IN LIEU OF
DIRECTORS' MEETING
ADDENDUM
Monday, March 30, 2020

I. DIRECTORS CORRESPONDENCE
TRANSPORTATION AND UTILITIES
1. Update on the 2020 Construction Season

II. CONSTITUENT CORRESPONDENCE
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16. Special Permit 20003 - 93rd and Old Cheney - Jianing Sun and Li Tan
17. Special Permit 20003 - 93rd and Old Cheney - Mary Reiman
18. Special Permit 20003 - 93rd and Old Cheney - Eric Pierson
19. Special Permit 20003 - 93rd and Old Cheney - Laura Cole
20. Health Alert - David Sherwood
21. DLA Letter of Support Downtown Entryway Corridor - Todd Ogden
22. Special Permit 20003 - 93rd and Old Cheney - Jackie Egan

Angela M. Birkett

From: Elizabeth D. Elliott
Sent: Thursday, March 26, 2020 6:23 PM
To: Bennie R. Shobe; Richard W. Meginnis; Tammy J. Ward; Jane Raybould; James M. Bowers; Roy A. Christensen; Sandra J. Washington
Cc: Lonnie J. Burklund; Thomas S. Shafer; Jennifer J. Brinkman; Angela M. Birkett
Subject: Update on the 2020 Construction Season
Attachments: FINAL2020 Projects.2.6.2020blue.gray.yellow2.pdf

Council Members,

It's disappointing that we aren't able to celebrate one of the rites of Spring with LTU's annual presentation on the upcoming 2020 Construction season. However, the Transportation Team still wanted to give you an overview of what is planned for this Construction Season. Since they couldn't present it to you in person, the team put a lot of time into a great portfolio, which is attached, that walks you through each project. At this time, we are still anticipating being able to complete much of our scheduled work as planned. We are staying in contact with the contracting community, so that we'll be able to partner with them on solutions if labor pool shortages or material availability become concerns.

Starting next week, we anticipate seeing work start in earnest on a highly anticipated major street reconstruction of West "A" Street from east of Folsom thru the Coddington Intersection and one the first Lincoln on the Move funded projects, that being S. 40th from Highway 2 to just north of Pioneers. Speaking of Lincoln on the Move funding, N. 7oth from Colfax to Havelock, the Zeman Elementary Neighborhood, and Havelock Neighborhood projects have all received favorable bids and are gearing up for work during warmer weather months.

Additional information on LTU projects and street closures can be found on our website. Use the following keyword searches at https://www.lincoln.ne.gov/

"Projects" will provide you the 2020 Projects Map and Information Page
"Construction" will provide you with the Websites for Key Projects
"Closures" will provide you with the Current Street Closure Map and List
"CIP" will provide you with the Capital Improvement Program

Additionally, in an effort to provide the public with as much information as possible on these projects, the Transportation team created a website dedicated to Lincoln on the Move: https://www.lincoln.ne.gov/city/ltu/streets/ (or use the keyword search "streets" on the city website). This website provides in-depth information of how funds are being invested in Lincoln's transportation infrastructure, including ACT's recommendations, as well as the revenue projected and invested, a breakdown of each project, and the timelines for the program and the various projects.

If you have any questions, please do not hesitate to contact us!

2020 Construction Season Preview

LINCOLN ON THE MOVE

The City of Lincoln is investing in streets to ensure a better tomorrow. Upkeep and maintenance of street infrastructure has become an increasingly critical need in our great city.

The same growth that boosts our local economy and provides opportunity for residents also puts a strain on existing infrastructure and the demand for expansion. Because of this, and a growing gap in funding, Lincoln citizens approved a quarter-cent sales tax aimed at improving our streets.

Projects utilizing this funding will be noted with the following graphics.

= 73.5% Existing Streets Allocation

= 25% Growth Allocation

ARTERIAL STREET REHABILITATION

- *Fletcher Avenue from North 56th to 70th streets (continued from 2019)*
- *South 56th Street from Yankee Hill to Pine Lake roads*
- *Arbor Road from North 56th to 70th streets*
- *Holdrege Street from North 47th to 70th streets*
- *North 70th Street from Colfax to Havelock avenues*
- *South 40th Street from Highway 2 to Clifford Drive*

Check out the major investments in city infrastructure for 2020 at lincoln.ne.gov (keyword: projects). General information has been provided throughout this document, actual start dates and durations for each project and phase will be individually coordinated and communicated by the specific project sponsor.

RESIDENTIAL STREET REHABILITATION PACKAGES

Havelock Neighborhood

- *North 57th Street from Greenwood to Hartley streets*
- *Greenwood Street from North 56th to 60th streets*
- *Hartley Street from North 56th to 66th streets*
- *North 62nd Street from Judson to Fremont streets*
- *Gladstone Street from North 65th to 68th streets*
- *Willow Avenue from North 68th to 70th streets*

McPhee Elementary Neighborhood

- *Lincoln Mall from South 10th to 14th streets*
- *South 14th street from "A" to "K" streets*
- *Goodhue Boulevard from "A" to "H" streets*

Zeman Elementary Neighborhood

- *Claire Avenue from South 48th to 53rd streets*
- *South 52nd Street from Boeckner Avenue to LaSalle Street*
- *South 53rd Street from Boeckner to Claire avenues*
- *Boeckner Avenue from South 49th to 53rd streets*
- *South 49th Street from Boeckner to Woodland avenues*

Southwood Neighborhood

- *Essex Road from Grassridge Road to Tipperary Trail*
- *Southwood Circle to Essex Road*
- *Southwood Drive from Essex Road to Highway 2*
- *Tipperary Trail from Essex Road to South 27th Street*

WEST 'A' STREET IMPROVEMENT PROJECT

The first phase of West "A" Street corridor improvements is underway. The purpose of this project is to improve the West "A" Street corridor beginning at the west city limits extending east to the intersection of Southwest 5th Street. To minimize impacts to area residents, businesses and commuters, the project has been divided into two separate construction projects. Project A is Southwest 23rd to Southwest 5th streets (anticipated completion 2020). Project B is west city limits to Southwest 23rd Street (scheduled for 2021).

The project provides several improvements including:

- *Street pavement and traffic capacity improvements*
- *Upgraded sanitary sewer trunk line and water mains*
- *Roundabout Intersections*
- *New sanitary sewer lines*
- *New ADA-accessible curb ramps and sidewalks*
- *New LED street lighting*
- *New concrete bus stop pads*
- *New driveway connections*
- *Multi-use trail*

WATER PROJECTS

- *"B", "C", and Mohawk streets, South 37th to 44th streets*
- *North 60th and 61st streets, Adams Street to Cleveland Avenue*
- *All of Stonecliffe Drive*
- *South 44th Street, "A" to "D" streets*
- *South 50th Street, Randolph Street to Valley Road*
- *High Street, South 47th to 51st streets*
- *South 47th Street, Randolph to "F" streets*
- *South 47th Street, Pawnee to High streets*
- *"F" Street, South 46th to 48th streets*
- *Yolande Avenue, North 20th to 21st streets*
- *Alvo/Arbor roads, North 14th to 27th streets*
- *Holdrege Street, Northwest 40th to 56th streets*
- *North 63rd Street, Baldwin Avenue to Delhay Drive*
- *Cornhusker Highway, North 14th to Adams streets*
- *Holdrege Street, North 98th Street to Cessna Lane*
- *Old Cheney Road, South Folsom Street to Hunts Drive*
- *Rokeby Road, South 40th Street to Grandale Boulevard*

GREEN LIGHT LINCOLN

"Green Light Lincoln" is an initiative by the City of Lincoln Transportation Team to improve traffic flow and traffic safety citywide. Key benefits of this program are:

- *Reduce the number and severity of crashes*
- *Reduce travel times, delays, and stops*
- *Reduce emissions and pollutants*
- *Reduce fuel consumption for savings at the pump*
- *Smooth traffic flow and reduce driver frustration*
- *Delay the need for major street widening projects*

Phase 1 and 2 are complete and final reports are available at lincoln.ne.gov (keyword: gl2).

Phase 3 focuses on the downtown Central Business District and adjacent signals south of downtown. It encompasses 240 blocks from 8th to 17th streets, between "A" to "Q" streets. The final report will be completed in 2020.

