IN LIEU OF
DIRECTORS’ MEETING
MONDAY, MAY 28, 2007

I. MAYOR
*1. Results of Drinking Water Samples Tested for Total Coliform and E. Coli Bacteria by Colilert® Method of Analysis.
*2. NEWS RELEASE. Mayor Beutler Announces Appointments to his Staff and Administration.
*3. NEWS RELEASE. Intersection of 13th and South Street to Close for Ten Days.
5. NEWS ADVISORY. Mayor Beutler Announces Establishment of MOVE (Mayor’s Opportunities for a Vibrant Economy) on Thursday, May 24, 2007, 10:00 am at the County-City Building, in the Mayor’s Conference Room.
6. NEWS RELEASE. Mayor Beutler Establishes Council to Move City Economy Forward.

II. DIRECTORS

CITY ATTORNEY
*1. Letter from Joseph Rupp, Assistant City Attorney, Responding to Mike Morosin’s Comments Before the City Council on April 30, 2007.

COUNTY HUMAN SERVICES
*1. Patte Newman Announced as The Substance Abuse Action Coalition (SAAC) Coordinator.

FINANCE DEPARTMENT
1. Sales Tax Report for May, Which Reflect March Sales:
   a) Actual Compared to Projected Sales Tax Collections;
   c) Sales Tax Refunds 2001-2002 Through 2006-2007; and

HEALTH DEPARTMENT
*1. Lancaster County Receives Ranking of “A” for Ozone Air Quality.
2. NEWS RELEASE. Lincoln and EPA Team Up for Clean Air.
3. 20th Annual Lincoln and Lancaster County Environmental Awards.
PLANNING DEPARTMENT
*1. Notice of Neighborhood Meeting for Future Development at the SW Corner of South 27th Street and Randolph Street on May 24, 2007.
2. Annexation Map for Ordinance No. 18908. The Woodlands at Yankee Hill, 84th and Yankee Hill Road.
3. Response to Tony Young Regarding Alvo Road and Other Roads in the Fallbrook Area.

PLANNING COMMISSION
1. Planning Commission Minutes of May 16, 2007 and Action on Capital Improvements Program and Transportation Improvement Program.

PLANNING COMMISSION FINAL ACTION
1. Special Permit No. 1692D, an Amendment to the Wilderness Ridge Community Unit Plan. South 27th Street and Yankee Hill Road. Resolution No. PC-01053.
2. Special Permit No. 06061A, an Amendment to the Hidden Valley Estates Community Unit Plan. South 112th Street and Pine Lake Road. Resolution No. PC-01054.

PUBLIC WORKS AND UTILITIES
*1. ADVISORY. Intersection to Close at 13th and South Streets. Project #540009.
*2. ADVISORY. Water Main Project #700298. East of North 58th Court and East End of Johanna Road.
*3. ADVISORY. Fletcher Avenue; 1st Street to Approximately 600 Feet East of 7th Street. Seventh Street; Fletcher Avenue to Morton Street. Project #76904.

URBAN DEVELOPMENT

III. CITY CLERK

IV. COUNCIL REQUESTS/CORRESPONDENCE

JON CAMP
1. Email from Rev. James H. Voss. Do Not Allow Talent Plus to Continue To Build in Holmes Park.
2. Emails Expressing Opposition to a Holiday Inn Express Being Built at South 27th and Tamarin Ridge Road.
   a) Tenile Fix
   b) LeShara and Troy Ways-Bothe.
   c) Lea Clauss
d) Karrie Rosa
  e) Roger Sutliff
3. Email from Lori McGinnis. Approve Ordinance to Allow Dog Kennels in the City.

DOUG EMERY
1. Request to Karl Fredrickson, Public Works & Utilities Director - RE: Stop Signs - Eastridge Elementary School (Emery RFI#1 - 05/21/07)

DAN MARVIN
*1. Letter to Public Works regarding Perspectives/Clarification on Road Funding.

JOHN SPATZ
1. Request to Public Works & Utilities/Building & Safety/Health Department - RE: Maintenance of lot (Spatz RFI#1 - 05/24/07)
2. Request to Lynn Johnson, Parks & Recreation Director - RE: Highlands (Spatz RFI#2 - 05/24/07)

V. MISCELLANEOUS
*1. Email from Ronald Case. Question or Comment Regarding Increasing Taxes to Keep Abreast of Services.
*2. Email from Jeff Atkinson. Thank You to City Council and Mayor Beutler on Drag Racing Proposal Support.
*3. Email from Vince Horky. Vacant Land on Northwest Corner of 84th and Cheney Ridge Road Clean Up.
*4. Letter from Wilderness Kennels, Henry and Judy Sader, Regarding Proposal Allowing Dog Kennels Inside the City Limits of Lincoln. (Distributed to Council Members on 05/16/07)
*5. Email from Mary Kenny. Continued Problems with Time Warner.
   a) Question on Drag Strip Proposal with Comments on Economic Report;
   b) Economic Impact Analysis;
   c) Dealing with Economic Development; and
   e) Racing with Biofuels.

*Held over from May 21, 2007.
Mayor Chris Beutler will announce the establishment of his MOVE (Mayor’s Opportunities for a Vibrant Economy) Council and the initial appointments to the group at a news conference at **10 a.m. Thursday, May 24** in the **Mayor’s Conference Room, second floor of the County-City Building, 555 South 10th Street.**
Mayor Chris Beutler today announced the establishment of the MOVE (Mayor’s Opportunities for a Vibrant Economy) Council, a group of community leaders who will focus on the City’s economic development policies.

“I promised to make job creation a top priority in my Administration, and this Council is one of the first steps,” said Mayor Beutler. “Its first task is to develop a community-wide consensus on our economic policies, to determine which projects best support those policies and to find the resources to make the projects happen. Our goal of creating an exceptional economy can only happen with a shared vision and a focus on making Lincoln more business-friendly. The political forces within the City must sit down face to face, think creatively together and work out necessary compromises.”

Mayor Beutler plans to appoint about 15 people to the MOVE Council. Members already appointed include:

- Wendy Birdsall, President, Lincoln Chamber of Commerce (LCOC) and Lincoln Partnership for Economic Development
- Clint Burge representing labor
- Rick Carter, Human Services Federation, representing non-profit sector
- Susan Gourley, Superintendent, Lincoln Public Schools
- Mark Hesser, Chairman, LCOC
- Fred Hoppe, representing homebuilders
- Robert Moline, representing Realtors
- Ed Swotek, Downtown Lincoln Association
- Peter Katt, Lincoln Independent Business Association

A representative also will be appointed from the University of Nebraska, the 2015 Visioning Group, neighborhood associations, regional city business associations and possibly other groups.
“Mayor Beutler is providing the leadership needed to help existing businesses thrive and to create the jobs that will keep our children and grandchildren in this community,” said Birdsall. “No sector of our community can do that alone - it requires partnership among government, business, education, neighborhood and non-profit leaders.”

Mayor Beutler said the work of the MOVE Council will include:

- helping to streamline City rules and regulations on business development;
- developing strategies for using economic development tools such as tax-increment financing, when appropriate; and
- communicating to the public the need for public investment in the form of bond issues.

Beutler said the MOVE Council will meet for the first time in the next few weeks.
As part of National Public Works Week, Mayor Chris Beutler invites the public to read the annual report of the Lincoln Public Works and Utilities Department now available on the City Web site at lincoln.ne.gov. The report outlines the functions of the department and highlights the accomplishments of the past year.

“Every day, every one of us uses the services provided by our Public Works and Utilities Department,” said Mayor Beutler. “This week is an opportunity to recognize the many dedicated employees who work to provide us with the necessities – the water, streets, sewers, sidewalks and many other services we sometimes take for granted. I look forward to working with the department to provide the infrastructure we need to create jobs and build a stronger community.”

“The national theme for Public Works Week is ‘moving life forward,’ and that’s what the hard-working people of this department are doing every day,” said Karl Fredrickson, Director of the Public Works and Utilities Department. “It’s our job to make the most of our limited resources to keep this community and its residents safe, healthy and productive.”

Mayor Beutler congratulated the department on its major accomplishments this year, including:

- Progress on the Antelope Valley Project, including the opening of three legs of the elevated roadway near the Devaney Center.
- Completion of the roadway and storm sewer improvements project in the area of 48th and “O” streets.
- Continued work on the Stevens Creek Trunk Sewer Project and the upgrading of the Northeast Water Pumping Station to provide for future growth.

Fredrickson said the annual report includes some impressive statistics for 2006:

- StarTran carried more than 1.8 million riders, an increase of 11 percent over 2005.
- Street maintenance crews removed and replaced nearly 3,000 cubic yards of concrete and 4,000 tons of asphalt.

- more -
About 14 billion gallons of water were delivered to Lincoln homes and businesses.
Solid waste operations safely disposed of more than 285,000 tons of waste and collected 6,881 tons of recyclable material.
About 8.2 billion gallons of wastewater was treated in the 2005-2006 fiscal year.
Floodplain information was updated for more than 90 miles of streams.

The Lincoln Public Works and Utilities Department includes about 580 employees. The department has seven divisions: Business Office (which includes Parking Operations), Engineering Services, StarTran, Wastewater, Solid Waste, the Lincoln Water System and Watershed Management.
BUDGET

Congress approves $2.9 trillion budget blueprint for FY 2008. The House and Senate each approved the conference report for a FY 2008 budget resolution this week, ignoring White House threats that the measure exceeds its proposed cap for domestic discretionary spending.

The budget resolution sets broad outlines for spending under which the House and Senate Appropriations Committees must operate when they are setting spending priorities each year. While the resolution itself does not require Presidential approval, each individual appropriations bill does, and the White House has threatened to veto those FY 2008 spending bills if they exceed proposed limits on discretionary spending.

As approved by Congress, the FY 2008 budget resolution provides for $23 billion more in domestic discretionary funding than the President requested earlier this year, and congressional Democrats expect that much of those funds would be used to boost funding for programs such as the State Children’s Health Insurance Program (SCHIP), veterans’ health care, and education programs under the No Child Left Behind Act.

With the budget resolution approved, House appropriators moved quickly to begin consideration of their FY 2008 spending bills, with the measure for the Department of Homeland Security scheduled for today. Next week, House subcommittees will consider appropriations for Military Construction-Veterans’ Administration, as well as the measure for the Department of Interior-Environmental Protection Agency. House leaders hope to have all of their FY 2008 spending bills approved on the floor prior to the July 4 recess, with the exception of the Department of Defense measure.

However, debate over a FY 2007 supplemental appropriations bill for overseas military activities and domestic disaster assistance continues to haunt the FY 2008 budget process, as the White House and congressional Democrats remain at odds. A new set of negotiations between Congress and the President will begin next week with the goal of completing a bill by May 25, when Congress is scheduled to take a week-long recess for Memorial Day. Congressional leaders also mentioned the possibility of cancelling the recess in order to complete action on the war supplemental.

WATER RESOURCES

Senate clears WRDA bill. By a vote of 91-4, the Senate passed legislation (HR 1495) that would authorize hundreds of Army Corps of Engineers flood control, navigation and environmental restoration projects. Dubbed the Water Resources Development Act (WRDA), the bill now goes to a House-Senate Conference Committee to be reconciled with its House-passed counterpart.

During debate, a potential pitfall was avoided when an agreement was reached with Senators Mary Landrieu (D-LA) and David Vitter (R-LA) that would put New Orleans and coastal Louisiana on a path to protection from a category five hurricane without increasing the overall cost of the bill. As reported by the Environment and Public Works Committee, the bill had a price tag of $32 billion, but scaling back the Louisiana projects cut the total cost in half.

Despite the overwhelming support WRDA received in the House and Senate, conferees will have their work cut out for them. Although the price tags of the two bills are similar, they authorize hundreds of different projects and it will be difficult to produce a conference report that pleases majorities in
both chambers without increasing the overall cost of the bill. In addition, the White House is concerned about the cost of the bill and that may hang over conferees as they reconcile the two bills. Working in the conferees favor however, will be the pent up demand for project authorizations from rank and file members created by seven years of failure to enact WRDA.

**TRANSPORTATION**

Senate Committee Approves FAA Reauthorization. The Senate Commerce, Science and Transportation Committee by voice vote approved legislation (S 1300) to reauthorize the Federal Aviation Administration (FAA) at $65 billion through FY 2011.

The most significant debate during the markup was over an amendment that would have stricken a provision in the bill to create a $25 per flight surcharge on flights in controlled airspace. That effort was defeated. Senator John Rockefeller (D-WV), Chair of the Senate Aviation Subcommittee stated at the hearing that “high-end turbine powered aircraft” would pay the $25 surcharge but piston aircraft – 90 percent of all general aviation fleets -- would be exempt. The surcharge would be placed directly into a new trust fund that could be used only to pay for modernizing the air traffic control system.

Adopted amendments included proposals to: increase the number of incoming flights at Ronald Reagan Washington National Airport from 24 to 36 flights daily; phase out Stage 2 Aircraft over five years, boost airline consumer protections by requiring the FAA to investigate passenger problems such as overbooked flights, lost luggage, cancellations, and the arbitrary elimination of frequent flier miles. Currently the FAA records the complaints bus investigates few of them. The legislation now heads to the Senate Finance Committee prior to a Senate floor vote. The Committee must markup the title of the bill relating to with aviation fuel taxes, but is not expected to raise fuel taxes as a solution to the problem of funding air traffic control system updates.

The FAA’s current authorization expires in September, which could be problematic as the Senate floor is already overscheduled through the fall. Finding available floor time before the bill expires will be difficult.

- Other transportation-related items include:

  **Senate Committee Passes SAFETEA-LU Technical Corrections.** Modifications to the transit section of the 2005 SAFETEA-LU surface transportation law were approved Wednesday by the Senate Banking, Housing and Urban Affairs Committee. The bill largely mirrors the transit section of a measure that the House passed (HR 1195) in March. The bill also extends the life of the National Surface Transportation Policy and Revenue Study Commission by six months and provides an additional $37 million for transportation research programs. The Senate Environment and Public Works Committee, which has jurisdiction over highway programs, is expected to mark up its own technical-corrections bill later this summer which would then be merged with the Banking version on the Senate floor.

  Mexican truck bill passes House. On Tuesday, the House overwhelmingly passed legislation to limit the ability of Mexican trucks to operate beyond U.S. municipalities and commercial zones on the United States-Mexico border. The Safe American Roads Act of 2007 (HR 1773), would set certain conditions before the Bush administration could proceed with a plan to allow long-haul Mexican trucks access to U.S. highways.

  Highway rescissions still in House Iraq supplemental spending bill. Despite objections from leaders of the House Transportation and Infrastructure Committee, legislative language to cancel $683 million in FY 2007 highway contract authority that had been apportioned to the states, remains in the new House Iraq war supplemental spending bill. Funds would be used to offset the emergency highway improvements proposed in the bill. If the measure becomes law, the states that would experience the biggest cuts are California ($62 million), Texas ($56 million) and Florida ($33 million).

House leaders warn states about using public-private-partnerships to fund highway projects. Democratic leaders of the House Transportation and Infrastructure (T&I) Committee recently sent a letter to governors, state legislators, and state transportation officials warning them that many public-private partnerships (PPPs) do not constitute a sustainable national system of transportation financing. PPPs are currently playing a large role in the pending discussions of the National Surface Transportation Policy and Revenue Commission and may play a major role in the next surface transportation bill. However, the T&I Committee Democrats are seeking to dampen that enthusiasm, and warn in the letter that the committee could act against some PPPs in the next transportation authorization bill. “The committee will work to undo any state PPP agreements that do not fully protect the public interest and the integrity of the national system,” the letter said. The T&I Committee is expected to release a discussion paper next week to present its concerns in more detail.

**FINANCE**

House subcommittee approves measure to ease collection of state and local tax debts. Legislation (HR 1865) that would create a pilot program to allow for the reduction of federal tax refunds in the collection of state and local tax debts was approved last week by a subcommittee of the House Oversight and Government Reform Committee. The pilot program would be in effect in 2009 and 2010 and would allow selected states -- on behalf of local governments - - to provide the federal government with names of persons that owe a past-due, legally enforceable tax obligation to the local government. The Department of Treasury would then reduce the individuals federal income tax refund to repay that debt.

