IN LIEU OF
DIRECTORS’/ORGANIZATIONAL MEETING
MONDAY, FEBRUARY 29, 2016

I. MINUTES
   1. Directors’/Organizational Meeting minutes of February 22, 2016.

II. ADJUSTMENTS TO AGENDA

III. CITY CLERK

IV. MAYOR’ CORRESPONDENCE
   1. NEWS RELEASE. Tree removal starts soon for Apple Street project.
   2. NEWS RELEASE. Mayor names Jackson Interim Police Chief.
   3. NEWS RELEASE. Work scheduled to resume on pavement repair.
   4. NEWS ADVISORY. Mayor Beutler will have an update on replacement of the City’s emergency 911 radio system at a news conference Wednesday, February 24, 10:00 a.m., at 555 S. 10th Street, in the Mayor’s Conference Room.
   5. NEWS RELEASE. Antelope Park playground repairs begin this week.
   6. NEWS RELEASE. Low bids for 911 Radio System could end quarter-cent sales tax early.
   7. NEWS ADVISORY. Mayor Beutler will discuss the proposed stormwater bond issue at a news conference, Thursday, February 25, 10:00 a.m., at Road Builders Machinery and Supply Company, 5601 Fletcher Avenue.
   8. NEWS RELEASE. Mayor says citizen vote on stormwater bond fulfills duty to protect residents.

V. DIRECTORS CORRESPONDENCE

PLANNING DEPARTMENT
   1. Residential Land Inventory and Residential Building Permits as of January 1, 2016.
   2. The Urban Design Committee has canceled their March 1st meeting and will hold a joint meeting with Historic Preservation Commission on Thursday, March 27, 2016, 1:30 p.m., 555 S. 10th Street, Room 113. Urban Design will hold their separate meeting after the joint meeting.

PUBLIC WORKS & UTILITIES/ENGINEERING
   1. ADVISORY. Paving repairs in Grand Terrace 1st Addition. Executive Order No. 84671. So. 81st and Mandalay Drive.
   3. ADVISORY. 27th St. Pavement and Joint Repair. Holdrege St. To Alpha St. Project #540033.

WEED CONTROL AUTHORITY
   1. Lancaster County Weed Control - City of Lincoln Weed Abatement, February 2016.

VII. BOARDS/COMMITTEES/COMMISSION REPORTS
   1. Downtown Lincoln Association (DLA) - Eskridge, Gaylor Baird
   2. West Haymarket Joint Public Agency - Eskridge
   3. Correctional Facility Joint Public Agency - Fellers
   4. Problem Resolution Team (PRT) - Lamm

VIII. MISCELLANEOUS
IX. COUNCIL MEMBERS

JON CAMP
1. Message to Thomas Shafer, Public Works & Utilities Director, on constituent Bryan Chrastil’s call regarding a lengthy back-up in the 56th / Old Cheney / Highway 2 area, due to possible railroad maintenance. Advance notice may have assisted in causing the least amount of inconvenience.
   a) Thomas Shafer replying on the 56th and Old Cheney railroad crossing.
   b) Thomas Shafer, Interim Director of Public Works & Utilities, giving explanation of what happened at the 56th and Old Cheney railroad crossing.
   c) Roger Figard, City Engineer, stating he contacted both railroads and received the following message from Jeremy Bowers, Manager of Rail Operations & Maintenance, OPPD.
   d) Gaylon Masek, Engineering, regarding a phone call and actions regarding the railroad crossing.
   e) Councilman Camp thanking everyone for the attention to this matter.
2. Carter Hubband writing in support of the upcoming stormwater bond.

X. CORRESPONDENCE FROM CITIZENS
1. Kent Seacrest writing regarding a SouthPointe/Scheels neighborhood update. (Distributed to Council Members before the 02.22.16 meeting)
2. Brock Zautke writing in opposition to the construction of Dino’s Storage near the Northern Lights neighborhood.
   a) Councilwoman Cyndi Lamm replying to Brock Zautke regarding Dino’s Storage.
3. Cynthia S. Peterson, Past President of Fresh Start, writing in support of extending service hours for StarTran.
4. J. J. Yost, Planning & Construction Manager for Parks & Recreation, replying to Susan Zabel regarding the Centennial Mall walkway.

XI. MEETINGS/INVITATIONS
See invitation list.

XII. ADJOURNMENT
TREE REMOVAL STARTS SOON FOR APPLE STREET PROJECT

To prepare for an improvement project on Apple Street from 36th to 40th streets, some street trees will be removed in the next few weeks, weather permitting. The resurfacing and curb replacement project will begin in mid-March, but the trees must be removed now to comply with the Federal Migratory Bird Act.

About seven trees that are hanging over the curb or very close to the curb have been marked for removal. Some stumps will be ground down while others may remain for removal by the roadway contractor.

For more information about the project or the tree removal, the public may contact Gaylon Masek (402-416-7486 and gmasek@lincoln.ne.gov) or Erin Sokolik (402-416-9460 and esokolik@lincoln.ne.gov).

More information on City construction projects can be found at lincoln.ne.gov (keyword: projects).
FOR IMMEDIATE RELEASE: February 23, 2016
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831
Brian Jackson, Lincoln Police Department, 402-441-7201

MAYOR NAMES JACKSON INTERIM POLICE CHIEF

Mayor Chris Beutler today announced that he has appointed Assistant Chief Brian Jackson as Interim Chief of the Lincoln Police Department (LPD), effective February 27. A search is under way for a permanent replacement for Police Chief Jim Peschong, who is retiring February 26 after a 40-year career in law enforcement.

“Assistant Chief Jackson has more than three decades of law enforcement experience and is managing several large projects at LPD,” Mayor Beutler said. “His education and wide variety of assignments with LPD have prepared him well to lead the Police Department as the selection process for a permanent Chief proceeds.” Jackson is not applying for the permanent position.

Jackson has been the Assistant Chief for four years, commanding the Operations and Support Divisions. His law enforcement career began in 1985 with the Hastings Police Department, and he joined LPD in 1987. His assignments within LPD have included management of the Lincoln-Lancaster County Drug Task Force, shift commander, department armorer, technical criminal investigations and community services. Jackson has a bachelor’s degree from Doane College and a master’s of public administration from the University of Nebraska - Omaha. He is an adjunct instructor for the University of Nebraska, teaching criminal justice classes on the Lincoln and Omaha campuses. Jackson also attended the 233rd FBI National Academy. He is a Past President of the Police Officers Association of Nebraska and currently serves on its Executive Board.

“It is an honor to serve as a police officer,” Jackson said. “It is a greater pleasure to be able to serve in that capacity in a community such as Lincoln where the police and citizens work cooperatively to make the City safe and quality of life high. The men and women of LPD are true professionals, and I am honored to lead them in this capacity. I greatly appreciate the trust and faith bestowed by Mayor Beutler in making this temporary appointment.”

The Lincoln Police Department is nationally accredited and currently has about 470 employees. More information on LPD is available at police.lincoln.ne.gov.
WORK SCHEDULED TO RESUME ON PAVEMENT REPAIR

Contractors plan to take advantage of the nice weather to resume pavement repair projects next week on 27th and 84th streets. Work began last summer as part of comprehensive, proactive two-year plan to increase the pace and scale of street rehabilitation and repair across the City.

27TH STREET:

- Work will resume Monday, February 29 on S. 27th from Highway 2 to Woods Blvd. Lane closures will begin the evening of Sunday, February 28, and the work is expected to be completed in one week.

- Work on N. 27th from Holdrege to Alpha streets will cause southbound lane closures between Holdrege and “Y” streets beginning after the morning commute Monday, February 29. Work is expected to proceed from north to south.

- Later this spring, work will continue on N. 27th between Fletcher Avenue and Wildcat Drive. Pavement repairs were substantially completed in this area in 2015, and the area will now be milled and overlaid.

Curb ramps on will also be reconstructed to meet current ADA standards. Work on 27th Street will be completed under lane closures and is expected to be substantially complete by November 2016. More information is available at lincoln.ne.gov (keyword: 27th). Those with questions about the project may contact James Puls, Public Works and Utilities (402-525-5641 and jpuls@lincoln.ne.gov), or Steve Ragoss, TCW Construction (402-430-3431 and sragoss@tcwconstruction.com).

84TH STREET:

Work will resume Monday, February 29 on 84th from Elizabeth Drive to Market Drive beginning with the rebuilding of curb ramps to meet current ADA standards. The project may require outside lane closures, but crews will work from the side streets when possible. Pavement repair will begin with the section from Holdrege Street to Leighton Avenue and move from south to north in the northbound lanes. Following the pavement repairs, the street will be milled and overlaid. Work will be completed under lane closures and is expected to be substantially complete by July 2016.
More information on the project is available at lincoln.ne.gov (keyword: 84th). Those with questions about the project may contact Gaylon Masek, Public Works and Utilities (402-416-7486 and gmasek@lincoln.ne.gov), or Manuel Martinez, MTZ Construction (402-202-0504 and manny.mtzllc@gmail.com).

**OLD CHENEY**

Later this spring, work will resume on Old Cheney between Warlick Blvd and 40th Street. After pavement repairs on this section are completed, the sections from 14th to 18th streets and 27th to 40th streets will be milled and overlaid. ADA ramps will also be reconstructed to meet current ADA standards. More information is available at lincoln.ne.gov (keyword: old cheney). Those with questions about the project may contact Jess Sundeen, Public Works and Utilities (402-416-5341 and jsundeen@lincoln.ne.gov); Jon Goldie, Schemmer Construction (712-329-0300 and jgoldie@schemmer.com); or Mike Tidball, Pavers Inc. (402-875-1469 and mttidball@paversinc.com).

