

DIRECTORS' MEETING
MONDAY, FEBRUARY 3, 2014
555 S. 10TH STREET
BILL LUXFORD STUDIO
2:00 P.M.

I. CITY CLERK

II. MAYOR

1. Fiscal Impact Statement for StarTran.
2. NEWS RELEASE. Open House set to discuss replacement of historic Sheridan Bridges.

III. DIRECTORS CORRESPONDENCE

AGING PARTNERS

1. **Presentation: Aging Partners 2013 Annual Report to the Lincoln City Council:** June Pederson, Director; and Martha Hakenkamp, Program Manager.

COMMISSION ON HUMAN RIGHTS

1. Commission on Human Rights meeting agenda for Thursday, January 30, 2014.

PLANNING DEPARTMENT

1. Lincoln Metropolitan Planning Organization, Technical Committee Meeting agenda for February 6, 2014, 1:30 p.m., 555 S. 10th Street.

URBAN DEVELOPMENT/ HOUSING REHAB & REAL ESTATE DIVISION

1. Street and alley vacation No. 13004, Pine Tree Lane.
2. Street and alley vacation No. 13005, North 21feet of Holdrege Street, west of North 20th Circle.

IV. COUNCIL MEMBERS

JON CAMP

1. Message from constituent Cory Comstock regarding inspection on replacement dishwasher. (Sent to Building and Safety/Inspectors on January 28, 2014)
2. Country Meadows Board President, Steve Clymer's email on the Country Meadows roads asking for an update. (Email also sent to Thomas Shafer, Engineering Design/Construction Manager)
3. Correspondence from Robert Moodie regarding questions on the Broadmoor Development at Ashbrook Drive and Highway 2.
 - a) Development site plan.
 - b) Acknowledging review by Miki Esposito, Public Works & Utilities Director.
4. Correspondence from Thomas Huston, attorney representing the Broadmoor Development, giving language from the staff report on installing signals.

V. CORRESPONDENCE FROM CITIZENS

1. Reply to Alan Hersch from Roger Figard, City Engineer, on his requests concerning 70th and Stevens Ridge Streets. (Correspondence from Alan Hersch listed on the Directors' Addendum of January 27, 2014. Correspondence from Citizens, No. 1)
2. Email from Concerned Homeowner with questions regarding a neighborhood public walkway. (Sent to Public Works & Utilities/Pedestrian Management/Sidewalks)
 - a) Map of neighborhood involved.
3. Reply from Harry Kroos, Manager of Pedestrian Management/Sidewalks explaining action taken regarding the easement on October 7, 2013. (Number 2 above)

FISCAL IMPACT STATEMENT

DEPARTMENT/DIVISION: PWU / StarTran _____

DATE: 01/22/14 _____

NEED

Transfer a Full Time Position from Finance/Purchasing to StarTran to perform Contract Administration and other procurement duties for StarTran.

Start date is expected Feb. 13th, 2014.

Job Title: Assistant Purchasing Agent, (LCEA), Class 1311, Pay Range A12

Funding is for the remaining FY1314 period at StarTran (through August 31, 2014), and is using State Grant funds.

FUTURE IMPACT: Ongoing
 Limited Projected Completion Date _____

REVENUES GENERATED

n/a

LEGISLATIVE CHANGES

City	Yes <input type="checkbox"/>	No <input type="checkbox"/>
County	Yes <input type="checkbox"/>	No <input type="checkbox"/>
State	Yes <input type="checkbox"/>	No <input type="checkbox"/>

IMPACT

Current
Fiscal Year

Next
Fiscal Year
Annualized

PERSONNEL (full time equivalents)
One Position for Feb 13 – Aug 31 2014 (0.625)

0.59

1.0

PERSONNEL (cost) business unit: 79500

object code description

5021 Wages

5081 – 5091 Benefits See Attached

45,728

79,956

SUPPLIES business unit:

object code description

OTHER SERVICES & CHARGES business unit:

object code description

EQUIPMENT business unit:

object code description

TOTAL EXPENDITURES

45,728

79,956

SOURCE OF

REVENUES State Operating Grant Funds

DIRECTOR *M. S. [Signature]*

DATE 1-24-14

FINANCE DEPARTMENT COMMENTS Because this is a transfer of an existing position in the Finance Dept., this position will be reduced from the Finance Dept. budget for 2014 - 2016.	Availability of Appropriations: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	BUDGET OFFICER <u>Steve Kubba</u>
	PURCHASING AGENT _____
FINANCE DIRECTOR <u>Steve Kubba</u>	DATE <u>1/26/14</u>

APPROVED: Yes <input type="checkbox"/> No <input type="checkbox"/>	MAYOR <u>[Signature]</u>
	DATE <u>1/29/14</u>

WHEN TO USE FISCAL IMPACT STATEMENT

1. Requesting transfer of operating appropriations.
2. Requesting increase in personnel (full time equivalents) appropriations.
3. Requesting transfer of capital improvement appropriations.
4. Requesting operational change not authorized during the budget process.
5. Requesting appropriations based on receipt of additional funds from outside sources.
6. Requesting use of Contingency funds.

HOW TO USE FISCAL IMPACT STATEMENT

NEED: There should be a detailed explanation of why a change to the previously approved budget is necessary. If the change will have any impact beyond the current fiscal year, it should also be noted.

FUTURE IMPACT: One of the boxes should be checked. An example of an item with ongoing impact would be a request for additional fte authorization that will also be requested in upcoming budgets. This would necessitate filling out the "Next Fiscal Year Annualized" column. An example of an item with limited impact would be asking for authorization to use salary savings for the one time purchase of equipment. If "Projected Completion Date" applies, please fill in.

REVENUES GENERATED: Please note if the request will affect current and future revenues.

LEGISLATIVE CHANGES: These boxes should be marked yes or no. Some of the actions this form is used for (transfer of capital improvement appropriations, Contingency Funds) require a City Council ordinance.

PERSONNEL (full time equivalents): Please note the number of fte's the request involves, if applicable.

PERSONNEL (cost), SUPPLIES, OTHER SERVICES AND CHARGES, EQUIPMENT: All entries in these boxes must have the business unit, object code, and object code description along with the dollar amount. Negative amounts must be indicated by brackets.

TOTAL EXPENDITURES: This box should contain the sum of the dollar amounts in the various expenditure categories.

SOURCE OF REVENUES: This box should contain the name of the fund the action is required for.

FUND- 590 STARTRAN OPERATING

DEPT - 07 PUBLIC WORKS/UTILITIES DIV - 08 STARTRAN

SECT - 01 FLEET BUSINESS UNIT - 79500 Startran Fleet

SSN: ~~XXXXXXXXXX~~ CLASS: A 1501 - ASSISTANT PURCHASING AGEN

NAME: ~~XXXXXXXXXX~~ GRADE : 912 HIRE DATE: 2/12/11

EMPLOYEE RATES AND CODES

	PRCT	MERIT	STP	HOURLY RT	HR WORK/YR	FICA	LTS	PASS	HEALTH	DENTAL	LIFE	PEHP	PENSION	DEFR COMP	PRI	CD
YR1	5%	10140729	0	25.4100	2060	0	0	0	16	12	3	3	4	0		
YR2	0	10150729	0	25.4100	2060	0	0	0	16	12	3	3	4	0		

PROJECTED DOLLAR AMOUNTS

	SALARY	LOG AMT	FICA	LTS	PASS	HEALTH	DENTAL	LIFE	PEHP	PENSION	DEFR COMP	TOTAL
YR1	32,088	0	2,455	0	0	7,538	302	73	384	2,888	0	45,728
YR2	56,490	0	4,321	0	0	12,776	512	123	650	5,084	0	79,956

- PF1 - INQUIRE PF4 - ADD/UPDATE PF7 - INQ BUSINESS UNIT
- PF2 - RECALCULATE AMOUNTS PF5 - DELETE PF8 - NAME LIST
- PF3 - CLEAR PF6 - END PF9 - REPORT MENU

PUBLIC WORKS AND UTILITIES DEPARTMENT

Engineering Services Division, 949 West Bond St., Lincoln, NE 68521, 402-441-7711

FOR IMMEDIATE RELEASE: January 30, 2014

FOR MORE INFORMATION: Devin Biesecker, City of Lincoln, 402-937-5575

Stephanie Rittershaus, Alfred Benesch & Company, 402-479-2200

**OPEN HOUSE SET TO DISCUSS REPLACEMENT
OF HISTORIC SHERIDAN BRIDGES**

The public is invited to an open house Thursday, February 6 on the replacement of the historic Penny Bridges on Sheridan Boulevard just west of 33rd Street. The open house is from 5 to 7 p.m. in the commons/cafeteria area at Lincoln Southeast High School, 2930 S. 37th St.

The side-by-side Penny Bridges were built in 1934 to carry Sheridan Boulevard traffic over the railroad, which is now a trail. They were built on both sides of a wooden trestle which carried streetcar tracks over the railroad. The bridges got their name because the streetcar fare increased a penny if you rode past the trestle. The trolley operated from 1909 to 1945.

At the open house, residents will learn about the need for the project and its historical significance. They also will have the opportunity to view maps and photos of current conditions, ask questions and discuss concerns with the project team. Following the open house, the design team will begin developing and evaluating construction concepts. The design process is expected to take about one year. Construction will depend on the availability of funds for the project.

For more information on City projects, visit lincoln.ne.gov (keyword: projects).

CITY OF LINCOLN
COMMISSION ON HUMAN RIGHTS
Thursday, January 30, 2014, 4:00 p.m.
City Council Chambers, 555 South 10th Street
AGENDA

- I. Roll Call
- II. Approval of Minutes of December 12, 2013 Commission Meeting
- III. Approval of Agenda for January 30, 2014 Commission Meeting
- IV. Case Dispositions
 - A. Reasonable Cause / No Reasonable Cause
 - 1. LCHR NO.: 13-0415-010-E-R
 - 2. LCHR NO.: 13-0606-019-E-R
 - 3. LCHR NO.: 13-0703-021-E-R
 - B. Pre-Determination Settlement Agreements
 - 1. LCHR NO.: 13-0723-024-E
 - 2. LCHR NO.: 13-1031-012-H
 - 3. LCHR NO.: 13-1101-034-E-R
 - 4. LCHR NO.: 13-1226-016-H
 - C. Successful Conciliation
 - 1. LCHR NO.: 13-0416-011-E-R
- V. Administrative Closures
 - A. Withdrawal
 - 1. LCHR NO.: 13-1105-013-H
- VI. Public Hearing
 - A. Motion for New Trial/Reconsideration
 - 1. LCHR NO.: 13-0612-003-H
 - B. Issuance of Final Order
 - 1. LCHR NO.: 13-0612-003-H
- VII. Old Business
 - A. Awards Nominations
- VIII. New Business
 - A. Title 11 Revision
- 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.



