

**DIRECTORS' MEETING  
COUNTY-CITY BUILDING, ROOM 113  
MONDAY, NOVEMBER 13, 2006  
11:00 A.M.**

**I. MAYOR**

1. NEWS RELEASE. Public Invited to Open House on Stormwater Improvement Project.
2. NEWS RELEASE. Public Invited to Open House on Deadmans Run Watershed Master Plan.
3. NEWS RELEASE. Parts of Two Downtown Streets to be Closed Sunday, November 19, 2006.
4. NEWS RELEASE. Public Invited to Open House on City Pools.

**II. DIRECTORS**

**PLANNING COMMISSION**

1. Action by the Planning Commission on November 8, 2006.

**PLANNING COMMISSION FINAL ACTION**

1. Special Permit No. 06062 - Sand, gravel and soil excavation. North 56<sup>th</sup> Street/Highway 77 between Waverly Road and Mill Road. Resolution No. PC-01026

**URBAN DEVELOPMENT DEPARTMENT**

1. Street and Alley Vacation No. 06003. "R" Street, 1<sup>st</sup> to 2<sup>nd</sup> and part of 2<sup>nd</sup> Street and "Q" to "R" Streets.
2. Street and Alley Vacation No. 03021. South 87<sup>th</sup> Street, between Andermatt Drive and Highway 2.
3. Street and Alley Vacation No. 6008. Rudolph Street, east of North 15<sup>th</sup> Street.

**III. CITY CLERK**

1. Veto Message from Mayor Coleen J. Seng. Special Permit No. 05015A, Hartland's Garden Valley Community Unit Plan.

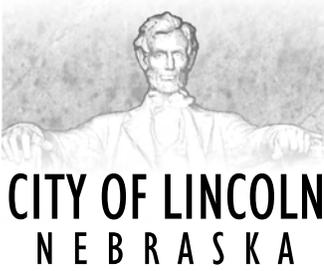
**IV. COUNCIL REQUESTS/CORRESPONDENCE**

**ANNETTE McROY**

**V. MISCELLANEOUS**

1. Letter from Richard C. Krueger, President - Krueger Development, re: Support for resolution allowing for street bonds.
2. Email from Shannon McGovern supporting drag strip with Internet address for additional information.
3. Email from Bob Norris re: Public hearing follow-up on signs.
4. E-mail with newspaper article from Jake Whitaker re: Supporter of bond for roads.

**VI. ADJOURNMENT**



# NEWS RELEASE

MAYOR COLEEN J. SENG

[lincoln.ne.gov](http://lincoln.ne.gov)

---

## **PUBLIC WORKS AND UTILITIES DEPARTMENT**

Watershed Management, 901 N. 6th St., Lincoln, NE 68508, 441-7701, fax 441-8194

**FOR IMMEDIATE RELEASE:** November 9, 2006

**FOR MORE INFORMATION:** Devin Biesecker, Watershed Management, 441-4955  
Paul Zillig, Lower Platte South NRD, 476-2729

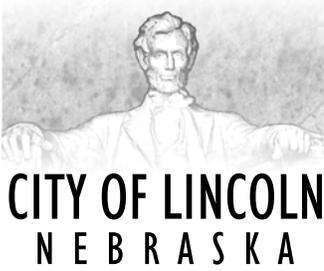
## **PUBLIC INVITED TO OPEN HOUSE ON DEADMANS RUN WATERSHED MASTER PLAN**

Residents of Lincoln are invited to an open house on the Deadmans Run Watershed Master Plan from 5 to 8 p.m. Thursday, November 16 at Culler Middle School, 5021 Vine Street.

At the open house, individuals will have the opportunity to meet with project team members and learn more about this important watershed planning study.

A presentation will begin at 5:30 p.m. and will be repeated at 7 p.m. The presentations will include information about floodplain mapping, stream stability, water quality and flood management alternatives.

For more information on the Deadmans Run Watershed Master Plan and other Watershed Management projects, visit the City's Web site at [lincoln.ne.gov](http://lincoln.ne.gov) (keyword: watershed).