Updates on the following 2016 projects will be available at lincoln.ne.gov (keyword: projects):

- Normal Boulevard, 33rd to 56th streets
- Superior Street, I-180 to 27th Street
- South and Folsom Streets, Coddington to Rosa Parks Way
- 66th Street, “X” to Fairfax streets
- Vine Street, 27th to 48th streets
- 70th, Van Dorn to Eastborough (continued from 2015)
Mayor Chris Beutler will have an update on the replacement of the City’s emergency 911 radio system at a news conference at **10 a.m. Wednesday, February 24** in the Mayor’s Conference Room, third floor of the County-City Building, 555 S. 10th St.
ANTELOPE PARK PLAYGROUND REPAIRS BEGIN THIS WEEK

Repairs to the Antelope Park playground area will begin this week. The rubber playground safety surfacing will be removed and replaced around the seating, play structure and sand play areas. Some areas of concrete under the safety surfacing may also need to be repaired. A new two-bay swing unit will also be added near the play structure. This area will be fenced off during the repair process, but the large play structure, swing and tire swing areas will remain open to the public.

For more information about Parks and Recreation, visit parks.lincoln.ne.gov.

- 30 -
LOW BIDS FOR 911 RADIO SYSTEM COULD END QUARTER-CENT SALES TAX EARLY

Mayor Chris Beutler today announced that bids for the City’s new emergency 911 radio system came in well under the estimates, and the City may be able to end the quarter-cent sales tax earlier than expected. Voters approved the three-year, quarter-cent sales tax increase last April to support the new radio system and construction of new fire stations.

“This is great news for the taxpayers of Lincoln,” Mayor Beutler said. “Our original estimate was that it would take three years to collect the necessary revenue to fund the 911 system and the construction of new fire stations, one a joint police and fire facility. While we don’t have the information yet on the fire station costs, it is likely that we will be able to end the tax earlier than anticipated.” The design and construction of the new fire stations will not begin until the radio system is completed or nearing completion.

Public Safety Director Tom Casady said the original project estimates for the radio system were about $20.5 million. The two responding vendors – Motorola and RACOM – submitted bids several million dollars below the estimates. The Citizen Oversight Committee for the public safety projects will meet later today to consider the two bids and make a recommendation.

The City began collecting the quarter-cent sales tax in October. The revenue goes to the State before being returned to the City, creating a two-month delay. Revenues for the first three months (returned to the city in December, January and February) totaled more than $3.1 million. City Finance Director Steve Hubka said that puts the City on target to collect about $12 million a year. Information on the sales tax collections and expenses are available at lincoln.ne.gov. (Click on “Sales and Use Tax Increase Information.”)
OFFICE OF THE MAYOR
555 South 10th Street, Lincoln, NE 68508, 402-441-7511

DATE: February 24, 2016
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831

Mayor Chris Beutler will discuss the proposed stormwater bond issue at a news conference at 10 a.m. Thursday, February 25 at Road Builders Machinery and Supply Company, 5601 Fletcher Ave.

The Mayor will be joined by representatives of Road Builders and Lincoln Tool and Die. Both businesses regularly face flooding from the Salt Creek tributary that flows just east of their facilities.

Road Builders is on the southeast corner of 56th and Fletcher, and the news conference will be just inside a large overhead door on the east side of the building.
MAYOR SAYS CITIZEN VOTE ON STORMWATER BOND FULFILLS DUTY TO PROTECT RESIDENTS

Mayor Chris Beutler today said passage of a proposed stormwater bond issue would fulfill the City’s duty to protect the health, welfare and safety of citizens. The City Council will hold a public hearing and take a vote Monday on the proposal to place the stormwater bond issue on the May 10 ballot. The meeting begins at 5:30 p.m. in the City Council Chambers, 555 S. 10th St.

Mayor Beutler made the comments at Road Builders at 56th and Fletcher. Employees there and at the nearby Lincoln Tool and Design regularly face flooding because the Salt Creek tributary that runs just east of the businesses can no longer effectively handle the stormwater runoff. To protect itself again further loss, Road Builders has installed metal paneling on the bottom of its inside walls, has raised its supply shelves and has removed items from bottom drawers.

“The stormwater bond is our commitment as a community to our neighbors,” Beutler said. “No home or business in Lincoln should face the consequences being faced by the employees in this industrial area. By placing this issue on the ballot, Lincoln’s voters can decide for themselves whether or not to devote about $6 a year to keeping their neighbors safe and their water clean.” New figures indicate that the $9.8 million bond issue would cost the owner of a $150,000 home just over $6 a year. (Last week’s news release put the figure at $7.50 a year.)

Most of the funding would be used for projects to protect property from stormwater runoff and flood damage, to improve water quality and to prevent or repair failing stream banks. 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.

The Mayor said facilities in the 56th and Fletcher area met the stormwater requirements when they were built, but the stormwater infrastructure is no longer adequate to protect the businesses. The project in the area will cost about $3.2 million, but 85 percent of the cost would be covered by the federal government and the Natural Resources District. The Mayor said it’s one of the projects where significant matching funds may be lost without the City funds provided through the stormwater bond issue.

- more -
If approved, the bond issue would fund inlet repairs City-wide as well as improvements in these areas:

- 35th and Gladstone - drainage work
- 8th and Park - phase two work
- 56th and Colfax
- 44th and Calvert
- 27th and Woodsdale
- 33rd, Holdrege to Baldwin
- 56th and Morton - channel design
- 60th and Leighton
- West “A” and S.W. 30th - culvert replacement
- 7th and Fletcher - culvert replacement
- West Van Dorn - culvert replacement
- 20th and Calvert
- N.W. 7th and West Highlands
- Cardwell Branch - stream bank work
- Middle Beal Slough - flood reduction work
- Deadmans Run - U.S. Army Corp of Engineers study
- Irvingdale, Rudge and Stransky Parks - channel work
- 84th, Old Cheney - rehabilitation of underpasses

About $2 million would be used to replace about 2,000 public ash trees threatened by the Emerald Ash Borer. The City has about 14,000 public ash trees. One tree can absorb about 100 gallons of rainwater.

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 information on the stormwater system is available at lincoln.ne.gov (keyword: stormwater).
This memo includes updated data regarding the supply of urban residential lots in Lincoln’s new growth areas within the 2040 Future Service Limit of the 2040 Comprehensive Plan (see shaded areas on the inset map of the Residential Land Inventory) as of January 1, 2016, and historical data on residential building permits for the entire city.

**Detached Single Family Demand**
Citywide, the number of building permits for new detached single family homes matched 2014’s total (see the attached “Citywide Building Permits Issued for Dwelling Units” for detailed historical building permit data for dwelling units citywide). In both 2015 and 2014, 663 detached single family building permits were issued, compared to 600 in 2013, and as few as 370 in 2010. The last three years have yielded more single-family detached units than the 10-year average (536), but not as many as the 15-year average (767).

**Detached Single Family Lot Supply**
As of January 1, 2016, there were 5,610 detached single family lots in the City of Lincoln’s lot supply in its developing areas. These lots are in various stages of the approval process including final platted lots and preliminary platted lots. Of this number, 1,496 single-family detached lots are final platted and available more immediately. (Please see the attached “Residential Land Inventory Review” for detailed historical data.) This updated single family lot supply is reduced by only 133 from one year ago, reflecting private developer response to demand by creating new buildable lots at roughly the same rate as they are built upon. However, this does indicate a trend over the past five years of a decrease in the amount of final platted single family detached lots despite there being a wealth of preliminary platted lots available.
Based on current building and platting trends, the supply of final platted detached single family lots (1,496) in new growth areas is now at a 3.0-year supply, based on the 10-year building permit average (493 dwelling units per year for new growth areas). This compares to a 2-3 year supply in the peak homebuilding period of 2002-2004. When the final platted and preliminary platted supply is combined, using the overall number of 5,610 single family detached lots available and in the pipeline, the lot supply in new growth areas increases to 11.4 years based on the 10-year average of 493 single-family detached units per year for new growth areas. Using the 3-year average of 563 single-family detached units per year, the combined lot supply is 10.0 years.

**Multi-Family Supply**

Building permits for 1,067 multi-family dwelling units were issued citywide in 2015; 356 dwelling units were in Greater Downtown. The supply of potential multi-family land in new growth areas decreased over the past year by 273 units. The supply of final platted multi-family units in new growth areas stands at 316 units and is now at a 0.8-year supply, based on the 10-year multi-family building permit average of 393 dwelling units per year for new growth areas. The preliminary platted supply increased by 262 (up to 3,717 units) due to newly approved developments for multi-family. Demand for new multi-family units has remained strong over the last six years (2010-2015). Multi-family building permits have accounted for 46.4% of all building permits for dwelling units for that six year period, a much higher proportion than experienced from 2000-2009 (20.9%), but consistent with the 2040 Comprehensive Plan and long-term demographic projections.

In addition, 2,900 dwelling units have been approved in preliminary plans that do not specify a dwelling unit type, but do have a total number of units identified. The majority of the unspecified dwelling units will likely be multi-family. The number of unspecified dwelling units has not been tracked or reported in previous years. As these units develop over time, the supply of unspecified units will be updated to reflect final platted or constructed status by dwelling unit type.

