RESOLUTION-EXHIBIT A
Dodge Street Pedestrian Overpass
LANDMARKS HERITAGE PRESERVATION COMMISSION

RESOLVED BY THE LANDMARKS HERITAGE PRESERVATION COMMISSION OF THE CITY OF OMAHA:

WHEREAS, the Landmarks Heritage Preservation Commission of the City of Omaha requested on October 8, 2003, that the Dodge Street Pedestrian Overpass, spanning Dodge Street west of Happy Hollow Boulevard, be designated a Landmark under the City of Omaha’s Landmark Heritage Preservation Ordinance; and,

WHEREAS, the Dodge Street Overpass, built in 1968, is significant for its design and its association with the development of Omaha’s pedestrian overpass system in the late 1960’s and 1970’s; and,

WHEREAS, the award-winning Dodge Street Overpass was the fourth pedestrian overpass built as part of a period of infrastructural development focusing on the safety needs of Omaha’s school children; and,

WHEREAS, at the request of concerned Omaha parents, the City Council initiated a program of constructing pedestrian overpasses in 1962; and,

WHEREAS, the design for the Dodge Street Overpass received the support of then-Mayor A. V. Sorensen, who despite budgetary constraints still insisted on a structure that would not only serve the local area’s school children, but be a design of beauty; and,

WHEREAS, The Dodge Street Overpass represents the best efforts of the City of Omaha to combine functionality and style; and,

WHEREAS, The dodge Street Overpass was recognized with a design award in 1969 given by the American Institute of Steel Construction; and,

WHEREAS, this case application and supporting data are attached hereto as exhibits, and are incorporated herein by this reference.

NOW, THEREFORE BE IT RESOLVED BY THE LANDMARKS HERITAGE PRESERVATION COMMISSION OF THE CITY OF OMAHA:

THAT, the Dodge Street Pedestrian Overpass, spanning Dodge Street west of Happy Hollow Boulevard, be designated a Landmark of the City of Omaha.
Landmarks Heritage Preservation Commission
Application for Landmark
or Landmark Heritage District

1. Name of Structure: Dodge Street Pedestrian Overpass

2. Location / Address: Spanning Dodge west of Happy Hollow Blvd.

3. Applicant:

name: 2020 Omaha
address: P.O. Box 316/2
Omaha, NE 68131-0672
phone: N/A

4. Classification:

<table>
<thead>
<tr>
<th>Category</th>
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<tr>
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<td>X occupied</td>
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Present Use:
- agriculture
- X museum
- commercial
- park
- educational
- private residence
- entertainment
- religious
- government
- scientific
- industrial
- X transportation
- military
- X other (explain)
- vacant

5. Owner of Property:

name: City of Omaha c/o Parks, Recreation and Public Property
address: 1819 Farnam St, Omaha NE 68183
phone: Director, (402) 444-3901

6. Legal Description:

UTMS: Northing 83470, Easting 166090 (metric system)

To a point in the center of Dodge Street.

Application cont’d on back
7. **Historic Description and Significance:** Please provide as thorough a description as possible. This should include, but is not limited to, architectural styles and features, site elements, landscaping/urban design elements; architects, builders, and owners. Copies of architectural drawings, photos and similar documents are encouraged. Include a statement explaining why the time/property/district is historically significant. The Landmarks Commission staff will assist you in filling out this portion if necessary. Use additional sheets if necessary.

![Dodge Street Overpass, April 2003](image)

**Architect:** William H. Durand (Durand Jackson and Associates, Inc.)  
**Built:** 1968 by Foster-Smetana Company  
**Fabricators:** Omaha Steel Works  
**Style:** Box-girder steel beam, Modern design

**SIGNIFICANCE SUMMARY STATEMENT:**

The Dodge Street Overpass is significant for both its design and its associations with the development of Omaha’s pedestrian overpass system in the late 1960s and 1970s. The award-winning Dodge Street Overpass was the fourth pedestrian overpass built as part of a period of infrastructural development focusing on the safety needs of Omaha’s school children. Between 1940 to 1960, Omaha had experienced a 35% population increase, with an associated increase in neighborhoods, schools, and vehicular traffic. At the request of concerned Omaha parents, the City Council initiated a program of constructing pedestrian overpasses in 1962; by 1968 the city established a policy of constructing one pedestrian overpass per year. Originally planned for construction in 1965, the graceful structure was finally finished in 1968 and received the designation of “[Omaha’s] own version of a Gateway Arch” by the local newspaper. The design received the support of then-Mayor A. V. Sorensen, who despite budgetary constraints still insisted on a structure that would not only serve the local area’s school children, but be a design of beauty. The Dodge Street Overpass represents the best efforts of the city of Omaha to combine functionality and style. The success of this combination was recognized with a design award in 1969 given by the American Institute of Steel Construction.