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

TO: Technical Committee Members
FROM: Miki Esposito, Chairman, Technical Committee
SUBJECT: Technical Committee Meeting

A Technical Committee meeting is scheduled as follows:

DATE: February 6, 2014
TIME: 1:30 p.m. - 3:00 p.m.
PLACE: Conference Room #113
County-City Building

Meeting Agenda:

Roll call and acknowledge the "Nebraska Open Meeting Act"

1. Review and action on the draft minutes of the **November 7, 2013** Technical Committee meeting. *(enclosure)*
2. **Rotation of the Technical Committee Chairperson.** The Chair position is to be filled by one of three Committee Tri-Chairs for a one-year term; the Director of Lincoln-Lancaster Planning Department, the Director of the Lincoln Public Works & Utilities Department, or the Lancaster County Engineer. *(Bylaws enclosed)*
3. Review and action on amendments to the MPO **Public Participation Plan** based upon the **FHWA/FTACertification Review of Civil Rights** requirements and resulting recommendations. *(report enclosed)*
 - a) Establish the Title VI coordinator, contact, and complaint process
 - b) Implement the Americans with Disabilities Act (ADA) Title VI requirement
 - c) Update the Limited English proficiency (LEP) requirement
4. Briefing on the Federal Transit Administration (FTA) **2013 Triennial Review** of the City of Lincoln StarTran. The review determines whether a grantee is administering its FTA-funded programs in accordance with 49 U.S.C. Chapter 53, Federal transit law provisions. It assesses grantee management practices and program implementation of the Urbanized Area Formula Program (U.S.C. 5307), Capital Investment Program (49 U.S.C. 5309), Job Access and Reverse Commute Program (49 U.S.C. 5316), and New Freedom Program (49 U.S.C. 5317), to ensure that the programs are administered in accordance with FTA requirements and are meeting program objectives.

Lincoln MPO - Technical Committee Meeting Agenda

February 6, 2014

Page 2

5. Review and action on *proposed* amendment to the Lincoln MPO ***FY 2013-2014 Unified Planning Work Program*** to include the *Transit Development Plan Study* in the Transit Planning Work Program (Section 6700). The adopted UPWP report is located on the Lincoln MPO web page, www.lincoln.ne.gov/city/plan/mpo/. (Staff report enclosed)
6. Review and action on *revisions* to the ***FY 2014-2017 Transportation Improvement Program***. The approved TIP report is located on the Lincoln MPO web page, www.lincoln.ne.gov/city/plan/mpo/. (Staff report enclosed)
 - a) Nebraska Department of Roads
 - b) Lincoln Public Works & Utilities Department
 - c) StarTran
7. Other topics for discussion

Next MPO Technical Committee Meeting: March 20, 2014

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.

INTEROFFICE MEMORANDUM

TO: Mayor Beutler
& City Council Members

FROM: Clinton W. Thomas

DEPARTMENT: City Council Office

DEPARTMENT: Housing Rehab & Real Estate Division

ATTENTION:

DATE: January 30, 2014

COPIES TO: Teresa J. Meier
Marvin Krout
Rod Confer
Byron Blum, Bldg & Safety
Jean Preister, Planning
Sandy Dubas, City Clerk's Office

SUBJECT: Street & Alley Vacation No.13004
Pine Tree Lane

A request has been made to vacate Pine Tree Lane running easterly from 7th Street. The area was viewed and appears as a rural road section surfaced with crushed rock. Electric and water utilities were observed in the right-of-way. At one location, gate posts were also located in the right-of-way at the road's edge. Staff has reported the existence of sanitary sewer mains in the area to be vacated and has requested that a utility easement be retained over the entire area for the future maintenance and replacement of all utilities. A public access easement will also be required over the vacated street and, the area will be required to be replatted showing Pine Tree Lane as a private road.

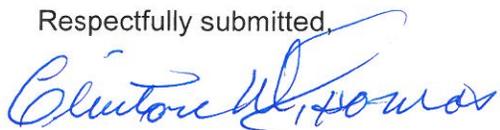
Typically, the value of vacated streets is somewhat predicated on the value of the surrounding land with allowances made for various easements. In this case, however, the City will benefit from not having to maintain the roadway in the future. The fact the owners will incur that maintenance cost in the future along with the immediate cost of replating the area is offset by the additional buildable area within each of the abutting properties as well as the peace of mind of knowing that an assessment for upgrading the street to Urban Design Standards is highly unlikely. As the vacation of this street appears to be beneficial to all parties, a minimal amount of \$0.05 per square foot is recommended. This writer calculated the area to be vacated at 1.3 acres or 56,751.60 square feet. The calculations are as follows:

$$56,751.60 \text{ sq. ft.} \times \$0.05/\text{sq. ft.} = \$2,837.58 \quad \text{Called } \$2,850.00$$

A reasonable division of that amount based on the area to be added to each property could be as follows:

Bomar	\$654.76
Knox	\$768.95
Hammer	\$455.50
Union Bank & Trust	\$455.50
Mientka	\$515.29

Respectfully submitted,



Clinton W. Thomas
Certified General Appraiser #990023

INTEROFFICE MEMORANDUM

TO: Mayor Beutler
& City Council Members

FROM: Clinton W. Thomas

DEPARTMENT: City Council Office

DEPARTMENT: Housing Rehab & Real Estate Division

ATTENTION:

DATE: January 30, 2014

COPIES TO: Teresa J. Meier
Marvin Krout
Rod Confer
Byron Blum, Bldg & Safety
Jean Preister, Planning
Sandy Dubas, City Clerk's Office

SUBJECT: Street & Alley Vacation No.13005
North 21 feet of Holdrege Street
west of North 20th Circle

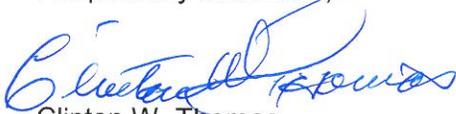
A request has been made to vacate the north 21 feet of Holdrege Street lying west of North 20th Circle. The area was viewed and appears as a generally level lawn area slightly above street grade. Evidence of electrical utilities and a water main were visible within the street right-of-way. Staff has asked that easements be retained over the area to be vacated for existing and future utilities.

Narrow strips of land such as this rarely have value in and of themselves, but will take on the value of the abutting property when assembled into it. As such, it is estimated that an abutting land owner would not pay 100% of the value the land will assume once it is assembled. This is especially true in the case where easements encumber the property. In this case, most of the area will not be buildable, however, it could be used for parking which would allow for a larger building envelope should the owner desire it. It is estimated that an abutting owner would be willing to pay 25% of the value of the abutting property in order to obtain a strip such as this. The abutting property is estimated to have a value of \$3.00 per square foot and calculations are as follows:

$$5,502 \text{ sq. ft.} \times \$0.75/\text{sq. ft.} = \$4,126.50 \quad \text{Called } \$4,125$$

Therefore, it is recommended, if the area be vacated, it be sold the abutting property owner for \$4,125.

Respectfully submitted,



Clinton W. Thomas

Certified General Appraiser #990023

Mary M. Meyer

Subject: FW: InterLinc: Council Feedback

> -----Original Message-----

> From: WebForm [<mailto:none@lincoln.ne.gov>]

> Sent: Sunday, January 26, 2014 4:02 PM

> To: Jon Camp

> Subject: InterLinc: Council Feedback

>

> InterLinc: City Council Feedback for

> Jon Camp

>

> Name: Cory Comstock

> Address: 2333 Scotch Pine Trail

> City: Lincoln, NE 68512

>

> Phone: 402-202-9234

> Fax:

> Email: comstockc@earthlink.net

>

> Comment or Question:

> Mr. Camp

>

> I am sending you some information about a recent purchase I made of a dishwasher as it was an existing dishwasher we had in our residence. I understand the need for an inspection when building a new house as we accomplished this at this location about 10 years ago. What I don't understand or agree with is that I have to get an inspection for an existing dishwasher where the inspector came in and it took him less than 30 seconds to inspect. I am most frustrated that Lincoln would have this type of ordinance which caused a citizen that is working two incomes to support themselves having to take my own vacation time to meet an inspector and for what purpose? I guess the bottom line is why and if you could at least look into and possibly put in for a change as if this is the case we will stop doing business with local companies and buy somewhere else so we don't get forced to have the inspection. We like doing business with local companies and try too as often as we can, but this sure makes you question this decision/ordinance. I have also attached what I sent to Mr. Romero owner of Schaefer's just for your reference.

>

> Mr.Romero

>

> I am contacting regarding a purchase I made in your store a few months ago for a washing machine and a dishwasher. They were replacements that I also had purchased from your store which I have been a loyal customer to Schaefer's. I don't have a single complaint about my experience at your store, but what I am concerned about I am passing to you as you may have some concerns too. I received a letter from the Department of Building and Safety wanting to schedule an appointment to inspect my dishwasher (permit number P1309290) I called after getting a second letter from the law department stating if I didn't make an appointment they would refer this matter to the Prosecution Division. I have to say my common sense on why they would need to inspect an already existing dishwasher replacement and your company did the install is ridiculous. I had to take off work (vacation time) which is limited to have the inspector walk in take 30 seconds and he was done. This requirement is not consumer friendly and I will probably be buying from another place of business or out of town if this is how residents of Lincoln are going to be treated. I assume you are only following protocol, but I would suggest to contact city council to have this ordinance changed or

amended. I have also sent this to my city council representative for review, again I have had very good service at your business just wanted to let you know as a customer this isn't good for us.

>

> Thanks

> Cory Comstock

> 402-202-9234

>

>

> _____

>

> 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.

Mary M. Meyer

From: Steve [sclymer@neb.rr.com]
Sent: Monday, January 27, 2014 5:44 PM
To: Thomas S. Shafer
Cc: Miki Esposito; Jon Camp; Roger A. Figard; 'Steve Clymer'; Audra Kelly; Kendall Johnson; rjex@neb.rr.com; sclymer@neb.rr.com; slovell1@windstream.net
Subject: Country Meadows Roads

Thomas,

We had a Country Meadows board meeting last week and discussed where we were at with the roads. Or whose court is it in? What and when will something be going to Council?

In very abbreviated form, we understand that the Board of Roads:

- *Approved relaxation of the width of the road. We will be able to maintain the current 22' width.
- *It was approved that curbs would not be required.
- *Drainage would be done generally via the way it exists now.
- *The road construction would be 6" (?) concrete.
- *The edges of the pavement would align with current elevations and crown up to the center; thus driveways could remain as currently constructed.
- *An 8' shoulder clearance would be required? All mailboxes would need to be pushed outside that dimension.
- *However, the City of Lincoln may go back and appeal for reduction of that setback to more like 4'?

Discussion the other night was center around mailbox locations. A 'hot button'. As you know many are currently fairly monumental, expensive, brick, and most are located no more than 3'-4' off the pavement edge. However, all are very interested in new roads, and should the appeal fail, we will try to find workable solutions for pushing them towards and into the edges of the current road ditches.

We remain steadfast that not just 66th street be repaired, and that construction has to happen before we go into another winter season.

Would you be able to send us an update? What can we do to assist your department? Is there lobbying (on our part) to do to the City Council? As the road is not being widened, nor curbs constructed, is this a repair done from the City coffers?

Thanks in advance. We all appreciate all that you are doing.

