IN LIEU OF
DIRECTORS’ MEETING
JUNE 25, 2012

I. CITY CLERK

II. MAYOR
1. NEWS RELEASE. New study shows arts have $53 million annual impact on City.
2. NEWS RELEASE. Public invited to “Uncle Sam Jam 2012” on July 3rd.

CITY OMBUDSMAN
1. Reply to constituent regarding the toddler and dog found in the early morning.

III. DIRECTORS

PLANNING DEPARTMENT
1. Meeting agenda for the Historic Preservation Commission meeting on Thursday, June 21, 2012, at 555 S. 10th Street, Room 214, at 1:30 p.m.
2. Comprehensive Plan Amendment No. 12002, Antelope Creek Watershed Basin Management Plan memo to the Lancaster County Board.
3. List of Administrative Approvals approved by the Planning Director from June 12, 2012 through June 18, 2012.

PUBLIC WORKS & UTILITIES/STAR TRAN
1. Memorandum from Kim Phelps, Chairman of the StarTran Advisory Board, on StarTran Advisory Board Roles and Responsibilities.

IV. COUNCIL MEMBERS

V. MISCELLANEOUS

VI. CORRESPONDENCE FROM CITIZENS
1. Matthew C. Gersib writing in support of the updated Downtown Master Plan, which includes the addition of a two-way bike lane from Antelope Valley to the Haymarket, as well as improvements to existing bicycle lanes.
2. Kimberly Brown supporting the updated Downtown Master Plan, including the protected bikeway.
3. Michael Nielsen suggesting Lincoln needs re-thinking on our City bike lanes, and to launch a cyclist awareness campaign.
4. Jason Davis writing in support of improved bike lanes downtown, including any improvements to the 11th and 14th street bike lanes.
5. Robert Boyce giving further clarification on comments made at the City Council meeting regarding Lincoln bikeways.
6. Marcia Worth expressing feelings on being annexed into the City, and the associated costs.
7. Eric Foster, InterLine correspondence, expressing disagreement with the bicyclists who testified at the City Council meeting on June 18th. As a bicyclist who frequently rides downtown can definitely say having a separate or protected bike lane is always safer.
8. Larry Zimmerman listing concerns of constituents on the proposed Wal-Mart site on S. 27th and Grainger parkway.
9. Lynne Costin InterLinc correspondence giving reasons why a Wal-Mart should not be located in the 27th and Grainger area.
10. Kyle Hansen email in support of maintaining and adding bike lanes to add to the ease of navigating the City for all riders.
11. Pastor Ed Ziegler writing in opposition to the fairness ordinance, stating his reasons. (Each Council Member received individual letter)
12. Jim Greenwood email giving reasons why he supports the proposed N Street bicycle lane.
13. Colby Mach, LIBA, email giving statistics on loss of parking spaces if the proposed bike lanes voted in.
14. Justin Lowndes’ email writing in support of the Downtown Master Plan including the proposed N Street bike lanes.

VII. ADJOURNMENT
NEW STUDY SHOWS ARTS HAVE
$53 MILLION ANNUAL IMPACT ON CITY

Mayor Chris Beutler and the Lincoln Arts Council (LAC) today released a study showing that the nonprofit arts and culture industry generates $53.1 million in economic activity every year in Lincoln. That’s according to Arts & Economic Prosperity IV, the most comprehensive economic impact study of the industry ever conducted in the U.S. The figure is a 47 percent increase over the $36 million impact reported in 2006 when Lincoln participated in Arts & Economic Prosperity III. The study also shows that Lincoln contributes about 30 percent of the $174.4 million generated by the industry every year in Nebraska.

“This important study shows that more than ever, the arts mean business in our city and state,” said Mayor Chris Beutler. “We can take great pride in the fact that our arts and culture industry is expanding in our community. A vibrant and growing arts scene makes our city a better place to live, a better place to visit and a better place to do business.”

The $53.1 million in economic activity generated in Lincoln includes more than $33.5 million spent by the organizations and another $19.6 million spent by audiences. The study shows that arts and cultural activities support 1,550 full-time equivalent jobs, providing $39.5 million in household income and delivering $5 million in local and state government tax revenue.

“In addition to creating jobs for arts professionals, the industry contributes to increased revenue for restaurants, shops, hotels and other businesses,” said Deb Weber, Executive Director of the LAC which coordinated the local data collection. “We believe the figures represent a very conservative estimate of the many economic benefits our community receives from arts and cultural activity.”
The study was conducted by Americans for the Arts, the nation’s leading nonprofit organization for advancing the arts and arts education.

“We fundamentally know how the arts enliven and bind together communities,” said Marjorie Maas, Director of Nebraskans for the Arts, which was responsible for data collection statewide. “We also need to view them as part of an industry that gives back financially to their city and state.”

The complete local study results will be posted on the LAC website at www.artscene.org. The national results are available at www.AmericansForTheArts.org. More information on Nebraskans for the Arts is available at nebraskansforthearts.org.
FOR IMMEDIATE RELEASE:  June 21, 2012
FOR MORE INFORMATION:
  David Norris, Citizen Information Center, 402-441-7547 (after June 25)
  Jerry Shorney, Parks and Recreation, 402-441-8259

PUBLIC INVITED TO “UNCLE SAM JAM 2012” JULY 3RD

Mayor Chris Beutler today invited area residents to the City’s annual Uncle Sam Jam Independence Day celebration at Oak Lake Park Tuesday, July 3. Activities will begin at 3 p.m., and the fireworks show will begin at 10 p.m.

The fireworks are again sponsored by Pepsi-Cola and presented by Zambelli Internationale. The show will be choreographed to music provided by Broadcast House/NRG Media, and broadcast on its four radio stations - B107.3 FM, Froggy 98.1 FM, 105.3 Wow FM and KLIN 1400 AM/94.5 FM. Music in the park will be provided by the FROGGY 98.1 FM boom box. The Lincoln Journal Star also is a partner in the celebration.

The City Parks and Recreation Department will provide free family activities beginning at 3 p.m. The activities include canoeing, disc golf, volleyball, bocce ball, horseshoes, carnival games, bingo, three-legged and gunny sack races, box hockey and the “NEOS” interactive game. Food and concessions will be available beginning at 3 p.m. in the main parking lot. VFW Post 3606 will conduct a flag-lowering ceremony at 8:30 p.m.

Parking is available at Oak Lake Park and in the Pfizer grass field at N.W. 4th and Cornhusker. No baseball games are scheduled, so parking also is available in the Haymarket Park lots, which can be accessed from 10th and Charleston. Attendees are encouraged to arrive early to avoid traffic delays.