For purposes of the legislation, a “past due, legally enforceable tax obligation” would be defined as resulting from a:

- judgment rendered by a court of competent jurisdiction which has determined an amount of tax to be due;
• determination after an administrative hearing which has determined an amount of tax to be due and is no longer subject to judicial review; or
• tax which has been assessed but not collected, the time for re-determination of which has expired, and which has not been delinquent for more than 10 years.

The legislation requires that no less than three but no more than five states be chosen for the pilot project, and have suggested the following states for consideration: Illinois, Iowa, Louisiana, New York, Ohio, and Virginia.

The next step for the legislation is the full House Oversight and Government Reform Committee, but consideration has not yet been scheduled. No similar legislation has been introduced in the Senate.

HOUSING
House begins consideration of Fannie and Freddie reform bill. The House began consideration this week of legislation (HR 1427) that would increase government oversight of the two government-sponsored mortgage giants, Fannie Mae and Freddie Mac. Although the debate over the measure was sometimes heated, the bill enjoys bipartisan support and the House is expected to complete work on the bill next week.

Most of the debate focused on the bill’s creation of an Affordable Housing Fund that would set aside a portion of Fannie and Freddie’s after tax profits from 2007 through 2011 for affordable housing construction and rehabilitation targeted to low- and very low-income households. The provision is expected to garner $500 million to $600 million a year, which would be allocated to the states by formula, with the first year of funds going entirely towards affordable housing efforts on the Gulf Coast in Louisiana and Mississippi.

Local government organizations have expressed concern that the funds would be allocated to the states; but House Financial Services Committee Chairman Barney Frank (D-MA) has resisted changes to the bill, saying that such concerns can be addressed as the legislation is finalized.

Frank is also a lead sponsor of legislation (HR 1852) that would reform the Federal Housing Administration (FHA) and set aside surpluses from FHA mortgages toward an affordable housing fund of approximately $250 million annually. The Financial Services Committee has approved that bill and it is awaiting floor action (see the May 4 Washington Report.)

Frank’s ultimate goal is to combine the two measures and the two sources of revenue to create a robust affordable housing fund. However, it remains unclear whether local governments will be recognized as recipients.

The White House has voiced its support of the bill with the caveat that Congress should refrain from language that would allow regulators to dictate the size or make up of Fannie and Freddie’s mortgage portfolios. The Senate has yet to consider similar legislation.

PUBLIC SAFETY
Senate panel votes to relax concealed weapons requirements for retired officers. The Senate Judiciary Committee approved legislation (S 376) that would increase the number of retired police officers exempt from state and local concealed weapon laws. The measure, which is backed by the National Rifle Association and the National Association of Police Organizations, enjoys bipartisan support and is expected to pass when it reaches the Senate floor. Only Senator Sheldon Whitehouse (D-RI) opposed the bill in Committee.

As passed by Committee, the bill would expand a current federal law that preempts state and local concealed weapon laws for retired police officers. Under S 376, any retired officer who had served at least 10 years, rather than the current requirement of 15, would be exempt from state and local concealed weapon laws. In addition, the bill would repeal the current provision that applies the concealed weapon exemption only to those retired police officers with non-forfeitable retirement benefits.

Although a similar bill has not been introduced in the House, the Judiciary Committee is expected to consider one eventually. Rep. James Sensenbrenner (R-WI), a lead opponent of similar bills in the past, no longer chairs the Committee. His replacement as the panel’s top Republican, Rep. Lamar Smith (R-TX), supported previous efforts to relax concealed weapon standards for retired police officers.

LAW ENFORCEMENT
House passes legislation to increase funding for COPS. The House approved HR 1700 to reauthorize the Community Oriented Policing Services (COPS) program at the Department of Justice through FY 2013.

The bill would authorize $1.15 billion annually law enforcement agencies to hire more police officers ($600 million), purchase technology upgrades ($350 million), and hire additional prosecutors ($200 million). It would also authorize a new program to encourage military veterans to join local law enforcement agencies. Similar legislation (S 368) has been passed in the Senate Judiciary Committee.

Attorney General announces new effort to prevent violent crime. On Tuesday, Attorney General Alberto Gonzales announced a number of changes and new initiatives that the Department of Justice (DOJ) will make in an effort to assist federal, state, and local law enforcement agencies in combating violent crime.
As part of the announcement, DOJ said that $125 million would be available for anti-crime grants focused on anti-gang task forces. Also, to expand the Project Safe Neighborhoods program, there will be $18 million available in grants to 94 federal judicial districts to prevent gun violence and $31 million for reducing gang violence. However, these amounts are relatively small compared to the drastic reductions in programs such as the Local Law Enforcement Block Grant program that have been promoted by the Bush Administration in recent years.

In addition, the Department plans to expand their existing federal programs in an effort to continue its Initiative for Safer Communities. Other changes to federal law enforcement programs include:

- Fugitive sweeps will be conducted in six additional cities
- Fugitive Safe Surrender program will be expanded to three more cities
- FBI will have seven additional locations for their Violent Gang and Violent Crime Safe Streets Task Forces

DOJ also announced its plan to hire 70 federal prosecutors as part of an effort to increase cooperation with state and local law enforcement in order to identify violent crime cases that can most effectively be prosecuted in the federal system. More information will be provided as it becomes available.

GRANT OPPORTUNITIES

Department of Justice
DOJ has announced the availability of approximately $188 million for the Edward Byrne Memorial Discretionary Grant Program for FY 2007. This is the first time in recent years that this program is a competitive grant, previously funding was allocated by earmarks for specific Congressional Member projects. The grant has been divided into six categories: targeting violent crime; preventing crime and drug abuse; enhancing local law enforcement; enhancing local courts; enhancing local corrections and offender re-entry, and facilitating justice information sharing. No match is required, but applicants are encouraged to provide a cash match. The deadline is set for June 25, 2007 and the announcement can be found at: http://www.ojp.usdoj.gov/BJA/grant/07ByrneDiscSol.pdf.
## Actual Compared to Projected Sales Tax Collections

<table>
<thead>
<tr>
<th>Month</th>
<th>2006-07 PROJECTED</th>
<th>2006-07 ACTUAL</th>
<th>VARIANCE FROM PROJECTED</th>
<th>$ CHANGE FR. 05-06</th>
<th>% CHANGE FR. 05-06</th>
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<tr>
<td>SEPTEMBER</td>
<td>$4,424,347</td>
<td>$4,546,247</td>
<td>$121,900 ($3,081)</td>
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<td>OCTOBER</td>
<td>$4,619,540</td>
<td>$4,545,825</td>
<td>($73,715) $81,321</td>
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<td>NOVEMBER</td>
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<td>$4,654,599</td>
<td>$35,059 $29,295</td>
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<td>JANUARY</td>
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<td>FEBRUARY</td>
<td>$5,628,031</td>
<td>$5,666,534</td>
<td>$38,503 ($57,964)</td>
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<td>MARCH</td>
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<td>$3,991,501</td>
<td>($123,793) ($90,537)</td>
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<td>APRIL</td>
<td>$3,909,258</td>
<td>$3,888,098</td>
<td>($21,160) $93,621</td>
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<td>MAY</td>
<td>$4,559,898</td>
<td>$4,514,268</td>
<td>($45,630) $137,465</td>
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<td>JUNE</td>
<td>$4,402,660</td>
<td>$4,446,036</td>
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<td>JULY</td>
<td>$4,738,824</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$54,219,949</strong></td>
<td><strong>$40,547,740</strong></td>
<td><strong>($84,689)</strong> $352,515</td>
<td><strong>0.88%</strong></td>
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Actual collections through April are within -0.21% of projected collections.
## CITY OF LINCOLN
### GROSS SALES TAX COLLECTIONS
(with refunds added back in)

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<td>$3,844,150</td>
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<td>$4,630,210</td>
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<td>OCTOBER</td>
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<td>$4,464,191</td>
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<td>$4,342,902</td>
<td>1.85%</td>
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<td>4.88%</td>
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<td>FEBRUARY</td>
<td>$4,982,568</td>
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<td>$5,531,405</td>
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<td>$5,797,893</td>
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<td>$5,993,653</td>
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<td>MARCH</td>
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<td>$4,247,908</td>
<td>2.14%</td>
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<td>5.36%</td>
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<td>$4,543,369</td>
<td>-3.95%</td>
<td>$4,895,921</td>
<td>7.76%</td>
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<td>$3,856,119</td>
<td>$4,169,550</td>
<td>$4,599,245</td>
<td>$4,557,735</td>
<td>-0.90%</td>
<td>$4,539,614</td>
<td>-0.40%</td>
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<tr>
<td>JULY</td>
<td>$4,033,350</td>
<td>$4,105,554</td>
<td>$4,391,257</td>
<td>$4,519,466</td>
<td>2.92%</td>
<td>$4,655,061</td>
<td>3.00%</td>
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<td></td>
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<tr>
<td>AUGUST</td>
<td>$4,231,174</td>
<td>$4,402,156</td>
<td>$4,893,438</td>
<td>$4,803,665</td>
<td>-1.83%</td>
<td>$4,991,723</td>
<td>3.91%</td>
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<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$48,686,688</td>
<td>$51,068,484</td>
<td>$54,188,225</td>
<td>$55,761,877</td>
<td>2.90%</td>
<td>$55,873,886</td>
<td>0.20%</td>
<td>$41,978,348</td>
<td>0.70%</td>
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Year to date vs. previous year
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<tbody>
<tr>
<td>September</td>
<td>($646,545)</td>
<td>($48,531)</td>
<td>($69,997)</td>
<td>($135,858)</td>
<td>94.09%</td>
<td>($80,882)</td>
<td>($27,350)</td>
<td>-66.19%</td>
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<tr>
<td>October</td>
<td>($379,290)</td>
<td>($64,605)</td>
<td>($110,193)</td>
<td>($165,219)</td>
<td>49.94%</td>
<td>($358,866)</td>
<td>($166,695)</td>
<td>-53.55%</td>
</tr>
<tr>
<td>November</td>
<td>($132,336)</td>
<td>($134,088)</td>
<td>($219,454)</td>
<td>($101,531)</td>
<td>-53.73%</td>
<td>($173,972)</td>
<td>($3,881)</td>
<td>-97.77%</td>
</tr>
<tr>
<td>December</td>
<td>($240,014)</td>
<td>($177,459)</td>
<td>($390,445)</td>
<td>($325,510)</td>
<td>-16.63%</td>
<td>($6,319)</td>
<td>($175,440)</td>
<td>2676.56%</td>
</tr>
<tr>
<td>January</td>
<td>($74,082)</td>
<td>($306,467)</td>
<td>($59,315)</td>
<td>($220,967)</td>
<td>272.53%</td>
<td>($269,713)</td>
<td>($84,287)</td>
<td>-68.75%</td>
</tr>
<tr>
<td>February</td>
<td>($509,277)</td>
<td>($61,404)</td>
<td>($323,218)</td>
<td>($394,324)</td>
<td>22.00%</td>
<td>($73,395)</td>
<td>($327,119)</td>
<td>345.70%</td>
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<tr>
<td>March</td>
<td>($428,507)</td>
<td>($17,601)</td>
<td>($22,759)</td>
<td>($99,240)</td>
<td>336.05%</td>
<td>($165,869)</td>
<td>($133,574)</td>
<td>-19.47%</td>
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<tr>
<td>April</td>
<td>($333,878)</td>
<td>($281,861)</td>
<td>($199,018)</td>
<td>($69,900)</td>
<td>-64.88%</td>
<td>($196,682)</td>
<td>($130,611)</td>
<td>-33.59%</td>
</tr>
<tr>
<td>May</td>
<td>($176,292)</td>
<td>($275,081)</td>
<td>($155,787)</td>
<td>($122,283)</td>
<td>-21.51%</td>
<td>($166,567)</td>
<td>($381,653)</td>
<td>129.13%</td>
</tr>
<tr>
<td>June</td>
<td>($127,168)</td>
<td>($138,914)</td>
<td>($194,593)</td>
<td>($34,811)</td>
<td>-82.11%</td>
<td>($14,085)</td>
<td>($186,252)</td>
<td>1222.34%</td>
</tr>
<tr>
<td>July</td>
<td>($181,863)</td>
<td>($563,339)</td>
<td>($42,086)</td>
<td>($162,998)</td>
<td>287.30%</td>
<td>($39,492)</td>
<td>($130,611)</td>
<td>-33.59%</td>
</tr>
<tr>
<td>August</td>
<td>($63,949)</td>
<td>($341,868)</td>
<td>($531,884)</td>
<td>($148,028)</td>
<td>-72.17%</td>
<td>($57,700)</td>
<td>($1,616,861)</td>
<td>7.34%</td>
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<tr>
<td>Total</td>
<td>($3,293,201)</td>
<td>($2,411,218)</td>
<td>($2,318,751)</td>
<td>($1,980,668)</td>
<td>-14.58%</td>
<td>($1,603,541)</td>
<td>($1,616,861)</td>
<td>7.34%</td>
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Year to date vs. previous year
CITY OF LINCOLN
NET SALES TAX COLLECTIONS

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$3,197,606</td>
<td>$4,191,407</td>
<td>$4,383,878</td>
<td>$4,512,303</td>
<td>2.93%</td>
<td>$4,549,328</td>
<td>0.82%</td>
<td>$4,546,247</td>
<td>-0.07%</td>
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<tr>
<td>OCTOBER</td>
<td>$3,737,474</td>
<td>$4,399,587</td>
<td>$4,560,394</td>
<td>$4,541,471</td>
<td>-0.41%</td>
<td>$4,464,503</td>
<td>-1.69%</td>
<td>$4,545,825</td>
<td>1.82%</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>$3,993,488</td>
<td>$4,273,655</td>
<td>$4,306,712</td>
<td>$4,586,261</td>
<td>6.49%</td>
<td>$4,625,303</td>
<td>0.85%</td>
<td>$4,654,599</td>
<td>0.63%</td>
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<tr>
<td>DECEMBER</td>
<td>$3,615,893</td>
<td>$3,857,499</td>
<td>$3,923,666</td>
<td>$4,174,828</td>
<td>6.40%</td>
<td>$4,505,085</td>
<td>7.91%</td>
<td>$4,270,321</td>
<td>-5.21%</td>
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<tr>
<td>JANUARY</td>
<td>$4,066,908</td>
<td>$3,740,166</td>
<td>$4,276,609</td>
<td>$4,043,044</td>
<td>-5.46%</td>
<td>$4,073,189</td>
<td>0.75%</td>
<td>$4,470,347</td>
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<tr>
<td>FEBRUARY</td>
<td>$4,473,291</td>
<td>$5,163,582</td>
<td>$5,208,187</td>
<td>$5,692,517</td>
<td>9.30%</td>
<td>$5,724,498</td>
<td>0.56%</td>
<td>$5,666,534</td>
<td>-1.01%</td>
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<tr>
<td>MARCH</td>
<td>$3,480,060</td>
<td>$4,059,342</td>
<td>$3,957,283</td>
<td>$4,059,634</td>
<td>2.59%</td>
<td>$4,082,038</td>
<td>0.55%</td>
<td>$3,991,501</td>
<td>-2.22%</td>
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<tr>
<td>APRIL</td>
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<td>$3,429,942</td>
<td>$3,690,371</td>
<td>$4,028,088</td>
<td>9.15%</td>
<td>$3,794,477</td>
<td>-5.80%</td>
<td>$3,888,098</td>
<td>2.47%</td>
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<td>MAY</td>
<td>$3,773,581</td>
<td>$3,908,947</td>
<td>$4,447,001</td>
<td>$4,608,034</td>
<td>3.62%</td>
<td>$4,376,803</td>
<td>-5.02%</td>
<td>$4,514,268</td>
<td>3.14%</td>
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<td>JUNE</td>
<td>$3,728,951</td>
<td>$4,030,637</td>
<td>$4,404,651</td>
<td>$4,522,924</td>
<td>2.69%</td>
<td>$4,525,529</td>
<td>0.06%</td>
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<tr>
<td>JULY</td>
<td>$3,851,488</td>
<td>$3,542,215</td>
<td>$4,349,171</td>
<td>$4,356,468</td>
<td>0.17%</td>
<td>$4,615,569</td>
<td>5.95%</td>
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<td></td>
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<tr>
<td>AUGUST</td>
<td>$4,167,224</td>
<td>$4,060,288</td>
<td>$4,361,554</td>
<td>$4,655,637</td>
<td>6.74%</td>
<td>$4,934,023</td>
<td>5.98%</td>
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<tr>
<td>TOTAL</td>
<td>$45,393,489</td>
<td>$48,657,267</td>
<td>$51,869,477</td>
<td>$53,781,209</td>
<td>3.69%</td>
<td>$54,270,346</td>
<td>0.91%</td>
<td>$40,547,739</td>
<td>0.88%</td>
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</table>

Year to date vs. previous year
LINCOLN AND EPA TEAM UP FOR CLEAN AIR

Bruce Dart, Director of the Lincoln-Lancaster County Health Department (LLCHD), will announce on Wednesday, May 23, 2007 that the Health Department has been accepted as a member of the Blue Skyways Collaborative, an affiliate of the Environmental Protection Agency (EPA). The announcement will take place at the Health Department, 3140 N Street at 11:30 a.m. Dr. Dart along with administrators from the EPA will discuss the importance of this collaborative to air quality in Lincoln and will identify upcoming projects designed to reduce hazardous emissions from diesel-powered vehicles. Acceptance into this collaborative comes largely from the work done by LLCHD and its partners to encourage walking, biking, and other alternative forms of transportation to increase physical activity among Lincoln’s citizens while decreasing vehicle miles driven and, consequently, reducing hazardous vehicle emissions.

