly in Aksarben. I grew up visiting my dad at the racetrack, going to events such as the fair at the Aksarben arena, feeding carrots to the police horses and seeing the Aksarben track ultimately be torn down.

While I am very aware that change is good for the community and feel the update to Aksarben has been beneficial, I worry tremendously about what is being proposed to the Dundee neighborhood. I am worried that what we are seeing in Aksarben will ultimately be what becomes Dundee. I would like to point out how Aksarben and Dundee are very different. Aksarben has multiple single living homes which is great to preserve the neighborhood. There also used to be a huge trailer park along with some businesses that occupied the area just south of 64th and Center. These areas were great for development as there is a decent amount of square footage and the area is not labeled as historic. On the other hand, Dundee has an immense history behind it. You can walk along 50th, pass Amsterdam and be in the neighborhood in minutes. You see where the first Dundee elementary school was and if you walk through the neighborhood you find yourself at the current Dundee Elementary School. Just down Davenport is where I took ballet lessons from a lady named Betty Jean who is still a legend at Goldberg's. I also used to attend multiple midnight movies at the Dundee theater and am so grateful that it has been preserved with the help of Filmstreams. I am sure multiple individuals and families have a deep love for Dundee as I do. Dundee has an amazing history and I hope you intend to preserve that.

I also would like to address the fact that Dundee is already densely populated. Many of the Dundee houses are converted into apartments which allows for historic buildings and unique houses to be preserved. Bringing in developers to make apartments like the Duke are going to run out the economic and cultural diversity we already have in the neighborhood. It will drive out those that can't afford to pay $1500 for a one bedroom/studio apartment. The apartments in Dundee now are unique and provide options for people wanting to live in the neighborhood at a reasonable rate. It brings all walks of life which is what makes Dundee beautiful. It would truly be a shame to see Dundee transformed into a Blackstone or Aksarben. We should look to preserve Dundee's vibrant area that could very easily be seen as dollar signs to investors.

I am asking you to please consider changing the current TOD-3-MNR to TOD-4-SFA from 48th to 52nd Street and Davenport to Cuming Street. I would also propose changing the current TOD-2-MUR to TOD-3-MNR. It is already densely populated and there are great options elsewhere along the TOD routes that can be developed by investors. For example, Crossroads Mall has a vast amount of square footage to create greater density for transit rideship. With multiple restaurants and fast food stops along 72nd and Dodge, large scale buildings make sense in that area. Dundee is already so developed and is its own community.

I have been contemplating my wording all weekend before sending this email through to you. When I edit my writing to keep it professional, I lose all the emotion and love I feel for this neighborhood. With that, I left it raw and mostly unedited in the end. I do want you to know how much thought and effort I put into this email because I know how this decision will ultimately affect the future years of Dundee. And although it may not be mass demolitions all at once, I know I would be upset if a four story building went up right behind my house.

Please take these words into consideration.
Mr Miller,

My wife and I settled in the Dundee area in 1990 upon my retirement from the Air Force. Not being from Nebraska, we found the quaintness and community atmosphere we observed in Dundee to be most welcoming. And, over the 30 years we've lived here this has not changed. We must keep what makes Dundee special. Building tall buildings and residences brings an entirely new clientele to the neighborhood that could be a detriment to what makes this area special.

We understand the need to continue developing our wonderful city. Therefore, we feel that TOD-4-SFA meets both objectives of keeping our beautiful, historic Dundee neighborhood intact while allowing growth and development to continue in our lovely city.
Re: TOD Policy and Code – Omaha Community Playhouse and Omaha Conservatory of Music

Dear Councilman Festersen and Mr. Miller:

When we commented earlier on the proposed TOD Policy and Code for Fairacres, we were unaware the neighboring Playhouse and Omaha Conservatory of Music were being considered for a TOD-2-MNR.

A TOD overlay on the area of the Omaha Community Playhouse and the Omaha Conservatory of Music is unnecessary and inappropriate. This particular area is evolving nicely and organically. It is working well for neighbors, and it would seem for the City as well. It would be a shame to see this disrupted.

In 2015, considerable time and effort was spent on getting an appropriate designation for the OCM property. As this was done, attention was paid to the Playhouse area as well. Traffic engineers, as well as neighbors and urban designers were consulted. The results speak for themselves, as a wonderful civic space has evolved for our community, and the traffic situation is still fine.