A special $3 event fee will be offered beginning at 1 p.m. at Haymarket Garage, 9th and “Q” streets. StarTran will provide free public shuttle bus service from 5 to 11 p.m. between the main entrance at Oak Lake Park and these locations:
• Haymarket Parking Garage, 9th and “Q”
• Gold’s bus stop, 11th and “O”
• County-City building complex - northeast corner of 9th and “H” and southeast corner of 9th and “K” (Free parking is available in two lots – one bounded by 9th, 10th, “G” and “H” and one bounded by 9th, 10th, “K” and “L”.)

-more-
Handi-Van service is available for those eligible, and reservations can be made through the normal procedure by calling StarTran at 402-441-7109.

In case of inclement weather, the fireworks display and the accompanying radio broadcasts will be rescheduled to Thursday, July 5, and food vendors will be available. No other events or activities will be rescheduled.

Fireworks other than those used in the Zambelli show are prohibited in the park during the celebration. City ordinance allows the sale and use of permissible fireworks in the City only from 8 a.m. to 11 p.m. July 3 and from 8 a.m. to 11:59 p.m. July 4 of each year.

The Red Cross will have first aid available. Alcohol and personal water craft are prohibited in the park. All pets are required to wear a leash in the park, and residents are discouraged from bringing pets to the park during the fireworks display.

More information on the day’s events is available on the City website at lincoln.ne.gov (keyword: uncle sam jam).
Thank you for your interest and concern in this manner,
Lin Quenzer
Ombudsman
Office of the Mayor
City of Lincoln, Nebraska
555 South 10th Street, Suite 208
Lincoln, NE  68508
lquenzer@lincoln.ne.gov
402.441.7511

I am reading the news this morning and I see that its not only the Gage county Sheriffs Office that has no Clue what-so-ever --- the Lincoln PD is lacking any common sense at all.

Why would you take a dog to the Capitol inHumane Society for watching over a 2 year old, so it can be killed?

And why would you return a 2 year old to a home that is known to have abused that same child before?

A Lincoln, Nebraska toddler is home safe after being found wandering the city’s streets with her loyal family dog at her side. Capt. David Beggs said the 2-year-old girl was spotted outside the Sun Mart on 17th and South streets just after 1 a.m. Sunday.

When asked if she could identify herself or her parents, the young child could only repeat the word ‘mommy’. While she clung to the leash of the friend who had guided her, police set out on foot in an attempt to find a nearby home with an open door, but were unsuccessful. The child’s home was located in a matter of hours after police identified her parents from an earlier neglect case.
Beggs said the parents were cited (again) for misdemeanor child neglect before the girl was returned to them. The dog was relinquished to animal control. Beggs said if the parents wanted the dog back they would have to retrieve it themselves. Whether or not they have claimed the dog is unknown.

buy Flowers so we can pay the Vet
Stickneys Toy Breed Rescue and Retirement Sanctuary  <- click to see us on Facebook
Cortland, Nebraska - a 501c3 tax deductible Charity
Rescue is about the good, the bad, the ugly, the old, the deaf, and the blind
Doing good isn't about getting credit, it's just what you do because you know in your heart you should.
Today's mighty oak is yesterday's nut who stood their ground.
Those who can, do. Those who can't, Donate.
Visit us on-line  www.maryhouse.us , Adoptable Dogs
Read our books - Touching Grass - Life Outside the Box , Picture Book
Donate to the Cause:  Sponsor a dog today , Vet a dog today , Go Shopping
Puppymill Dog Rehabilitation Group - Having trouble with your ex-mill dog?
The City of Lincoln Historic Preservation Commission will hold a public meeting on Thursday, June 21, 2012. The meeting will convene at 1:30 p.m. in Room 214, 2nd floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska, to consider the following agenda. For more information, contact the Planning Department at (402) 441-7491.

June 21, 2012

1. Approval of HPC meeting record of May 17, 2012.

2. Opportunity for persons with limited time or with an item not appearing on the agenda to address the Commission.

PUBLIC HEARING AND ACTION

3. Application by Kelly Langer for an amendment to the special permit for historic preservation under LMC27.63.400 for the former St. James Church, a designated Landmark at 3935 Randolph Street.

4. Application by Greg Munn on behalf of US Properties for a Certificate of Appropriateness for work at 100 North 9th Street, the Pavilion at Grand Manse, a property listed on the National Register of Historic Places on which the City of Lincoln holds a preservation easement.


6. Application by Bray Architects on behalf of Speedway Properties for a certificate of appropriateness for work at Lincoln Fixture Building/Old Chicago, 826 P Street in the Haymarket Landmark District.

7. Application by Speedway Properties for a certificate of appropriateness for work at 330 N 8th Street (future Hilton Gardens Hotel) in the Haymarket Landmark District.

8. Application by Haymarket Square for a certificate of appropriateness for work at 824 P Street in the Haymarket Landmark District.

DISCUSSION


10. Staff Report: Updates on Lewis-Syford House, VA Medical Center NR nomination, upcoming NR nominations.

The Historic Preservation Commission agenda may be accessed on the Internet at http://www.lincoln.ne.gov/city/plan/bdscmp/hpc/index.htm

For further information on Historic Preservation in Lincoln, visit http://www.lincoln.ne.gov/city/plan/hist/index.htm
MEMORANDUM

TO: Lancaster County Board

FROM: Marvin Krout, Director of Planning

SUBJECT: Comprehensive Plan Amendment No. 12002
Antelope Creek Watershed Basin Management Plan

DATE: June 19, 2012

COPIES: City Council
         Mayor Chris Beutler
         Kerry Eagan, Chief Administrative Officer, County Board
         Gwen Thorpe, Deputy Chief Administrative Aide, County Board
         Nicole Fleck-Tooze, Planning
         Sara Hartzell, Planning
         Miki Esposito, Director of Public Works & Utilities
         Glenn Johnson, Lower Platte South NRD
         Ben Higgins, Watershed Management
         Ed Kouma, Watershed Management

Attached for your information is a copy of the Factsheet for Comprehensive Plan Amendment No. 12002, which is scheduled for public hearing before the Lincoln City Council on Monday, July 9, 2012, at 3:00 p.m.

This proposed amendment is within the regulatory jurisdiction of the City Council and is being routed to the County Commissioners for information purposes only; no County Board hearing or action is required.

If you have questions on this amendment, please feel free to contact Sara Hartzell in the Planning Department at 402-441-6371 or shartzell@lincoln.ne.gov, or Ben Higgins in Watershed Management at 402-441-7589 or bhiggins@lincoln.ne.gov.
Memorandum

Date: June 19, 2012

To: City Clerk

From: Teresa McKinstry, Planning Dept.