WASTEWATER PROJECTS

- *South 98th and "A" streets, Phase I*
- *Old Cheney Road, Highway 77 to Hunts Drive*
- *West "A" Street, Southwest 13th Street to South Coddington Avenue*

INTERSECTION IMPROVEMENTS

- *South 70th and "A" streets – installation of northbound right-turn lane and associated signal reconstruction*
- *South 70th and "L" streets – installation of northbound right-turn lane and associated signal reconstruction associated with Victory Park community based outpatient clinic*
- *Park Avenue and Van Dorn Street – permanent signal installation and geometric improvements*
- *South 56th Street and Yankee Hill roundabout (coordinated with South 56th Street arterial street rehabilitation). The purpose of this project is to mitigate crashes and improve traffic operations at South 56th Street and Yankee Hill Road. Based on the traffic study and analysis completed, the preferred alternative is to construct a roundabout at this intersection.*

STORM DRAINAGE PROJECTS

- *South 27th Street and Woodsdale Boulevard*
- *Fletcher Avenue, North 56th to 70th streets*
- *Cornhusker Highway Inlet Top Rehabilitation*
- *Salt Creek crossing with Old Cheney Road Stream Stabilization*

HELPING LINCOLN GROW

Van Dorn Street from South 84th to 93rd streets – partnering with private development contributions on street construction

"A" Street from South 89th to 93rd streets – partnering with private development contributions for intersection improvements at South 89th and 93rd streets

Rokeby Road from South 31st to 40th streets – partnering with private development contributions in street grading and paving

- *Transformation Drive from North 21st Street to Salt Creek Roadway – completion of the street within Innovation Campus.*
- *Beal Slough Sanitary Sewer Project – the purpose of this project is to provide additional sanitary sewer capacity to the wastewater collection system in order to accommodate a growing customer base. The project will include installation of a new sanitary sewer line parallel to the existing line, and replacement of an existing sanitary sewer line with a larger diameter pipe. Construction will take place along Highway 2 from South 33rd Street (behind Russ's Market) to South 56th Street next to Alamo Plaza (continued from 2019).*

SIDEWALK REPAIR PROJECTS

- *Indian Village neighborhood repairs*
- *Lincolnshire neighborhood repairs*
- *Northeast Lincoln priority repairs*
- *South Lincoln priority repairs*
- *Northwest Lincoln priority repairs*
- *Citywide sidewalks maintenance and sawing*
- *North 13th Street from "O" to "N" streets replacement*

PAVEMENT REJUVENATION PROJECTS

Utilizing a variety of pavement management practices makes the best use of limited funding to keep our streets in good condition.

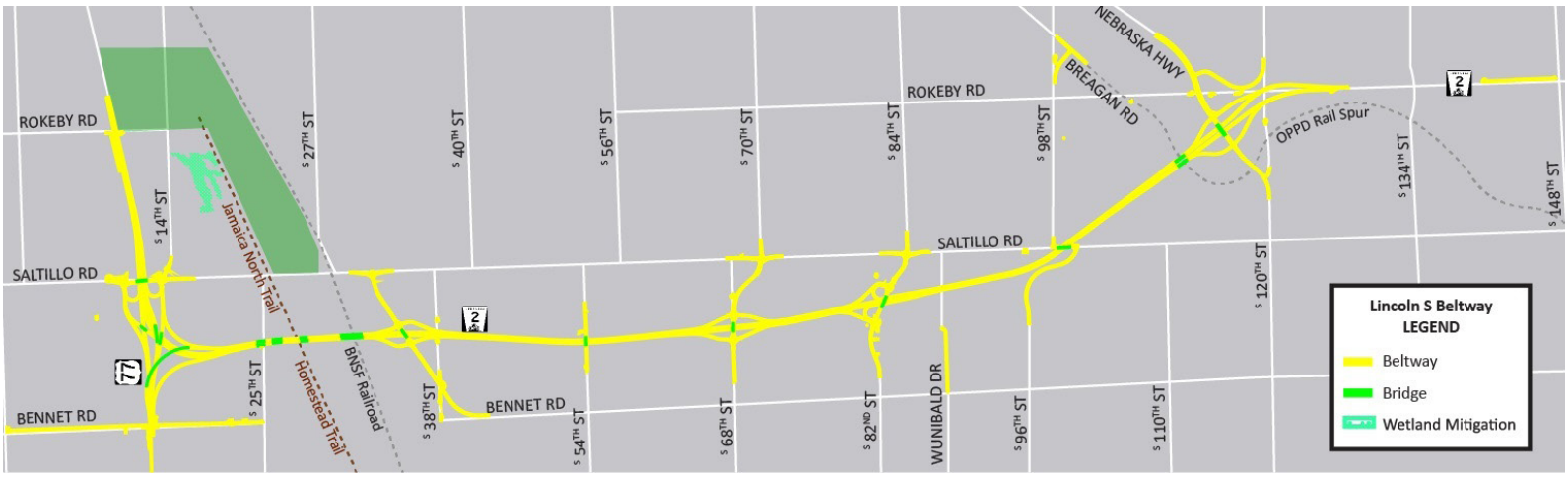
- *Old Cheney Road from South 40th Street to Highway 2*
- *North 33rd Street from Holdrege Street to Madison Avenue*
- *North 56th Street from Vine to Adams streets*
- *North 48th Street, north of Superior Street*
- *2017 and 2018 residential rehabilitation locations, including the Haymarket asphalt areas*

CITY OF LINCOLN SOUTH BELTWAY CONSTRUCTION IMPACTS

The City of Lincoln, Lancaster County and Nebraska Department of Transportation have been working together on addressing impacts related to the construction of the South Beltway. Construction work in 2020 is expected to affect area traffic in the following ways:

- *One lane traffic in each direction on both U.S. Highway 77 and Highway 2*
- *Disconnection of both Rokeby Road and Bennet Road from U.S. Highway 77*
- *Disconnection of Rokeby Road west of Nebraska Highway 2*
- *Closure of South 38th Street from Bennet to Saltillo roads*
- *Construction on South 68th Street from Bennet to Saltillo roads at South 70th Street*
- *Work on South 96th Street south of Saltillo Road and on Saltillo Road east of South 98th Street*
- *Short-term closure of South 25th Street between Bennet and Saltillo roads*

For more information visit https://dot.nebraska.gov/lincoln-south-beltway/.



OLD CHENEY ROAD — U.S. 77 TO HUNTS DRIVE

This interagency construction improvement project will stabilize the Salt Creek stream channel and protect the Old Cheney Bridge. It also includes installation of new sanitary sewer and water lines.

Agencies participating in this project include the Lincoln Parks and Recreation Department, Lincoln Transportation and Utilities, Lancaster County, and Lower Platte South Natural Resources District. The work is being coordinated to decrease overall disruption to the park and reduce closure times.

SCHOOL BOND INFRASTRUCTURE INVESTMENTS

The public's passage of the school bond vote requires additional infrastructure investments in 2020.

West Holdrege from Northwest 48th to 56th streets
- *New water main*
- *Street grading and paving*
- *Intersection improvements*

South 70th Street between Saltillo and Rokeby Roads
- *Intersection improvements at Carger Lane and new high school entrance*

FOR MORE INFORMATION

Use the following keyword searches at lincoln.ne.gov

"Projects"
2020 Projects Map and Information Page

"Construction"
Websites for Key Projects

"Closures"
Current Street Closure Map and List

"CIP"
Capital Improvement Program

"Streets"
Lincoln On The Move – Improving Our Streets

The City uploads street closures in the Waze mobile app. Avoid construction and download today!

waze

LTU
CITY OF LINCOLN
TRANSPORTATION
AND UTILITIES

Angela M. Birkett

From: Lin Quenzer
Sent: Thursday, March 26, 2020 3:13 PM
To: C Egenberger; Council Packet
Subject: RE: Halt Evictions

Thanks for contacting our office to share your concern about the financial challenges being created by COVID-19, the disease caused by the novel coronavirus. Ensuring the health and safety of Lincoln residents is our top priority, and we know how important financial well-being is to overall well-being.

Fundamental to delivering on this priority is ensuring that economically vulnerable residents have access to resources that will help them remain housed. The city's website at covid19.lincoln.ne.gov has a link to a number of resident resources, including housing, food, and financial assistance. We are asking both community partners and individuals to access
these resources and help us distribute this information to their networks.

The Mayor and her staff are also actively working to prevent evictions during this public health emergency. The Mayor has communicated to property owners and managers the urgent need to refrain from pursuing evictions at this time. In addition on March 25, 2020 Governor Ricketts issued an executive order on temporary eviction relief: http://govdocs.nebraska.gov/docs/pilot/pubs/eofiles/20-07.pdf

We have received positive responses from owners who acknowledge they will need to work with tenants by waiving late charges, setting up payment plans, and accepting late payments as people work to get help. Owners know that evicting tenants does not guarantee a property owner will quickly find another tenant. It simply means they will have an empty unit, and the community will have a potentially homeless person or family. In addition, eviction moves people around our community during these months when social distancing and limiting contact is absolutely critical to protecting public health. It's important for tenants and owners to communicate with each other as soon as possible about their situation and work together during this public health emergency.

We also continue to work with neighborhood groups, tenant advocates, and service providers with the same goal in mind: working together to keep people housed and safe.

Lastly, we are asking residents to continue to help by checking in with friends and relatives who may be at-risk due to age or underlying health issues through phone, text, email, and other electronic messaging. Staying connected is extremely important not only to ensure their needs are identified and addressed quickly, but also to promote continued community well-being during a time of necessary physical distancing.

Your help in bringing these concerns to the attention of the Mayor's office is appreciated. It is going to take all of us working together to find solutions to the problems we face. Thank you for being an advocate in our community.

Sincerely,

Lin Quenzer, Ombudsman
Office of the Mayor

O: 402-441-7511

555 South 10th Street, Ste. 301
Lincoln, NE 68508

lincoln.ne.gov
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From: C Egenberger <cegenberger@gmail.com>
Sent: Wednesday, March 25, 2020 11:40 AM
To: Mayor <mayor@lincoln.ne.gov>; Council Packet <CouncilPacket@lincoln.ne.gov>
Subject: Halt Evictions

CAUTION: This email comes from a sender outside your organization.