For the Board,
Steve Clymer, President

Mary M. Meyer

Subject: FW: Broadmoor Development; Ashbrook Drive and Hwy 2
Attachments: image001.jpg; ATT00001.htm; Site Plan 1.pdf; ATT00002.htm

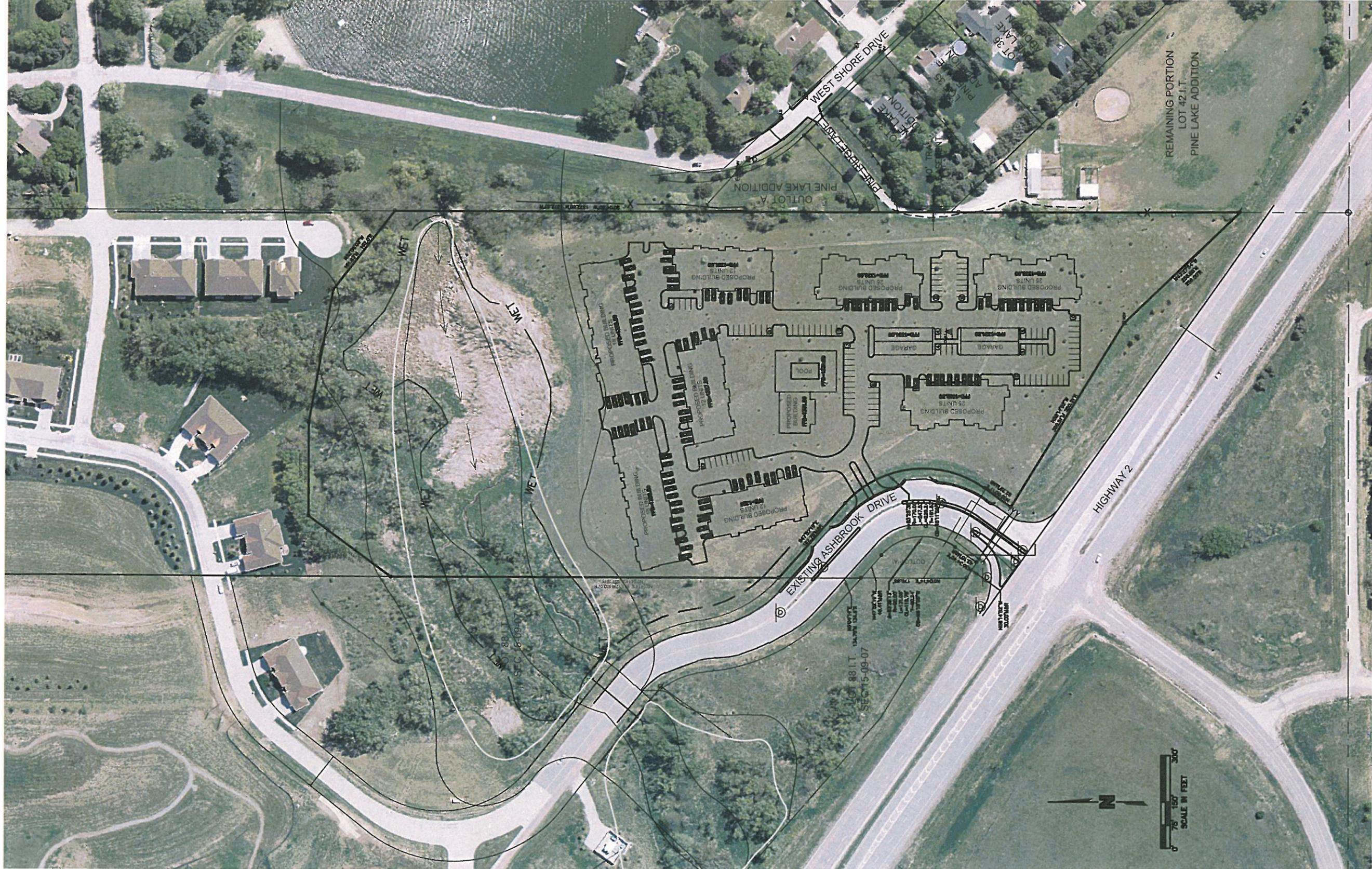
From: "Bob Moodie" <rmoodie@friedmanlaw.com>
To: "mesposito@lincoln.ne.gov" <mesposito@lincoln.ne.gov>
Cc: "Jon Camp" <joncamp@lincolnhaymarket.com>, "mmeyers@lincoln.ne.gov" <mmeyers@lincoln.ne.gov>, "thuston@clnewilliams.com" <thuston@clnewilliams.com>
Subject: Broadmoor Development; Ashbrook Drive and Hwy 2

Ms. Esposito: I am contacting you with regard to some items that will appear on the City Council agenda for a public hearing on 2/3/14. Specifically the items on Change of Zone #13020 and Special Permit #13043 relating to the development of an apartment complex at the intersection of Ashbrook Drive and Hwy 2. When this plan was originally put forward it called for a complex with 219 units and two exits, one on to Ashbrook Drive and a second exit into the Pine Lake neighborhood. The exit into the Pine Lake Neighborhood was later dropped so the only exit is now on to Ashbrook Drive. The plan that called for 219 units has now been paired down to 147 units. It is my understanding that Mr Huston will ask to have the original proposal amended to reflect this new plan. For your convenience I have attached a preliminary site plan that the developer prepared.

I live at 6510 Ashbrook Drive. My neighbors and I have been concerned about various aspects of this plan and have communicated these to Mr. Huston. I am confident that the builder will make a good faith effort to accommodate our concerns about project lighting, landscaping and fencing. However the issue of traffic on Ashbrook Drive remains a concern. We are concerned that traffic in and out of this development will often get stacked up in the very short distance that exists between the driveway on Ashbrook Drive and Highway 2. We are worried that when this occurs those residents will take the path of least resistance and instead turn right leading them through my neighborhood and through the Edenton South neighborhood as they try to wind their way to either 70th or Old Cheney. This will not only cause concern on behalf the residents on that street but will also cause increased traffic flow past Edenton South Park. Some of these drivers may also choose to trespass through the private drives belonging to the Berean Church. We are wondering what might be done to address these concerns regarding traffic?

I will plan on attending the public hearing on February 3rd as may some of my neighbors. I hope that by addressing this concern in advance we can further the discussion on these issues. Thank you.

Robert R. Moodie
Attorney at Law
rmoodie@friedmanlaw.com<<mailto:rmoodie@friedmanlaw.com>>
www.friedmanlaw.com<<http://www.friedmanlaw.com/>>



DWG: F:\Projects\012-1233\LDVP\Master\Refs\121233_PBASE-10.24.2013.dwg
 USER: tpaulsen
 DATE: Nov 06, 2013 8:00am
 XREFS: 012-1233_CUP-ANNEX-C02 121233_XBASE 121233_AERIAL

PROJECT NO: 012-1233
 DRAWN BY: TEP
 DATE: 10.24.2013

ASHBROOK APARTMENTS



1111 Lincoln Mall, Suite 111
 P.O. Box 64608
 Lincoln, NE 68501-4608
 TEL 402.474.6311
 FAX 402.474.5160

EXHIBIT
 1

Mary M. Meyer

Subject: FW: Broadmoor Development; Ashbrook Drive and Hwy 2
Attachments: image001.jpg; ATT00001.htm; Site Plan 1.pdf; ATT00002.htm

Miki:

Thanks for reviewing Mr. Moodie's email. Your insight on possible solutions will be appreciated.

Jon

Mary M. Meyer

From: Thomas C. Huston [thuston@clinewilliams.com]
Sent: Tuesday, January 28, 2014 4:17 PM
To: Miki Esposito; Jon Camp; Randy W. Hoskins
Cc: Stratton, Bob; Mark Palmer
Subject: FW: Broadmoor Development; Ashbrook Drive and Hwy 2
Attachments: Site Plan 1.pdf

Miki:

I am representing Broadmoor Development on this project. Planning Commission held a public hearing back in October and recommended denial of the change of zone and denied the special permit for the CUP notwithstanding the recommendation of approval by the planning department.

Since October, my client and I have held several meetings to continue the discussions with the neighborhoods. As a result of those meetings, Broadmoor has agreed to reduce the density of the project from 219 dwelling units to 147, which is a 33% reduction. Our preliminary traffic count, fairly small to begin with, is also reduced by 33%. We met with the neighbors again last night, January 27th. Mr. Moodie attended the meeting. I pointed Mr. Moodie to the language contained in the staff report under paragraph #6 which provides:

“Given the development on either side of Highway 2 and existing traffic on Pine Lake Road, the Highway 2 intersection at Ashbrook Drive/Pine Lake Road **is certain to be signalized** at some time in the future, which will encourage most apartment traffic to use Highway 2.”

I also informed the neighbors that Broadmoor will pay a significant impact fee associated with the project, which would be more than enough to pay for several traffic signals. I understand that the Capital Improvement Program has identified the Pine Lake Road improvements as a project for 2016, which may present the city with the funds and the opportunity to install the desired signal as part of that project.

Hope this helps.

Tom

Thomas C. Huston
thuston@clinewilliams.com

CLINE WILLIAMS
WRIGHT JOHNSON & OLDFATHER, L.L.P.
233 South 13th Street

Mary M. Meyer

From: Jon Camp
Sent: Monday, January 27, 2014 2:55 PM
To: Council Packet
Subject: FW: South 70th intersection

-----Original Message-----

From: ahersch@neb.rr.com [<mailto:ahersch@neb.rr.com>]
Sent: Monday, January 27, 2014 8:37 AM
To: Roger A. Figard
Cc: Jon Camp
Subject: RE: South 70th intersection

Thanks for your reply. During the Old Cheney work, lots more people will exit Edenton South neighborhood via Stevens Ridge Rd, including cars and buses full of children going to school. There is very limited views, especially to the north, from Stevens Ridge Rd onto 70th because of shrubs and the hill. Traffic on 70th St barrels along at 45 mph or more. I fear there could be terrible accidents. I'm nervous every time I make that turn. A temporary traffic signal will prevent this. Please bring this up to others involved. I plan to take it to the City Council also.

----- "Roger A. Figard" <rfigard@lincoln.ne.gov> wrote:

> Alan,
>
> Thank you for your requests on this project. You have been a positive supporter of this project and Public Works throughout the process.
>
> As with any project we will monitor the Traffic and issues after the closer and be able to react to the needs we see. This includes watching the ability of neighbors to get out of the subdivisions both north and south of Old Cheney. We have talked internally of the possibility of temporary traffic signal needs at several locations for this project.
>
> Any traffic control we would choose to implement must meet the legal requirements of the Federal Traffic Manual (MUTCD).
>
> Thank you again for your input and support.
>
> Roger A. Figard, P.E.
> City Engineer
> City of Lincoln, Nebraska
> 901 W Bond St. #100
> Lincoln, Ne 68521
> 402-441-7711 Main Office
> 402-525-5620 Cell
> rfigard@lincoln.ne.gov
>
> _____
> From: ahersch@neb.rr.com [ahersch@neb.rr.com]
> Sent: Saturday, January 25, 2014 9:54 AM
> To: Miki Esposito; Craig E. Aldridge; Roger A. Figard
> Subject: South 70th intersection
>

> Old Cheney Road will close from 72nd to 80th St. for a year during the street project. PLEASE install a temporary traffic light and reduced speed signs at 70th and Stevens Ridge, since that dangerous intersection will carry a lot more cars turning into and out of the neighborhoods. The City Engineer publicly stated that the sight lines there are substandard. Thank you.

>
> Alan Hersch

>
> _____

>
> 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.