Re: Administrative Approvals

cc: Jean Preister

This is a list of the Administrative Approvals that were approved by the Planning Director from June 12, 2012 thru June 18, 2012

Waiver No. 12008 to Administrative Final Plat No. 99056, approved by the Planning Director on June 12, 2012, requested by Mike Lindberg, for a waiver to extend the time for two years to install sidewalks along the south side of Plantation Drive and the west side of Union Drive, in Williamsburg Village North 28th Addition. The improvements shall be completed by June 12, 2014. Property is generally located southeast of S. 34th St. and Old Cheney Rd.

Administrative Amendment No. 12024 to Change of Zone 05085A, Fallbrook Planned Unit Development, approved by the Planning Director on June 12, 2012, requested by Olsson Associates, to revise the lot layout in undeveloped Blocks 7 & 8, to create Residential Type 6 and revise the PUD notes to add Residential Type 6, and to allow a detached two-family dwelling and reduced rear yard setback from 30 feet to 20 feet on Lot 20, Block 27 (6630 Stonebrook Parkway), on property generally located at Highway 34 and Fallbrook Blvd.

Administrative Amendment No. 12018 to Use Permit No. 11003, Liberty First Addition, approved by the Planning Director on June 13, 2012, requested by ESP, Inc., to show a specific site plan for a 5,000 square foot commercial building on Lot 1 as required, on property generally located at N. 84th St. and Lexington Ave.
Administrative Amendment No. 12023 to Special Permit No. 1813A, The Preserve on Antelope Creek Planned Unit Development, approved by the Planning Director on June 14, 2012, requested by Olsson Associates, to amend the plan to remove Lot 1 (adjacent to the southwest corner of S. 80th St. and Pioneers Blvd.) from the boundary of the CUP as required by Change of Zone No. 11043, on property generally located near S. 80th St. and Pioneers Blvd.

Administrative Amendment No. 12019 to Change of Zone No. 04075A, Village Gardens Planned Unit Development, approved by the Planning Director on June 15, 2012, requested by Olsson Associates, to revise the site plan to show additional on-street parking stalls along the south side of Hidcote Drive near the intersection of Hidcote Drive and S. 59th St.
Memorandum

To: Mayor Chris Beutler  
Members, Lincoln City Council

From: Kim Phelps, Chairman, StarTran Advisory Board

Date: June 6, 2012

Subject: StarTran Advisory Board Roles and Responsibilities

cc: Miki Esposito, Larry Worth, Members of StarTran Advisory Board

The “Financial, Marketing, Management, and Operational Analysis of StarTran – Final Report” was completed and presented by SRF Consulting Group to the Lincoln City Council on March 6, 2012. The Audit Advisory Board also reviewed the subject report and forwarded comments to you on April 18, 2012.

One of the recommendations included in the referenced report concerned the StarTran Advisory Board roles and responsibilities, (see Report, Page 12-1):

The Mayor should clarify the roles and responsibilities of the Transit Advisory Board to establish clear policy direction and reporting requirements.

Options include:

• Limit the Board to advise on service policies that impact passengers.
• Have the Board increase activities to advocate for transit within the community.
• Expand the Board role to include budget, service and performance oversight with more direct ties to City Council.

This was addressed at the May 31, 2012 StarTran Advisory Board meeting, and it was agreed by a 6-0 vote that the Board recommends Option Three, “Expand the Board role to include budget, service and performance oversight with more direct ties to City Council.”

The members of the StarTran Advisory Board understand and acknowledge the increased levels of member involvement and participation, which would result from implementation of this option, as described in the referenced report, (see Report Pages 2-9 & 2-10):

The most formal Board structure would allow members to assist staff in developing guidance for the development of StarTran. In addition to the activities in Option Two, Board members would be provided additional information on system performance and financial condition. Typically, this type of Board would have sub-committees that would meet as needed to review their subject area. Sub-committees could include budget, marketing, operations, capital development, legislative, and/or planning.

Sub-committees would meet on an “as needed” basis. The budget committee would meet two or three times before the budget is submitted to the City council, and once or twice
during the fiscal year to review budgetary performance. The marketing committee may meet as often as monthly if there is a serious financial commitment to marketing activities and they would review advertising programs as well as basic market research. The planning committee and capital development committee may only meet once or twice per year depending on the planning activities and capital needs of the system.

StarTran staff would provide a higher level of detailed information to the Board and its sub-committees. This type of Board tends to be dynamic and require additional staff time to provide information to make decisions. Frequent interaction with City Council members would be needed periodically to advance the goals of the StarTran Board. Final decisions on operating and capital budgets would remain with the City.

All Board members would be expected to attend monthly Board meetings and legislative meetings as outlined in Option Two. Additionally, depending on committee assignment, Board members may be asked to devote up to five hours per month in committee work. Total time commitment would vary by month but could be up to 15 hours per month during some months.

A decision on the role of the Advisory Board will provide staff with guidance as to the level and authority of the Board. Presentations by transit staff to the Board will be appropriate to the authority of the Advisory Board.

Thank you for your consideration.
Good day,

My name is Matt Gersib and I'm a marketing communications professional, cyclist and Lincoln resident. I understand today's City Council meeting will discuss the updated Downtown Master Plan, which includes the addition of a two-way bike lane from the Antelope Valley bikeway to the Haymarket, as well as improvements to the existing bicycle lanes. These are updates I wholly support, as they are in-step with the type of development I wish to see in Lincoln. Not only will these improvements to bicycle commuting infrastructure allow easier access to downtown for commuters, it will position Lincoln as among the more progressive cities in the nation with respect to encouraging alternative commuting methods.

As a community, these are improvements we are more than ready for. Thank you for listening to our feedback and incorporating them into the revised Downtown Master Plan. If you have any questions, or would like to discuss my views further, please don't hesitate to call me at 402-314-2150.

Thanks again. Have a great week!

Sincerely,
Matthew C. Gersib
521 S. 54th Street
Lincoln, Nebraska 68510
As a Lincoln cyclist and young professional, I support the updated Downtown Master, including the addition of the Protected Bikeway.

Thank You,
-Kimberly Brown
I truly believe bike lanes in our city need re-thinking, for the benefit of not just bikers but all citizens that use public roads and sidewalks. Simple research online shows building bike lanes is beneficial to everyone in the community and that more, safer bike lanes result in more cyclists commuting.
I believe Lincoln is behind in this regard and hope to see a change soon. Please take some time to educate yourselves via the wonderful resources available on the web, some of which are linked below. Regardless of whether or not more lanes are added, I also believe it is critical to launch a cyclist awareness campaign.

