I. MINUTES
1. Directors’/Organizational Meeting minutes of February 8, 2016.
2. Pre-Council minutes of February 8, 2016 on StarTran Transit Development Plan.

II. ADJUSTMENTS TO AGENDA

III. CITY CLERK

IV. MAYOR’ CORRESPONDENCE

MAYOR
1. NEWS ADVISORY. Mayor Beutler’s public schedule, February 13th through February 19, 2016.
2. NEWS RELEASE. City street crews continue pothole repair.
3. NEWS RELEASE. Teens invited to Library “Write On!” workshop.
4. NEWS RELEASE. Dogs and bikes not allowed on Nature Center trails.
5. NEWS RELEASE. Public invited to Long Range Transportation Plan open house.
6. Mayoral veto of Resolution 16-26R.
7. NEWS RELEASE. Mayor vetoes resolution on charter amendment.
8. NEWS RELEASE. Improvements to Rickman’s Run walking path begin Monday.
9. NEWS RELEASE. Health Department releases community health information.
10. NEWS RELEASE. Mayor proposed vote to fund flood reduction and water quality projects.
11. NEWS RELEASE. Waste reduction and recycling grants awarded.

V. DIRECTORS CORRESPONDENCE

COMMISSION ON HUMAN RIGHTS

PLANNING COMMISSION

PLANNING DEPARTMENT
2. Administrative Amendment No. 16005 approved by the Planning Director on February 10, 2016.

URBAN DEVELOPMENT/HOUSING REHAB & REAL ESTATE DIVISION
VII. BOARDS/COMMITTEES/COMMISSION REPORTS
1. Public Building Commission (PBC) (02.09.16) - Camp, Raybould
2. Board of Health (02.09.16) - Raybould
3. Multicultural Advisory Committee (MAC) (02.09.16) - Eskridge
4. Visitors Promotion Committee (VPC) (02.10.16) - Fellers
5. Prosper Lincoln (02.10.16) - Gaylor Baird
6. Parks & Recreation Advisory Board (02.11.16) - Christensen
7. Information Services Policy Committee (ISPC) (02.11.16) - Raybould – CANCELED
8. Funders Group (02.18.15) - Gaylor Baird

VIII. MISCELLANEOUS

IX. COUNCIL MEMBERS
JON CAMP
1. Susan Zabel protesting the walkway between the State office building and the parking garage being blocked off with no snow or ice. (Sent to Public Works & Utilities)
2. Correspondence from Derek Zimmerman, Baylor, Evnen, Curtiss, Grimit & Witt, representing T. O. Haas Tire, property owner directly south of proposed Dino’s storage facility to be located in the Northern Lights Commercial Center with concerns of adverse impact on his business.
   a) Map of proposed facility; design concepts of Dino’s storage; and aerial maps.
   b) Revised meeting record of the Planning Commission on January 20, 2016.
3. InterLinc correspondence from Rob and Jeannie Lancaster with questions on Big Red storage and if anyone is going to grade or plant grass behind the fence.
4. Andrew Willis writing in regards to the Northern Lights Commercial Center and Special Permit 04016A allowing an increase in permitted maximum heights on Lots 6 and 10 of the Center.

X. CORRESPONDENCE FROM CITIZENS
1. InterLinc correspondence from Meredith Campbell suggesting the City find the means to add to the StarTran budget.
2. LES Administrative Board meeting agenda for February 29, 2016.
3. InterLinc correspondence from D. McIntosh questioning salaries at LPS.
4. Todd Cuddy, bus rider, thanking Council for supporting and continuing to enhance the StarTran city bus system. Disagreement with some proposals, listed in the email.
5. Linda Hoke writing stating another good fabric store needed in town to provide competition.
6. Diane R. Bartels writing in appreciation for the willingness to take a second look at the StarTran Preferred Alternative.
8. Mark Antonson writing regarding the condition of the streets in the West A area, especially now with the Planning Commission approval of SP15072.
   a) Councilman Eskridge responding that the West A area was listed as an important storm water need which would be in sync with the road project.
   b) Mark Antonson thanking Councilman Eskridge stating his gratitude that Council toured the area, but stressing how the street is not safe now.
XI. MEETINGS/INVITATIONS
See invitation list.

XII. ADJOURNMENT
Mayor Beutler’s Public Schedule
Week of February 13 through 19, 2016
Schedule subject to change

Monday, February 15 - CITY OFFICES CLOSED – PRESIDENTS DAY
• Groundbreaking for Midwestern African Museum of Art, remarks - 3 p.m., 1935 “Q” Street

Thursday, February 18
• Nebraska State Senator appreciation reception, remarks - 5 p.m., 3 Landmark Centre, 1128 Lincoln Mall (fourth floor)
CITY STREET CREWS CONTINUE POTHOLE REPAIR

Public Works and Utilities Department officials report that 5,387 potholes have been repaired this week as of Thursday. The Department continues to transfer staff from other maintenance duties to pothole repair, bringing the number of workers assigned to potholes to 52.

“Our crews are doing a great job in tackling the pothole problems,” said Thomas Shafer, Interim Public Works and Utilities Director. “We continue to reassign and deploy extra staff as needed and will continue to do so until we’re able to get further ahead of the need. I want to thank motorists and the public in general for their patience and for allowing crews the room they need to successfully do the job.”

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TEENS INVITED TO LIBRARY “WRITE ON!” WORKSHOP

Local teens are invited to participate in the free “Write On!” writing workshop from 10:30 a.m. to 3:30 p.m. Saturday, February 20 at Eiseley Branch Library, 1530 Superior St. All writing and art materials will be provided, and lunch is included. All middle- and high-school students are invited. Pre-registration is required by calling 402-441-4250.

The workshop will give students the opportunity to try fan fiction, illustration, character development and screen writing. Writing teachers will serve as facilitators.

More information about LCL programs is available at lincolnlibraries.org.

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FOR IMMEDIATE RELEASE: February 12, 2016
FOR MORE INFORMATION: Jamie Kelley, Pioneers Park Nature Center, 402-441-8708

DOGS AND BIKES NOT ALLOWED ON NATURE CENTER TRAILS

The Pioneers Park Nature Center reminds the public that dogs and bikes are not allowed on Nature Center trails the safety of visitors and the animals that live there. Bike racks are provided in the parking lot. Dogs and bikes are allowed on the other trails in Pioneers Park.

The Nature Center’s mission is to interpret the natural history of Nebraska and the central Great Plains; to promote the enjoyment, appreciate, and awareness of our natural environment; to practice and foster a conservation ethic, and to provide a sanctuary for wildlife and a peaceful retreat for people. The Nature Center is open from 8:30 a.m. to 5 p.m. Monday through Saturday, and from noon to 5 p.m. Sundays.

More information is available at parks.lincoln.ne.gov/naturecenter.

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FOR IMMEDIATE RELEASE: February 12, 2016
FOR MORE INFORMATION: Mike Brienzo, Planning Department, 402-441-7491

PUBLIC INVITED TO LONG RANGE TRANSPORTATION PLAN OPEN HOUSE

The public is invited to an open house from 5:30 to 7:30 p.m. Thursday, February 18 about the update to the 2040 Lincoln-Lancaster County Long Range Transportation Plan (LRTP). The meeting is at Culler Middle School, 5201 Vine St.

Every five years, the Lincoln-Lancaster County Planning Department, the Lincoln-Lancaster County Planning Commission and the Lincoln Metropolitan Planning Organization initiate a complete update of the LRTP. The process begins with an evaluation of the principles and policies that make up the basic elements for the update. The open house is part of that evaluation, and participants will have the opportunity to view an assessment of current transportation needs and provide input on what they like or would change about the system.

For more information about the open house or the LRTP, contact Mike Brienzo, Lincoln Metropolitan Planning Organization, at 402-441-6369 or mbrienzo@lincoln.ne.gov.

More information is also available at lincoln.ne.gov (keyword: LRTPupdate).

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ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public’s access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.
February 15th, 2016

TO: Lincoln City Council

FROM: Mayor Chris Beutler

RE: Mayoral Veto of Resolution 16-26R

In Beth Boosalis Davis’ biography of her mother, she writes how Helen Boosalis, before becoming Mayor, fought to create a strong Mayor’s office that would be able to manage and guide Lincoln’s growth into the future. Even 50 years ago, Boosalis and the community recognized that Lincoln was becoming a large City and could no longer function efficiently and effectively as an organization without the leadership of a strong executive. The experience and accomplishments of ten Mayors have proven the wisdom of that choice.

Our experience over the last eight years also confirms that Mayor Boosalis’ vision of Lincoln’s future was correct: Lincoln is a modern, fast growing community. The sheer volume of work demonstrates why efficiency is so important: over 1,700 contracts for less than $25,000 were issued in 2014 and 2015. We are a big City that cannot be effectively governed by processes from five decades past.

Under this system, Lincoln has achieved national prominence for our thriving economy, strong business climate, and high quality of life. Under this system, City Hall has moved quickly to seize the opportunities that have been the foundation of Lincoln’s tremendous success.

During my time in the Mayor’s Office, we went from a City where entrepreneurs disparaged our development process to one where developers now routinely compliment City Hall on the speed at which we operate. Mayoral management of contracts, as currently outlined in our City Charter, is a critical facet of that achievement. Efforts to weaken and bog down that management ability threaten the tremendous progress our community has enjoyed these last eight years.

Supporters of Resolution 16-26R have claimed that the change is needed to provide additional oversight. I disagree. No administration has worked harder than ours to be transparent and open to the needs of the community. Over the last nine years, our use of technology, our high level of community cooperation, and our demanding standards for City leadership and departments have created unprecedented levels of customer service and transparency at City Hall and historic levels of economic development across the community.

We will continue our work to make our City government even more open and accessible to all.
Supporters of Resolution 16-26R claim the impact will be minimal, but the truth is that construction and improvement projects that create progress all across the community will be greatly slowed and inhibited. The question becomes, “Why?” What serious flaws currently exist that make it necessary to add bureaucracy and red tape under the guise of transparency?

Supporters of this amendment cannot identify any problems that require altering a highly successful and proven system. The need for change has been grossly exaggerated. The impetus for this Resolution boils down to one Councilman’s concern over two contracts let for construction management out of the thousands of contracts I have signed over my eight years in office. We have adhered to the provisions in the City Charter and put processes in place that balance the need for oversight and expediency. It does not make sense to permanently change what is essentially the City’s Constitution for a problem that does not exist.

It is not the innocuous change being presented by the Resolution’s supporters. The actions of the Resolution’s sponsor do not match the reassurances being offered. The sponsor’s original attempt to regulate City contracts called for the City Council to approve ALL contracts over $25,000 and some categories of project change orders for LESS than $25,000. If that proposal had passed, weeks would have been added to the development process, slowing our economic growth and undermining progress. If the City Charter is changed, such provisions could be put in place.

We cannot risk going backwards. I am vetoing Resolution 16-26R not because I am Mayor. I am vetoing the resolution on behalf of all of those who have worked so hard to make Lincoln into the vibrant City it is today. Ultimately, the Mayor will be held accountable by the voters for the City’s success or lack thereof.

Reducing Mayoral authority is a disservice to the strong community we have built and the voters who entrusted us with leading our community. If we are to remain a competitive, transparent, and vibrant city of the 21st century, we must continue to operate like one.
FOR IMMEDIATE RELEASE: February 16, 2016
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831

MAYOR VETOES RESOLUTION ON CHARTER AMENDMENT

Mayor Chris Beutler has vetoed Resolution 16-26R, which calls for putting a City Charter amendment on professional service contracts on the May 10 primary election ballot. In his veto letter to the Council, Beutler said reducing Mayoral authority is a step backward for the growing City and could add weeks to the development process.

“During my time in the Mayor’s Office, we went from a City where entrepreneurs disparaged our development process to one where developers now routinely compliment City Hall on the speed at which we operate,” Beutler wrote. “Mayoral management of contracts, as currently outlined in our City Charter, is a critical facet of that achievement. Efforts to weaken and bog down that management ability threatens the tremendous progress our community has enjoyed these last eight years.

“Supporters of Resolution 16-26R claim the impact will be minimal,” he continued, “but the truth is that construction and improvement projects that create progress all across the community will be greatly slowed and inhibited.”

The Resolution would change the City Charter to give the City Council, not the Mayor, the authority to create rules for how professional service contracts are handled. The City Council approved the Resolution by a vote of four to three February 8. Overriding the veto would require at least five votes.

Beutler wrote that the impetus for the Resolution was one City Council member’s concern over two contracts out of the thousands he has signed. “It does not make sense to permanently change what is essentially the City’s Constitution for a problem that does not exist.”

The Mayor wrote that his Administration has established processes that balance expediency with the need for oversight, and he said additional oversight is not necessary. “No administration has worked harder than ours to be transparent and open to the needs of the community,” he wrote. “We will continue our work to make our City government even more open and accessible to all.” Beutler said he supports Council member Jane Raybould’s proposal to increase public reporting. Increasing transparency, he said, provides accountability without adding red tape and bureaucracy.

“Reducing Mayoral authority is a disservice to the strong community we have built and the voters who entrusted us with leading our community,” Beutler wrote. “If we are to remain a competitive, transparent and vibrant City of the 21st century, we must continue to operate like one.”
FOR IMMEDIATE RELEASE: February 17, 2016
FOR MORE INFORMATION: J.J. Yost, Parks and Recreation, 402-441-8255

IMPROVEMENTS TO RICKMAN’S RUN
WALKING PATH BEGIN MONDAY

Improvements to the Rickman’s Run walking path are scheduled to begin Monday, February 22 with the installation of temporary fencing at the 24-acre dog run near Holmes Lake. Rickman’s Run is east of 70th Street between Van Dorn Street and Pioneers Boulevard.

The contractor will use fencing to secure areas of construction while leaving as much of the dog run open to the public as possible. Visitors are asked to be careful around construction equipment. Work will begin on the west side of Antelope Creek and then move to the east side of the creek. The goal is to complete construction in April, weather permitting.

The pathway improvements will create drier walking surfaces, reducing wear and tear on vegetation that leads to erosion and water quality concerns. Most of the path will have limestone rock surfacing, and concrete will be used on segments that are susceptible to erosion.

Rickman’s Run is one of the most consistently used public facilities operated by Lincoln Parks and Recreation. The recent Dog Use Facilities Master Plan for Lincoln identified the path improvements as a primary need. More information about the Master Plan is available at parks.lincoln.ne.gov.

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HEALTH DEPARTMENT RELEASES
COMMUNITY HEALTH INFORMATION

The Lincoln-Lancaster County Health Department (LLCHD) today released Lancaster County’s Community Health Profile (CHP) and its Community Health Improvement Plan (CHIP). The CHP is revised every three to five years. The CHIP is an ongoing five-year plan, which is updated every two to three years. The reports are available at health.lincoln.ne.gov.

The CHP provides a comprehensive assessment of the community’s health status and factors that influence health. Health Director Judy Halstead said the profile shows that the vast majority of Lancaster County’s health measures are better than or comparable to health outcomes for the state, nation and other U.S. counties. These measures include lower rates of chronic disease, infant mortality, teen smoking and teen births; higher rates of first trimester prenatal care, cancer screening and physical activity; and better measures of environmental quality.

“While we are doing well in most areas, there are some measures that are worse than the state and nation,” Halstead said. “These areas of concern include the local rates of binge drinking, adult smoking, sexually transmitted infections and suicides by youths and young adults.”

The Lancaster County CHIP addresses the priority health issues determined by the community health assessment process. The four priority issues are chronic disease prevention, access to care, injury prevention and behavioral health.

“We encourage the public to consider how they can contribute to accomplishing the goals in the plan,” said Steve Frederick, Manager of the Health Data and Evaluation Division.

The public is encouraged to comment on the CHP and CHIP using the survey links on the second page of each document. Comments may also be submitted to Frederick at sfrederick@lincoln.ne.gov or 402-441-6271.

The work to gather and analyze the data and complete the two reports was led by LLCHD with participation from hospitals, health providers and other community agencies and members of the public.
MAYOR PROPOSES VOTE TO FUND FLOOD REDUCTION AND WATER QUALITY PROJECTS

Mayor Chris Beutler today announced that he will propose placing a stormwater bond issue on the May 10 ballot to fund projects to decrease flooding and improve water quality. The City Council will consider the proposal on first reading Monday, February 22, with a public hearing and vote scheduled for Monday, February 29.

“We have a duty to our neighbors and the generations that follow to build protective stormwater infrastructure,” Beutler said. “Many homes and businesses across the community are flooded after routine rain storms – damage that could be prevented with a modest investment from the community.”

Doug Murray, General Manager for Road Builders Machinery near 56th and Fletcher, said his business and neighboring ones like Lincoln Tool and Die deal with flooding two to three times a year. “It hurts our bottom line,” Murray said. “Our expenses increase to deal with the water. Employee turnover is higher as employees become discouraged. We could be doing more to help build Lincoln’s economy if we could just have an end to the flooding. We have been literally waiting years for the City to fix the problem.”

Mayor Beutler said the problems faced by businesses and homeowners will increase with the arrival of the Emerald Ash Borer (EAB). The insect has destroyed ash trees across the nation and may be in Lincoln already. “The 14,000 public ash trees in Lincoln play a role in our stormwater management system,” he said. “A single tree can absorb 100 gallons of rainwater, so losing them increases the flooding threat. As part of this bond, we will include $2 million to begin removing and replacing the public ash trees that will eventually be destroyed by the EAB.”

The bond issue would include projects in 17 areas to protect property from stormwater runoff and flood damage, to improve water quality and to prevent or repair failing stream banks as well as the EAB funding. The projects are identified in the City’s Watershed Management Capital Improvement Program and are on a current priority list of storm drainage needs. The projects would be completed over the next two to three years. (A list of project follows this release.)

The bond issue would also provide funding for “best management practice” projects; floodplain and flood prone area engineering and projects; street drainage projects; and preliminary engineering and projects for watershed and basin management plans.

- more -

Stormwater Bond
February 18, 2016
Page Two

About 2,000 public ash trees would be replaced over a three-year period under the proposal. “It is critical to act fast because EAB detection methods are imperfect,” Lynn Johnson, Director of the Parks and Recreation Department. “By the time EAB is actually discovered, it could have been here three to six years. A tree damaged by EAB becomes brittle and falls apart quickly, causing hazards for property and public infrastructure.”

Johnson said the urban tree canopy can reduce stormwater runoff by two to seven percent. “Losing 14,000 trees will create more, faster moving stormwater,” he said. “Fewer trees will mean increased flooding, greater soil erosion and more pollutants flowing into streams and lakes.”