Dear Mayor Gaylor Baird and the Lincoln City Council,

Lincoln has demonstrated great leadership and care for its community in response to the coronivirus pandemic that is sweeping our nation. However, we continue to see the strain on families across our community. While we are all living with the collective anxiety of this pandemic, it is cruel to continue to have individuals face eviction at this uncertain time.

I am one of many residents asking the Mayor's office, City Departments, and the City Council to all do their part in stopping evictions from continuing in our community.

This is the time to lead.

Sincerely,
Chelsea Egenberger
1716 B St, #1, Lincoln, NE 68502

Angela M. Birkett

From: Taylor May <taylor.may@supremespapool.com>
Sent: Friday, March 27, 2020 10:01 AM
To: Council Packet
Subject: ATTN: Lincoln, NE City Council Members - COVID-19 Essential Workers
Attachments: CISA-Guidance-on-Essential-Critical-Infrastructure-Workers.pdf

CAUTION: This email comes from a sender outside your organization.

To Whom it May Concern,

My name is Rob Hobelman and my company, RLH Enterprises, Inc. DBA Supreme Spa & Pool, provides the sales and services to maintain safe water conditions in Lincoln, Nebraska and surrounding areas. I am requesting the consideration of our industry to be designated as "Essential Services" for the continued preservation of public health during the COVID-19 response. Please see the attached memo and federal guidance for why this is critical for your constituents.

The pool and hot tub industry professionals are responding to the dynamic situation and aggressively moving to ensure that the business of maintaining clean, safe and healthy recreational bodies of water does not enable the spread of COVID-19 or waterborne pathogens such as Pseudomonas, Cryptosporidium, E. Coli, Shigella, etc. as well as ancillary diseases (Zika Virus, West Nile Virus, etc.).

We firmly believe the companies that supply pool sanitization and disinfection materials (through manufacturing, distribution or retail stores), the companies that manage the maintenance of swimming pools, hot tubs and other artificial bodies of water and the companies currently constructing inground pools and spas are essential to preventing the transmission of infectious diseases, helping maintain community health, and ensuring public safety. These efforts will avoid creating additional vectors for the spread of this virus and/or other complicating diseases which might compound the challenges currently facing our health care infrastructure.

More than ever, we appreciate your leadership and cooperation during these trying times. Thank you for your consideration of the attached documents and the following language:

Recommended Language for any Shelter in Place Order
For purposes of this Order, individuals may leave their residence to provide any service or perform any work deemed essential for public health and safety including, but not limited to the manufacturing, distribution, transportation and application of chemicals used in the cleaning and maintenance of recreational bodies of water, including pools, spas and hot tubs, and to finish any active pool and spa construction site.

Respectfully Submitted,
Rob Hobelman, Owner, Supreme Spa & Pool

U.S. Department of Homeland Security
Cybersecurity & Infrastructure Security Agency
Office of the Director
Washington, DC 20528

March 19, 2020

MEMORANDUM ON IDENTIFICATION OF ESSENTIAL CRITICAL INFRASTRUCTURE WORKERS DURING COVID-19 RESPONSE

FROM: Christopher C. Krebs
Director
Cybersecurity and Infrastructure Security Agency (CISA)

As the Nation comes together to slow the spread of COVID-19, on March 16th, the President issued updated Coronavirus Guidance for America. This guidance states that:

> *"If you work in a critical infrastructure industry, as defined by the Department of Homeland Security, such as healthcare services and pharmaceutical and food supply, you have a special responsibility to maintain your normal work schedule."*

The Cybersecurity and Infrastructure Security Agency (CISA) executes the Secretary of Homeland Security's responsibilities as assigned under the Homeland Security Act of 2002 to provide strategic guidance, promote a national unity of effort, and coordinate the overall federal effort to ensure the security and resilience of the Nation's critical infrastructure. CISA uses trusted partnerships with both the public and private sectors to deliver infrastructure resilience assistance and guidance to a broad range of partners.

In accordance with this mandate, and in collaboration with other federal agencies and the private sector, CISA developed an initial list of "Essential Critical Infrastructure Workers" to help State and local officials as they work to protect their communities, while ensuring continuity of functions critical to public health and safety, as well as economic and national security. The list can also inform critical infrastructure community decision-making to determine the sectors, sub-sectors, segments, or critical functions that should continue normal operations, appropriately modified to account for Centers for Disease Control (CDC) workforce and customer protection guidance.

The attached list identifies workers who conduct a range of operations and services that are essential to continued critical infrastructure viability, including staffing operations centers, maintaining and repairing critical infrastructure, operating call centers, working construction, and performing management functions, among others. The industries they support represent, but are not necessarily limited to, medical and healthcare, telecommunications, information technology systems, defense, food and agriculture, transportation and logistics, energy, water and wastewater, law enforcement, and public works.

We recognize that State, local, tribal, and territorial governments are ultimately in charge of implementing and executing response activities in communities under their jurisdiction, while the Federal Government is in a supporting role. As State and local communities consider COVID-19-related restrictions, CISA is offering this list to assist prioritizing activities related to continuity of operations and incident response, including the appropriate movement of critical infrastructure workers within and between jurisdictions.

Accordingly, this list is advisory in nature. It is not, nor should it be considered to be, a federal directive or standard in and of itself.

In addition, these identified sectors and workers are not intended to be the authoritative or exhaustive list of critical infrastructure sectors and functions that should continue during the COVID-19 response. Instead, State and local officials should use their own judgment in using their authorities and issuing implementation directives and guidance. Similarly, critical infrastructure industry partners will use their own judgment, informed by this list, to ensure continued operations of critical infrastructure services and functions. All decisions should appropriately balance public safety while ensuring the continued delivery of critical infrastructure services and functions.

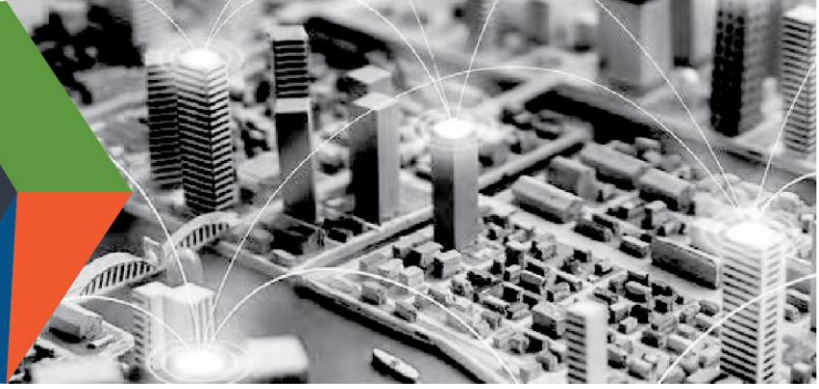
CISA will continue to work with you and our partners in the critical infrastructure community to update this list as the Nation's response to COVID-19 evolves. We also encourage you to submit how you might use this list so that we can develop a repository of use cases for broad sharing across the country.

Should you have questions about this list, please contact CISA at CISA.CAT@cisa.dhs.gov.

Attachment: "Guidance on the Essential Critical Infrastructure Workforce: Ensuring Community and National Resilience in COVID-19 Response"

CISA
CYBER+INFRASTRUCTURE

DEFEND TODAY, SECURE TOMORROW



Guidance on the Essential Critical Infrastructure Workforce: Ensuring Community and National Resilience in COVID-19 Response

Version 1.0 (March 19, 2020)

THE IMPORTANCE OF ESSENTIAL CRITICAL INFRASTRUCTURE WORKERS

Functioning critical infrastructure is imperative during the response to the COVID-19 emergency for both public health and safety as well as community well-being. Certain critical infrastructure industries have a special responsibility in these times to continue operations.

This guidance and accompanying list are intended to support State, Local, and industry partners in identifying the critical infrastructure sectors and the essential workers needed to maintain the services and functions Americans depend on daily and that need to be able to operate resiliently during the COVID-19 pandemic response.

This document gives guidance to State, local, tribal, and territorial jurisdictions and the private sector on defining essential critical infrastructure workers. Promoting the ability of such workers to continue to work during periods of community restriction, access management, social distancing, or closure orders/directives is crucial to community resilience and continuity of essential functions.

CONSIDERATIONS FOR GOVERNMENT AND BUSINESS

This list was developed in consultation with federal agency partners, industry experts, and State and local officials, and is based on several key principles:

1. Response efforts to the COVID-19 pandemic are locally executed, State managed, and federally supported
2. Everyone should follow guidance from the CDC, as well as State and local government officials, regarding strategies to limit disease spread.
3. Workers should be encouraged to work remotely when possible and focus on core business activities. In-person, non-mandatory activities should be delayed until the resumption of normal operations.
4. When continuous remote work is not possible, businesses should enlist strategies to reduce the likelihood of spreading the disease. This includes, but is not necessarily limited to, separating staff by off-setting shift hours or days and/or social distancing. These steps can preserve the workforce and allow operations to continue.

5. All organizations should implement their business continuity and pandemic plans, or put plans in place if they do not exist. Delaying implementation is not advised and puts at risk the viability of the business and the health and safety of the employees.

6. In the modern economy, reliance on technology and just-in-time supply chains means that certain workers must be able to access certain sites, facilities, and assets to ensure continuity of functions.