Representatives from NEBCO and the City’s Parks and Recreation Department will be on hand to lend their support and many of their diesel-powered vehicles to a project that will retrofit the vehicles with oxidation catalysts designed to reduce dangerous emissions by up to 50%. The Health Department’s Air Quality Program has had experience with oxidation catalyst through a partnership with Lincoln Public School’s Transportation Department. In 2004, the EPA provided funding to Lincoln Public Schools to install the catalysts on 110 LPS buses resulting in significantly reduced emissions including noticeably reduced “black smoke” from the buses. Air quality testing by the Health Department before and after the catalysts were installed showed that the air inside the buses after installation contained less carbon monoxide, hydrocarbons, and particulate matter making the air safer for children, drivers, and the community.

The Blue Skyways Collaborative incorporates ten states, Minnesota, Iowa, Nebraska, Missouri, Kansas, Arkansas, Oklahoma, Louisiana, Texas and New Mexico. Through partnership with non-profit and environmental groups, private industries and international, federal, state and local governments Blue Skyways strives to improve air quality. The collaborative envisions a future where organizations will work together to reduce air emissions and make the heartland of America the Central Corridor of Innovation.

-more-
NEBCO, a Lincoln corporation that supplies the construction business with the materials needed to construct buildings, streets and highways, has agreed to work with the Health Department to secure additional funding to begin the retrofitting process on several of the diesel engines used in the NEBCO fleet of heavy equipment. The Parks and Recreation Department will also participate in this project by retrofitting several of the exhaust systems of the tree maintenance trucks.

The Health Department has a long history of innovative approaches to maintaining air quality and has worked with a diverse partnership of organizations including the Lincoln Parks and Recreation Department, Lincoln Public Schools, the City of Lincoln Public Works Department, the Great Plains Trails Network, the University of Nebraska-Lincoln, dozens of local businesses and others to promote biking or walking to work, walking school buses and bike trains, sharing rides, mass transportation, and a community bike loan program. The multiple benefits of these programs include more physical activity, less vehicle miles driven and less pollution, and fewer vehicles on the streets making them safer for pedestrians and bicyclists.
MAKE YOUR RESERVATIONS FOR THE 20th ANNUAL LINCOLN & LANCASTER COUNTY ENVIRONMENTAL AWARDS

The 20th annual Lincoln-Lancaster County Environmental Awards Luncheon will be held on Tuesday, June 5, at the Nebraska Champions Club, 707 Stadium Drive. The luncheon will begin at Noon with the program following. Reservations are $15 per person and may be made by calling 441-8023. Reservation deadline is May 31.

The awards ceremony will recognize businesses, organizations and individuals who have demonstrated environmental stewardship and dedication to sustaining and improving air, land, and water quality while protecting public health. The award winners are:

- **Cleanup and Beautification** – West A Neighborhood Assoc. and the Lincoln Parks Foundation
- **Environmental Education** – PRAIRIE HILL Learning Center
- **Pollution Prevention** – Lincoln Public Schools Transportation Division
- **Residential and Commercial Development** – Fallbrook/NEBCO and Lower Platte South Natural Resources District
- **Waste Reduction and Recycling** – Foodnet and Southeast Community College
- **Water Conservation** – Lincoln Composites and Pius X High School

The keynote speaker will be Dennis Grams, past Director of Region 7 EPA and the Nebraska Department of Environmental Quality.
Annexation by Ordinance
Ordinance No. 18908
Effective: April 24, 2007
257.10 Acres
May 21, 2007

Tony Young
Fallbrook Homeowner's Association
600 Blue Sage Blvd.
Lincoln, NE 68521

RE: Alvo Road & Other Roads in Fallbrook Area

Dear Mr. Young:

Thank you for your letter of May 7th regarding Alvo Road and other roads in the Fallbrook area. The City has been aware for some time about the new schools to open in Fall 2009 in this area and the deficiencies in the road network. We have also met with NEBCO on several occasions to discuss this issue in relation to the previous Fallbrook Annexation Agreement approved in January 2000. The limited funding to meet the circulation needs in this area presents a real challenge, as it does in other developing edges of the community.

Here is the current statues of the roads in this area:

1. **Alvo Road from N. 1st to N. W. 12th Street**: Public Works & Utilities and Planning Departments discussed this street and had a general understanding with Tim Mettenbrink with NEBCO that this stretch would be paved by NEBCO as a 2 lane urban street with turn lanes prior to the opening of Schoo Middle School in August 2009. The City would be responsible for the other 2 through lanes in the future, when traffic volumes warrant rather than showing the cost of constructing a 4 lane section immediately. Recent discussions with NEBCO have mentioned other options, but the City's preference is for NEBCO to pave the first two lanes from N. 1st to N. W. 12th. This would allow the City to stretch its limited road improvement funds to other more immediate priorities in the area. The City appreciates NEBCO's flexibility on this road and we would like to work out a formal amendment to the original Annexation Agreement along these lines for City Council approval.

2. **Alvo Road west of N. W. 12th Street**: The City has an annexation agreement with Highlands Prairie Village LLC, approved in June 2006, that gives the developer the option to pave this road and be reimbursed with Arterial Street impact fees. The timing of this improvement would depend upon the platting of the Highland View subdivision.

3. **Alvo Road from N. 1st to N. 14th Street**: the County Engineer is considering this street for Rural-Urban Transitional Street (RUTS) engineering in the County Fiscal Year 2008 and right-of-way acquisition in the following year. Scheduling for grading of this street will depend upon availability of future funding levels. No County funds are currently programmed to pave Alvo Road in the next six years. It is possible that as the land to the south of Alvo Road between 7th and 14th Street is developed in the future, this road will be paved by the adjacent developer with reimbursement by the City. No development is anticipated south of Alvo Road between 1st and 7th Street.
4. **N. 14th Street & Alvo Road**: in order to pave Alvo Road in the future, the intersection of N. 14th & Alvo needs to be regraded to improve sight distances. The City has prohibited Alvo Road from connecting to N. 14th Street east of N. 14th Street due to the sight distance problem. The urban paving of 2 lanes of North 14th Street from Fletcher Avenue to Alvo Road is part of the Stonebridge Creek Annexation Agreement approved in August 2001. The developer is required to pay 57.5% of the cost of paving. The City has delayed the completion of the work, which should have initially been done by now, until 2012-2013 to allow this road to be used as a future detour route for Highway 79. The City and County Engineers are reviewing the possibility of more immediate grading and hard surface improvements in the vicinity of this intersection.

5. **North 1st Street, from Alvo Road to Humphrey Avenue**: this road was paved to 2 lane county standards per the Fallbrook Annexation Agreement. The traffic generation projected in this area in the next decade would not warrant this road being widened to 4 lanes anytime soon. The addition of a turn lane at the intersection of N. 1st & Alvo Road would aid traffic flow and would be a good addition for discussion with the NEBCO paving of Alvo Road between N. 1st and N. W. 12th Street.

6. **Humphrey and Pennsylvania Avenue between N. 1st and N. 7th Street**: these roads are currently in the County and are not designated as arterial streets. Thus, they are not eligible for paving with Arterial Street Impact Fees or for County paving. There are not currently any plans to pave these two roads. Certainly as the neighborhoods develop to the east and west, traffic will increase on these two roads. Future options for paving will depend on either the residents requesting a paving assessment district, or the adjacent lots being sold for urban development and the developer paving adjacent segments of each. Neither option guarantees the paving would be done by August 2009 or anytime thereafter.

7. **Humphrey and Pennsylvania Avenue between N. 7th and N. 14th Street**: the developers on both sides of Humphrey Avenue are required to pave this section of street as a 2 lane boulevard as they plat lots in the area. Depending upon lot sales and platting, this street segment may be done by August 2009. Pennsylvania could also be done by the developer between approximately 9th and 14th Street in the same time period. However, there is not any right-of-way or development planned yet for the segment from 7th to 9th Street yet.

If the Fallbrook Homeowner's Association, NEBCO, or any other group would like to discuss this situation, we would be glad to meet with them. Planning and Public Works staff meet on a monthly basis with the YMCA and LPS staff, so they are aware of the circumstances in this area. If you have any specific questions about road timing or improvements, please contact Roger Figard, Public Works & Utilities at 441-7711 or Don Thomas, County Engineer at 441-7681.

Sincerely,

Marvin Krout
Lincoln/ Lancaster County Planning Department

cc: Karl Fredrickson, Roger Figard, Public Works & Utilities
    Dennis Bartels, Shane Dostal, Public Works & Utilities
    Don Thomas, County Engineer
    Scott Wieskamp, Lincoln Public Schools
    Tom Cajka, Planning Department
    Chris Beutler, Mayor of Lincoln
    City Council
MEMORANDUM

TO: Mayor's Capital Improvements Advisory Committee
    Mayor Chris Beutler
    Ann Harrell
    Marvin Krout, Kent Morgan, Sara Hartzell
    Don Herz, Steve Hubka
    Karl Fredrickson

FROM: Jean Walker, Planning

DATE: May 23, 2007

SUBJECT: FY 2007-2013 Capital Improvements Program

cc: City Council
    Mike Brienzo, Planning
    David Landis, Urban Development

I hereby respectfully submit for your information the Minutes of the Special Public Hearing held by the Lincoln-Lancaster County Planning Commission on May 16, 2007, on the FY 2007/08 - 2012/13 City of Lincoln Capital Improvements Program and the FY 2008/10 - 2011/13 Transportation Improvement Program.

On May 16, 2007, the Planning Commission agreed with the staff recommendations and voted 7-0 to find the proposed CIP to be in full or general conformance with the Comprehensive Plan, with one amendment to the Urban Development CIP, finding the project entitled, "Affordable Housing II L.P.", to be in "general conformance with the Plan" as opposed to "Not in Plan" (Strand and Taylor absent).

On May 16, 2007, the Planning Commission also agreed with the staff recommendations and voted 7-0 to find the proposed TIP to be in conformance with the Comprehensive Plan, as amended by Mike Brienzo at the public hearing on May 16, 2007, to include the six-lane I-180 facility between I-180 and 56th Street (Strand and Taylor absent).

These minutes will be approved by the Planning Commission at their regular meeting on June 6, 2007.

If you have any questions, please feel free to contact me at 441-6365.

Enclosure
MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 16, 2007, 1:00 p.m., City Council Chambers, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Jon Carlson, Gene Carroll, Roger Larson, Gerry Krieser, Lynn Sunderman, Dick Esseks and Michael Cornelius (Tommy Taylor and Mary Strand absent); Marvin Krout, Sara Hartzell, Michael Brenzo and Jean Walker of the Planning Department; other departmental staff; media and other interested citizens.

STATED PURPOSE OF MEETING: Special Public Hearing FY 2007/08 - 2012/13 Capital Improvements Program and FY 2008/10 - 2011/13 Transportation Improvement Program

Chair Jon Carlson called the meeting to order, noting that the Commission did receive a briefing from staff on the CIP and TIP on Wednesday, May 9, 2007.

Staff presentation:

Sara Hartzell of the Planning staff submitted the 6-year CIP for the City of Lincoln. As specified in the City Charter, the role of the Planning Commission in the CIP and TIP process is to determine if the capital projects being requested by the various City and County departments are in conformance with the adopted Comprehensive Plan.

According to the Charter, City Council ordinances and resolutions dealing with capital improvements cannot be acted upon until a finding of Plan conformity has been made by the Planning Commission and/or the Planning Department. Hartzell noted, however, that the Charter does NOT prohibit the City Council from approving capital projects which are not in conformance with the Plan; but only that a finding of conformity needs to be established.

In the Project Summary for each department's project, Planning staff has provided the Commission with a recommended finding of conformity. As in past years, a four-tiered approach has been employed as to the conformity finding. A project can be determined to be within one of the following categories:
In Conformance With Plan
Generally Conforms with Plan
Not In Plan
Not In Conformance with Plan

In this CIP, there is one Project shown as "Not In the Plan". This means the project is not directly or indirectly discussed in the Plan, but it does not conflict with any of the goals or policies in the Plan. This project is part of the Urban Development CIP.

With the exception of that one project found "Not In the Plan", all of the projects in this year's draft CIP are being recommended by staff as being either "In Conformance With the Plan" or "Generally Conforms with the Plan."

Following Planning Commission action on the CIP, the Planning Commission's recommendations will be forwarded to the Mayor for incorporation into the City Council Edition of the CIP. This edition of the CIP will be issued in conjunction with the City's Operating Budget -- tentatively targeted for release sometime in late June.

The Council will have a hearing on both the operating and capital budgets in August, with approval of both budgets typically occurring in late August -- the City's 2007-2008 Fiscal Year begins on September 1, 2007.

Hartzell reminded the Commission that the City Council does not approve the CIP; the first year of the CIP becomes the capital budget and no formal action is taken on the remaining five years, although it is part of Council's discussion of the capital improvement needs.

Hartzell advised that the Planning Commission Review Edition of the CIP, and all subsequent editions, are available on the Internet, at the City of Lincoln's Web site: http://www.lincoln.ne.gov (KEYWORD = CIP)

Staff Questions

Esseks asked for further clarification on the Urban Development project found to be "Not in the Plan". Hartzell referred to page 131 of the CIP. The project is titled, "Affordable Housing II L.P.", and is described as "Resolution of former Indian Center non-profit LMI housing". Esseks believes it looks like a worthy project and would not want it downgraded or perhaps not funded because of this characterization of "Not in the Plan". Esseks further pointed out that the first two words of the first paragraph of
the 2030 Comprehensive Plan dealing with residential development are “affordable housing”. Hartzell believes that this project represents the repayment of funding that was given to an affordable housing program.

Marc Wullschleger, Director of Urban Development, explained that it is a 15-year-old Indian Center project. The intent is to get the Housing Authority out from underneath this project.

Esseks wonders whether the characterization could be changed. Hartzell suggested that the findings in the staff report are purely recommendations. If the Planning Commission wants to change the finding to “in conformance” or “in general conformance”, the Planning Commission can certainly do so.

************

BUILDING & SAFETY (p.43)

Ron Peery, Manager of Inspections & Enforcement, advised that Building & Safety is proposing to construct a building to house all of the specialized equipment from the Bureau of Fire Prevention and the Citizen Information van. They are presently renting 1500 sq. ft. of space for approximately $711.00/month, with a built-in 5% increase every year. This space is no longer sufficient to meet their needs. They need 3600 sq. ft. They are currently parking two vehicles outside. They also need a secured area for arson investigation evidence.

There was no public testimony.

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FINANCE: Communications Center (p.47)

Julie Righter, Communications Coordinator, presented six projects, all of which have been in the CIP in the past, including 1) digital communications upgrade; 2) new communication center radio shop – proposed to be in a bond at a future date with several other projects; 3) radio system upgrade – infrastructure upgrade used by all radio users within the City and County – includes voice, digital and multi-data and mobile laptops; 4) public safety responder locating project; 5) communications command post - the ability to take resources out into the field to support public safety users; and 6) emergency notification system - similar to what is called a reverse 911 system to do call outs into the community for evacuation, etc.