Some projects, such as the one impacting the 56th and Fletcher area, have significant matching funds that may be lost without City funds according to Ben Higgins, Senior Engineer with the Watershed Management Division of the Public Works and Utilities Department. “Funding from the bond project enables the City to reduce flooding potential, improve public safety and reduce economic damages to impacted properties,” he said. “By repairing infrastructure now, we decrease the chances of it failing and we avoid more costly repairs in the future.”

If approved, the $9.8 million bond issue would increase the City’s property tax levy by less than one-half of one cent and would cost the owner of a $150,000 home about $7.50 a year. Lincoln voters have approved all nine storm drainage bond issues on the ballot since 1990: 1991 - $5.58 million; 1995 - $4.00 million; 1997 - $8.25 million; 2001 - $7.50 million; 2003 - $10.0 million; 2005 - $9.95 million; 2007 - $8.30 million; 2010 - $8.20 million; and 2012 - $7.90 million.

More information on the stormwater system is available at lincoln.ne.gov (keyword: stormwater).

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WASTE REDUCTION AND RECYCLING GRANTS AWARDED

The City Public Works and Utilities Department has awarded nearly $35,000 in grants to the Lincoln Public Schools (LPS) and the Nebraska Farmers Union to promote commercial waste reduction and recycling. The City received applications from seven businesses and organizations requesting a total of $118,750 in grant funding.

LPS was awarded $20,000 to expand its organic waste composting pilot project by adding nine more schools to the collection program in 2016. Currently, 13 public schools collect food waste and non-recyclable paper and transport it to Prairieland Dairy to compost with dairy cattle manure. The participating schools are diverting 81 percent of cafeteria waste, or 209 tons of organic waste per year. The addition of nine more schools will divert another 132 tons of organic waste. This will bring the amount of organic waste diverted from disposal by the 22 participating schools to 341 tons annually.

The Nebraska Farmer’s Union was awarded $14,750 to upgrade its receiving area to more efficiently mix organic waste from schools, charitable organizations and commercial establishments for its “Big Red Worms” vermicomposting program. The program began in August 2015 and is currently collecting over 10 tons of food waste per month, with plans to double that amount.

“These two programs are the first of their kind in the State, and we are pleased we are able to help expand their efforts,” said Gene Hanlon, City Recycling Coordinator.

Every year, $40,000 is set aside in the Solid Waste Management budget to promote greater waste reduction and recycling in Lincoln and Lancaster County. The purpose of the program is to assist political jurisdictions, schools, nonprofits and businesses implement innovative waste reduction, reuse and recycling programs that significantly reduce the waste stream going to the landfill.

More information on the grant program is available at lincoln.ne.gov (keyword: solid waste).
CITY OF LINCOLN
COMMISSION ON HUMAN RIGHTS
Thursday, February 25, 2016, 4:00 p.m.
City County Building, 555 South 10th Street, 1st floor, Council Chambers

AGENDA

I. Roll Call
II. Approval of Minutes of January 28, 2016, Commission Meeting
III. Approval of Agenda for February 25, 2016, Commission Meeting
IV. Case Dispositions
   A. Reasonable Cause / No Reasonable Cause
      1. LCHR NO.: 15-0909-017-H
      2. LCHR NO.: 15-0922-030-E-R
      3. LCHR NO.: 15-1002-022-H
      4. LCHR NO.: 15-1027-037-E-R
      5. LCHR NO.: 15-1106-027-H
      6. LCHR NO.: 15-1120-030-H
V. Pre-Determination Settlements
   1. LCHR NO.: 16-0126-002-H
VI. Administrative Closures
   1. LCHR NO.: 16-0105-001-H
VII. Old Business
   A. 2016 Civil Rights Conference
   B. Henderson awards nomination forms
   C. Simeus v RGR
VIII. New Business
   A. 2015 Review of Cases & Trends
IX. Public Comment**
X. 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.

ACCOMMODATION NOTICE
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guidelines. Ensuring the public’s access to and participating in public meetings is a priority for the City of Lincoln. In the event
you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of
Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon
as possible before the scheduled meeting date in order to make your request.
**ACTION BY PLANNING COMMISSION**

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, February 17, 2016, at 1:00 p.m., in Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department, (402) 441-7491.

The Lincoln/Lancaster County Planning Commission will meet on Wednesday, February 17, 2016 from 11:30 a.m. through 1:00 p.m. to discuss the LRTP/Comprehensive Plan Updates, in Studio Room 113 of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska.

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

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

AGENDA

WEDNESDAY, February 17, 2016

[Commissioner Scheer absent]

Approval of minutes of the regular meeting held February 3, 2016. **APPROVED: 7-0; Weber abstained; (Scheer absent)**

1. **CONSENT AGENDA**
   (Public Hearing and Administrative Action):

   **TEXT AMENDMENTS:**
   1.1 Text Amendment No. 16001, amending Chapter 27.59 of the Lincoln Municipal Code relating to Airport Zoning Regulations to extend the approach zone from 3 miles to a new limit of 10 miles, establish the area included within the airport hazard area, revise existing definitions and add new definitions, and other changes to be in accordance with the passage of Nebraska Legislative Bill (LB) 140, and repealing Sections 27.59.010 through 27.59.040, 27.59.060 through 27.59.090, 27.59.110, 27.59.120, 27.59.140 and 27.59.150 of the Lincoln Municipal Code as hitherto existing.
   
   **Staff recommendation: Approval**
   Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
   Planning Commission recommendation: APPROVAL; 8-0 (Scheer absent). Public hearing before the City Council tentatively scheduled for Monday, March 7, 2016, 3:00 p.m.
1.2 County Text Amendment No. 16002, amending Article 18 of the Lancaster County Zoning Regulations relating to Special Height and Use Near Airports to extend the approach zone from 3 miles to a new limit of 10 miles, establish the area included within the airport hazard area, revise existing definitions and add new definitions, and other changes to be in accordance with the passage of Nebraska Legislative Bill (LB) 140, and repealing and adding various sections within Article 18 of the Lancaster County Zoning Regulations as hitherto existing.

Staff recommendation: Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
Planning Commission recommendation: APPROVAL; 8-0 (Scheer absent). Scheduling of public hearing before the County Board is pending.

2. REQUESTS FOR DEFERRAL: None.

3. ITEMS REMOVED FROM CONSENT AGENDA: None.

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION

RELATED COMPREHENSIVE PLAN AMENDMENT, ANNEXATION, CHANGE OF ZONE AND SPECIAL PERMIT:

4.1a Comprehensive Plan Amendment No. 15004, to amend the 2040 Lincoln-Lancaster County Comprehensive Plan, by changing the Future Land Use Plan designation from Commercial, Green Space, and Environmental Resources to Residential-Urban Density, Green Space, and Environmental Resources, on property generally located at SW 30th Street and West A Street.

Staff recommendation: Approval
Staff Planner: Brandon Garrett, 402-441-6373, bgarrett@lincoln.ne.gov
Planning Commission recommendation: APPROVAL; 8-0 (Scheer absent). Public hearing before the City Council is pending.

4.1b Annexation No. 15014, to annex approximately 41.84 acres, more or less, on property generally located at SW 30th Street and West A Street.

Staff recommendation: Conditional Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
Planning Commission recommendation: CONDITIONAL APPROVAL; 8-0 (Scheer absent). Public hearing before the City Council is pending.
4.1c Change of Zone No. 15036, requesting a change of zone from AGR Agricultural Residential District and AG Agriculture District to R-4 Residential District, on property generally located at SW 30th Street and West A Street.

Staff recommendation: Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
Planning Commission recommendation: APPROVAL; 8-0 (Scheer absent). Public hearing before the City Council is pending.

4.1d Special Permit No. 15072, for a Community Unit Plan consisting of 3 lots with up to 582 multi-family units, with waivers to increase the building height from 35 feet to 40 feet and reduce the front yard setbacks adjacent to private roadways from 25 feet to 15 feet, on property generally located at SW 30th Street and West A Street. **FINAL ACTION**

Staff recommendation: Conditional Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
Planning Commission ‘final action’: CONDITIONAL APPROVAL, as set forth in the amended conditions as recommended by staff and identified in the staff report dated February 4, 2016: 8-0 (Scheer absent). Resolution No. PC-01482.

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

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Adjournment 1:55 p.m.

PENDING LIST: Special Permit No. 15064, to allow Avalon Event Paradise to be used for special events on property generally located at 12788 W. Roca Road. [01/06/15: Planning Commission voted 7-0 (Beecham and Lust absent) to place this item on Pending until such time that the applicant is ready to move forward.]
PLANNING COMMISSION FINAL ACTION  NOTIFICATION

TO: Mayor Chris Beutler  
Lincoln City Council  

FROM: Geri Rorabaugh, Planning

DATE: February 17, 2016

RE: Notice of final action by Planning Commission: February 17, 2016

Please be advised that on February 17, 2016, the Lincoln City-Lancaster County Planning Commission adopted the following resolutions:

Resolution No. PC-01482, approving SPECIAL PERMIT NO. 15072, per the amended conditions of approval as recommended by staff, for a Community Unit Plan consisting of 3 lots with up to 582 multi-family units, with waivers to increase the building height from 35 feet to 40 feet and reduce the front yard setbacks adjacent to private roadways from 25 feet to 15 feet, on property generally located at S.W. 30th Street and West A Street.

The Planning Commission action on this application is final, unless appealed to the City Council by filing a notice of appeal with the City Clerk within 14 days of the action by the Planning Commission.

The Planning Commission Resolution may be accessed on the internet at www.lincoln.ne.gov (Keyword = PATS). Use the “Search Selection” screen and search by application number (i.e. SP15072). The Resolution and Planning Department staff report are in the “Related Documents” under the application number.
Joint Meeting of 
Historic Preservation Commission & Urban Design Committee

The City of Lincoln Historic Preservation Commission & Urban Design Committee will hold a joint public meeting on Thursday, **February 18, 2016**. The meeting will convene at **1:30 p.m.** in Studio Room 113 on the 1st 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.

**JOINT AGENDA**
**February 18, 2016**

**DISCUSS AND ADVISE**
- Design update and review for Hudl International Headquarters, Canopy at P Street
- Upcoming requests for joint meetings: future phases of Telegraph District redevelopment, 9th & O hotel project (tentatively scheduled for March 17), Lumberworks Garage “liner” buildings, etc.
- Recess Historic Preservation Commission to Room 214

**HISTORIC PRESERVATION COMMISSION**

The City of Lincoln Historic Preservation Commission will reconvene in Room 214 on the 2nd floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska, continuing a public meeting that convened at **1:30 p.m.** in Studio Room 113 on the 1st floor, to consider the following agenda. For more information, contact the Planning Department at (402) 441-7491.

**AGENDA**

1. Approval of HPC meeting records of January 5 and 21, 2016.

**HEARING AND ACTION**

2. Certificate of Appropriateness (porch) at 3860 Dudley Street in the East Campus Neighborhood Landmark District.

3. Certificate of Appropriateness (signs) for 3 Daughters Boutique in the Sullivan Building, 311 N. 8th St., in Haymarket Landmark District.

4. Certificate of Appropriateness (sign) for Bridgepoint in the Veith Building, 818 P Street, in the Haymarket Landmark District.

**DISCUSS AND ADVISE**

4. Staff Report & misc.

_The Historic Preservation Commission and Urban Design Committee’s agendas may be accessed on the Internet at_ http://lincoln.ne.gov/city/plan/boards

**ACCOMMODATION NOTICE**
The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public’s access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.
Memorandum

Date: ♦ February 16, 2016
To: ♦ City Clerk
From: ♦ Amy Hana Huffman, Planning Dept.
Re: ♦ Administrative Approvals
cc: ♦ Mayor Chris Beutler
     Planning Commission
     Geri Rorabaugh, Planning Dept.

This is a list of the administrative approvals by the Acting Planning Director from February 9, 2016 through February 15, 2016:

Administrative Amendment No. 16005 to Special Permit #500B, Educational Environments, Inc., approved by the Planning Director on February 10, 2016, requested by Kelly Seacrest and Peter Stegen, to rescind Special Permits #500 and #500B, generally located at Austin Drive and Antelope Creek Road.
A request has been made by Bryan/LGH to vacate portions of 50th, Washington and Everett Streets in the vicinity of their East Campus. The total street area to be vacated is 90006.09 sq. ft. Staff has asked that easements be retained for all the utilities that exist within the ROW to be vacated. These will be addressed in the discussion of the value of each portion.

While the vacation of these streets will consolidate the Bryan East Addition into the main campus it is considered to be a free-standing parcel due to the fact the majority of the main campus is developed and not likely to change in use in the near future. The vacation of 50th and Everett Streets is considered to be additional land acquired along the perimeter while Washington Street is considered to be assemblage land in the middle of the development. As such Washington Street is considered to have a slightly higher value.

It is estimated that the underlying land value for a parcel such as this is in the range of $80,000-100,000/Acre or $1.84-2.30/sq. ft. For the purpose of this valuation $2.10/sq. ft. is used. Typically a long narrow strip such as these have little value on their own but will assume the value of the abutting property once they are assembled into it. In cases such as 50th or Everett Streets which simply add to the perimeter of the parcel it is expected a buyer would not pay the full value they expect to gain but instead, something more in the range of 25-50% of that value. A value of 35% of the abutting value or $0.74/sq. ft. seems appropriate for the areas of those two streets. Staff has asked that easements be retained for the utilities located over the entire area to be vacated. Even with the imposition of those easements the area can be used for driveways, parking and required open space. As such, a reduction of another 50% of the previous value is considered appropriate. This equates to $0.37/sq. ft. The combined areas of 50th and Everett streets to be vacated is 60,113 sq. ft. The calculations are as follows:

$$60,113 \text{ sq. ft.} \times 0.37/\text{sq. ft.} = 22,225 \ (r)$$

As noted above, Washington Street is deemed to have a slightly higher value because of its location in the center of two parcels that will be assembled once the vacation is complete. It would be expected that a prospective owner would pay 50-75% of the assembled value to acquire the additional land and in some cases might even pay a premium to get it. In this case a value towards the lower end of the range at 60% of value is used which gives a value of $1.26/sq. ft. Easements are being retained in the ROW to be vacated for sanitary and storm sewers as well as other utilities which is considered to devalue the area an additional 50% leaving a value of $0.63/sq. ft. The calculations for the Washington street ROW to be vacated is:

$$29,893.09 \text{ sq. ft.} \times 0.63/\text{sq. ft.} = 18,800 \ (r)$$

Therefore, the value of the ROW to be vacated is estimated to be: $22,225 + $18,800 = $41,025.

The City of Lincoln is currently working on projects at the intersections of 48th & A, 48th & Cotner, 48th & Sumner and Cotner & A Streets which will require additional ROW to be taken from the Bryan/LGH campus. An agreement has been made with Bryan/LGH that in exchange for the donation of the
additional ROW to be required for these projects equal credit would be given for the consideration to be paid for the ROW to be vacated in 50th, Washington and Everett Streets. The total amount of additional ROW needed for those projects has been calculated at 13,132 sq. ft. Since this area is unencumbered by any easements if carries the full value of $2.10/ sq. ft. of the parcel it is taken from. The calculations are as follows:

\[ 13,132 \text{ sq. ft.} \times 2.10/\text{sq. ft.} = 27,550 \text{ (r)} \]

The difference is: $41,025 - $27,550 = $13,475

Therefore, if the area of the streets is vacated it is recommended that it be sold to the abutting land owner for $13,475 with the caveat that they deed the land necessary for the above mentioned projects to the City at no cost and easements are retained for the various utilities located with in the area.

Respectfully submitted,

Clinton W. Thomas
Certified General Appraiser #990023
I work in the State Office Building and the City has tried to block off the walk between the office building and the parking garage. It makes no sense to me why the City would invest in improving Centennial Mall, and then block off the highly traveled walkway between the garage and the office building. Please work to get the walkway opened and maintained for the state workers. I also can't understand the timing of the closure, it hasn't snowed in over a week and the walkway is not icy at all.

Susan Zabel
5830 Robin Ct.
Lincoln, NE 68516
Councilman Camp:

I represent T.O. Haas Tire, which is the property owner directly to the south of the proposed Dino’s storage facility to be located in the Northern Lights Commercial Center just north of 84th and Holdrege. The application for special permit to allow the storage facility is set for Council public hearing on February 29th, and I have attached for your review the Planning Commission minutes and some elevations for the proposed project.

My client has concerns about the storage facility and the adverse impact it will have on his property and the commercial center as a whole. Are there any times where you are available next week to discuss? I can do so over the phone or we can meet in person, whichever you prefer.

Thanks,

Derek C. Zimmerman
Baylor, Evnen, Curtiss, Grimit & Witt, LLP
Wells Fargo Center
1248 O Street, Suite 600
Lincoln, Nebraska 68508-1499
402-475-1075
dzimmerman@baylorevnen.com
REVISED MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, January 20, 2016, 1:00 p.m., Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Cathy Beecham, Michael Cornelius, Tracy Corr, Maja V. Harris, Chris Hove, Jeanelle Lust, Dennis Scheer and Lynn Sunderman. (Ken Weber absent); David Cary, Steve Henrichsen, Rachel Jones, Andrew Thierolf, Brian Will, Geri Rorabaugh and Amy Huffman of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission meeting

Chair Chris Hove called the meeting to order and acknowledged the posting of the Open Meetings Act in the back of the room.

Hove requested a motion approving the minutes for the regular meeting held January 6, 2016. Motion for approval made by Harris, seconded by Lust and carried 7-0: Cornelius, Corr, Harris, Lust, Scheer, Sunderman, and Hove voting ‘yes’; Beecham abstaining, Weber absent.

CONSENT AGENDA
PUBLIC HEARING & ADMINISTRATIVE ACTION BEFORE PLANNING COMMISSION: January 20, 2016

There were no items on the Consent Agenda for January 20, 2016.

USE PERMIT NO. 64B TO ALLOW A NON-RESIDENTIAL HEALTHCARE FACILITY ON PROPERTY GENERALLY LOCATED AT SOUTH 16TH STREET AND OLD CHENEY ROAD. PUBLIC HEARING BEFORE PLANNING COMMISSION: January 20, 2016

Members present: Beecham, Cornelius, Corr, Harris, Hove, Lust, Scheer and Sunderman present; Weber absent.

Staff recommendation: Conditional Approval.