# NEWS RELEASE

MAYOR COLEEN J. SENG

[lincoln.ne.gov](http://lincoln.ne.gov)

---

## **PUBLIC WORKS AND UTILITIES DEPARTMENT**

Watershed Management, 901 N. 6th St., Lincoln, NE 68508, 441-7701, fax 441-8194

**FOR IMMEDIATE RELEASE:** November 8, 2006

**FOR MORE INFORMATION:** Devin Biesecker, Watershed Management, 441-4955  
Paul Zillig, Lower Platte South NRD, 476-2729

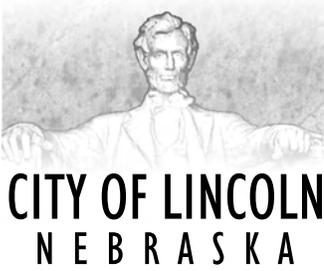
## **PUBLIC INVITED TO OPEN HOUSE ON DEADMANS RUN WATERSHED MASTER PLAN**

Residents of Lincoln are invited to an open house on the Deadmans Run Watershed Master Plan from 5 to 8 p.m. Thursday, November 16 at Culler Middle School, 5021 Vine Street.

At the open house, individuals will have the opportunity to meet with project team members and learn more about this important watershed planning study.

A presentation will begin at 5:30 p.m. and will be repeated at 7 p.m. The presentations will include information about floodplain mapping, stream stability, water quality and flood management alternatives.

For more information on the Deadmans Run Watershed Master Plan and other Watershed Management projects, visit the City's Web site at [lincoln.ne.gov](http://lincoln.ne.gov) (keyword: watershed).



# NEWS RELEASE

MAYOR COLEEN J. SENG

[lincoln.ne.gov](http://lincoln.ne.gov)

## **PUBLIC WORKS AND UTILITIES DEPARTMENT**

Engineering Services, 531 Westgate Blvd., Lincoln, NE 68528, 441-7711, fax 441-6576

**FOR IMMEDIATE RELEASE:** November 8, 2006

**FOR MORE INFORMATION:** Shane Dostal, Engineering Services, 441-6098, cell 525-7852  
Greg Topil, Engineering Services, 441-8237, cell 416-5150

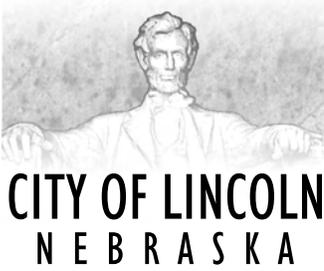
## **PARTS OF TWO DOWNTOWN STREETS TO BE CLOSED SUNDAY, NOVEMBER 19**

Several blocks in downtown Lincoln will be closed Sunday, November 19 for the assembly and placement of a cellular phone tower on the Union Bank building at 13th and "O" streets. Beginning at 2 a.m. November 19, "O" Street from 11th to 13th Streets and 12th Street from "N" to "P" streets will be closed to all traffic. The streets will be reopened as soon as possible, but they may be closed until midnight Sunday night. No delays or closures are expected for the morning rush hour traffic on Monday, November 20. Weather may affect this closure if high winds or icing conditions occur during the installation.

Traffic headed east on "O" Street will be detoured south on 9th Street to "M" and then east on "M" to 17th Street. Traffic headed west on "O" Street will be detoured north on 17th Street to "Q" and then west on "Q" to 9th Street.

On-street parking on "O" Street between 11th and 13th streets will be banned from 10 p.m. Saturday November 18 until the crane equipment is removed.

For more information, call Shane Dostal or Greg Topil in the City Public Works and Utilities Department at 441-7711. For more information on other projects, visit the City's Web site at [lincoln.ne.gov](http://lincoln.ne.gov) (keyword: watershed).



# NEWS RELEASE

MAYOR COLEEN J. SENG

[lincoln.ne.gov](http://lincoln.ne.gov)

---

**PARKS AND RECREATION DEPARTMENT**  
2740 "A" Street, Lincoln, NE 68502, 441-7847, fax 441-7609

**FOR IMMEDIATE RELEASE:** November 9, 2006

**FOR MORE INFORMATION:** Stacey Roach, Parks and Recreation, 441-3084

## **PUBLIC INVITED TO OPEN HOUSE ON CITY POOLS**

The Lincoln Parks and Recreation Department invites the public to attend an open house to explore the future of Lincoln's public pools and aquatic facilities. The open house is from 5 to 8 p.m. Monday, November 13 at the Auld Recreation Center, 1650 Memorial Drive in Antelope Park.

The open house will include a number of exhibits on issues such as the possibility of new facilities, renovating or expanding current facilities and adding new features and amenities to existing sites. Funding options also will be discussed.