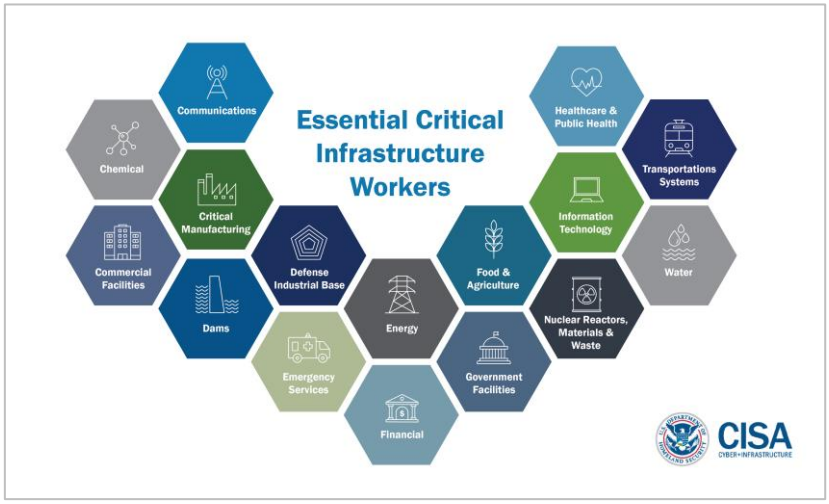
7. Government employees, such as emergency managers, and the business community need to establish and maintain lines of communication.

8. When government and businesses engage in discussions about critical infrastructure workers, they need to consider the implications of business operations beyond the jurisdiction where the asset or facility is located. Businesses can have sizeable economic and societal impacts as well as supply chain dependencies that are geographically distributed.

9. Whenever possible, jurisdictions should align access and movement control policies related to critical infrastructure workers to lower the burden of workers crossing jurisdictional boundaries.

IDENTIFYING ESSENTIAL CRITICAL INFRASTRUCTURE WORKERS

The following list of sectors and identified essential critical infrastructure workers are an initial recommended set and are intended to be overly inclusive reflecting the diversity of industries across the United States. CISA will continually solicit and accept feedback on the list (both sectors/sub sectors and identified essential workers) and will evolve the list in response to stakeholder feedback. We will also use our various stakeholder engagement mechanisms to work with partners on how they are using this list and share those lessons learned and best practices broadly. We ask that you share your feedback, both positive and negative on this list so we can provide the most useful guidance to our critical infrastructure partners. **Feedback can be sent to** CISA.CAT@CISA.DHS.GOV.



HEALTHCARE / PUBLIC HEALTH

- Workers providing COVID-19 testing; Workers that perform critical clinical research needed for COVID-19 response
- Caregivers (e.g., physicians, dentists, psychologists, mid-level practitioners, nurses and assistants, infection control and quality assurance personnel, pharmacists, physical and occupational therapists and assistants, social workers, speech pathologists and diagnostic and therapeutic technicians and technologists)
- Hospital and laboratory personnel (including accounting, administrative, admitting and discharge, engineering, epidemiological, source plasma and blood donation, food service, housekeeping, medical records, information technology and operational technology, nutritionists, sanitarians, respiratory therapists, etc.)
- Workers in other medical facilities (including Ambulatory Health and Surgical, Blood Banks, Clinics, Community Mental Health, Comprehensive Outpatient rehabilitation, End Stage Renal Disease, Health Departments, Home Health care, Hospices, Hospitals, Long Term Care, Organ Pharmacies, Procurement Organizations, Psychiatric Residential, Rural Health Clinics and Federally Qualified Health Centers)
- Manufacturers, technicians, logistics and warehouse operators, and distributors of medical equipment, personal protective equipment (PPE), medical gases, pharmaceuticals, blood and blood products, vaccines, testing materials, laboratory supplies, cleaning, sanitizing, disinfecting or sterilization supplies, and tissue and paper towel products
- Public health / community health workers, including those who compile, model, analyze and communicate public health information
- Blood and plasma donors and the employees of the organizations that operate and manage related activities
- Workers that manage health plans, billing, and health information, who cannot practically work remotely
- Workers who conduct community-based public health functions, conducting epidemiologic surveillance, compiling, analyzing and communicating public health information, who cannot practically work remotely
- Workers performing cybersecurity functions at healthcare and public health facilities, who cannot practically work remotely
- Workers conducting research critical to COVID-19 response
- Workers performing security, incident management, and emergency operations functions at or on behalf of healthcare entities including healthcare coalitions, who cannot practically work remotely
- Workers who support food, shelter, and social services, and other necessities of life for economically disadvantaged or otherwise needy individuals, such as those residing in shelters
- Pharmacy employees necessary for filling prescriptions
- Workers performing mortuary services, including funeral homes, crematoriums, and cemetery workers
- Workers who coordinate with other organizations to ensure the proper recovery, handling, identification, transportation, tracking, storage, and disposal of human remains and personal effects; certify cause of death; and facilitate access to mental/behavioral health services to the family members, responders, and survivors of an incident

LAW ENFORCEMENT, PUBLIC SAFETY, FIRST RESPONDERS

- Personnel in emergency management, law enforcement, Emergency Management Systems, fire, and corrections, including front line and management
- Emergency Medical Technicians
- 911 call center employees
- Fusion Center employees
- Hazardous material responders from government and the private sector.
- Workers – including contracted vendors -- who maintain digital systems infrastructure supporting law enforcement and emergency service operations.

FOOD AND AGRICULTURE

- Workers supporting groceries, pharmacies and other retail that sells food and beverage products
- Restaurant carry-out and quick serve food operations - Carry-out and delivery food employees
- Food manufacturer employees and their supplier employees—to include those employed in food processing (packers, meat processing, cheese plants, milk plants, produce, etc.) facilities; livestock, poultry, seafood slaughter facilities; pet and animal feed processing facilities; human food facilities producing by-products for animal food; beverage production facilities; and the production of food packaging
- Farm workers to include those employed in animal food, feed, and ingredient production, packaging, and distribution; manufacturing, packaging, and distribution of veterinary drugs; truck delivery and transport; farm and fishery labor needed to produce our food supply domestically
- Farm workers and support service workers to include those who field crops; commodity inspection; fuel ethanol facilities; storage facilities; and other agricultural inputs
- Employees and firms supporting food, feed, and beverage distribution, including warehouse workers, vendor-managed inventory controllers and blockchain managers
- Workers supporting the sanitation of all food manufacturing processes and operations from wholesale to retail
- Company cafeterias - in-plant cafeterias used to feed employees
- Workers in food testing labs in private industries and in institutions of higher education
- Workers essential for assistance programs and government payments
- Employees of companies engaged in the production of chemicals, medicines, vaccines, and other substances used by the food and agriculture industry, including pesticides, herbicides, fertilizers, minerals, enrichments, and other agricultural production aids
- Animal agriculture workers to include those employed in veterinary health; manufacturing and distribution of animal medical materials, animal vaccines, animal drugs, feed ingredients, feed, and bedding, etc.; transportation of live animals, animal medical materials; transportation of deceased animals for disposal; raising of animals for food; animal production operations; slaughter and packing plants and associated regulatory and government workforce
- Workers who support the manufacture and distribution of forest products, including, but not limited to timber, paper, and other wood products
- Employees engaged in the manufacture and maintenance of equipment and other infrastructure necessary to agricultural production and distribution

ENERGY

Electricity industry:

- Workers who maintain, ensure, or restore the generation, transmission, and distribution of electric power, including call centers, utility workers, reliability engineers and fleet maintenance technicians
- Workers needed for safe and secure operations at nuclear generation
- Workers at generation, transmission, and electric blackstart facilities
- Workers at Reliability Coordinator (RC), Balancing Authorities (BA), and primary and backup Control Centers (CC), including but not limited to independent system operators, regional transmission organizations, and balancing authorities
- Mutual assistance personnel
- IT and OT technology staff – for EMS (Energy Management Systems) and Supervisory Control and Data Acquisition (SCADA) systems, and utility data centers; Cybersecurity engineers; cybersecurity risk management
- Vegetation management crews and traffic workers who support
- Environmental remediation/monitoring technicians
- Instrumentation, protection, and control technicians

Petroleum workers:

- Petroleum product storage, pipeline, marine transport, terminals, rail transport, road transport
- Crude oil storage facilities, pipeline, and marine transport
- Petroleum refinery facilities
- Petroleum security operations center employees and workers who support emergency response services
- Petroleum operations control rooms/centers
- Petroleum drilling, extraction, production, processing, refining, terminal operations, transporting, and retail for use as end-use fuels or feedstocks for chemical manufacturing
- Onshore and offshore operations for maintenance and emergency response
- Retail fuel centers such as gas stations and truck stops, and the distribution systems that support them

Natural and propane gas workers:

- Natural gas transmission and distribution pipelines, including compressor stations
- Underground storage of natural gas
- Natural gas processing plants, and those that deal with natural gas liquids
- Liquefied Natural Gas (LNG) facilities
- Natural gas security operations center, natural gas operations dispatch and control rooms/centers natural gas emergency response and customer emergencies, including natural gas leak calls
- Drilling, production, processing, refining, and transporting natural gas for use as end-use fuels, feedstocks for chemical manufacturing, or use in electricity generation
- Propane gas dispatch and control rooms and emergency response and customer emergencies, including propane leak calls
- Propane gas service maintenance and restoration, including call centers