There were no ex parte communications disclosed.
Staff Presentation: Rachel Jones of the Planning Department stated this application is for a non-residential healthcare facility located at approximately 14th Street and Old Cheney Road and bounded on the east by S. 16th Street. It will be classified as a transitional care facility primarily used for rehabilitation, with an average patient stay of 25 days. There will be 47 patient rooms.

In 2006, the Joint Committee on Health and Land Use published a final report that talked about a 300-foot separation being a typical standard distance between industrial and residential uses. That separation is to protect populations against hazardous chemical spills or other similar threats. There is also language in the Comprehensive Plan addressing the compatibility of adjacent land uses. Inherent in the Special Permit approval process is review of the location and suitability of special permitted use on the proposed site.

The 300-foot buffer policy is extended to other vulnerable populations like day cares, schools and housing. Because patients at this facility stay overnight, it is considered a residential use, so the buffer applies. There is I-2 zoning on the other side of S. 16th Street and 17 patient rooms are located only 195 feet away. The Health Department is recommending Conditional Approval based on the relocations of the 17 patient rooms to outside of the buffer zone. Planning, in this case, is recommending Conditional Approval based on implementation of certain emergency planning and facility procedures, rather than the relocation of the patient rooms. Those procedures are the same as would be recommended for churches located within an Industrial zone.

Planning’s recommendation is based on several circumstances at this site. First, there will be staff working overnight who would be awake and alert to assist in evacuation in case of an emergency. Next, though it is within the 300-foot buffer zone, it is still a good distance at nearly 200 feet; it is not immediately obvious what would be gained, in terms of safety, from the additional 100 feet. Finally, this facility is not surrounded by Industrial, only adjacent to it, so that lowers the risk somewhat.

In order to relocate the 17 patient rooms, the facility would need to be shifted to the west. The applicant does not wish to take that course of action due to traffic noise along 14th Street, the desire to take access off of 16th Street, and because this facility has no real need for visibility from 14th Street. The applicant feels the site to the west would be better utilized by a commercial tenant who would benefit from the visibility.

There was a motion to amend requested by the applicant to increase the square footage of the building by approximately 1,800 square feet.

Lust asked what currently occupies the building to the east that is within 195 feet of the proposed facility. Jones said it is currently occupied by Time Warner Cable. Lust asked if there was any type of industrial manufacturing going on there. Jones said not today.
Hove asked if this new facility would limit the option of a heavier use in the future. Jones said this would not limit any future use. Due to the I-2 zoning district, a more intensive use could come in. Hove asked for an example of what that could be. Jones said things like refineries or distilleries are examples. There are a number of industrial uses permitted and some could potentially store or transport hazardous materials.

Lust asked if the Health Department monitors when and where hazardous materials are stored. Jones said Health Department staff are on hand to answer questions of that nature.

Cornelius asked why a 300-foot instead of a 200-foot distance is even specified if staff does not see the value of a third again as much buffer. Jones said she was unsure of the history of how that distance was chosen. The Joint Committee was made up of Health and Planning Staff.

**Chris Schroeder of the Health Department** came forward. The 300-foot recommendation was based on looking at the United States Department of Transportation’s Emergency Response Guidebook. There is a list of chemicals and they provide “isolation” or “protective action” distances in the case of large spills. Most chemicals land within the 300-foot recommended area. There are more toxic chemicals such as anhydrous ammonia and chlorine, which have greater recommended isolation distances of 500 and 1,500 feet, respectively. The Joint Committee took middle ground and landed on the 300-foot recommendation.

Beecham asked what the Health Department thinks of the Planning Department recommendation. Health Department does not support the current site plan depicting the 17 rooms within the 300-buffer area, as submitted by the applicant.

Schroeder went on to address Lust’s question about monitoring stored chemicals. There is no internal monitoring system, but Health does what is called “Tier 2 Data”. Data is submitted to the State of Nebraska regarding storage and quantities of chemicals. There is a lag time of about a year before Health receives that information, but that is one mechanism used to track storage of chemicals in the community.

Jones added that one of the conditions of approval is that the facility would notify the Health Department if they because aware of any chemical storage in the area.

Harris wondered, given that this applicant is required to notify the Health Department if they become aware of hazardous materials, if it would be possible and reasonable to impose similar requirements for a new applicant that might come in to the industrial zoning. She asked if they could be required to notify their neighbors or the Health Department.
Schroeder said he does not believe there is authority to ask for that within the permit before Commissioners today. Harris clarified that she meant she wondered if it would be possible to add that condition for any new application that came to the area. Schroeder said that might be a question for Law Department. It might require an ordinance. Looking at ways to reduce risk and notification of neighbors has been discussed before.

**Steve Henrichsen of the Planning Department** approached to say that bulk storage of hazardous chemicals and other more intensive uses in the I-2 District still require a Special Permit, so there would be an opportunity to examine the appropriateness of the use at the time of application. Mr. Schroeder is correct in that we do not have any right to impose conditions on other properties through this application.

Lust asked if the 195-foot buffer distance to the east was to the lot line or to the actual building. Jones said it is from the edge of the proposed building to the setback of the building in the I-2 zone. Lust asked for clarification about the setback. Jones said the setback of the I-2 district is the edge of where a building could be built, though the current building is not built all the way out to that distance. Lust asked the setback in I-2. Jones said she believes it is 20 feet. Lust said that means that the distance from the current building to the proposed one could be 215 feet. Jones said that is possible but she does not know the exact distance of the Time Warner occupied building from the setback.

Sunderman noted that a new building could be built all the way up to the setback, so it is possible for the two buildings to be 195 feet apart, even if they are not now. Jones agreed.

Harris wondered, since the conditions proposed by Planning are similar to what is required of churches in I-2, if there has ever been a real-life evacuation situation. She wondered how well the plans work in a crisis. Jones said that the emergency response and evacuation plans would have to be approved to the satisfaction of the Health Department. Schroeder said there have not been any concrete examples of a similar evacuation plan being put into effect. Harris said that the effectiveness of the plans have not been evaluated in a real-life scenario.

Lust wondered if the applicant has explained the “X” configuration of the building. It appears that only the northeast corner would be out of compliance, so she wondered why the building could not be reconfigured. Jones said the applicant evaluated other layouts and concluded the plan submitted used the space most efficiently.

**Proponents:**

1. **Erin Bright of Olsson Associates** came forward on behalf of **Kensington Corporation.** He stated he has been working on Kensington Office Park for the past eight years and has a lot of history with this project. The developer is very excited about this user, Promontory Healthcare. A nice medical healthcare facility with good architecture will create a great cornerstone building for the area. Knowing that the adjacent users to the
north and east were Time Warner Cable and Farm Bureau, it came as a surprise to us that it was I-2 zoning. We learned about the 300-foot separation and started looking at plans that would work. The buffer area is to deal with hypothetical situations. Promontory Healthcare has a facility in Omaha that has a robust evacuation plan in place already. It covers roles and responsibilities of staff and what to do for any disaster. The user is also more than willing to update the plan to satisfy the Health Department’s concerns regarding hazardous materials. One other condition of approval for the facility itself is to be able to shut down the HVAC system so that in the event of a toxic plume, contaminated air would be kept out. That will be part of the building design itself.

Corr asked if anyone from Kensington is present at today’s meeting. Bright said Kensington had a conflict today, but Sam Manzitto is on hand to answer questions. Corr asked how many vans will be on site. Bright said the applicant has already confirmed that at least one van will be on site at all times. Corr asked if each room is one bed. Bright said each room has a single bed. Corr commented that one van will not be enough to get 17 people evacuated. Bright said in the event of a toxic plume, people would need to remain inside the building. A larger event such as a refinery fire seems like such an impossibility given what is currently surrounding the site. It should be noted that there are residential neighborhoods within 200 feet to the east of the I-2 zoning. Bright said they appreciate the Planning staff’s willingness to give consideration of these unique situations.

Hove said that it seems reasonable that patients could be moved out of their rooms to another part of the facility where they would be located outside of the 300-foot buffer.

Scheer asked if there is a possibility within the building where patients can be moved so that they are outside of the 300-foot zone. Bright said the north and the west wings mirror the northeast wing. It is a double-wide hallway; those 17 people can certainly fit in to the hallway and get beyond the 300 feet.

Lust asked what attempts have been made to design the building out of the 300-foot area. Bright said this is their standard template.

2. Sam Manzitto, Manzitto Construction and Real Estate, said the Omaha office has two nurses stations within the cross which is the best configuration for best serving their patients. Corr asked if there was any way to swing the building around. Manzitto said that option has been considered but the arms of the cross are too close together.

Harris said the quality of the architecture was mentioned. She asked for a description of the materials. Manzitto said it will be a higher quality office structure with rustic contemporary styling. It will be a wood structure and will have a residential feel to it, even though it is in an office park, along the lines of what can be seen in Williamsburg. Harris said the rest of the area has done a good job of keeping the look nice. It will be important to maintain that quality in the area. Manzitto agreed.
Opponents:

There was no opposition to this item.

Staff Questions:

Beecham asked Henrichsen to address the types of uses that could request a special permit in this area. She wondered if there are any uses that might store chemicals that would not have to go through the Special Permit process. Henrichsen explained that he made an error in his earlier explanation. In the I-1 zoning district, there are many Special Permitted uses. That zone is found throughout the city, often right up against residential zoning. The I-2 zoning district is much newer and has larger setbacks. Many uses do not require the special permit process. Most of the uses in the I-2 around this project would not require a special permit. Beecham noted that means that Planning Commission does not have the option of requiring notification as part of the Special Permit process. Henrichsen said correct. He said the 300-foot buffer is a policy that provides for an opportunity for review on a case-by-case basis. The character of this particular I-2 area includes close proximity to Old Cheney and 14th Street where most uses have been retail/office oriented due to the visibility. The southern end has more office and contractor services. Time Warner might move and that building could have another use, but currently, it is set up for office/contractor use rather than for manufacturing. The particulars of this circumstance led Planning staff to say the conditions for a church would be appropriate, particularly since there is no I-2 to the west and north, and currently office uses, most of which are outside of the 300-foot buffer area.

Beecham asked if there are procedures in place when industrial uses abut residential. She wondered what the process would be in case of a spill. Henrichsen said there are not notification requirements in the zoning ordinance. Schroeder said that the regulations do not protect people from accidents. There are environmental and air quality regulations that talk about safe use, storage and emission levels. In the case of a hazardous materials emergency, it would be the Health Department and Lincoln Fire Department responding. Beecham asked how they would find out about that situation. Schroeder said from emergency dispatch.

Corr asked for clarification about the extent of the surrounding I-2 zone in relation to the proposed project. Henrichsen said to the west is residential zoning. There is a bike trail between the residential and I-2 zoning on the south. To the east there is Southwood Neighborhood adjacent to the I-2. To the north, the area is bounded by Highway 2. To the northwest is the State Penitentiary, Nebraska Department of Roads and mostly commercial and government uses to the west. Corr said she asked because if Time Warner’s current location were zoned office or business, this would not be an issue. She wondered if it would be appropriate to ask that property owner to rezone to something that would match better with the area. Henrichsen said that could be something the applicant could look at, but it is doubtful that a property owner would elect to rezone to a more restrictive district. The
Meeting Minutes

Building would have more flexibility for future tenants left as-is. In addition to that, the goal of the industrial area is to allow the businesses within that zone to go about doing business without residential areas impinging on their right to do so.

Harris asked if the close proximity of a fire station mitigates the risks in any way. She wondered how important fire rescue is? Schroeder said it is really important, but it is hard to guess how emergency response would mitigate unexpected accidents. Harris said that it doesn’t take away risk. Schroeder said it doesn’t change our recommendation.

Corr asked if each fire station has their own hazmat team or if that is centrally located. Schroeder said he knows Station 14 in the Highlands is the main hazmat station and he is unsure of others.

Beecham asked what the policy is regarding spacing requirements for residential and industrial. Schroeder said it is the same. She wondered how the Southwood neighborhood avoided the issue of the 300-foot buffer. Henrichsen said the Joint Committee made their recommendation in 2006. Most of this area developed far in advance of that recommendation.

USE PERMIT NO. 64B

ACTION BY PLANNING COMMISSION:

January 20, 2016

Cornelius moved Conditional Approval as recommended by the Health Department, seconded by Sunderman.

Cornelius stated that his reasoning is that having sat on this body for a long time, one lesson he has come away with is that things change. Geography changes and it surprises people. We are talking about business cycles and consistent uses within a single zoning district, not even a change of zone. We cannot count on an I-2 zone continuing to be office indefinitely. This proposed site plan shows a fair amount of flexibility that would allow for the shifting of the building. He understand that there are considerations that we must think of, such as noise and visibility, but we must also think of the potential risk of locating residential within this area that is established for I-2.

Lust asked for clarification that Cornelius is only recommending approval if the development is outside of the 300-foot buffer. Cornelius said yes, only if the residential occupied rooms are outside that buffer zone, as recommended by Health. Henrichsen offered further clarification that the motion would be to add a new condition 1.10 to relocate the building on Lot 6 so that all bedrooms are more than 300 feet from the I-2 zoning. Cornelius agreed that was his motion. Henrichsen added that he verified with Schroeder that the recommendation is accurate.
Lust said she struggles with approving any development that is against the recommendation of the Health Department. In the past, this body has been very deferential to the Health Department, even when something is not part of the ordinance. She is thinking of the pipeline protection area, for example. They had a lot of sway with wind energy as well. The fact that they are still recommending that it be outside the 300-foot barrier, makes her question why Commissioners would ignore that in this situation, when they have chosen to heed their recommendation in the past, even when it was a barrier to development in some cases. Therefore, she will support the motion.

Harris said she would support the recommendation made by the Planning Department. There is a real trend in this development that is moving towards lighter uses such as office and commercial. The order of things will impact potential special permits in the industrial zoning.

Hove said that he will not support the motion. The 300-foot distance is an average of a couple of different recommendations. In this case, it is 200 feet. He believes that they could move patients outside of 300 feet easily.

Scheer said he agrees with Hove. He supports the conditions of the Planning Department. The addition of the 1.10 sways him to vote against the motion, as made.

Sunderman stated he also does not agree with the addition of Condition 1.10. He thinks the uses across the street are pretty static at this point in time. If they were to change to uses involving hazardous chemicals, it would be fairly obvious with the construction that something has changed. Moving people outside the 300-foot buffer and that can easily be done within the building.

Corr said she will support the motion as made. It is important to honor that 300-foot buffer, especially when there are options for developing this land a little bit differently where that condition could easily be met. She would whole heartedly support it if the property was not I-2. As it is, there is no guarantee that it will remain an office. It could change and we might not know about it. That causes concern.

Beecham said this one is tricky. She will support the motion because she is concerned about impacting the site down the road where if someone comes in and wants to put a use on there that is within the zoning that has been on the property, we will want to restrict their right to do what they should be allowed to do in the industrial zone because we are making an exception to the policy today. She agrees with Harris that soon this may change to a different zone, but right now she must base her decision on what is there and she is uncomfortable going against a policy that was reviewed by a committee.

Motion failed due to a lack of majority vote, 4-4: Beecham, Cornelius, Corr, Lust voting ‘yes’; Harris, Scheer, Sunderman, and Hove voting ‘no’; Weber absent.
Sunderman asked if it was necessary to vote for deferral, or if this item will automatically be carried over to the next meeting.

Lust stated she believes it is necessary to also take a vote on the Planning Staff recommendation and the vote needs to come out the same.

Cornelius stated any motion can be made for deferral or to vote on the Planning Staff recommendation.

Lust suggested waiting until the Weber is present.

Sunderman moved Conditional Approval as recommended by the Planning Department, without 1.10; seconded by Scheer. Motion failed due to a lack of majority vote, 4-4: Harris, Scheer, Sunderman, and Hove voting ‘yes’; Beecham, Cornelius, Corr, and Lust voting ‘no’; Weber absent.

Beecham moved for a 2-week deferral; seconded by Corr.

Corr stated that she would encourage the applicant to contact the Time Warner property owner to see if they would be open to a Change of Zone.

Lust added that a Change of Zone, even to I-1 where a Special Permit process would be required, would make her a lot more comfortable.

Motion carried, 8-0: Beecham, Cornelius, Corr, Harris, Lust, Scheer, Sunderman and Hove voting ‘yes’; Weber absent.

**SPECIAL PERMIT NO. 04016A**
**TO BUILD INDOOR SELF-STORAGE AND INCREASE SQUARE FOOTAGE**
**ON PROPERTY GENERALLY LOCATED AT**
**NORTHWOODS DRIVE AND COLBY STREET.**
**PUBLIC HEARING BEFORE PLANNING COMMISSION:** January 20, 2016

**Staff recommendation:** Conditional Approval.

Members present: Beecham, Cornelius, Corr, Harris, Lust, Hove, Scheer and Sunderman present; Weber absent.

There were no ex parte communications disclosed.

**Staff Presentation:** Andrew Thierolf of the Planning Department stated that a full staff presentation was given at the December 2, 2015, meeting. The applicant would like to construct an indoor, self-storage facility on Lots 6 and 10. With their original application, they requested two modifications to the Special Permit. The first was to increase the total
allowed square feet to 140,000 of mini-warehouse. Right now it is approved for 19,000 square feet of retail/commercial. The other modification was to waive the height limit east of Northwoods Drive. Right now there is a note that appears to set a limit of 35 feet. The H-4 district has a limitation of 55 feet.

There was some question at the December meeting as to why the Special Permit specified the 35-foot height limit. In March 2004, the height limit in H-4 was 35 feet. In 2005, that increased to 45 feet, and in 2007 to 55 feet. Staff believes the note was not intended to be regulatory or to put a restriction on the area; it was simply saying that the Special Permit should have the same height as the H-4 district. Because it causes confusion, in the future, we would support an amendment to cross out the note for clarification. If that were to occur, the height in this entire Special Permit area would become 55 feet. The applicant is going to come forward to amend the conditions of approval. They propose to clearly state that the height remain 35 feet for this area, with the exception Lots 6 and 10, which will be increased to only 45 feet. The applicant has made significant changes since in response to comments at neighborhood meetings and at the last Planning Commission meeting. Planning Staff supports those changes.

Corr asked for clarification that if the note was interpreted to mean that the height should be consistent with the height allowed by H-4 zoning, it would mean the entire Special Permit area could be 55 feet. Thierolf said yes.

Beecham asked if there are minutes from the City Council meeting. Thierolf said old staff reports were reviewed. Based on that information, the height was not the main point of discussion. The main discussions were about waiving setbacks.

Lust said so the main issue before this body is no longer height, but setbacks. Thierolf said the main issue now is the increase in square footage.