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**Signature of owner**

Please return the completed application to: Preservation Administrator, Omaha Planning Department  
1819 Farnam St., Omaha, NE 68183

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PHYSICAL DESCRIPTION:

The Dodge Street Pedestrian Overpass is centrally located in the city of Omaha, spanning Dodge Street west of Happy Hollow Boulevard, and east of the entrance to the University of Nebraska. The overpass spans Dodge Street and connects Elmwood Park on the south with Memorial Park on the north. The structure’s design creates a simple flowing line with minimal supports for a deck that appears to float above the street. The overpass has a center clearance of 18'6". It is roughly 380' long, 80' sidewalk-to-sidewalk, and is distinguished by its graceful S-curve approach ramps. The ramp on the Memorial Park Side is approached from the west, and from Elmwood Park the ramp is accessible from the east. Four steel pillars support the box girder span. Upon the concrete-filled steel frame rests a deck made of precast concrete with a 2" poured concrete top. Steel handrails run the length of the deck. The entire structure is painted green, the only steel pedestrian bridge in the city painted this color, and nearly the same as the original coating. All other steel pedestrian overpasses are painted brown. The bridge is painted on a 15-year schedule.4

On the north side of the bridge, the taller support pier bears a plaque with the inscription, “Most Beautiful Bridge, Special Type, Designed by William H. Durand, P.E.”

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4 Hank Vieregger, Omaha Public Works Department City Engineer, telephone interview by author, May 21, 2003.
CONSTRUCTION HISTORY:

Local parents initiated the idea of a pedestrian bridge over Dodge Street in the early 1960s, with the intent to provide a safe route for their children as they crossed the busy street in their way to and from St. Margaret Marys School. It was the fourth pedestrian overpass constructed in the city, following the 1961-62 construction of a prefabricated overpass at 42nd and Grover Street, and two over West Center (at intersections with 98th and 108th Streets) in 1966. Had it been built when originally intended, it would have been the city’s second pedestrian overpass. The Dodge Street Overpass eventually became one of 19 overpasses built between 1962 and 1979, and it stands out for both its design and as a bellwether for the City of Omaha’s “one-per-year” policy to construct pedestrian overpasses at critical school crossing points. By the 1970s Omaha claimed to have one of the country’s largest school overpass programs.

While recognized as an important safety need, financial and other constraints delayed the Dodge Street Overpass construction for two years. Dodge Street also served as State Route 6, with an associated higher level of traffic than other city streets. By the 1960s Dodge was recognized as the most heavily used street in the city, and parents were concerned for the safety of children who had to cross the four-lane road on their way to and from school. In the mid 1960s attention focused on the need to protect children following the tragic death of a young boy crossing 90th Street from Underwood Hills School. Omaha City Council responded to concerned parents by hiring the firm of Durand, Jackson and Associates, Inc., to design a “structure of beauty” over the road. In 1965 the firm presented an S-shaped foot bridge that featured an unpainted steel span with a concrete deck. It was to include electric wires embedded in the floor to melt snow and ice. Construction of the overpass would coincide with an improvement project underway that summer that added a fifth lane to Dodge Street between 52nd and 72nd Streets.

Difficulties arose shortly after the city opened bids in early August 1965, expecting that the cost would be less than the estimated $50,000. The lowest bid, however, came in at $62,590. In addition, misprintings in some of the notices resulted in a late bid by another bidder, Foster-Smetana. Although the Mayor and Public Works Director considered making modifications to the design and re-advertising for bids in order to bring down costs, the project was ultimately shelved.

