I. CITY CLERK

II. CORRESPONDENCE FROM THE MAYOR & DIRECTORS TO COUNCIL

MAYOR
1. NEWS RELEASE. Mayor promotes walking for better health. Mayor Beutler will kick off the “Lincoln’s Walking!” wellness initiative for City employees on October 6, 2009. (Distributed to Council Members on October 5, 2009 before formal meeting)
2. NEWS ADVISORY. A report on the economic impact of the proposed Lincoln Haymarket Arena will be presented on October 6, 2009 at the Lincoln Chamber of Commerce with Mayor Beutler and Chamber President Birdsall speaking at a news conference following the presentation. (Distributed to Council Members on October 5, 2009 before formal meeting)
3. NEWS RELEASE. Fourth-grader wins annual poster contest. Honoria Clark is the winner of this year’s “Learn Not to Burn” poster contest.
4. NEWS ADVISORY. Mayor Beutler will discuss the designation of Lincoln’s Haymarket as one of ten Great neighborhoods for 2009 by the American Planning Association, Wednesday, October 7, 2009, 1:30 pm at Iron Horse Park. (Sent to Council Members in the morning on 10/07/09)
5. Mayor Beutler and County Commissioner Heier’s message to all City and County employees on the opportunity to contribute to, and participate in, the United Way campaign.
6. NEWS RELEASE. Fire officials say “Stay Fire Smart! Don’t Get Burned.”
7. Drinking water samples tested for Total Coliform and E. Coli bacteria by the Colilert® method of analysis.

DIRECTORS

HEALTH DEPARTMENT
1. Nebraska medication education on disposal strategies (MEDS).
2. Volunteers needed to make Star City Holiday Parade litter-free.
3. First shipment of 2009 H1N1 flu vaccine arrives.

PLANNING DEPARTMENT
1. Urban Design Committee meeting for October 7, 2009 cancelled. Requesting time for a joint meeting with the Historic Preservation Commission regarding the West Haymarket at their meeting on October 15, 2009.
URBAN DEVELOPMENT/ HOUSING REHAB & REAL ESTATE DIVISION
1. Street and alley vacation No. 09006. North 14th Street from South ROW line of New Hampshire Street to North line of railroad ROW.
2. Information from David Landis, Urban Development Director, regarding the Haymarket Parking Site Feasibility Study.
   a. Haymarket Parking Site Feasibility Study.

III. COUNCIL RFI'S AND CITIZEN CORRESPONDENCE TO INDIVIDUAL COUNCIL MEMBERS

JON CAMP
1a. Memo to Director Landis, Urban Development, on previously used parking meters color system, with reply from Kenneth Smith, City Parking Manager.
1b. Response from Councilman Camp to Ken Smith and Dave Landis commenting on Parking Advisory Council options to be presented at November 10th meeting and requesting answers to three questions.
2. Reply from Kenneth Smith, City Parking Manager, on timing to go through the meter options available.

IV. CORRESPONDENCE FROM CITIZENS TO COUNCIL
1. Email, received on 10/07/09, from David Martin requesting Council to vote against the Block 68 Redevelopment Project.
2. Letter received from an anonymous constituent with two complaints.
3. Letter to Lincoln Electric System from Claude Reyman in opposition to the electric rate increase proposed.
4. Email from Anthony Scognamiglio, Summit, N. J., requesting public records.

V. ADJOURNMENT
OFFICE OF THE MAYOR
555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

FOR IMMEDIATE RELEASE: October 5, 2009
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831
Bill Kostner, Risk Manager, 441-6009
Charlotte Burke, Health Department, 441-8323

MAYOR PROMOTES WALKING FOR BETTER HEALTH

Mayor Chris Beutler will kick off the “Lincoln’s Walking!” wellness initiative for City employees at noon Tuesday, October 6 at the County-City Building, 555 S. 10th Street. After brief remarks, the Mayor will join City employees in walking to and from the State Capitol. A second group of walkers will leave at the same time from the Lincoln-Lancaster County Health Department, 3140 “N” Street.

“Walking is one of the easiest ways to exercise, and fall is a great time to go walking,” Mayor Beutler said. “By encouraging City employees to get out and walk, we hope to inspire other employers and employees in the community to join in and make walking part of a healthier lifestyle.”

City employees who commit to walking at least 100,000 steps between October 6 and November 3 will receive a free Accusplit Eagle 1120 pedometer to track their steps. Waiver and registration forms and an activity record are available on the City Web site. Employees who submit a completed record to the City Risk Management Division by November 15 are eligible for prizes.

Health officials say those with concerns about starting an exercise program should check with their physicians. Information on starting a walking program is available at the American Heart Association Web site at www.startwalkingnow.org/home.jsp.

“Lincoln’s Walking!” is being organized by the City Wellness Committee. Those with questions can contact Risk Management at 441-7671 or risk@lincoln.ne.gov.

The City of Lincoln has been recognized by the American Heart Association as a gold level, fit friendly company, supportive of good health.

- 30 -
A report on the economic impact of the proposed Lincoln Haymarket Arena will be presented at **10 a.m. Tuesday, October 6** at the **Lincoln Chamber of Commerce, 1135 “M” St.** Mayor Chris Beutler and Chamber President Wendy Birdsall will speak at a news conference following the presentation at about **11 a.m.**
FOR IMMEDIATE RELEASE: October 6, 2009
FOR MORE INFORMATION: Chief Niles Ford, Lincoln Fire and Rescue, 441-8350

FOURTH-GRADER WINS ANNUAL POSTER CONTEST

Fire Chief Niles Ford has announced that Honoria Clark, a fourth-grader at Blessed Sacrament Elementary School, is the winner of this year’s “Learn Not to Burn” Poster Contest. Chief Ford will present Honoria with the first-place ribbon and a copy of her poster at 9 a.m. Wednesday, October 7 at a gathering of her classmates at the school, 1725 Lake St.

The winning poster will be displayed for two weeks at the County-City Building, 555 S. 10th St. It also can be viewed at Lincoln Fire and Rescue’s Web site at lincoln.ne.gov (keyword: fire).

- 30 -

MEDIA ARE INVITED TO ATTEND THE AWARDS PRESENTATION
NOTE - NO INFORMATION IS TO BE RELEASED
UNTIL 12:01 A.M. WEDNESDAY, OCT. 7

Lincoln’s Haymarket has been designated one of ten Great Neighborhoods for 2009 by the American Planning Association. A news release is attached.

Mayor Chris Beutler will discuss the designation at a news conference at 1:30 p.m. Wednesday, October 7 at Iron Horse Park just north of Lincoln Station, 201 North 7th Street. If the weather is bad, we will meet in the Visitor’s Center inside Lincoln Station.
Emargoed for release until 12:01 a.m. Wednesday, October 7, 2009

Contacts:
Diane Gonzolas, Mayor’s Office, Tel. 402.441.7831; dgonzolas@lincoln.ne.gov
Denny Johnson, APA, Tel. 202.349.1000; djohnson@planning.org

American Planning Association Designates The Haymarket
One of Top 10 Great Neighborhoods for 2009
Reusing Historic Warehouses Spurs Additional Downtown Reinvestment

Lincoln, NE—The American Planning Association (APA) announced today that Lincoln’s Haymarket has been designated one of 10 Great Neighborhoods for 2009 by APA’s Great Places in America program. APA Great Places exemplify exceptional character and highlight the role planners and planning play in creating communities of lasting value. The Haymarket is the first Great Places in America designation in Nebraska.

APA singled out the Haymarket as an exceptional example of a city’s sustained commitment to historic preservation and adaptive reuse. The growth and investment in the Haymarket is the result of nearly three decades of planning and public-private partnerships. The Haymarket revitalization has been so successful, in fact, it is prompting the city to plan a major redevelopment in the adjacent rail yard/brownfield.

“The Haymarket is a model urban place – unique, varied and fun. It also sets the bar high for the redevelopment of ‘West Haymarket’ next door,” said Lincoln Mayor Chris Beutler. “We plan to apply what we’ve learned about the power and importance of creative public-private partnering, creating spaces people enjoy and that are environmentally friendly practices.”

Through Great Places in America, APA recognizes unique and authentic characteristics found in three essential components of all communities—streets, neighborhoods and public spaces. APA Great Places offers better choices for where and how people work and live every day, places that are enjoyable, safe and desirable. Such places are defined by many characteristics, including architectural features, accessibility, functionality and community involvement.

“We’re very excited to single out the Haymarket as one of this year’s Great Neighborhoods,” said APA Chief Executive Officer Paul Farmer, FAICP. "The City of Lincoln is to be commended for its commitment and creative approach to ensure the neighborhood’s historic buildings were protected despite not being named a national historic place. I can’t think of a better neighborhood that lives up to that famous saying, ‘Where there is a will there is a way,’” he added.
The Haymarket was a residential and retail area when originally developed beginning in 1867. It transitioned into a wholesale and manufacturing district between 1880 and 1920. The area fell into disuse after the mid-20th century as America’s transportation modes changed. The Haymarket did not start to revitalize until 1982, when the city designated an area within the neighborhood as Lincoln’s first commercial historic district. In 1983, the Haymarket Redevelopment Plan provided a blueprint for public and private efforts to renew the neighborhood based on its unique history and sense of place.