Thank you.


http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm
To whom it may concern,

I'm writing to express my interest and support of improved bike lanes downtown. It sounds like there is discussion of having a two way designated bike lane on N street from the Antelope Valley to the Haymarket. This would be extremely beneficial to bicycle commuters and thus also helpful to drivers as I feel that many bicyclists would gravitate towards this particular route in their daily commute. Any other improvements to the 11th and 14th street bike lanes would also have my support.

Respectively,

Jason Davis + Staff

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print studio | art gallery | stitch house
416 South 11th St | Lincoln, NE 68508
800.332.0501 | 402.464.0501
www.screenink.com
"BLENDING ART AND CRAFT."
InterLinc: City Council Feedback for  
General Council

Name: Robert Boyce
Address: 735 S 37
City: Lincoln, NE 68510

Phone:  
Fax:  
Email: bobboyce66@gmail.com

Comment or Question:
Follow-up Comments to the City Council on the bikeway.

I would like to address some comments which were made today at the City Council hearing.

Mr. Hornung asked me why Crandall Arambula and I had different takes on the bikeway. I should have said that there is in American society a general belief that biking on downtown streets?or any streets!--is dangerous, and Crandall Arambula and many others, including many cyclists, have bought into this belief. They didn?t analyze Lincoln bicycle collisions. Cities want to promote bicycling, and because the officials believe what the general public believes, they therefore think that cyclists need a ?safe place? to ride. They believe that having a ?safe place? to ride will encourage more people to ride their bicycles downtown.

I do not believe that bicycling on downtown streets is dangerous, based on my own experience of 39 years, and my study of bicycling, and my analysis of Lincoln bicycle collisions.

My study of collisions and my study of bicycling tells me that collisions happen at intersections?and the so-called ?protected? bikeway makes that danger worse.

The proposed bikeway is similar to a sidewalk, in that people believe that riding your bicycle there is safer than riding in the street.

In Lincoln, half of all cyclists ride on the sidewalk, and half ride on the street. 80% of all car-bicycle collisions in Lincoln involve cyclists riding on the sidewalk!

So sidewalk cyclists are four (4) times more likely to have a collision than a street cyclist. Motorists do not see cyclists riding on the sidewalk until they meet at an intersection?and all too often, collide. The same thing will happen with the proposed bikeway.

I did not make it clear that my figure of four (4) collisions per year between cars and bicycles ridden on the street in downtown Lincoln came from an analysis of Lincoln Police Department reports.

It was stated that cyclists riding at 20 mph wouldn?t hold up traffic, but slower cyclists?the majority--would hold up traffic. I do not ride 20 mph, never have. Yes, that?s slower than most cars, but downtown traffic is slowed by many elements other than cyclists. Among these are drivers looking for a parking place, drivers moving into or out of a parking place, and drivers waiting for a parking place, or a left turn, or a right turn across pedestrian traffic. In short?downtown traffic is not moving fast! Cyclists are not a major factor in slowing other traffic.
InterLinc: City Council Feedback for
   General Council

Name:       Marcia Worth
Address:    800 Morton Street
City:       Lincoln, NE 68521-4003
Phone:      402.477.2922
Fax:        
Email:      marciaworth415@windstream.net

Comment or Question:
Council Members,
I know this is an exercise in futility, except I will feel better having written it.

As of April 27, 2012, we are now a part of the City of Lincoln. Our neighbor to the south petitioned to be annexed, we did not, but somehow you, the council, felt we should be. We have 4 acres, and yes, we are completely surrounded by the city, and yes, in the long run it may be to our advantage to be in the city limits, BUT, as of now, thanks again to the Council vote, we cannot afford the increase in tax, and the cost to put in city sewer and water. Yes, I know we can keep our well and have it inspected yearly, but that is not an option at this point. And I might also add, that three years ago, the Council voted against a COLA for retired firefighters, so we must now live on a 2009 salary for the rest of our lives, plus somehow find the extra money to pay the increased city property taxes. And of course, the value of our property increased by $25K, which would be fine if a) we wanted to sell, which we don't, and b) we could actually get that price. In other words, your actions, for whatever reason, will probably force us to sell our home of almost 30 years because you have forced us into a situation we cannot afford. We worked, and saved, and even though we lost a large portion of our pension because of the stock market, we could still manage if we did not have to look forward to the large increase in taxes, and the money WE will need to come up with to meet the city codes YOU have forced on us. I know nothing will change, our two votes do not carry enough weight to make a difference, but just know that your decision will change our lives forever. I truly hope you are never forced out of your home because of the actions of a committee.

Marcia Worth
InterLinc: City Council Feedback for General Council

Name: Eric Foster
Address: 1920 J St. Apt. 7
City: Lincoln, NE 68510

Phone: 
Fax: 
Email: ericfos@yahoo.com

Comment or Question:
I am writing to express my vehement disagreement with bicyclists who testified at the City Council meeting on June 18, saying that protected bicycle lanes are more of a danger than a safety measure. I am a person who rides my bike in downtown on a frequent basis. And I can say without equivocation that, in cases where there's a separate and/or protected bike lane, I have always been safer. Prior to moving to Lincoln I lived in Portland, Oregon, which, as you may know, is one of the top bicycle-friendly cities in the country. During my time there, I was able to use different kinds of bike lanes, even on the busiest of streets. As a lifelong bicyclist, I have never felt safer. On an intellectual level it might seem logical that protected bike lanes are more dangerous, but in practice it is not the case. The installation of separate and/or protected bicycle lanes in downtown Lincoln may also ease the problem of bicyclists riding on sidewalks. Given the danger of riding on O Street, I am in support of anything that can ease bicyclists' passage through downtown, especially east and west. Thank you for your time.
Members of the City Council of Lincoln Nebraska,

As you may know, I am currently a candidate for the legislature in District #29. As I have been walking door-to-door in the legislative district, I have heard quite a few concerns from the constituents in that area, especially in the far Southern part of the district. I wanted to share their concerns with you, as I believe they are valid, and I would urge you to consider these concerns as you look at the proposed site for a future Wal-Mart in South Lincoln.

- Although it was well known amongst those living in the area that the space being proposed for the future Wal-Mart would eventually be retail space, it was not known that the space had been re-zoned from the 108,500 square feet to the 133,000 square feet. This is of great concern to those living in the area. This change was made last March and then the Wal-Mart plans were announced at the end of May. Although all the proper notifications were provided, given the amount of homeowners impacted by the new proposal, I would urge more time and consideration given to the local home owners to express their concerns.

- While I am personally supportive of new business development and the jobs that go with that, I think there are valid reasons to consider an alternative location for a retail establishment of this scope and size. The Southwest Village development at U.S. 77 and West Denton Road has already been considered by Wal-Mart, and seems to be a much better location with less residential homes, better traffic flow, and better access to the area by large trucks.