By 1967 about 32,000 cars a day passed the intersection of Happy Hollow Boulevard and Dodge Street, and local parents continued to push for a Dodge Street overpass. That year Mayor Sorensen requested funds for the Durand design from the City Council. As happened previously, initiation of the project encountered some opposition: While Public Works Director William Korbitz approved of the proposed location, the Director of Parks, Recreation and Public Property promoted a location further west, arguing that the proposed location might possibly damage plantings and impede views of the World War II Memorial. Newspapers reported that construction costs were estimated to be between $50,000 to $75,000, and although Foster-Smetana Company submitted a low bid of $66,085, Korbitz recommended that all six bids submitted be rejected as too high. However, in early July Mayor Sorensen overrode objections and recommended acceptance of the low bid. Citing his conversation with the Mayor, Korbitz said that the safety of the children was of the utmost importance.

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9 “Dodge to Get Pedestrian Overpass.”
10 “Overpass Bid Comes ’Late’, Foster Entry Waits a Legal Answer,” August 26, 2965, newspaper unknown, OPL; City Seeking Bridge Idea,” August 31, 1965, newspaper unknown, OPL.
12 “Mayor Given Walk Dispute; Overpass for Dodge is the Question,” newspaper unknown, OPL.
13 “Mayor Given Walk Dispute...”; “Dodge Walkway Topic For Monday.”
consideration, and that it was also more important to build something attractive than to save 10 or 20 thousand dollars.\textsuperscript{15}

Construction began shortly thereafter, and in order to work out some design details, Omaha Steel Works fabricated a model.\textsuperscript{16} Although completion was estimated for December 1967, delays in the delivery of fabricated steel and cold weather pushed back the completion date. In mid-December, the nine-ton box girder that served as the base for the elevated crosswalk was installed. Placing the span involved halting traffic for 10 minutes while a crane suspended the girder as it while it was bolted to its two base pillars.\textsuperscript{17} The bridge finally opened in April, 1968.\textsuperscript{18} A final seal of approval occurred the following year when the American Institute of Steel Construction awarded a "Prize Bridge" to Dodge Street Overpass, one of six such designations selected from 153 entries in the national competition.\textsuperscript{19}

Recognizing the distinctiveness of this overpass, the Omaha Public Works Department maintains the green paint finish in its 15-year painting schedule. All other pedestrian overpasses in the city are painted brown.\textsuperscript{20}

**DODGE STREET OVERPASS IN CONTEXT:**

Part of the debate surrounding the construction of the Dodge Street Overpass included a recognition that other intersections in town might be equally in need of pedestrian overpasses. During the City Council meeting that awarded construction to Fcster-Smetana Company, Councilman Arthur Bradley suggested that approval of the contract be delayed and that the Public Works Department study how many overpasses were needed in the city, estimate the total cost, and suggest priorities.\textsuperscript{21} Construction of the Dodge Street Overpass was not postponed, but the wisdom of Bradley's suggestion prompted City Council to undertake the traffic study. The study was completed by the Public Works Department the following year, which found that of the 40 intersections in town which carried over 10,000 vehicles per day, and had school children traffic, ten "high priority locations" would benefit by construction of pedestrian overpasses. The City Council subsequently adopted a "one-per-year" policy, estimating that at least one pedestrian overpass would be built per year. They set aside $50,000 for initial construction. A second study was done in 1969.\textsuperscript{22}

The City planned to build two more overpasses in 1969, with another in 1970, and one each year after that until the potentially most dangerous crossings were provided for. The structures built after 1968 were not as graceful as the Dodge Street overpass with the rationale given that there was not as much right of way\textsuperscript{23}. The next five overpasses built were at 48th and Center Streets (1969), 90th Street and Western Avenue (1970), 30th and Spaulding (1971), 99th and Fort Streets (1972), and 66th and Maple Streets (1972).\textsuperscript{24}

By 1972, when only five pedestrian overpasses had been completed, Omahans approved an $800,000 bond issue for 10 new structures. The city overconfidently estimated it would take two construction seasons to complete. The Public Works Director also hoped to encourage competition in overpass designs that would be "acceptable esthetically" as well as easily maintained.\textsuperscript{25} The city attempted to expand the number to 17 by applying for federal funds. However, with inflation, and construction costs estimated by city engineers at thousands of