- Processing, refining, and transporting natural liquids, including propane gas, for use as end-use fuels or feedstocks for chemical manufacturing
- Propane gas storage, transmission, and distribution centers

WATER AND WASTEWATER

Employees needed to operate and maintain drinking water and wastewater/drainage infrastructure, including:

- Operational staff at water authorities
- Operational staff at community water systems
- Operational staff at wastewater treatment facilities
- Workers repairing water and wastewater conveyances and performing required sampling or monitoring
- Operational staff for water distribution and testing
- Operational staff at wastewater collection facilities
- Operational staff and technical support for SCADA Control systems
- Chemical disinfectant suppliers for wastewater and personnel protection
- Workers that maintain digital systems infrastructure supporting water and wastewater operations

TRANSPORTATION AND LOGISTICS

- Employees supporting or enabling transportation functions, including dispatchers, maintenance and repair technicians, warehouse workers, truck stop and rest area workers, and workers that maintain and inspect infrastructure (including those that require cross-border travel)
- Employees of firms providing services that enable logistics operations, including cooling, storing, packaging, and distributing products for wholesale or retail sale or use.
- Mass transit workers
- Workers responsible for operating dispatching passenger, commuter and freight trains and maintaining rail infrastructure and equipment
- Maritime transportation workers - port workers, mariners, equipment operators
- Truck drivers who haul hazardous and waste materials to support critical infrastructure, capabilities, functions, and services
- Automotive repair and maintenance facilities
- Manufacturers and distributors (to include service centers and related operations) of packaging materials, pallets, crates, containers, and other supplies needed to support manufacturing, packaging staging and distribution operations
- Postal and shipping workers, to include private companies
- Employees who repair and maintain vehicles, aircraft, rail equipment, marine vessels, and the equipment and infrastructure that enables operations that encompass movement of cargo and passengers
- Air transportation employees, including air traffic controllers, ramp personnel, aviation security, and aviation management
- Workers who support the maintenance and operation of cargo by air transportation, including flight crews, maintenance, airport operations, and other on- and off- airport facilities workers

PUBLIC WORKS

- Workers who support the operation, inspection, and maintenance of essential dams, locks and levees
- Workers who support the operation, inspection, and maintenance of essential public works facilities and operations, including bridges, water and sewer main breaks, fleet maintenance personnel, construction of critical or strategic infrastructure, traffic signal maintenance, emergency location services for buried utilities, maintenance of digital systems infrastructure supporting public works operations, and other emergent issues
- Workers such as plumbers, electricians, exterminators, and other service providers who provide services that are necessary to maintaining the safety, sanitation, and essential operation of residences
- Support, such as road and line clearing, to ensure the availability of needed facilities, transportation, energy and communications
- Support to ensure the effective removal, storage, and disposal of residential and commercial solid waste and hazardous waste

COMMUNICATIONS AND INFORMATION TECHNOLOGY

Communications:

- Maintenance of communications infrastructure- including privately owned and maintained communication systems- supported by technicians, operators, call-centers, wireline and wireless providers, cable service providers, satellite operations, undersea cable landing stations, Internet Exchange Points, and manufacturers and distributors of communications equipment
- Workers who support radio, television, and media service, including, but not limited to front line news reporters, studio, and technicians for newsgathering and reporting
- Workers at Independent System Operators and Regional Transmission Organizations, and Network Operations staff, engineers and/or technicians to manage the network or operate facilities
- Engineers, technicians and associated personnel responsible for infrastructure construction and restoration, including contractors for construction and engineering of fiber optic cables
- Installation, maintenance and repair technicians that establish, support or repair service as needed
- Central office personnel to maintain and operate central office, data centers, and other network office facilities
- Customer service and support staff, including managed and professional services as well as remote providers of support to transitioning employees to set up and maintain home offices, who interface with customers to manage or support service environments and security issues, including payroll, billing, fraud, and troubleshooting
- Dispatchers involved with service repair and restoration

Information Technology:

- Workers who support command centers, including, but not limited to Network Operations Command Center, Broadcast Operations Control Center and Security Operations Command Center
- Data center operators, including system administrators, HVAC & electrical engineers, security personnel, IT managers, data transfer solutions engineers, software and hardware engineers, and database administrators
- Client service centers, field engineers, and other technicians supporting critical infrastructure, as well as

manufacturers and supply chain vendors that provide hardware and software, and information technology equipment (to include microelectronics and semiconductors) for critical infrastructure
- Workers responding to cyber incidents involving critical infrastructure, including medical facilities, SLTT governments and federal facilities, energy and utilities, and banks and financial institutions, and other critical infrastructure categories and personnel
- Workers supporting the provision of essential global, national and local infrastructure for computing services (incl. cloud computing services), business infrastructure, web-based services, and critical manufacturing
- Workers supporting communications systems and information technology used by law enforcement, public safety, medical, energy and other critical industries
- Support required for continuity of services, including janitorial/cleaning personnel

OTHER COMMUNITY-BASED GOVERNMENT OPERATIONS AND ESSENTIAL FUNCTIONS

- Workers to ensure continuity of building functions
- Security staff to maintain building access control and physical security measures
- Elections personnel
- Federal, State, and Local, Tribal, and Territorial employees who support Mission Essential Functions and communications networks
- Trade Officials (FTA negotiators; international data flow administrators)
- Weather forecasters
- Workers that maintain digital systems infrastructure supporting other critical government operations
- Workers at operations centers necessary to maintain other essential functions
- Workers who support necessary credentialing, vetting and licensing operations for transportation workers
- Customs workers who are critical to facilitating trade in support of the national emergency response supply chain
- Educators supporting public and private K-12 schools, colleges, and universities for purposes of facilitating distance learning or performing other essential functions, if operating under rules for social distancing
- Hotel Workers where hotels are used for COVID-19 mitigation and containment measures

CRITICAL MANUFACTURING

- Workers necessary for the manufacturing of materials and products needed for medical supply chains, transportation, energy, communications, food and agriculture, chemical manufacturing, nuclear facilities, the operation of dams, water and wastewater treatment, emergency services, and the defense industrial base.

HAZARDOUS MATERIALS

- Workers at nuclear facilities, workers managing medical waste, workers managing waste from pharmaceuticals and medical material production, and workers at laboratories processing test kits
- Workers who support hazardous materials response and cleanup
- Workers who maintain digital systems infrastructure supporting hazardous materials management operations

FINANCIAL SERVICES

- Workers who are needed to process and maintain systems for processing financial transactions and services (e.g., payment, clearing, and settlement; wholesale funding; insurance services; and capital markets activities)
- Workers who are needed to provide consumer access to banking and lending services, including ATMs, and to move currency and payments (e.g., armored cash carriers)
- Workers who support financial operations, such as those staffing data and security operations centers

CHEMICAL

- Workers supporting the chemical and industrial gas supply chains, including workers at chemical manufacturing plants, workers in laboratories, workers at distribution facilities, workers who transport basic raw chemical materials to the producers of industrial and consumer goods, including hand sanitizers, food and food additives, pharmaceuticals, textiles, and paper products.
- Workers supporting the safe transportation of chemicals, including those supporting tank truck cleaning facilities and workers who manufacture packaging items
- Workers supporting the production of protective cleaning and medical solutions, personal protective equipment, and packaging that prevents the contamination of food, water, medicine, among others essential products
- Workers supporting the operation and maintenance of facilities (particularly those with high risk chemicals and/ or sites that cannot be shut down) whose work cannot be done remotely and requires the presence of highly trained personnel to ensure safe operations, including plant contract workers who provide inspections
- Workers who support the production and transportation of chlorine and alkali manufacturing, single-use plastics, and packaging that prevents the contamination or supports the continued manufacture of food, water, medicine, and other essential products, including glass container manufacturing

DEFENSE INDUSTRIAL BASE

- Workers who support the essential services required to meet national security commitments to the federal government and U.S. Military. These individuals, include but are not limited to, aerospace; mechanical and software engineers, manufacturing/production workers; IT support; security staff; security personnel; intelligence support, aircraft and weapon system mechanics and maintainers
- Personnel working for companies, and their subcontractors, who perform under contract to the Department of Defense providing materials and services to the Department of Defense, and government-owned/contractor-operated and government-owned/government-operated facilities

Angela M. Birkett

From: Christine Arndt <Chris@esatcpa.com>
Sent: Friday, March 27, 2020 10:38 AM
To: Council Packet
Subject: RESOLUTION NO. PC-01692 - SPECIAL PERMIT 20003 - 93rd and Old Cheney development.

CAUTION: This email comes from a sender outside your organization.

Dear City Council Members – We reside at 5631 S 93rd which is on the NW corner of 93rd and Old Cheney. We have lived here for a couple of years and it is a wonderful neighborhood to raise our family.

The Lincoln Planning Commission has approved a SPECIAL PERMIT for a community Unit Plan at 93rd and Old Cheney. We are unable to attend the public hearing on March 30th due to the CORVID19 but would like you to express our disagreement with this special permit.