In our previous email regarding Fairacres, we recognize a certain small part of our neighborhood does need the assistance of the Planning Department. Planning Department assistance can help difficult properties (such as those on Dodge to the east of 69th Street) once again be productive contributing properties in a larger area. However, caution should be exercised that adjustments are not made in areas which are healthy and contributing to the overall wellbeing of an area. Such unnecessary adjustments often result in difficult unintended consequences.

The Playhouse and OCM contribute significantly to maintaining the integrity of the Fairacres, Memorial Park and Dundee neighborhoods. We urge that no TOD overlay be placed on them.

Again, thank you for your continued attention to the planning needed to make our City better and better. It is important and valuable work affecting generations to come.
Please, I am asking for the TOD-4-SFA Designation under the proposed Transit Oriented Development Land Use Map, with a few exceptions. This designation would allow for redevelopment to include townhomes, duplexes, and single family homes with accessory dwelling units all under 36 feet in height. An accessory dwelling unit (ADU) is a second dwelling unit located on the same site as a primary dwelling unit (PDU) which:

1) Allows additional housing types that respond to the needs of changing households and are typically more affordable
2) Allows additional housing units while respecting the style and scale of the surrounding areas
3) Utilizes existing infrastructure while adding population.

As a resident of Midtown, we do not want to see our neighborhood filled with redevelopment that only includes 4 to 5 story buildings.
Dear Derek,

I regret to be so late so I won't call you. I can't seem to get into the site without it asking me to create a new email account. Instead, please record me as on record requesting the designation of TOD 4 SFA for areas of Dundee of concern.

I'm including articles from the the 1960s and later of some of the battles that have been fought in Dundee.

I have lived in Dundee since 1949.

Please help keep Dundee for future generations with only the changes that don't impact the integrity of the design.

4 attachments

IMG_4743.jpg
221K

IMG_4745.jpg
156K
Abandoned house becomes home

Dundee Sun

IMG_4742.jpg
208K

IMG_4744.jpg
126K
Derek:

I would like to add my voice to many others who OPPOSE changing zoning in the Dundee neighborhoods for the proposed TOD project.

I bought a home in this neighborhood because of the character of the neighborhood as it now exists. The proposed zoning changes will destroy that.

Please make sure our opposing voices are heard in this process.
In review of the TOD Zoning Summary and Guide for the City of Omaha, I am opposed to the proposed zoning designations to Dundee and Dundee Place. For these areas, I am only in support of a designation of TOD 4-SFA. There seems to be ample space on Dodge Street, Saddle Creek and the business districts of Leavenworth Street and Underwood Avenue to allow for apartment style or condominium development which would not impede or disrupt single family neighborhoods.

Please contact me if you need any further information or comment.

Thank you,
Hi Mr. Miller,

I wanted to introduce you to my neighborhood, the 4800 block of Davenport Street, but I'm aware that my neighbor has already done so.

As a block we are concerned what the new TOD initiative will do to our neighborhood and our home values if it is not designated to only allow for single family, duplex and converted houses. I would also like to note that shortly after we moved in with this change encouraged the neighborhood to feel safe in improving our properties as single family homes. I personally have been in the slow process of building a much needed garage, for storage and to free up street space, but now I do not feel one never existed. I do not think that large 4 story buildings should be allowed on our block of 2 story homes that have been painstakingly renovated to include the original 100 year old character and charm. Together as a block we have made and

This was our house when we bought it.
This is our home now:
We have painted every surface inside and out of our home, replaced cabinets and counters in the kitchen, retiled the bathroom, etc. We added a front porch that had been removed in the past, added a back deck to host dinner parties with friends and buildings next to my 2 story house will reduce my property value, negating the investment my wife and I have put into the property for the last 15 years, as well as eliminating the privacy our back yard affords us when we want it.

I understand the argument that our proximity to the Dodge St corridor makes the objectives of TOD more convenient, but this is Omaha and “We Don’t Coast” so I plead that you take our particular situation, our close knit block and our pride in our make the developers position more convenient. We would appreciate a TOD SFA designation for our block. In years ahead we will look back and say, wow Omaha WAS really progressive and didn’t destroy those century old beautiful homes for l

These are the other homes on our block:
June 27, 2020
City of Omaha Planning Department
1819 Farnam Street Suite 1100
Omaha, NE 68131

RE: Public Comment-TOD Zoning Overlay Proposal

and have lived here for over 20 years. I would like to present my objection to the TOD zoning overlay which has been proposed by the Omaha Planning Board.