\textsuperscript{15} "Looks, Safety First on Dodge Overpass", "newspaper unknown, July 5, 1967, OPL.
\textsuperscript{17} "Girder Spans Dodge Street..." "Deck of Overpass Spears [sic] Above Dodge Street; "Now They Can Cross in Safety," \textit{Omaha World-Herald}, April 24, 1969, OPL.
\textsuperscript{19} Vieregger.
\textsuperscript{21} "Contract Let For Overpass, Pedestrian Structure Will Link 2 Parks," ....
\textsuperscript{23} "Overpasses in Pedestrian's Future."
dollars less than submitted bids, the number reduced down to 9 by 1974. Attempts to lower costs included design changes, undertaken design “in-house” by the Omaha Public Works Department, and extending city monies with matching federal funding.\(^\text{26}\) A further challenge to future designs was the increased threat of vandalism in Omaha and across the country. The action of people standing on one overpass and dropping objects onto cars passing beneath prompted the Omaha City Council to consider completely enclosing future overpasses in mesh. In March 1974, a local newspaper reported a member of the Planning Department glumly predicting that new overpasses would be unattractive: “If they were just bad, it wouldn’t be so bad. But they’re terrible”.\(^\text{27}\)

The first overpass built with bond money was at 13th Street and Bert Murphy Boulevard, in 1974.\(^\text{28}\) This overpass had been designed by the Omaha Public Works Department, was built of concrete (less expensive than steel) and included the enclosed deck.\(^\text{29}\) Overpasses constructed in 1975 included those at 72nd and Western Avenue, Northwest Radial Highway at Hamilton Street, 42nd and Hillsdale, 50th and Saddle Creek Road, and 86th and West Center Road.\(^\text{30}\)

A departure from the standard overpass designs was the distinctive overpass built in 1977 at 72nd and Blondo. The only one of its kind planned by the City, it featured multi-level corkscrew ramps, a design necessitated by the available right of way.\(^\text{31}\) Striking as it was, the design drew the unwanted attention from a Federal review board for its inability to meet new Federal design requirements for the handicapped.

Change to Omaha’s pedestrian program arrived in 1979, with a new policy established following a decision by the Architectural and Transportation Compliance Board regarding the corkscrew ramps’ 13% grade. The Board called out the overpass at 72nd and Blondo as an example of many such pedestrian bridges nationwide that are inaccessible to the handicapped. Both the Board and the Federal Highway Administration agreed that future overpasses and underpasses built with federal aid required a grade of no more than 8.33%, easily negotiable by a wheelchair. With the 1972 bond money nearly gone by 1979, and local coffers insufficient to fund overpass construction without federal assistance, City officials doubted whether or not they could continue the program. That year, 19 overpasses had been built or were planned for construction.\(^\text{32}\)

The program did effectively end by 1980, the victim of high construction costs. Another factor was the size for proposed new structures, given Federal requirements for designs to accommodate handicap accessibility needs. The necessary ramp length and integrated "rest areas"—level sections provided at intervals to provide respite from the inclines—would result in more land area than could be provided. (It is interesting to observe that the Dodge Street overpass design would not meet current Federal requirements.) A final important deterrent to continued construction projects was the failure of their use. The tendency for pedestrians other than young school children to cross at ground level, rather than taking the time to use the safer overpass, was noted by local papers even at the time of the overpasses’ construction. This tendency continues today.\(^\text{33}\)

\(^\text{26}\) Kelly, “List of Overpasses...”; Michael Kelly, (title not included in clipping) October 20, 1974; “48th -Q Now Eyed for an Overpass,” South Omaha Sun, November 7, 2974, OPL
\(^\text{29}\) “3 Overpasses Left Off List,” May 14, 1973, Newspaper unknown, OPL.
\(^\text{30}\) “Work Start in 10 Days on Hamilton Overpass,” September 18, 1975, Newspaper unknown, OPL.
\(^\text{31}\) “And Round We Go..." Omaha World-Herald. October 13, 1977. OPL
\(^\text{33}\) Dorr; Trandahl; Vieregger.
December 16, 2003
C3-03-237

Honorable President 

and Members of the City Council,

The attached Ordinance approves the Local Landmark designation for the Dodge Street Pedestrian Overpass located over Dodge Street west of Happy Hollow Boulevard. The applicant is the Landmarks Heritage Preservation Commission.

CASE DESCRIPTION: The purpose of this request is to provide Local Landmark designation to the Dodge Street Pedestrian Overpass located over Dodge Street west of Happy Hollow Boulevard.

DEPARTMENT RECOMMENDATION: Approval.