For more information, call 441-3084 or visit the City's Web site at [lincoln.ne.gov](http://lincoln.ne.gov) (keyword: pools). A virtual open house on aquatics facilities will be available on the Web site from November 15 through December 15, 2006.

**\*\*\* ACTION BY PLANNING COMMISSION \*\*\***  
**November 8, 2006**

**NOTICE:** The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, November 8, 2006, at 1:00 p.m. in the City-Council Hearing Room, County-City Building, 555 S. 10<sup>th</sup> St., Lincoln, Nebraska, on the following items. For more information, call the Planning Department, 441-7491.

The Lincoln/Lancaster County Planning Commission will meet on Wednesday, November 8, 2006, in Room 113 of the County/City Building, 555 S. 10<sup>th</sup> S., Lincoln, Nebraska, from 12:00 noon - 1:00 p.m. for a workshop on proposed text amendments to the Planning Commission Rules, Zoning Ordinance and Subdivision Ordinance relating to application deadlines and time period limitation for Planning Commission action on zoning and subdivision applications.

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

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

**AGENDA**

**WEDNESDAY, NOVEMBER 8, 2006**

**[Commissioner Taylor absent]**

Approval of minutes of the special public hearing on the 2030 Comprehensive Plan/Long Range Transportation Plan held October 18, 2006. **\*\*APPROVED, 8-0 (Taylor absent)\*\***

Approval of minutes of the regular meeting held October 25, 2006. **\*\*APPROVED, 8-0 (Taylor absent)\*\***

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

**PERMITS:**

- Page 01 1.1a Special Permit No. 06062, for extraction of soil, on property generally located at N. 56<sup>th</sup> Street and Waverly Road. \*\*\* FINAL ACTION \*\*\*  
**Staff recommendation: Conditional Approval**  
**Staff Planner: Sara Hartzell, 441-6372, [shartzell@lincoln.ne.gov](mailto:shartzell@lincoln.ne.gov)**  
**Removed from Consent Agenda and had separate public hearing.**  
**Planning Commission ‘final action’: CONDITIONAL APPROVAL, as set forth in the staff report dated October 24, 2006, 7-1 (Esseks dissenting; Taylor absent).**  
**Resolution No. PC-01026.**
- Page 17 1.1b County Special Permit No. 06066, for extraction of soil, on property generally located at N. 56<sup>th</sup> Street and Waverly Road.  
**Staff recommendation: Conditional Approval**  
**Staff Planner: Sara Hartzell, 441-6372, [shartzell@lincoln.ne.gov](mailto:shartzell@lincoln.ne.gov)**  
**Removed from Consent Agenda and had separate public hearing.**  
**Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the staff report dated October 24, 2006, 7-1 (Esseks dissenting; Taylor absent).**  
**Public Hearing before the Lancaster County Board is being requested.**

**MISCELLANEOUS WITH RELATED ITEMS:**

- Page 33 1.2a Annexation No. 06017, to annex approximately 14.6 acres, generally located at Coddington Avenue and West Van Dorn Street  
**Staff recommendation: Approval**  
**Staff Planner: Tom Cajka, 441-5662, [tcajka@lincoln.ne.gov](mailto:tcajka@lincoln.ne.gov)**  
**Removed from Consent Agenda and had separate public hearing.**  
**Planning Commission recommendation: APPROVAL, 8-0 (Taylor absent).**  
**Public Hearing before City Council tentatively scheduled for Monday, December 4, 2006, 1:30 p.m.**
- Page 41 1.2b Comprehensive Plan Conformance No. 06015, to review the proposal to declare as surplus, property generally located at Coddington Avenue and West Van Dorn Street, as to conformance with the 2025 Lincoln-Lancaster County Comprehensive Plan.  
**Staff recommendation: Conformance with the Comprehensive Plan**  
**Staff Planner: Tom Cajka, 441-5662, [tcajka@lincoln.ne.gov](mailto:tcajka@lincoln.ne.gov)**  
**Removed from Consent Agenda and had separate public hearing.**  
**Planning Commission recommendation: APPROVAL, 8-0 (Taylor absent).**  
**Public Hearing before City Council tentatively scheduled for Monday, December 4, 2006, 1:30 p.m.**