Mary M. Meyer

From: G. S. [potroshilka@gmail.com]
Sent: Thursday, January 30, 2014 1:25 PM
To: Mary M. Meyer
Subject: Public walkway takeover
Attachments: Walkway.jpg

We have a public walkway that dissect our neighborhood and gives access to the playground. (see attachment) Recently, two properties (2861 Homeland PL and 2750 NW 8th St-circled on the attachment) have taken over the walkway, blocking it with a 6' fence. Both properties absorbed the walkway into their lots, effectively eliminating the public walkway.

This is the entry point as it was:

2861 Homeland PL

<https://maps.google.com/maps?oe=utf-8&client=firefox-a&ie=UTF-8&layer=c&z=17&iwloc=A&sll=40.841042,-96.732750&cbp=13,249.1,0,0,0&cbll=40.841170,-96.732306&q=2861+Homeland+PL&ei=9DrkUvPeD-iqsQSI74DYBw&ved=0CCgQxB0wAA>

This is the exit point:

2750 NW 8th St (walkway is to the left from this property)

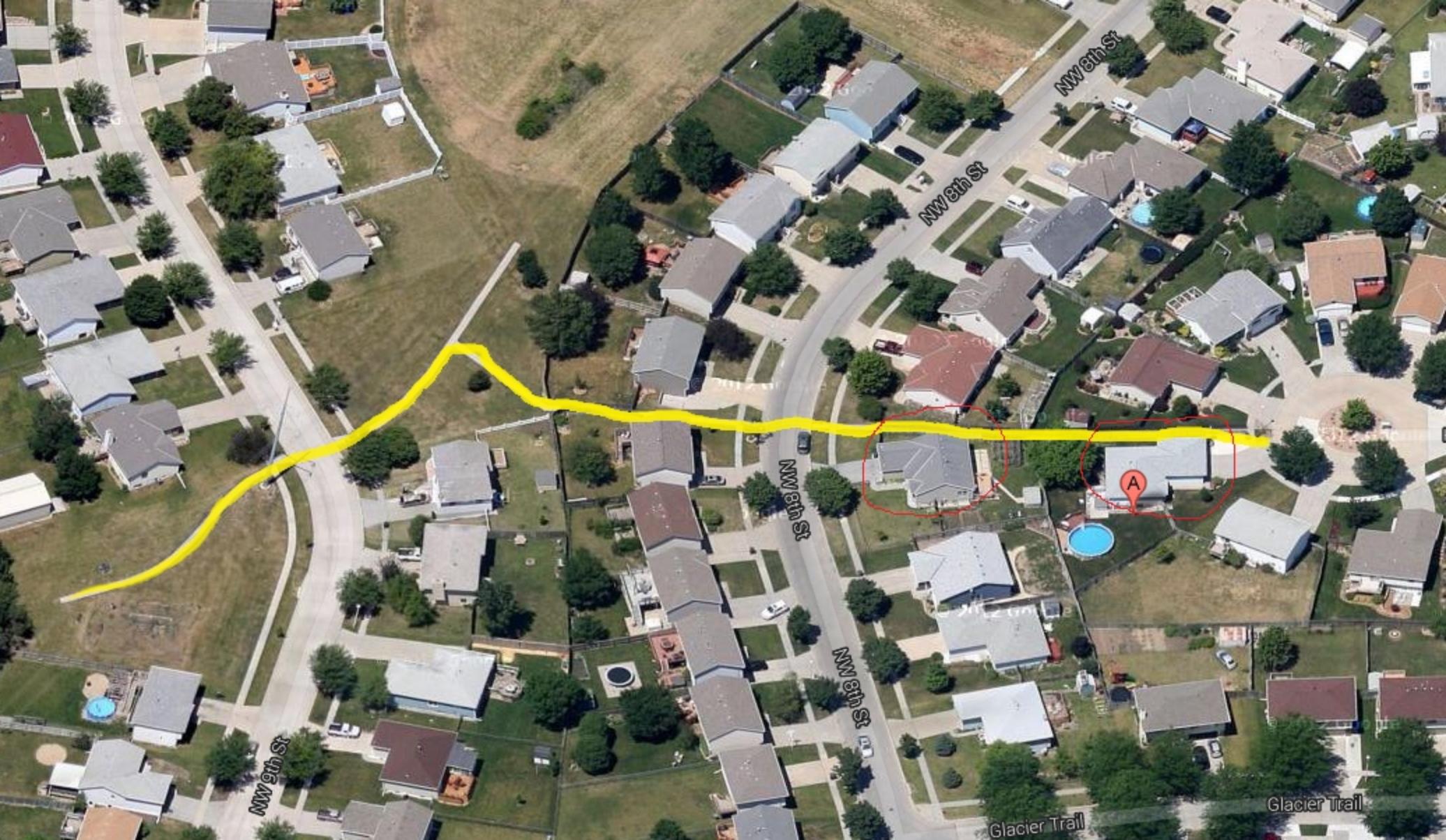
<https://maps.google.com/maps?oe=utf-8&client=firefox-a&ie=UTF-8&layer=c&z=17&iwloc=A&sll=40.841065,-96.733129&cbp=13,74.1,0,0,0&cbll=40.841008,-96.733393&q=2750+NW+8th+St+lincoln+ne&ei=3DTkUtGRK-qjsQSHo4CoCQ&ved=0CCcQxB0wAA>

Is this an authorized takeover? Why am I being denied access to a public walkway that served the whole neighborhood?

Please look into this or tell me where to forward my request for information.

Thank you,

Very concerned homeowner



NW 9th St

NW 8th St

NW 8th St

NW 7th St

NW 9th St

Glacier Trail

Glacier Trail

A

Mary M. Meyer

Subject: FW: Public walkway takeover

From: Harry B. Kroos
Sent: Thursday, January 30, 2014 2:00 PM
To: Mary M. Meyer; Miki Esposito
Subject: RE: Public walkway takeover

This pedestrian easement was relinquished and eliminated by action of the Planning Commission Resolution No PC-01361 and appealed to the City Council, which also eliminated the pedestrian easement walkway by approval of Resolution No A-87594 on October 7th, 2013.

Harry Kroos

From: G. S. [<mailto:potroshilka@gmail.com>]
Sent: Thursday, January 30, 2014 1:25 PM
To: Mary M. Meyer
Subject: Public walkway takeover

We have a public walkway that dissect our neighborhood and gives access to the playground. (see attachment) Recently, two properties (2861 Homeland PL and 2750 NW 8th St-circled on the attachment) have taken over the walkway, blocking it with a 6' fence. Both properties absorbed the walkway into their lots, effectively eliminating the public walkway.

This is the entry point as it was:
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<https://maps.google.com/maps?oe=utf-8&client=firefox-a&ie=UTF-8&layer=c&z=17&iwloc=A&sll=40.841042,-96.732750&cbp=13,249.1,0,0,0&cbll=40.841170,-96.732306&q=2861+Homeland+PL&ei=9DrkUvPeD-iqsQSI74DYBw&ved=0CCgQxB0wAA>

This is the exit point:

2750 NW 8th St (walkway is to the left from this property)

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Is this an authorized takeover? Why am I being denied access to a public walkway that served the whole neighborhood?

Please look into this or tell me where to forward my request for information.

Thank you,

Very concerned homeowner

**DIRECTORS' AGENDA
ADDENDUM
MONDAY, FEBRUARY 3, 2014**

I. CITY CLERK

II. MAYOR & DIRECTORS' CORRESPONDENCE

MAYOR

1. NEWS ADVISORY. Mayor Beutler's Public Schedule for the week of February 1, 2014 through February 7, 2014.
2. NEWS RELEASE. NWU Sports Network to televise Basketball Doubleheaders in February.

III. DIRECTORS

CITIZEN POLICE ADVISORY BOARD

1. Determined no corrective action on the part of the Mayor and/or the Police Chief warranted on complaint #03-13.

PUBLIC WORKS & UTILITIES

1. ADVISORY. P Street Streetscape, 11th Street - Centennial Mall. City Project No. 2013001/T.C. #701136.

URBAN DEVELOPMENT

1. Winter 2014 issue of *The Urban Page* available on line at <http://lincoln.ne.gov/city/urban/reports/urban-page.htm>

WEED AUTHORITY

1. Lancaster County Weed Control - City of Lincoln Weed Abatement, February 2014.

IV. COUNCIL MEMBERS

JON CAMP

1. Correspondence from Fred Kauffman voicing his disapproval of, and opposition to, the proposed apartment complex of Broadmoor Development, listing reasons.
2. Rhonda Pepper email stating her concerns about the zoning change to allow an apartment complex at the Ashbrook and Hwy 2 location causing increased traffic flow to the area. Explained concerns.
3. Email from Larry Gaver listing his concerns and reason they continue to oppose the Broadmoor Ashbrook Apartments Community Unit Plan, specifically increased traffic flow.
 - a) Letter from Olsson @Associates regarding the Broadmoor Ashbrook Apartments, Highway 2 and Ashbrook Drive.
4. Email from Miki Esposito, Director of Public Works & Utilities, stating Randy Hoskins, Assistant City Engineer, will attend the public hearing to answer questions about traffic.

V. CORRESPONDENCE FROM CITIZENS

1. Letter from Pam and Jack Gannon listing, and suggesting steps to correct, issues arising from the Broadmoor Development proposal; Annexation No. 13004; Change of Zone No. 13020; and Special Permit No. 13043.
2. Correspondence from Dianne Frydendall-Smith giving the positives and negatives on the Proposal regarding Ashbrook Drive.

Date: January 31, 2014

Contact: Diane Gonzolas, Citizen Information Center, 402-441-7831

Mayor Beutler's Public Schedule
Week of February 1 through 7, 2014
Schedule subject to change

Thursday, February 6

- KFOR - 7:45 a.m.
- News conference, topic to be announced - 10 a.m., room 303, County-City Building, 555 S. 10th St.

OFFICE OF THE MAYOR

Citizen Information Center, 555 South 10th Street, Lincoln, NE 68508, 402-441-7375

FOR IMMEDIATE RELEASE: January 31, 2014

FOR MORE INFORMATION: Jamie Wenz, 5 CITY-TV, 402-326-7847

NWU SPORTS NETWORK TO TELEVISION
BASKETBALL DOUBLEHEADERS IN FEBRUARY

The NWU Sports Network (formerly 21 SPORTS) will televise three Nebraska Wesleyan University (NWU) Prairie Wolves basketball doubleheaders in February on a tape-delayed basis:

- Wednesday, February 5 vs. Concordia - women's game at 6 p.m., men's game follows
- Saturday, February 15 vs. Dordt - women's game at 2 p.m., men's game follows
- Wednesday, February 19 vs. Doane - women's game at 6 p.m., men's game follows

The NWU Sports Network is part of the educational access channel on Time Warner Cable channel 80 (digital channel 71.16). The Feb. 5 and Feb. 19 games will air at 6 p.m. the following Fridays, and the Feb. 15 games will air at 6 p.m. the following Monday and Friday. Additional viewing times can be found at lincoln.ne.gov by clicking on the 5 CITY-TV logo.

NWU games also will be available **LIVE** online at www.nwusports.com. Games also may be viewed through video-on-demand on the NWU Sports Network YouTube channel at www.youtube.com/user/nwusportsnetwork.