**Overall Supply**

Lincoln has the potential (final platted land, preliminary platted land, and raw land with no approvals) to accommodate 38,976 new dwelling units in developing areas within the 2040 Future Service Limit of the Comprehensive Plan. If the pace of development averages 1,327 dwelling units per year (as in the three year average) in new growth areas, the supply is 29.4 years. At a more aggressive pace of 1,500 dwelling units per year for new growth areas, the supply is 26.0 years. To the extent that infill and redevelopment in Downtown and other established areas of the city with existing infrastructure in place is successful (assumed to be 16.5% in the Plan), the current land supply in new growth areas will adequately serve the projected expansion of the City at least until the year 2040.

Of the potential 38,976 dwelling units within the 2040 Future Service Limit, 14,391 (single family and multi-family combined) are approved in final plats or preliminary plats (a 10.8 year supply based on the three year average of 1,327 dwelling units for new growth areas). Of the 14,391 approved dwelling units, 1,936 dwelling units have been final platted for single-family detached and single-family attached dwelling units. According to an analysis by the Lancaster County Assessor in 2014, approximately 93% of all final platted single-family detached and single-family attached lots are buildable with infrastructure in place. The remainder of the potential units is currently waiting for infrastructure to be built and for final platting to occur in approved developments.
**Demand in Established Areas**

In older areas of the City, including Greater Downtown, Lincoln added building permits for 558 dwelling units in 2015, 432 in 2014, and 246 in 2013. That accounts for 23.7% of all dwelling units (1,236 out of 5,216) in the last three years. This is more than achieving the infill and redevelopment goal of 16.5% stated in the 2040 Comprehensive Plan.

**Attachments:**
- "Citywide Building Permits Issued for Dwelling Units, Fifteen Year Period: 2001-2015"
- "Building Permits Issued for Dwelling Units in New Growth Areas, Ten Year Period: 2006-2015"
- "Residential Land Inventory Review (for new growth areas), as of January 1, 2016"
- "Residential Land Inventory, New Growth Areas as of January 1, 2016"
- "Residential Lot Inventory Subareas" map

F:\LongRange\Projects\Residential\Residential Land Inventory and Building\Residential Land Inventory Memo Jan 2016.docx
Citywide Building Permits Issued for Dwelling Units
Fifteen Year Period: 2001-2015

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<tbody>
<tr>
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<td>663</td>
<td>663</td>
<td>600</td>
<td>525</td>
<td>388</td>
<td>370</td>
<td>378</td>
<td>410</td>
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<tr>
<td>Duplex</td>
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<td>8</td>
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<td>24</td>
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<td>52</td>
<td>60</td>
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<td>Multi-Family</td>
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<td>529</td>
<td>574</td>
<td>350</td>
<td>332</td>
<td>42</td>
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<td>841</td>
<td>192</td>
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<td>540</td>
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<td>604</td>
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<th>Citywide Average Per Period</th>
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<th>10 Yr.</th>
<th>15 Yr.</th>
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<td>568</td>
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<td>Single Family Attached</td>
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<td>Multi-Family</td>
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<td>Total</td>
<td>1,739</td>
<td>1,496</td>
<td>1,263</td>
<td>1,509</td>
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Note: Based on building permits issued citywide, not actual construction and occupancy. There are some permits issued, particularly in multi-family, that are never built.

- Year is based on date permit issued, not date of completion and occupancy.
- Single Family Detached is a Single Family Detached unit on a single lot.
- Single Family attached is defined as one dwelling unit on a single lot attached by a common wall to one or more other dwelling units. Commonly known as a townhome.
- Duplex is two dwelling units built on one lot.
- Multi-family is three or more units built on a single lot, typical of apartments or condominiums.
- Totals include only City of Lincoln and not Lancaster County.

Source: Lincoln/Lancaster County Planning Department (February 24, 2016)
Building Permits Issued for Dwelling Units in New Growth Areas
Ten Year Period: 2006-2015

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<th>Single Family Attached</th>
<th>Multi-Family</th>
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<td>247</td>
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<tr>
<td>2006</td>
<td>678</td>
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New Growth Areas: Average Per Period

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<th>5 Yr.</th>
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<td>522</td>
<td>493</td>
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<tr>
<td>Single Family Attached</td>
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<td>188</td>
</tr>
<tr>
<td>Multi-Family</td>
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</tr>
<tr>
<td>Total</td>
<td>1,327</td>
<td>1,236</td>
<td>1,075</td>
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</tbody>
</table>

Note: Based on net changes in existing land use year to year.
- Year is based on net change occurring in one calendar year.
- Single Family Detached is a Single Family Detached unit on a single lot.
- Single Family Attached is defined as one dwelling unit on a single lot attached by a common wall to one or more other dwelling units. Commonly known as a townhome.
- Multi-family is three or more units built on a single lot, typical of apartments or condominiums.
- Totals include only City of Lincoln and not Lancaster County.

Source: Lincoln/Lancaster County Planning Department (February 24, 2016)
F:\LongRange\Projects\Residential\Residential Land Inventory and Building\[2016 Dwelling Units by Year.xlsx]2016 New Growth Bldg Permit
# Residential Land Inventory Review (for new growth areas)

As of January 1, 2016

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>A. Single Family Detached, Single Family Attached, &amp; Duplex</td>
<td></td>
<td></td>
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<tr>
<td>Final Platted</td>
<td>1,936</td>
<td>2,111</td>
<td>2,451</td>
<td>2,648</td>
<td>2,954</td>
<td>3,441</td>
<td>3,588</td>
<td>3,967</td>
<td>4,240</td>
<td>4,112</td>
<td>4,645</td>
<td>3,593</td>
<td>2,605</td>
<td>3,000</td>
<td>2,866</td>
<td>3,693</td>
<td>3,016</td>
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<td>5,522</td>
<td>6,490</td>
<td>6,547</td>
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<td>7,528</td>
<td>7,307</td>
<td>7,475</td>
<td>7,126</td>
<td>7,480</td>
<td>6,797</td>
<td>1,705</td>
<td>2,953</td>
<td>3,388</td>
<td>3,669</td>
<td>4,060</td>
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<td>Total</td>
<td>7,458</td>
<td>8,701</td>
<td>9,098</td>
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<td>10,748</td>
<td>11,063</td>
<td>11,093</td>
<td>11,720</td>
<td>12,057</td>
<td>12,359</td>
<td>14,648</td>
<td>16,651</td>
<td>16,678</td>
<td>17,069</td>
<td>15,519</td>
<td>14,860</td>
<td>11,763</td>
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<tr>
<td>B. Multi-Family and Unspecified Units***</td>
<td></td>
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<tr>
<td>Final Platted</td>
<td>316</td>
<td>851</td>
<td>915</td>
<td>487</td>
<td>553</td>
<td>612</td>
<td>620</td>
<td>620</td>
<td>652</td>
<td>1,218</td>
<td>1,842</td>
<td>1,463</td>
<td>1,670</td>
<td>1,687</td>
<td>1,687</td>
<td>1,588</td>
<td>1,506</td>
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<tr>
<td>Total</td>
<td>6,933</td>
<td>4,306</td>
<td>4,181</td>
<td>3,746</td>
<td>4,619</td>
<td>4,285</td>
<td>4,461</td>
<td>4,256</td>
<td>4,000</td>
<td>4,495</td>
<td>4,209</td>
<td>3,545</td>
<td>4,023</td>
<td>4,761</td>
<td>4,376</td>
<td>4,227</td>
<td>3,793</td>
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<tr>
<td>C. All Approved Dwelling Units (A+B)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Final Platted</td>
<td>2,252</td>
<td>3,062</td>
<td>3,366</td>
<td>3,135</td>
<td>3,507</td>
<td>4,053</td>
<td>4,208</td>
<td>4,587</td>
<td>4,892</td>
<td>5,330</td>
<td>6,487</td>
<td>5,056</td>
<td>4,275</td>
<td>4,687</td>
<td>4,553</td>
<td>5,281</td>
<td>4,522</td>
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<tr>
<td>Preliminary Platted</td>
<td>12,139</td>
<td>9,945</td>
<td>9,813</td>
<td>10,415</td>
<td>11,594</td>
<td>10,980</td>
<td>11,316</td>
<td>10,762</td>
<td>10,828</td>
<td>10,074</td>
<td>4,072</td>
<td>5,035</td>
<td>5,741</td>
<td>6,742</td>
<td>7,109</td>
<td>5,292</td>
<td>4,034</td>
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<tr>
<td>Total</td>
<td>14,391</td>
<td>13,007</td>
<td>13,179</td>
<td>13,550</td>
<td>15,101</td>
<td>15,033</td>
<td>15,524</td>
<td>15,349</td>
<td>15,404</td>
<td>15,091</td>
<td>10,016</td>
<td>11,430</td>
<td>11,662</td>
<td>10,573</td>
<td>8,556</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Additional Potential Dwelling Units on Land in Tier I</td>
<td></td>
<td></td>
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<tr>
<td>Submitted Plans*</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>24,585</td>
<td>24,996</td>
<td>26,313</td>
<td>26,622</td>
<td>25,281</td>
<td>35,708</td>
<td>34,301</td>
<td>34,308</td>
<td>35,203</td>
<td>35,329</td>
<td>40,800</td>
<td>41,978</td>
<td>43,822</td>
<td>43,821</td>
<td>42,640</td>
<td>42,640</td>
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<tr>
<td>E. Grand Total of Possible Units (C+D)</td>
<td>38,976</td>
<td>38,003</td>
<td>39,492</td>
<td>39,172</td>
<td>41,689</td>
<td>50,741</td>
<td>49,825</td>
<td>49,657</td>
<td>50,923</td>
<td>51,710</td>
<td>45,888</td>
<td>50,891</td>
<td>51,994</td>
<td>55,252</td>
<td>55,483</td>
<td>34,833</td>
<td>33,262</td>
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</tbody>
</table>

**Submitted Plans** are developments that have submitted applications, but have not yet been approved by Planning Commission and/or City Council. Not tracked separately except for 2002 to 2013; land without approved plans is included along with all other "Raw Land" calculations.