Corr asked for a reminder of what was located behind the dentist office. Thierolf said there is the T. O. Haas, a strip mall and restaurants.

Hove reminded the public that Public Hearing on this item was previously held on December 2, 2015. Testimony today will be limited to new information only.

**Proponents:**

1. **DaNay Kalkowski, 1010 Lincoln Mall**, came forward on behalf of the applicant. There were significant questions at the December 2nd meeting regarding the height, scope and size of this building. The applicant asked for additional time in order to meet with neighbors. The first meeting was held December 9th and 61 letters were sent out to neighbors around the site. Thirteen attended that meeting where we heard three main concerns. First, the height and scope of the building. Next was the distance of the setback from 84th Street. There is a 50-foot setback there, but neighbors were concerned about the large building
blocking visibility to other businesses. The final concern was the appearance of the building, especially given its size. As a result of this meeting, significant revisions were made to the plan. Then the applicant met with neighbor Randy Haas of T.O. Haas and John Rallis, who was working with the dentist to the south. There was also a second neighborhood meeting with sixteen in attendance. In the new plan, there is a significant reduction in the size of the building from 140,000 square feet to approximately 101,000 square feet. That is the minimum needed to make this business model work. This reduces the footprint of the building, which allowed for it to be pulled back farther from 84th street, so in addition to the 50-foot setback, it is now an additional 69 feet back. This creates better visibility to those businesses to the south. The building has also been reduced to three stories. The approximate 40-foot height is to accommodate a parapet and a small sloped roof.

The building incorporates a lot of glass for light. Around the bottom is a split face block with brick banding to create a differential of color. Brick is the center component. There will be metal wall panels at the top. The building has a clean, sharp look that is more like an office than a storage facility. The building also incorporates eaves, the parapet, and other architectural features to create nice relief so it does not look like a straight, flat building. The eave is right at 33 feet in height. The slope of the roof takes it up to 36 feet, and the parapet up to 39 feet. Again, these features all provide relief.

No loading will be done from the back or the sides, so every side of the building will look nice. Lots of work has been done to make this building look attractive and to fit in with the surroundings.

The motion to amend includes the proposed revisions already discussed. It should be noted that the applicant is not requesting that the note about the 35-foot height be removed. They are only requesting the exception to go up to 40 feet for their site. That would allow the note to remain so the rest of the area would stay at 35 feet, unless otherwise requested. But as was mentioned, this proposed use is well under the allowed 55 foot limit that is usual for this district. This project will be in substantial conformance with the site plans as shown. The distance to the townhomes is over 200 feet from lot to lot, and there could eventually be other uses between the storage facility and those homes. The area was zoned H-4 well before any of the residential units were there. H-4 allows for some high intensity uses, so this use is actually quite low in intensity. Considering proximity to the major arterial street and the mix of surrounding uses and adequate separation, this is an appropriate use.

Lust asked if Mr. Haas was in support of this revised plan. Kalkowski said that Mr. Rallis was supportive since one of their main concerns was to pull the building back, but she cannot speak for those not present to represent themselves.
2. Dave Paladino, 127 N. 39th Street, Omaha, stated that only commercial use that is lower in intensity than indoor storage is a cemetery. For every 10,000 square feet of storage, you can expect to see one person per hour, so with this facility, around seven per hour could be expected, and probably not all at one time.

Hove asked for clarification about the 197,000 foot number. Kalkowski said that is the entire Special Permit area. This building is only 101,000 square feet.

Beecham asked if the site drops in elevation. Paladino said it is a 30-foot drop from the finished floor of the proposed building to the front porches of the townhouses.

Beecham wondered about the size of vehicles that would need access to the site. Paladino said the facility is designed to handle a 26-foot moving truck, but larger trucks will rarely be seen. Most people use family cars. Seventeen percent of users are small businesses and people who work from home who need additional storage. Otherwise, it is mostly household goods that are stored. A semi truck would not be able to get into the site.

Hove asked how visible the building will be with the 30-foot drop. Kalkowski said depending on where buildings are set in the area between the townhomes and this site, much of it could be blocked. There is no way to speculate how they will look. They can currently be built up to 35 feet.

Lust wondered if the townhomes were notified since they are 200 feet away. She said she knows they were notified so she appreciates that. Kalkowski said she counted the extra 18 feet of private roadway on our lot, so they may be just under the 200 feet. Corr added that the entire Special Permit boundary is included, so they are within that legal notification area.

Corr asked how tall the strip mall is. She wondered how this new building will compare with what is already there. Kalkowski said that T.O. Haas is shorter. Paladino said he thought they were 22 feet tall. Kalkowski went on to say the other buildings may be a little shorter but have the higher pitched roof. If you surround this site with uses, it doesn’t look like such a large building because the view is blocked.

Harris noted that the setback between the strip mall and the homes to the west is not a very great distance. She wondered if a new development would be that close to the homes. Kalkowski said that could be the case. Harris said she was trying to get an idea of the visual impact those neighbors would have once something goes in to that space. Kalkowski said there is a 50- foot setback between the townhomes and the strip in the back because there was commercial adjacent to residential. That is consistent all the way along there. Harris said the edge of that strip mall is representative of what could be built. Kalkowski agreed. Harris added that it could go up to the 35 or 45. Kalkowski said that 55 is what is allowed in H-4 now. Harris said that there is a potential future where buildings closer to the
townhomes could be taller than the applicant’s building. Kalkowski agreed that it could be the case. The way we are leaving the note, it would stay at 35 feet so someone would have to come in and ask for the additional height. Harris said they would have the opportunity to ask for that.

Beecham said that there was a reference to covenants. She wanted to know if there are any on the commercial areas. Kalkowski said there are multiple covenants. There is a set for the entire commercial center and everything under the Special Permit area largely dealing with the appearance of the buildings and maintenance of the common areas since these are private roadways. There is also a use restriction covenant from Walgreen’s so certain things are not allowed. Beecham said she was wondering if there were any specifically dealing with height. Kalkowski said she would have to look, but it would be atypical to place a restriction on height through a covenant.

**Opponents:**

1. **Derek Zimmerman, 1248 O Street,** came forward on behalf of T.O. Haas Tire, the property directly to the south. Though we appreciate the developers efforts to reduce the size of the building, it still does not fit within this commercial center which is composed of modest, single-story offices that are compatible with neighbors. The size requested is more than five times the currently permitted size. With regard to the height restriction, we do not know exactly why that note was made. All of the other buildings were able to meet that restriction. The drop-off in elevation is also not a given. The staff report focuses on the limited traffic. Looking only at this factor is misguided. A building’s footprint matters. Traffic numbers are based on square footage which is more than just traffic and again, the other buildings have complied with this. This facility would set a precedent that a building of this size is allowed within a commercial district with distinctly different character. Additionally, lower traffic is not necessarily a good thing for retail within a commercial center since the rely on the overall activity and vibrancy within an area. Certainly, there are limitations to that, but that is why there are square footage and parking limitations in place. T.O. Haas will be directly and negatively impacted. They will be faced with a 100k building with no windows on the first floor which will impede their visibility to those driving along 84th Street. This is not something they want to do. One exception in a commercial center will lead to others. We ask you to oppose this application. He stated that he does not directly represent other neighbors in attendance at today’s meeting, but out of respect for the time of Commissioners, he was asked to allow them to stand to show their presence in opposition to this application.

Beecham asked the square footage of T.O. Haas. Zimmerman said he doesn’t know the exact size, but the existing range of buildings in the center are around 15,000 to 20,000 square feet.

Lust asked if they had direct access off of 84th Street. Zimmerman said they do not.
Lust noted that if other buildings were constructed closer to 84th Street, this same issue of visibility would occur. Zimmerman agreed there could be partial blockage, but there are no other buildings of this size. This proposed construction would stretch from north to south. It is unlikely another building with this amount of square footage would be proposed within the currently allowed square footage. Lust proposed, for the sake of discussion, that another building could be proposed at the 55-foot height. She suggested the situation could become worse than what is proposed today. Zimmerman said from a height perspective it would be. But from a north-to-south perspective, not necessarily, because this building has such a large footprint. Looking at what is there today, the scope of the proposed building is out of place.

Harris asked if there would be any iteration of the storage facility that his client would support. Zimmerman said the focus of the opposition is not on the use. It is on the size and scope. He understands Mr. Paladino’s concern that the building must be of a certain size to support the business, but his client also has economic concerns.

**Staff Questions:**

Beecham asked for a reminder of the square footage allowed in the area now. She also asked for confirmation that the use is permitted in H-4 and this would not be an issue if not for the increase in size. Thierolf stated the use is permitted. The total square footage permitted is 158,000 square feet. For these two lots, it is 19,000 square feet.

Corr asked if it would be accurate to say that the increase in square footage is mainly due to the addition of levels. Thierolf said he believes the footprint of each level is around 30,000 square feet. Corr said that 60,000 square feet of this is on the upper levels.

Harris asked for a reminder about the sign options, especially the center sign. Thierolf said he mentioned a center sign that included the names of all of the businesses in the center would be an option. That could be placed in an area of high visibility. Harris asked if that included the 84th Street side. Thierolf said yes.

**Applicant Rebuttal:**

Kalkowski stated she appreciates the concerns about this building not fitting in because it is a larger building, however, there are factors that illustrate its appropriateness for the site. One factor is that this area has sat vacant for a long time. When this Special Permit was originally approved, this type of project was not even contemplated as a potential use. The Special Permit was left as flexible as possible and created with typical uses in mind. For most uses, a building of this size would not work due to the amount of accompanying parking that would be necessary, but in this instance, that parking is not needed. The footprint of the building is around 33,000 square feet, which is not out of character, with what is already approved just to the north, where a 33,000 recreational facility with a additional 1,000 square foot of office. So there could be another building that is roughly the
same size as this one. This building does go up, but that is allowed in this zoning district. She went on to say that she appreciates the sensitivity of T. O. Haas to their visibility on 84th Street, however, they did not purchase a lot on 84th Street. Their lot is already behind two on 84th. We have attempted to minimize the impact by pulling the setback as far back as we can go. There is no way to guarantee that street visibility unless you buy a lot on the street.

Lust asked if there is currently any signage for anyone along 84th Street. Kalkowski said the only one allowed signage are the lots on 84th. Walgreen’s has a sign on the corner.

Corr asked if the property owner would be open to placing a center sign on their property along 84th street where T.O. Haas would have the option to advertise. Kalkowski said there is ample setback, so if that was something the entire center was interested in contributing in, it would probably not be problematic.

Beecham asked for clarification about the boundaries of the entire special permit area and whether the area discussed today is only Lots 6 and 10. Kalkowski said the applicant is only asking to amend the Special Permit for Lots 6 and 10 and everything else stays in place.

SPECIAL PERMIT NO. 04016A
ACTION BY PLANNING COMMISSION: January 20, 2016

Lust moved Approval as amended by the applicant, seconded by Corr.

Lust stated that she knows that Dino’s has not satisfied all of the concerns of the neighbors, but she appreciates their willingness to work with them and to make this as neighborhood friendly as possible. The plans presented today show a significant change from what was seen in December. She plans to support this application.

Scheer expressed appreciation for the changes made to the building and for the efforts to make the storage facility look more like an office building. He said he is not opposed to the use, but he is opposed to the size. A 30,000 square foot footprint, multiplied by three stories is a dramatic change in character from the existing and surrounding area. It is too much. He will not support this application.

Beecham agreed that the work by the applicant is to be commended, but the proposal is not in keeping with the character of the development as a whole. It is not the right scope. She also has no opposition to the use, only the size.

Corr stated this case has been a tough one and there has been a lot of opposition. The main complaints are about the size, height, setback and aesthetics. This is a really nice looking building, they have moved the location back as far as possible. Unfortunately, T.O. Haas will still have visibility issues. That is a business risk they took when they chose an
inner lot. The new proposal is only 5 feet over the 35 feet allowed. The applicant has gone above and beyond in their efforts to address concerns and to make it fit. The mass of the building comes from the fact that it is being built up. Even though she dislikes supporting a development where so many concerns were expressed by neighbors, she will support this project. The huge buffer surrounding the building will make a big difference.

Cornelius stated that he is sensitive to all of the concerns expressed by neighbors. He would like to discuss the note regarding the 35-foot height limit that was on the original Special Permit. It shows the importance and careful consideration of the wording that goes into these Special Permits because it is just as easy to argue that the limitation was put there to protect adjacent neighbors to changes made to H-4 zoning regulations. So in the future, it would be best to specify a height or a district, and not both. For the reasons already stated, he will support the motion.

Harris stated she is also in support. The applicant has gone above and beyond. She is sympathetic to the concerns of neighbors, but a considerable amount of time has passed where a more modest development could have gone in, and it has not happened. For the economic viability of the entire development, you must look at compromises. The wording of the permit is important, as are the minutes. Hopefully in the future, we will not see these kinds of confusing issues.

Hove said he is sensitive to the needs of the neighbors and he appreciates their involvement throughout the process. He will support the motion. Because of height levels of the road and down to the townhomes, and with the future development of the strip of land between this storage facility and those townhomes, the visual impact of this project will not be so significant.

Motion carried 6-2: Cornelius, Corr, Harris, Lust, Sunderman, and Hove voting 'yes'; Beecham and Scheer voting 'no'; Weber absent.

**SPECIAL PERMIT NO. 1762E**
**VINTAGE HEIGHTS CUP TO INCREASE DWELLING UNITS TO 990**
**TO ALLOW 84 UNITS TO BE SERVED BY SANITARY SEWER**
**ON PROPERTY GENERALLY LOCATED AT**
**SOUTH 98TH STREET AND OLD CHENEY ROAD.**
**PUBLIC HEARING BEFORE PLANNING COMMISSION:** January 20, 2016

Staff recommendation: Conditional Approval.

Members present: Beecham, Cornelius, Corr, Harris, Lust, Hove, Scheer and Sunderman present; Weber absent.

Hove disclosed Brad Korrell is on the Board of Directors at the bank for which he works, and had stated this item was coming through.
**Staff Presentation: Brian Will of the Planning Department** came forward to state that Vintage Heights is a large development bounded by 84th on the west, Old Cheney on the north, Pine Lake Road on south, and 98th Street on the east. The application today is to amend the overall Special Permit to delete Note 24 regarding the requirement for availability of gravity fed sanitary sewer and to modify the lot layout of the northeast two-thirds of the CUP.

There is a line just west of the area in question, beyond which everything is developed and flows west. The area under discussion today cannot be served by typical gravity fed sanitary sewer because of the grade which causes everything to flow east. This request is to allow that area to be served by a pump station and force main. It would be located midway within the area.

Vintage Heights has been around for a long time with many incremental changes. It started out a much smaller development along Old Cheney Road in 1997. A year later that was expanded to the south. The area to the east was identified at that time as an area that could not be served by the gravity fed system, so it was not included at that time, and the necessity for today’s request is no surprise. In 1999, additional area was approved farther east. It showed in concept large acreage lots and a church lot. The thinking was there could still be some development there, potentially locating homes on the western edge, or as acreages with septic systems. That plan was not developed. In 2004, a more substantial modification was made to the plan to leave out the acreage and church lots and to create an urban density residential lot layout. The Planning Department is recommending approval. This was originally on the November 18, 2015, Planning Commission agenda. It was delayed primarily to create the agreement between the developer and the City regarding the cost for construction and maintenance of the lift station and associated facilities. That agreement has been completed, with the exception of a few details that will be resolved before this application appears before City Council.

The rationale for allowing a lift station now, even though it is not consistent with City policy, is that this area is already annexed and rezoned into the City, which is a unique situation. We are not concerned about setting a precedent because the facts of this case are so unique. Other conditions of approval relate to revisions to site plan. We have not met with the developer regarding those changes, but in our view, they are not that significant.

Lust asked whether the distinguishing factor for this application is that the area in question has already been annexed and rezoned. Will said that is the primary distinguishing factor. Lust went on to say we would not have recommended annexation and rezoning for other property in a similar situation. Will suggested that today, we would not do that. Lust said, so aren’t we really just compounding the error of allowing the annexation and rezoning of an area that could not be served by gravitation sewer? Will said the Planning Director would like to address that larger issue.
David Cary, Director of Planning, came forward to explain that this is a very good question. The uniqueness of this proposal is the annexation and rezoning and that is in the future service area of the City within the Long Range Plan. The lesson learned is about how we make decisions about whether or not we do or do not annex certain properties. For our purposes, we are very aware now that moving forward, we would avoid this situation to the best of our ability. That does create a unique feature of this situation. Another factor here is that this property has sat vacant for years, while the rest of it has been built out. The streets have been improved, which is a contributing factor. Additionally, we made sure as part of the agreement that the developer is paying for the improvement and maintenance of the pump station over many years into the future. We looked at the whole situation to come to a conclusion.

Lust said but even though it was annexed and rezoned, it is not a surprise to the owner and developer that typically development would not have been allowed because of the City’s policy. They have known about that. Cary said that is correct. Lust wondered if then, this creates an expectation within the neighborhood that this particular lot would not be developed because of existing policy. Cary said the expectation of it remaining undeveloped should not be there. From the very beginning, there were discussions about it being developed in some manner and not to be open space. If gravity-flow sewer, and it will eventually reach this spot, so that gets into the part of the agreement where the pump sewer would be decommissioned, but when it gets to this area coming around from the north, this will develop the way it is being proposed now. One way or another, this area will be developed.

Lust asked how this area got into Tier I area. It is her understanding that there was nothing included in Tier I that could not be served by gravity sewer. Cary said that is correct. Planning Department is responsible for not being clear on that in the past when the annexation was taking place. Granted, many of the same staff were not here, but that is another valuable lesson to be aware of the future service limit in relation to what we annex when those proposals come forward.

Harris asked whether Cary knew whether Planning recommended approval of the lift stations in previous cases when they were denied by the City Council. Cary asked if she meant in other locations. Harris said no, in say 1999 the request for a station was denied and in 2004. Do you know the recommendation by planning for those? Cary said he is sure that the recommendation at that time was that we should not be approving those lift stations. Harris said, so in your opinion, enough has changed. Cary said the rest of the development has built out and this area has been vacant. Another factor is the roads that have been approved. That is an urban service that is often lacking in an area like this, but that is not the case here.