We would like you to vote **against** the proposed development on the SE corner of 93rd and Old Cheney. This development is just too big for the area and will not allow for proper traffic flow at 93rd and on Old Cheney. There was NO traffic study done for this project, which is unacceptable. There is a lot of traffic on Old Cheney and this would exponentially increase the traffic to dangerous levels. To pack 192 units into that space is too many units and will negatively affect neighbors on both sides of Old Cheney. They also want to build an additional 18 driveways along 93rd street leading to multiple family units, this is too many for this space.

Currently in the mornings and other times of days (previous to the CORVID19 outbreak) the traffic on the South Side of Old Cheney on 93rd street is backed up due to people trying to turn left on Old Cheney, this project would make this morning traffic situation much worse and very dangerous. There would be multiple accidents with so many cars trying to turn left and the traffic on Old Cheney traveling at 45 MPH.

We understand that this area will be developed at some time but plead with you not to allow this many units on that property, it is just too many for the neighborhood to handle. The neighborhood was developed with single family residences and should stay that way. There is lots of open land this side of town to put the duplexes and row homes will allow for better planning for traffic flow.

We implore to STOP this development and ask them to proceed with a smaller more reasonably sized development. To pack 192 units into that small space is very EXCESSIVE, even if they cut it to ¼ of this amount it is still a large amount of units for that space and the neighborhood. Please STOP them from ruining the beautiful Vintage Heights neighborhood by packing in this many units. Let us not let the greed of the builders and land owners in our city ruin our neighborhoods and city planning.

Thank you for your consideration.

Christine A. Arndt, CPA
Elite Solutions Accounting & Tax, LLC
5631 S 93rd Place|Lincoln, NE|68526
Phone: 402.440.4777
chris@esatcpa.com|www.esatcpa.com

Angela M. Birkett

From: SUSAN PUELZ <susanpuelz@msn.com>
Sent: Friday, March 27, 2020 10:57 AM
To: Council Packet
Subject: Hair/Nail Salon Closings

CAUTION: This email comes from a sender outside your organization.

I understand that Lancaster County Health Dept. has shut down all nail and hair salons until May 6th under penalty of law. Too long, too much!
I am a client at a hair salon with a person who just became self employed there by having her own chair. This will put her out of a business that she
has worked at for over 20 years.

My husband frequents a Nail Salon and the owner just opened at a new salon at a new location. This will put her out of business as well.

All of these folks are willing to take their temps three times a day, which they do at the White House, and wear a mask. They can stagger
clients as well and disinfect between clients.

It is one thing to put a two week halt on nail and hair salons with new guidelines for cleanliness but another to ask for a six week halt
which will put many out of business.

This ban needs to be rethought.

Susan Puelz

Angela M. Birkett

From: Danielle Fulcher <ms.fulcher5@gmail.com>
Sent: Friday, March 27, 2020 11:12 AM
To: Council Packet
Subject: Support for Salon workers

CAUTION: This email comes from a sender outside your organization.

To whom it may concern,

With the rampant spread of the coronavirus nationwide, it is only reasonable that we should take every precaution to minimize the spread of the virus within our community. In this vein, many businesses and shops and businesses have had to take the difficult step of shutting their doors and closing down for the foreseeable future.

This is not, however, a universal response. Many businesses here in Nebraska have not shut down entirely. These include: grocery stores, pharmacies, Nebraska Furniture Mart, various bars, childcare facilities, gyms, and restaurants allowing carry-out options. These people have been allowed to remain open so long as they take the necessary precautions of minimizing the spread of the virus, including but not limited to; reducing hours, minimizing the amount of customers in the shops/store at a time, regularly sanitizing every surface that comes into contact with human skin, even wearing face masks. Even the governor has recommended that shops remain open as long as the owners take the virus seriously.

I understand the need to close large, commercial salons as they would violate the 10+ person gathering rule. However, we have a large number of smaller salons across the state, some with only 1 worker/owner. Those workers/owners depend on their salon for their livelihood. While our lawmakers are working tirelessly to bring relief to these folks, it may not be in time for them and they will have to file for unemployment, exacerbating an already difficult situation for our state economy.

I implore you, on behalf of our small business salon workers, to allow them to remain open under the same conditions as those businesses above. Some of these businesses are essential (grocery stores, pharmacies), but how can we let down our smaller businesses when we allow furniture stores and gyms to remain open (far more opportunities for exposure)?

We have several options: limit the store closures to 2 weeks instead of 6 weeks
Require salon workers to only permit 1 customer at a time in the store, and expand appointments to give them time to sanitize every surface.

I am asking you to take these measures into consideration for our salon workers and every small business owner in Nebraska. We are relying on our government representatives to make some difficult decisions for the good of our community. and when this crisis abates, we will remember those representatives who did everything they could for us (and those who didn´t) come the next election round.

Sincerely,
Your constituent

Angela M. Birkett

From: Jane Cech <jcech3320@gmail.com>
Sent: Friday, March 27, 2020 12:14 PM
To: Council Packet
Subject: Salons/Barber shops

CAUTION: This email comes from a sender outside your organization.

Hello—
I am emailing in regards to the closing of salons/barber shops.

Many of those who are stylists, barbers, etc. are wiling to limit their customers to one in a salon at a time and book them far enough apart so that they can sanitize their stations (which they do normally). For most hair industry workers, this is their only source of income and they continue having to pay booth rental even though they are not seeing clients.

Please reconsider your decision.

Thank you,

Jane Cech
jcech3320@gmail.com

Angela M. Birkett

From: Tricia Kasper <tricia.kasper.h17y@statefarm.com>
Sent: Friday, March 27, 2020 12:25 PM
To: Council Packet
Subject: Barber/Stylist

CAUTION: This email comes from a sender outside your organization.

Dear Lincoln City Council,
Please re-consider the decision to close all barber/beauty salons.
The stylist I use, Lynette Wissing, has a one chair shop in her home. Her shop is incredibly clean and professional. Lynette has 3 children and is a single mother. It would seem reasonable for her to continue operations with spacing of client appointments to allow sanitizing and cleaning of the area after and in between all clients.
Thank you for your thoughtful consideration.

Tricia Kasper
2634 sw 15th str,
Lincoln, NE

Angela M. Birkett

From: tamara meyer <tkmyr3@gmail.com>
Sent: Friday, March 27, 2020 12:50 PM
To: Council Packet
Subject: Home business

CAUTION: This email comes from a sender outside your organization.

I am writing concern barbers or stylist that have their shop attached to their home. I know that notice went out that certain business were to close their doors until May 6. If they are working from their home and take all the precautions why must they halt services. This is there only income and by closing their doors you are putting these workers at a risk to not support their family as they are eligible for unemployment.
Thank you your time and consideration on this matter.
Tamara Meyer
Sent from my iPhone

Angela M. Birkett

From: Jeff Cunningham <jeff@lincolnhaymarket.org>
Sent: Friday, March 27, 2020 1:11 PM
To: Council Packet
Subject: Greater Downtown Corridors Project

CAUTION: This email comes from a sender outside your organization.

Hello City Council Members;

Lincoln Haymarket Development Corporation is in favor of the proposed corridor project. It has long been a goal of ours to create an easy access between downtown and our historic district

We feel the project works well with the 2018 Master Plan which we are also in favor of.

Please consider approving the downtown corridors project.

Thank you for your time and consideration.

Jeff Cunningham,
Executive Director

Lincoln Haymarket Development Corp.
P 402.435.7496
@HaymarketLNK | lincolnhaymarket.org

Angela M. Birkett

From: Louise Bettenhausen <puppielover@outlook.com>
Sent: Friday, March 27, 2020 3:55 PM
To: Council Packet
Subject: New complex on S. 93rd

CAUTION: This email comes from a sender outside your organization.

This would sandwich us between the huge apt. complex on Pine Lake & west of 91st and this proposed site. We moved out here to get away from busy city living & traffic. We strongly object to this new complex on Old Cheney & 93rd.
Bob & Louise Bettenhausen
402-305-5502

Get Outlook for Android

Angela M. Birkett

From: Natalie Meyer <natalie@sunriseexpress.com>
Sent: Friday, March 27, 2020 4:23 PM
To: Council Packet
Subject: Closing for Barbers/stylist

CAUTION: This email comes from a sender outside your organization.

I write this in respond to your shutting down these business because of the virus. I understand that everyone's safety needs to be considered. If the salon took the extra steps to ensure that the customer and them self were in good health and documented that they took their temperature and then customers. Allowed one customer in the shop at a time and then cleaned upon their leaving, these practices would be better than other businesses that are remaining open. I'm safe to assume that this decision was done without observing the shopping done in the retail business. After all is there 6ft between you and the cashier, when you load you items on the conveyor belt or when she hands you back your receipt. Or better yet, a home improvement store where a customer wants paint, how do they tell you the color they have chosen, do they fling the color chip to you, place it on the counter or better yet just hand you their phone as they taken a picture of the label. Last time I checked people don't have 6ft arms. You have chosen to shut down business that could have taken extra precautions and yet leave other business open because they sell essential items. Yet they are unable to practice the 6ft social distancing no matter what, as they have to provide for the customer. They have the 6ft X's marked within the stores, but the shoppers are not following them at all. All business want that dollar so service the customer as to what they want. This has been my observation at many grocery stores, home improvement stores, clothing stores, craft stores, us post office, and convenient stores. If you want to stop the virus shut the entire state down and make the choice to have everyone stay at home. I have children who live in San Francisco and they and their residents are to remain in their house to stop the virus.
Sincerely
Natalie Meyer

My sister own's a Barber shop and you have taken away her income for surival for herself and her 3 children.