SUMMARY OF TESTIMONY: The Planning Board held a public hearing on this request November 5, 2003. Full summary of proceedings is attached.

PLANNING BOARD RECOMMENDATION: Approval, as recommended by the Planning Department, 4-0.

Respectfully submitted,

[Signature]

Robert C. Peters
Planning Director

P:\Pln5\9782pjm.doc
Memo

October 24, 2003

TO: Planning Board
FROM: Robert Peters, Planning Director
SUBJECT: Case # C3-03-237
Landmarks Case # H1-03-20; Landmark Designation
Dodge Street Pedestrian Bridge, spanning Dodge Street west of Happy Hollow Boulevard

At the October 8, 2003 meeting of the Landmarks Heritage Preservation Commission, the Landmarks Heritage Preservation Commission requested local landmark designation for the Dodge Street Pedestrian Bridge, spanning Dodge Street west of Happy Hollow Boulevard. The public hearing held at this meeting resulted in a recommendation for approval of the request.

According to Chapter 24, O.M.C., Section 24-59, we hereby transmit this proposal to the City Planning Board, and request that you consider the degree of conformity or nonconformity with the Master Plan of the City of Omaha.

Analysis: The Dodge Street Overpass is significant for both its design and its associations with the development of Omaha’s pedestrian overpass system in the late 1960s and 1970s. The award-winning Dodge Street Overpass was the fourth pedestrian overpass built as part of a period of infrastructural development focusing on the safety needs of Omaha’s school children. Between 1940 to 1960, Omaha had experienced a 35% population increase, with an associated increase in neighborhoods, schools, and vehicular traffic. At the request of concerned Omaha parents, the City Council initiated a program of constructing pedestrian overpasses in 1962; by 1968 the city established a policy of constructing one pedestrian overpass per year. Originally planned for construction in 1965, the graceful structure was finally finished in 1968 and received the designation of “[Omaha’s] own version of a Gateway Arch” by the local newspaper. The design received the support of then-Mayor A. V. Sorensen, who despite budgetary constraints still insisted on a structure that would not only serve the local area’s school children, but be a design of beauty. The Dodge Street Overpass represents the best efforts of the city of Omaha to combine functionality and style. The success of this combination was recognized with a design award in 1969 given by the American Institute of Steel Construction.

Standards in Omaha’s preservation ordinance provide for the landmark designation of structures such as bridges when they have “architectural and engineering importance, portraying the historical setting or environment of a distinctive characteristic of an architectural or engineering type, period, style, or method of construction; or contains elements of design, detail, materials or craftsmanship of distinctive quality”. The landmarks commission considers the Dodge Street Pedestrian Bridge to meet the standards for designation. These standards are also stated in the portion of the master plan that deals with historic preservation, “A Comprehensive Program for Historic Preservation in Omaha”. Therefore the department finds this request for local Landmark designation to be in conformance with the preservation element of the Master Plan. In addition, an objective in the section titled “General Design Quality” in the Concept Element of the master plan states: “City government should set a high standard of design in its own work and encourage a high standard of
LOCAL LANDMARKS DESIGNATION:

Case #H1-03-20
Landmarks Heritage Preservation Commission
City Planning Department
1819 Farnam St.
Omaha, NE 68183
(1-011)

REQUEST: Approval of Local Landmark Designation for Dodge Street Pedestrian Overpass

LOCATION: Spanning Dodge Street west of Happy Hollow Boulevard

At the Landmarks Heritage Preservation Commission meeting held on October 8, 2003, Mr. Brian Magee, Chairman, stated that this request was brought to the Commission and the Commission is sponsoring the designation at this time.

Mr. R. J. Brown, 4909 Davenport Street, stated that he helped with the project in 1968. He stated that the overpass has rust resisting paint on the steel. It has an outstanding award in 1969. He felt that it is a good jogging path over Dodge Street.

Mr. Craig Kenkel, 5614 Nicholas Street, President, 2020 Omaha, stated that they submitted the application for nomination. At that time they requested that the Commission support the request for designation of the overpass as a local landmark. He feels that the decision should be made independent of any decision concerning the preservation of this structure. Mr. Kenkel stated that there is some speculation about the widening of Dodge Street in the future and that may impact the long term survival of the overpass. He stated that he felt that it is an important feature aesthetically and historically to the community. It is a good example of blending public function with public art.