Corr said she knows the developer is paying for the stations. She asked if that is being guaranteed with a bond. Cary said the applicant and Public Works staff are both here to speak to that, but it has been worked out.
Proponents:

1. Mark Hunzeker, 1248 O Street, came forward representing the applicant. The original plan was approved in 1997 and much has happened since then. The entire area is developed, the arterial streets are built, and there is a school site that virtually abuts this location. Water lines are in and available. This would represent a very efficient use of infrastructure that was paid for by taxpayers and this developer. The area has been designated as a Tier I development area in the Comprehensive Plan. It is annexed and zoned R-3. We are not aware of any other property area that meets such criteria.

In addition to these unique factors, an agreement has been reached with the City that the developer will pay for construction, installation, maintenance and replacement costs for the pump station for the next thirty years. This is an opportunity to bring in approximately $25 million in property valuation at virtually no cost. There will also be no cost to the surrounding property owners. The area will be made part of the Vintage Heights Homeowner’s Association with substantially similar neighborhood covenants. Another benefit is the access that will be created out to 98th Street. If you look at the street network as it exists today, this will provide for better circulation.

When this was approved, there was no lift station policy, except to say that the City has a preference to use the gravity system. The fact is, the City now has 13 lift stations and they are used and operated every day. This is not an unprecedented use of equipment or an engineering feat that has not been accomplished. It is an exception to a policy, or more accurately, a general preference for the gravity sewers. Lincoln was built in a bowl so it has had the luxury to use the gravity-flow system. Everything has developed uphill, and now we are at the top of the hill and are looking at some long and expensive trunk lines to bring in additional land. This is one area where there are some additional lots, and it is an easy exception, given the circumstances.

Beecham asked if the cost of decommissioning is included in the agreement. Hunzeker said yes, along with construction, maintenance and hookup.

2. Richard Rice, Crosby Guenzel Law Firm, came forward representing the Vintage Heights Homeowner’s Association who are not necessarily here in favor or opposition to this application. He acknowledged the presence of several members of the HOA, including the President, Dan Wheeler. We will not oppose this and will support it if the things stated by Mr. Hunzeker are true and that there is no cost that will fall upon the existing Vintage Heights residents in connection with this project. There has been reference to an agreement but we have yet to see that. It is also understood that this will be single-family housing and the lot density and design standards will be consistent with the existing area. We also now understand that the new residents would become members of the current HOA. As long as those issues are resolved as we have been told here today, there is no opposition, but we reserve official judgement until the agreement is finalized.
Opponents:

There was no testimony in opposition.

Staff Questions:

Harris asked if all of the financial terms that were stated in today’s meeting will be fleshed out and ready before City Council so that the homeowners will have a chance to review the agreement and to appear during the Public Hearing. Will said that is correct. It will be done and available prior to City Council and will part of the public record.

Beecham wanted to make sure there was no liability that would be placed on the homeowners. Will said the agreement is between the developer and the City and is an up front, lump some payment to cover the costs. There would be no involvement on the part of the existing association.

Beecham asked if all of the lots are single family. Will said that is what the revised site plan shows.

Corr asked if there is just one additional access point to 98th Street. Will said that is correct and that according to the Access Management Policy, it would be limited to every quarter mile. Corr asked for details on where the access will be located. Will said he is unsure, but it is approximately halfway between Old Cheney and Napa Ridge Drive, around a quarter mile.

Corr stated she has questions about the agreement. Donna Garden of the Public Works and Utilities Department came forward. Corr wondered what would happen if the developer went bankrupt. Garden said the agreement asks for all of the funds up front, prior to anything else going in, so the money will be in the bank to cover the costs of construction and maintenance well into the future. Corr wondered if there is any way to know how long the station will be there. Garden said at least 30 years or longer. Corr asked whose responsibility it would become if it is needed for 50y years. Garden said that beyond the projected amount of time and funding, it would become the responsibility of the City.

Applicant Rebuttal:

Hunzeker came forward to reiterate that there will be no responsibility placed on the current homeowners. All of the money will be provided up front. He addressed the location of the access point which will be built at the half section line and that connection will be at Forest Glen Drive. It will provide easy access in and out, particularly around the school site. The agreement will likely be finished by the end of the week and is a requirement of the conditions of approval today. It must be entered prior to scheduling on a City Council agenda, so it will be delivered, signed and available prior to that.
Hove asked if that information will be shared. Hunzeker said that it will be part of the public record and will be available right away. Hove asked for confirmation that the units will be single family, as shown, and that they will become due-paying members of the same HOA. Hunzeker confirmed all of that is true. This developer did the original covenants and provided the right to add additional property to it in the future, so it makes good sense.

**SPECIAL PERMIT NO. 1762E**

**ACTION BY PLANNING COMMISSION:**

January 6, 2016

Beecham moved approval, seconded by Harris.

Lust said she has never felt more reluctant to support an application due to the City’s long standing policy on gravity sewers that has driven the Comprehensive Plan and what areas development are classified as Tier I. If there had been any neighborhood opposition at all, she would vote against this, but as is, she feels compelled to not be the only one opposed. She only supports this because it is already annexed and zoned and this will likely be the only time this will come up.

Scheer said he agrees with Lust’s comments.

Beecham said she will support this even though it feels strange to recommend it without seeing the agreement. Considering this is going out so far, 30 years, it seems like we are doing a lot of estimation in terms of cost, but she will trust that City staff has done their due diligence.

Corr said a key for her is that the Staff Report clearly states that approval of this will not set a precedent for other developers. She will support it for that reason.

Hove said he will also support this and appreciates the neighborhood’s involvement.

Motion carried 8-0: Beecham, Cornelius, Corr, Harris, Lust, Scheer, Sunderman, and Hove voting ‘yes’; Weber absent.

There being no further business to come before the Commission, the meeting was adjourned at 3:20 p.m.

**Note:** These minutes will not be formally approved by the Planning Commission until their next regular meeting on Wednesday, February 3, 2016.
InterLinc: City Council Feedback for
Jon Camp

Name: rob lancaster
Address: 8250 karl ridge rd
City: Lincoln, NE 68506

Phone: 402 327 0188
Fax:
Email: rjl4@juno.com

Comment or Question:
Can you tell us any info about Big red storage, where they are at? We have had no contact about progress, also had a
scrub destroyed by a catapiller, sometime in fall! I also had a mud mess in corner of yard, had to find mulch in dec, think
Windstream did the digging! Are they going to grade, plant grass behind our fence? Thanks for any info, Rob and
Jeannie Lancaster
Councilman Camp –

I represent the Northern Lights Townhomes Association, which has appealed Planning Commission Resolution No. PC-01480, approving Special Permit No. 04016A. The Special Permit would amend the existing Northern Lights Commercial Center Planned Service/Commercial Development to:

- increase the permitted floor area on Lots 6 and 10 of the Center from 19,100 square feet to 101,000 square feet; and
- increase the permitted maximum height on Lots 6 and 10 of the Center from 35 feet to 40 feet.

These changes would allow the construction of a building more than five times as large as what is currently permitted on the site. The proposed building would be taller and substantially larger than any other building in the Center.

The Association does not object to the proposed use, only the size of the building. The Association believes that the magnitude of these changes drastically alters the nature of the development and the expectations of the neighboring landowners, including the members of the Association.

I wanted to provide you with this information from the Association in advance of the hearing. Please let me know if you have questions or would like any further information from the Association. Thanks.

Andrew R. Willis
awillis@clinewilliams.com

CLINE WILLIAMS
WRIGHT JOHNSON & OLDFATHER, L.L.P.
233 South 13th Street - 1900 U.S. Bank Building
Lincoln, Nebraska 68508
Phone 402-474-6900/Fax 402-474-5393

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InterLinc: City Council Feedback for
   General Council

Name:      Meredith Campbell
Address:   2001 B St.
City:      Lincoln, NE, 68502

Phone:     
Fax:       
Email:     merejohn@ix.netcom.com

Comment or Question:
I watched the entire Monday City Council presentation by StarTran riders. They articulated clearly and movingly the
need for increased funding for public transport so that they can participate even minimally in Prosper Lincoln's aim to "lift Lincoln higher".
What all of you and I heard speaks to the huge gulf between the life that is possible for these riders and those of us,
including me, who are privileged to be able to drive a car wherever and whenever we wish.
If higher taxes are required, I will be glad to pay them. I sincerely hope that you will find the means to greatly add to the
StarTran budget so that we do not continue to have this underclass of Lincoln citizens that we are now so painfully
aware of.
Thank you for listening to them.
Sincerely,
Meredith Campbell
AGENDA
LES ADMINISTRATIVE BOARD
Friday, February 19, 2016
9:30 a.m.
LES Board Room
1040 “O” Street

9:30 A.M.
1. Call to Order

2. Approval of Minutes of the January 15, 2016 Regular Meeting of the
LES Administrative Board

3. Comments from Customers

4. Introduction and Recognition of Staff
   A. 30 Years – Debbie Vandegrift, Manager, Internal Operations, Power Supply
   B. 40 Years – Dan Kucera, Supervisor, Meter Shop, Customer Services

5. *2016 Committee Appointments

6. Committee Reports
   A. Budget & Rates Committee
   B. Communications & Customer Services Committee
   C. Finance & Audit Committee
   D. Operations & Power Supply Committee
   E. Personnel & Organization Committee
   F. Legislation & Governmental Affairs Committee

7. Administrator & CEO Reports
   A. Legislation and Regulatory Update
   *B. Authorization of Board Attendance at the 2016 APPA National Conference and
      Pre-Conference Seminars in Phoenix, AZ, June 10 – 15, 2016
   C. Corporate Key Indicators Benchmarking
   D. 2015 Interruption/Outage Report

8. Other Business
   A. Monthly Financial and Power Supply Reports
   C. Miscellaneous Information

9. Adjournment

* Denotes Action Items

Next Regular Administrative Board meeting Friday, March 18, 2016.
Mary M. Meyer

From: WebForm <none@lincoln.ne.gov>
Sent: Friday, February 12, 2016 2:42 PM
To: Council Packet
Subject: InterLinc: Council Feedback

InterLinc: City Council Feedback for
General Council

Name: D McIntosh
Address: 1610 Manatt St
City: Lincoln, NE 68521

Phone: 
Fax: 
Email: dmcintosh@neb.rr.com

Comment or Question:
Council,

I noted in today's Journal Star the wages paid to senior county and LPS employees. I see the county is on par with their wages.

However what in the world is LPS doing? Of those positions exampled they are 55K overpaid for each position and the superintendent position is at least 90K overpaid.

Now LPS is constantly asking for more money. This is an example of why they don't have any money. And no these people will not be the end of our kids education if we didn't pay them this outlandish wage.

Sincerely,
D McIntosh
Dear Mr. Michael Davis (Transit Manager) and Lincoln City Council Members:

Thank you for supporting and continuing to enhance the Star Tran city bus system in Lincoln. As I continue to drill deeper into the Transit Development Plan, I’m finding a few more proposals that I disagree with.

1. Discontinuing flag stops outside of the downtown area is not a good idea. For me, it discourages me from wanting to ride the bus, and for others I’ve talked with as well. Some designated bus stops are fine, and folks would use them if they can, especially when there is poor weather conditions, but discontinuing flag stops makes it more difficult for people with mobility issues, and does not encourage more ridership; quite the opposite. I would be LESS inclined to ride the bus if there were only designated bus stops. I would be interested in knowing how this will attract more riders?

2. Please consider that the University of Nebraska-Lincoln has over 25,000 students and over 6,300 employees. Many of my colleagues and students use Star Tran as their main transportation. I noticed on the Proposed System Map that buses would not be stopping on “Q” or “R” streets (near UNL) in the downtown area (if I’m reading this new map correctly). It seems having a downtown bus stop for inbound and outbound buses on “Q” street near UNL is essential for the ridership and future of Star Tran. In addition, UNL is continuing to grow the student and employee population, and Star Tran should partner with UNL in helping to alleviate the parking and traffic in the downtown area. Making it MORE convenient for UNL students and employees will go a long way to help.

3. The proposed Sheridan route she be reconsidered. I’m speculating that the folks that live on or near Sheridan Boulevard aren’t frequent users of Star Tran. If the bus is going to run down Sheridan, it should continue past 40th street and continue on to 48th or 56th street. Then it could continue south and matriculate to Old Cheney. Please re-look at the Sheridan route.

I hope you will consider my comments.

Sincerely,

Todd Cuddy
Bus Rider
InterLinc: City Council Feedback for
   General Council

Name: Linda B. Hoke
Address: 6711 Sumner St.
City: Lincoln, NE 68506
Phone: 402-261-5211
Fax:
Email: lindabeth66@yahoo.com

Comment or Question:
Re the closing of Hancock Fabrics store:
Lincoln needs another large, good fabric store. There are several small ones that sell only quilting fabrics, we have
several craft stores, and many of us really dislike JoAnn Fabric store, the one large store in town that sells many kinds of
fabrics. Their customer service is terrible, and one hopes that another good fabric store in town would provide the
competition needed so that we might end up with two good fabric stores. Please consider inviting another one to our
city.
InterLinc: City Council Feedback for
General Council

Name: Diane R. Bartels
Address: 1801 Mindoro Dr.
City: Lincoln NE 68506

Phone: 402-429-3342
Fax:
Email: DBSharpie@aol.com

Comment or Question:
I want to express my appreciation for your willingness to take a second look at the StarTran Preferred Alternative and, in addition, consider the remarks, concerns, and suggestions made in the quadrant meetings and at the City Council meeting on Feb. 8

I am the retired LPS teacher and community volunteer who believes students deserve the opportunity to have access to later bus service beyond the academic day.

Thank you.
Diane R. Bartels
Dear City Council Members,

Thank you for taking time to read our email. My husband and I took time last Sunday to visit the Telephone Museum. My husband worked for the Lincoln Telephone and Telegraph Co. beginning in 1973 and retired 5 years ago. The museum is a wealth of marvelous history about the Woods Family and their development of LT&T through the years. It is a rich history for everyone to learn from and enjoy, and LT&T played a large part in the development of the city of Lincoln. We are very fortunate to have the Pioneers Association establishing and managing all the artifacts that go into this museum.

We are aware of the new developments in the 21st and M St. area and we're excited to see it named the "Telegraph District." However, we were surprised that the museum was not part of this development and is not being brought into the project, especially since the museum is located in this area and the developers plan to name the area to honor the rich history of LT&T. A suggestion would be to locate the museum in the LT&T Warehouse, already declared a national historic site. The perfect location for the museum.

The Pioneers Association is looking for a new home for the museum by the end of March. We would hope that you would be willing to talk to the developers and other leaders in our city to help with relocating these amazing artifacts within the Telegraph District. We want to see this museum preserved. If you haven't seen the museum, it would be well worth your time to visit, to see for yourself the importance of this part of Lincoln's history. Thank you for your time and consideration in this matter.

Sincerely,

Jeff and Anica Brown
4500 Pagoda Lane
Lincoln, NE   68516
jb51253@gmail.com
Council Members,

I am a resident in the West A area of Lincoln, and I would urge you to please consider moving improvements of West A street up in light of today’s planning commission approval of SP15072, which will add a significant amount of traffic to West A as soon as 2017. I believe this is a serious safety concern for residents of the area, and I urge all of you to take a trip down West A street from Coddington to SW 40th to understand the urgent need for this project now, not in FY 2018/2019 as it is currently scheduled. Thanks.

Mark Antonson

Kris,

I spoke with you about a year ago regarding the improvements to West A street currently planned for 2018/2019. In discussing SP15072, which was approved today by the planning commission and allows up to 582-unit apartments to be built at SW 30th and West A streets, I have been in contact with Rachel Jones, who represented the planning office. Her comments were that the improvements are scheduled to be completed in FY 2018/2019, where last we had spoken they were scheduled to start in 2019 – can you clarify the actual status of this project?

I would also ask that Public Works strongly consider moving this project up in priority, as Rachel indicated that the apartments may open as early as 2017 – their own traffic study indicates this will add a considerable amount of traffic to a road that has been identified as insufficient since at least 2005.

Thanks.

Mark Antonson
Mary M. Meyer

Subject: West A Improvements and SP15072

From: Carl B. Eskridge
Sent: Wednesday, February 17, 2016 3:35 PM
To: Mark Antonson; Cyndi Lamm; Jon Camp; Jane Raybould; Leirion Gaylor Baird; Roy A. Christensen; Trenton J. Fellers
Cc: Mary M. Meyer
Subject: RE: West A Improvements and SP15072

Mark,

Thank you for your email concerning the needs of West A. Last week several Council member toured some of the areas of need that would be addressed in a proposed Storm Water Bond issue. West A was one of the areas to be addressed that would not only address an important storm water need, but the work would be in sync with the road project.

Carl B. Eskridge
Lincoln City Council
District 4 (Central and NW Lincoln)

From: Mark Antonson [mantonson@gmail.com]
Sent: Wednesday, February 17, 2016 3:26 PM
To: Cyndi Lamm; Jon Camp; Jane Raybould; Carl B. Eskridge; Leirion Gaylor Baird; Roy A. Christensen; Trenton J. Fellers
Subject: FW: West A Improvements and SP15072

Council Members,

I am a resident in the West A area of Lincoln, and I would urge you to please consider moving improvements of West A street up in light of today’s planning commission approval of SP15072, which will add a significant amount of traffic to West A as soon as 2017. I believe this is a serious safety concern for residents of the area, and I urge all of you to take a trip down West A street from Coddington to SW 40th to understand the urgent need for this project now, not in FY 2018/2019 as it is currently scheduled. Thanks.

Mark Antonson

From: Mark Antonson [mailto:mantonson@gmail.com]
Sent: Wednesday, February 17, 2016 3:18 PM
To: 'khumphrey@lincoln.ne.gov' <khumphrey@lincoln.ne.gov>

West A Improvements and SP15072

Kris,

I spoke with you about a year ago regarding the improvements to West A street currently planned for 2018/2019. In discussing SP15072, which was approved today by the planning commission and allows up to 582-unit apartments to be built at SW 30th and West A streets, I have been in contact with Rachel Jones, who represented the planning office. Her comments were that the improvements are scheduled to be completed in FY 2018/2019, where last we had spoken they were scheduled to start in 2019 – can you clarify the actual status of this project?

I would also ask that Public Works strongly consider moving this project up in priority, as Rachel indicated that the apartments may open as early as 2017 – their own traffic study indicates this will add a considerable amount of traffic to a road that has been identified as insufficient since at least 2005.

Thanks.

Mark Antonson
Carl,

Thanks for your response, and I’m delighted that the council toured this area – thank you for listening.

While I welcome any and all improvements, I strongly believe this street is not safe now, and will not be until it is upgraded to city design standards – this is essentially a county road with no shoulders, sidewalks, curb, or gutter that has remained this way despite being in city limits for some time. I know the project has been on hold since 2005 or so, but with new development coming the need is more urgent than ever.