The games will feature Jeff Motz as the play-by-play announcer, with Lucas Mohrman providing analysis.



MAYOR CHRIS BEUTLER
555 South 10th Street Suite 301 Lincoln, NE 68508
402-441-7511 lincoln.ne.gov

RECEIVED

FEB 03 REC'D

CITY COUNCIL
OFFICE

Memo

To: Mayor Beutler
City Council
Chief Jim Peschong

From: Micheal Q. Thompson
Chair of the Citizen Police Advisory Board (CPAB)

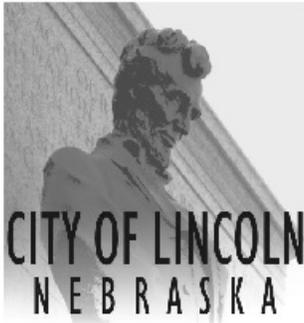
Date: January 31, 2014

Re: Complaint #03-13

On January 29, 2014, the full CPAB met and, after considering Complaint #03-13 and all relevant reports, determined that no corrective action on the part of the Mayor and/or the Police Chief was warranted as a result of this complaint.

The Complainant was advised accordingly.

A handwritten signature in black ink, appearing to read "MQT".



PUBLIC WORKS & UTILITIES ADVISORY

MAYOR CHRIS BEUTLER

lincoln.ne.gov

January 31, 2014

P Street Streetscape 11th Street - Centennial Mall City Project No. 2013001/T.C. #701136

The City of Lincoln Public Works Department is working in partnership with the Urban Development Department on the completion of the P Street Primary and Secondary Retail Corridor. The project is currently underway and is expected to be substantially complete in August, weather permitting. The project will rehabilitate the north and south sides of P Street between 11th Street and Centennial Mall and along the east side of 14th Street from O Street to mid-block between P and Q Streets. The project includes the installation of storm water bio-retention swales and new storm water inlets. The project also includes the reconstruction of curb ramps and all sidewalks in the public right of way. New items to be installed as a part of the streetscape include pedestrian and roadway lighting, benches, sidewalk pavers and planting beds. On-street parking will be adjusted in some locations through the project corridor.

Hausmann Construction is the contractor. They will continue to perform the work utilizing traffic shifts and lane closures. Access to businesses and residences will be maintained via coordination between the City, the contractor, and businesses/property owners. Based on construction activities, routing of pedestrians will be necessary via signed detours.

Business and property owners are advised to use only sand and/or gravel mix on the new sidewalks after snow events. The use of other products may lead to damage and warranty issues with the new concrete surfaces.

Information on the P Street Streetscape Project is available on the City's website at www.lincoln.ne.gov (keyword: pstreet). If you have questions or comments, please contact one of the following people:

Zach Becker, Project Manager
City of Lincoln - Engineering Services
(402) 613-3763
zbecker@lincoln.ne.gov

Kris Humphrey, Project Engineer
City of Lincoln - Engineering Services
(402) 326-1176
khumphrey@lincoln.ne.gov

Hallie Salem, Downtown Re-Development Planner
City of Lincoln - Urban Development
(402) 441-7866

Andrew Christensen, Project Manager
Hausmann Construction
(402) 802-0023

Mary M. Meyer

From: Opal G. Doerr
Sent: Friday, January 31, 2014 11:29 AM
To: UrbanDev
Subject: 2014 Winter Urban Page newsletter available

Hello, reader!

The Winter 2014 issue of *The Urban Page* is available at: <http://lincoln.ne.gov/city/urban/reports/urban-page.htm>.

This issue includes:

- The American Job Center – New Location, Continuing Mission
- New Redevelopment Projects: Hartley Flats and Piedmont Shops
- New Havelock Sign Completed
- Downtown Redevelopment Projects: Block 68, Project Oscar, Civic Plaza, and Skaters
- Timely Tidbits: 2014 Civil Rights Conference, CAPER Report Available
- N. 27th Street TIF District Ends
- Nebraska Innovation Campus Update

The Urban Page is a quarterly newsletter published by the City of Lincoln, Urban Development Department. To correct, add, or delete recipients of this notice, please email urbandev@lincoln.ne.gov. Thank you!

Opal G. Doerr
Planning Assistant
City of Lincoln DSC / Urban Development Dept.
555 S. 10th St, Suite 205
Lincoln, NE 68508
402-441-7852



Lancaster County Weed Control – City of Lincoln Weed Abatement

2013 Noxious Weed Overview

FEBRUARY 2014

2013 Noxious Weed Overview 1
2013 All Weeds Map 2

“Phragmites continues to increase in Lancaster County with 385 sites found to have infestations”

“Sericea lespedeza was added to the State noxious weed list in April of 2013. This designation requires this very difficult to control perennial to be controlled by the landowner”

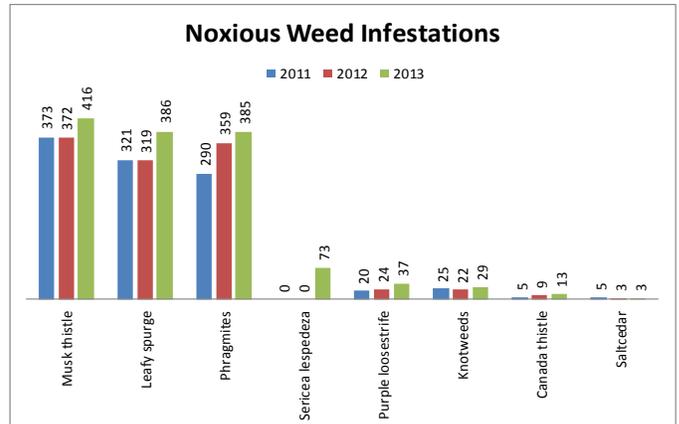
Noxious weeds know no boundaries. They find themselves at home in cities and villages, along creeks, in wetlands and waste areas, as well as in the rural areas.

In 2013, our inspectors documented 1,631 sites infested with noxious weeds, 493 (33.1%) of those were within Lincoln city limits. While the total number of acres infested in the city is small, we continue to find noxious weeds all around the city. Saltcedar, purple loosestrife, and knotweed are found more in the city than in rural areas, because they were first introduced as ornamentals and planted in our landscapes. Without aggressive management, these sites will continue to grow and spread.

Musk Thistle — Musk thistle continues to be a problem on poorly-managed pastures, wastelands, and roadsides throughout the county. A total of 1,028 inspections were made on 494 sites. There were 416 sites found to be in violation amounting to 802 acres infested. The Weed Control office carried out 10 enforcements in 2013.

Phragmites — Phragmites continues to increase in Lancaster County with 385 sites found to have infestations. The number of sites rose 7.2%, up from 359 sites reported in 2012. It's important to be aggressive on phragmites while the average site is still less than 1 acre; we are seeing it spread at alarming rates.

Leafy Spurge — Leafy spurge is a very difficult to control perennial plant and infests 545 acres in the county and city. Once an infestation is identified, it should be controlled and monitored for many years. Its



Sericea lespedeza became a noxious weed in April of 2013

deep rhizome root system will allow it to continue to grow. In 2013, there were 626 inspections made at 446 locations, finding 386 infestations.

Purple Loosestrife — Most of the purple loosestrife found are ornamental plantings. There are a few waterways with wild purple loosestrife, but for the most part this has been a success story in Lancaster County. In 2001, when purple loosestrife was added to the State Noxious Weed list, we reported 490 locations. In 2013, we had 37 sites that had either ornamental or wild purple loosestrife.

Knotweed — In 2013 there were 29 sites of knotweed reported. Almost all of the sites are ornamental plantings with only 2 sites being wild infestations. Most owners have been very receptive to removing the plantings once they realize how much damage it can do. Knotweed is often considered one of the 10 most invasive plants in the world, so early detection and control is important.

Canada thistle — Canada

thistle is a deep rooted perennial thistle; it is the most difficult thistle to control. While we don't have a large number of infestations, what we are finding is that it is showing up in landscaping. Meaning, it is likely it is coming in with some of the trees and shrubs being planted. Always make sure the root stock you are getting is noxious-weed-free. Currently we have 13 locations, totaling just over 6 acres infested.

Saltcedar — Saltcedar is a great example of Early Detection – Rapid Response (EDRR), getting on a problem early and eliminating it before it gets out of control. Lancaster County has only a few locations of saltcedar and those are being eradicated by the owners. No new locations were found in 2013.

Sericea lespedeza — Sericea lespedeza was added to the State noxious weed list in April of 2013. This designation requires this very difficult to control perennial to be controlled by the landowner. Our inspectors found 73 sites infested totaling 129 acres.

Lancaster County
Weed Control
444 Cherrycreek Rd. Bldg B
Lincoln, NE. 68528

2013 All Weeds

Phone:
402.441.7817

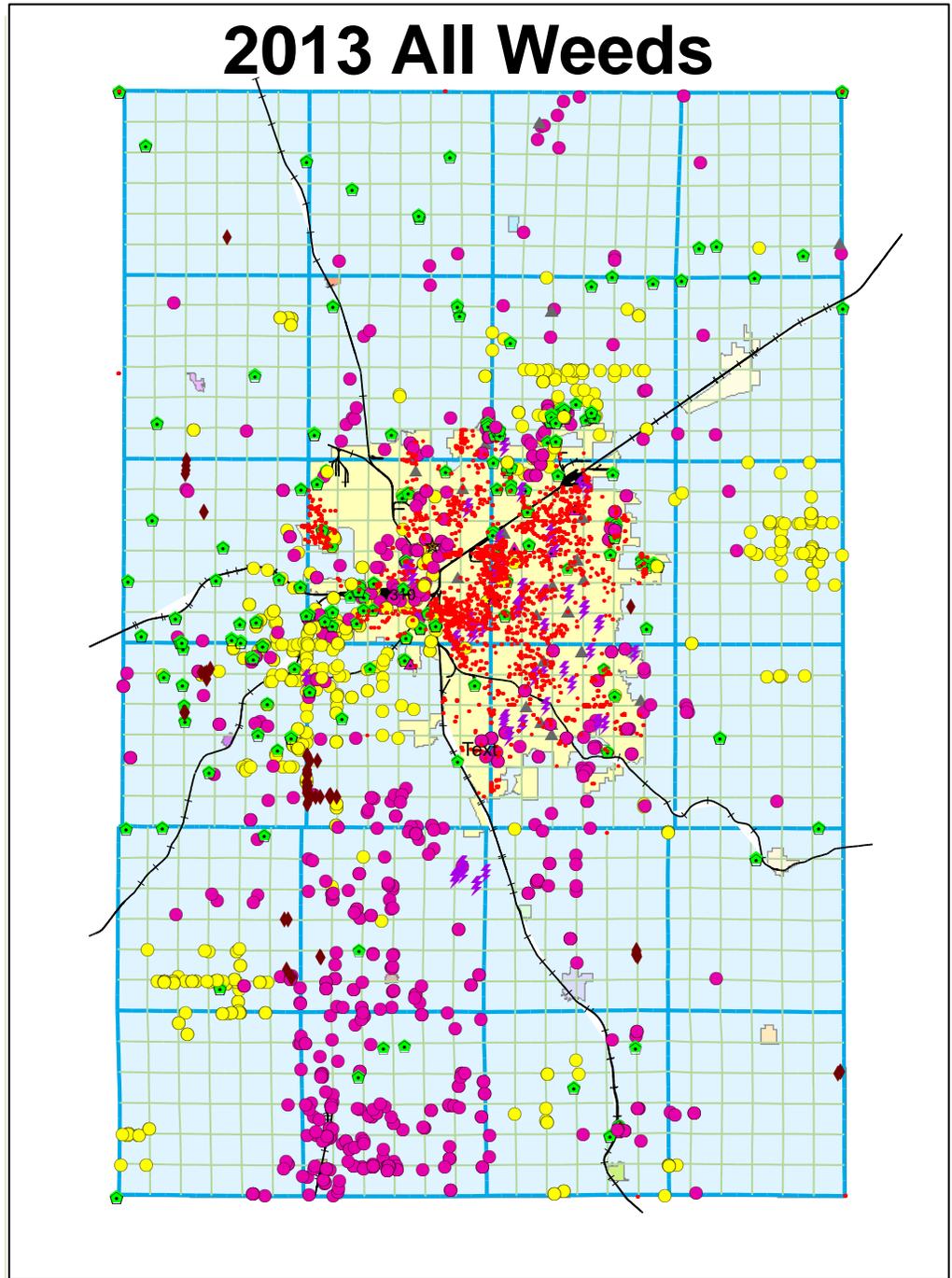
Fax:
402.441.8616

E-mail:
weeds@lancaster.ne.gov

Good Neighbors Control Their Weeds!