Opposition to Resolution No. PC-01692 – Special Permit 20003
(93rd & Old Cheney Proposed Community Unit Plan)

Wayne and Marlene Janssen
9200 Merryvale Drive
Lincoln, NE 68526
(402) 488-6620

We are unable to attend the Lincoln City Council public hearing on the proposed development at 93rd & Old Cheney due to COVID-19. During this world pandemic and social distancing, it would seem that the City Council should postpone public hearings at this time.

Reasons for opposing this development:

1. Lack of Transparency

- Only 86 Vintage Heights households and 7 Ravenwood households were informed of this proposed development. We just happened to receive a notice from the developer for the informational meeting.
- Posting of Zoning Action Sign only visible for vehicles turning south onto 93rd street from Old Cheney. (See attached photos.) No signs were posted on Old Cheney.
- We, along with several neighbors, contacted the City Planning Department and received different answers concerning the lack of a traffic study. We were told simply that "a traffic study was not necessary." One of our neighbors was told "a traffic study was done 20 years ago when the property was set aside for a middle school."
- Several, if not all, people physically testifying at the Planning Commission (PC) hearing did not receive notice of the PC action and appeal process even though the letter, dated February 21, 2020, cc'd all interested parties. (I called Geri Rorabaugh, City Planning, and she confirmed that those that testified at the hearing were mailed letters.)

2. Traffic/Road

As previously stated, no traffic study was deemed necessary by the city for the intersection of 93rd & Old Cheney.

- 93rd Street north of Old Cheney is wider than 93rd Street south of Old Cheney such that one lane from the north side is not matched on the south side. Building rowhouses close to the intersection may infringe on the right-of-way for future expansion of that intersection (i.e. round-about or left turn lanes).
- The round-about at 98th and Old Cheney meters out cars so there is very little space to get onto Old Cheney during peak traffic hours. With 133 proposed housing units, there is a potential of adding 200 or more vehicles trying to exit at 93rd & Old Cheney during peak hours and greatly increase traffic at all times.
- All traffic of the proposed development will exit onto 93rd street by way of the only two proposed egress roads.

- A large portion of the other Vintage Heights traffic also uses 93rd street. Only 3 streets exit Vintage Heights from the residential area onto Old Cheney in almost a mile of road: 88th Street, 93rd Street, and 96th Street.

3. Parking

- 18 "shared" driveways along 93rd Street shown on the proposed development plan. Vehicles may not be able to legally park on the east side of 93rd Street.
- The developer mentioned various "off-street" parking lots, but we disagree that there are enough of these. Most houses in this neighborhood have more than 2 vehicles per house. 133 guests could be anticipated in the proposed development.
- 93rd Street is currently only three (3) lanes wide and may have to have parking restrictions on the west side. In this case, overflow parking will end up congesting surrounding residential streets.
- 93rd Street has been a school bus route.

4. Proposed Housing

The proposed housing development is for "up to 192 units" even though the plans show 133 units. According to the LPlan 2040, page 7.1 - 7.2, *"The diversity of architecture, housing types and sizes are central to what makes existing neighborhoods great places to live. New construction should continue that architectural variety, but in a manner that is sympathetic to the character of existing neighborhoods… In existing neighborhoods, preservation, maintenance, and rehabilitation of existing housing should continue to be the focus. Infill and redevelopment needs to respect the street pattern, block sizes, and development standards of the area,…"*

This property is within Vintage Heights 4th Addition; even though it was not listed under the restrictive covenants because it was Lincoln Public School ground. The restrictive covenants for VH 4th Addition include: 1,600 sq ft minimum for ranch home, 1,700 sq ft minimum for split level/entry home, 2,200 sq ft minimum for 2-story home, 1,800 sq ft minimum for 1 ½ story home, lot size 70' to 84' wide x 130' deep, etc.

<u>The proposed development does not meet the intent of the LPlan 2040 or the existing housing requirements of the neighborhood.</u>

5. Other Thoughts

- Some of the people we've talked to have brought up the overcrowding of Klefkorn elementary school. Adding an additional 133 units or more will greatly impact the school attendance center. The developer says the buyers in this development will have few children but the developer cannot discriminate with regard to children. It is reasonable to expect that a considerable number of children will be included as residents.
- While we haven't necessarily heard that these are "affordable" housing options, this was the line that a developer used to build houses and waive requirements on Sandhills court (north side of Old Cheney between 88th and 93rd) approximately 15+- years ago. Once

approved by the city, the lots (50’ x 90’) were sold for around $90,000 AND the houses were priced at $300,000+. This demonstrates that representations to acquire approval of a development do not always end up being fact when the development proceeds. In this case the price of the units may decrease in order to fill the development.

Change of Zoning Sign

According to the Lincoln Planning Department, this ONE sign is visible from Old Cheney and 93rd. (Note: the advertising sign for fencing appeared shortly after the zoning change sign was placed. It was removed around March 23, 2020.)

Heading south on 93rd from Ravenwood.

Heading south on 93rd from Ravenwood.

A series of photos heading west on Old Cheney from 98th round-about. This is a 45 mph area.

Heading west on Old Cheney in a 45 mph zone. Do you see the change of zoning sign?

Notice the trees on the left along Old Cheney. A car driving east cannot see the change of zoning sign unless they turn south on 93rd.

Real Estate Sign at 98th and Old Cheney, Jayson Becker represented the Vintage Heights Homeowners Association (VHHOA) at the Planning Commission hearing. Did he mention he may have a conflict of interest?

Angela M. Birkett

From: Jim Wiederspan <jwieders@yahoo.com>
Sent: Friday, March 27, 2020 5:25 PM
To: Council Packet
Subject: 93rd and Old Cheney

CAUTION: This email comes from a sender outside your organization.

I am writing to voice my opposition of the building of 192 units on the corner of 92rd and Old Cheney. This is a huge increase in family units in the neighborhood. The area is too small to add that many family units and will affect traffic around the surrounding neighborhoods. Way to many units. Leave this area single home dwellings which is the environment of the area. Apartments are not needed!

The neighborhoods surrounding this area are generally families that enjoy the openness of the area. I don't think the people that have established their homes here do not want a bunch of units crammed into a small area.

Totally against project.

James Wiederspan
8937 Sandhills Ct.

Sent from my iPad

Angela M. Birkett

From: Roger & Jodie Coffey <wicoffey@gmail.com>
Sent: Friday, March 27, 2020 7:53 PM
To: Council Packet

CAUTION: This email comes from a sender outside your organization.

If we limit our customers to one in a salon at a time and book them far enough apart so we can sanitize everything. (Even though we already do) . Take our temperature 3 times a day and even take the temperature of the clients coming in. Some of us this is our only income and still have to pay booth rental. Thank you

Angela M. Birkett

From: Bethany Stewart <studiob.bethany@icloud.com>
Sent: Saturday, March 28, 2020 11:08 AM
To: Council Packet
Subject: Salon closures

CAUTION: This email comes from a sender outside your organization.

To whom it may concern:

With the recent mandate to close all salons, I just wanted to express my concerns. While I realize that a lot of exceptions cannot be made, I just wanted to help you realize the situation that I am in, as well as many others. I have a salon attached to my home. So on a regular basis, it's only me working, and I work on only one client at a time. If the mandate could be lifted in certain situations, I would make sure that I would continue that practice, allow time in between clients to sanitize everything, I could wear gloves that I normally use just for color application, take my temperature as well as those coming in, etc. It's not so much the money we're missing out on, but it's the relationship that we've built with our clients over the many years. They need us too! I do not take lightly the seriousness of the covid-19 pandemic, but I do feel that with the extra precautions that many other businesses are taking, we could safely continue our business. Thank you so much for reading this.

Sincerely,

Bethany Stewart

Sent from Bethany's iPhone

Dear City Council and Mr. Meginnis,

I am writing related to the Special Permit #20003 – Garden View at Vintage Heights Community Unit Plan (CUP). This CUP proposed 133 or up to 192 dwelling units in a previously designated LPS middle school zone. **I would urge the city to carefully study the proposal, collect up-to-date information and reconsider this plan for the safety of current residents and future residents.**

The proposal appears to have ignored or be unaware of the current traffic situation along Old Cheney between 98th and 84th. The proposal would lead to further traffic congestion, stress, and potentially increasing traffic-related accidents, and possible financial anxieties.

I do not think the proposal is in full compliment to the below guideline:

- P. 7.2 - Neighborhoods and Housing Guiding Principles:

  -Make available a safe residential dwelling for all citizens.

I am in particular concerned related to a few arguments in the proposal, as highlighted in yellow.

1. A. Lincoln Transportation and Utilities (LTU) concluded that the traffic impact would be less when compared to a middle school, so a traffic study was not required with this proposal.
   B. Old Cheney Road is a two-lane paved street adjacent to this development, but is classified as a minor arterial street. There are no plans to improve it to a four-lane facility and it is not currently shown as part of the Capital Improvements Program.