Mark
I. CITY CLERK

II. MAYOR & DIRECTORS’ CORRESPONDENCE

MAYOR
1. Mayor Beutler’s public schedule for the week of February 20, 2016 through February 26, 2016.
2. NEWS RELEASE. Library invites public to African-American read-in.

III. DIRECTORS

FINANCE/BUDGET
1. February sales tax reports reflecting December activity:
   a) Actual compared to Projected Sales Tax Collections;
   b) Gross Sales Tax Collections (with refunds added back in) 2011-2012 through 2015-2016;
   c) Sales Tax Refunds 2011-2012 through 2015-2016; and

PLANNING DEPARTMENT
1. The Nebraska Capitol Environ Commission scheduled for February 25, 2016 has been canceled.

PUBLIC WORKS & UTILITIES/ENGINEERING
1. ADVISORY. Citywide Arterial Street Rehabilitation. 2016 Residential Rehab. City Project No. 540624.

WEST HAYMARKET JOINT PUBLIC AGENCY
1. The West Haymarket JPA Board meeting will be held on Friday, February 26, 2016, 2:30 p.m., at 555 S. 10th Street, Bill Luxford studio. Agenda and attachments are available online.

IV. COUNCIL MEMBERS

JON CAMP
1. Jerry Hutchison commenting the stormwater bond issue would increase property taxes and put a burden on the majority of senior citizens living on a fixed budget.
   a) Councilman Camp responding to Jerry Hutchison with comments regarding the proposed stormwater bond.
2. David Cary, Planning Department Director, responding with information of the Dino’s Storage proposed project.
   a) Northern Lights Commercial Center - Dino’s Storage summary.
   b) Dino’s Storage proposed elevations, north and east.
   c) Projected images of Dino’s Storage.
   d) Dino’s Storage site plan.
V. CORRESPONDENCE FROM CITIZENS
1. Fran Kaye wanting the Telephone Museum moved to a new location.
   a) Ben Kiser agreeing with Fran Kaye.
2. Phil White regarding a Protective Covenant agreement of some Southern Hills neighbors and Southpointe mall landowners 20 years ago.
3. Vickey Cox submitting correspondence regarding the StarTran proposals:
   a) StarTran bus route changes letter;
   b) Current #41 Havelock StarTran route;
   c) Proposed #41 Havelock route;
   d) North 27th StarTran route; and
   e) Heart Hospital StarTran route.
4. InterLinc correspondence from Jeff Slusarski commenting the City taxpayers should not be paying for a new garage at SouthPointe.

VI. ADJOURNMENT
Mayor Beutler’s Public Schedule
Week of February 20 through 26, 2016
Schedule subject to change

Sunday, February 21
• Great Plains Trails Network annual meeting - 1 p.m., Nebraska Heart Medical Office, 7440 S. 91st St.

Monday, February 22
• League of Nebraska Municipalities midwinter conference, remarks - 7:45 a.m., Cornhusker Marriott, 333 S. 13th St.

Tuesday, February 23
• KFOR - 12:30 p.m. (previously recorded)
• League of Nebraska Municipalities State Senator appreciation luncheon - noon, Cornhusker Marriott

Wednesday, February 24
• Chamber of Commerce annual luncheon, remarks - noon, Cornhusker Marriott

Friday, February 26
• West Haymarket Joint Public Agency (JPA) public meeting - 2:30 p.m., Bill Luxford Studio, County-City Building, 555 S. 10th St.
LIBRARY INVITES PUBLIC TO AFRICAN-AMERICAN READ-IN

The public is invited to the second of two free African-American read-ins at noon Tuesday, February 23 at Eiseley Branch Library, 1530 Superior Street. The event is a collaboration of Lincoln City Libraries and the Youth Development Team of Lincoln Public Schools (LPS). Attendees are invited to bring a lunch.

Music and reading will explore African-American history and the rich history, role and contributions of African-Americans in the world of literature and arts.

The Master of Ceremonies is Bill Bryant, LPS Student Advocate for the African-American Community. Scheduled readers include Library Board member Martha Ellen-Florence; Dr. Jamie Williams and Renee Massie, Lincoln-Lancaster County Health Department; Lincoln Police Officer Johnny “Jay” Pitts; David Tivis, StarTran; Kevin Pringle, ONE80 Church; and Michael Hunter, LPS Transition Specialist.

The National Council for the Teachers of English hosts the National African-American read-in. This national literacy initiative kicks off during Black History Month.

More information about library services and programs can be found at lincolnlibraries.org.
## Actual Compared to Projected Sales Tax Collections

<table>
<thead>
<tr>
<th>Month</th>
<th>2015-16 PROJECTED</th>
<th>2015-16 ACTUAL</th>
<th>VARIANCE FROM PROJECTED</th>
<th>$ CHANGE FR. 14-15</th>
<th>% CHANGE FR. 14-15</th>
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<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$5,873,877</td>
<td>$5,936,184</td>
<td>$62,307</td>
<td>$239,012</td>
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<td>NOVEMBER</td>
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<td>DECEMBER</td>
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<td>JANUARY</td>
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<td>($301,839)</td>
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<td>FEBRUARY</td>
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<td>MARCH</td>
<td>$5,499,918</td>
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<td>APRIL</td>
<td>$5,263,528</td>
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<tr>
<td>MAY</td>
<td>$6,189,194</td>
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<tr>
<td>JUNE</td>
<td>$5,964,702</td>
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<td>JULY</td>
<td>$5,981,303</td>
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<td>AUGUST</td>
<td>$6,365,424</td>
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<td><strong>TOTAL</strong></td>
<td>$72,477,700</td>
<td>$36,360,796</td>
<td>($852,835)</td>
<td>$1,901,121</td>
<td>5.52%</td>
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Actual collections for the fiscal year to date are 2.292% under projections for the year.
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<tr>
<th>MONTH</th>
<th>ACTUAL 2011-12</th>
<th>ACTUAL 2012-13</th>
<th>ACTUAL 2013-14</th>
<th>% CHG. FR. PRIOR YEAR</th>
<th>ACTUAL 2014-15</th>
<th>% CHG. FR. PRIOR YEAR</th>
<th>ACTUAL 2015-16</th>
<th>% CHG. FR. PRIOR YEAR</th>
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<td>SEPTEMBER</td>
<td>$4,805,254</td>
<td>$5,189,424</td>
<td>$5,431,071</td>
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<td>$5,741,404</td>
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<td>$6,041,963</td>
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<td>OCTOBER</td>
<td>$5,206,659</td>
<td>$5,568,892</td>
<td>$5,740,406</td>
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<td>$5,848,947</td>
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<td>$6,089,519</td>
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<td>NOVEMBER</td>
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<td>$5,729,609</td>
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<td>$5,873,441</td>
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<td>$6,266,119</td>
<td>6.69%</td>
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<td>DECEMBER</td>
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<td>$5,737,783</td>
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<td>$5,876,792</td>
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<td>JANUARY</td>
<td>$5,076,013</td>
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<td>$5,525,231</td>
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<td>FEBRUARY</td>
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<td>$6,223,991</td>
<td>$6,570,418</td>
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<td>$6,802,647</td>
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<td>MARCH</td>
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<td>APRIL</td>
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<td>MAY</td>
<td>$5,675,978</td>
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<td>JUNE</td>
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<td>JULY</td>
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<td>$5,841,882</td>
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<td>AUGUST</td>
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<td>$6,196,574</td>
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<td>TOTAL</td>
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<td>$64,617,378</td>
<td>$67,807,961</td>
<td>4.94%</td>
<td>$70,229,665</td>
<td>3.57%</td>
<td>$37,062,884</td>
<td>4.32%</td>
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# CITY OF LINCOLN

## SALES TAX REFUNDS

### 2011-2012 THROUGH 2015-2016

<table>
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<tr>
<th></th>
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<td>SEPTEMBER</td>
<td>($263,004)</td>
<td>($119,857)</td>
<td>($80,176)</td>
<td>-33.11%</td>
<td>($44,232)</td>
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<td>($105,779)</td>
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<td>OCTOBER</td>
<td>($79,193)</td>
<td>($52,533)</td>
<td>($96,046)</td>
<td>82.83%</td>
<td>($191,059)</td>
<td>98.92%</td>
<td>($94,343)</td>
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<td>NOVEMBER</td>
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<td>($15,001)</td>
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<td>($151,968)</td>
<td>913.05%</td>
<td>($83,553)</td>
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<td>DECEMBER</td>
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<td>($23,916)</td>
<td>29.02%</td>
<td>($43,624)</td>
<td>82.41%</td>
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<td>JANUARY</td>
<td>($49,785)</td>
<td>($145,767)</td>
<td>($603,295)</td>
<td>313.88%</td>
<td>($277,201)</td>
<td>-54.05%</td>
<td>($98,310)</td>
<td>-64.53%</td>
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<td>FEBRUARY</td>
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<td>($131,438)</td>
<td>($58,173)</td>
<td>-55.74%</td>
<td>($381,405)</td>
<td>555.64%</td>
<td>($274,479)</td>
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<td>($39,620)</td>
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<td>APRIL</td>
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<td>($81,416)</td>
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<td>($79,747)</td>
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<td>MAY</td>
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<td>($42,699)</td>
<td>($43,775)</td>
<td>2.52%</td>
<td>($72,554)</td>
<td>65.74%</td>
<td>($44,322)</td>
<td>-63.47%</td>
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<td>JUNE</td>
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<td>($57,679)</td>
<td>($81,809)</td>
<td>41.83%</td>
<td>($26,219)</td>
<td>-67.95%</td>
<td>($10,915)</td>
<td>-58.89%</td>
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<td>JULY</td>
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<td>21.79%</td>
<td>($40,332)</td>
<td>-65.47%</td>
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<td>AUGUST</td>
<td>($111,293)</td>
<td>($27,656)</td>
<td>($49,577)</td>
<td>79.26%</td>
<td>($10,119)</td>
<td>-79.59%</td>
<td>($739,708)</td>
<td>-35.06%</td>
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</tbody>
</table>

TOTAL   | ($986,931)          | ($1,482,570)    | ($1,414,568)    | -4.59%                 | ($1,368,066)     | -3.29%                 | ($739,708)      | -35.06%                |

Year to date vs. previous year
<table>
<thead>
<tr>
<th>Month</th>
<th>Actual 2011-12</th>
<th>Actual 2012-13</th>
<th>Actual 2013-14</th>
<th>% CHG. FROM PR. YEAR</th>
<th>Actual 2014-15</th>
<th>% CHG. FROM PR. YEAR</th>
<th>Actual 2015-16</th>
<th>% CHG. FROM PR. YEAR</th>
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<tr>
<td>September</td>
<td>$4,542,250</td>
<td>$5,069,566</td>
<td>$5,350,895</td>
<td>5.55%</td>
<td>$5,697,172</td>
<td>6.47%</td>
<td>$5,936,184</td>
<td>4.20%</td>
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<td>October</td>
<td>$5,127,466</td>
<td>$5,516,359</td>
<td>$5,644,359</td>
<td>2.32%</td>
<td>$5,657,888</td>
<td>0.24%</td>
<td>$5,995,177</td>
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<td>November</td>
<td>$5,146,367</td>
<td>$5,026,408</td>
<td>$5,714,609</td>
<td>13.69%</td>
<td>$5,721,474</td>
<td>0.12%</td>
<td>$6,182,565</td>
<td>8.06%</td>
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<tr>
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<td>$4,895,766</td>
<td>$5,063,144</td>
<td>$5,382,604</td>
<td>6.31%</td>
<td>$5,713,868</td>
<td>6.15%</td>
<td>$5,833,168</td>
<td>2.09%</td>
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<td>$5,026,227</td>
<td>$5,034,261</td>
<td>$4,959,233</td>
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<td>$5,248,031</td>
<td>5.82%</td>
<td>$5,553,027</td>
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<td>$6,512,245</td>
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<td>$6,421,242</td>
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<td>$5,134,084</td>
<td>9.40%</td>
<td>$5,326,954</td>
<td>3.76%</td>
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<tr>
<td>April</td>
<td>$4,528,243</td>
<td>$4,613,747</td>
<td>$5,133,122</td>
<td>11.26%</td>
<td>$5,109,130</td>
<td>-0.47%</td>
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<td>$5,554,017</td>
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<td>$5,702,202</td>
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<td>$5,343,780</td>
<td>$5,537,859</td>
<td>3.63%</td>
<td>$5,801,550</td>
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<td>August</td>
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<td>$5,872,000</td>
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<td>Total</td>
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<td>$63,134,807</td>
<td>$66,393,390</td>
<td>5.16%</td>
<td>$68,861,601</td>
<td>3.72%</td>
<td>$36,360,796</td>
<td>5.52%</td>
</tr>
</tbody>
</table>

Year to date vs. previous year.

Page 4
The Nebraska Capitol Environ Commission meeting regularly scheduled for Thursday, February 25, 2016 has been canceled due to lack of agenda items.

~ * ~ * ~ * ~ * ~ * ~ * ~ * ~ * ~ * ~

Teresa McKinstry
Lincoln-Lancaster Co. Planning Dept.
555 S. 10th St., Ste. 213 * Lincoln NE 68508
402-441-6164
Citywide Arterial Street Rehabilitation
2016 Residential Rehab
City Project No. 540624

The City of Lincoln will be replacing the curb and resurfacing Apple Street, N 36th Street to N 40th Street this year. We are currently anticipating construction to begin mid-March 2016.

Because trees on this street overhang the curb in some locations or are extremely close to the curb, it is necessary to remove them in order to complete the work on Apple Street. In order to comply with the Federal Migratory Bird Act, it is necessary to complete tree removal along the project prior to April 1, 2016. The City has marked trees for removal adjacent to your property and will work with the Contractor to remove the trees. Some stumps will be ground down while others may remain for removal by the roadway contractor. The tree removal is expected to take place in the next few weeks, weather permitting.

If you have questions or comments regarding the project or the tree removals, please contact one of the following people:

Gaylon Masek, Construction Project Manager
City of Lincoln - Engineering Services
(402) 416-7486
gmasek@lincoln.ne.gov

Erin Sokolik, Design & Construction Engineer
City of Lincoln – Engineering Services
(402) 416-9460
esokolik@lincoln.ne.gov
Subject: Upcoming West Haymarket JPA Board Meeting - Friday, February 26, 2016 at 2:30 p.m.

The agenda and attachments for the upcoming February 26, 2016 West Haymarket JPA Board Meeting are available online at:

Kasey Simonson
City Law Department
555 South 10th St., Suite 300
Lincoln, NE 68508
402.441.8801
ksimonson@lincoln.ne.gov
Dear Council Member Camp,

Regarding The Mayors Stormwater bond issue I'm sure it is an important problem, but with property taxes what they are, I feel an increase in property taxes at this time would put a burden on the majority of senior citizens living on fixed incomes. Maybe to reduce the number of projects or find another source of financing would be a solution.

Thank you

Jerry Hutchison
Mary M. Meyer

Subject: Proposed Stormwater Bond

Jerry:

Thanks for your email. I am still reviewing the proposed stormwater bond. I am concerned about several aspects. First there are “maintenance projects” listed that rightfully should be funded by annual operating budgets, not long-term bonds.

Second, there are rough estimated costs or undefined amounts included. The City Council routinely budgets amounts but in practice, the City administration has the power to reallocate these to other projects and uses once the appropriations are made. This can lead to reprioritization and as the City increases its debt, I am watching very closely the expenditures.

Third, the biennial budget season is nearly upon us. . .it is important to understand what other budget requests will be made.

Fourth, bonds like this proposed stormwater bond result in property tax levy increases “because the citizens voted/approved the bond”. In practice, even when the bonds are fully paid off, I have yet to see the property tax levy then “lowered” to reflect the retirement of the bonds. The net effect is a perpetual tax increase.

I trust this sheds some light on my review.

Best regards,

Jon

JON A. CAMP
Lincoln City Council
200 Haymarket Square
808 P Street
P.O. Box 82307
Lincoln, NE  68501-2307

Office: 402.474.1838/402.474.1812
Fax: 402.474.1838
Cell: 402.560.1001

Email: joncamp@lincolnhaymarket.com
From: Jon Camp
Subject: FW: Dino's Storage Summary

From: David R. Cary
Sent: Friday, February 19, 2016 2:39 PM
To: Jon Camp; 'Jon Camp'
Subject: Dino’s Storage Summary

Jon,

Please find attached for your information a summary of the Dino’s Storage proposed project. I’m happy to discuss this further with you if you think that would be helpful. I would note that the developer has taken the time to meet with adjacent property owners and neighbors and has improved the site plan and project to address many of their comments and concerns. They are also meeting the intent of the H-4 zoning that they have on the site. Thank you and please let me know if you need anything else.

David R. Cary, AICP
Director
Lincoln/Lancaster County Planning Department
(402) 441-6364

David:
Please see the communication below.
Please provide a "Cliff’s Notes" summary of this situation and the parties involved.
Jon

JON A. CAMP
Lincoln City Council
200 Haymarket Square
808 P Street
P.O. Box 82307
Lincoln, NE  68501-2307

Office: 402.474.1838/402.474.1812
Fax: 402.474.1838
Cell: 402.560.1001

Email: joncamp@lincolnhaymarket.com

From: Andrew R. Willis [mailto:awillis@clinewilliams.com]
Sent: Thursday, February 18, 2016 10:33 AM
To: Jon Camp
Subject: Northern Lights Commercial Center - Special Permit 04016A

Councilman Camp –
I represent the Northern Lights Townhomes Association, which has appealed Planning Commission Resolution No. PC-01480, approving Special Permit No. 04016A. The Special Permit would amend the existing Northern Lights Commercial Center Planned Service/Commercial Development to:

- increase the permitted floor area on Lots 6 and 10 of the Center from 19,100 square feet to 101,000 square feet; and
- increase the permitted maximum height on Lots 6 and 10 of the Center from 35 feet to 40 feet.

These changes would allow the construction of a building more than five times as large as what is currently permitted on the site. The proposed building would be taller and substantially larger than any other building in the Center.

The Association does not object to the proposed use, only the size of the building. The Association believes that the magnitude of these changes drastically alters the nature of the development and the expectations of the neighboring landowners, including the members of the Association.

I wanted to provide you with this information from the Association in advance of the hearing. Please let me know if you have questions or would like any further information from the Association. Thanks.