Guided by the Plan for three decades, the city has upgrad ed public spaces and partnered with private owners on commercial and not-for-profit mixed-use projects. Financing mechanisms, including HUD grants and local tax increment financing, have been creatively packaged to implement project after project.

Today, the Haymarket attracts people not only to work, shop, play and relax but also to live. About 125 dwelling units are an important part of the neighborhood, and more are planned. The Haymarket is home to Nebraska’s first brewpub, a weekly farmers market, art and antique galleries, performing arts venues and restaurants.

Given the Haymarket’s close proximity to the University of Nebraska’s main campus and the traditional downtown, the neighborhood attracts the college crowd, employees, local residents and regional visitors.

For all of its successes, the Haymarket remains a work-in-progress. Within the district, there are buildings awaiting rehabilitation and under-utilized sites, all in need of sensitive design and sensible uses. The redevelopment of the adjacent rail yard with an arena and related hotels, shops and residences is envisioned to apply the Haymarket principles to a brownfield site.

The nine other APA 2009 Great Neighborhoods are:

Bungalow Heaven, Pasadena, CA
Faubourg Marigny, New Orleans, LA
Village of Kenmore, Kenmore, NY
Downtown Fargo, Fargo, ND
Ladd’s Addition, Portland, OR
Franklin Historic District, Franklin, TN
Montrose, Houston, TX
Historic Hilton Village, Newport News, VA
Browne’s Addition, Spokane, WA

For more information about these neighborhoods, as well as lists of the 2009 APA 10 Great Streets and 10 Great Public Spaces, visit www.planning.org/greatplaces.

This year’s Great Places in America will be celebrated as part of APA’s National Community Planning Month in October 2009; for more about the special month, visit www.planning.org/ncpm.
The American Planning Association and its professional institute, the American Institute of Certified Planners, are dedicated to advancing the art, science and profession of good planning -- physical, economic, and social -- so as to create communities that offer better choices for where and how people work and live. Members of APA help create communities of lasting value and encourage civic leaders, business interests, and citizens to play a meaningful role in creating communities that enrich people's lives. APA has offices in Washington, D.C., Chicago, Ill., and Shanghai, China. For more information, visit its website at www.planning.org.

###
Dear City & County Employees,

It’s time for City and County employees to work as One . . .

Each year the employees of the City of Lincoln and Lancaster County have the opportunity to positively impact the lives of our fellow citizens. Our past Charitable Giving campaigns have made a difference in our communities. Our donations to the United Way, the Community Health Charities, the Community Services Fund and the non-profits they support do a world of good in our communities.

This year we are combining resources to have an even bigger impact, create even greater team spirit, and have more fun.

For the last two years, City employees have been competing for the Mayor’s Charitable Campaign Cup, two traveling trophies, presented to the Departments who had the highest percentage of givers. The spirited competition has been a great boost to the Charitable Campaign and a great deal of fun for the participants.

The theme of this year’s campaign is “Life is not a dress rehearsal.”

For 2009, County and City Departments/Divisions are being divided into 12 teams, similar in size. Each team is named after a movie. For four weeks, each “movie team” will compete with another for that week’s “Oscar,” to be awarded to the winner of each competition.

At the end the four-week campaign, the teams with the highest percentage of givers will win the two traveling Mayor’s Charitable Campaign Cups to keep for a year’s worth of bragging rights.

The teams and schedules are listed at the bottom of this email.

We urge you to join us in making a contribution to the Campaign and participating in the Third Annual Mayor’s Cup for Charitable Giving.

County and City employees are hard working and dedicated people. We look forward to showing Lincoln and Lancaster County that our employees not only go above and beyond the call of duty in their jobs, but in their charitable giving as well.

Thank you. We appreciate all that you do.

Sincerely,

Chris Beutler
Mayor of Lincoln

Bernie Heier
Chair, Lancaster County Board

PS- A reminder to campaign coordinators that the Charitable Giving Campaign Kick-Off Luncheon is scheduled for October 8th at 11:30 AM at the Auld Rec Center, 3140 Sumner Street. Hope to see you there!
Week 1: Oct 12- Oct 16

**The Magnificent Seven** vs **For a Few More Dollars**
County Commissioners
Risk Management
Record & Info Mgt
Human Services
Admin Services
Weed Control/Extension
Juvenile Court
Fiscal & Budget
City Council
County Clerk
Election Comm
Emergency Mgt

**Stand by Me** vs **The Miracle Workers**
Veteran’s Service
District Court
Community Corrections
Mayor, CIC, Human Rights
Planning
Personnel
Clerk of the Dist Court

**Transformers** vs **Tin Cup**
City Law
Urban Development
Public Defender
County Treasurer
County Assessor

The team from the six competing in week 1 with the highest percentage of givers will win the Mayor’s Cup, small division.

Week 2: Oct 19- Oct 23

**Smokey & the Bandit** vs **Grumpy Old Men (& Women)**
Youth Services Center
Building & Safety
County Sheriff
Aging
County Attorney
Co/City Property Mgt

Week 3: Oct 26- Oct 30

**Wizard of Oz** vs **The Producers**
Library
Mental Health
Corrections
County Engineer
Parks & Rec
Finance

Week 4: Nov 2- Nov 6

**Good Will Hunting** vs **The Road Warriors**
Health
Lancaster Manor
The team from the six competing during weeks 2-4 with the highest percentage of givers will win the Mayor’s Cup, large division.
NEWS RELEASE

LINCOLN FIRE AND RESCUE
1801 “Q” Street, Lincoln, NE 68508, 441-8350, fax 441-7098

FOR IMMEDIATE RELEASE: October 7, 2009
FOR MORE INFORMATION: Jeanne Pashalek, Deputy Fire Chief, 441-8370
Jeff Hatcher, Fire Captain, 441-8381

FIRE OFFICIALS SAY “STAY FIRE SMART! DON’T GET BURNED.”

Lincoln Fire and Rescue is asking all families to practice their home fire escape plans at 6 p.m. Thursday, October 8 as part of National Fire Prevention Week. All fire vehicles will sound their air horns at that time as a reminder. Fire officials recommend that families practice their fire escape plans at least once a year and use these tips:

- Practice finding your way out of the house with your eyes closed, crawling or saying low and feeling your way out of the house.
- Never open doors that are hot to the touch.
- Teach your family to stop, drop and roll if their clothes catch fire.
- Designate a meeting place outside and take attendance. Get out and stay out.
- Remember to escape first, then notify the fire department.
- Make sure everyone in your family knows at least two ways to escape from each room in the house.
- Install a smoke alarm on every level of the house and test the batteries every month.

Fire departments across the nation are joining with the National Fire Protection Association (NFPA) is focusing on burn prevention during National Fire Prevention Week through October 10. The 2009 slogan is “Stay Fire Smart! Don’t Get Burned,” and the campaign focuses on ways to keep homes fire safe and prevent painful burns.

“We all know that if a child touches a hot stove, he or she learns a lesson and stays away from a stove in the future,” said Fire Chief Niles Ford. “But this cliché does not take into account the pain and suffering. Burns should not be part of the learning process, and injuries are entirely preventable.”

Each year in the U.S., about 4,000 people die as a result of home fires and burns, and more than 200,000 people are treated in emergency rooms for burn injuries. Ford says the most common types of burn injuries result from fire or flame burns, scalds and contact burns.

- more -
Lincoln Fire and Rescue offers the following tips to “Stay Fire Smart! Don’t Get Burned!”

- Keep hot foods and liquids away from the edges of tables and counters so they cannot be pulled or knocked over.
- Maintain a three-foot “kid-free” zone around the stove.
- Never hold a child in your arms while preparing hot food or drinking a hot beverage.
- Be careful when using curling irons, oven, irons, lamps, and heaters.
- Install tamper-resistant electrical outlets to prevent children from sticking objects into them.
- Never leave a child alone in a room with a lit candle, portable heater, lit fireplace or stove or hot appliance.
- Wear short or close-fitting sleeves when cooking.
- Set your hot water temperature no higher than 120 degrees.
- Install anti-scald valves on shower heads and faucets.

Fire departments have observed Fire Prevention Week for 85 years, making it the longest running public health and safety observance on record. For more information, visit lincoln.ne.gov (keyword: fire) and www.firepreventionweek.org.

- 30 -
October 6, 2009

The Honorable Mayor and City Council

All of the drinking water samples were tested for Total Coliform and E. coli bacteria by the Colilert® method of analysis.