**Raw Land** is land in Tier I shown as "Residential" in the future land use plan without a final plat, preliminary plat, CUP, or PUD. Raw Land includes agricultural land outside of the FEMA floodplain and is calculated at three dwelling units per acre. Raw Land also includes smaller tracts of land calculated at four dwelling units per acre because it is less likely the land will be utilized for facilities such as parks and schools.

***Unspecified Units" include dwelling units in preliminary plans that do not specify the type of dwelling unit that was approved. This total (2,900 units) was added to multi-family for the purpose of this table starting in January 2016.

Source: Lincoln/Lancaster County Planning Department
F:\LongRange\Projects\Residential\Residential Land Inventory and Building\[2016 Dwelling Units by Year.xlsx]2016Citywide Bldg Permit Report 2/24/2016
## Residential Land Inventory

**Report Description:**
New Growth Areas as of January 1, 2016

### Development SubArea*

**A. EXISTING (BUILT)**

<table>
<thead>
<tr>
<th>Development Type</th>
<th>South</th>
<th>West</th>
<th>North</th>
<th>Southwest</th>
<th>East</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>12,870</td>
<td>5,180</td>
<td>5,410</td>
<td>157</td>
<td>2,165</td>
<td>25,782</td>
</tr>
<tr>
<td>Single Family Attached / Duplex</td>
<td>3,241</td>
<td>1,639</td>
<td>1,364</td>
<td>16</td>
<td>651</td>
<td>6,911</td>
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<tr>
<td>Multiple - Family</td>
<td>4,899</td>
<td>1,180</td>
<td>4,699</td>
<td>0</td>
<td>494</td>
<td>11,272</td>
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<tr>
<td><strong>Total Dwelling Units</strong></td>
<td>21,010</td>
<td>7,999</td>
<td>11,473</td>
<td>173</td>
<td>3,310</td>
<td>43,965</td>
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</table>

**B. FINAL PLATTED LOTS**

<table>
<thead>
<tr>
<th>Development Type</th>
<th>South</th>
<th>West</th>
<th>North</th>
<th>Southwest</th>
<th>East</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>853</td>
<td>320</td>
<td>140</td>
<td>22</td>
<td>161</td>
<td>1,496</td>
</tr>
<tr>
<td>Single Family Attached / Duplex</td>
<td>256</td>
<td>27</td>
<td>88</td>
<td>0</td>
<td>69</td>
<td>440</td>
</tr>
<tr>
<td>Multiple - Family</td>
<td>66</td>
<td>96</td>
<td>154</td>
<td>0</td>
<td>0</td>
<td>316</td>
</tr>
<tr>
<td><strong>Total Dwelling Units</strong></td>
<td>1,175</td>
<td>443</td>
<td>382</td>
<td>22</td>
<td>230</td>
<td>2,252</td>
</tr>
</tbody>
</table>

**C. APPROVED PRELIMINARY PLATS, CUPs, PUDs (Units Not Yet Final Platted)**

<table>
<thead>
<tr>
<th>Development Type</th>
<th>South</th>
<th>West</th>
<th>North</th>
<th>Southwest</th>
<th>East</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>1,408</td>
<td>603</td>
<td>1,567</td>
<td>2</td>
<td>534</td>
<td>4,114</td>
</tr>
<tr>
<td>Single Family Attached / Duplex</td>
<td>634</td>
<td>304</td>
<td>335</td>
<td>0</td>
<td>135</td>
<td>1,408</td>
</tr>
<tr>
<td>Multiple - Family</td>
<td>2,320</td>
<td>316</td>
<td>718</td>
<td>0</td>
<td>363</td>
<td>3,717</td>
</tr>
<tr>
<td>Unspecified Dwelling Units ***</td>
<td>1,646</td>
<td>495</td>
<td>82</td>
<td>250</td>
<td>427</td>
<td>2,900</td>
</tr>
<tr>
<td><strong>Total Dwelling Units</strong></td>
<td>6,008</td>
<td>1,718</td>
<td>2,702</td>
<td>252</td>
<td>1,459</td>
<td>12,139</td>
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</table>

**D. TOTAL POTENTIAL ON FINAL PLATTED & PRELIM PLATTED LAND (B+C)**

<table>
<thead>
<tr>
<th>Development Type</th>
<th>South</th>
<th>West</th>
<th>North</th>
<th>Southwest</th>
<th>East</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>2,261</td>
<td>923</td>
<td>1,707</td>
<td>24</td>
<td>695</td>
<td>5,610</td>
</tr>
<tr>
<td>Single Family Attached / Duplex</td>
<td>890</td>
<td>331</td>
<td>423</td>
<td>0</td>
<td>204</td>
<td>1,848</td>
</tr>
<tr>
<td>Multiple - Family</td>
<td>2,386</td>
<td>412</td>
<td>872</td>
<td>0</td>
<td>363</td>
<td>4,033</td>
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<tr>
<td>Unspecified Dwelling Units ***</td>
<td>1,646</td>
<td>495</td>
<td>82</td>
<td>250</td>
<td>427</td>
<td>2,900</td>
</tr>
<tr>
<td><strong>Total Dwelling Units</strong></td>
<td>7,183</td>
<td>2,161</td>
<td>3,084</td>
<td>274</td>
<td>1,689</td>
<td>14,391</td>
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**E. ADDITIONAL POTENTIAL DWELLING UNITS ON RAW LAND**

<table>
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<tr>
<th>Development Type</th>
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<th>West</th>
<th>North</th>
<th>Southwest</th>
<th>East</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unspecified Dwelling Units ***</td>
<td>1,646</td>
<td>495</td>
<td>82</td>
<td>250</td>
<td>427</td>
<td>2,900</td>
</tr>
<tr>
<td><strong>Total Dwelling Units</strong></td>
<td>7,047</td>
<td>2,768</td>
<td>2,739</td>
<td>2,687</td>
<td>9,344</td>
<td>24,585</td>
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**F. GRAND TOTAL POTENTIAL (D+E)**

<table>
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<th>Development Type</th>
<th>South</th>
<th>West</th>
<th>North</th>
<th>Southwest</th>
<th>East</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Dwelling Units</strong></td>
<td>14,230</td>
<td>4,929</td>
<td>5,823</td>
<td>2,961</td>
<td>11,033</td>
<td>38,976</td>
</tr>
</tbody>
</table>

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* Subareas are all in new growth areas within the Future Service Limit (Tier I). Monitoring these growth areas can inform future infrastructure and land use decisions.

** "Raw Land" is land in Tier I shown as "Residential" in the future land use plan without a final plat, preliminary plat, CUP, or PUD. Raw Land includes agricultural land outside of the FEMA floodplain and is calculated at three dwelling units per acre. Raw Land also includes smaller tracts of land calculated at four dwelling units per acre because it is less likely that developable land will be utilized for facilities such as parks and schools.

* "Unspecified Units" include dwelling units in preliminary plans that do not specify the type of dwelling unit approved.

Source: Lincoln/Lancaster County Planning Department

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*Subareas are all in new growth areas within the Future Service Limit (Tier I). Monitoring these growth areas can inform future infrastructure and land use decisions.

** "Raw Land" is land in Tier I shown as "Residential" in the future land use plan without a final plat, preliminary plat, CUP, or PUD. Raw Land includes agricultural land outside of the FEMA floodplain and is calculated at three dwelling units per acre. Raw Land also includes smaller tracts of land calculated at four dwelling units per acre because it is less likely that developable land will be utilized for facilities such as parks and schools.

* "Unspecified Units" include dwelling units in preliminary plans that do not specify the type of dwelling unit approved.

Source: Lincoln/Lancaster County Planning Department
Subject: Urban Design Committee

The Urban Design Committee meeting regularly scheduled for Tuesday, March 1, 2016 has been canceled. The Urban Design Committee will be holding a joint meeting with Historic Preservation Commission on Thursday, March 17, 2016 at 1:30 p.m. in Room 113 of the County-City building. The Urban Design Committee will hold their separate meeting after the joint meeting.

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

Teresa McKinstry
Lincoln-Lancaster Co. Planning Dept.
555 S. 10th St., Ste. 213 * Lincoln NE  68508
402-441-6164
Paving Repairs in Grand Terrace 1st Addition
Executive Order No. 84671

Dear Residents:

Over the past many months the City of Lincoln and the developer of your neighborhood, Starostka-Lewis Inc., along with their engineering firm, paving, and utility contractors have been working on determining the cause of the paving failures for South 81st St. and Mandalay Drive. Unfortunately this has been a lengthy process when many parties are involved. In this case the root cause has pointed to utility trench settlement. The developer is facilitating the necessary repairs and work is scheduled to start later this week.

Walton Construction Company Inc. of Lincoln has been contracted for the work. During this time you may temporarily lose vehicle access to your driveway if it is located within the repair area. The contractor will work continuously to keep these closings to a minimum and only one side of the street will be worked on at a time to help maintain access. Should you have any questions or special access needs please contact us and we will be happy to assist you.

Thank you for your patience.