Andrew R. Willis
awillis@clinewilliams.com

CLINE WILLIAMS
WRIGHT JOHNSON & OLDFATHER, L.L.P.
233 South 13th Street - 1900 U.S. Bank Building
Lincoln, Nebraska 68508
Phone 402-474-6900/Fax 402-474-5393

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SP04016A Northern Lights Commercial Center - Dino’s Storage

- Dino’s Storage is requesting to construct an indoor self-storage facility over two lots. The lots currently are designated for a combined 19,000 square feet of retail with a height of 35 feet. The self-storage facility would include 101,000 square feet of mini-warehouse with a height of 40 feet. Self-storage is classified as a mini-warehouse per our zoning ordinance. Total floor area for the entire special permit area would increase to 197,200 square feet.

- The application is looking to amend the Northern Lights Commercial Center planned service commercial special permit. The special permit was approved in 2004 to allow 103,400 square feet of total floor area. It was later amended to increase the total floor area to 115,200 square feet. The commercial center currently has a mix of retail/service uses, including a Walgreens, TO Haas, dentist and orthodontist offices, and a strip mall with retail/restaurant uses.

- The planned service commercial special permit is located in the H-4 zoning district. The maximum height in the H-4 district is 55 feet as of 2007. The Northern Lights Commercial Center special permit notes that maximum height is 35 feet, which was the maximum H-4 height at time of permit approval (2004). Staff interpretation is that this note was not meant to place additional restrictions on the commercial center that go beyond the H-4 district; the note was simply stating the maximum H-4 height at the time.

- Mini-warehouses and height up to 55 feet are allowed in the H-4 zoning district. The request is only looking to modify this specific special permit and is not looking for any waivers to the zoning ordinance.

- The increase in floor area would only be approved for a mini-warehouse use. Per the ITE Trip Generation Manual, 101,000 square feet of mini-warehouse generates approximately 75 percent less traffic than 19,000 square feet of retail (the current site designation).

- Directly west of the Northern Lights Commercial Center is the Northern Lights Townhomes CUP. The townhomes were approved concurrently with the commercial center in 2004. The 1998 preliminary plat for the area shows the same locations of R-5 residential adjacent to H-4 that we see today.

- Dino’s Storage would be approximately 200 feet from the rear lot line of the nearest townhome. Retail buildings at a height of 35 feet are shown on the special permit site plan between the townhomes and proposed Dino’s Storage. Those buildings could be located 50 feet from the rear lot line of the townhomes.

- The developer has delayed the project and met twice with neighboring residents and business owners. The building plan was revised substantially based on comments received from neighbors. The proposed building includes a significant amount of glass and brick to improve aesthetics.

- Dino’s Storage would be 119 feet from 84th Street and 20 feet from the south lot line that abuts TO Haas. Pushing the building back from 84th Street has improved the visibility site lines for the buildings directly south of the proposed storage.
From:          Brett West <BWest@assurity.com>
Sent:         Friday, February 19, 2016 3:14 PM
To:            Jon Camp
Subject:  Antelope Square

Thank you for your time to consider our proposed project named Antelope Square. We are looking forward to bringing 24 new units to the area near our campus in conjunction with Neighborworks Lincoln. Phase One is 10 units and Phase Two is 14 units. We are planning approximately half of the for moderate income families and the remaining will be sold to market rate home owners.

We plan to purchase the city property which is vacant to construct the first phase. Our hope is that phase one can begin this spring/summer and will be complete mid next year. If sales proceed well, we plan to move directly into remaining phase.

I know you have seen the project just a few weeks ago but I did want to reach out to you to see if you had any questions or concerns.

Please email or call if you would like to discuss. My phone number is 402-430-6469. I will be available all weekend if you would like to reach out.

Thanks again.
Brett

Brett West
Senior Director of Real Estate Development
Assurity Life Insurance Company
bwest@assurity.com
P: 402.437.3685
C: 402.430.6469
F: 402.458.2170
2000 Q Street
P.O. Box 82533
Lincoln, NE  68501-2533

Assurity Life is committed to protecting everyone’s non-public personal information. Non-public personal information includes (but is not limited to): Social Security numbers, other tax identification numbers, passwords, health information or financial information (such as account numbers and bank card numbers). Go to www.assurity.com to access the ZixCorp secure e-mail solution. Or contact us by phone at (402) 437-3603 or Fax the information to (402) 458.2170.

Please consider the environment before printing this e-mail.

Join Assurity on the social web!
Dear Friends--
Here is a happy fable. It is up to you whether it comes true or not.
Thanks you.
Fran Kaye
9401 Breagan Rd.
Lincoln, NE 68526
402-423-0643

Is it a fairy tale or is it real?
   Once upon a time, a mid-size, Midwest city with a major university and a burgeoning information technology sector began to redevelop an older area just west of downtown. They named it the Telegraph District after the telecommunications companies that had served and grown with the city for over a century. The central feature of the district was a wonderful Telephone Museum, developed entirely by volunteers, that showcased an amazing collection of telecommunications equipment, attractively displayed with succinct, useful signage and enthusiastic and knowledgeable volunteer docents. The developers carefully protected the museum building throughout construction, leasing it to the volunteers until they could redevelop the handsome old telephone warehouse across the street into a bigger state-of-the-art space for the museum.

   The young tech start-up entrepreneurs whom the redevelopment was supposed to attract were enchanted with the museum. “A city that has the heritage and the civic pride to connect the past so effortlessly to the future is exactly where I want to build my business,” said one self-described techno-geek as she joined the mayor in the opening ceremony for her new multi-million dollar venture. “And I could hardly drag my kids out of that museum. They are so excited to move here now.”

   And they all lived happily ever after.
Hi Dr. Kaye,

Thank you for your email. We share your passion for Lincoln and look forward to helping the museum as they develop a plan for a permanent home.

As always, please call me at 402.458.3024 if you would like to discuss this further.

Best,

Ben
Council members, Some Southern Hills neighbors signed a Protective Covenants agreement with the landowners of the mall 20 years ago. I have emailed Mr. Kent Seacrest asking for an explanation to why the covenant holders were not contacted about renegotiating the covenants for the expansion of Scheels and have received no response. It is possible that the new Scheels expansion and parking garage could have been located elsewhere on the property if the covenants were not considered a “hamstring” to this project thereby not involving the city with a bond for the parking garage. Just because this project has been in the works for a few years does not mean it should be approved. I believe all options have not been explored. Let’s take a step back and get this right. Security for our neighborhood is of the utmost priority. Thank you for your input, Phil White
Hello,

My name is Vickey Cox. I am submitting a letter of comment regarding the proposed changes with the #41 - Havelock bus route. I have included a letter, the current bus route schedule, and proposed routes and scheduling attachments for your viewing of routes I refer to in my letter. I apologize, I do not have schedule times for a couple of the routes I mention.

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

Thank you.

Vickey Cox
4900 Hartley Street
Lincoln, NE  68504
402-499-3893
mc7887@aol.com
February 19, 2016

Lincoln City Council
555 S 10th Street, Room 111
Lincoln, NE  68508

RE: StarTran bus route change, #41 – Havelock

Members of the City Council,

I am writing this letter to you to express my opinions regarding the route and time changes for the #41 – Havelock bus schedule. I get on and off this bus at N. 48th and Fremont Streets.

I do not agree with the new route and proposed schedule. I, fortunately, do have a vehicle to drive but I chose to ride the bus to work because of the cost of parking downtown in a garage ($55 - $95 a month or $9 a day) or plugging a parking meter plus moving my vehicle every two hours vs riding the bus ($8, $17 a month). In addition there is the benefit of meeting new people, getting to know them, and having conversations with the regular riders.

When the public first could comment, I sent an email, which was rejected for not being a good email address, to StarTran that prompted me to mail copies of my email to the StarTran office asking questions about the change. I attended a meeting on January 19, 2016 at Anderson Library regarding the changes. After receiving a response from Brian Praeuner at StarTran and listening to others at the meeting, I would like to voice my opinion to this issue as currently a regular rider of the #41 – Havelock route.

**Issue:**

1) The #41 – Havelock proposed route and morning route times is not user friendly for individuals who need to get to work in the morning.

   a) **The new proposed route does not continue to the State Office Building nor pick up at the State Office Building, it stops and starts only at Gold's.**

      1) There are several people, including myself, that work at the State Office Building that will not have a ride to and from there on this bus.
      The general public riders who do not work at the State Office Building will not be picked up at this location either. If everyone needs to be at Gold's this could increase the issue of disruption at Gold's which could result with more police patrolling.

**With the proposed scheduling:**

To go to work – bus arrives at Gold’s - we will have to walk the distance (extra 7-10 minutes) from Gold’s or wait to catch a ride with a different bus route, #40 – Heart Hospital, #53 – South Pointe, or #54 – Veterans Hospital, which will travel in that direction.
To catch the bus to go home – we will have to catch a bus leaving the State Office Building going to Gold's, #40 – Heart Hospital, #53 – South Pointe, or #54 – Veterans Hospital, and hope #41 – Havelock is still waiting for us to transfer or walk to Gold's in a hurry to catch #41 – Havelock. There is a good chance we will be missing the bus frequently when the projected time to leave Gold's is at 5:15pm. Please keep in mind we will be dealing with the traffic, obeying street lights, and other individuals leaving their jobs at 5:00pm for us to arrive at Gold's. This walk will take time.

Since the route pick-up times have not been definitely established yet, it is difficult to plan this timing now.

Do not get me wrong, the walk will be beneficial but in bad weather it is not going to be favorable when the sidewalks are hazardous. There are many people who have issues walking distance or disabled plus will be carrying bags, purses, etc.

With the proposal, to get to work or to go home, this process will require one transfer, two busses and fast walking.

2) The Dept of Motor Vehicles is housed at the State Office Building. This office is responsible for re-instating a person’s driver license that has been on suspension. If that person does the “right” thing, that person would not drive to the DMV but could ride the bus to the building to get their license re-instated. This option will change.

Solution:
Have #41 – Havelock route extended to the State Office Building.

Directions for Solution:
When the bus leaves Gold’s on S. 11th Street to return to Havelock:

🌟 the bus should continue on S. 11th Street (south),
🌟 turn left (east) on M Street to State Office Building 🌟 arriving as normal on the north side of the building (M Street), then the bus should continue (east) on M Street,
🌟 turn right (south) on 16th Street,
🌟 turn right (west) on L Street to S. 10th Street,
🌟 turn right (north) on S. 10th Street,
🌟 turn right (east) on P Street and continue with the #41 - Havelock route.
This route would work for both coming to work and leaving to go home. The start of the route is at Gold’s. This would help with having transportation continue to the State Office Building.

**Basically, the bus routes that are currently going to the State Office Building should still remain going to the State Office Building for workers and the public. It would not be beneficial to reduce the number of busses.**

**b) Taking away the two early bus routes in the morning will not benefit riders who need to be at work or at school at 7:00am, 7:30am, and possibly 8:00am.** (Bus map attached)

I am a temp working for the State of Nebraska. My normal work hours are 8am to 5pm, Monday thru Friday. I do not earn vacation or sick time. I do not get paid for holidays. I get paid for only the hours I work. Therefore, when there is a holiday, which the State of NE observes, I do not get paid due to the office being closed.

My solution I have to do is:

I come into work early and/or stay late to make up the hours missed by working four - 10 hour days. I am not allowed to stay at my job no later than 6:00pm due to the building being locked up. Working 8:00am to 6:00pm is 9.5 hours. I will be shorted pay for the 40 hour work week.

By my house, I need to catch one of the two early busses to come to work early. These busses, now, start their routes at 5:15am and 5:40am in which I arrive at the State Office Building around 6:45am or 7:15am. With the new proposed time schedule, the first two routes will be omitted that will take away my chances of coming to work early. The #41 – Havelock bus will arrive at Gold’s at 7:35am with the proposed schedule. When I arrive, I will need to wait for another bus that is driving towards the State Office Building or walk. When I have a personal appointment, I need to make up my time at work with this schedule.

According to the proposal, the next scheduled bus does not arrive at Gold’s until 8:05am. How will this help riders too? This will make people who need to be at work at 8:00am late if they did not catch the first bus.

I do know High School teens ride the early (5:40am) bus too because I have rode with them. They will need to transfer busses to get to school. How will this help teens to be on time for school if arrive at 7:35am? Or if they need to be at school before school starts?

I also know there are riders that ride the early (5:15am) bus and need to catch a transfer bus to get to their jobs. Two riders need to be to work by 7:30am and the other one by 8:00am. With the current schedule, the 5:15am bus arrives at Gold’s around 6:40am which allows them time to transfer busses. With the proposed times, how will this benefit them if #41 - Havelock arrives at 7:35am? Two do not have vehicles to drive and the other one said she will have to drive to work when it changes.
Riders should still have the option of the current earlier times. I don’t understand how eliminating early times benefits riders to be somewhere before 8am?

Another option being looked at by some riders, including myself, is to get off the #41 – Havelock bus at the North Walmart and transfer to the #27 - North 27th bus. This bus arrives at Gold’s around 6:55am.

But...the issue is at this time without having accurate pick up times for the routes, according to the proposed schedule times, the #27 – North 27 bus will be gone before #41 – Havelock bus would arrive. The #41 – Havelock may arrive approximately 6:45am or 7:05am while the #27 - North 27th may arrive at Walmart approximately 6:21am or 6:35am. We will miss the #27 – North 27 bus until the next time it shows up. There will not be an option to catch an earlier #41 – Havelock bus to arrive at Walmart earlier to catch the #27 – North 27 route because the earlier times will be eliminated from #41 - Havelock.

If I choose to try to get to work from my residence by other routes proposed such as the new #48 – North 48th route could be an option. Unfortunately, this bus does not go downtown. If I would ride this bus, I will need to check other bus routes to catch another bus on #48 – North 48th route that will be going downtown. I do not know the proposed pick up times so I do not know if this route will benefit me at this time.

Solution:
Leave the two earlier times on the schedule for #41 – Havelock. Basically, leave the morning schedules alone.

During the meeting at Anderson Library, Mr. Mike Davis kept stating one of the goals is to get riders from one warm bus to another warm bus. This is a nice goal, but serving the public so they may arrive at work on time in the morning would be a better goal.

2) Issue:

Do not remove the Belmont bus route – just shorten the route and extend it to assist the #41 - Havelock route at end or loop around Walmart or to North Star High School.

With the current proposal, #41 – Havelock route has been extended greatly. Riders really do not want to be on the bus for a long periods of time. It appears this route will cover a lot of area.

How is this going to help ridership when a rider will need to wait for quite a while for a bus to arrive?

I thought I heard during the library meeting, it was discussed to have the #41 – Havelock extended to the Lancaster Event Center. For a route to travel from N. 84th Street to N. 14th Street, is a long haul. I, personally, do not live out by N. 84th Street so I do not want to voice my opinion about the Lancaster Event Center when I do not know that area’s situation. But it does affect me because this is my route.
Solution:
If the #41 – Havelock route extends to Lancaster Event Center, have the Belmont route extend into the #41 – Havelock route to assist or take over from N. 14th Street to N. 27th Street. If it does not extend, still have Belmont expand to help out #41 – Havelock route.

If another route is assigned to the Lancaster Event Center, still shorten the Havelock route.

3) Issue:

When I submitted questions earlier, December 2015, to Star Tran, I was inquiring with the extended bus route times, will bus drivers receive at least 8 hours of rest? (Attached)

My questions was “Is there and will be adequate time off to rest for drivers between shifts?”

The response was “it does not apply to inter-city carriers…” I do understand this comment because of my work history. But if a driver who has worked a late route is called into work early this could create a safety issue. Obviously, if the driver feels they are fine to work, they are their own best advocate. In my opinion, this driver could easily get fatigued with this driving job and not be as alert.

I worked at Railcrew Xpress transporting BNSF railroaders for eight years and as a manager for little over one year which I became well aware of the rules for rest. By the time the driver arrives at home, settles down to try to fall asleep, and the actual sleep achieved sometimes this is not a full eight hours of rest. I know from experience.

I believe a driver should be allowed eight hours of undisturbed rest. If a shift needs to be filled, a driver who has just finished working a late night shift should not be called to work until eight hours after they have clocked out. If a shift is in dire need to be filled, then a call to a late night driver, after unsuccessful calls have been made to other rested drivers, may need to happen to fulfill the requirement of customer service for having enough bus drivers for route coverage.

The only time to violate this eight hours is during emergencies in which drivers are needed.

I do not agree nor believe it would be beneficial for the bus drivers to go by DOT regulations. In my opinion and experience, DOT regulations will eliminate many drivers with the new, strict guidelines of the DOT physical. That is not a good option. I experienced this issue while working my prior job and my efforts trying to keep drivers employed.

Solution:
Attempt to give drivers eight (8) hours of undisturbed rest starting from the time that driver clocked out from their job.

I have heard many times that voicing my opinion will not help out at all. It has been said StarTran will do what they want to do. I know that my opinion will not change the decision as a whole but I do feel I have the right to state how this will affect me and others I am around.
I do have some concerns with riders that have mental disabilities. These people have a routine for them to successfully travel around town on the public transportation. If too many variables are thrown at them, they will get lost or frustrated. Bus drivers are not babysitters, they are drivers who assist the public.

I, personally, have a 21 year old Autistic son who likes to go to the movies downtown. He rides the bus to Embassy Suites to go to the movie. After the movie, we meet downtown, I bring him to the State Office Building to get on the Havelock bus to go home. I do not allow him to get on at Gold’s unless I am with him. I do not trust some of the riders down there. He is a follower and I would be sick if someone re-directed him not to go on his bus. Changes may seem “normal” to some people but not to everyone.

In closing,

- I do not agree with not having several busses no longer continue to the State Office Building. By reducing the number of busses that will stop and pick up/drop off there, this will not help ridership nor is it beneficial to the public.

- I do not agree with eliminating the two (2) earlier pick up times during the work week of Monday thru Friday.

- I do not agree with the extended route.

- I do not agree with drivers not getting eight (8) rest between shifts.

Please reconsider the route and time changes for #41 – Havelock. Please do not agree with the proposal that is being suggested for this route at this time.

You may contact me.

Thank you for listening.

Sincerely,

Vickey Cox
4900 Hartley Street
Lincoln, NE  68504
402-499-3893
mc7887@aol.com
Service Information

Bus Stops
Most stops on every route are marked by a blue and green bus stop sign. StarTran buses will stop at all corners outside the downtown loop.