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<th>Regulatory Tests during the month of September 2009:</th>
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<td>13 Parameter</td>
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Respectfully,

Sandra Irons
Nebraska Public Health Environmental Laboratory
Lab Manager

enc.
CONGRESS

Government operations running under a CR as FY 2010 formally begins. This week marked the official start of federal fiscal year 2010, but since only one of the twelve FY 2010 appropriations bills have become law, federal programs are being funded currently at their FY 2009 levels under a stopgap bill known as a Continuing Resolution (CR).

The CR that was approved by the Senate and signed by the President this week was part of the House-Senate conference report to the FY 2010 spending bill for the Legislative Branch. It will keep the government running through the month of October, when Congressional leaders hope to have a FY 2010 budget finalized. The CR also included one-month extensions for programs that would have sunset on September 30 without congressional intervention, including:

- Federal highway, transit, and aviation programs
- Ryan White HIV/AIDS Programs
- FEMA Flood Insurance and Pre-Disaster Mitigation programs
- Child nutrition programs
- HOPE VI public housing program

The House this week approved its second FY 2010 conference report (Energy and Water Development) and the Senate should follow suit next week. The conference reports to the Agriculture and Homeland Security Department measures are also expected to be ready for House approval next week.

Meanwhile, the Senate floor is doing double-duty on FY 2010 spending these days, considering its own versions of FY 2010 appropriations bills – Commerce and Justice Departments bill is next up—while also working on conference reports sent over from the House.

Senate leaders are hoping to consider as many FY 2010 spending bills as possible before taking on the high profile health care reform package in the next few weeks. Majority Leader Harry Reid (R-NV) is working on ways to combine two bills into a product that can garner the 60 votes necessary to overcome an all-but-certain Republican filibuster. The Senate Finance Committee completed consideration of amendments to its health care bill this week, with a final vote expected early next week.

CLIMATE CHANGE

Kerry-Boxer climate bill would fund EECBG. Senators John Kerry (D-MA) and Barbara Boxer (D-CA) unveiled long-awaited legislation (S 1733) that would establish a cap-and-trade regime to reduce greenhouse gas emissions.

The overarching goal of the Kerry-Boxer bill is to reduce greenhouse gas emissions to 97 percent of 2005 levels by 2012, 80 percent of 2005 levels by 2020, 58 percent of 2005 levels by 2030 and 17 percent of 2005 levels by 2050.

Under the Kerry-Boxer bill, covered entities such as power plants and refineries would have to proportionally reduce their greenhouse gas emissions or purchase matching offsets. In an effort to make the bill deficit neutral, a minimum of 25 percent of all greenhouse gas emissions would be auctioned each year with an allocation of emissions allowances. The bulk of the allowances would be used to protect electricity and natural gas consumers from retail price increases over the next decade.

In a victory for local governments, S 1733 allocates a portion of the revenue produced by auctioning off greenhouse gas emission allowances to funding for the Energy...
Efficiency and Conservation Block Grant (EECBG). Local government organizations have made funding EECBG a top priority but have found it difficult to secure funding for the program in annual appropriations bills.

EECBG inclusion as a recipient of allowances under a greenhouse gas cap-and-trade regime would ensure a steady source of funds for the program and spare it the uncertainty of the annual appropriations process, where it competes for ever-tightener discretionary funding with other popular programs. The House-passed bill does not include EECBG, or any local government program, in its long and otherwise comprehensive list of allowance recipients.

In another victory for local governments and transit advocates with another improvement over its House counterpart, the Kerry-Boxer bill would also allocate a portion of allowances to grants to states and metropolitan planning organizations for projects that reduce greenhouse gas emissions in the transportation sector. The bill would also direct another portion of its allowances directly into the transit formula grants.

However, S 1733 would also require metropolitan planning organizations serving a population of more than 200,000 people (and the states) to develop plans for reducing greenhouse gas emissions from the surface transportation sector. A small portion of the bill’s allowances would be allocated to states and metropolitan planning organizations by formula to help them develop these plans. The plans would have to include specific targets and specific methods of reaching those targets.

Unlike HR 2454, the Kerry-Boxer bill does not include a renewable electricity mandate. The Senate Energy and Natural Resources Committee has jurisdiction on that issue. That Committee has approved a comprehensive energy bill (S 1646) that includes a renewable electricity mandate. If S 1733 reaches the Senate floor, the two bills may be combined.

Other highlights of S 1733 include:

- Funding to study the effects of climate change on drinking water utilities,

- Providing incentives for early identification of those infected with HIV/AIDS

- Requiring states to implement strategies for identifying, diagnosing, and treating those who are unaware that they have HIV/AIDS

- Setting a goal of conducting five million AIDS tests nationally through federal HIV/AIDS treatment and prevention programs

The next step for this legislation is the Senate floor. In the House, Energy and Commerce Committee members have been holding bipartisan talks to craft a Ryan White reauthorization bill, and reports are that they are generally supportive of the Senate version.

TRANSPORTATION
Congress fails to pass repeal of SAFETEA-LU rescissions. In the closing hours of fiscal year 2009, the leadership of the Senate Environment and Public Works Committee (EPW) worked frantically to reach agreement on a three-month extension of current transportation policy, SAFETEA-LU, before its expiration on September 30th. However, negotiations broke down over Republican objections to a provision that would have repealed a budget cut of over $8.7 billion for state highway and transit projects.

The short-term continuing resolution (CR) attached to the conference report accompanying the FY 2010 Legislative Branch Appropriations bill, which President Obama signed into law this week, does include a one-month extension of SAFETEA-LU but does not include a provision to repeal the $8.708 billion cutback in state contract authority from the 2005 law. Approximately $490 million of that total is already contracted for projects, meaning those states would either have to find alternate funding sources or cancel those projects outright.

EPW Committee Chairman Barbara Boxer (D-CA.) sought unanimous consent late in the day on September 30 to take up the three-month extension of SAFETEA-LU passed by the House (HR
3617) and use funds from the Troubled Asset Relief Program (TARP) to pay for it. However, a group of Republicans led by Senator David Vitter (R-LA) who preferred to offset the repeal with American Recovery and Reinvestment Act (ARRA) funds blocked the proposal.

Under the CR, federal highway and transit programs will operate with $12.1 billion less for FY 2010, as it relies on funding levels that incorporate the rescission of the $8.7 billion in contract authority. HR 3617 would have maintained funding levels at $42 billion for 2010, compared to the $30 billion in the CR. Once Congress approves a FY 2010 appropriations bill for the Department of Transportation, the funding level would increase, as each chamber has recommended over $40 billion for federal highway programs.

As for the rescission, Congress could still replace the lost funds, but Boxer admitted on the Senate floor that the chances of that occurring decrease with each passing day.

**STIMULUS WATCH**

Weekly update on stimulus activities.

**Recovery Act Website**

An updated version of the American Recovery and Reinvestment Act (ARRA) website launched this week. This website allows users to track ARRA spending all the way into local neighborhoods. [www.recovery.gov](http://www.recovery.gov)

**Office of Management and Budget**

Recipients of American Recovery and Reinvestment Act funds should have started reporting at [www.federalreporting.gov](http://www.federalreporting.gov). All reports must be submitted by the October 10 deadline. Departments have updated their websites to include specific information to help recipients during the reporting period. Details can be found below.

**Department of Commerce**

DOC has posted job creation guidance and sample reporting templates: [http://recovery.commerce.gov/RecipientReportingResources](http://recovery.commerce.gov/RecipientReportingResources).


**Department of Energy**

DOE has posted reporting requirement information, which includes a presentation for grant recipients a reporting checklist: [http://www.energy.gov/recovery/ARRA_Reporting_Requirements.htm](http://www.energy.gov/recovery/ARRA_Reporting_Requirements.htm).

**Department of Health and Human Services**

HHS has developed a Recovery Act Recipient Reporting Readiness Tool, which provides grant-specific information to assist recipients: [http://taggs.hhs.gov/ReadinessTool/](http://taggs.hhs.gov/ReadinessTool/).

On the HHS website recipients can also access job calculation information, sample reports, and frequently asked questions about the reporting process: [http://www.hhs.gov/recovery/reports/reportingassistance.html#supplemental](http://www.hhs.gov/recovery/reports/reportingassistance.html#supplemental).

**Department of Housing and Urban Development**


**Department of Justice**

DOJ has developed reporting guidance documents and tools to help recipients meet the reporting requirements: [http://www.ojp.gov/recovery/recipientreporting.htm](http://www.ojp.gov/recovery/recipientreporting.htm).


CHRP recipients must also submit a report directly to the COPS Office through the Account Access portion of the COPS Office website at [www.cops.usdoj.gov](http://www.cops.usdoj.gov), which is due 30 days after the end of the calendar quarter.

**Department of Transportation**

DOT has posted frequently asked questions: [http://www.dot.gov/recovery/docs/section1512faq.htm](http://www.dot.gov/recovery/docs/section1512faq.htm).