The area in discussion was approved as a school site in late 1990s. 20 years later the city of Lincoln has expanded at a rate that was not foreseen two decades ago. I support city's decisions to move the newer schools further away from city center. Meanwhile we need to be aware that traffic along Old Cheney has changed as well. It may not be a major arterial street yet, but with continuing new developments directly to the east and southeast, Old Cheney between 98th and 84th is seeing more traffic than ever. With a roundabout at 98th street, streams of vehicles can come non-stop for minutes. With the high density addition to this CUP, we would expect even more traffic, in particular 93rd and Old Cheney as the only outlet. It will make turning on to Old Cheney a nightmare at traffic hours. It would project community residents in dangerous situations.

2. Kloefkorn Elementary School is located three blocks to the south of this location.

Even though the Kloefkorn Elementary School is located three blocks to the south of this location and there are more than one way to get to Kloefkorn, Highmark, Ravenwood and Iron Gate residents need to drive, walk or bike cross the Old Cheney road. With the big additional traffic flow flux, it will make crossing Old Cheney very dangerous.

3. The bike trail plan shows the future bike trail system extending along Old Cheney Road from South 84th Street to South 134th Street.

The above point will also affect the bike trail access for High Mark/ Ravenwood/Iron Gate residents. In particular consider the downhill slope coming from East that makes the west-bound vehicles hard to see anyone crossing at 93rd and Old Cheney from far away. Any distraction could lead to a tragic situation.

A last point is finance related. It is not clear in the proposal about the market price of these new additions, considering some relatively small lot sizes. Potentially it could cause depreciation in the surrounding housing market. In critical situations similar to what we are experiencing now, house depreciation would curtail economical growth and cause unnecessary financial stress, in particular for families with existing financial burdens.

I strongly urge the city to collect up-to-date information, do traffic study and investigate thoroughly before making harsh decisions on such major project. Please do so for the safety of residents in the Vintage Heights, HiMark, Ravenwood and Iron Gate neighborhoods! Consider kids acrossing the Old Cheney every day, consider high school students driving in the morning, consider elderly residents that need to go places by turning onto Old Cheney, consider help residents reduce their stress from everyday's life, consider your fellow city citizens!

Thanks and wish you all stay safe and health under the current unusual situation,

Jianing Sun and Li Tan

Angela M. Birkett

From: Mary Reiman <reimanm@gmail.com>
Sent: Saturday, March 28, 2020 5:10 PM
To: Council Packet
Subject: 93rd and Old Cheney

CAUTION: This email comes from a sender outside your organization.

As a neighbor in the area of 93rd and Old Cheney, please please please do not approve another set of apartments in this area, specifically at 93rd and Old Cheney. Look at all the apartments going in north of Walmart. Look at the already exploding enrollment at Kloefkorn School and please don't approve another complex in this area at this time. The flow in and out of the neighborhood now is difficult, with 100+ more cars moving in and out daily, I worry about the impact on our families, on our neighborhood.

Thank you for considering our concerns,

Mary Reiman
8945 Sandhills Court
402-580-4093

Angela M. Birkett

From: Eric Pierson <ewpierson@gmail.com>
Sent: Sunday, March 29, 2020 9:40 PM
To: rmcginnis@lincoln.ne.gov; Jane Raybould; tjward@lincolm.ne.gov; Sandra J. Washington; Roy A. Christensen; Bennie R. Shobe; James M. Bowers; Council Packet
Subject: Special Permit #20003--Garden View at Vintage Heights Community Unit Plan

CAUTION: This email comes from a sender outside your organization.

I hope the Council will limit its consideration to the 133 units shown in the developer's plan, rather than considering approval of 192 units, which he requested, but gave no specifics as to how that would be accomplished.

Why did the developer request approval for so many more units than his plan shows, if not so he can come back with a new plan and bigger buildings that would house 192 dwellings, since that number would already have been approved? That is the only explanation I can think of, but I am only learning how these things are done.

Hopefully, the design of Garden View at Vintage Heights will result in a pleasant place for the new and existing residents, and not compromise traffic safety.
Respectfully submitted,

Eric Pierson

Angela M. Birkett

From: Laura Cole <lauracole07@gmail.com>
Sent: Monday, March 30, 2020 9:32 AM
To: Council Packet
Subject: 93rd and Old Cheney Development

CAUTION: This email comes from a sender outside your organization.

I am writing to voice my concern regarding the development of 192 residential units on the corner of 93rd and Old Cheney. No traffic study was done even though this is a huge development and increase in units to my neighborhood. I am very concerned about the volume of traffic, particularly on Old Cheney and 93rd street. I urge all council members to vote against this development.

Respectfully,
Laura Cole
5825 S 91st Street

Angela M. Birkett

From: davsher527@windstream.net
Sent: Monday, March 30, 2020 9:33 AM
To: Council Packet
Subject: Fwd: HEALTH ALERT

CAUTION: This email comes from a sender outside your organization.

Sent from my iPhone

Begin forwarded message:

From: David Sherwood <davsher527@gmail.com>
Date: March 27, 2020 at 11:34:39 AM CDT
To: davsher527@windstream.net
Subject: Fwd: HEALTH ALERT

---------- Forwarded message ---------
From: **David Sherwood** <davsher527@gmail.com>
Date: Fri, Mar 27, 2020 at 11:31 AM
Subject: Re: HEALTH ALERT
To: <commish@lancaster.ne.gov>

IT is my hope that something is done by your board and Lancaster county government to assure this doesn't happen again!!

On Fri, Mar 27, 2020 at 11:21 AM David Sherwood <davsher527@gmail.com> wrote:

> On July 29,2019, our area from southwest 12th. Rokeby rd. to southwest 27th Rokeby rd was sprayed by a Crop Duster plane!
> This Crop Duster was spraying chemicals harmful to humans and animals in area. On the north side of Rokeby rd. the Crop Duster flew
> over a resident with four children and mother asleep in the home and a resident with eight home schooled children in their home!
> The Crop Duster then changed chemicals and flew over, around several homes, Commercial horse boarding business on the south side
> of Rokeby rd. The Crop Duster exposed all the families and animals to these chemicals harmful to their health!!
>
> My property was sprayed with a combination of Pesticides twenty five time the amount allowed! I have two creeks running through this
> property that go to the Salt Creek and goes through Lincoln! These Pesticide remain in the water and can not be removed, also harmful

to water life, humans and animals! When these Pesticides hit my pond after a heavy rain, the vegetation, frogs and fish started to die
and still have cats,raccoons,possums dying to date!!

On July 29,2019, I was sprayed by the same Pesticides in my face,mouth and body! I've had months of health problems from these
Pesticides! On February 3,2020 MY wife Stephanie died

DOWN TOWN LINCOLN ASSOCIATION

March 27, 2020

Mr. James Michael Bowers
Mr. Roy Christensen
Mr. Richard Meginnis, Vice Chair
Ms. Jane Raybould, Chair
Mr. Bennie Shobe
Ms. Tammy Ward
Ms. Sandra Washington

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

RE: Greater Downtown Principal Corridors Redevelopment Project

Dear City Council Members,

The Downtown Lincoln Association (DLA) would like to offer its full support for the Greater Downtown Principal Corridors Redevelopment Project. Dan Marvin and the Urban Development Department officially presented this project to DLA's Board of Directors last October. After hearing the presentation, the board provided its unanimous support in favor of the project. Our staff and entire board were extremely pleased with the process the City undertook to educate the entire Downtown, and surrounding communities on the details and benefits of the entryway corridors.

In December of 2018, DLA and the City adopted its new Downtown Lincoln Master Plan. Several catalyst projects in the plan would greatly benefit from this redevelopment project, most notably the plan's desire to enhance Downtown Lincoln's "Front Door". In addition, this redevelopment project satisfies the overarching goals and objectives of our organization's strategic plan to support the core area of Downtown Lincoln.

Thank you for taking the time to consider this project. This past month has changed the trajectory of Downtown Lincoln, and projects like this are exactly what we need to bring back a positive momentum to the heart of our city.

Sincerely,

Todd Ogden, President & CEO
Downtown Lincoln Association

Ken Fougeron, Chair
Downtown Lincoln Association

A 206 S. 13th Street, Suite 101 / Lincoln, NE 68508 P 402.434.6906 E info@downtownlincoln.org

Angela M. Birkett

From: Sandra J. Washington
Sent: Monday, March 30, 2020 12:48 PM
To: Jane Raybould; Richard W. Meginnis; James M. Bowers; Roy A. Christensen; Bennie R. Shobe; Tammy J. Ward
Cc: Angela M. Birkett
Subject: FW: For upcoming City Council Meeting Monday March 30 - SPU 20003

I received this letter of regarding SPU 20003.

Sent from Mail for Windows 10

From: Jackie Egan
Sent: Sunday, March 29, 2020 10:10 PM
To: Sandra J. Washington
Subject: For upcoming City Council Meeting Monday March 30

CAUTION: This email comes from a sender outside your organization.

March 30

Dear Councilwoman Washington,

I strongly support having 150+ apartments to be built at 93rd and Old Cheney. We need to have more multiple family dwellings in the south eastern part of Lincoln.

Looking at the Prosper Lincoln data: "where you live matters," it is clear to me that this location could be good for ALL the residents, new and old.

Lincoln needs more lower income housing that is well built and attractive. Let's hope this proposed apartment building will be well build, attractive and affordable.

Sincerely, Jackie Egan
8218 Stockwell
Lincoln, NE 68506
402-435-6111