Ms. Rebecca Kumar, 5804 Nicholas Street, stated that this is safe crossing for people using the two parks and going to the University of Nebraska at Omaha campus.

Ms. Dena Sanford, 5010 Western Avenue, stated that this is a useful and necessary overpass for the citizens of Omaha.

Mr. Rob Parolek, 4024 California Street, stated that this pedestrian bridge is an integral part of the lives of those who live, work, and play in mid town. He feels that the bridge should be protected and preserved for future generations to enjoy. He feels that it is a cultural, aesthetic, and pedestrian asset for the city.

Mr. Martin Janousek, 4602 Center Street, stated that he feels this bridge is a timeline of the history of Omaha.

Mr. Norm Jackman, Acting Public Works Director, stated that he is not opposed to the designation as much as some of the hurdles it may cause the public in the future. He stated that there is a need for some changes to Dodge Street in the future. There are several studies being conducted now with the combination of commuting traffic and with other neighborhood actions that are going on that may change the flavor of what goes on along Dodge Street. Mr. Jackman stated that there are no plans currently to change Dodge Street or to change the
overpass. But there may be a need to do something in the future to modify the structure. He stated that whenever there is infrastructure that needs to be modified, it requires Council action and there is public involvement in that action.

Mr. Bowen questioned if the overpass is owned by the City. Mr. Jackman stated that the overpass is city property and the Public Works Department maintains the overpass.

Mr. Magee questioned if this bridge still meets the code requirements. Mr. Jackman stated that there are certain standards that have to be met especially dealing with ADA regulations, ramp lengths, and the pitch of the bridge. This current structure meets all of those standards. The only time it would not is if Dodge Street has to be widened and then it would not meet the regulations. The structure would have to be raised in order to meet height requirements if Dodge Street is widened. He felt that it would be hard to modify the bridge in order to meet the height requirements on the outside edge of the street. Mr. Jackman stated at this time the overpass has a cantilevered type of structure as it slopes down further close to the edge of the road. If another lane is added, there would be a height restriction and also there could be side restrictions that would not meet current standards for road design.

Mr. Macchietto questioned if there are plans to widen Dodge Street. Mr. Jackman stated that studies have been done on Dodge Street. There is a need with traffic that it could be widened at this time to 7 lanes under the current standards. He stated that currently there is no budget for this project nor is it in the next six year Capital Improvement Program.

Mr. Kettersson stated that the designation of the bridge as a landmark does not preclude the City ultimately removing the bridge. The designation raises a flag and makes the planners of the project give careful consideration to the development alternatives. He feels that the consideration given would be more serious if it was designated as a landmark. Mr. Kettersson stated that a landmark designated structure can be demolished, however, there are regulations that have to be met first before the demolition.

Mr. Macchietto stated that he felt that the Commission would just be making a recommendation to the City Council as to whether or not the structure is worthy of landmark status. He stated that the possible plans for Dodge Street do not impact whether the Commission feels it is a landmark or not. Mr. Macchietto stated that he felt the overpass is a landmark.

Mr. Bowen stated that it is the Public Works Department's looking at the best interest of the public relative to the city infrastructure. He feels it is the Commission's role to look out after the public's best interest when it comes to historical landmarks. He stated that it is the Commission's role to determine if the structure is a legitimate landmark.

Mr. Bisson stated that he would be abstaining from the vote on this request. He feels that this structure is very unique. Mr. Bisson stated that he is the Destination Mid Town Project Manager and because of that some of the things being proposed potentially could jeopardize that structure in the future, even though it is outside the study area. He stated that there could be a perceived conflict of interest and he would not be voting on this request.
Mr. Macchietto moved to APPROVE the Local Landmark Designation for Dodge Street Pedestrian Overpass that spans Dodge Street west of Happy Hollow Boulevard. Mr. Ketterson seconded the motion.

AYES: Ketterson, Pixley, O'Donnell, Macchietto, Drain, Bowen, Magee

ABSTAIN: Bisson

Motion carried 7-0
PLANNING BOARD MINUTES

C3-03-237
Landmarks Heritage Preservation Commission

REQUEST: Approval of Local Landmark Designation for Dodge Street Pedestrian Overpass (Case #H1-03-20)
LOCATION: Spanning Dodge Street west of Happy Hollow Blvd.