The Federal Transit Administration (FTA) also has specific information for recipients as they begin reporting: [http://www.fta.dot.gov/index_9440_10542.html#1512](http://www.fta.dot.gov/index_9440_10542.html#1512).


**Environmental Protection Agency**

EPA has posted questions and answers to help recipients with job reporting: [http://www.epa.gov/recovery/supplemental.html](http://www.epa.gov/recovery/supplemental.html).

**GRANTS & NOTICES**

**Environmental Protection Agency**

EPA posted the FY 2010 Guidelines for Brownfields Job Training Grants. These grants provide funding to recruit, train, and place local unemployed and under-employed, predominantly low-income and minority residents. Available funding is estimated at $2.6 million and EPA anticipates awarding 12 or 13 job training cooperative agreements. Proposals are due December 1, 2009: [http://www.epa.gov/oswer/docs/grants/e_pa-oswer-oblr-09-07.pdf](http://www.epa.gov/oswer/docs/grants/e_pa-oswer-oblr-09-07.pdf).

**Federal Transit Administration**


We continue to hear of unwanted, unused or expired medications being flushed down the toilet or poured down the drain. But these methods of drug disposal are no longer acceptable and have created a need for consumer education. “Based on public health concerns and negative impacts to water quality, a coalition of local, state and non-profit organizations have joined together to spread the message that we should now throw medications away in the trash instead of flushing them down the toilet,” explains Marcia Mueting, PharmD, RP, with the Nebraska Pharmacists Association.

The *Nebraska Medication Education on Disposal Strategies (MEDS)* partnership consists of the Nebraska Pharmacists Association, the Lincoln-Lancaster County Health Department, the Nebraska Department of Environmental Quality and the Groundwater Foundation. The mission of the *Nebraska MEDS* project is to educate Nebraskans on the safe ways to dispose of medications to better safeguard the environment and protect public health. *Nebraska MEDS* is initiating the state-wide educational effort in Lincoln and Lancaster County this fall. Pharmacies in Lancaster County will be supplied with instructional materials for patients when they receive their medications. Area libraries will feature poster board displays detailing the current recommended method of drug disposal.

A nationwide study released in 2002 by the United States Geological Survey detailed trace levels of prescription drug chemicals found in 80 percent of the waterways across the country. The breakthrough study checked for the presence of materials such as pharmaceuticals, antibiotics, sterols, hormones, and other chemical compounds. Groundwater and seven streams in Nebraska were included in the study. Pharmaceutical chemicals can enter the environment contaminating surface and groundwater by several means.
As regulations on wastewater and municipal wastewater treatment facilities continue to evolve, many Nebraska communities are taking extra measures to protect public health and the environment.

"Nebraska landfills are engineered to prevent the release of any toxic material into the ground or surface water. These landfills are more than suitable to accept unwanted pharmaceuticals from households," states Jim Harford from the Nebraska Department of Environmental Quality.

The Nebraska MEDS coalition recommends the following simple steps to properly dispose of medications to protect our families, community and the environment:

1. Take unwanted medicines out of their original containers and place in a sealable bag.
2. Crush medicines, or add enough water to dissolve them, then mix with soil, coffee grounds or cat litter.
3. Place sealed bag in trash, preferably the day of pick-up.

For additional information on how you can safely dispose of medications, please visit the Nebraska MEDS website at, [www.nebraskameds.org](http://www.nebraskameds.org), or contact the Nebraska Pharmacists Association at 420-1500.
FOR IMMEDIATE RELEASE:  October 5, 2009
FOR MORE INFORMATION:  Laurel Erickson, 441-8035 or lerickson@lincoln.ne.gov

VOLUNTEERS NEEDED TO MAKE
STAR CITY HOLIDAY PARADE LITTER-FREE
Sidewalk volunteers needed!

Keep the tradition going by volunteering to make Lincoln’s Star City Holiday Parade on December 5, 2009, litter-free. For the 16th year, Keep Lincoln & Lancaster County Beautiful will promote the parade as a litter-free event.

Approximately 50 volunteers are needed to walk a one- to two-block area and interact with parade spectators to provide them with an easy way to throw away their trash. Volunteers are needed from 9:30 a.m. - 1:00 p.m. on parade day. Volunteer registrations should be submitted by October 30.

Working as a sidewalk volunteer is a positive, rewarding experience, and is a fun way to enjoy the parade and do community service at the same time. Church groups, youth groups, service groups, families and individuals are encouraged to volunteer.

To obtain a registration form, or for more information, contact Laurel Erickson at 441-8035, lerickson@lincoln.ne.gov; or Pam Wismer at 441-8023, pwismer@lincoln.ne.gov.

###
FOR IMMEDIATE RELEASE: October 8, 2009
FOR MORE INFORMATION: Bruce D. Dart, Ph.D. - 402-441-8001
Health Director

Tim Timmons, RN – 402-441-8056
Communicable Disease Program Supervisor

First shipment of 2009 H1N1 Flu Vaccine Arrives

The Lincoln-Lancaster County Health Department received its first shipment of the new H1N1 Influenza vaccine that is being distributed nation-wide. This shipment is all the live attenuated influenza vaccine, the intranasal sprayer (FluMist), and is a very small limited quantity (2,300 doses). This vaccine can only be administered to healthy individuals 2 years to 49 years of age. It can not be use to vaccinate women who are pregnant or children or adults with medical conditions.

Although the amount of vaccine received is small, the Department is not waiting until it has larger quantities of vaccine to begin getting it out into the community. This vaccine will be distributed over the next several days to local providers participating the 2009 H1N1 vaccine distribution program. The public is asked to be patient and not flood local providers with calls seeking to obtain the vaccine. It will take the rest of this month and likely part of November before there are sufficient supplies of the vaccine in the community for many of those in the five priority populations to obtain the vaccine.

The five priority populations are:
• Pregnant women

• Household contacts and caregivers for children younger than 6 months of age

• Healthcare and emergency medical services personnel

• All people from 6 months through 24 years of age

• Persons aged 25 through 64 years who have health conditions associated with higher risk of medical complications from influenza.

The new H1N1 influenza virus is continuing to cause mild illness in most individuals. Although getting a flu shot is the primary way to prevent getting the flu, until sufficient quantities of the new vaccine are available, it is important that individuals follow behavioral practices that can reduce their risk of getting and spreading the flu virus. These include:

• Cover your mouth and nose with a tissue or sleeve when you cough or sneeze.

• Good hand washing, done frequently throughout the day

• Stay home when you have symptoms of the flu (fever, cough, sore throat, fatigue, chills, achiness)

• Avoid being around those who have flu symptoms.
Dear members of Urban Design Committee and interested parties,

The key agenda item for Wednesday's meeting, an update on a proposed redevelopment project on Block 68 ("Golds Block") downtown, will not be ready for presentation on Wednesday so your volunteer services are not required on October 7th.

**Simply, the October 7th meeting of the Urban Design Committee is cancelled.**

We are asking that you reserve time on your calendars if possible for another joint meeting with the Historic Preservation Commission regarding West Haymarket at their October meeting, **October 15th**. That Commission meets at 1:30--I think we'll try to handle any other business between 1:30 and 2 p.m., and schedule the West Haymarket presentations from **2-4 p.m.**

Anticipating that another joint meeting might be needed to formulate recommendations, I'm hoping Historic Preservation Commission might join Urban Design Committee at your next regular meeting, **November 4th**.

Ed
Sent per instruction from Dave Landis:

Attached for your information and review is a report titled: **Haymarket Site Feasibility Study**.

This study was completed by Carl Walker parking consultants to identify and evaluate possible sites for a future parking garage to serve the projected and future parking needs of the Haymarket area, particularly the needs related to the proposed development on the Tool House block at 8th and P Streets. The study looked at multiple sites and makes recommendations for a preferred site.

I would be happy to discuss the report with you if you have questions or would like additional information.

David Landis, Director  
Urban Development Department  
808 P Street, Suite 400  
Lincoln, NE 68508  
(402) 441-7126

Dave, Dallas and Ken,

Our final parking study is attached for your use. We appreciate the opportunity to work with you on this project.

Scot

Scot D. Martin  
Principal  
smartin@carlwalker.com

Carl Walker, Inc.  
2460 W. 26th Ave. Suite 500-C, Denver, CO 80211  
P 303.894.8800 F 303.894.8033  www.carlwalker.com

Ideas for Parking. SOLUTIONS FOR PEOPLE.
HAYMARKET PARKING SITE
FEASIBILITY STUDY

Presented to:
City of Lincoln, NE
Urban Development Department

October 8, 2009
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Introduction

The primary purpose of this parking study is to determine the best location for a 400- to 600-space parking garage with ground-floor commercial space in the Haymarket area of downtown Lincoln, NE. The six sites identified for the development of a parking garage within the next few years are shown in Figure 1 on the following page and include:

- Market Place Garage Expansion
- Barry’s Bar & Grille
- Lumber Works
- Ice Arena
- Baker Hardware
- Meadow Gold

Also shown in Figure 1 are the locations of the existing Haymarket garage and the recognized center of activity in the north Haymarket area today. A brief description of each site follows:

The Market Garage Expansion site is approximately 143’ x 145’ and is bordered by Q Street on the north, the Journal Star building on the south, the Market Place garage on the east and N. 9th Street on the west. The garage expansion would replace a Journal Star warehouse building and 14 surface parking spaces.