There was no public testimony.
FINANCE: Pershing Auditorium (p.57)

Tom Lorenz, General Manager of Pershing Center, made the presentation and noted that Pershing reached its 50th year this year. This CIP is similar to what has been done the past several years including patron elevators, asbestos removal, exterior structure tuck pointing, replacement chairs, etc. Lorenz noted, however, that the discussions about a new arena could severely impact the CIP for Pershing in the near future. Some of the CIP items, particularly chairs, infrastructure and lighting may be transferrable to a new building. They continue to piece together the infrastructure to make it work. At some point, it will be necessary to address various systems within the building to continue to make it safe and enjoyable.

Carroll inquired about the chiller replacement. Lorenz advised that the chiller is over 20 years old and it has been in the CIP for the past 11 years; however, they continue to keep it working.

There was no public testimony.

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FIRE & RESCUE (p.61)

Dan Wright, Interim Fire Chief, presented six projects, including three new fire stations; one remodeled fire station at 84th & South; automatic vehicle locators for communication system; and educational training and fleet service campus. Currently, the city is growing and there is a need to replace fire stations. Areas being considered are N. 27th & I-80, South 56th and Pine Lake Road, and 40th & Yankee Hill area. The station at 84th & South does not meet our needs and they are proposing to rebuild and remodel that station to expand the apparatus area. That station was built in 1975 and is very small in comparison.

The Automatic Vehicle Locator System will help identify the location of the Fire & Rescue resources to provide more efficiency in dispatching and responding with the closest vehicle.

There is a need to upgrade the training campus and maintenance facility. The maintenance facility is responsible for about 56 response vehicles. The facility was built in the 1960's. That building is not large enough and does not meet the standards. They are using a remodeled railroad car as a classroom at 3rd & South. They are desperately in need of a training facility and classroom space.

Esseks inquired how Fire & Rescue prioritizes the location for the next station as the city expands in different directions. Wright stated that they are now looking at the
growth areas and how those vehicles would be placed in those areas. They look at about a 1.5 mile radius and 2.5 mile radius. An aerial company has not been added since 1954 and they are hoping to add two aerial companies.

Esseks observed that the Planning Commission is asked to approve new residential development that is sometimes many miles from existing stations. “Do you have any upper limit that would help guide us to award a 5-6 minute response time?” From an EMS perspective, Wright advised that the American Heart Association suggests that we really need to have someone on location in six minutes or less. Our goal is to be there in about 4 minutes. Also, in relationship to fire response, it is the NFPA’s opinion that we should have all of our resources in those response areas. We currently have five companies operating. We should have all of those resources on scene in about eight minutes; however, we currently do not meet that time frame in some areas.

Carroll referred to the fire prevention garage and inquired whether Fire & Rescue had considered sharing a new facility for a garage and for training with Building & Safety. Wright acknowledged that they have had some discussions about storage of equipment but have not talked about sharing a training facility. Fire & Rescue has a decontamination trailer worth nearly $100,000 which is not currently under a roof. He also suggested that the new station design will include additional storage space.

There was no public testimony.

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**LINCOLN CITY LIBRARIES (p.71)**

Carol Connor, Director, explained that everything in the CIP for next year is covered by keno money that the city already has. The City Libraries are very pleased to be able to work with LPS to have a small library inside the new Arnold School building. Other projects include the Gere Branch parking lot, South Branch roof and Bennett Martin roof, which have been in the CIP for several years, and it is only with the keno money that this can be accomplished. The Bethany Branch roof replacement is in the following year. The long term goal is a new main library to replace Bennett Martin. Connor believes that will require both bond and private fund-raising, but it is a long term goal.

There was no public testimony.

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LINCOLN ELECTRIC SYSTEM (p.79)

Dan Pudenz, Vice-President of Engineering, presented the 6-year CIP with the anticipated extension of service to about 12,000 customers. This is comparable to adding the City of Fremont to our system. Other projects include completion of the North Tier kV connection line around the north side of the City. They have already started that on the east end and plan to have it completed by next spring. There are also a couple of major substation additions, including 133rd & Rokeby that OPPD will be connecting into, as well as at N.W. 68th & Holdrege where NPPD will be bringing connection from the Columbus area. These are very positive developments.

Pudenz went on to state that customer growth requires about one additional substation transformer per year. LES is actively looking for substation locations in all directions—N. 56th & I-80, S.W. 7th and Old Cheney; Rokeby Road between 70th and 84th. The CIP also includes a number of rebuild projects as various facilities in the substation and distribution area approach end of life considerations.

The “Local/Regional Coal Plant” is a nonspecific project. It is a place holder identifying the need toward the end of this CIP window. The CIP also includes $500,000/year for underground relocation.

The 6-year CIP is $291 million, which is down about $68 million from last year.

Esseks inquired how much of the total over the six years will be funded from user fees. Pudenz indicated that none of it is funded from city general revenue. All of the capital projects are from electric rates. As far as user fees, he did not have the specific number, but it is all funded by the customers.

There was no public testimony.

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AREA AGENCY ON AGING (p.117)

June Pederson, Director, advised that Aging has nothing in next year’s CIP, but they are ever optimistically hoping to ask for money in 08-09 for the “Northeast ActivAge Center” for the new northeast senior center. The proposed center will be 24,000 sq. ft. and will be funded primarily by donations and gifts. She expects and is hopeful that there will be a modest amount of contribution from the City. They are aiming toward a four million dollar fund-raiser.

We have senior centers throughout the city, which were designed in the early 1970’s when the bulk of the population lived in the central core of the city. That population
demographic has changed significantly. In 1971, when we designed the location of the centers, 38% of the people 65 and older lived in the center of the city, and now 11% of the people 65 and older live in the center of the city. People who have lower incomes and are older now live more in the core of the city and in the northeast part of the city. The northeast center is the most rapidly growing center in the city, and they cannot expand sufficiently at that location. The city and county owns the building and lot, so it will be part of a sales opportunity. The new facility is proposed to be located at Kahoe Park, at 80th & Leighton. The Parks & Recreation Advisory Board has given permission to move forward with this process. It will be a major center covering health, wellness and social opportunities.

There was no public testimony.

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POLICE (p.121)

Rich Mackey, Administrative Officer, explained the three projects: 1) canine training facility that has been included in the CIP in the past and has moved to the forefront due to some conditions that have changed; 2) the LPD garage—maintenance and repair facility represents the replacement of the existing facility; and 3) an additional Team Assembly Station in the south or southeast part of the city.

There was no public testimony.

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URBAN DEVELOPMENT (p.131)

Marc Wullschleger presented the Urban Development CIP which contains 21 projects. His testimony focused on the 07-08 projects, most of which are under tax increment financing (TIF). Community improvement projects total $6 million and include Verizon, Arts & Humanities at 8th & R, Catalyst, 48th & O, N. 27th Revitalization, and West O Redevelopment, all being TIF. The amount for the Catalyst 1 project will be changed from $200,000 to almost $16 million. Three projects are funded with CDBG (federal tax dollars): 4th Street Paving, LMI (low and moderate income park improvements); and focus area improvements.

One project gets more federal aid, i.e. the Economic Development Initiative grant. This is the second time Lincoln has won that grant of $380,000, which will go for housing in the Antelope Valley area, specifically 23rd, 24th, P to R Street. Urban Development is working with NeighborWorks to do two blocks of housing projects.
Wullschleger pointed out that only $200,000 of Urban Development's $7 million CIP is general revenue. That will be spent for site acquisition, research and development in Antelope Valley. It could be used for acquisition of properties that come up for sale. They will not be using any eminent domain to acquire these properties.

There was no public testimony.

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PARKS & RECREATION DEPARTMENT (p.149)

JJ Yost, Planning and Construction Manager, presented the Parks & Recreation Department CIP, consisting of 55 projects. The four primary funding sources are general revenue, keno, impact fees and other grants and donations. Looking at the next fiscal year and beyond, the primary emphasis will be on the Antelope Valley redevelopment, east Downtown park area immediately north of O Street in conjunction with the Corps of Engineers. When the Parks CIP was presented a year ago, it was anticipated that there would be about three years to space out that project, but the Corps has accelerated their schedule on construction of the channel. That puts some pressure on Parks to keep pace with them. The need is about 2 million dollars or more in each of the next two years in order to keep pace with the Corps. That is shown as other funding in the CIP, with the anticipation of looking at accelerated financing means. They would then use keno funds and general revenue to retire the debt.

The Parks CIP also includes the traditional annual repair and replacement programs, showing funding for those projects at $100,000 in each of the next several years, which is only 6-7 percent of what is estimated to be needed on an annual basis. It is essentially deferred maintenance.

The Parks CIP is showing use of impact fees for one or two neighborhood parks in each of the next six years. Impact fees are also used for the development of approximately one mile of trails each year.

The CIP in the next fiscal year includes the Calvert Rec Center indoor air quality improvement project; site improvement work at Belmont Park; and the Rock Island Trail Bridge repainting project.

Larson observed that the "deferred maintenance" has been going on forever. Yost agreed. The funding level that goes into this program has steadily declined and we keep prioritizing and reprioritizing to keep things going. It's going to catch up with us. Long term, we are showing a quality of life bond in the third year to help do some of the major renovation projects. It needs to be 1.5 million dollars annually using average life cycle analysis on the roofs, buildings, windows, etc. Larson thinks it sort of a foolish
strategy to do it that way. Yost agreed that it is never the right way to do it. The $100,000 is the absolute minimum to handle emergency repairs. "If it is not a real emergency, we're not doing it."

Essels referred to the revenue anticipation notes in the Antelope Valley projects and inquired as the revenue source. Yost explained that the discussion has been that we would issue these revenue anticipation notes that essentially issues a bond note to get the $2.2 million that we need now, and then we use our keno funds to pay that back in about 3 years. We would pledge that our keno funds and a little bit of general revenue would meet the retirement of that note. The keno funds would otherwise go to Parks & Recreation. Typically, they get about $1 million in keno funds each year.

There was no public testimony.

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**PUBLIC WORKS & UTILITIES: StarTran (p.199)**

Scott Tharnish indicated that this year's StarTran CIP is fairly normal. It includes vehicle replacement, with the handivans being replaced in a couple of years; the 16-year-old fleet radio system needs to be replaced; and replace 15 buses in 2011 (the funds are accumulated for three or four years and then they do a group purchase). This is year one of that accumulation.

There was no public testimony.

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**PUBLIC WORKS & UTILITIES: Parking Facilities (p.215)**

Margaret Remmenga, Business Manager, explained the projects as follows:

-$54,000 in the first year for pavement repairs, improvements, signage, and equipment in the 11 parking lots, three being located in the Downtown area;

--approximately every 5 years an appropriation is identified for consultant to do a structural conditional appraisal of the existing seven parking garages – this study identifies what needs to take place to bring these garages up to structural compliance. This study identifies the need for another parking facility somewhere in the Downtown area in the future; however, this CIP does not identify the full funding that will be needed. It is not site specific. Once the appraisal is done, the garage activities are prioritized and approximately $260,000 is identified on an annual basis to do those structural repairs.
All of these projects are paid from user fees, with the exception of bonds issued for new parking facilities. The debt is then paid by user fees.

There was no public testimony.

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PUBLIC WORKS & UTILITIES: Streets and Highways (p.221)

Thomas Shafer, Section Manager for Design and Construction explained that this CIP includes 42 projects over the next 6 years, totaling about 201 million dollars. There are 13 funding sources, totaling $57 million this year. This CIP spends 28% of the 6-year total in one year.

The emphasis has been on Antelope Valley and the South and East Beltways. The State has slowed down their prediction on the South Beltway, but we are charging ahead with Antelope Valley. Next year’s CIP includes the east leg, part of the north/south roadway and the O Street bridge.

Other Testimony

1. Tony Young appeared on behalf of the Fallbrook Homeowners Association, between N. 14th and N. 1st Streets. He displayed a map showing the growth going on in the northwest quadrant. The only paved road between N. 14th and N. 1st is Fletcher. There will be an elementary school at 14th & Alvo as well as the middle school in Fallbrook and YMCA in Fallbrook. Alvo Road will be the northern arterial but that could be years down the road. The Association’s concern is a secondary route between N. 1st and N. 14th Streets as these developments occur, whether it be extending Humphrey between Garden Valley and Charleston Heights and paving it, or Pennsylvania, or trying to acquire the right-of-way for Alvo Road at this point in time. He noted that North 14th over to the YMCA is listed in the CIP. But the traffic that will be going on Fletcher with the addition of the apartments, the YMCA and the school in two years will increase dramatically. The I-80 widening will take out the bridge at N. 14th and N. 7th. Mr. Young stated that he is testifying in an attempt to get this issue on the radar screen. It will be a problem in the future and it is not identified in the 6-year CIP.

The 07-08 Alvo Road takes it from N. 1st just to the school site. There will be Tallgrass Parkway connecting with Alvo completing the loop from 1st over to the school. The only paved road now is Fletcher. Right now there is no way to get between the two schools or to get from 14th over to N. 1st.
Response by Staff

Marvin Krout, Director of Planning, noted that Mr. Young submitted a letter to the Planning Department and the staff is in the process of preparing a response. There have been conversations going on about this for some time. The 07-08 program includes the highway allocation bond for Alvo Road. It is from 1st Street to 12th Street, which goes further to the west of that Fallbrook School and to the point where it could connect to the Highland View Addition. Krout suggested that there is some flexibility about how to deal with this issue. The City’s annexation agreement with Fallbrook indicates that we would cost-share construction of a four-lane roadway for Alvo Road in that area. We probably don’t need a four-lane road today and we don’t expect development to occur much to the north of this area. We have had preliminary discussions with Fallbrook about cost-sharing to do some improvements in the area.

KROUT went on to state that one of the challenges is the section immediately to the east on Alvo Road, which does not yet have right-of-way and is in an area where the city does not have any development plans for urbanization or water and sewer. The County Engineer has also been involved in the discussions and he is hoping to put money into the programs for the next couple of years for the right-of-way and the grading. He does not have enough money to pave the road today.

KROUT further suggested that there are also challenges at the intersection of 14th and Alvo having to do with sight distance and grading, and that relates to the timing of N. 14th, which is scheduled for improvement, and we do have a pledge from the developer to participate. We also need to leave the 14th Street bridge open because that will be the only opening while they are working on Hwy 79 north and east of this area. We are trying to coordinate activities. South of Alvo Road is Humphrey and Pennsylvania before Fletcher. They are not arterials and the western portions of those streets are basically acreage areas that are probably going to take quite awhile to develop. We do have guarantees for improvements for the eastern portions of those roads when those developments do open up -- some paving will occur but not all the way across. The focus will be on trying to get hard surface across Alvo Road.

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FY 2008-10 and 2011-13
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
LINCOLN CITY/LANCASTER COUNTY

Mike Brienza of the Planning Department explained that the TIP is prepared annually to coincide with the development of the CIP. The objective of the TIP is to identify funding for the next four years of programming for federal, state and local funds with an emphasis on federal funding. It is also used to coordinate transportation projects.
between agencies and to identify projects that have a second layer of review by FTA and FHA.

The priority years in the TIP are the first four years of the 6-year program to help identify both federal and state and local funds for projects. The out-years for this program are primarily for informational purposes and to identify consistency in programming projects. The TIP projects are reviewed in relationship to the transportation plan which is the transportation element of the 2030 Comprehensive Plan, which functions as the transportation planning for the MPO as well.

The TIP consists of a range of projects from different agencies, and includes the state element with state highway projects in Lancaster County; Lancaster County projects which come through the County process; the Lincoln CIP for streets and highways; StarTran projects and documentation for private enterprise to show how projects can be and will be funded and that we have the capacity to fund the transit program.

StarTran's operating budget is included because they do utilize federal funds.

Other elements of the TIP include the Airport Authority, RTSD, FTA, Section 53 project (grant program); Parks Department, NRD, and recreational trails funding. These are listed subject to approval by the three approval processes.

Brienzo advised that the Technical Committee has reviewed this program and at their May 10th meeting, the Technical Committee did amend the TIP to include the I-80 project. The funding is over a three-year period starting this summer to construct the six lane facility between I-180 and 56th Street. This has been in their program for some time and was an oversight.