We're on the Web!
www.lancaster.ne.gov/weeds



- Legend**
- | | | |
|----------------------|--------------------|-----------|
| WEED_CATEGORY | Musk thistle | sections |
| Canada thistle | Saltcedar | precincts |
| Knotweed | Purple loosestrife | |
| Leafy spurge | Weed Abatement | |
| Phragmites | Sericea lespedeza | |
| | RailroadLines | |



Date: 1/31/2014

Lancaster County Combined Weed Program
map by: Lancaster County Weed Control

Mary M. Meyer

Subject: Broadmoor Development; Ashbrook Drive; Highway 2

From: Fred Kauffman <fredkauff@gmail.com>
Date: January 31, 2014, 11:02:17 AM CST
To: <mesposito@lincoln.ne.gov>, <joncamp@lincolnhaymarket.com>
Subject: **Broadmoor Development; Ashbrook Drive; Highway 2**

Mr. Camp and Ms. Esposito:

My wife Ruth and I live at 6540 Ashbrook Dr. I am writing to express disapproval of and opposition to the proposed apartment complex of Broadmoor Development, which we understand will come before the City Counsel on February 3, 2014. We are currently out of town and will not be able to attend the meeting to voice our concerns personally.

While there are a number of concerns, I will confine this message to traffic congestion. We have lived in our townhouse for a little over 1 year. In that short period of time, I have noticed a considerable increase of traffic on Highway 2. This is only going to continue to grow until the completion of a south by-pass, something that is clearly many years in the future.

The now uncontrolled Ashbrook Drive/Pine Lake Rd. intersection with Highway 2 is at the low point between 70th St. and 84th St. The truck traffic (particular large semis) from either direction tends to speed downhill in order to gain momentum for the uphill segment to the traffic control lights on 84th and 70th. This, along with the ever-increasing vehicular traffic creates significant congestion at the intersection, whether you are approaching from Ashbrook or Pine Lake Rd. While I certainly cannot speak for everyone, I think I am safe in saying that residents on Ashbrook Dr. generally recognize this and when driving to or from our homes avoid this intersection. Thus, much of our "to and fro" movement takes place by driving north on Ashbrook and then using Stevens Ridge Rd. to 70th St. or using 77th St. to access Old Cheney and then 84th St.

You should also be aware that the many townhouses already on Ashbrook are not the only such units being developed on our street, Camellia Ct. or other cul'de sacs or streets leading into Ashbrook. City records and plats may well reflect the number of lots currently existing but undeveloped. Additionally, keep in mind that the satellite view used by the developer to project boundaries and outlines of the proposed project does not depict the actual number of units now in existence. In fact, I would encourage all who are involved in making this decision to visit this area themselves in order to get a feel for the potential traffic issues that will unfold with a development of this size at this location.

If the apartment units proposed by Broadmoor are allowed to be developed this will pour an additional 150 to 200 vehicles into the Ashbrook Dr. / Highway 2 intersection 2 or more times a day. Drivers always tend to take a path that avoids waiting and anyone looking at the issue objectively will see that the intersection issues at Highway 2 will cause drivers to use Ashbrook, Stevens Ridge Road and the private street and parking area of Berean Church as feeder streets, something they were not designed to be.

When the Broadmoor project was initially presented the developer recognized the ingress/exit issues and proposed a separate access point from the complex to the Pine Lake area and to 84th

St. Those residents understandably voiced objection. With all ingress/egress now proposed to be via Ashbrook Drive, the obvious projection is for significant traffic on Ashbrook, coexistent with heavy periods of traffic on Highway 2, impacting the many current residents of this neighborhood and those who are now or will be constructing homes and townhomes.

While traffic control signals at the Ashbrook/Pine Lake Rd. intersection with Highway 2 might be helpful, it will not prevent the impatient driver who doesn't want to wait for the green light to use Ashbrook. I also suspect that another traffic control signal on Highway 2 could be controversial and there would be many (e.g., truckers) who would oppose such a signal at this intersection.

We ask you to keep in mind the interests of the many residents on Ashbrook Drive and Camellia Court, as well as those on Stevens Ridge Road and 77th St. who are likely unaware of the potential impact to their neighborhood of adding this level of housing density at this intersection area.

Sincerely, Fred Kauffman

Mary M. Meyer

Subject: Appeal: Special Permit No. 13043, Broadmoor Ashbrook Apartments Community Unit Plan

From: Rhonda Pepper [<mailto:rpepper@sprynet.com>]

Sent: Sunday, February 02, 2014 9:44 AM

To: 'Jean Preister'

Cc: 'rmoodie@friedmanlaw.com'; 'thuston@clinewilliams.com'; 'joncamp@lincolnhaymarket.com';

'mmeyers@lincoln.ne.gov'; 'mesposito@lincoln.ne.gov'

Subject: Appeal: Special Permit No. 13043, Broadmoor Ashbrook Apartments Community Unit Plan

To Whom It May Concern:

Thank you for giving me the opportunity to voice my concerns with respect to the proposed zoning change for Project Number CZ13020 and Special Permit 13043. While I appreciate the revised plan proposed by the developer, my original concerns remain valid. I am not opposed to development on this land in accordance with the current zoning requirements.

I own a home at 6334 Ashbrook Dr. in Lincoln. I am concerned about the zoning change to allow an apartment complex at the Ashbrook and Hwy 2 location. My concern is based on the increased traffic flow to the area.

The exit onto Hwy 2 from Ashbrook does not currently have a stop light. When exiting onto Hwy 2 from Ashbrook the speed and flow of traffic on Hwy 2 is often a concern. So much of a concern, that if I am going to 84th, I usually take the long way around through Edenton Woods and Edenton South to Old Cheney. I am quite comfortable saying that this a common route for area residents because of the difficulty going left onto Hwy 2 from Ashbrook. Going right (west) onto Hwy 2 from Ashbrook is not as difficult. However there are occasions when the truck and car traffic on Hwy 2 is such that even going right is difficult. I believe the concerns with speed and traffic volume on Hwy 2 is not unique in that there have been numerous accidents caused because of trucks going too fast. Adding a stop light to this intersection will of course help, however is not the solution. Come out and watch the speed of trucks coming off the hill and proceeding west on Highway 2.

Our neighborhood design and traffic flow is appropriate for the current residential design. I do not know if these curves and intersections are adequately designed to add the additional traffic flow. Several neighbors already have mailboxes occasionally hit during bad weather. I assume (hopefully not incorrectly) that the city took into consideration the zoning requirements when designing the neighborhood streets. With the additional homes being built on the north side of Ashbrook, consistent with the zoning plan, there will be a increase in street traffic. Revising the zoning plan to allow apartments will significantly add to the traffic congestion. Is the road layout for the neighborhood appropriately designed to handle the additional traffic? Is this consistent with the original city design?

The neighborhood has a lovely park which is frequented by young children and their parents. My grandchildren always look forward to spending time at the park. Is it appropriate to have the park, catering to young children, bordered by a busy street?

My concern about adding apartments and additional traffic to this residential area is based on:

1. The Hwy 2 traffic, lack of stop light at the Hwy 2 and Ashbrook intersection and speed of traffic coming down Hwy2.
2. The potential for additional accidents with the Hwy 2 traffic and the current intersections (70th, 56th, and now potentially Ashbrook).
3. The road layout for the neighborhood design for additional traffic flow.
4. The children's park next to a busy street.

I have one last comment, while I appreciate the need to continue to develop our city, why will the city consider the needs of one resident over the needs of the other residents? Many of us built or bought residences in this neighborhood because of its location, the quiet streets and area design. A good place to retire and enjoy the neighborhood. I appreciate that if I had land to be developed I would want to explore that possibility to its fullest, however why should one person's gain be at the expense of the other current residents who have already spent hundreds of thousands to locate in a quiet area.

I respectfully request your consideration in not permitting the re-zoning request and to continue to support the original neighborhood design.

Thank you for your consideration.

Respectfully submitted,
Rhonda Pepper

Mary M. Meyer

Subject: FW: Annexation No 13004; Change of Zone No 13020; and Special Permit No 13043 for the Broadmoor Ashbrook Apartments Community Unit Plan
Attachments: Olsson Engineer Report.pdf

From: Jon Camp [<mailto:joncamp@lincolnhaymarket.com>]

Sent: Sunday, February 02, 2014 5:42 PM

To: Marvin S. Krout; Miki Esposito

Subject: FW: Annexation No 13004; Change of Zone No 13020; and Special Permit No 13043 for the Broadmoor Ashbrook Apartments Community Unit Plan

Please review this email and attached Olsson Engineering report.

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:

<http://www.facebook.com/pages/Apothecary-Lofts-Ridnour-Rooms/173175799380032>

From: Larry Gaver [<mailto:lgaver@windstream.net>]

Sent: Sunday, February 2, 2014 2:51 PM

To: Jon Camp

Cc: mesposito@lincoln.ne.gov

Subject: Annexation No 13004; Change of Zone No 13020; and Special Permit No 13043 for the Broadmoor Ashbrook Apartments Community Unit Plan

February 2, 2014

Dear Mr. Camp:

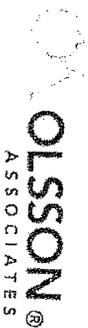
Our main concern and the reason we continue to oppose this development is for safety issues arising from the increase traffic flow on Ashbrook Drive. There is no traffic light at the intersection of Hwy 2 and Ashbrook Dr making it nearly impossible for south bound traffic on Ashbrook Drive to turn left onto Hwy 2. This results in the traffic being forced to go north on Ashbrook Drive and through the Edenton South or Pine Lake neighborhoods to get to either 70th or 84th streets. Broadmoor's current proposal is for all traffic to enter and exit their apartment complex off Ashbrook Drive. There is no secondary access. Broadmoor acknowledges that this is a safety concern in their engineers letter to the Lincoln City Planning Department of August 21, 2013 which states that **connectivity and a secondary access is desired for life safety purposes.**

In our opinion this statement, absent any evidence to the contrary, should raise serious concerns with regard to the feasibility of the proposed development at this location. This is especially true given the Lincoln City Planning Commission's stated policy goal to have connectivity and access between neighborhoods whenever possible.