The Barry’s Bar & Grille site is approximately 142’ x 236’ and is bordered by Q Street on the north, a public alley on the south, N. 9th Street on the east and a historic building on the west. A proposed parking garage would replace three existing buildings and 52 parking spaces.

The Lumber Works site is approximately 142’ x 296’ and is bordered by O Street on the north, a public alley on the south, existing buildings on the east, and would span S. 7th Street on the west. A proposed parking garage at this location would not replace existing buildings but would displace 140 existing on-street and surface lot spaces. There is the possibility of a future L-shaped expansion of the garage to the south. The site is owned by the city.

The Ice Arena site is approximately 300’ x 300’ and a garage would replace an existing lumber yard and scrap yard. It is anticipated a parking structure would be developed on the east side of the site and surface parking would be provided on the remaining portion of the site.

The Baker Hardware site is approximately 149’ x 301’ and is bordered by N Street on the north, M Street on the south, an existing parking garage and other buildings on the east, and N. 8th Street on the west. A proposed parking garage would replace an existing hardware store and 79 parking spaces.
Figure 1. Parking Garage Sites

- Ice Arena
- Lumber Works
- Meadow Gold
- Baker Hardware
- Barry's B&G
- Market Place
- Center of North Haymarket Area
- Existing Haymarket Garage
- Lumber Works Expansion

Parking Sites

Figure 1. Parking Garage Sites
The Meadow Gold site is an entire city block and is approximately 300' x 300'. It is bordered by M Street on the north, L Street on the south, S. 8th Street on the east, and S. 7th Street on the west. The site is currently for sale and a prime development location in the south Haymarket area. It is anticipated that only a portion of the site would be used for a parking garage and a mixed-use development would occupy the remainder of the site. The proposed garage and mixed-use development would replace several vacant Meadow Gold buildings. There is the possibility of restoring two of the existing buildings on the block.

There is little doubt that a parking structure in the northern portion of Haymarket (north of O Street) would better serve the area today. There are also two hotel/mixed-use projects planned in north Haymarket near the existing parking garage located at N. 9th Street and Q. Street, and the developers of these projects are requesting parking spaces in the Haymarket garage. In order to accommodate the parking demand for one or both of these projects in the existing garage, some current parking patrons will need to be moved to another nearby location. On the other hand, aside from the two hotel projects, future growth in Haymarket is expected to occur south of O Street, and the area south of O Street will represent a better location for a future parking garage in the Haymarket area when this development is realized. Locating a garage south of O Street could also stimulate new development in the south area of Haymarket.

**Scope of Services**

Following is our scope of services for this study:

1. Work with city staff to create development program assumptions for the parking garage including the number of parking spaces required, maximum building height allowed by zoning, primary user groups served, and the inclusion of other land uses (e.g., ground-floor retail space). This assessment will also factor in known or proposed development projects or opportunities in the area.

2. Evaluate several sites for a future parking garage in the Haymarket area. In addition to six sites identified by the city, the site evaluation may also include a site or sites identified by [Carl Walker, Inc.](#). Evaluation criteria will include, but not necessarily be limited to, the following:

   - Size, Current Use and Topography of the Site
   - Distance to Primary Destinations
   - User Groups Served
   - Site Visibility
   - Revenue Potential of the Site
   - External Traffic Flow and Conditions
   - Parking Efficiencies
• Existing Spaces Replaced
• Site Access and the Intermixing of Vehicles and Pedestrians
• Visual Impact/Architectural Compatibility/Historic Integrity
• Shared-Use Capabilities
• Development Potential of the Site
• Mixed-Use Possibilities

3. Based on the evaluation described above, rank the sites and recommend a preferred site or sites for a parking garage in West Haymarket.

4. Develop concept plans for a parking garage at the preferred site(s). The concept plans will depict the parking structure footprint and relationship to the site, number of parking bays, parking space layouts, accessible spaces, circulation, ramping, elevators and stairs, vehicle entry/exit locations, parking control equipment, and other land uses (if applicable).

5. Review the concept plans with city staff and other stakeholders and discuss any modifications to be incorporated into final concept plans. Provide a conceptual cost estimate for the design(s).

6. Prepare a draft report summarizing the evaluation of parking sites, the selection of the preferred site for structured parking, and the conceptual parking plans and cost estimate. Review the report with city staff by phone.

7. Incorporate review comments into a final report and issue an electronic copy to the city.

Site Evaluations

The two most important factors when evaluating a site for the development of structured parking are location and site dimensions. That is, any site selected for development should be in close proximity to primary destinations. Walking distances exceeding two to three blocks are considered unacceptable by most downtown employees and patrons. The size and shape of a site also influence the efficiency of the parking layout and its cost-effectiveness. The six sites being considered for the development of structured parking are all suitable in terms of site dimensions and topography.

Following are additional criteria that will be used to evaluate the six sites:

• User Groups Served
• Site Visibility
• Revenue Potential of the Site
• External Traffic Flow and Conditions
• Parking Efficiencies
• Existing Spaces Replaced
• Site Access and the Intermixing of Vehicles and Pedestrians
• Visual Impact/Architectural Compatibility/Historic Integrity
• Shared-Use Capabilities
• Development Potential of the Site
• Mixed-Use Possibilities

User groups served, site visibility, and revenue potential are all related. It is generally recommended to provide a downtown parking garage on a site that will serve the general downtown visitor. This is particularly important with respect to revenue generation. Revenues can be maximized with shorter stays and the higher turnover of spaces.

The number of existing spaces on a site is also an important consideration. Unless the generator of parking demand on the site is also being eliminated, the existing surface spaces on a site should be replaced in the parking garage, which can substantially increase the size of a parking facility and the cost per additional spaces added.

Even if a parking facility is well located relative to parking generators, it will ultimately be a failure if vehicles cannot enter or exit in a timely manner. Entry/exit points should be placed a minimum of 75 feet from an intersection. Other considerations are roadway width for dedicated turn lanes, the ability to provide multiple (more than one) entry/exit points, setbacks from curb lines for adequate turning maneuverability, and pedestrian/vehicle conflicts.

It is also preferable from a security perspective to build parking structures in areas with high activity levels. Perceived safety is a concern at an isolated site, particularly after dark.

Will there be sufficient resources to make the parking facility architecturally compatible with surrounding buildings? Are there strict design guidelines that will add significant cost to the facility? Will a taller structure be compatible with the height of surrounding buildings? Will the structure block the view from windows of a building on an adjacent site? Will the parking facility generally detract from existing buildings?

It can be important to place a parking structure on a city-owned site if the cost of land acquisition is relatively high. Adding the cost of land to project costs can make an otherwise financially feasible project infeasible.

There has been a trend away in recent years from stand-alone, single-purpose parking structures. The development of commercial space in parking structures is often encouraged as even poor commercial space will typically generate more income per square foot than a
good parking space. Which of the sites offers the best possibility for ground-floor retail space? The question always has to be asked: Is there a better use for the site other than parking? Parking does not always represent the highest and best use of a site.

Following are the primary advantages and disadvantages of each of the six sites.

**Market Place Garage Expansion**

**Advantages:**
- The existing garage was designed for future horizontal expansion.
- The future expansion would be reasonably efficient and provide essentially flat-floor parking spaces.
- The site is close to the existing Haymarket garage and would conveniently accommodate the displaced parkers if a skywalk is provided to cross N. 9th Street, which is six lanes wide.
- The expansion would displace only 14 existing surface parking spaces.

**Disadvantages:**
- The need for an expensive skywalk to best serve the Haymarket area.
- The site is not owned by the city.
- Building demolition would be required.
- Likely stand-alone parking at this location (no ground-floor commercial space).
- Providing the additional vehicle exiting capacity required for an expanded garage could prove to be problematic.
- The expansion would not be well located to serve future development in the south Haymarket area.

**Barry's Bar & Grille**

**Advantages:**
- Site dimensions are conducive to a reasonably efficient parking garage layout.
- The site provides the best replacement parking for those displaced from the Haymarket garage and for the north Haymarket area overall.
- Perhaps the best location for ground-floor commercial space of the sites being considered.
- Existing tenant for future retail space in the garage.

**Disadvantages:**
- The site is not owned by the city and has multiple owners.
- The site would likely be the most expensive for the city to acquire of the sites being considered.
Building demolition would be required.
A building of historic significance at 227 N. 9th Street would be demolished.
A concentration of parking on one block of Q. Street and traffic congestion concerns.
The displacement of 52 existing parking spaces.
The displacement of an existing business.
The garage would not be well located to serve future development in the south Haymarket area.
Possibly better uses for the site than parking.