Bus Fares
Cash Fare $1.75
*Senior Saver/Go for Less Cash Fare 85¢
Children (under 4) FREE
Transfers FREE
Handi-Van $3.50
Star Shuttle 25¢
*Senior Saver/Go for Less Star Shuttle 10¢
* Must show Go For Less/Senior Saver or Medicare ID to driver BEFORE paying fare. Please have exact change.

Bus Passes
20 Ride Pass $33.00
31 Consecutive Day Pass $17.00
31 Consecutive Day Pass $8.00
20 Ride Handi-Van Pass $66.00
31 Consecutive Day Handi-Van Pass $34.00
31 Consecutive Day Handi-Van Pass $16.00
Senior Saver/Go For Less 20 Ride Pass $16.00
Fares subject to change

Transfers
If you need to take more than one bus or make stops along the way, ask your StarTran driver for a transfer when paying your fare. (One transfer per fare). Transfers are free and allow you to change buses without having to pay another fare. There are two types of transfers for your convenience:

1. Regular: A regular transfer lets you board a different bus going in the same direction as if it were the first bus you boarded. This transfer is good for one hour or until the next connecting bus arrives.
2. Stop Over: A stop over transfer lets you stop for one hour along your route and reboard the same bus going in the same direction.

Elderly & Disabled
Elderly and disabled persons presenting a Medicare Card, Senior Saver, Go For Less Photo ID card or valid State ID ride for just 85¢. Photo ID’s are available at the League of Human Dignity (402-441-7871).

StarTran System
1. Services offered six (6) days a week. NO Sundays.
2. No service on the following holidays: New Year’s Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, Christmas Day or days celebrated as such.
3. All downtown routes connect at 11th & “N” Streets and the State Office Building.
4. Time points in bold refer to PM times, all others are AM.
5. Arrival times are approximate depending on traffic and weather conditions.

Wheelchair Accessible Service

Visit our website startran.lincoln.ne.gov
track your bus: getonboard.lincoln.ne.gov

StarTran
710 “J” Street
Lincoln, NE 68508

Call 402-476-1234 for more information
startran.lincoln.ne.gov

Designed by Citizen Information Center 1/2013
## Route 41 — Havelock

### Weekday Schedule

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### Route 27 – North 27th

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## Route 40 – Heart Hospital

### Weekday Schedule

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InterLinc: City Council Feedback for
General Council

Name:    Jeff Slusarski
Address: 9635 Yellow Pine Rd
City:    Lincoln, NE 68505

Phone:  
Fax:  
Email:  jeffslusarski1@yahoo.com

Comment or Question:
If the owners of South Pointe want a new garage, let them pay for it by themselves. The city of Lincoln does not need to be tying up money for a new parking garage for a business. I have never been to South Pointe where I have not been able to find a parking spot. All of these additional taxes make it difficult to live in Lincoln. I will not support any business where this additional tax is applied. Doesn't the city have bigger problems to deal with?
Present: Trent Fellers, Chair; Leirion Gaylor Baird, Vice Chair; Jon Camp; Jane Raybould; Roy Christensen; Cyndi Lamm; and Jon Camp

Others Present: Teresa Meier, City Clerk; Rick Hoppe, Chief of Staff; Lynn Johnson, Parks & Recreation Director; and Mary Meyer, Council Secretary (2:05 p.m.)

Chair Fellers had called the meeting to order before the recording secretary arrived.

I. MINUTES
   1. Directors’/Organizational Meeting minutes of February 8, 2016.
   2. Pre-Council minutes of February 8, 2016 on StarTran Transit Development Plan.

II. ADJUSTMENTS TO AGENDA
    Discussion of agenda adjustments in progress when recording secretary arrived.

    Lamm stated Item 3, “duties are transferred to the Pinnacle Bank Arena Advisory Board”. We haven’t voted, and today under Public Hearing Ordinances, it will establish this board, Item 24. Eskridge commented they should be heard together. Fellers added it’s appropriate to make a motion at the meetings’ beginning to move Item 3 after Item 24.

III. CITY CLERK
    Meier stated under Public Hearing Liquor Resolutions will call Items 19 & 20 together. Under Ordinances Second Reading will call Items 16-9 and 16R-35 together. Items 28 through 30 are related and Items 31 through 33.

    Meier added Item 34 has a Motion to Amend, handed out last week. Raybould commented it’s deleting a statutory reference, like a typo. Inserted the correct Section number.

    Gaylor Baird stated Item 2 should say Internal Audit Review Committee, not Performance. Already corrected? Meier replied affirmatively.

IV. MAYOR’ CORRESPONDENCE

    MAYOR
    1. NEWS ADVISORY. Mayor Beutler’s public schedule, February 13th through February 19, 2016.
    2. NEWS RELEASE. City street crews continue pothole repair.
    3. NEWS RELEASE. Teens invited to Library “Write On!” workshop.
    4. NEWS RELEASE. Dogs and bikes not allowed on Nature Center trails.
    5. NEWS RELEASE. Public invited to Long Range Transportation Plan open house.
    6. Mayoral veto of Resolution 16-26R.
    7. NEWS RELEASE. Mayor vetoes resolution on charter amendment.
    8. NEWS RELEASE. Improvements to Rickman’s Run walking path begin Monday.
    9. NEWS RELEASE. Health Department releases community health information.
    10. NEWS RELEASE. Mayor proposed vote to fund flood reduction and water quality projects.
    11. NEWS RELEASE. Waste reduction and recycling grants awarded.

Lynn Johnson, Parks & Recreation Director
Johnson stated some Council Members were contacted by employees of the State Office Building. He then showed image of the Centennial Mall block, the State Office building, and a State parking garage. Indicated the Central Plaza is in center of the block. The Plaza is not finished, have pavers and the fountain, but a lot of engraving needs to be done, such as identification of rivers, railroads, the State of Nebraska boundary. There will be markers of each county seats placed on the Plaza, and also a series of markers of the Standing Bear Trail.

Johnson added they originally thought they would be able to broom snow off and have a walking path from the parking garage to the State Office building. When we did that the snow on both sides melted and created ice. With the surface of the Plaza we shouldn’t put ice melt down as it will damage the pavers, and the features over time.

Recently State employees took it upon themselves, trying to do a good deed, to use granite chips to make it non-slippery to walk. We have fountain jets there and don’t want to break the surface. We’ll propose what the State does with the north Capitol Building steps, adding removable columns on each side, with chains during the winter. With snow will chain off and say the Plaza is closed for winter weather. When the weather warms we’ll open up, allowing people to use. The accessible route out of the garage is to go to the sidewalk and come back into the garage. Not limiting mobility but giving the shortest path between the parking structure and the State office building.

Johnson commented they receive concerns and are working on providing information to the employees and some State officials. To keep the Plaza in good condition we need to make sure we aren’t scraping with snow blowers, shovels, or particularly putting ice melt on the surface.

Eskridge stated there’s a tunnel from the State parking garage to the State office building, but there’s not a tunnel from this garage? Johnson replied there is no tunnel, it has two exits, one at M Street and the exit at grade level, in the center of the block.

V. DIRECTORS CORRESPONDENCE

COMMISSION ON HUMAN RIGHTS

PLANNING COMMISSION

PLANNING DEPARTMENT
2. Administrative Amendment No. 16005 approved by the Planning Director on February 10, 2016.

URBAN DEVELOPMENT/HOUSING REHAB & REAL ESTATE DIVISION
1. **Public Building Commission (PBC) (02.09.16) - Camp, Raybould**

Raybould stated they went over financing of the proposed bond for the renovation of 605 and the 825 facilities with event timelines discussed before. Then reviewed the completion timeline. Camp commented they’re looking at approximately $16.1 million as bonding.

Raybould added they reviewed the security committee updates. Looking at evaluating the issues of controlled access, new and upgraded cameras, and workforce expectations in the buildings. Do know we will see in each department’s budget an added, or reallocated, person to do more patrolling of this building, inside and in the parking lot. Looking at the west access door to have limited employee passes, as discussed earlier. Talking about modest physical improvements which can be done in each department. We had an outreach from Captain Witte to look at evaluating and analyzing each department’s needs and any security physical steps which need to be done. Discussed alarm buttons, and felt them to be 100% functional. Encourage more testing throughout the year to make sure employees have a comfort level that someone will respond in a timely fashion.

Christensen stated there was a security presentation at the Common Meeting, but possibly we could have a pre-council from a trainer. This has been offered to different departments and think appropriate for the City Council to have the training as well.

Camp said he’s curious regarding thoughts on limited access. Believe Captain Witte also said ultimately it would be great to have metal detectors, as in Hall of Justice, close by. A central location to have everyone enter and then could factor out.

Christensen added as an observation the Hall of Justice has metal detectors, this building has done, but they have all the law enforcement officers. Seems like it would make sense to have screening in this building. Raybould thought the Hall of Justice had more traffic because of the courts.

Camp stated when discussed it was asked, what to do? There are a number of accesses to this building and different stairs. We do use card readers. Also with parking to the north do have the underground tunnel. Challenging. Raybould stated we’ll have a pre-council with Captain Witte who will assess our space, give guidelines, as well as watch the You Tube video.

Raybould said the PBC discussed the P Street Complex. One tenant, the Nebraska State Historical Society, is leaving but they anticipate State records would like to expand into that vacated space.

2. **Board of Health (02.09.16) - Raybould**

Raybould stated they received an update, a summary of the significant 2015 Board of Health accomplishments, and discussed proposed revisions to different policies. One in particular is the Nuisance and Solid Waste complaints. Basically doing cleanup of revisions based on software updates. We talked about support of different legislative initiatives, such as LB1032, the Medicaid expansion and how that would greatly assist the working poor population in Lancaster County.

3. **Multicultural Advisory Committee (MAC) (02.09.16) - Eskridge**

Eskridge stated library staff joined them at the meeting. Learned they present numerous online materials for people learning different languages. Really incredible, informational and helpful. Great meeting.

4. **Visitors Promotion Committee (VPC) (02.10.16) - Fellers**

Fellers stated at this meeting they didn’t have a grant application, which is rare and unusual. The committee met Visitors Bureau employees working at the Chamber, and heard of the marketplaces they cover. Maul gave statistics on last year’s activities. As the first 2016 meeting received a recap. With
the Olympic Volleyball qualifier 23,000 people attended. Saturday’s attendance was the highest at 10,000. A great first impression for the USSC on Lincoln’s potential and how we draw people to volleyball. Also, a new survey on new construction and renovation to go out shortly. Each plan is for 3 to 5 years of what people plan to do with their facilities. Maul, who runs the Convention and Visitors Bureau, submitted an application for consideration on the Nebraska Tourism Commission.

Fellers commented the Convention and Visitors Bureau booked 94 events for a total of almost 60,000 room nights in 2015. The largest marketplace growth has been the religious market. The Women of Faith Conference held at Pinnacle Bank Arena had an increase of approximately 23% in room nights booked.

Fellers added they received the Visitors Guide, available to everyone.

Gaylor Baird asked what is the grants budget? Give them quarterly? Fellers replied it is quarterly. There are lower dollar grants, $10,000 to $15,000 range, and larger grants in the several hundred thousand range, given out less. A lot of encumbered money now from some of the larger grants which were given out - The Pinnacle Bank Arena, Centennial Mall, Abbott Bike Track were fairly large. Also, the Children’s Museum, Children’s Zoo, the Hickman playhouse. A great committee as we see the attractions but also hear their needs. We haven’t had the funds to tackle the seats at the Lied Center but did help with their new marquee.

Camp asked if he knew the increase in the lodging tax numbers because of the arena and all the extra night stays? Fellers answered he could get some figures. Camp added possibly a five or ten year track history, and should be quite a blip in the last year.

Raybould added typically each grant offers some type of projection of anticipated increase of visitors from outside the city, county. What their venue offers, why they’re a good place to invest our dollars. Fellers stated this committee makes recommendations to the county. The Committee is hotel owners and operators, and they hold true to what Raybould said. If they see a projection of room nights they attach. If someone has a strong proposal, such as the Children’s Zoo showing the number of people outside the city coming in, and the same with the Abbott Track. They showed the number of people who came to tournaments and the hotels backed the numbers. When a trailer comes with a few bikes loaded you can justify a large tournament. Something you wouldn’t normally see, complete families come.

**5. Prosper Lincoln (02.10.16) - Gaylor Baird**

Gaylor Baird stated over 1,000 people showed at the Summit held at the arena on February 10th. Very exciting to unveil three focus areas identified with community input through Prosper Lincoln. A response to the vital signs report, or action phase. The three areas, broad themes, which encourage the Lincoln Community Foundation and their partners in activities and the philanthropic of Lincoln private sectors are: early childhood, employment skills and innovation. To that end they provide some structure in terms of hiring developers, ambassadors/coordinators, for these areas. Lincoln Industries is a partner for employment skills. They provide a halftime person devoted to this initiative. Fire Spring at Innovation Campus is on this partnership team. Early Childhood has hired Michelle Suarez who comes from LPS.

Gaylor Baird added Pat Leach, Library Director, spoke in the area of Early Childhood and the importance of reading to children. Challenged everyone to read to children 15 minutes a day. Creates a huge difference and one example of community based projects which can be a part of Prosper Lincoln.

There are also ways to donate online. The Community Foundation does receive direct public donations with the funds being set aside to be put forward in the grant applications of projects being done in these areas. Supports actions. Raybould commented lift Lincoln higher.
6. Parks & Recreation Advisory Board (02.11.16) - Christensen
Christensen stated the Board voted on the dog runs Master Plan. Received a very short report from the Golf Committee.

Eskridge noted they had 4 evening meetings, each 3 to 4 hours, starting at 6 p.m. An engaged group of 13 members consisting of some golfers, some private club members, city golfers representing the City seniors and women groups. From the meetings felt there was a strong affirmation of City golf, and of the 4 City courses. The acknowledgment that the courses have some capital needs, with the Mayor’s Task Force to find money to address these capital needs. The Committee examined and came up with ideas for strategies on how to best raise funds, including a mixture of different sources. A possible surcharge for golfers, specifically a capital fund fee. Some areas could possibly move around in the contracts, with some money going for these purposes. Possible moving the junior golf course, Chet Agers program, to Parks & Rec as it is more of a youth sports program.

Eskridge added they discussed a management structure. Haven’t had a person really in charge of the City golf programs for a few years. We felt there is a need for strong golf leadership. Two ways to accomplish: hire a City employee to be responsible; or is it better to look at a privatized system? There are companies even in our community who provide this service of helping to manage golf courses. What would be the best, most efficient way? The Committee was split on the best way.

He stated there will be one more meeting to bring all information together in our report which will be presented to the Mayor.

Camp asked about the Holmes Lake golf course facility, club house. Was approved, but remember concerns. Eskridge replied the committee did receive information. The rounds at Holmes Lake last fiscal year were significantly below the typical, by approximately $200,000. Is that because golfers aren’t going there because they’re not happy with the club house? Don’t think so. Last year’s flooding had a hole on the course that you couldn’t fully use for much of the year and then several days during the year you couldn’t get into the golf course because of the flooded entrance road. Think we need to work with the Army Corps to make changes so the hole doesn’t flood as badly, and is more playable.

Johnson added we’ll tightened the management of the clubhouse as well. The clubhouse was over staffed last year and we should see greater net revenue coming out of the club house. Eskridge commented that’s encouraging to know where we stood last year with the under-performance of the course, and if we improve should be in much better shape.

Christensen stated for the last two years Peter Levitov has been Chair of the Parks and Rec Advisory Board. The Board rules are such that you cannot serve in any position for more than 2 years. Therefore, we elected a new Board Chair and Vice Chair. Many thanks to the great job Peter did.

7. Information Services Policy Committee (ISPC) (02.11.16) - Raybould
Canceled.

8. Funders Group (02.18.15) - Gaylor Baird
Gaylor Baird stated Funders Group is an off shoot of the JBC. The group consists of heads of foundations, philanthropic organizations, who come together. Received a presentation by the Nebraska Children’s Families Foundation on a community response initiative dealing with trying to keep kids from becoming State wards.
Gaylor Baird stated she asked a question for our friends at the Telegraph Museum, asking what advice would you have for them as they reach out and try to sort out their future? The overwhelming sense from the group of funders is of interest in helping but they need to see a plan. They don’t want to potentially give resources for a year and not have a plan for the long term. It now sounds like the Mayor’s office is staffing Ed Zimmer to help so perhaps there will be work on a plan.

Hoppe commented there’s been a lot of conversations with Urban Development, Planning, and folks representing the museum. Gaylor Baird stated she thinks the funding community would entertain a grant proposal if there was a more concrete plan.

VIII. MISCELLANEOUS

IX. COUNCIL MEMBERS

JON CAMP
1. Susan Zabel protesting the walkway between the State office building and the parking garage being blocked off with no snow or ice. (Sent to Public Works & Utilities)
2. Correspondence from Derek Zimmerman, Baylor, Evnen, Curtiss, Grimit & Witt, representing T. O. Haas Tire, property owner directly south of proposed Dino’s storage facility to be located in the Northern Lights Commercial Center with concerns of adverse impact on his business.
   a) Map of proposed facility; design concepts of Dino’s storage; and aerial maps.
   b) Revised meeting record of the Planning Commission on January 20, 2016.
3. InterLinc correspondence from Rob and Jeannie Lancaster with questions on Big Red storage and if anyone is going to grade or plant grass behind the fence.
4. Andrew Willis writing in regards to the Northern Lights Commercial Center and Special Permit 04016A allowing an increase in permitted maximum heights on Lots 6 and 10 of the Center.

X. CORRESPONDENCE FROM CITIZENS
1. InterLinc correspondence from Meredith Campbell suggesting the City find the means to add to the StarTran budget.
2. LES Administrative Board meeting agenda for February 29, 2016.
3. InterLinc correspondence from D. McIntosh questioning salaries at LPS.
4. Todd Cuddy, bus rider, thanking Council for supporting and continuing to enhance the StarTran city bus system. Disagreement with some proposals, listed in the email.
5. Linda Hoke writing stating another good fabric store needed in town to provide competition.
6. Diane R. Bartels writing in appreciation for the willingness to take a second look at the StarTran Preferred Alternative.
8. Mark Antonson writing regarding the condition of the streets in the West A area, especially now with the Planning Commission approval of SP15072.
   a) Councilman Eskridge responding that the West A area was listed as an important storm water need which would be in sync with the road project.
   b) Mark Antonson thanking Councilman Eskridge stating his gratitude that Council toured the area, but stressing how the street is not safe now.

XI. MEETINGS/INVITATIONS
See invitation list.

XII. ADJOURNMENT
Chair Fellers adjourned the meeting at 2:40 p.m.