Brienzo stated that all of the projects are found to be in conformance with the Transportation Plan. This Planning Commission public hearing acts as the host to the public hearing for the TIP to comply with the MPO requirements and purposes.

There was no public testimony.

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PUBLIC WORKS & UTILITIES: Watershed Management (p.255)

Nicole Fleck-Tooze of Public Works & Utilities explained that there are eight different project areas which are consistent with previous CIP's. The projects range from stormwater infrastructure improvements to flood management and water quality. They project stormwater bond issues every other year, with a total of $32 million over
six years. The CIP shows two general fund projects, totaling $164,000 for miscellaneous storm drainage projects and storm drainage construction and paving.

In year one, the CIP projects over one million dollars in other financing, primarily from the NRD, and funds from the state for water quality.

There was no public testimony.

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PUBLIC WORKS & UTILITIES: Street Maintenance Operations (p.267)

Wayne Teten, Antelope Valley Manager, explained that there are three projects shown for maintenance in the CIP: 1) to replace the card control system at the gasboys at Pioneers and at Holmes Park – they are obsolete and need upgrading; 2) replacement of gasboy fuel dispensers at eight locations; 3) the maintenance facility at 32nd & Baldwin will be taken out of service when Antelope Valley Phase II takes place. We are still in Phase I but we want to have this on record so that we do not lose track of it. There will be a need there someday.

There was no public testimony.

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PUBLIC WORKS & UTILITIES: Water Supply and Distribution (p.273)

Steve Masters, Public Utilities Administrator, suggested that Water Supply and Distribution, Wastewater and Solid Waste Operations are each vital to the public health, environmental and economic growth of this community.

The six year program for Water Supply and Distribution is a little bit under $107 million. Year one is $19,390,000. The biggest single draw on year one is a transmission main that brings water from Greenwood into Lincoln. The CIP shows about $2,220,000 for treatment in source development and $2.75 million in replacement mains. The City had a lot of problem with water main breaks this winter. He pointed out that in the late 1990's the replacement main program was about $275,000. Today that has grown to $2.75 million. That trend exists across the nation.

The remainder of the year one program brings in place the growth distribution mains needed to serve a growing community. Those are identified through the Comprehensive Plan and dovetail with approved annexation agreements. The update that was made to the Comprehensive Plan this past year added about 10 million dollars to the 6-year CIP for distribution mains.
There was no public testimony.

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PUBLIC WORKS & UTILITIES: Wastewater (p.297)

Steve Masters, Public Utilities Administrator, noted that there are two wastewater treatment plants, one at No. 70th and Salt Creek and the other west of 25th and south of Comhusker. The Theresa Street facility services about 2/3 of the city with the northeast serving the remaining 1/3. The CIP includes treatment plant projects and wastewater collection system projects. The 6-year program is about $91.4 million, year one being about $5,850,000. Of that program, a considerable amount targets the two treatment plants and the remaining portion for growth trunk systems. There is a need for replacement sewers throughout the system and Public Works has budgeted $1.2 million for that. The CIP also targets relief sewers which provide additional capacity to serve continued growth of the city in Beal Slough. Also within that program is the continued extension of the Stevens Creek trunk sewer. Masters reiterated that annexation agreements and the Comprehensive Plan are used to time those projects within the program.

Masters also advised that there is a facilities study underway which Public Works intends to bring to the new administration with some public comment and involvement in June.

Esseks recalled that representatives of the Friends of Wilderness Park came forward a year ago out of fear of the park being in jeopardy by a southwest treatment plant and they proposed moving the wastewater facility to an enlarged facility at Theresa Street. Where does that stand? Could you avoid another wastewater treatment plant by expanding Theresa Street? Masters explained that to be a question that is germane to bringing the study forward. If we continue to have growth south and west in Tier II and Tier III, at some point there will need to be a study about additional treatment capacity in southwest Lincoln, but there are alternatives and the urgency of that is not as imminent as was thought under the earlier study. If you look at the CIP as proposed, the dollars for this study are shown in year six, so it would be some time before we would be building anything.

Masters also advised that construction of the trunk sewer through Wilderness Park has been completed, which involved a partnering program that included the Friends of Wilderness Park and the Audubon Society. He believes that all parties are in agreement that things have gone well.

There was no public testimony.
PUBLIC WORKS & UTILITIES: Solid Waste Operations (p.341)

Steve Masters, Public Utilities Administrator, explained that this program is funded through two sources, primarily occupation tax and tipping fees. The year one program is about $2.1 million, $1,650,000 of that would actually go toward the landfill operation. At the Bluff Road operation, liner for new cells, final cover, permit renewal, and landfill gas are topics that you see as needing dollars for capital improvement purposes. Most of those dollars in year one go towards either study or design.

There is also a construction demolition site on North 48th north of Superior Street where concrete and construction waste is taken. There is also the closure of the old landfill east and west, and the funding within those programs are through the occupation tax. The CIP shows about $45,000/year for the recycling sites located throughout the city. In year one of this program, the CIP includes $20,000 of funds that were unspent in earlier years. There has been good interest in recycling drop-off sites and they continue to be funded throughout the six-year program.

Carroll inquired whether any of the recycling drop-off sites are being expanded. Masters indicated that the intent is to locate new sites within the coming year. Those would have been identified through dollars either in the current fiscal year or identified in year one.

Gary Brandt of Public Works & Utilities, added that they have been trying to locate new sites on a year-by-year basis. There are some sites being located this year with $20,000 for additional siting in the upcoming year. There is $90,000 in the second year, which would equate to two additional sites. There is also a cost for maintenance of the existing sites.

Cornelius recalled that as a part of the renewable energy items, LES showed using some Bluff Road landfill methane as a source of combusting. How does that overlap with the landfill gas control items? Masters acknowledged that Public Works has been working with LES on two different feasibility analyses as we look at the need to upgrade the landfill facilities. We are in communication and looking at the opportunity to provide landfill gas to LES. If the feasibility for some reason does not seem to match for LES, we believe there is advantage in possibly doing requests for proposals to see what other interest might exist within the country to make use of that gas.

There was no public testimony.

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Carroll moved to approve the staff recommendation, which is a finding of full or general conformance with the Comprehensive Plan, seconded by Cornelius.

Esseks moved to amend page 131 under Urban Development, “Affordable Housing II L.P.”, by changing the finding to “Generally Conforms with Plan” as opposed to “Not in Plan”, seconded by Carroll. Esseks believes this to be an important part of the residential chapter of the Comprehensive Plan. The appropriate resolution of this particular problem should facilitate cooperation with the private sector in the future. Therefore, he wants to give it as high of a rating as possible. He believes there is proper foundation in the Plan. Motion to amend carried 7-0: Cornelius, Carroll, Krieser, Esseks, Larson, Sunderman and Carlson voting ‘yes’; Strand and Taylor absent.

Main motion, as amended, carried 7-0: Cornelius, Carroll, Krieser, Esseks, Larson, Sunderman and Carlson voting ‘yes’; Strand and Taylor absent.

Carroll moved to approve the staff recommendation, as amended today, seconded by Sunderman and carried 7-0: Cornelius, Carroll, Krieser, Esseks, Larson, Sunderman and Carlson voting ‘yes’; Strand and Taylor absent.

Meeting adjourned at 2:35 p.m.

Note: These minutes will not be formally approved by the Planning Commission until June 6, 2007.
*** ACTION BY PLANNING COMMISSION ***
May 23, 2007

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, May 23, 2007, at 1:00 p.m. in the City-Council Hearing Room, County-City Building, 555 S. 10th St., Lincoln, Nebraska, on the following items. For more information, call the Planning Department, 441-7491.

The Lincoln/Lancaster County Planning Commission will also meet on Wednesday, May 23, 2007, 12:00 noon - 12:45 p.m. in Conference Room 113 of the County/City Building, 555 S. 10th St., Lincoln, Nebraska, for a briefing by staff on the Transit Development Plan.

**PLEASE NOTE:** The Planning Commission action is final action on any item with a notation of "FINAL ACTION". Any aggrieved person may appeal Final Action of the Planning Commission to the City Council by filing a Notice of Appeal with the City Clerk within 14 days following the action of the Planning Commission.

The Planning Commission action on all other items is a recommendation to the City Council or County Board.

AGENDA
WEDNESDAY, MAY 23, 2007

[Commissioner Larson absent]

Approval of minutes of the regular meeting held May 9, 2007. **APPROVED, 8-0 (Larson absent)**

1. CONSENT AGENDA
(Public Hearing and Action):

1.1 Comprehensive Plan Conformance No. 07011, to review the proposed declaration of surplus property as to conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan, generally located at N. 42nd Street and Cornhusker Highway.

Staff recommendation: Conformance with the Comprehensive Plan
Staff Planner: Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov
Planning Commission recommendation: A FINDING OF CONFORMANCE WITH THE COMPREHENSIVE PLAN, 8-0 (Larson absent).
Public Hearing before City Council tentatively scheduled for Monday, June 11, 2007, 1:30 p.m.
CHANGE OF ZONE:

1.2 Change of Zone No. 07025, from R-3 Residential District to B-2 Planned Neighborhood Business District, on property generally located at S. 80th Street and Pioneers Boulevard.

Staff recommendation: Approval
Staff Planner: Brian Will, 441-6362, bwill@lincoln.ne.gov
Removed from the Consent Agenda and had separate public hearing.
Planning Commission recommendation: APPROVAL, 8-0 (Larson absent).
Public Hearing before City Council tentatively scheduled for Monday, June 11, 2007, 1:30 p.m.

1.3 Change of Zone No. 07026, from AG Agricultural District to R-3 Residential District; from R-3 Residential District to R-5 Residential District; and from AG Agricultural District to R-5 Residential District; on property generally located at NW 48th Street and W Cuming Street.

Staff recommendation: Approval
Staff Planner: Tom Cajka, 441-5662, tcajka@lincoln.ne.gov
Removed from the Consent Agenda and had separate public hearing.
Planning Commission recommendation: APPROVAL, 8-0 (Larson absent).
Public Hearing before City Council tentatively scheduled for Monday, June 11, 2007, 1:30 p.m.

PERMITS:

1.4 Special Permit No. 1692D, an amendment to the Wilderness Ridge Community Unit Plan, to adjust the lot layout adjacent to Large's Court, with request to waive the width to depth requirements, on property generally located in the SW corner of S. 27th Street and Yankee Hill Road.

*** FINAL ACTION ***
Staff recommendation: Approval
Staff Planner: Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov
Planning Commission 'final action': APPROVAL, 8-0 (Larson absent).
Resolution No. PC-01053.
2. REQUESTS FOR DEFERRAL

CHANGE OF ZONE:

2.1 Change of Zone No. 07018, Glynoaks Plaza Planned Unit Development, for a change of zone from AG Agricultural District to R-3 Residential District, on property generally located at S. 84th Streets and Glynoaks Drive; for a Planned Unit Development District designation of said property; and for approval of a development plan which proposes modifications to the Zoning Ordinance and Land Subdivision Ordinance to allow approximately 78 dwelling units and approximately 258,000 square feet of office and commercial floor area in the underlying R-3 zoned area.

Staff recommendation: The applicant has requested a two-week (**revised to four-week deferral on 5/23/07**) deferral until June 20, 2007.

Staff Planner: Brian Will, 441-6362, bwill@lincoln.ne.gov

Applicant's request for deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, June 20, 2007, 1:00 p.m.

CHANGE OF ZONE WITH RELATED ITEMS:

2.2a Change of Zone No. 06082, from AGR Agricultural Residential District to R-3 Residential District, on property generally located at SW 40th Street and West A Street.

Staff recommendation: Applicant has requested a four-week deferral until June 20, 2007.

Staff Planner: Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov

Applicant's request for deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, June 20, 2007, 1:00 p.m.

2.2b Preliminary Plat No. 06011, Woodland View 1st Addition, for 25 single family lots and 4 outlots, on property generally located at SW 40th Street and West A Street. The Planning Commission action on the plat is final, unless appealed to the City Council. The following waivers are also being requested: a) to allow sanitary sewer to run against the street grade and b) to allow sanitary sewer to be deeper than 15 feet. Any waiver requests that are recommended for denial by the Planning Department will be forwarded to the City Council for public hearing. If all waiver requests are recommended for approval, the Planning Commission action is final, unless appealed to the City Council. ***FINAL ACTION***

Staff recommendation: Applicant has requested a four-week deferral until June 20, 2007.

Staff Planner: Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov

Applicant's request for deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, June 20, 2007, 1:00 p.m.
4. **PUBLIC HEARING AND ACTION:**

**CHANGE OF ZONE WITH RELATED ITEMS:**

4.1a Change of Zone No. 07027, from R-4 Residential District to B-3 Commercial District, on property generally located at the SE corner of S. 9th Street and South Street.

- **Staff recommendation:** Defer until June 20, 2007
- **Staff Planner:** Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov
- **Staff recommendation for deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, June 20, 2007, 1:00 p.m.**

4.1b Street and Alley Vacation No. 07003, to vacate all of the east/west alley between S. 9th Street and S. 10th Street just south of South Street and a portion of the north/south alley between S. 9th Street and S. 10th Street just south of South Street.

- **Staff recommendation:** Defer until June 20, 2007
- **Staff Planner:** Christy Eichorn, 441-7603, ceichorn@lincoln.ne.gov
- **Staff recommendation for deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, June 20, 2007, 1:00 p.m.**

4.2a Change of Zone No. 07028, from AG Agricultural District to AGR Agricultural Residential District, on property generally located at S. 112th Street and Pine Lake Road.

- **Staff recommendation:** Conditional Approval
- **Staff Planner:** Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov
- **Had public hearing.**
- **Planning Commission recommendation:** APPROVAL, 8-0 (Larson absent).
- **Public Hearing before City Council tentatively scheduled for June 18, 2007, 1:30 p.m.**

4.2b Special Permit No. 06061A, an amendment to the Hidden Valley Estates 1st Addition Community Unit Plan, to add approximately 14 lots, with requests to waive to the preliminary plat, landscape screens, block length, and the grading for future road connections, on property generally located at S. 112th Street and Pine Lake Road. *** FINAL ACTION ***

- **Staff recommendation:** Conditional Approval
- **Staff Planner:** Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov
- **Planning Commission ‘final action’: CONDITIONAL APPROVAL, 8-0 (Larson absent).**
- **Resolution No. PC-01054**
PERMITS:

4.3 County Special Permit No. 07009, Kadavy Estates Community Unit Plan, for approximately 6 single family acreage lots, with requests to waive the preliminary plat process, block length, lot frontage, sidewalks, street trees, street lighting, landscape screening, block length, and cul-de-sac length, on property generally located at N. 56th Street and Branched Oak Road.

Staff recommendation: Conditional Approval
Staff Planner: Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov
Applicant’s request for four-week deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, June 20, 2007, 1:30 p.m.

**********

AT THIS TIME, ANYONE WISHING TO SPEAK ON AN ITEM NOT ON THE AGENDA, MAY DO SO

**********

PENDING LIST:

1. Change of Zone No. 3321, requested by Michael T. Johnson, on behalf of West Gate, inc., from R-7 Residential District to B-4 Lincoln Center Business District, on property generally located at 1728 "M" Street. (6-13-01: Planning Commission voted 6-0 to place on pending at the request of the applicant.)

2. Street and Alley Vacation No. 04013, to vacate all of the east-west alley in Block 65, Original Lincoln, bounded by 13th, 14th, "M" and "N" Streets, generally located at S. 13th Street & "M" Street. (3-16-05: Planning Commission voted 9-0 to place on pending until completion of the Downtown Master Plan at the request of the applicant.)
Planning Dept. staff contacts:

Ray Hill, Development Review Manager ..... 441-6371 . rhill@lincoln.ne.gov
Steve Henrichsen, Special Projects Manager 441-6374 . shenrichsen@lincoln.ne.gov
Mike Brieno, Transportation Planner ...... 441-6369 . mbrienzo@lincoln.ne.gov
Tom Cajka, Planner ......................... 441-5662 . tcajka@lincoln.ne.gov
David Cary, Transportation Planner ..... 441-6364 . dcary@lincoln.ne.gov
Mike DeKalb, Planner ........................ 441-6370 . mdekalb@lincoln.ne.gov
Christy Eichorn, Planner ................... 441-7603 . ceichorn@lincoln.ne.gov
Brandon Garrett, Planner .................. 441-6373 . bgarrett@lincoln.ne.gov
Sara Hartzell, Planner ...................... 441-6372 . shartzell@lincoln.ne.gov
Brian Will, Planner .......................... 441-6362 . bwill@lincoln.ne.gov
Ed Zimmer, Historic Preservation Planner . 441-6360 . ezimmer@lincoln.ne.gov


*****

The Planning Commission meeting
which is broadcast live at 1:00 p.m. every other Wednesday
will be rebroadcast on Sundays at 1:00 p.m. on 5 City-TV, Cable Channel 5.