City of Lincoln: Tim Byrne
Engineering Services
402-416-5342
tbyrne@lincoln.ne.gov

For the Developer: Mike Eckert
Civil Design Group, Inc.
402-770-4850
meckert@civildg.com

Contractor: Ken Walton
Walton Construction, Inc.
402-499-3742

Chuck Wagner
Walton Construction, Inc.
402-499-7956
February 23, 2016

27th St. Pavement and Joint Repair  
Hwy 2 to Woods Blvd.  
Project # 540033

The City of Lincoln, in partnership with TCW Construction and Alfred Benesch & Company, will resume construction the week of February 28th, 2016 on a concrete pavement repair project along 27th Street between Highway 2 and Woods Blvd. Minimal work in both the north and south bound lanes remain and is expected to be completed within 1 week.

Work will be completed under lane closures. A minimum of one lane will be open to northbound and southbound traffic at all times. Access to adjacent properties will be maintained and any access restrictions will be coordinated with the property owner. Properties with multiple entrances will have one entrance open at all times, unless otherwise agreed to by the property owner. Access for emergency vehicles will be maintained at all times. Pedestrian access to businesses, residences and trails should not be impacted.

This pavement preservation project will help maintain and improve the driving surface of the existing roadway. Improvements are needed based upon overall conditions, visual inspections and pedestrian curb ramps that do not meet current Federal and local standards.

Information on the 27th St. Pavement Repair Project is available on the City’s website at www.lincoln.ne.gov (keyword: 27th). If you have questions or concerns, please feel free to contact:

James Puls, Construction Project Manager  
City of Lincoln, Engineering Services  
Phone: 402-525-5641  
Email: jpuls@lincoln.ne.gov

Steve Ragoss  
TCW Construction  
Phone: 402-430-3431  
Email: sragoss@tcwconstruction.com
February 23, 2016

27th St. Pavement and Joint Repair
Holdrege St. to Alpha St.
Project # 540033

The City of Lincoln, in partnership with TCW Construction and Alfred Benesch & Company, will begin construction the week of February 29th, 2016 on a concrete pavement repair project along 27th Street. The work is scheduled to begin at 27th & Holdrege St. and continue south to Alpha St. over the course of the year. Weather permitting, concrete pavement repair work is expected to be complete by November 2016 with final completion of the project in May of 2017.

Work will be completed under lane closures which are expected to begin Monday, February 29th. A minimum of one lane will be open to northbound and southbound traffic at all times. Access to adjacent properties will be maintained and any access restrictions will be coordinated with the property owner. Properties with multiple entrances will have one entrance open at all times, unless otherwise agreed to by the property owner. Access for emergency vehicles will be maintained at all times. Pedestrian access to businesses, residences, and trails will be maintained throughout the duration of the project. Alternate pedestrian routes and or detours will be provided during the reconstruction of curb ramps. All lanes will be open to traffic during the winter months.

This pavement preservation project will help maintain and improve the driving surface of the existing roadway. Improvements are needed based upon overall conditions, visual inspections and pedestrian curb ramps that do not meet current Federal and local standards.

Information on the 27th St. Pavement Repair Project is available on the City’s website at www.lincoln.ne.gov (keyword: 27th). If you have questions or concerns, please feel free to contact:

James Puls, Construction Project Manager
City of Lincoln, Engineering Services
Phone: 402-525-5641
Email: jpuls@lincoln.ne.gov

Steve Ragoss
TCW Construction
Phone: 402-430-3431
Email: sragoss@tcwconstruction.com
During recent years our office has been involved in many conversations concerning common milkweed and its relationship to the decline of the Monarch butterfly.

Let me be clear; milkweed will NEVER become a “noxious weed” in Nebraska. One of the criteria for a plant to be considered noxious in Nebraska is; it has to be a non-native plant. The term “noxious” requires a landowner to control the plants on their property. Milkweed is a native plant in the United States and will NOT be considered a noxious plant in Nebraska. Long considered a problem weed in agriculture, milkweed was considered a pest plant. In most cases farmers would try almost anything to eradicate milkweed from their fields.

According to the National Wildlife Federation, the monarch butterfly population in North America has plummeted by over 90% in just the last 20 years. Destruction of America’s grasslands ecosystems, commercial agricultural practices and even conventional gardening have all contributed to the precipitous decline of this iconic species. One of the biggest factors in monarch decline is the increasing scarcity of its caterpillar host plant: milkweed. Without milkweed, monarchs can’t successfully reproduce and the species declines.

Over-wintering monarch butterflies in Mexico begin to make the journey north to the United States in early spring. Soon after they leave Mexico, pairs of monarchs mate. As they reach the southern United States, females will look for available milkweed plants to lay eggs, hatching into caterpillars who feed on the available milkweed plant.

The adult monarchs continue the journey north that was left unfinished by their parents. Each year, about five generations will be born to continue migrating north. It is only the last generation, born in late summer that will live eight months and migrate back to Mexico to start the cycle over again.

National Invasive Species Awareness Week

National Invasive Species Awareness Week is scheduled for February 21st – 27th, 2016. Experts with the Weed Science Society of America (WSSA) report invasive weeds alone represent a multibillion dollar annual drain on our economy “It is extremely important that we educate ourselves, become mindful of invasive species and use what we know to guide our actions throughout the year,” says Lee Van Wychen, Ph.D., science policy director of WSSA. National Invasive Species Week organizers suggest the following tips for staying informed and making wise decisions: Learn about invasive species, especially those found in your area. Clean hiking boots, waders, boats and trailers, off-road vehicles and other gear to stop invasive species from hitching a ride to a new location.
2015 Noxious Weed Locations

Map Key
- Phragmites
- Saltcedar
- Leafy spurge
- Purple loosestrife
- Canada thistle
- Teasel
- Knotweed
- Sericea lespedeza
- Musk thistle
Thomas:

Just finished a call from Bryan Chrastil (402-601-0295 and copied on this email) concerning a lengthy back-up in the 56th & Old Cheney/Hwy 2 area. From his description of railroad crossing arms being activated and a railcar vehicle nearby, it would appear the railroad owning that track was performing some form of maintenance.

Regardless, it inconvenienced motorists for at least 15 minutes. Bryan was able to contact the police and a cruiser appeared and subsequently directed traffic.

Thank you in advance for checking into this matter. If it was railroad personnel or a subcontractor (Bryan mentioned a truck with “Kelly” on it), there should have been advance notice to assist in causing the least amount of inconvenience to motorists and to provide a “safe” situation. Bryan mentioned visiting with an elderly lady who was a bit shaken by the ordeal.

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
Councilman Camp and Mr. Chrastil,

I have forwarded this to Roger Figard for staff to follow up on. Thank you for letting us know of the situation.

Thomas Shafer
Interim Director of Public Works & Utilities
402-525-5644

From: Jon Camp [mailto:joncamp@lincolnhaymarket.com]
Sent: Tuesday, February 23, 2016 2:36 PM
To: Thomas S. Shafer <tshafer@lincoln.ne.gov>bryanchrastil@gmail.com
Subject: 56th & Old Cheney--Railroad crossing
Importance: High

Thomas:

Just finished a call from Bryan Chrastil (402-601-0295 and copied on this email) concerning a lengthy back-up in the 56th & Old Cheney/Hwy 2 area. From his description of railroad crossing arms being activated and a railcar vehicle nearby, it would appear the railroad owning that track was performing some form of maintenance.

Regardless, it inconvenienced motorists for at least 15 minutes. Bryan was able to contact the police and a cruiser appeared and subsequently directed traffic.

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Office: 402.474.1838/402.474.1812
Fax: 402.474.1838; Cell: 402.560.1001
Email: joncamp@lincolnhaymarket.com
Councilman Camp and Mr. Chrastil,

Here is what was received from OPPD’s Rail Manager:

I was made aware of this incident late this afternoon. OPPD’s general rail maintenance contractor, Kelly-Hill Company, was moving materials nearby in preparation for some planned work in late March. I understand the signal was inadvertently activated, and Kelly-Hill worked then to quickly take the signal out of service. This required some phone coordination with their signal contractor. I was told the gates were down for roughly 5 minutes, but it looks like the report you received below indicates it was longer. I will talk more with Kelly-Hill tomorrow on the incident. The work being planned in March is to replace a number of the crossing panels. We are coordinating this with the city’s engineering staff to ensure coordination with the other work on 56th.

It appears the signal was accidently activated and took some time to sort out how to address. Normally there would be coordination and notification when work affecting the traveling public is planned, but in this case it was not anticipated to be the case in this instance. We have been and will continue to be working with them on this upcoming project in March.

I hope my response has adequately address the concerns raised, please let me know if you need any additional information.

Thomas Shafer
Interim Director of Public Works & Utilities
402-525-5644
Council Packet

Subject: 56th & Old Cheney--Railroad crossing

From: Roger A. Figard
Sent: Wednesday, February 24, 2016 11:03 AM
To: ‘Jon Camp’ <joncamp@lincolnhaymarket.com>; 'bryanchrastil@gmail.com' <bryanchrastil@gmail.com>
Cc: Mary M. Meyer <mmmeyer@lincoln.ne.gov>; Thomas S. Shafer <tshafer@lincoln.ne.gov>; 'BOWERS, JEREMY A' <jbowers@oppd.com>; Zachary J. Becker <zbecker@lincoln.ne.gov>; Shane R. Dostal <sdostal@lincoln.ne.gov>; Gaylon R. Masek <GMasek@lincoln.ne.gov>; ‘Wolfe, Allen E’ <Allen.Wolfe@bnsf.com>; Melissa M. Ramos-Lammli <mramos@lincoln.ne.gov>
Subject: RE: 56th & Old Cheney--Railroad crossing
Importance: High

Councilman Camp and Mr. Chrastil,

Thank you for your inquiry on this issue. The RR tracks west of 56th street are owned and operated by the BNSF. OPPD owns and operates the actual crossing in 56th street and Old Cheney Road and the RR tracks on east to Nebraska City. I contacted both railroads last night and received the following prompt response from Jeremy Bowers, Manager of Rail Operations & Maintenance, OPPD.