Finally, it appears to us that the Broadmoor site plan has been superimposed on an outdated photo of the Ashbrook Drive area. There are just a few townhomes shown on the east side of Ashbrook Drive on the latest site plan. In actuality, however, the east side of Ashbrook Drive has been fully developed. There are 29 units on the east side of Ashbrook Drive. To this point, there have not been any units constructed on the west side of Ashbrook Drive. In addition, there are a number of lots on Camellia Ct. that haven't been developed yet. Certainly, the additional development of the area will only serve to exacerbate the traffic congestion and our safety concerns.

Thank you, in advance, for your consideration.

Larry and Mary Gaver
6416 Ashbrook Drive
Lincoln NE 68516



August 21, 2013

Mr. Marvin Krout
Planning Department
555 South 10th St., Suite 213
Lincoln, NE 68508

Re: Broadmoor Ashbrook Apartments
Highway 2 & Ashbrook Drive
Annexation, Change of Zone, & Community Unit Plan (C.U.P.)
Olsson Project No. 012-1233

Dear Marvin:

Enclosed find the following documents for the above-mentioned project:

1. Special Permit Application
2. Change of Zone Application
3. Legal Description and Exhibit
4. Drainage study memorandum
5. Special Permit and Change of Zone Submittal Fee (\$2,878.92 & \$792.00)
6. 1 - potential secondary access exhibit, and correspondence with Pine Lake Association.
7. 1 – 8 ½ x 11 copy of the cover sheet, site plan, general notes, and density calculations

A. Requests.

We are submitting this request for Annexation, Change of Zone, and Special Permit (Community Unit Plan) on behalf of the developer, Broadmoor Development. Broadmoor Development has a purchase agreement with Livingston Investments Inc. for the property. The development site is legally described as: Lot 89 SW, located in Section 15, Township 9 North, Range 7 East of the 6th P.M., City of Lincoln, Lancaster County, Nebraska which is located at Ashbrook Drive and Highway 2.

B. Property.

1111 Lincoln Mall, Suite 111
Lincoln, NE 68508

TEL 402.474.6311
FAX 402.474.5160

www.olssonassociates.com

The property is currently zoned AG and is surrounded on three sides by developed properties, and Highway 2. A good portion of the north property is floodway, floodplain and wetlands, and will remain undeveloped. This open space creates an ideal divide for the apartments from the townhomes and single family neighbors to the north and east.

We are requesting a change of zone to R-4 over the entire property containing 15.81 acres to obtain the requested density for the apartments. The allowable density for R-4 zoning is 13.93 units per acre. This calculates to 220 allowable units. This project, as designed, contains 219 units and a clubhouse facility. The Property is designated as "Urban-Residential" in the Future Land Use Map of the 2040 Comprehensive Plan. Increased density along major traffic corridors is a stated objective of that plan.

C. Meetings.

We have met with City Planning staff on several occasions to gain feedback on our proposed use and site plan. We have met with the Pine Lake Home Owners Association Board of Directors in early 2013. We met again with the Board and Neighborhood at an informational meeting at Berean Church on April 22nd, 2013. Concerns that were expressed by the neighbors at the meeting were related to the density of the development and the connection of Pine Ridge Lane to Ashbrook Drive.

The neighbors are concerned that the roadway connection will promote "cut through" traffic through their neighborhood, especially on Sundays when Berean Church traffic is exiting the Church property. They feel that the addition of 220 apartment units will exacerbate the potential problem. There is currently no traffic signal installed at the intersection of Ashbrook and Highway 2, and any eastbound vehicles have difficulty turning left onto Highway 2. The roadway connection would allow vehicles to connect to Westshore Drive, Eiger Drive, and then 84th Street, bypassing Highway 2. The neighbors also expressed concern regarding the density and the tenants from these apartments utilizing the Pine Lake neighborhood roads, and potentially trespassing on the lake association property.

D. Site Plan Modifications.

As can be seen from our site plan, we are proposing to not connect to the neighborhood through Pine Ridge Lane. There is a substantial grade difference across this property. By not connecting the roads, we can lower the apartment buildings and create a vertical separation between the apartments and adjacent residential neighbors. By not connecting the road, it also allows us to eliminate pedestrian and vehicle access to the neighboring Pine Lake association property. Broadmoor Development plans to build a perimeter wrought iron fence around the apartment area of the development. Broadmoor Development also proposes to increase the required landscape screening on the east side yard and proposes to increase the width of the

side yard setback from 5' to 50'. Both considerations were included in the design in response to the neighborhood concerns.



In an effort to comply with the City's policy for connectivity, we have requested that the neighboring Pine Lake association grant a public access easement across the horse stable property as shown on the accompanying exhibit. Broadmoor has offered to construct, at its expense, a frontage road to provide traffic access to Eiger Drive located to the east. A 40' public access easement would allow a driveway and sidewalk to be constructed through to Eiger Drive. This drive would provide access to 84th street for east-bound traffic, and would also provide connectivity and a secondary access that is desired for life safety purposes. A copy of the letter to the Pine Lake Association President explaining our concessions and proposal is attached in our submittal documents.

E. Waivers.

A waiver to the Lincoln Municipal Code is requested for Block Length and subdivision connectivity. We are proposing to not extend Pine Ridge Lane across the property and connect to Ashbrook Drive. The justification for this waiver is detailed in paragraph "D" above.

We are also requesting that the maximum height of the apartment buildings be increased to 40' as we are providing increased setbacks from the neighboring properties per section 1.2 of the Community Unit Plan design standards.

If you require further information or have any questions, please call either myself at (402) 458-5632, or Tom Huston at Cline Williams Wright Johnson and Oldfather, L.L.P. at (402) 479-7134

Sincerely,



Mark C. Palmer P.E.

CC Tom Huston, Cline Williams Wright Johnson and Oldfather, L.L.P.
Bob Stratton, Broadmoor Development
Bennie McCombs, McCombs Commercial Realty



Mary M. Meyer

Subject: FW: Annexation No 13004; Change of Zone No 13020; and Special Permit No 13043 for the Broadmoor Ashbrook Apartments Community Unit Plan

From: Miki Esposito

Sent: Sunday, February 02, 2014 6:57 PM

To: 'Jon Camp'; Mary M. Meyer; Marvin S. Krout

Subject: RE: Annexation No 13004; Change of Zone No 13020; and Special Permit No 13043 for the Broadmoor Ashbrook Apartments Community Unit Plan

Jon - fyi - Randy will be attending the public hearing to answer questions about traffic. I'll try to get an email out to the residents before the council meeting as well.

Miki Esposito, Director
Public Works & Utilities
555 S. 10th St. Room 208
Lincoln, NE 68508
(402) 441-6173
mesposito@lincoln.ne.gov



From: Jon Camp [<mailto:joncamp@lincolnhaymarket.com>]

Sent: Sunday, February 02, 2014 5:42 PM

To: Mary M. Meyer; Marvin S. Krout; Miki Esposito

Subject: FW: Annexation No 13004; Change of Zone No 13020; and Special Permit No 13043 for the Broadmoor Ashbrook Apartments Community Unit Plan

Please review this email and attached Olsson Engineering report.

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:

<http://www.facebook.com/pages/Apothecary-Lofts-Ridnour-Rooms/173175799380032>

6501 Eastshore Drive
Lincoln, NE 68516

Lincoln City Council Members

Jon Camp
Doug Emery
Jonathan Cook
Carl Eskridge
Leirion Gaylor Baird
Roy Christensen
Trent Fellers

January 1, 2014

RE: Broadmoor Development proposal – Annexation N. 13004, Change of Zone No. 13020, Special Permit No. 13043

I am writing this letter to you because my husband and I will be out of town the day of the Council's hearing on Broadmoor proposals. When the original proposal for this apartment complex went to the Planning Commission, Pine Lake and Edenton Woods home owners were very much against the R4 zoning request because it was not consistent with the established residential areas that abut Lot 89. Pine Lake and the Beran Church land is AGR and Edenton Woods is R3. The increase in traffic was another major concern for all three neighborhoods, especially since there isn't a traffic signal that would facilitate traffic from Beran Church and the apartments to move safely out of the area. The height of the buildings was problematic. A large three-story apartment does not fit next to AGR zoned residence.

When the Planning Commission did not approve the request to zone Lot 89 as R4, Broadmoor came back to Pine Lake Association with a revised plan. Our Board of Directors, our attorney, Bill Austin, our homeowners, and Edenton Woods have been in dialogue with Broadmoor to negotiate to an agreement of support for the development. Pine Lake and Broadmoor have created two important documents, a Memorandum of Understanding and a Declaration of Real Estate Use Restriction. The draft of the "Motion to Amend" included the change in density to 147 units but maintained the request for a height adjustment from 35' to 40'. On Thursday night, we learned that the change was being corrected to 45', and that a steeple roofline was going to be used. The drawing of the two-story building given to us had a much less steep roofline. We learned that the peak of the 3-story building would be 49' 4".

Time to address the height issue adequately ran out before Tuesday's hearing. I am writing as an individual homeowner, but I am serving on the Board of Directors and our Board takes seriously our responsibility to do what we can to protect the unique character of our long established neighborhood. We all have invested in our homes and we want to be good neighbors to the other neighborhoods. Originally, Lot 89 was to be residential, then with the Comprehensive Plan called for higher density,

we were told it would be used for townhomes. This seems like a more logical design in as much as the line of townhomes is just to the north of Lot 89. As I looked at apartment complexes by HyVee and Walmart, the two-story buildings give a residential feel and the feel of towhomes, whereas the three-story are over-bearing, and commercial.

From my perspective, I hear in our conversation of the last couple of money two key actions that the Council could request that would bring the three main neighboring bodies into support of this development. For better traffic flow and safety, a traffic signal needs to be installed at Highway 2 and Ashbrook by the time the apartments are open for occupancy. Beran Church is growing rapidly. It is already difficult for their parishioners to leave the grounds. Another 30+ townhomes are being built across Ashbrook from the current Edenton Woods townhomes. A traffic signal would be an easy fix.

Two-story apartment buildings would continue overall feel of the townhomes just to the north of Lot 89, and a better fit into the overall established neighborhoods that 3-story buildings. I would like to ask for a delay on the project until Broadmoor **seriously** looks at ways to placing 2-story apartment buildings closest to the Edenton Woods and Pine Lake homes and dam, and place the 3-story building along Hwy. 2 and to the west where there is a deep slope on the property.

I know these issues seem like minor ones, but to those who will have to live and deal with the issues that arise from this development, they significantly affect our lives and our investment in our properties. The city has grown around Pine Lake and with each new development, we have had understandings and agreements, only to have them dropped, costing us money to correct problems the problems were created by those unfulfilled promises and in legal fees to try to hold different parties to their promises. I've been on the Board when we've had to deal with the fall-out of broken promises and half-told truths. It is important to me to try and do the best I can for our neighborhood and our neighbors. Please help us all go the additional steps to make a plan that is good for everyone involved.