**Lumber Works**

**Advantages:**
- Site dimensions are conducive to an efficient parking garage layout.
- The site is close enough to the center of activity in the north Haymarket area to be convenient for the displaced parkers from the Haymarket garage.
- The site is owned by the city.
- The site is centrally located and would serve both the north and south areas of Haymarket.
- Parking at this location could spur new and infill development in the south Haymarket area.
- The L-shaped site accommodates future horizontal expansion of a garage and retail space to the south.
- No building demolition required.
- No existing businesses displaced.

**Disadvantages:**
- The O Street viaduct could be viewed as a barrier to the north Haymarket area.
- The site will not serve the north Haymarket area as well as the Barry’s Bar & Grille site.
- The displacement of 140 existing parking spaces.
- The proposed garage will block the view from windows in the adjacent building to the east.
- The realignment of 7th Street and possible impact on traffic flow.
- The garage could be located next to a large parking lot at the proposed ice arena.

**Ice Arena**

**Advantages:**
- Site dimensions are conducive to an efficient parking garage layout.
- Larger site would provide more flexibility in design and accommodate future horizontal expansion.
- The site could serve both the north and south areas of Haymarket.
Disadvantages:

- The site is not owned by the city.
- The site is not as well located as Lumber Works for the displaced parkers or to serve both the south and north areas of Haymarket.
- Building demolition would be required.
- The displacement of existing businesses.
- Shared parking with the proposed ice arena.

**Baker Hardware**

Advantages:

- Site dimensions are conducive to an efficient parking garage layout.
- The garage would be well located to serve future development in the south Haymarket area.
- Existing tenant for future retail space in the garage.

Disadvantages:

- The site is currently not owned by the city.
- A parking garage could be built in advance of future development and sit vacant for many years.
- The displacement of approximately 79 existing surface parking spaces.
- The displacement of an existing business.
- The site is located too far south to conveniently serve the displaced parkers.

**Meadow Gold**

Advantages:

- Site dimensions are conducive to an efficient parking garage layout.
- Larger site would provide more flexibility in the garage design and accommodate future expansion.
- The garage would be well located to serve future development in the south Haymarket area.
- Mixed-use possibilities of the site.
- The site is immediately available for purchase.

Disadvantages:

- The site is not owned by the city.
- A parking garage could be built in advance of future development and sit vacant for many years.
The site is located too far south to conveniently serve the displaced parkers and the north Haymarket area.

Conclusion

Given the planned hotel/mixed-use developments in the northern area of Haymarket and the possible displacement of parkers in the Haymarket garage, it is believed that the proposed garage should be within convenient walking distance to the center of activity in the north Haymarket area presently (the intersection of P Street and N. 8th Street). This eliminates the Baker Hardware and Meadow Gold sites from further consideration for a parking garage in the near term. There is also a concern that a parking garage developed at one of these southern sites could be underutilized if it is built in advance of future development. However, consideration should be given to acquiring the Meadow Gold site if it can be purchased at a reasonable price. The block could be used for surface parking until it is redeveloped as a mixed-use development in the more distant future. The surface lot could stimulate development in the south area of Haymarket and possibly provide some replacement parking for the 301-space Gold’s lot, which is expected to be redeveloped as soon as this spring. The Gold’s lot is located downtown approximately three blocks away from the Meadow Gold block.

The Market Place garage expansion appears to be feasible, but does make much sense for more Haymarket parking because of its location east of N. 9th Street and the need for an expensive skywalk. The skywalk would have to connect to the southeast corner of the Haymarket garage unless the Barry’s Bar & Grille property is acquired by the city. As previously mentioned, the Barry’s Bar & Grille site would provide the best replacement parking for those displaced from the Haymarket garage. The Lumber Works site is better located than the Ice Arena site to serve the Haymarket area. A significant advantage of the Lumber Works site over all of the other sites is the property is owned by the city. Based on this evaluation of the sites, it is recommended to develop concept parking plans for the Barry’s Bar & Grille and Lumber Works sites.

Concept Parking Plans

Barry’s Bar & Grille Site Garage

The Barry’s Bar & Grille site garage is depicted in Figures 2.0 to 2.5. The parking garage contains 364 parking spaces in five levels (grade plus four supported levels). The current design provides two parking bays in a single-threaded helix configuration in a footprint that is 122’-6” wide and 236’-0” long. The provision of 364 parking spaces in the 134,145 square foot structure, results in parking efficiency of 368.5 square feet per parking space. The proposed parking garage replaces 52 existing parking spaces, for a net gain of 312 parking spaces.
LEVEL 3 FUNCTIONAL PLAN

1" = 30'
LEVEL 5 FUNCTIONAL PLAN

1" = 30'
Traffic circulation throughout the garage is two-way, and the parking spaces are perpendicular to the drive aisles (i.e. 90-degree). The width of the parking modules exceed City of Lincoln standards for 90-degree parking (9’-0” x 18’-0” spaces and 24’-0” drive aisles = 60’-0” parking module). The end-bay drive aisles are wider to improve turning maneuverability. It is anticipated that the south parking bay will be sloped at approximately 5.1% and the north bay will be sloped at approximately 2%. The 2% slope in the north bay will provide an architecturally flat façade on the Q Street side of the garage. There is an express ramp to accommodate vertical circulation from the first to the second level, which is anticipated to have a floor-to-floor height of 17'-0” for the 12,428 square feet of retail space on the ground level of the garage. The floor-to-floor height on the upper parking levels is 10’-6”.

There is one primary vehicle entry/exit point in the garage from Q Street. It is anticipated that delivery trucks will exit a service area behind the retail space onto N. 9th Street. There are also a few parking spaces located below the ramp on the ground level that will be accessed from the alley. There are two elevators in the northeast corner of the parking garage and stairs are located next to the elevators and also in the northwest corner.

All levels of the parking garage are anticipated to have sufficient openings to be classified as “open” and not require fire sprinklers or mechanical ventilation.

The proposed parking garage (excluding the retail space) is estimated to represent a construction cost of approximately $7.378 million at $55 per square foot, which represents a cost per parking space of approximately $20,269 for 364 spaces.

Lumber Works Site Garage

Figures 3.0 to 3.3 depict the proposed parking garage at the Lumber Works site. The parking garage contains 507 parking spaces in five levels (grade plus four supported levels). There is also an adjacent 54-space parking lot for a total of 561 spaces on the site. The current design provides two parking bays in a single-threaded helix configuration in a footprint that is 122’-6” wide and 296’-0” long. The provision of 507 parking spaces in 164,810 square foot garage (excluding the retail space), results in parking efficiency of 332.5 square feet per parking space. The proposed garage and parking lot replace 140 existing parking spaces, for a net gain of 421 spaces.

Traffic circulation throughout the garage and lot is two-way, and the parking spaces are perpendicular to the drive aisles (i.e. 90-degree). The width of the parking modules exceed City of Lincoln standards for 90-degree parking (9’-0” x 18’-0” spaces and 24’-0” drive aisles = 60’-0” parking module). The end-bay drive aisles are wider to improve turning maneuverability.
The parking ramp slopes are 5.3% from the ground to the second level and at a 2.4% and 2.7% on the levels above. There is a short express ramp from the first to the second level to achieve a floor-to-floor height of 11'-6" for van accessible spaces on the ground level. The floor-to-floor height on the upper parking levels is 10'-6". There is 6,365 square feet of ground-floor retail space on the west side of the garage.

There are two vehicle entry/exit points in the garage, one on the north side from O Street and the other on the south side from N Street and through the parking lot. There are two elevators in the northwest corner of the parking garage and stairs are located next to the elevators and also in the northeast corner.

All levels of the parking garage are anticipated to have sufficient openings to be classified as “open” and not require fire sprinklers or mechanical ventilation.

The proposed parking garage and lot (excluding the retail space) are estimated to represent a construction cost of approximately $9.249 million at a cost of $55 per square foot for the garage and $8.50 per square foot for the adjacent parking lot, which represents a cost per parking space of approximately $16,487 for 561 spaces.

**Summary of Proposed Garages**

Following on the next page is a comparison matrix of the two parking options. Because the Lumber Works garage is on a larger site, it is more efficient than the Barry’s Bar & Grille site garage, which is directly reflected in the estimated cost per parking space of $16,487 for the Lumber Works site and $20,269 for the Barry’s Bar & Grille site (excluding the retail space). Also contributing to the lower cost per space at the Lumber Works site is the lower cost of the adjacent surface parking lot compared to the cost of structured parking. The Lumber Works site provides a net gain of 421 spaces and the Barry’s Bar & Grille site a net gain of 312 spaces. The cost per net parking space (excluding the retail space) also favors the Lumber Works site at $21,969 per net space versus $23,647 per net space at the Barry’s Bar & Grille site. It should also be kept in mind that the cost per space for the Barry’s Bar & Grille site does not include the cost to acquire the property and to demolish the existing buildings on the site. The Lumber Works site is owned by the city and the site is clear of buildings. The Lumber Works garage and retail space could also be expanded to the south in the future.