At the Planning Board meeting held on November 5, 2003, no one appeared before the Board on behalf of the applicant.

Mr. Rob Parolek, 4024 California Street, stated that he feels that the bridge represents a cultural and historical meeting place. He also feels it is an important public space and auto friendly thoroughfare. By design the bridge was created to be more than just a utilitarian connector for people. The bridge was a conscientiously created public space that was designed not only to be functional but also a place of beauty. Mr. Parolek stated that the bridge has received many awards and recognition. He stated that the bridge is a symbol of connection between people and neighborhoods. Mr. Parolek requested that the Board recognize the bridge as a historical and cultural landmark.

Several people spoke in favor of the designation and felt that the City has already recognized the uniqueness of the bridge with its maintenance program and maintaining the original historic color. They also stated that any improvements to Dodge Street in this area are unplanned, unscheduled, and unfunded. Any improvements at this time are only concepts. Also, there are other eligible properties along Dodge Street that could be nominated for landmark designation.

Mr. Martin Janousek, 4602 Center Street, President, Omaha Chapter of the American Institute of Architects, stated that they feel the simple, elegant lines and form of the structure is an integral part of life in Omaha. It has evolved into an example of both function and style. He feels that this structure is a good example of how the automobile has influenced the growth of Omaha and architecture.

No one appeared in opposition.

Mr. Jensen stated that the Department recommends approval of the designation.

Mr. Perry moved to APPROVE the local landmark designation for the Dodge Street Pedestrian Overpass; Spanning Dodge Street west of Happy Hollow Boulevard. Mr. Hoich seconded the motion which carried 4-0.
CASE: C3-03-237
APPLICANT: Landmarks Heritage Preservation Commission
REQUEST: Approval of Local Landmark Designation for Dodge Street Pedestrian Overpass (Case #H1-03-20)
LOCATION: Spanning Dodge Street west of Happy Hollow Blvd.

SUBJECT AREA IS SHADED - NOVEMBER 2003
ORDINANCE NO. 36508

AN ORDINANCE to designate the Dodge Street Pedestrian Overpass, spanning Dodge Street west of Happy Hollow Boulevard, as a landmark pursuant to the Landmark Heritage Preservation Ordinance of the City of Omaha.

BE IT ORDEAINE BY THE CITY COUNCIL OF THE CITY OF OMAHA:

Section 1. That the Dodge Street Pedestrian Overpass, which spans Dodge Street approximately 720 feet west of Happy Hollow Boulevard in Omaha, in Douglas County, Nebraska, is hereby deemed historically significant and worthy of recognition for the reasons cited in Landmark Heritage Preservation Resolution attached hereto as Exhibit "A", and made part of hereof by reference.

Section 2. That the Dodge Street Pedestrian Overpass is hereby designated as a landmark pursuant to Section 24-61 of the Omaha Municipal Code and hereby subject to all the provisions of this Ordinance and Chapter 24, Article II, of the Omaha Municipal Code.

Section 3. That this Ordinance shall be in full force and take effect fifteen (15) days from and after the date of its passage.

INTRODUCED BY COUNCILMEMBER

APPROVED BY:

MAYOR OF THE CITY OF OMAHA DATE

CITY CLERK OF THE CITY OF OMAHA DATE

APPROVED AS TO FORM:

CITY ATTORNEY DATE
ORDINANCE NO. 36308

AN ORDINANCE to designate the Dodge Street Pedestrian Overpass, spanning Dodge Street west of Happy Hollow Boulevard, as a landmark pursuant to the Landmark Heritage Preservation Ordinance of the City of Omaha.

JAN 27 2004 - Motion by Sigerson to reconsider Dec. # 1596 of Mayor with roll call on 1/8/04. Seconded by Kraft. Passed 4-3 years: Kraft, Sigerson, Thompson, Yokal Nays: Welch, Brown, Bernardt

FEB 3 2004 - Roll Call on reconsideration carried 9-0

PRESENTED TO COUNCIL

1st Reading DEC 1 6 2003 - Hearing pursuant to City Council Rule 44

Hearing JAN 6 2004 - Over to

Final Reading JAN 13 2004 - Motion that the ordinance NOT be passed Carried 4-3

Nays: Brown, Bernardt, Sigerson, Welch

Yays: Kraft, Thompson, Yokal

BUSTER BROWN
City Clerk