*****

The Planning Commission agenda may be accessed on the Internet at
http://www.lincoln.ne.gov/city/plan/pcagenda/index.htm
PLANNING COMMISSION FINAL ACTION
NOTIFICATION

TO: Mayor Chris Beutler
Lincoln City Council

FROM: Jean Walker, Planning

DATE: May 23, 2007

RE: Special Permit No. 1692D - an Amendment to the
Wilderness Ridge Community Unit Plan
(S. 27th Street and Yankee Hill Road)
Resolution No. PC-01053

The Lincoln City-Lancaster County Planning Commission took the following action at their
regular meeting on Wednesday, May 23, 2007:

Motion made by Carroll, seconded by Strand, to approve Special Permit No.
1692D, an amendment to the Wilderness Ridge Community Unit Plan,
requested by Large Partnership, LTD, to waive the required lot width-to-depth
ratio on property generally located at the southwest corner of S. 27th Street and
Yankee Hill Road.

Motion for approval carried 8-0: Cornelius, Sunderman, Taylor, Krieser, Esseks, Carroll,
Strand and Carlson voting 'yes'; Larson absent.

The Planning Commission's action is final, unless appealed to the City Council by filing a Letter
of Appeal with the City Clerk within 14 days of the date of the action by the Planning
Commission.

Attachment

cc: Building & Safety
Rick Peo, City Attorney
Public Works
Mark Palmer, Olsson Associates, 1111 Lincoln Mall, 68508
Large Partnership, Ltd., 9505 S. 27th Street, 68512
Christine Jackson, Wilderness Ridge H.O. Assn., 9030 Whispering Wind Rd., 68512

i:\shared\wp\jl\2007 ccnotice.sp\SP.1692D
RESOLUTION NO. PC-01053

SPECIAL PERMIT NO. 1692D

WHEREAS, Large Partnership Ltd. has submitted an application designated as
Special Permit No. 1692D for authority to amend Wilderness Ridge Community Unit
Plan to waive the required lot width to depth ratio on property generally located at the
southwest corner of S. 27th Street and Yankee Hill Road and legally described as:

Lots 1 through 70, Block 1, Wilderness Ridge; Lots 1 through 20, Block 1, Wilderness Ridge Addition; Lots 23 through 65, Block 2, Wilderness Ridge Addition; Lots 1 through 4, Block 3, Wilderness Ridge Addition; Outlots “A”, “B”, “C”, “F”, “G”, “H”, “J”, and “M”, Wilderness Ridge Addition; Outlot “A”, Wilderness Ridge 1st Addition; Lots 1 through 2, Block 1, Wilderness Ridge 2nd Addition; Outlot “A”, Wilderness Ridge 2nd Addition; Lots 1 through 33, Block 1, Wilderness Ridge 3rd Addition; Lots 1 through 22, Block 2, Wilderness Ridge 3rd Addition; Lots 1 through 6, Block 3, Wilderness Ridge 3rd Addition; Lot 1, Block 4, Wilderness Ridge 3rd Addition; Lot 1, Block 5, Wilderness Ridge 3rd Addition; Lots 1 through 9, Block 6, Wilderness Ridge 3rd Addition; Lot 1, Block 7, Wilderness Ridge 3rd Addition; Outlot “A”, Wilderness Ridge 3rd Addition; Lots 1 through 2, Block 1, Wilderness Ridge 4th Addition; Lot 1, Block 1, Wilderness Ridge 5th Addition; Lots 6 through 20, Block 1, Wilderness Ridge 5th Addition; Lots 24 through 27, Block 1, Wilderness Ridge 5th Addition; Lots 1 through 5, Block 2, Wilderness Ridge 5th Addition; Lots 11 through 18, Block 2, Wilderness Ridge 5th Addition; Outlot “A”, Wilderness Ridge 5th Addition; Lots 1 through 35, Wilderness Ridge 6th Addition; Outlot “A”, Wilderness Ridge 6th Addition; Lots 1 through 3, Block 1, Wilderness Ridge 7th Addition; Lots 1 through 22, Block 1, Wilderness Ridge 7th Addition.
9th Addition; Outlot “A”, Wilderness Ridge 9th Addition; Lots 1 through 2, Block 1, Wilderness Ridge 10th Addition; Lots 1 through 3, Block 1, Wilderness Ridge 11th Addition; Lots 1 through 26, Block 2, Wilderness Ridge 11th Addition; Outlots “A”, “B”, and “C”, Wilderness Ridge 11th Addition; Lot 1, Block 1, Wilderness Ridge 12th Addition; Lots 1 through 17, Block 1, Wilderness Ridge 13th Addition, Outlot “A”, Wilderness Ridge 13th Addition; Lots 1 through 4, Block 1, Wilderness Ridge 14th Addition; and Lot 85 I.T. in the Southwest Quarter of Section 24, Township 9 North, Range 6 East of the 6th P.M., City of Lincoln, Lancaster County, Nebraska; said tracts contain a calculated area of 16,818,448.81 square feet or 386.10 acres, more or less;

WHEREAS, the Lincoln City-Lancaster County Planning Commission has held a public hearing on said application; and

WHEREAS, the community as a whole, the surrounding neighborhood, and the real property adjacent to the area included within the site plan for this amendment to the community unit plan will not be adversely affected by granting such a permit; and

WHEREAS, said site plan together with the terms and conditions hereinafter set forth are consistent with the comprehensive plan of the City of Lincoln and with the intent and purpose of Title 27 of the Lincoln Municipal Code to promote the public health, safety, and general welfare.

NOW, THEREFORE, BE IT RESOLVED by the Lincoln City-Lancaster County Planning Commission of Lincoln, Nebraska:

That the application of Large Partnership Ltd., hereinafter referred to as "Permittee", to amend Wilderness Ridge Community Unit Plan to waive the required lot width to depth ratio be and the same is hereby granted under the provisions of Section 27.63.320 and Chapter 27.65 of the Lincoln Municipal Code upon condition that
construction of said community unit plan be in strict compliance with said application, the site plan.  

The foregoing Resolution was approved by the Lincoln City-Lancaster County Planning Commission on this 23th day of May, 2007.  

ATTEST:  

[Signature]  
Chair  

Approved as to Form & Legality:  

[Signature]  
Chief Assistant City Attorney.
PLANING COMMISSION FINAL ACTION
NOTIFICATION

TO : Mayor Chris Beutler
Lincoln City Council

FROM : Jean Walker, Planning

DATE : May 23, 2007

RE : Special Permit No. 06061A - an Amendment to the
Hidden Valley Estates Community Unit Plan
(S. 112th Street and Pine Lake Road)
Resolution No. PC-01054

The Lincoln City-Lancaster County Planning Commission took the following action at their
regular meeting on Wednesday, May 23, 2007:

Motion made by Carroll, seconded by Strand, to approve Special Permit No.
06061A, with conditions, requested by Hidden Valley Estates, LLC, for authority
to amend the Hidden Valley Estates Community Unit Plan to add 14 lots
including Build Through Lots, for a total of 40 lots, together with requested
 waivers of the Land Subdivision Ordinance requirements to waive landscape
screens, to allow block lengths over 1,320 feet, to waive the preliminary plat, and
to partially waive the grading of Urban Reserve Streets, on property generally
located south of S. 112th Street and Pine Lake Road.

Motion for conditional approval carried 8-0: Cornelius, Sunderman, Taylor, Krieser,
Esseks, Carroll, Strand and Carlson voting ‘yes’; Larson absent.

The Planning Commission's action is final, unless appealed to the City Council by filing a Letter
of Appeal with the City Clerk within 14 days of the date of the action by the Planning
Commission.

Attachment

cc: Building & Safety
Rick Peo, City Attorney
Public Works
Mike Eckert, Civil Design Group, 3901 Normal Blvd., Suite 203, 68506
Kent Seacrest, 1111 Lincoln Mall, Suite 350, 68508
Hidden Valley Estates, LLC, 8644 Executive Woods Drive, 68512
RESOLUTION NO. PC-01054

SPECIAL PERMIT NO. 06061A

WHEREAS, Hidden Valley Estates LLC has submitted an application designated as Special Permit No. 06061A for authority to amend Hidden Valley Estates Community Unit Plan to add 14 lots including Build Through Lots, for a total of 40 lots, together with requested waivers of the Land Subdivision Ordinance requirements to waive landscape screens, to allow block lengths over 1,320 feet, to waive the preliminary plat, and to partially waive the grading of Urban Reserve Streets, on property generally located south of S. 112th Street and Pine Lake Road, and legally described as:

Government Lot 2 and Lots 5 and 6, Irregular Tracts located in the North Half of Section 19, Township 9 North, Range 8 East and Lot 33 Irregular Tract, and the South Half of the Northeast Quarter of Section 24, township 9 North, Range 7 East of the 6th P.M., Lancaster County, Nebraska;

WHEREAS, the Lincoln City-Lancaster County Planning Commission has held a public hearing on said application; and

WHEREAS, the community as a whole, the surrounding neighborhood, and the real property adjacent to the area included within the site plan for this amended community unit plan will not be adversely affected by granting such a permit; and

WHEREAS, said site plan together with the terms and conditions hereinafter set forth are consistent with the comprehensive plan of the City of Lincoln and with the intent and
purpose of Title 27 of the Lincoln Municipal Code to promote the public health, safety, and
general welfare; and

NOW, THEREFORE, BE IT RESOLVED by the Lincoln City-Lancaster County
Planning Commission of Lincoln, Nebraska:

That the application of Hidden Valley Estates LLC, hereinafter referred to as
"Permittee", to amend Hidden Valley Estates Community Unit Plan to add 14 lots, including
Build Through Lots, together with the above requested waivers, be and the same is hereby
granted under the provisions of Section 27.63.320 and Chapter 27.65 of the Lincoln Municipal
Code upon condition that construction of said dwelling units be in strict compliance with said
application, the site plan, and the following additional express terms, conditions, and require-
ments:

1. This approval permits 40 dwelling units and waivers/modifications for
   a) landscape screening;
   b) filing a preliminary plat;
   c) block length in excess of 1,320 feet except for the 1/4 mile cross street
      on Hidden Valley Drive;
   d) grading of urban reserve streets except where it is between or adjacent to
      platted lots.

2. The City Council must approve Change of Zone 07028.

3. Final plat(s) must be approved by the City. If any final plat on all or a portion of
   the approved community unit plan is submitted five (5) years or more after the approval of the
   community unit plan, the city may require that a new community unit plan be submitted,
   pursuant to all the provisions of section 26.31.015. A new community unit plan may be required
   if the subdivision ordinance, the design standards, or the required improvements have been
amended by the city; and as a result, the community unit plan as originally approved does not comply with the amended rules and regulations.

Before the approval of a final plat, the public streets, private roadway improvements, sidewalks, public sanitary sewer system, public water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs, must be completed or provisions (bond, escrow or security agreement) to guarantee completion must be approved by the City Law Department. The improvements must be completed in conformance with adopted design standards and within the time period specified in the Land Subdivision Ordinance.

If a community wastewater system and/or community water system is proposed the final plat cannot be approved until documentation that the community wastewater system and community water system necessary to serve every lot in the final plat has been completed and approved by the appropriate agency.

4. Final plats may be approved by the Planning Director after the Permittee has signed an agreement with the City that binds the Permittee and Permittee's successors and assigns:

a. To complete the paving of private roadway, and temporary turnarounds and barricades located at the temporary dead-end of the private roadways shown on the final plat within two (2) years following the approval of this final plat.

b. To complete the installation of sidewalks along both sides of the private roadways as shown on the final plat within four (4) years following the approval of the final plat.

c. To complete the public water distribution system (rural water) to serve this plat within two (2) years following the approval of the final plat.
d. To complete the enclosed private drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

e. To complete land preparation including storm water detention/retention facilities and open drainageway improvements to serve this plat prior to the installation of utilities and improvements but not more than two (2) years following the approval of the final plat.

f. To complete the installation of private street lights along private roadways within this plat within two (2) years following the approval of the final plat.

g. To complete the planting of the street trees along private roadways within this plat within four (4) years following the approval of the final plat.

h. To complete the installation of the street name signs within two (2) years following the approval of the final plat.

i. To complete the installation of the permanent markers prior to construction or conveyance of any lot in the plat.

j. To complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance in a timely manner which inadvertantly may have been omitted from the above list of required improvements.

k. To complete the public and private improvements shown on the Hidden Valley Estates 1st Community Unit Plan.

l. To submit to the Director of Public Works a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.

m. To retain ownership of and the right of entry to the outlots in order to perform the below-described maintenance of the outlots, private facilities and private improvements on a permanent and continuous basis. However, Permittee may be relieved and discharged of such maintenance obligations upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance subject to the following conditions:

   (1) Permittee shall not be relieved of Permittee's maintenance obligation for each specific private improvement until a register professional engineer or nurseryman who supervised the installation of said private improvement has certified to the City that the improvement has been installed in accordance with approved plans.
(2) The maintenance agreements are incorporated into covenants and restrictions in deeds to the subdivided property and the documents creating the association and the restrictive covenants have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

n. To maintain the outlots and private improvements on a permanent and continuous basis, including paying the electric bill for the private street lights along the private roadways.

o. To continuously and regularly maintain the street trees along the private roadways and landscape screens.

p. To properly and continuously maintain and supervise the private facilities which have common use or benefit, and to recognize that there may be additional maintenance issues or costs associated with providing for the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development, and that these are the responsibility of the land owner.

q. To submit to the lot buyers and home builders a copy of the soil analysis.

r. To pay all design, engineering, labor, material, inspection, and other improvement costs.

s. To comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.

t. To protect the trees that are indicated to remain during construction and development.

u. To relinquish direct vehicular access to Pine Lake Road except for 112th Street and to future S. 112th Street except for Hidden Valley Drive.

v. To agree to subdivide the Acreage Development Component (Lots 1-13, Block 1, Lots 1-9, Block 2, Lots 1-13, Block 3 and Lots 1-5, Block 4) as shown on the transitional plat and to agree to implement the Master Plan for future development of the Urban Reserve Component (Outlots A and D) to a density of about 3 units per acre when sanitary sewer and water are extended to serve the Acreage Development Component and Urban Reserve Component and the Acreage Development Component and Urban Reserve Component are annexed and rezoned. Said agreement to include provisions regarding the timing of annexation conversion of the Acreage Development Component, final platting of the Urban Reserve Component, establishing a plan for funding infrastructure costs for conversion of the Acreage Development Component and implementation of the Master Plan for the Urban Reserve Component or petitioning for creation of special assessment districts for the installation of infrastructure improvements if not installed by the Permittee at the
Permittee's own cost and expense, and incorporating said provisions into deed restrictions to be reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

w. To notify all potential purchasers of lots that Outlots shown and identified on the final plat as "Reserved for Future Residential Development and Golf Course" is subject to future urban residential development having a density of approximately three dwelling units per acre when (a) the sanitary sewer and water mains have been extended to serve the final plat; (b) the Outlots have been annexed; and (c) the Outlots have been rezoned to a district allowing for higher urban density.

x. That the Outlots may be subdivided to the density of approximately three dwellings per acre when the sanitary sewer and water are extended to serve said Outlots and the Outlots are annexed and rezoned.

y. To install water mains to serve the lots at Permittee's own cost and expense within twelve (12) months following annexation of said Lots into the City of Lincoln, unless a water district is created by the City Council for the water mains and water mains are finally ordered constructed within six (6) months following said annexation.

z. To install all other infrastructure for conversion of the Lots 1 through 13, Block 1, Lots 1-9, Block 2, Lots 1-13, block 3, Lots 1-5, Block 4, and Outlots A and D at Subdivider's own cost and expense when said Lots are re-platted as buildable lots unless a special improvement district is created by the City Council for the installation of infrastructure improvements and the improvements are finally ordered constructed. Subdivider understands that a special assessment district for the installation of a local public street and for the installation of public ornamental lights may not be finally ordered constructed by the City Council until a petition signed by the owners of record title, representing a majority of feet frontage of property directly abutting upon the street or streets to be improved shall be presented and filed with the City Clerk petitioning therefor. Subdivider agrees that in the event a street or streets within the final plat are embraced within a street paving district, and/or ornamental lighting district, Subdivider shall, within thirty (30) days following creation of the district, petition the City Council to order the final construction of said street paving and/or ornamental lighting.

aa. That in the event any infrastructure improvements including but not limited to water mains, street paving, sidewalks, street trees, stormwater and ornamental street lights are ordered constructed pursuant to a special assessment district Permittee (1) agrees and consents that the cost thereof shall be assessed and levied together with assessment and equalization costs, against the benefited properties in Hidden Valley Estates Addition, waiving all objections to the sufficiency of the petitions therefor, to the proceedings creating said districts, to the making of the assessments and to the equalization thereof; and (2) agrees to pay to the
City of Lincoln said costs as thus assessed and levied against said property.

bb. To waive, as against the City of Lincoln, any and all damages and any claim or right of action for any and all damages, of every nature, which may accrue to Permittee, or which may result to Permittee's property or interest therein, by reason of said infrastructure improvements or the construction thereof.

c. Not to protest annexation of the property within Hidden Valley Estates Addition into the City of Lincoln.

dd. That the obligations of Permittee under this BTA Subdivision Agreement shall constitute a covenant running with the land and shall be binding on Permittee and Permittee's heirs, administrators, successors and assigns.

ee. to inform all purchasers and users that the land is located within the 100 year floodplain and that the grading of the lots and outlots shall be in conformance with the grading plan approved with the Hidden Valley Community Unit Plan or as amended by the Director of Planning. The volume of fill material brought into each lot and outlot from outside the floodplain shall not exceed that shown on the approved grading plan accompanying the preliminary plat.