On the other hand, the Barry’s Bar & Grille site provides twice as much retail space as the Lumber Works site, and even average retail space will generate more revenue per square foot than an excellent parking space. The vertical circulation elements of the two garages are very similar, with the exception of the length of the express ramps and the overall height of the garages, both of which favor the Lumber Works site. The parking geometrics in both options are identical.
### Parking Garage Options Comparison Matrix

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<th>Lumber Works Site</th>
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<tr>
<td>Express or Parking Ramps</td>
<td>Both</td>
<td>Both</td>
</tr>
<tr>
<td>Express Ramp Length</td>
<td>146.5 feet</td>
<td>40 feet</td>
</tr>
<tr>
<td>Express Ramp Slope</td>
<td>Approx. 15%</td>
<td>Approx. 15%</td>
</tr>
<tr>
<td>Parking Ramp Slopes</td>
<td>2.0% &amp; 5.1%</td>
<td>2.4%, 2.7% &amp; 5.3%</td>
</tr>
<tr>
<td>Floor Elevation of Top Level</td>
<td>56.5 feet</td>
<td>48.5 feet</td>
</tr>
<tr>
<td>Number of Turns to the Top Level</td>
<td>9</td>
<td>9 or 10</td>
</tr>
<tr>
<td>Percentage of Spaces on Non-Sloping Floors</td>
<td>35%</td>
<td>39%</td>
</tr>
<tr>
<td><strong>Parking Geometrics</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Angle of Parking</td>
<td>90 Degree</td>
<td>90 Degree</td>
</tr>
<tr>
<td>Parking Bay Width</td>
<td>60'-0&quot;</td>
<td>60'-0&quot;</td>
</tr>
<tr>
<td>Parking Stall Width/Length</td>
<td>9'-0&quot;/18'-0&quot;</td>
<td>9'-0&quot;/18'-0&quot;</td>
</tr>
<tr>
<td>End-bay Drive Aisle Width (two lanes)</td>
<td>26'-0&quot;</td>
<td>26'-0&quot;</td>
</tr>
</tbody>
</table>
Recommendation

Based on this evaluation, it is recommended to proceed with the Lumber Works garage for several reasons. The primary reason is the Lumber Works site provides more parking spaces in a more efficient layout than the Barry’s Bar & Grille site, and the cost per space at the Lumber Works site is approximately 19% lower than the Barry’s Bar & Grille site. While the Barry’s Bar & Grille site is better located to meet current parking needs in the north Haymarket area, the Lumber Works site offers several advantages over the Barry’s Bar & Grille site including:

- A more efficient parking layout and lower cost per parking space.
- A net gain of more parking spaces and lower cost per net space gained.
- The site is owned by the city and no building demolition is required.
- Because the site is owned by the city, the planning and development of a parking garage could occur sooner if necessary.
- The site better serves the south Haymarket area, where there is expected to be significant development activity in the near future.
- Parking at this location could also stimulate new and infill development in the south Haymarket area.
- The L-shaped site allows for future horizontal expansion of the garage and retail space to the south.
- More retail space in the Phase 2 expansion than at the Barry’s Bar & Grille site.
- Two primary vehicle entry/exit points.
- The garage will provide a buffer between the north Haymarket area and the electrical substation located south of the site.
A request has been made to vacate that portion of 14th Street lying between New Hampshire Street and the railroad tracks. The area was viewed and appears as a paved street blocked off by the railroad right-of-way fence. Electric utilities are visible along the right-of-way and Public Works has indicated the existence of sanitary sewer and water. A patch in the street suggests that there was recent excavation most likely to connect to one of these utilities further indicating their existence. Public Works has asked that easements be retained over the entire area for these utilities. The area to be vacated is also located within the 100-year flood plain and a conservation easement is required over the entire area.

The dimensions in area of the street to be vacated are sufficient to be a buildable lot. However, the imposition of utility and conservation easements will reduce its utility to that of open space. In order to utilize the area, the owner would have to install a commercial drive for access or a curb along the entire frontage if they do not desire to have access at that location. If the area is to be utilized for parking, it would require the removal of the existing street paving or probably result in an inefficient parking lot if utilized as is. As such, the area is not considered to have much more than a nominal value. A value of $0.20 per square foot is considered appropriate. The area to be vacated was determined by survey to be:

West ½ - 4,440 square feet
East ½ - 3,683 square feet

The calculations are as follows:

\[
\begin{align*}
\text{West } \frac{1}{2} & \times 4,440 \text{ sq. ft.} = 888.00 \\
\text{East } \frac{1}{2} & \times 3,683 \text{ sq. ft.} = 736.60 \\
\text{TOTAL} & \times 8,123 \text{ sq. ft.} = 1,624.60
\end{align*}
\]

If only one property owner has an interest in acquiring the area to be vacated, it is recommended it be sold to the abutting property owner for $1,624.60.

Respectfully submitted,

[Signature]

Clinton W. Thomas
Certified General Appraiser #990023
Councilman Camp,

Recently, vendors have created a variety of options to distinguish time restrictions on meters. We are currently evaluating options and hope to present those options at our next Parking Advisory Council meeting on November 10. At that time, we would be happy to discuss those options with you and the recommendation from the Advisory Council.

Director Landis:

As you will recall, Lincoln used to have a "color system" for its parking meters. For example, red had a 30-minute limit, green represented a 2-hour time limit, orange was 90-minutes, etc.

Previously Public Works oversaw the parking meters and started using galvanized steel poles which were "aluminum" in color. Someone decided to paint all of the existing poles “aluminum” thereby eliminating the color coding.

I raised objections at the time to the abandonment of the color system and, after many months of discussion, small 2-inch square labels were created and affixed to the poles beneath the meter head. Unfortunately, many citizens are a bit visually challenged and cannot determine the time limit on a meter until nearly completely parked in the space.

During the past 1-2 years, I have lost count of the requests I have received to return to a color-coded system.

Vehicle safety enters this picture. First, were a driver to strain his/her eyes to view the 2-inch sticker, road safety is jeopardized. Second, by not discovering the meter's time limit until nearly full entry into the parking space, a second vehicular safety issue is encountered when one has to depart the space and seek another meter with an ample time limit.

Imagine one's frustration in encountering these parking challenges in downtown Lincoln, which only add to the hesitancy to venture downtown.

Therefore, I respectfully ask that one of two solutions be implemented:
(1) return to the former color coding system and paint the entire meter pole a single color, coded to the time limit, or
(2) Create a larger sticker, perhaps 18 inches tall, that is also color coded using the old color system, and affixed to the
parking meter pole immediately below the meter head.

Either method creates a simple visual for the motorist to observe at a reasonable distance and therefore allow the driver
to determine whether that particular meter has sufficient time limits for his/her needs.

This simple measure will further the friendliness and parking availability in downtown Lincoln and increase parking
revenues which will in turn fund future parking expansions.

Thank you in advance for responding with the news of which of these two alternatives you will implement.

Jon

Jon Camp
Lincoln City Council
Ken and and David:

Thanks for your response. I would appreciate several courtesies:

1. Can you share in advance your "variety of options"?
2. Put this on a fast track?
3. Comment on my two suggestions?

Thank you,

Jon

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Jon Camp
Lincoln City Council
Councilman Camp,

When we have the meter options available, we can sit down with you and go through each of the options. As far a timing is concerned, I had expected this to be a "winter project" for maintenance staff or we may need to wait for favorable weather, depending on which option is chosen. In regards to your two suggestions, our options do include returning to a some type of color-coding system and/or stickers. Currently, I'm waiting on the vendors to provide us sample material and pricing, which we then can evaluate costs (initial and on-going) associated with each option. Any further questions, please feel free to contact me.

Kenneth D. Smith, CAPP
City Parking Manager
Urban Development Department

Phone 402.441.4617
Fax 402.441.6476

Ken and and David:

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From: Jon Camp  
Sent: Sunday, October 04, 2009 11:40 AM  
To: David Landis  
Cc: Ken D. Smith; tuland@downtownlincoln.org; Tammy J. Grammer  
Subject: Parking Meter Poles

Director Landis:

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Thank you in advance for responding with the news of which of these two alternatives you will implement.

Jon

Jon Camp
Dear City Council Members,

Please vote against the Block 68 Redevelopment Project. I am all for development, but if this plan goes through without following the Downtown Master Plan then that plan is dead in the water. Also, I do not trust the financial backing or integrity of the people behind this plan. I am out of town on business or i would voice my dissent in person.