- There is a great deal of concern regarding noise and traffic flow. Anything the city of Lincoln can do to address these concerns would be very helpful.

- From the information I have been able to gather, I understand that there is little the City Council can do at this time. If that is true, I would urge you as City Council members, to join with the residents of the area who have expressed concerns, and urge Wal-Mart to reconsider this proposed location, and look to the U.S. 77 and West Denton Road location or another location as a better option.

Thank you for your consideration in this matter. I look forward to working with you as we move forward to make Lincoln a great community for people to live, work, and thrive.

Sincerely,

Larry Zimmerman
Candidate for Legislature, District #29
From: WebForm [none@lincoln.ne.gov]
Sent: Tuesday, June 19, 2012 4:34 PM
To: Council Packet
Subject: InterLinc: Council Feedback

InterLinc: City Council Feedback for General Council

Name: Lynne Costin
Address: 7740 South 26th
City: Lincoln, NE, 68512
Phone: 402-326-1395
Fax: 
Email: lynnec@latschs.com

Comment or Question:
To the Lincoln City Council,
I live in the Stone Ridge Estates neighborhood. Some of you were at the meeting Monday evening. I urge you ALL to look at the long term effects of a Walmart Supercenter in the 27 & Grainger area. Between crime, water run-off, Severely increased traffic and just the fact that city planners did not inform the residents of the changed zoning, the negatives far outweigh the positives. The homeowners and children of our area deserve better. It's up to you, the city council, to make things right. If that means firing someone, or several, from the planning department, then so be it. Just know this: WE DO NOT WANT A 24/7 RETAIL SLUM IN OUR BACKYARDS. I appreciate Mr. Camp and Ms. Schimek for their support against this store. I'd like to know where the rest of you stand. ~Lynne Costin
I heard the vote was put off until the next meeting.

I support maintaining and adding bike lanes as I see how it would add to the ease of navigating the city for all riders.
I am a daily bike commuter, and I am a League of American Cycling Instructor.

Yes there is a group of riders that have been and will continue to ride and feel very comfortable riding in traffic. There is another group of riders that are just starting to use their bikes for transportation, or expanding where they ride beyond the great trail system we have in Lincoln. Adding more bike lanes/ cycle tracks will help encourage alternative modes of transportation for Lincoln residents. I want the city to continue to become more bicycle friendly. Adding bike lanes is a part of moving from Bronze level to Silver.

Here is a link to a research article on cycle tracks compared to riding in the street. [http://injuryprevention.bmj.com/content/early/2011/02/02/ip.2010.028696.full](http://injuryprevention.bmj.com/content/early/2011/02/02/ip.2010.028696.full)

The comments made at the meeting about cycle tracks being more dangerous does not match up with this research article I linked above.

"The relative risk (RR) of injury on cycle tracks, compared with reference streets, was determined. Overall, 2.5 times as many cyclists rode on cycle tracks compared with reference streets and there were 8.5 injuries and 10.5 crashes per million bicycle-kilometres. The RR of injury on cycle tracks was 0.72 (95% CI 0.60 to 0.85) compared with bicycling in reference streets. These data suggest that the injury risk of bicycling on cycle tracks is less than bicycling in streets. The construction of cycle tracks should not be discouraged."

Thank you for your time and consideration on this issue.

Kyle Hansen
1801 Connie Road
Lincoln,NE 68588
June 16, 2012

Pastor Ed Zielke

Sir/Certaely,

I am writing in regards to the "Families" issue. I am against the proposed ordinance drawn up last

for family values and moral decency. Thank you. I realize I am a little late in getting this to you,

in the Holy Bible, forgive the poor English yet consider the theme of Lincoln, NE and let us push

true love is not always visible. There are certain truths that are drawn for our good based upon

together. The ordinance violates ethics and character. A moral wrong can never be a civil right,

may be forty years ago this was all taboo and unimaginable concerning the recent ordinance you

and poor and improver ethics towards the LGBT’s yet not all hold such dispositions. Fitz and

which often we think take this stand are accused of. I realize some Christians have shown very

promiscuousness and an erosion of moral values. I hold no hatred towards no man or woman,

Giving certain privileges to them under the umbrella will open the doors to more

be discriminated against but when it comes to that of sexual orientation and gender identity and

I am writing in regards to the "Families" issue. I am against the proposed ordinance drawn up last

Dear City Council Member,
To whom it may concern:

As a resident and bicycle commuter I would like to share my opinion regarding the N street bicycle lane that has been proposed. I am very much in favor of this lane being added. My reasons are as follows;

I would like to have better access to downtown for my family. Currently it is very intimidating for the less confident rider to navigate downtown. It is easy to experience why by simply walking down O street during the day. Large trucks carrying multiple tons of material are constantly traveling back and forth, the noise of these vehicles is intimidating for a pedestrian on the sidewalk, consider being on your bicycle in front of one of these large machines. My wife would never allow herself to be in a position to be in the direct path of a loaded semi while on her bike. As a result downtown will never be a bicycle destination for us as a couple without a change.

I would like to improve my own safety when commuting into downtown. My current commute is to ride N street between the antelope trail and 13th street each morning and evening. Much has been made about how courteous our motorists are in Lincoln. I agree. IT is not uncommon for me to see motorists swing so far around me that they cross over the line into the oncoming lanes, fortunately these lanes are mostly un-occupied when this occurs. On the flipside and only a couple of times a month, a motorist will pass extremely close to me causing me to veer sharply away using up what I generally have as a small cushion between me and the curb (or parked cars).

Lincoln is already one of the top bicycling communities in the nation. We need to take pride in what we have built and continue to invest in this extremely worthy proposition.

Jim Greenwood
Lincoln City Council Members,

Thank you for delaying the vote on the Downtown Master Plan and proposed bike lanes. We would like to follow-up on the parking issue. City staff told you that only 15 parking spaces would be lost. Here is what the Lincoln Journal Star reported on Sunday, March 18, 2012.

*Depending on exactly how the cycle track is engineered, the city could lose nine to 23 parking slots between 11th and 17th streets, and another 25 spots west of 11th Street.*

*Lincoln eventually could have similar bike lanes on 11th and 14th streets, but the city doesn’t have the money to do that yet, said Dallas McGee…*

The parking numbers above did not include the loss of parking on 11th or 14th.

In addition to those lost parking spaces, new city maps now show the bike lane extending to 7th street. Right now, the maps show parking, but parking is removed if the bike lane is extended. The following would likely be lost if the city extends the bike lane on N street from 7th to 9th.