5. Before receiving final plat approval:

a. The Permittee shall complete the following instructions and submit the documents and plans to the Planning Department office for review and approval.

   i. A revised site plan including five copies showing the following revisions:

      (1) Make the revisions requested by the County Engineer in his memo of May 7, 2007.

      (2) Show the future 1/4 and 1/2 mile street connections around the boundary of the CUP.

      (3) Contact the Parks and Recreation Forestry Department regarding street tree assignments.

      (4) Remove the concept layout west of S. 112th Street.

      (5) Show the gas line easement.

      (6) Note or show that Outlot "B" will be dedicated as a public street and be part of the expanded 112th Street when Outlot "C" is dedicated as a public street.
(7) Make revisions requested by Public Works and Utilities if requested.

ii. Provide documentation from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.

iii. Provide calculations that show the percent coverage of the developed and undeveloped area.

b. Ornamental street lights for private roadways and pedestrian way easements are approved by L.E.S.

c. The construction plans comply with the approved plans.

6. Before occupying the dwelling units / buildings all development and construction is to comply with the approved plans.

7. Before occupying this Community Unit Plan City/County Health Department is to approve the water and waste water systems.

8. All privately-owned improvements, including landscaping and recreational facilities, are to be permanently maintained by the owner or an appropriately established homeowners association approved by the City.

9. The site plan approved by this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.

10. This resolution's terms, conditions, and requirements bind and obligate the Permittee, its successors and assigns.

11. The applicant shall sign and return the letter of acceptance to the City Clerk within 60 days following the approval of the special permit, provided, however, said 60-day period may be extended up to six months by administrative amendment. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.
12. The site plan as approved with this resolution voids and supersedes all
previously approved site plans, however all resolutions approving previous permits remain in
force unless specifically amended by this resolution.

The foregoing Resolution was approved by the Lincoln City-Lancaster County Planning
Commission on this 23 day of May, 2007.

ATTEST:

[Signature]
Chair

Approved as to Form & Legality:

/S/ Original signed
by Rick Peo

Chief Assistant City Attorney
Tammy:

Please share this with the other City Council members.

Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: revvoss11@earthlink.net
To: campjon@aol.com
Sent: Thu, 17 May 2007 8:53 PM
Subject: talent 1

Dear Mr. Camp,

As you represent my family on our city council I feel very compelled to appeal to you to not allow Talent 1 to continue to build in our park. I am pleased for the jobs that they offer. I am sure they are a good company but the building simply does not fit in the neighborhood. Every time I drive down Pioneers Blvd, which is at least three times a day, my eye naturally goes to this gleaming white office building that is built right next to homes. The worse part about Talent 1 is that they light their buildings with these powerful lights at night which gives us a glow a 1/4 mile away.

Holmes Lake is a wonderful recreation area. We love it. It is one of the reasons we purchased a home here 10 years ago. Now to have our park blighted by bright lights and a gleaming white building has ruined our view and ruined the atmosphere.
To me there is no reason for them to build more office space in a park. These workers are not going to run back and forth between office buildings. You and I know that almost every thing in an office is done by computers which can be placed almost anywhere. We all approve of more jobs but this is simply the wrong place in which to place them.

I know that one of the reasons that the Parks department agreed to sell the property to Talent 1 was the fact that Talent 1 donated a large parcel for a future park. But it doesn't make sense to me to destroy one park which we all are proud of in order to have land to build another someday.

Sir, I urge you to please do all you can to divert this huge source of eye pollution from our park.

Sincerely,

Rev. James H. Voss
5941 Elkcrest Dr.
Lincoln,
For CC

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: Fix, Tenile
To: jcamp@lincoln.ne.gov
Sent: Wed, 23 May 2007 10:25 am
Subject: Proposed Holiday Inn

Dear Mr. Camp,

I am writing to you in regards to a proposed Holiday Inn Express near the intersection of S. 27th & Tamarin Ridge Road. I was at a public meeting last night regarding the proposed hotel and wanted to write to you directly to express my opposition to any zoning changes allowing this hotel to be built on this particular lot. My concern is the hotel's proximity to a proposed elementary school. The hotel property would be less than 200' from the front of the school property. I believe allowing this hotel to be built in this location is negligent of the safety measures being used by the Lincoln Public Schools for the construction of this new school. Chapter 9.16.250 of the Lincoln Municipal Code states, "It shall be unlawful for a sexual predator to reside within 500 feet of the real property comprising a school." It also states that a "residence shall mean a place where the sexual predator abides, dwells, lives or sleeps, which may include more than one location and may be mobile or transitory." This is a clear conflict of interests for the city to allow this hotel within the 500 feet "safety zone" as required by the Lincoln Municipal Code. Unless the hotel were mandated to perform background checks on ALL guests 18 and older (not just the paying guest, but all accompanying guests within the hotel) before allowing a guest to stay in the hotel this would be a "safe haven" for a sexual predator to hide and prey on the young school children attending the school. I was informed that this particular property is on the agenda for the City Council to review for zoning changes on June 6. Please advocate AGAINST changing the zoning of this property to allow for the Holiday Inn to be built.

I'm attaching two PDFs to this e-mail. The first is the Lincoln Municipal Code 9.16.250 and the second is a map showing the referenced property. The proposed site of the Holiday Inn is highlighted in yellow. The proposed school is highlighted in green and the red highlighted area depicts a 500' safety zone around the school.

Thank you for your time and I would appreciate any response and support you could give me.

Sincerely,

Tenile Fix
(402)805-4428

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AOL now offers free email to everyone. Find out more about what's free from AOL at <a>AOL.com</a>. 
LSeShara and Troy:
Thank you for your informative email. Several other residents have sent similar information and expressed their concerns over the location of the proposed Holiday Inn Express. I will keep your email handy for the upcoming public hearing.
Best regards,
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: LeShara
To: dmarvin@lincoln.ne.gov; Ksvoboda@lincoln.ne.gov; reschliman@lincoln.ne.gov; jspatz@lincoln.ne.gov; Jcamp@lincoln.ne.gov; demery@lincoln.ne.gov; jcook@lincoln.ne.gov
Sent: Wed, 23 May 2007 11:27 am
Subject: Proposed Holiday Inn in our neighborhood

Dear City Council Members,

I am writing to you in regards to a proposed Holiday Inn Express near the intersection of S. 27th & Tamarin Ridge Road. My neighbor was at a public meeting last night regarding the proposed hotel and I wanted to write to you directly to express my opposition to any zoning changes allowing this hotel to be built on this particular lot. My concern is the hotel's proximity to a proposed elementary school. The hotel property would be less than 200' from the front of the school property. I believe allowing this hotel to be built in this location is negligent of the safety measures being used by the Lincoln Public Schools for the construction of this new school. Chapter 9.16.250 of the Lincoln Municipal Code states, "It shall be unlawful for a sexual predator to reside within 500 feet of the real property comprising a school." It also states that a "residence shall mean a place where the sexual predator abides, dwells, lives or sleeps, which may include more than one location and may be mobile or transitory." This is a clear conflict of interests for the city to allow this hotel within the 500 feet "safety zone" as required by the Lincoln Municipal Code. Unless the hotel were mandated to perform background checks on ALL guests 18 and older (not just the paying guest, but all accompanying guests within the hotel) before allowing a guest to stay in the hotel this would be a "safe haven" for a sexual predator to hide and prey on the young school children attending the school. I was informed that this particular property is on the agenda for the City Council to review for zoning changes on June 6. Please advocate AGAINST changing the zoning of this property to allow for the Holiday Inn to be built.
I'm attaching two PDF's to this e-mail. The first is the Lincoln Municipal Code 9.16.250 and the second is a map showing the referenced property. The proposed site of the Holiday Inn is highlighted in yellow. The proposed school is highlighted in green and the red highlighted area depicts a 500' safety zone around the school.
Thank you for your time and I would appreciate any response and support you could give me.

Sincerely,
LeShara and Troy Ways-Bothe
421-9032

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Lea:
Thank you for your email. . .a similar message has been received from several of your neighbors. Your informative email will assist us during the upcoming public hearing.
Best regards,
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: Clauss, Lea
To: dmarvin@lincoln.ne.gov; ksvoboda@lincoln.ne.gov; reschliman@lincoln.ne.gov; jspatz@lincoln.ne.gov; jcamp@lincoln.ne.gov; demery@lincoln.ne.gov; jcook@lincoln.ne.gov
Sent: Wed, 23 May 2007 11:30 am
Subject: Adams School Tamarin Ridge Road and Jacobs Creek Drive in south Lincoln.

Dear Counsel
I am writing to you in regards to a proposed Holiday Inn Express near the intersection of S. 27th & Tamarin Ridge Road. I was at a public meeting last night regarding the proposed hotel and wanted to write to you directly to express my opposition to any zoning changes allowing this hotel to be built on this particular lot. My concern is the hotel's proximity to a proposed elementary school. The hotel property would be less than 200' from the front of the school property. I believe allowing this hotel to be built in this location is negligent of the safety measures being used by the Lincoln Public Schools for the construction of this new school. Chapter 9.16.250 of the Lincoln Municipal Code states, "It shall be unlawful for a sexual predator to reside within 500 feet of the real property comprising a school." It also states that a "residence shall mean a place where the sexual predator abides, dwells, lives or sleeps, which may include more than one location and may be mobile or transitory." This is a clear conflict of interests for the city to allow this hotel within the 500 feet "safety zone" as required by the Lincoln Municipal Code. Unless the hotel were mandated to perform background checks on ALL guests 18 and older (not just the paying guest, but all accompanying guests within the hotel) before allowing a guest to stay in the hotel this would be a "safe haven" for a sexual predator to hide and prey on the young school children attending the school. I was informed that this particular property is on the agenda for the City Council to review for zoning changes on June 6. Please advocate AGAINST changing the zoning of this property to allow for the Holiday Inn to be built.
Thank you for your time and I would appreciate any response and support you could give me.

Sincerely,
Lea Clauss
(402)202-8901

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Karrie:
Thank you for your email--several other nearby residents have sent emails expressing similar concerns. The information you have provided will be beneficial during our upcoming public hearing.
Best regards,
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: James & Karrie Rosa
To: jcamp@lincoln.ne.gov
Sent: Tue, 22 May 2007 1:58 pm
Subject: Proposed Holiday Inn Express

Dear Mr. Camp,
I am writing to you in regards to a proposed Holiday Inn Express near the intersection of S. 27th & Tamarin Ridge Road. I was at a public meeting last night regarding the proposed hotel and wanted to write to you directly to express my opposition to any zoning changes allowing this hotel to be built on this particular lot. My concern is the hotel's proximity to a proposed elementary school. The hotel property would be less than 200' from the front of the school property. I believe allowing this hotel to be built in this location is negligent of the safety measures being used by the Lincoln Public Schools for the construction of this new school. Chapter 9.16.250 of the Lincoln Municipal Code states, "It shall be unlawful for a sexual predator to reside within 500 feet of the real property comprising a school." It also states that a "residence shall mean a place where the sexual predator abides, dwells, lives or sleeps, which may include more than one location and may be mobile or transitory." This is a clear conflict of interests for the city to allow this hotel within the 500 feet "safety zone" as required by the Lincoln Municipal Code. Unless the hotel were mandated to perform background checks on ALL guests 18 and older (not just the paying guest, but all accompanying guests within the hotel) before allowing a guest to stay in the hotel this would be a "safe haven" for a sexual predator to hide and prey on the young school children attending the school. I was informed that this particular property is on the agenda for the City Council to review for zoning changes on June 2. Please advocate AGAINST changing the zoning of this property to allow for the Holiday Inn to be built.
I'm attaching two PDF's to this e-mail. The first is the Lincoln Municipal Code 9.16.250 and the
second is a map showing the referenced property. The proposed site of the Holiday Inn is highlighted in yellow. The proposed school is highlighted in green and the red highlighted area depicts a 500' safety zone around the school.

Thank you for your time and I would appreciate any response and support you could give me.

Sincerely,

Karrie Rosa
(402) 477-4869

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Roger:
I will share your email with my Council colleagues.
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: Roger Sutliff
to: dmartin@lincoln.ne.gov; ksvoboda@lincoln.ne.gov; reschliman@lincoln.ne.gov; jspatz@lincoln.ne.gov; jcamp@lincoln.ne.gov; demery@lincoln.ne.gov; jcook@lincoln.ne.gov
Sent: Wed, 23 May 2007 12:11 pm
Subject: Adams Schooll

Dear Counsel
I am writing to you in regards to a proposed Holiday Inn Express near the intersection of S. 27th & Tamarin Ridge Road. I was at a public meeting last night regarding the proposed hotel and wanted to write to you directly to express my opposition to any zoning changes allowing this hotel to be built on this particular lot. My concern is the hotel's proximity to a proposed elementary school. The hotel property would be less than 200' from the front of the school property. I believe allowing this hotel to be built in this location is negligent of the safety measures being used by the Lincoln Public Schools for the construction of this new school. Chapter 9.16.250 of the Lincoln Municipal Code states, "It shall be unlawful for a sexual predator to reside within 500 feet of the real property comprising a school." It also states that a "residence shall mean a place where the sexual predator abides, dwells, lives or sleeps, which may include more than one location and may be mobile or transitory." This is a clear conflict of interests for the city to allow this hotel within the 500 feet "safety zone" as required by the Lincoln Municipal Code. Unless the hotel were mandated to perform background checks on ALL guests 18 and older (not just the paying guest, but all accompanying guests within the hotel) before allowing a guest to stay in the hotel this would be a "safe haven" for a sexual predator to hide and prey on the young school children attending the school. I was informed that this particular property is on the agenda for the City Council to review for zoning changes on June 6. Please advocate AGAINST changing the zoning of this property to allow for the Holiday Inn to be built.
Thank you for your time and I would appreciate any response and support you could give me.