Regards,
David Martin
Lincoln, NE 68502
820 Glenridge Rd
Tall grass twenty inches high trash scattered in yard

5900 Limestone Rd
Shed full garage full spilling out on driveway

Do something

Thanks
October 7, 2009

CEO
Lincoln Electric System
1040 O Street
Lincoln, Nebraska 68508-3609

Dear Sir:

After reading the Journal Star about your considering a 3.9 raise in electrical rates, I found myself not very happy about your desire to once again ask for more money. In 2008 you asked for 9.1 and received this rate increase and now you ask for 3.9. This totals to 13 percent in two years or 6.5 raise each year. I doubt that anyone of you make less then $20.00 an hour. Coupled with the retirement plan that exceeds the norm for any business in the United States, you are in my observation “greedy” for money without just cause for the rate increase.

I have to compare your values of wanting money much like our federal government now as soon all of us will paying much more in taxes. I will be 75 in October and my COLA increases each year is normally 2.5 percent increase. Now the government wants to take more out for Medicare payments for the next two years.

I do not have any problems with your service as our home has not gone without electricity for many years. This is the only plus that I can give you. Considering the one dollar for two, this is an outrage. If a person is not satisfied with the pension figures, they need to get another job. Our employment rate is around 17 percent and I am sure that there are qualified people to work at any one time. What do you think?

Now is the time for you to be smart and start looking at cutting the fat from your budget! My social security check is about $1,000 a month sir and it does not go very far for making a living. What I want to hear from you is a positive, pro-active statement on what you can do to cut cost and leave the rates alone. A reply is requested. Copy to the major and city council.

Thank you for reading my letter.

Claude Reyman
Major, USA, Retired
705 South 30
Lincoln, NE 68510
TE: 402-476-6102
vreyn@windstream.net

cc Mayor
City Council
To Whom it may Concern

Unless otherwise directed, this shall serve as a formal public records request for the following:

1. A list of all City owned land which has an outdoor advertising structure(s) (ie billboards) on it.
2. If City owned land does have outdoor advertising structure(s) on it, please provide the lease or other agreement by
   and between the City and the tenant. The front page of the lease agreement is all that will be required.
3. On private land, any other information which includes a list of properties (by property address) and property owners who have outdoor advertising/billboard permits with the City. The front page of the lease agreement is all that will be required.

Thank you in advance for your consideration and cooperation. I am hopeful this is not too difficult a task, and welcome a phone call to discuss any questions you may have in this regard. Certainly, if there are any costs associated with this request, please advise. Thank you.

Anthony Scognamiglio
19 Beechwood Rd
Summit, NJ 07901
201 306 7968
ADDENDUM
TO
DIRECTORS’ AGENDA
MONDAY, OCTOBER 12, 2009

I. CITY CLERK - None

II. CORRESPONDENCE FROM THE MAYOR & DIRECTORS TO COUNCIL -

MAYOR -

1. NEWS RELEASE - RE: City Crews Preparing For Snowy, Icy Conditions.

2. NEWS RELEASE - RE: Mayor Beutler’s Public Schedule for Week of October 10, 2009 through October 16, 2009 - Schedule subject to change.

DIRECTORS -

PUBLIC WORKS & UTILITIES -

1. Response Letter from Randy Hoskins to Councilman Jon Camp - RE: Mr. James Boyce concerns on the 98th Street project.

III. COUNCIL RFI'S & CITIZENS CORRESPONDENCE TO INDIVIDUAL COUNCIL MEMBERS - None

IV. CORRESPONDENCE FROM CITIZENS TO COUNCIL -

CITY CREWS PREPARING FOR SNOWY, Icy CONDITIONS

With the potential for snow in the forecast, the City Public Works and Utilities Department will pre-treat bridges and overpasses with liquid magnesium chloride to prevent the formation of ice patches. Street Superintendent Andrew Edwards said current temperatures prevent crews from any pre-treatment today, but they plan to begin the operation about 4 a.m. tomorrow. The City also has trucks and operators on stand-by for material spreading operations if intersections become slick.

The Public Works and Utilities Department urges drivers to use caution and good judgment when driving conditions become hazardous. Information on the City’s snow operations plan is available at lincoln.ne.gov (keyword: snow).

- 30 -
Date: October 9, 2009
Contact: Diane Gonzolas, Citizen Information Center, 441-7831

Mayor Beutler’s Public Schedule
Week of October 10 through 16, 2009
Schedule subject to change

Monday, October 12
• Mayor’s Award of Excellence presentation - 3 p.m., Council Chambers, County-City Building, 555 S. 10th St.
• International Visitors from Georgia (Russia) - 5 p.m., Mayor’s Office, County-City Building
• Mayor’s Neighborhood Roundtable meeting - 5:30 p.m., Mayor’s Conference Room, County-City Building

Tuesday, October 13
• City-County Common Meeting - 8 a.m., room 113, County-City Building
• Madonna GOAL Awards luncheon - 11:30 a.m., Cornhusker Hotel, 333 S. 13th St.
• Mayor’s Multicultural Advisory Committee - 4 p.m., Sheldon Art Museum board room, 12th and “R” streets

Thursday, October 15
• KFOR Morning Show - 7:45 a.m.

Friday, October 16
• Coalition for Older Adult Health Promotion annual meeting, remarks - 7:30 a.m., BryanLGH East Medical Plaza (second floor), 1500 S. 48th St.
• Ribbon-cutting for Open Harvest expansion, remarks - 9 a.m., 1618 South St.
October 9, 2009

Jon Camp  
PO Box 82307  
Lincoln NE 68501-2307

Councilman Camp:

We have reviewed the concerns of Mr. James Boyce regarding the 98th Street project and his contention that the City should have altered the plans for the street or included a retaining wall for his property in our design of the project.

As Mr. Boyce was told by Mr. Kent Evans, Project Manager, there was no consideration of including retaining walls for the situation Mr. Boyce describes in the project. The City neither caused the situation with our roadway design, nor is it normal or even feasible for the City to implement the suggested change throughout this project.

When the area of Mr. Boyce’s house was included in the Vintage Heights development, a decision was made by the developer to raise the grade substantially over the surrounding area to the east in order to make the sanitary sewer drain back to the west, rather than draining to the east as it historically did. This grading caused Mr. Boyce’s lot to be much higher than 98th Street. This can be seen in the cross-section from the project plans shown on the attached sheet (the Boyce property is on the left side of the diagram, this is looking north along 98th Street).

The dashed black lines represent the ground surface before the project. The dark black lines at the bottom of the drawing indicate the extent of the work done on the project. The roadway grade was raised a couple of feet higher than the existing 98th Street, but for a number of reasons (limitations on fill into the wetlands on the east side of the street, the grade of the street along 98th, and the need to drain water from the west side of the road), the grade could not be raised any higher than that. The bold red lines on the left side of the drawing are a representation of what Mr. Boyce appears to be requesting. This would require a retaining wall approximately 14’ high and a need to fill the triangular area of his backyard with dirt, which extends approximately 80’ to the west.

The project itself only extended a few feet onto Mr. Boyce’s property, requiring minimal regrading on his lot. The slope of the grading that was done as a result of the project was such that a retaining wall was not needed for that portion of the lot or on the right-of-way, which is where the City would traditionally provide and pay for the costs of a retaining wall.

If you have any questions, feel free to contact Kent Evans or me.

Sincerely,

[Signature]

Randy Hoskins, P.E.  
Assistant City Engineer
October 12, 2009 – 12:50 AM

Lincoln Council
555 South 10th Street
Lincoln, NE 68510

RE: Proposed assessment for trash removal of nuisance costs-336 N. 32nd Street

Lincoln City Council Members,

I was informed by letter dated October 7 that the Health Department will submit to you a resolution for costs related to removal of the subject nuisance on October 12 at 3pm. I am not able to attend, so submit this for your consideration.

I, hereby, request that you do not assess any charges for the alleged actions.

On about June 9, I received notice that there was a white trash bag near the trash container for 336 N. 32. I took a photo and discussed the notice with my renters, Ed and Wendy (who have a son and are good people), as well as with the Health Department Inspector. There was no bag in the vicinity on my subsequent drive-by. I heard no more until receiving a letter from the Health Department on July 10.

Upon receipt of the July 10 notice, I stopped by, took a photo, and discussed it with Ed & Wendy. They were of the opinion that someone was putting a bag of trash there and submitting a complaint. I sent the Health Department the card and also, this time, I sent a letter dated June 15 that indicated the nuisance had been addressed. The nuisance was cleared. I heard no more from Health.

On October 8 I received the letter from Health notifying me of the assessment action.
I request that you do not assess any charges, because the “nuisance” that had a complaint was cleared, and I received no notification of any nuisance, and I have no real idea (I did call Jim Bare and ask) what the “nuisance” was that drew the assessment. In fact, it was not Jim Bare who followed up on assessment day, whenever that was. I do note that there is still a pile of garbage behind 306 N. 32 and a pile of limbs and trash behind 359 & 375 N. 33 (in the same alley), which have been there since well before June.

Thank for your consideration of the request – and of course, your dedication and service.

Milo Cress
Owner-336 North 32 St.
Phone (402)430-4499