- 22 parking spaces in front of Midwest Steel (north and south side of street)
- 8 parking spaces in front of Baker Hardware (south side of street)
- 5 parking spaces across the street from Baker Hardware (north side of street)
- 12 parking spaces on the North side of the street from Lincoln Federal Bank
- 9 parking spaces on the south side of the street from Lincoln Federal Bank
- 13 parking spaces next to the north side of the Lincoln Federal Bank building

We understand that some of those spaces (approx 25 – LJS April 6, 2012) will be lost due to the current construction, but we must take into account all the losses.

A parking garage at 7th & O will not help. Not everyone is going to be walking a few blocks to go shopping. Think of the CPA firm at 9th & N whose customers would have to carry boxes of financial documents three blocks during tax season. Keep in mind that tax season is during the dead of winter. Parking in the new garage would require their customers to carry boxes three blocks on ice or in blowing snow. This would clearly hurt their business.

Thank you again for your time in this matter. Coby

Coby Mach
President & CEO
Lincoln Independent Business Association
620 No. 48th St., Suite 205
Lincoln, NE 68504
402-466-3419
Hi,

My name is Justin Lowndes, and I live at 377 S 48th St Lincoln, NE. I commute to work, and just about everywhere, by bicycle. I support the Downtown master plan with the proposed N st. bike lanes for several reasons.

I ride downtown to the bars and restaurants several times a week, and I work on N. St. I ride in the street quite a bit, using the less congested neighborhood routes, like J st. However, there is currently no good option for a cyclist wishing to ride east or west in the downtown area. I ride in the street on "P" "Q" "N" and "M," with traffic. I do like doing this, and I have been in several close calls. I am in good shape, and I ride very fast on the street. Yet, I still do not feel as safe as I would if I were able to ride in a protected bike lane.

Some cyclists, myself included, will tolerate riding in the street, as it is much safer than riding on the sidewalks. However, I have many friends who would ride more often, and to more businesses, if there were more dedicated bike lanes that connected our great trail system. We have several key opportunities to create a network of bike trails and bike lanes that would encourage more people to get out and ride. The N st bike lane is one of those opportunities. If more people had access to bike lanes like the proposed route on N st, the city could reduce congestion and mitigate the need for more parking especially at peak hours of use after work and events downtown.

Cycling organizations will continue to educate both cyclists and drivers about how to co-exist peacefully, especially in places where they share the road. N street is not the place to encourage sharing the road, especially if we agree that getting more cyclists (and more types of cyclists) riding as transportation is a benefit for our community.

Thank you for your time.

--

Onwards!

Justin Lowndes
377 S 48th St
Lincoln, NE 68510
1-402/880-8861
I. CITY CLERK

II. MAYOR & DIRECTORS CORRESPONDENCE

MAYOR

III. DIRECTORS

COMMISSION ON HUMAN RIGHTS

FINANCE/BUDGET
1. June sales tax reports reflecting April activity:
   a) Actual Compared to Projected Sales Tax Collections;
   b) Gross Sales Tax Collection (with refunds added back in) 2007-2008 through 2011-2012;
   c) Sales Tax Refunds 2007-2008 through 2011-2012; and

PLANNING DEPARTMENT
1. The June 28, 2012 Nebraska Capitol Environns Commission meeting canceled due to lack of agenda items.

PUBLIC WORKS & UTILITIES

PUBLIC WORKS & UTILITIES/ENGINEERING
1. Project #701760. North 14th Street; Superior Street - Fletcher Avenue.
2. Project #701760A, North 14th Street; Fletcher Avenue - Alvo Road

IV. COUNCIL MEMBERS

V. CORRESPONDENCE FROM CITIZENS
1. Heidi Uhing. In support of the protected bike lane listing reasons.
2. Letter, each Council Member received, from Chris Dietz giving reasons why Wal-Mart should not be built at 27th and Grainger.
3. Community Health Endowment (CHE) Annual meeting to feature Joe Flower, Healthcare Futurist.
4. Letter, each Council Member received, from David Dietz giving reasons to oppose a Wal-Mart at 27th and Grainger.
Mayor Beutler’s Public Schedule  
June 23 - 29, 2012  
Schedule subject to change

Saturday, June 23
• Veterans Freedom Music Festival, remarks - 10 a.m. (Event starts at 9:30 a.m.), 600 S. 70th St.

Monday, June 25
• Community Health Endowment annual meeting - 3:30 p.m. (Event starts at 3 p.m.), BryanLGH East Medical Plaza Conference Center, 1600 S. 48th St.

Tuesday, June 26
• Corrections Joint Public Agency - 9 a.m., City Council Chambers, County-City Building, 555 S. 10th St.
• KFOR - 12:30 p.m. (pre-recorded)
• International visitors from Africa - 3:15 p.m., Mayor’s Conference Room, County-City Building

Wednesday, June 27
• Parks Foundation 10th anniversary lunch celebration, remarks - noon, Country Club of Lincoln, 3200 S. 24th St.
• Chamber of Commerce Talent Link event, remarks - 3 p.m., Wells Fargo Center, 1248 “O” St., eleventh floor

Thursday, June 28
• KFOR - 7:45 a.m.
• Business ribbon-cutting - 10 a.m., location to be announced

Friday, June 29
• Duncan Aviation ribbon cutting and grand opening for paint facility, remarks - 10 a.m., Duncan Aviation, 3701 Aviation Road
• Water exhibit ribbon cutting - 3:30 p.m., Lincoln Children’s Museum, 1420 “P” St.
CITY OF LINCOLN
COMMISSION ON HUMAN RIGHTS
Thursday, June 28, 2012, 4:00 p.m.
City Council Chambers, 555 South 10th Street

AGENDA
I. Roll Call
II. Approval of Minutes for May 31, 2012 Commission Meeting
III. Approval of Agenda for June 28, 2012 Commission Meeting
IV. Case Dispositions
   A. Reasonable Cause/ No Reasonable Cause
      1. LCHR No.: 11-1005-034-E-R
      2. LCHR No.: 11-1024-006-PA
      3. LCHR No.: 12-0301-009-E-R
      4. LCHR No.: 12-0315-006-H
   B. Pre-Determination Settlement Agreements
      1. LCHR No.: 12-0321-007-H
      2. LCHR No.: 12-0409-008-H
      3. LCHR No.: 12-0507-009-H
      4. LCHR No.: 12-0507-023-E-R
V. Old Business
VI. New Business
VII. Public Comment**
VIII. Adjournment

**Public comments are limited to 5 minutes per person. Members of the public may address any item of interest to the LCHR during this open session with the exception of LCHR cases. Also, no member of the public who wishes to address the Commission will be allowed to examine any individual Commissioner or staff member on any item/question before the Commission unless invited to do so by the Chairperson.
### Actual Compared to Projected Sales Tax Collections