Roger,

I was made aware of this incident late this afternoon. OPPD’s general rail maintenance contractor, Kelly-Hill Company, was moving materials nearby in preparation for some planned work in late March. I understand the signal was inadvertently activated, and Kelly-Hill worked then to quickly take the signal out of service. This required some phone coordination with their signal contractor. I was told the gates were down for roughly 5 minutes, but it looks like the report you received below indicates it was longer.

I will talk more with Kelly-Hill tomorrow on the incident. Let me know what additional information you need on this. The work being planned in March is to replace a number of the crossing panels. We are coordinating this with the city’s engineering staff (Zach Becker, Shane Dostal) to ensure coordination with the other work on 56th.

Jeremy

OPPD and the City have been working together to coordinate the needed crossing repair for this crossing for some time, as we are continuing our work on the South 56th Street Paving project. In this case it appears the gate closers were accidental and not part of a planned work effort. Hence no advance warning. And OPPD worked diligently to correct the issue after it occurred. Both Public Works and OPPD will continue to work together to plan the needed work in late March and to also avoid incidents like the one yesterday. The proposed work to improve the crossing in late March will be publicized and made known for the public prior to any closers.

We apologize for the delays caused and inconvenience to you and our traveling public. Please feel free to contact me with additional questions or concerns.

Roger A. Figard, P.E.
City Engineer
City of Lincoln, Nebraska
949 West Bond St. #200
Lincoln, NE 68521
402-441-7711 General Office; 402-441-1641 Direct
All

I received a phone call about this around 2:10pm yesterday. I was unaware at the time what was going on out there and when I looked at the traffic cams everything seemed to be fine. I talked with Larry Jochum about it and he checked his information and confirmed they were out there on and off every few minutes for a little while. We are scheduled to meet with OPPD on March 4th at 9:30am to discuss the following.....

OPPD will be replacing some of the precast panels located in the railroad crossing through the 56th & Old Cheney intersection. They have All Roads on board for traffic control, and we requested to meet onsite before they plan to do this work to reiterate the need for quality traffic control given this falls within the 56th St. detour. The panels have become a safety issue for motorists, so this should help smooth over any concerns on the federal aid side of the 56th St. project.

Jeremy Bowers at OPPD informed us that their contractor had planned to perform this work on Sunday, March 27 – it turns out this is Easter Sunday, so he is verifying if this is correct or whether they will actually perform the work on Sunday, March 20 or on Sunday, April 3. I think performing this work on a Sunday will be ideal to work with lower traffic volumes, which may allow them to complete the work in one day.

Let me know if there are any questions or concerns.
Thanks.
Thanks to all for your immediate attention to this situation and being proactive for future work.

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

Website: www.lincolnhaymarket.com

Check our reception and event venues at:

http://www.facebook.com/pages/Apothecary-Lofts-Ridnour-Rooms/173175799380032
Dear Councilman Camp,

I am a conservative and a Republican. I have voted for you since I moved into your district in 2010. As a conservative, I generally oppose additional taxes and fees; but, I also recognize that we absolutely have to maintain and upkeep our infrastructure or we will suffer as a city. The upcoming stormwater bond is incredibly important for the City of Lincoln. As you know, the city does not provide a dedicated source of funding for stormwater projects and the only way to fund these projects is a stormwater bond. If a bond is not placed on the ballot, or not passed by the voters, we will all suffer from it. Imagine we never fixed potholes or repaired our roads. That is in effect the same thing we’d be doing for our storm sewers and drainage systems if we don’t put forth and pass a stormwater bond. The only alternative is to put forward a permanent stormwater utility fee (tax). Since we have to fix our drainage infrastructure, not supporting the bond issue is the same thing as supporting new taxes. In addition to the more immediate infrastructure needs, the stormwater bond is also needed to support research into reducing flooding along Salt Creek, which would remove a tremendous burden on the city and open up new horizons for economic development. As a fellow conservative, I’m asking you to please set aside politics on this issue and do what is right for the City of Lincoln. Please support the bond issue.

Thanks!

Carter Hubbard | Water Resources | Olsson Associates
601 P Street, Suite 200 | Lincoln, NE 68508 | chubbard@olssonassociates.com
TEL 402.474.6311 | DIR 402.458.5948 | CELL 402.429.2542 | FAX 402.474.5063

Please consider the environment before printing this email.
Good day City Council members:

At the February 8th SouthPointe/Scheels public hearing, RED committed to the City Council that RED would continue working with Phil White and the reactivated neighborhood association. Jeff McMahon and I reached out and requested face to face meetings on four occasions, but instead, Mr. White choose to conduct the dialogue between the neighbors and RED through a series of emails. We want to highlight for you the key communication points in the emails:

1. **Vacuum Truck Operation Hours** – SouthPointe used to run the vacuum truck in the early mornings and now SouthPointe has the vacuum truck running at much later morning times.

2. **Snow Removal Hours** – Similar to the vacuum truck mentioned above, SouthPointe is now trying to avoid late night or early morning snow removal near the residential properties, if weather storm timing allows.

3. **Irrigation of 100’ Landscape Buffer** – RED has included as a condition in the Amended Use Permit to install an irrigation system in the north buffer area which should make for a significant improvement in the health and vitality of the existing and new landscaping and turf materials.

4. **New Landscaping** – As part of the Amended Use Permit, RED has committed to adding a large amount of new landscaping and berming directly north of the proposed Scheels to aid in shielding the building to the adjacent properties. Furthermore, RED has offered to the impacted neighbors that they are welcome to be part of the process locating where the trees should go. As part of that process RED will do a survey of the entire existing berm to replace any dead or unhealthy trees and plug any key remaining vegetation gaps.

5. **Site Lighting** – It was brought to RED’s attention by several neighbors that there are several light poles and illuminated bollards that can easily be seen from certain neighbors’ yards. RED has met with those neighbors individually and have provided shields to screen those light sources.

6. **Building Lighting** – There will not be any exposed exterior light sources on the north side of the Scheels building and parking garage. Any lighting will have shrouds on them or it will be indirect lighting so that the lighting will not be unsightly to the neighborhood. There will be a small amount of lighting for security of the buffer and walkway areas.

7. **Maintenance of Bike Trail** – Even though the City has the responsibility and liability of maintaining the bike trail, RED has committed to help monitor the maintenance quality and assist in any way RED can if additional maintenance is needed during cold winter months.

8. **South 32nd Street Improvements** – Based upon the City Public Works Department’s recommendations, RED will fund several South 32nd Street improvements to help the traffic flow in and out of the neighborhood. The improvements include (i) resequencing the traffic signal and reconfiguring the turn lanes at 32nd and Pine Lake Road to allow faster neighborhood exiting onto Pine Lake Road and (ii) bike trail crosswalk table and street narrowing to help slow down traffic and provide a safer crossing for trail users.
9. **Parking Garage Privacy Screening** -- As part of the architectural design of the Parking Garage, RED will work with the impacted neighbors to address additional screening to minimize parkers from directly viewing into the neighbors’ back yards, while meeting the necessary building code ventilation requirements.

10. **Summertime Sun Reflection** – It was brought to RED’s attention that at least one of the neighbors is experiencing direct sun reflection into their windows from the Scheels’ building during the month of July. One of the advantages of tearing down the existing Scheels in 2 years will be the elimination of the glare. In the meantime RED has agreed to meet with any affected neighbors this July to identify which windows are causing the reflection and investigate a new window treatment over that window to eliminate the glare on any homes for the next few years. Once the new Scheels is done, RED hopes no reflections happen. If/when it does, RED will do the same analysis and treatment of glass to eliminate it.

11. **Barnes and Noble Sign** — The neighbors have suggested that the Barnes and Noble’s sign facing north to the neighborhood should be non-illuminated. Barnes and Noble’s illuminating sign is permitted in its written lease and by the City zoning requirements. Recognizing these rights, RED will approach Barnes and Noble to see if the sign can become non-illuminating or put on a timer so the lighting is turn off when the store is closed for business.

12. **Scheels West and East Signs** — The neighbors have requested that Scheels not locate any illuminating signs on the west and east side of the Scheels store. Scheels has agreed not to install a sign on the west side of the store. Scheels has agreed to take the request to eliminate the illuminating sign on the east side to its Board of Directors for consideration, including whether the sign could be put on a timer.

13. **Security and Installing Additional Pipe Rail Fencing Along The Bike Trail** — Over the years, there have been incidents of SouthPointe patrons cutting through neighbors’ yards. In one reported incident, the trespass included a shop lifter that was being chased by security officials and later arrested. RED believes the City installed the original pipe rail fencing along most, but not all sections of the original trail. Mr. White has suggested plugging in certain missing sections. RED is willing to meet with City Parks and Recreation and the neighbors to discuss whether certain missing sections should be plugged or other potential landscaping or fencing solutions would help provide additional security to those specific neighbors that feel there is a security issue.

14. **Continue Meetings** -- Pursuant to the good neighbor policy, RED has pledged to the interested neighbors that RED will continue to work on the raised concerns that RED can control after the City Council decisions. RED has proposed monthly or bi-monthly meetings as follow-through and during construction to verify that issues are being addressed and any new issues that RED can control will be timely solved.

Please let us know if you have any follow-up questions.