Sincerely,
Roger Sutliff
(402) 421-1063

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.
Lori:
Thank you for your email explaining your position on the kennel proposals before the City Council. You make several compelling arguments and I will share your thoughts with my Council colleagues.
Best regards,
Jon

Jon Camp
Lincoln City Council
City Council Office: 441-8793

-----Original Message-----
From: lorimcginnis@neb.rr.com
To: jcamp@lincoln.ne.gov
Sent: Tue, 22 May 2007 8:51 am
Subject: dog kennels

Councilman Camp, I am a Lincoln citizen who lives in your district. I have no affiliation to any dog kennels or proposed kennels in Lincoln. I am simply a dog owner and dog lover who would like to see Lincoln progress with the times and get rid of its antiquated dog kennel ordinance.

I like the idea of having a Camp Bow Wow in Lincoln. I have two dogs and have never taken them to a kennel and probably would not even use Camp Bow Wow, but I feel Lincoln citizens should be given that option if they choose. I feel many citizens would love to have a place they could drop their dog off for a day of doggie day care but don't do so now because location makes it too inconvenient. If Camp Bow Wow is growing its franchises across the country as it says, that shows that other cities are progressive enough to recognize the hugely growing industry in this country.
related to pets, and particularly dogs.

I looked on the Internet and found this statistic from the American Pet Products Manufacturers Association. After tracking pet industry statistics for more than a decade, the APPMA reported that pet spending more than doubled from $17 billion in 1994 to more than $38 billion in 2006. People absolutely love their pets and consider them part of the family. My own mother grew up in a period where people didn't even take their dogs to vets and always kept them inside. She tells me her mother would roll over in her grave if she knew how much money I spent on my dogs and how much a part of my family they are. I truly consider them as my kids. This points out how attitudes have changed in Lincoln over the years when it comes to the family pet.

I certainly understand how existing kennels think it's unfair to let another kennel open in Lincoln when they could not. I'm sure they are worried about competition more than anything else. That is the nature of free enterprise. If they so choose, they could move into the city. As Lincoln grows, they likely would be in the city anyway, and without a change in ordinance they would have to close down.

The noise concern I feel is overstated. If vet clinics kennel pets right now, why is there no concern expressed about barking dogs pertaining to them?

Please vote to bring Lincoln into the 21st Century and in line with cities across the country when it comes to the dog kennels. Please approve the ordinance to allow kennels in the city.

Sincerely,
Lori McGinnis
4151 Barkwood Lane

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Hello,
How is the text written to allow a motocross track at the Abbott Sport Complex? What are the sound requirments? Where is the economic impact study? Why is this location not on the County Boards Motorsports locations opportunity map? I see the County Board is asking for money to construct this project. See agenda here.

Looks like 70th and Alvo Rd. is just outside a possible motorsports location opportunity.

If you have any of this info please forward to me.

Thank you,
Shannon Mcgovern
(402) 202-1461
Hello,
I live in Lancaster County District 5 and would like to know what the hold up is on Mr. Sanford's drag strip proposal. Would you be able to provide me with any insight to this proposal? Why are Cass County and now Jefferson County so willing to work with Mr. Sanford on having a stand alone drag strip? The track must be located close to a major city to benefit the entire State.

Just a reminder about the UNL economic impact report for a stand alone drag strip in Lancaster County. With one NHRA Div. 5 meet and one Super Chevy Show a year. The report also assumes 1 out of 6 races on the schedule would be canceled due to rain. A 60 day schedule out of 365 days a year makes this opportunity for our community a blessing.

http://nemotorplex.com/reports/ECONOMIC%20IMPACT%20STUDY.doc

Thank you,
Shannon McGovern
(402) 202-1461
Economic Impact Analysis: The Potential Impact of an NHRA Drag Racing Facility in Lancaster County

Dr. Eric Thompson
Seth Freudenburg
Travis Heller

Prepared for Nebraska Motorplex

January 23, 2007
Bureau of Business Research
Department of Economics
College of Business Administration
University of Nebraska–Lincoln
Dr. Eric Thompson, Director
Entertainment venues are an important component to the quality of life in cities and states. Venues provide local residents with an opportunity to attend events that interest them without requiring them to travel to another city. This saves local residents money and allows residents to attend more events. Both factors increase the quality of life for local citizens, in much the same way that having more local shopping options raises the quality of life.

Lincoln’s need for new entertainment venues to improve the quality of life and to retain or attract younger residents has been a recent topic of discussion in the city. For example, a new arena and other facilities have been discussed for the downtown area. This analysis considers another potential entertainment venue for the Lincoln area: a National Hot Rod Association (NHRA) Motorplex Facility. In particular, Nebraska Motorplex has recently proposed developing and operating a motorplex venue in Lancaster County. This analysis considers the annual economic impact of such a NHRA Motorplex Facility. That is, the jobs, income, and economic activity that would be generated each year as a drag racing facility attracts visitors to the Lincoln area or helps retain the spending of local motorsports enthusiasts within the county. Such an economic impact would be in addition to the quality-of-life benefits discussed above.

The economic impact estimate focuses on the potential “tourism” impact of the drag racing facility due to the spending at area restaurants, lodging places, and retail outlets either by 1) tourists attracted to the area, or 2) local residents who would otherwise travel out of town to Topeka, Denver, or other regional tracks to attend or participate in drag racing events. The report uses conservative assumptions and focuses on the tourist impact.

The analysis does not consider any economic impact:

1) during the construction of the facility, or
2) from track personnel and operations expenses.
Four steps were taken to estimate the spending by visitors or retained spending from local residents. Throughout the steps, we utilized conservative assumptions to estimate spending:

1) We estimated the total number in attendance at a NHRA Drag Racing Facility over the course of a year. We differentiated between regional and local races, which are held regularly, and periodic divisional events.

2) We estimated the share of those in attendance who reside outside of Lancaster County or outside of Nebraska. Note that even local events attract some out-of-state attendance and participation.

3) We estimated spending profiles for those visitors from outside the area to calculate total new “tourist” spending for Lancaster County due to drag racing events.

4) We estimated spending retained by local residents who are now able to attend or participate in more events locally.

Events

We analyzed the schedule of 8 other drag racing facilities in Nebraska’s NHRA region to determine the number of events held including regional races, local races and periodic divisional-type events. The 8 drag racing facilities on average hosted two divisional-type events each year, in addition to dozens of regional and local events.

Based on this data, we estimated that a typical track would host approximately 60 days of racing per year, though more successful tracks hosted more days. We utilized 60 days of racing in our baseline analysis. Most of those days represented local and regionally-oriented events. We conservatively estimated approximately 1,000 in attendance for local race days based on data taken from a questionnaire of drag racing facilities within Nebraska’s NHRA Division. We estimated 8,000 in attendance on
average for race days for the two divisional-type events. Note that this was less than the average reported by other tracks for major events in existing research studies.

Residence of Those in Attendance

We utilized data from two studies of a drag racing facility in the Topeka, Kansas area to determine attendance patterns for the divisional-type events. Those studies used survey methods to determine the percentage of fans that came to a NHRA Championship Event from outside of the state and outside of the county to attend racing events. We utilized these percentages for our analysis of divisional-type events at a NHRA Racing Facility in Lancaster County, due to similarities between Topeka and Lincoln. These percentages were applied directly for the divisional-type events. For local events, a breakdown for the origin of spectators and participants was developed using data from a questionnaire of drag racing facilities in Nebraska’s NHRA region.

In all cases, we multiplied the estimated event attendance from above by these percentages to estimate the number of visitors to the drag racing facility from outside Nebraska, outside of Lancaster County (but within Nebraska), and within Lancaster County.

The Topeka study also had an estimate of the number of local residents who attended the NHRA Championship rather than traveling to other races out of state. We used these data to estimate the number of local persons in attendance that are retained in the area.

Spending Profiles

The Topeka studies, and other studies for drag racing facilities in Brainerd, Minnesota and Immokalee, Florida, also provided profiles for visitor spending on lodging, retail, and food. We took the lowest estimate of total spending besides ticket

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1 We assumed that rain would affect attendance in one out of every 6 days of racing.
3 Byrne, Paul F., 2005. The Economic Impact of Motor Sports on Shawnee County. Washburn University, School of Business.
purchases per visitor per day from the four studies ($91) as the basis of our visitor spending estimate for a NHRA Drag Racing Facility in Lancaster County.

One of the Topeka studies also estimated, based on surveys, separate spending profiles for out-of-state visitors, out-of-county (but in-state) visitors, and in-county visitors. Again, the profiles included spending on lodging (for out-of-state and out-of-county visitors), retail, and food. We used these estimates to differentiate between the spending patterns of out-of-state, in-state and in-county visitors.

These spending profiles were multiplied by the number of annual visitors that were calculated earlier in order to estimate the total spending by out-of-state, out-of-county (but in-state), and in county visitors of the proposed Motorplex Facility. This was the basis for our economic impact estimate.

Economic Impact

Direct Economic Impact

The direct annual economic impact of the proposed NHRA Motorplex Facility on Lancaster County is the sum of the estimated spending by out-of-state visitors, out-of-county (but in-state) visitors, and retained in-county visitors. This sum is estimated at $7.8 million. The direct annual economic impact of the proposed drag racing facility on the State of Nebraska is the sum of out-of-state visitors and retained in-state visitors. This is estimated at $4.5 million per year. Both estimates are provided in Table 1 below. The direct impact on Lancaster County is greater due to spending by out-of-county residents from other parts of Nebraska, such as Norfolk or Omaha.

| Table 1 |
| Direct Annual Economic Impact from Visitors and Retained Spending |
| Spending (millions) |
| Lancaster County | $7.8M |
| Nebraska | $4.5M |

Sources: Event schedules and attendance from other regional drag racing facilities and spending profiles from studies of other drag racing facilities.
Total Economic Impact

In addition to this direct effect, there is an additional “multiplier effect” on the local and state economy. The multiplier effect occurs as money attracted to or retained in the area by the drag racing facility “circulates” through the Lancaster County economy. For example, restaurants, lodging places, and retail stores that gain customers due to the drag racing facility make additional purchases of supplies and services from other Nebraska businesses. Similarly, restaurant, hotel, or store employees also spend their paychecks at other Nebraska businesses. Both types of spending contribute to the multiplier effect.

Such multiplier effects are typically modest for entertainment venues, roughly 25% as large as the direct effect. We calculated relevant economic multipliers for Lancaster County (and the state) using the IMPLAN software and applied them to the direct economic impacts from Table 1. We then added the multiplier effect to the direct economic impact to yield an estimate of the total economic impact.

Our estimate of the total annual economic impact of the proposed drag racing facility is provided in the first column of Table 2 below. The table shows the estimated impact for both Lancaster County and the State of Nebraska using our conservative approach. The total annual impact for Lancaster County is $9.9 million, a substantial tourism impact for the county. The total annual economic impact for Nebraska is $5.9 million.

<table>
<thead>
<tr>
<th></th>
<th>Activity (millions)</th>
<th>Equivalent Jobs</th>
<th>Wages (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster County</td>
<td>$9.9M</td>
<td>200</td>
<td>$3.5M</td>
</tr>
<tr>
<td>Nebraska</td>
<td>$5.9M</td>
<td>120</td>
<td>$2.1M</td>
</tr>
</tbody>
</table>

Sources: Spending estimates in Table 1, IMPLAN software and Bureau of Business Research calculations.
Note that Table 2 also provides an estimate of the total annual wages and employment associated with the economic impact. There is an estimated annual impact of $3.5 million on wages in Lancaster County. This is the earnings of approximately 200 full-year jobs in the relevant industries. Note, however, that these earnings would actually accrue to an even larger number of workers during those days that the Motorplex is open for racing. The earnings could mean additional employment during these days or simply more hours worked (and more earnings) by year-round employees. For the State of Nebraska overall, there is an estimated annual impact of $2.1 million worker earnings, which is the equivalent of 120 full-year jobs.

*Full Potential Economic Impact Estimate*

Throughout the analysis we have utilized a *conservative* approach to estimating economic impact. It is possible that a NHRA Motorplex Facility in Lancaster County could have a much higher annual economic impact than we estimated in Tables 1 and 2. For example, one other regional track we examined had twice as many large divisional-type events as we used in our baseline estimates. Under such a full potential scenario, the estimated economic impact would be $23.2 million for Lancaster County and $14.6 million for the State of Nebraska. The associated worker earnings and employment impacts also would be higher.
Here is a nice article. Fear of change can be overcome.

http://journalstar.com/articles/2007/05/20/special_reports/sunday_special/doc464f6a9901108168146200.txt
Topeka racing complex changes life, perceptions

By JEAN ORTIZ / Lincoln Journal Star
Sunday, May 20, 2007 - 12:16:34 am CDT

TOPEKA, Kan. — Nearly two decades ago, Topekans didn’t know what to think about the development south of town.

But they worried about how their lives would change as crews began building Heartland Park Topeka — a public-private venture that barely got the green light from voters with the approval of a bond issue.

Would it be like the noisy auto races at the fair in the ’40s and ’50s?

Would crowds flock to Topeka as predicted?

And what kind of visitors would the sport attract?

“They just didn’t have anything to relate to,” said Marsha Sheahan, vice president of public relations for the Topeka Chamber of Commerce.

Today, it’s different, she said.

Somewhere along the line, Kansas morphed into something of a motor sports mecca, she said, pointing to the Kansas Speedway 50 miles down the road in Kansas City.

And somewhere, Kansans have grown to understand the potential of motor sports.

“We can see peaks in our sales tax revenue,” she said. “People understand that now.”

What the complex lacks has played an important role in its evolution.

It’s just south of Forbes Field — an old air base home to the Air National Guard and a smattering of industrial tenants. Among them is the Sports Car Club of America, a national group that uprooted its Denver headquarters and moved to the Kansas capital city in 2002.

There’s also a handful of homes — some old, some new.

But the land is mostly open and absent of a major residential development.

“That’s one of the real beauties of the site,” Sheahan said.

That’s not to say life hasn’t changed since the first races in 1989.

The roar of top-fuel dragsters can carry, Sherry Lundry, the complex’s spokeswoman, can hear them from her home 10 miles away. At that distance, though, they’re distinctive, not disturbing.

The dragsters are loud, no question about it, but it’s all relative, said Neil Dobler, who worked for the city for several years, including serving time as public works director and a temporary stint as city manager.

“We have refueling tankers landing every day at the air base,” he said.

The view of the complex is clear from Jerry Baker’s driveway. Also noticeable is the faint hum of the souped-up Camaros, Firebirds and other cars rolling down nearby Gary Ormsby Drive and into the complex for a night of street legal drag racing.
But once inside, as they spin their tires and speed down the quarter-mile strip, the sounds are no louder than the chirping birds passing through the area.

Baker moved into the home in 1989, the same year the complex opened.

He’s had concerns along the way, but wouldn’t count noise among them, he said.

“I would say the spectators parking over here probably bothers me more than any noise they could ever do over there,” he said, pointing out the ditches that line his street immediately east of the complex.

That’s where they park, likely skipping the lots inside the complex for an easy way out after a crowded event.

They leave ruts in the grassy slopes. He’s also spotted less-than-modest visitors using the open area as a bathroom.

The disruption to rural life is what residents of northern Lancaster County say they’d like to avoid.

Traffic, noise, safety and environmental pollution are among the concerns of residents who live off U.S. 77 north of Lincoln — the site of a proposed drag strip.

But Baker says he’s happy. Over the years he’s even found himself participating in drag races on occasion.

And his concerns haven’t fallen on deaf ears. The operator of Heartland Park Topeka has heard Baker out about his parking frustrations and promised to remedy them immediately, Baker said with a hint of optimism.

So would he ever consider moving?

Baker doesn’t have to think but a second.

Not a chance.

Reach Jean Ortiz at 473-7107 or jortiz@journalstar.com.

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In support of a Drag Race track. Nebraska is the "Cornhusker State" The University of Nebraska is in Lincoln. We have the technology that could put Lincoln on the map. There is money to be made from Ethanol and biodiesel here. Kansas has already started the trend in production. Some people are under the impression that racing is a waist of fuel. When in fact race tracks are testing grounds for biofuels. Here is some research that shows how racing promotes biofuel usage.

Drag racing with bio diesel
http://www.cummins racing.com/

Indy cars switch to ethanol. Racing with biofuels articles.
http://domestic fuel.com/?cat=21

Racing world to use all bio fuels before major vehicle manufactures.

NASCAR's Rusty Wallace joins Earth Biofuels inc.

Earth Biofuels inc.
http://www.earthbiofuels.com/
Alternative fuels