<table>
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<tr>
<th></th>
<th>2011-12 PROJECTED</th>
<th>2011-12 ACTUAL</th>
<th>VARIANCE FROM PROJECTED</th>
<th>$ CHANGE FR. 10-11</th>
<th>% CHANGE FR. 10-11</th>
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<td>SEPTEMBER</td>
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<td>$4,542,250</td>
<td>($261,609)</td>
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<td>JANUARY</td>
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<td>FEBRUARY</td>
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<td>MARCH</td>
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<td>AUGUST</td>
<td>$5,144,060</td>
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| TOTAL           | $58,655,174       | $50,986,466    | $2,308,538              | $3,060,918        | 6.39%             |

Actual collections for the fiscal year to date are 4.742% above projections for the year.
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<th>%</th>
<th>PR. Prior %</th>
<th>ACTUAL %</th>
<th>% CHG.</th>
<th>PR. Prior %</th>
<th>ACTUAL %</th>
<th>% CHG.</th>
<th>PR. Prior %</th>
<th>ACTUAL %</th>
<th>% CHG.</th>
<th>ACTUAL %</th>
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<td>5.73%</td>
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<td>5.82%</td>
<td>6.14%</td>
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<td>5.61%</td>
<td>6.14%</td>
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<td>JUNE</td>
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2007-2008 THROUGH 2011-2012
WITH REFUNDS ADDED BACK IN
GROSS SALES TAX COLLECTIONS
CITY OF LINCOLN
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<th>% Change 3Q</th>
<th>% Change 4Q</th>
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**2007-2008 THROUGH 2Q 2011-2012**

**SALES TAX REFUNDS**

**CITY OF LINCOLN**
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<tr>
<th>Month</th>
<th>% of Prev. Year</th>
<th>% Change</th>
<th>Actual</th>
<th>From PR</th>
<th>% CHG</th>
<th>PR</th>
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<th>% CHG</th>
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<td>%</td>
<td>$4,549.45</td>
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<td>$4,278.63</td>
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<tr>
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<td>%</td>
<td>$4,117.18</td>
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<td>0.65%</td>
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<td>$4,048.68</td>
<td>%</td>
<td>$4,371.28</td>
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<td>$2,822.49</td>
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<td>$2,405.34</td>
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<td>$2,369.69</td>
</tr>
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<td>August</td>
<td>2000-2001</td>
<td>2001-2002</td>
<td>$4,549.45</td>
<td>3,342.62</td>
<td>%</td>
<td>$5,035.93</td>
<td>5.82%</td>
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2007-2008 THROUGH 2011-2012
NET SALES TAX COLLECTIONS
CITY OF LINCOLN
The June 28, 2012 Nebraska Capitol Environs Commission meeting has been cancelled due to a lack of agenda items.

If you have any questions, please feel free to call the Planning Department at 441-7491.

Michele Abendroth
Lincoln/Lancaster County Planning Department
555 South 10th Street, Suite 213
Lincoln, NE 68508
402-441-6164
To: All PW/U Employees, Mayor Beutler, & City Council Members;

On behalf of the Public Works and Utilities Director, Miki Esposito, the Newsletter Team is pleased to present the June/July edition of the Public Works & Utilities Newsletter. This is the third issue of the PW/U Department Newsletter. Due to the positive response to the first issue, this issue is posted on the internet site for the public to view also.

In addition to the online version, printed newsletters will be sent to each division to share with those employees who do not have email.

We look forward to this opportunity to share the many facets of Public Works & Utilities. We have had many accomplishments and successes that sometimes go unnoticed. Our hope is that the newsletter will communicate the importance of the work we do, and educate us about what other divisions are doing, as we look for opportunities to build on our strengths.

We want the newsletter to be informative for our employees, our elected officials, and our community. We encourage you to sign up for the automatic email or RSS feed notification on the newsletter page. We would appreciate any news or information that you would like us to feature. Let us know what you think of the newsletter, feel free to contact any one of the Marketing Committee Members.

Sincerely,

The PW/U Marketing Team
North 14th Street; Superior Street - Fletcher Avenue
Project #701760

Hawkins Construction will be starting to work on Turtle Creek Road on July 5, 2012. They will be removing the street to the west about 300'. They will be removing and rebuilding the first seven driveways on the south side of the street. It should take them about three weeks to finish. During that time you will need to make other arrangements about parking.

If you have any questions, please contact one of the following:

City of Lincoln
Warren Wondercheck
402-540-2750
wwondercheck@lincoln.ne.gov

Hawkins Construction
Keith Peyton
402-690-7196
Kipeyton@hawkins1.com
North 14th Street; Fletcher Avenue - Alvo Road
Project #701760A

TCW Construction will be starting to place sidewalk on east side of 14th Street from Humphrey Avenue to Julesburg Drive. The property owners received payment to remove and replace their fences. The fences will need to be removed within the next two weeks for construction to continue.

If you have any questions, please contact one of the following:

City of Lincoln
Warren Wondercheck
402-540-2750
wwondercheck@lincoln.ne.gov

TCW Construction
Dave Edwards
402-475-5030
dedwards@tcwconstruction.com
Dear Lincoln City Council,

I live in the Woods Park neighborhood and work downtown. A bike commute is a very reasonable option for me, given the proximity of my house to work. In fact, this is part of the reason we bought a house in this neighborhood. I have often felt unsafe riding my bike on the streets, however, especially during heavy traffic at 8 a.m. and 5 p.m., so I generally drive my car.

I have enjoyed the use of protected bike lanes while traveling in Germany and felt completely safe doing so, even when I was unfamiliar with the city. Not having to compete with cars brings a peace of mind that lets me concentrate on the road and even enjoy the ride. (The protected lanes there are so well used that coffee and ice cream stands were positioned along the trail just for the bicyclists!)

I would much prefer to bike commute and certainly would with the completion of the proposed protected bike lane. I hope you will support updating Lincoln’s master plan to accommodate this protected lane. Doing so would only increase ridership, promote public health and lower the number of cars taking up space downtown.

Sincerely,

Heidi Uhing
627 S. 28th St.
Lincoln, NE 68510
June 21, 2012

Mayor Chris Beutler
555 S. 10th Street
Suite 201
Lincoln, NE 68508

Dear Mayor Beutler:

I respectfully ask that you not allow Wal-Mart to build at the location of 27th and Granger Parkway in Lincoln.