Best regards,

Kent

---

Kent Seacrest
Seacrest & Kalkowski, PC, LLO
1111 Lincoln Mall, Suite 350
Lincoln, NE 68508
(402) 435-6000 Tel
(402) 435-6100 Fax
kent@sk-law.com

WARNING/CAUTION: This e-mail and any files transmitted with it are strictly confidential and are intended solely for the use of the individual or entity to whom it is addressed. This communication may contain material protected by lawyer-
client privilege. If you are not the intended recipient or the person responsible for delivering the e-mail to the intended recipient, be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail and any file attachments is strictly prohibited. If you have received this e-mail in error, please immediately notify us by a collect telephone call to (402) 435-6000 or by reply e-mail to the sender. You must destroy the original transmission and its contents.
I would like to voice my opposition to the construction of Dino's Storage near the Northern Lights Neighborhood. As a homeowner, tax payer, registered and active voter, and concerned citizen for my neighborhood I respectively ask that this building permit Not Pass Lincoln City Council vote on Monday, February 29th. This area should be reserved for a business to benefit the growth of this neighborhood such as shopping, dining, or entertainment. As an elected official by the citizens of Lincoln please support the neighborhood in voting No for Dino's Storage. If you would like to visit further please contact me at 402-750-5381 or email.

Thank you for your time,

Brock Zautke
2000 Connor Place
Mr. Zautke

Thank you for your correspondence. I appreciate your concerns and will pass your email on to my colleagues on the council.

Sincerely,
Cyndi Lamm
Lincoln City Council
District 1/NE Lincoln

Ms. Lamm,

I would like to voice my opposition to the construction of Dino's Storage near the Northern Lights Neighborhood. As a homeowner, tax payer, registered and active voter, and concerned citizen for my neighborhood I respectively ask that this building permit Not Pass Lincoln City Council vote on Monday, February 29th. This area should be reserved for a business to benefit the growth of this neighborhood such as shopping, dining, or entertainment. As an elected official by the citizens of Lincoln please support the neighborhood in voting No for Dino's Storage. If you would like to visit further please contact me at 402-750-5381 or email.

Thank you for your time,

Brock Zautke
2000 Connor Place
February 22, 2016

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

Dear City Council Members:

The Board of Directors for Fresh Start, a transitional shelter for homeless women, supports extending service hours for StarTran. The extension of StarTran’s service hours would have an immediate positive impact for Fresh Start residents and alumna, as well as many other Lincoln community members, who rely on city bus service for their transportation needs. We ask that extended service hours receive uppermost priority when you next vote on StarTran changes. In addition to later evening and Sunday service, other beneficial StarTran priorities could include improving north-south transit, adding a second hub that eliminates the need for downtown transfer, and increasing funding for such improvements.

At least 60% of the women at Fresh Start rely on StarTran buses as their only means of consistent transportation, and use StarTran ‘low income’ passes to do so. Our residents work hard to overcome barriers to their self-sufficiency by securing employment and/or receiving additional schooling (typically beyond the high school level). These women already have limited employment prospects, further restricted by their inability to travel to and from jobs or school when evening or Sunday hours are required. Lack of transportation, rather than unwillingness, often prevents them from achieving goals that — for many of us with vehicles — is more of a straightforward process. Classes at locations like SCC’s east Lincoln campus can present similar scheduling challenges. Our residents are encouraged to tap into other programs and services offered in Lincoln to maximize their efforts towards self-sufficiency; current StarTran service hours can limit access to these opportunities as well.

The wonderful and free health care services provided by Clinic with a Heart (CWAH) are a great asset for the uninsured and underinsured in this community. However, Fresh Start residents rarely go there because of the timing; residents can get to CWAH but cannot get back to Fresh Start via the bus. The walk home is seven miles. Even free entertainment can be off-limits to our residents because timing of events is often after StarTran service hours.

We understand you have difficult decisions to make and do not envy you with respect to such an important responsibility. We see many benefits for some of Lincoln’s most vulnerable citizens in providing extended service hours for public transit. For the women living at Fresh Start, it would mean more opportunities to achieve self-sufficiency. Extending service hours for community members who depend upon public transit — by either necessity or choice — is the responsible and right thing to do.

On behalf of the Board of Directors,

Cynthia S. Peterson
Past President
/csp
Mary M. Meyer

From: JJ Yost  
Sent: Thursday, February 25, 2016 12:09 PM  
To: 'decoratorwannbe@msn.com'  
Cc: Jerry J. Shorney; Angela Chesnut; Mary M. Meyer; Chris L. Myers  
Subject: RE: Centennial Mall walkway

Susan,

The Lincoln Parks & Recreation Department (LPR) is responsible for the operation and maintenance of Centennial Mall. As the major Mall renovation efforts are completed on a block-by-block basis and it is deemed safe for public use, the Mall is being opened back up to public access. This has been the recent case with the L-M block of the Mall that just happens to be located between the State Office Bldg. and the State’s associated parking garage. Unfortunately, LPR does not have the resources required to clear internal pathways and plaza spaces at park facilities located throughout the community. We do make every effort possible to clear the primary walkways along park perimeters and those sidewalks and trails that serve as direct routes to/from schools. In the case of this new central plaza space on the Mall, it includes a decorative pavers, interpretive/educational information and a water fountain features that are intended for seasonal use/operation. We are not able to clear the plaza of snow and ice and thus find it necessary to close it for the winter season. While it will be identified as closed for public safety purposes, the public will not be prevented from using it at their own discretion.

Please note that the designated path of travel between the State Office Bldg. and parking garage consists of the primary sidewalks along the east and west sides of the Mall and the sidewalk along the south side of M Street.

Thank you, J.J. Yost  
Planning & Construction Manager  
Lincoln Parks & Recreation

From: Susan Zabel [mailto:decoratorwannbe@msn.com]  
Sent: Thursday, February 11, 2016 1:46 PM  
To: Jon Camp  
Subject: Centennial Mall walkway

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
DIRECTORS’/ORGANIZATIONAL AGENDA
ADDENDUM
MONDAY, FEBRUARY 29, 2016

I. CITY CLERK

II. MAYOR CORRESPONDENCE
1. NEWS RELEASE. Libraries celebrate “Read Across America” day.
2. NEWS ADVISORY. Mayor Beutler’s public schedule for the week of February 27th and March 4, 2016.
3. NEWS RELEASE. Public invited to volunteer at Union Plaza and Sherman Field.

III. DIRECTORS

FINANCE/TREASURER

PLANNING DEPARTMENT
1. Letter from the Downtown Lincoln Association (DLA) in support for approval of the program agreement with the NDOR for the bike share project.

IV. COUNCIL MEMBERS

JON CAMP
1. Eric Bookstrom writing in support of the StormWater Bond issue.
2. JoAnn Murphy writing a thank you for serving and working on the City Council.
3. Rick Wagner, Lincoln Tool and Design, on the Storm Water Bond, pointing out concerns of flooding.

V. CORRESPONDENCE FROM CITIZENS
1. Councilman Camp replying to Brock Zautke regarding Dino’s Storage Northern Lights Addition.
2. Max Nelson writing because of the Southpointe “Parking Assessment” tax he, and his family, will not be shopping at Southpointe Shopping Center. Appalled that taxpayers help pay for private development.
3. David Haring, Lincoln Airport Director, pointing out how the proposed water bond is critically important.

VI. ADJOURNMENT
LIBRARIES CELEBRATE “READ ACROSS AMERICA” DAY

Lincoln City Libraries (LCL) invites the public to celebrate “Read Across America” Day next week. The annual reading awareness program calls on all children to celebrate reading on March 2, the birthday of children’s author Dr. Seuss. LCL and the Nebraska Literary Heritage Association are hosting free “Seuss-abrations” with storytelling, crafts and other activities at two locations:

- 5 to 7 p.m. March 2 at Williams Branch Library, 5000 Mike Scholl Street
- 6 to 7:30 p.m. March 3 at Walt Branch Library, 6701 S. 14th Street

For more information on Lincoln City Libraries, visit lincolnlibraries.org.
Mayor Beutler’s Public Schedule
Week of February 27 through March 4, 2016
Schedule subject to change

Saturday, February 27
• Retirement celebration for Police Chief Jim Peschong, remarks - 4 p.m. (Event begins at 3 p.m.), Sesostris Shrine Reception Hall, 1050 Saltillo Road

Tuesday, March 1
• Sheldon Collection Talk, remarks - 5:30 p.m., Sheldon Museum of Art, 12th and “R” streets

Wednesday, March 2
• HOME Real Estate and Woods Bros Realty Cook-off for Cancer to benefit American Cancer Society, serve as celebrity judge - 11:30 a.m., Hillcrest Country Club, 9401 “O” St.
PUBLIC INVITED TO VOLUNTEER
AT UNION PLAZA AND SHERMAN FIELD

The public is invited to participate in a work day from 9 a.m. to noon Saturday, March 12 at Union Plaza, 21st and “Q” streets, or Sherman Field, 1st and South streets. Work will focus on cutting back ornamental grasses, raking leaves, mulching and routine landscape bed cleanup. The groups will meet at each park for training prior to beginning landscaping work. The event is the second in the V.I.P. (Volunteer in Parks) Saturday series for 2016, and both current and new volunteers are welcome.

To register, send an email to ParksVolunteers@lincoln.ne.gov. New volunteers are asked to fill out the volunteer application form and bring it to the event or submit it with their registration. The form is available at parks.lincoln.ne.gov. (Click on “volunteer,” then download the application from the list on the right.) If weather affects the event, all registrants will be notified of the rain/snow date. Volunteers are asked to bring gloves and wear sturdy shoes. Tools and materials will be provided.