Sincerely yours,
Pam and Jack Gannon

Mary M. Meyer

From: Dianne Frydendall-Smith [dfrydendallsmith@gmail.com]
Sent: Monday, February 03, 2014 10:41 AM
To: Jon Camp; Roy A. Christensen; Jonathan A. Cook; Doug Emery; Carl B. Eskridge; Trenton J. Fellers; Leirion Gaylor Baird
Subject: Proposal on Ashbrook Drive. Resending

2-3-14

Council Members,

I wanted to contact you about the Ashbrook Drive planned apartments proposal coming before the council for a vote. The Pine lake Association has worked with the potential developer and even though Edenton Woods has not had a homeowners association formally turned over to the home owners, we have met as well. I know most neighbors prefer to have the land stay vacant, yet we all know this is not likely and certainly does not add to the city tax rolls.

Please consider that the overlay the developer shows of the land pictorially, is not up to date. The town homes along Ashbrook facing the wetlands are all built and occupied. Many people have shared concerns about a buffer zone of fence and trees, down lighting and architectural design which has all been nicely addressed by the developer. Broadmoor has a very good reputation. I have been on a few properties of theirs in Lincoln and several in Omaha. They are good neighbors. I have gone over the intersection and light at Holmes Lake apartments on 70th. The light works well and I have not ever found the traffic backed up blocking the apartment entry. There are almost 3 times the amount of apartments between Broadmoor and Chateau using this exit. The only time we would experience the traffic concern, that people project, is when the Berean Church service ends. This is problem now, but lasts only 15 minutes. It is not a problem created by the developer.

Positives

They have addressed design, lighting, pet restrictions, fencing and landscape quality. They have a very good reputation and track record. I can think of a thousand less desirable things you could approve to build there. (Thank you for not approving the storage units and camp ground proposed last month across highway 2 from us!), the only exception being additional town homes. One positive, no one speaks to, but I actually look forward too is the buffer the buildings along the highway side will provide, as a sound buffer from the traffic noise of the highway.

Negatives

I appreciate the concern over traffic. I do believe you can work with the department of roads to put a traffic signal at this intersection. I do believe you can ask for a more definitive plan for wetlands management and care including non-native species invasion with vegetation and wildlife management.

I would welcome the Broadmoor apartments as neighbors across the commons from us if the traffic and wetlands management concerns can be addressed and will appreciate the additional noise buffer the neighborhood would enjoy from the highway 2 traffic.

Please consider all of the above views when making an informed decision about the proposed project.

Dianne Frydendall-Smith

6424 Ashbrook Dr.

Lincoln NE 68516

[402.525.7239](tel:402.525.7239)

MINUTES
DIRECTORS' MEETING
MONDAY, FEBRUARY 3, 2014

Present: Carl Eskridge, Chair; Doug Emery, Vice Chair; Jon Camp; Roy Christensen; Jonathan Cook; Trent Fellers; and Leirion Gaylor Baird

Others: Teresa Meier; City Clerk; Rick Hoppe, Chief of Staff; June Pederson, Director, Aging Partners; Martha Hakenkamp, Program Monitor, Aging Partners; Jackie McCullough, American Counsel of Engineering Companies; and Mary Meyer, Council Secretary

Chair Eskridge opened the meeting at 2:06 p.m. and announced the location of the Open Meetings Act.

I. CITY CLERK

Meier, in review of today's formal meeting agenda, stated Items 1 through 7 were introduced by Emery, with Item 9 introduced by Fellers. Under Ordinances, 2nd Reading, will call Items 12, 13, and 14 together. On Item 15 there is a Motion to Amend, No.1, to accept a substitute resolution. Will call Items 19, 20, and 21 together. Eskridge stated Item 27 will be our last voting Item with Meier confirming.

II. MAYOR

1. Fiscal Impact Statement for StarTran.
2. NEWS RELEASE. Open House set to discuss replacement of historic Sheridan Bridges.

Rick Hoppe, Chief of Staff

Hoppe stated today discussing a new process, regarding the 2014 construction season, which is intended to be initiated through an Executive Order sometime this week. In talking with Councilmen Fellers and Christensen trying to determine how to best utilize our road dollars. The dollars are scarce, with a lot of needs, and the necessity to use as efficiently as possible. One aspect is the Engineering Services division's review of project design and construction phases as projects move forward. From time to time it's good practice to discuss exactly what is the process? Can we do more efficiently and better? We will combine a group of 12 people. Seven (7) from private section engineering firms, 4 City people, and 1 Councilperson. Will discuss the various elements in engineering services projects. Included will be costs. What are appropriate engineering costs for the whole project, with a number of issues connected? Possibly figure out the best way to accomplish engineering associated projects.

Appreciate Councilman Christensen's and Councilman Fellers' approach as we discussed hiring a firm for a study. The consensus was this may be a quarter of a million investment and possibly it would be more efficient to have the people who deal with the projects together with the public sector to discuss.

The Administration agreed, having had a successful version in assembling the Access Management manual. A similar process, private and public sectors developed the manual, with both sides taking ownership. Towards this end we'll have an EO this week. We have a committee in mind, and a Chair. Jackie McCullough of the American Counsel of Engineering Companies has agreed to take on this task force. Jackie is the Executive Director of the local chapter. After greeting her ask any questions you may have. McCullough stated she's looking forward to being part of the process.

Fellers extended his thanks to Hoppe and Public Works for the numerous times we have met and discussed. The discussions went quickly and once we realized we all wanted the same items we moved forward. Thanks to McCullough for agreeing to chair. Christensen reiterated Fellers comments adding, he was especially excited to realize it won't cost \$250,000. Part of the project is to accomplish with local talent having our community involved. Confident we'll emerge with good results.

Hoppe thanked Public Works. Sometimes it is difficult to examine one's self with an introspective view. But they're willing to do, showing excitement with the process, while doing a great job now.

III. DIRECTORS CORRESPONDENCE

AGING PARTNERS

Aging Partners 2013 Annual Report

June Pederson, Director and Martha Hakenkamp, Program Manager

- a) 2013 Annual Lincoln City Council and Lancaster County Board Report - Attachment A
- b) Aging Partners, Population By Selected Age Groups, 2000/2010 - Attachment B

Pederson introduced herself and Hakenkamp. She stated they had an opportunity to assemble annual reports for all of their counties. Hakenkamp created the report for each county, with Council receiving the copy for Lancaster County.

Pederson then gave explanation of the 2013 report, using pictures, or graphs, for each particular program, which included:

- The Aging Partners Mission
- History
- Services Provided to Older Adults in Lancaster County
- Senior Center Use in Lancaster County
- Lancaster County Consumers
- Lancaster County Consumers by Service
- High Risk Consumers
- Consumers Who Live Alone by Age
- Care Management
- Health
- In Home Services
- Nutrition Services
- Senior Centers and Special Events
- Administration
- Nebraska's Projected Growth of Individuals Age 65 and Older
- 2013 - 2014 Goals
- FY14 Budget Summary
- Lancaster County Return on Investment

After an explanation of each category Pederson and Hakenkamp answered questions.

Christensen stated in his dealings with senior citizens it seems one significant event, if you live long enough, will be dealing with your driver's license, and therefore would include driving. Is there anything on driving, or something you're working on? People deal very poorly with the transition of not having a car or a drivers license. Pederson listed the transportation they provide and other programs available.

Camp asked if Aging Partners considered using a program like Skype? Pederson replied they have, but really interested in the opportunity to have 8 or more people at the same time. But, Skyping does work one on one.

Cook asked if today's report is on the Aging Partners website? Pederson answered it will be.

Eskridge stated approximately a month ago he presented with the Legislative Cause for Research Board. UNO has organized, and provides, data with the same kind of numbers, on baby boomers. Interesting is that it will come and then go away. An important item mentioned is working with individuals to keep them in their homes rather than facilities. In a sense this is almost a temporary state. If building numerous nursing homes within 20 years they might sit empty because of the numbers. These opportunities are an alternative for people to stay in their home if at all possible. Pederson stated they're talking with the Legislature about our annual state distribution. Would like to visit with them about per capita support from the State, which seems to make more sense. As we know this will decrease at some point, and makes sense to provide for the person(s) where they are. We'll approach that next budget year.

Gaylor Baird stated these numbers show our thinking on the Comp Plan Update. The idea in increasing the projections for housing downtown there may be large numbers of seniors, students, and young professionals, who will need smaller spaces. They wouldn't necessarily want a car, which addresses transportation, but still have high quality life in an urban environment.

COMMISSION ON HUMAN RIGHTS

1. Commission on Human Rights meeting agenda for Thursday, January 30, 2014.

LINCOLN FIRE AND RESCUE

Chief Huff made a correction to the fact sheet on Item 26. Identified as cleanup but actually is response. Hard rule in the continuity of the incident is, we respond, we'll stabilize, normalize as best we can, and then leave to the cleanup contractors to come in and actually do the cleanup. It's a small error but really a response fee, not a cleanup fee.

Camp stated possibly talk about what constitutes a response, or a false alarm type incident? Huff said he was planning on staying for the formal meeting, and will be glad to explain in that session. Eskridge reiterated, Item 26 on our agenda.

PLANNING DEPARTMENT

1. Lincoln Metropolitan Planning Organization, Technical Committee Meeting agenda for February 6, 2014, 1:30 p.m., 555 S. 10th Street.

URBAN DEVELOPMENT/ HOUSING REHAB & REAL ESTATE DIVISION

1. Street and alley vacation No. 13004, Pine Tree Lane.
2. Street and alley vacation No. 13005, North 21 feet of Holdrege Street, west of North 20th Circle.

IV. COUNCIL MEMBERS

JON CAMP

1. Message from constituent Cory Comstock regarding inspection on replacement dishwasher. (Sent to Building and Safety/Inspectors on January 28, 2014)
2. Country Meadows Board President, Steve Clymer's email on the Country Meadows roads asking for an update. (Email also sent to Thomas Shafer, Engineering Design/Construction Manager)
3. Correspondence from Robert Moodie regarding questions on the Broadmoor Development at Ashbrook Drive and Highway 2.
 - a) Development site plan.
 - b) Acknowledging review by Miki Esposito, Public Works & Utilities Director.
4. Correspondence from Thomas Huston, attorney representing the Broadmoor Development, giving language from the staff report on installing signals.

V. CORRESPONDENCE FROM CITIZENS

1. Reply to Alan Hersch from Roger Figard, City Engineer, on his requests concerning 70th and Stevens Ridge Streets. (Correspondence from Alan Hersch listed on the Directors' Addendum of January 27, 2014. Correspondence from Citizens, No. 1)
2. Email from Concerned Homeowner with questions regarding a neighborhood public walkway. (Sent to Public Works & Utilities/Pedestrian Management/Sidewalks)
 - a) Map of neighborhood involved.
3. Reply from Harry Kroos, Manager of Pedestrian Management/Sidewalks explaining action taken regarding the easement on October 7, 2013. (Number 2 above)

VI. ADJOURNMENT

Chair Eskridge adjourned the meeting at 2:39 p.m.