The Stone Ridge Homeowner’s Association has made numerous points about the problems concerning the area:

No access from 27th street to store, only from Grainger Parkway
Higher levels of crime
Noise levels
Lighting levels
Twenty four hour a day problems that will be encountered by a box store like trash and loitering
Poor drainage area, already constructed by Ridge Development, behind the proposed store
Retail goods and services provided by Wal-Mart are already offered in the area
Poor design and probably supervision of sensitive boundaries

By the petition process, we have concluded that the decision by Ridge Development and Wal-Mart is ill advised, not necessary and not wanted by area residents. Please respect the concerns of area residents by nullifying this zoning permit.

It appears that no one in the permit process was engaged enough to notice that this area is surrounded on three sides by a bank, apartment buildings, and single family homes. This is not a suitable location for a box store. Because Wal-Mart is a large corporation, they can sit back and bully any neighborhood that gets in its way. Wal-Mart is not a good corporate citizen either. They say they will address concerns of the neighborhood. But after a store is built, they will not further address any concerns that don’t suit their “business plan.”
It is not enough for Wal-Mart to say this will bring jobs, construction and retail into the area. It is not an area that needs more retail. This store will bring nothing but problems to our area. The residents stand firm in that we do not want this. It is my belief that our wishes should be respected.

There are other areas to put box stores in. This is not one of them. It is time to say No to Wal-Mart.

Thank you for your consideration of this continuing problem.

Sincerely,

Chris Dietz
2236 Scotch Pine Trail
Lincoln, NE 68512
402-261-8141
dcdietz@neb.rr.com

Cc: Doug Emery
Jon Camp
Jonathan Cook
Carl Eskridge
Eugene Carroll
Adam Hornung
DiAnna Schimek
Media Release

To: Media
CC: Mayor's Office, Lincoln City Council
From: Lori Seibelt, President/CEO, 402-436-5516
Community Health Endowment
Date: May 29, 2012
Re: CHE Annual Meeting with the Community

Community Health Endowment Annual Meeting
To Feature Joe Flower, Healthcare Futurist

Joe Flower, healthcare futurist and writer, will be the featured speaker at the Community Health Endowment's Annual Meeting with the Community at BryanLGH East Medical Plaza, 1600 S. 48th Street, on June 25, 2012 at 3:00 pm. With over 30 years of experience, Joe Flower is a premier observer and thought leader on the forces changing healthcare in the United States and around the world.

Flower is a systems thinker and change agent and has incorporated these concepts into his forthcoming book, "Healthcare Beyond Reform: Doing It Right For Half The Price." Visit www.imaginewhatif.com to learn more about Flower and his writings. Prior to the Annual Meeting, Flower will speak to an audience of local healthcare executives.

The Annual Meeting will also feature the presentation of the annual Horizon and Closing the Gap Awards. This event is free and open to the public. Please register to attend at http://cheannualmeeting2012.eventbrite.com or call 402-436-5516.

Joe Flower is available for interview and comment prior to the event. Please contact CHE for information.
June 22, 2012

Mayor Chris Beutler
555 So. 10th Street
Suite 301
Lincoln, NE, 68508

Dear Mayor Beutler:

As a resident of the Stone Ridge Estate neighborhood and a citizen of the City of Lincoln, I am asking that you and your staff look into the recent action that has come to everyone’s attention regarding the building of a Wal-Mart Super Center on the corner of 27th Street and Grainger Parkway. I want to ensure that you and your staff have been clearly given the major concerns of our neighborhood regarding the use of this location. My major concerns are:

Traffic/Safety – We have been repeatedly told that the traffic control and infrastructure in the area is adequate to support this large commercial operation. We all understand that such a facility can have as many as 20,000 cars per day entering and leaving the parking lot. As designed, the only way a person will be able to leave the store parking lot and proceed North on 27th Street is to first turn right onto Grainger Parkway. Grainger Parkway is currently one of only three entrances and exits for the neighborhood. Grainger Parkway is a two lane street. We feel this will create a traffic bottleneck that creates safety hazards for people in the neighborhood, especially children. Also, I must add that the decisions being made by our city planners are being based on a traffic study that is about ten years old. This study work was done prior to the building of an elementary school on the North side of the neighborhood.

Water Drainage/Debris – The houses on the East side of the neighborhood back up to a significant drainage area. When we have rainfall of an inch or more, this waterway turns basically into a lake before eventually draining out. The addition of acres of concrete paving will exacerbate this situation causing concern that these residents will encounter water damage to their homes. The design of this area needs to be carefully examined. So far we have been told by planners that we basically do not need to worry about this. As a side note, with a very large parking lot associated with this store, I envision a lot of plastic bags, bottles, cans, and other debris rinsing off of the parking area and into this drainage system. I, along with most residents, feel that the City has a responsibility to see to it that this is managed by Wal-Mart so that this does not turn into an environmental mess.

Noise – Wal-Mart has assured us that they are taking every reasonable precaution to ensure that noise from their operation does not affect its neighbors. This is a tall order given that there are residential areas on three sides of the property. Wal-Mart might be able to control the noise coming directly from its operation, but what about the parked trucks and RVs? A cursory review of most any 24-hour Wal-Mart reveals that there is nearly always overnight parking being utilized by trucks and RVs. With this going on, we get to listen to diesel motors running, refrigeration units running, and RV power units running through the night.
Crime — Our Home Owners Association did some high level inquiry with the Lincoln Police Department and found that the police calls at local Wal-Mart stores are significantly higher than other “big box” stores such as Kohl’s, Shopko, Target, etc. I cannot back this up, but it seems reasonable that this is due to the fact that Wal-Mart stores are open 24 hours per day and these other enterprises are not.

A major issue that we do not understand is how it is that Wal-Mart managed to get out of its commitment to build at Highway 77 and Denton Road. This intersection was modified at considerable expense to the developer and the City. Wal-Mart then simply walked away from the deal. Given this treatment by Wal-Mart, the City of Lincoln owes them no favors.

I am totally supportive of my neighbors that feel this is a very poor location for this store for the reasons I listed above. My preference is that the City act to deny the construction of this facility. Should you and the Council see fit to allow this project to go forward, please consider the following:

- Re-examine the traffic flow associated with this store and the current traffic load of the neighborhood and consider some other plan to avoid the use of Grainger Parkway as a means of entrance and exit.
- Re-examine the drainage associated with this project. In particular, make clear requirements of Wal-Mart to clean up the debris that will surely rinse off of this parking lot.
- Consider a requirement of Wal-Mart to have its parking lot posted with “No Overnight Parking Allowed” signs.
- Consider a requirement that this Wal-Mart not be a 24-hour operation, similar to what is currently done at Shopko, Target, and Kohl’s.

Thank you for your consideration of my comments.

Sincerely,

David Dietz
2236 Scotch Pine Trl
Lincoln, NE 68512

402-209-1292
dcdietz@neb.rr.com

Copy: City Council