For more information about Lincoln Parks and Recreation, visit parks.lincoln.ne.gov.
OFFICE OF TREASURER, CITY OF LINCOLN, NEBRASKA

February 29, 2016

TO: MAYOR CHRIS BEUTLER & CITY COUNCIL MEMBERS

FROM: FINANCE DEPARTMENT / CITY TREASURER

SUBJECT: MONTHLY CITY CASH REPORT

The records of this office show me to be charged with City cash as follows at the close of business January 31, 2016

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<th>Description</th>
<th>Amount</th>
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<td>Balance Forward</td>
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<td>Plus Total Debits January 1-31, 2016</td>
<td>$35,897,223.11</td>
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<tr>
<td>Less Total Credits January 1-31, 2016</td>
<td>$(27,977,532.53)</td>
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<tr>
<td><strong>Cash Balance on January 31, 2016</strong></td>
<td><strong>$284,694,963.61</strong></td>
</tr>
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I desire to report that such City cash was held by me as follows which I will deem satisfactory unless advised and further directed in the matter by you.

- **U. S. Bank Nebraska, N.A.** $1,188,576.02
- **Wells Fargo Bank** $(109,317.94)
- **Wells Fargo Bank Credit Card Account** $(98,173.08)
- **Cornhusker Bank** $67,836.50
- **First Nebraska Bank** $4,292.41
- **Pinnacle Bank** $157,778.34
- **Union Bank & Trust Company** $64,939.46
- **West Gate Bank** $58,505.75
- **Idle Funds - Short-Term Pool** $109,274,778.45
- **Idle Funds - Medium-Term Pool** $173,670,068.39
- **Cash, Checks and Warrants** $435,679.31

**Total Cash on Hand January 31, 2016** $284,694,963.61

The negative bank balances shown above do not represent the City as overdrawn in these bank accounts. In order to maximize interest earned on all City funds, deposits have been invested prior to the Departments' notification to the City Treasurer's office of these deposits; therefore, these deposits are not recorded in the City Treasurer's bank account balances at month end.

I also hold as City Treasurer, securities in the amount of $21,993,093.39 representing authorized investments of the City's funds.

**ATTEST:**

Teresa Meier, City Clerk

Joel Wittrock, Assistant City Treasurer
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<th>DESCRIPTION</th>
<th>CUSIP</th>
<th>MATURITY DATE</th>
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February 26, 2016

Mr. Trent Fellers, Chair,
Ms Leirion Gaylor Baird
Mr. Jon Camp
Mr. Roy Christiansen
Mr. Carl Eskridge
Ms Cyndi Lamm
Ms Jane Raybould

Lincoln City Council
555 South 10th Street
Lincoln, NE  68508

RE: Bike Share Project

Dear City Council Members:

The Downtown Lincoln Association (DLA) wishes to express support for approval of the program agreement with the NDOR for the bike share project. The DLA staff has been involved with the Bike Share Coalition for nearly two years now, giving us an in depth look at how an operation like this would work.

Bike sharing provides an economical and convenient system to use bikes for trips that are too far to walk but too short to drive. A successful bike share system allows users to run errands, grab a quick lunch, get to their meetings faster and simply enjoy the fresh air. After testing Omaha’s Bike Share (Heartland B-cycle) and researching other cities that have implemented an equivalent system, we are confident that Lincoln can operate a successful program.

Implementing a Bike Share program would provide a huge boost to our city’s transportation system. Adding 100 bikes to the area benefits several members of our community including residents, employees, visitors and students. This system would create an opportunity for all of those groups to not only explore our city and the downtown area, but also travel to their desired destinations with ease.

Downtown is continually expanding, which has created several destination points that many would feel are too far to walk or too short to drive. This system would help bridge that transportation gap and create a wonderful new pedestrian accelerator.
It is for these reasons that we respectfully urge you to approve the program agreement for the bike share project. Thank you for your thoughtful consideration and for your continued support of the Lincoln community.

Sincerely,

Terry Uland, President  Bryan Sullivan, Chair
Downtown Lincoln Association  Downtown Lincoln Association

C:  Mayor Christ Beutler, City of Lincoln
    David Cary, Acting Director Planning Dept.
John,
I am writing you this email to seek your support for the up coming city council vote for the City of Lincoln Storm Water Bond Issue. H.R. Bookstrom Construction Inc. has for many years done storm sewer bond work for the City of Lincoln and believe the City needs to continue upgrading and maintaining the city storm sewer system.

Please vote for putting the storm water bond issue on the May ballot Monday.

Sincerely,

Eric Bookstrom,
Vice President, H.R. Bookstrom Construction Inc.
JUST A NOTE TO THANK YOU FOR ALL YOU DO FOR THE CITIZENS OF LINCOLN SERVING ON THE CITY COUNCIL. IF ONLY THE MAYOR WAS WISE ENOUGH TO SEE THE VALIDITY IN YOUR PROPOSALS. BUZZ
Dear Councilman Camp,

Just wanted to drop you a quick email and highlight some of the main points of concern I have on this bond issue that you are being asked to put on the ballot.

1. Lincoln Tool & Design employees 43 people, provides quality jobs with good benefits with an annual payroll of approximately 2.5 million dollars plus benefits.
2. Lincoln Tool & Design pays annual property and real estate taxes of approximately 40 thousand dollars.
3. The flooding issue we have started in 2005 and has been worse in recent years due to deterioration of the creek channel and commercial development in the area it drains.
4. Should we get into a weather pattern of repeated heavy rains similar to what has been happening in areas to the south of Nebraska, our ability to remain in business would be in jeopardy.
5. There should be concern for public safety as anyone driving into these flood waters would not realize that the water depth gets to about 4 feet or more at street level in some places.
6. We have been assured that there are FEMA funds available at this time, which along with the NRD contribution will keep the share that the city needs to contribute to a minimum.
7. My understanding is that without the FEMA funds that this project will likely never happen, and that a delay to a later date of committing the city share of funds may result in the FEMA funds being diverted elsewhere.

Thank you for your time and consideration. I know there are other issues than what directly affects our company on this bond. Hopefully the city council and the administration can work together to negotiate and address those issues so that the citizens of Lincoln will have the opportunity to vote on the bond.

Regards,

Rick Wagner
(402) 464-2166 P
(402) 464-2178 F
rwagner@lintool.com

For more information regarding our company, please visit www.lintool.com
Subject: Dino’s Storage Northern Lights Addition

From: Jon Camp [mailto:joncamp@lincolnhaymarket.com]
Sent: Tuesday, February 23, 2016 8:51 AM
To: bzautke@gmail.com
Cc: Mary M. Meyer
Subject: Dino’s Storage Northern Lights Addition

Brock:
Thanks for your email on the proposed Dino’s Storage project. I have been reviewing this matter and am still undecided. While I appreciate the alterations that the project owners have made, this is still a large structure and lacks complementary size features when compared to adjacent businesses and nearby residential neighborhoods.

Best regards,
Jon

JON A. CAMP
Haymarket Square/CH, Ltd.
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
Website: www.lincolnhaymarket.com
Check our reception and event venues at: https://www.facebook.com/pages/Apothecary-Lofts-Ridnour-Rooms/173175799380032

From: Brock Zautke [mailto:bzautke@gmail.com]
Sent: Monday, February 22, 2016 2:50 PM
To: Jon Camp
Subject: Dino’s Storage Northern Lights Addition

Mr. Camp,

I would like to voice my opposition to the construction of Dino's Storage near the Northern Lights Neighborhood. As a homeowner, tax payer, registered and active voter, and concerned citizen for my neighborhood I respectively ask that this building permit Not Pass Lincoln City Council vote on Monday, February 29th. This area should be reserved for a business to benefit the growth of this neighborhood such as shopping, dining, or entertainment. As an elected official by the citizens of Lincoln please support the neighborhood in voting No for Dino's Storage. If you would like to visit further please contact me at 402-750-5381 or email.

Thank you for your time,
Brock Zautke
2000 Connor Place

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.
Hello my name is Max Nelson and I just wanted to let the council know that my family and I will not be doing anymore shopping at the southpointe shopping center and am appalled that us taxpayers have to help pay for even more private development.
February 26, 2016

Mr. Trent Fellers, Chair  
Ms. Leirion Gaylor Baird, Vice Chair  
Mr. Jon Camp  
Mr. Roy Christensen  
Mr. Carl Eskridge  
Ms. Cyndi Lamm  
Ms. Jane Raybould

Subject: Storm sewer bond resolution

Council members:

As you consider the proposed storm sewer bond resolution, we would encourage your vote to move it forward to the May primary election ballot.

Currently, flood insurance rate maps show significant portions of the Lincoln Airport, and the Nebraska National Guard’s Air Force/Army installation, within the 100 year floodplain and potentially under water in the event of a 100-year storm.

Of the many projects and studies proposed to be accomplished by the bond, one of the studies could lead to a significant reduction in the floodplain through the heart of Lincoln. Additionally, this could lead to significant reductions in the floodplain in the area of the Lincoln Airport, so much so that both the Airport and the National Guard facilities could be removed entirely from the floodplain.

Beyond the practical benefits of being out of the floodplain, we believe that this change would remove a significant negative from any discussions on a national level concerning the future of our National Guard installations. As you can appreciate, the Nebraska National Guard plays an important role in the economic vitality of Lincoln, and of Nebraska, and the value of their continued presence should not be underestimated.
We believe the noted study, and its following projects, are critically important to Lincoln and so hope that you will vote to move this proposed bond issue forward.

Sincerely,

[Signature]

David S. Haring, C.M.
Executive Director