OBJECTIONS:

1.) The Omaha Planning Board states,

“historic neighborhoods (local or national register districts) that include uniform, large lot, detached single family residences and zoning (R1-R3) will be excluded from the TOD district as new smaller to and attached housing types could be incompatible.”

Fairacres is an “historic district.”

The Omaha Planning Board proposed TOD overlay is in direct conflict with the Omaha Planning Board exemption. A property cannot simultaneously be defined as exempted and also defined as a candidate for changes.

2.) Tall multiple tenant buildings surrounding ANY neighborhood (especially if multiple balconies hover over single family backyards) would significantly impact the following:

Property Values:

Backyards and homes would be in the shadows of tall buildings which goes against the Planning Board goals of “preserving residential neighborhoods.” It also goes against the original 1907 design of the neighborhood as a “garden suburb.” A garden is impossible without access to sunlight.

Privacy:

5-10 balconies overlooking ANY backyard observing your children play in their or their friends back yards is not “preserving residential neighborhoods.” Also lighted parking structures that shine lights into bedrooms all night is not conducive to a residential neighborhood.

Safety:

The 68th street corridor (parallel to 69th street) is a quiet cul-de-sac where kids play whiffle ball and ride bikes. Increasing the density would increase the vehicle traffic, which is a safety issue for kids. This also goes against the Planning Board goal of preserving residential neighborhoods.

Increased Traffic:

Every year, those of us on this side of Fairacres deal with an influx of 30-70 cars parked all along the streets and the increased traffic as new UNO students learn where they can and can’t park. During both semesters, in August and January, this increase is due to close proximity to UNO and takes 2-3 weeks to clear up. Some cars are left there indefinitely in January as snow storms and road crews pile snow around the cars. The neighborhood cannot handle even more cars looking for places to park.
In summary, due to the historic nature of the Fairacres neighborhood and the Planning Board’s recognition of Fairacres as an Historic District and it’s desire to preserve residential neighborhoods, the proposed TOD overlay proposal for Fairacres seems in direct opposition to these goals. The Planning Boards simultaneous goal of density increase is already met by this neighborhood because of its close proximity to UNO and the traffic it already takes on because of this.
I write to express my OPPOSITION to any zoning or other changes to the area outlined in the above proposed Amendment, and specifically object to any changes in zoning to 50th Street south of Dodge to Leavenworth Street.

I am a lifelong resident of Dundee, since 1962, having grown up on 56th and Farnam, and now residing at 52nd and Jackson. I live here in a single family dwelling with my family, which includes my 3 children under age 9. They attend local schools in Dundee. Dundee is a quiet, beautiful place to live, a place which is threatened by the types of proposals outlined in the Amendment.
We oppose the proposed amendment for at least three reasons:

1. Safety: While the Planning Department and others may favor density, I am far more concerned about public safety. Commercial or multi-family dwellings along 50th street will increase traffic in this area, and with increased traffic, we will see increased safety concerns. With increased density, we will see increased crime in the neighborhood. If this is not the case, I would ask each Council member and the Mayor, if they would favor such a development within two blocks of their home, a home which they bought due to the quiet, residential, non-dense area of mostly single family homes. Adding this development to the already treacherous and unsafe (and unsightly) Leavenworth street will only further degrade our neighborhood and property values. If the Council is in favor of further density, we would recommend focus on the area between Blackstone and downtown.

2. Holy Sepulchre: This is one of the oldest Catholic cemeteries in Omaha. It is hallowed ground, just like a church. I personally have 37 family members buried there. To the extent that the Council or Planning Department have ANY concern about respecting that hallowed ground, they would not be proposing to ring it on the West with multi-family apartments for UNMC or UNO students, which it likely would attract. The cemetery has been neglected enough: I would invite the Council to drive West from 48th street to 50th, along the alley that abuts the cemetery on the north. I've seen fewer potholes and degraded roads in Beirut. Please do not destroy this peaceful and holy place with rings of apartments, likely full of students having keg parties and spilling into the streets and into the hallowed ground which is Holy Sepulchre.

3. Property Values: Before undertaking any action, the County Assessor should be asked for an opinion on how this development will affect South Dundee--- from 50th to Happy Hallow. I am quite certain the impact will be very negative, over time.

Please share this with the Mayor, the Council and the Department, and please oppose this plan.

This E-mail message is confidential, is intended only for the named recipients above and may contain information that is privileged, attorney work product or otherwise protected by applicable law. If you have received this message in error, please notify the sender at 402-346-6000 and delete this E-mail message. Thank you.