Page 49 1.2c Change of Zone No. 06071, from AG Agricultural District to R-3 Residential District and P Public Use District, on property generally located at Coddington Avenue and West Van Dorn Street.  
**Staff recommendation: Approval**  
**Staff Planner: Tom Cajka, 441-5662, [tcajka@lincoln.ne.gov](mailto:tcajka@lincoln.ne.gov)**  
**Removed from Consent Agenda and had separate public hearing.**  
**Planning Commission recommendation: APPROVAL, 8-0 (Taylor absent).**  
**Public Hearing before City Council tentatively scheduled for Monday, December 4, 2006, 1:30 p.m.**

4. **PUBLIC HEARING AND ACTION:**

**CHANGE OF ZONE WITH RELATED ITEMS:**

Page 61 4.1a Change of Zone No. 06072, from AG Agricultural District to AGR Agricultural Residential District, on property generally located at SW 27<sup>th</sup> Street and W Denton Road.  
**Staff recommendation: Approval**  
**Staff Planner: Mike DeKalb, 441-6370, [mdekalb@lincoln.ne.gov](mailto:mdekalb@lincoln.ne.gov)**  
**Applicant's request for four-week deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, December 6, 2006, 1:00 p.m.**

Page 71 4.1b Special Permit No. 06068, The Bridges Community Unit Plan, for approximately 70 single family dwelling units, with requests to waive sidewalks, street trees, street lighting, landscape screening, block length, storm water detention, sanitary sewer running opposite street grades, rollover curb in lieu of typical curb and gutter, front and rear yard setbacks, and BTA grading requirements for future roadways, on property generally located at SW 27<sup>th</sup> Street and W Denton Road. \*\*\* FINAL ACTION \*\*\*  
**Staff recommendation: Conditional Approval**  
**Staff Planner: Mike DeKalb, 441-6370, [mdekalb@lincoln.ne.gov](mailto:mdekalb@lincoln.ne.gov)**  
**Applicant's request for four-week deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, December 6, 2006, 1:00 p.m.**

5. **CONTINUED PUBLIC HEARING AND ACTION:**

5.1 County Special Permit No. 06060, for a wireless facility, on property generally located at SW 72<sup>nd</sup> Street and Roca Road.  
**Staff recommendation: Place on hold at the request of the applicant**  
**Staff Planner: Brian Will, 441-6362, [bwill@lincoln.ne.gov](mailto:bwill@lincoln.ne.gov)**

**\*\* WITHDRAWN BY THE APPLICANT ON 10/26/06 \*\***

## **CHANGE OF ZONE WITH RELATED ITEMS:**

- Page 129
- 5.2a Change of Zone No. 06060, from AG Agricultural District to AGR Agricultural Residential District, on property generally located at the northeast corner of SW 70<sup>th</sup> Street and West Van Dorn Street.  
**Staff recommendation: Denial**  
**Staff planner: Mike DeKalb, 441-6370, [mdekalb@lincoln.ne.gov](mailto:mdekalb@lincoln.ne.gov)**  
**Applicant's request for additional two-week deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, November 22, 2006, 1:00 p.m.**
- Page 141
- 5.2b Special Permit No. 06052, West Van Dorn Heights Community Unit Plan, for approximately 61 residential acreage lots, with requests to waive block length, sidewalks, street trees, street lighting, minimum width to depth ratio, sewer flow, and landscape screening, on property generally located at the northeast corner of SW 70<sup>th</sup> Street and West Van Dorn Street.  
**\*\*\* FINAL ACTION \*\*\***  
**Staff recommendation: Denial**  
**Staff planner: Mike DeKalb, 441-6370, [mdekalb@lincoln.ne.gov](mailto:mdekalb@lincoln.ne.gov)**  
**Applicant's request for additional two-week deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for Wednesday, November 22, 2006, 1:00 p.m.**

(See 10-25-06 agenda for staff reports on the following items.)

## **PERMITS:**

- Page 45
- 5.3 County Special Permit No. 06058, for a wireless facility, on property generally located at NW 126<sup>th</sup> Street and Alvo Road.  
**Staff recommendation: Conditional Approval**  
**Staff Planner: Brian Will, 441-6362, [bwill@lincoln.ne.gov](mailto:bwill@lincoln.ne.gov)**  
**Had continued public hearing.**  
**Applicant's request for four-week deferral granted, with CONTINUED PUBLIC HEARING AND ACTION scheduled for December 6, 2006, 1:00 p.m.**
- Page 81
- 5.4 County Special Permit No. 06059, for a wireless facility, on property generally located at N 176<sup>th</sup> Street and "O" Street.  
**Staff recommendation: Conditional Approval**  
**Staff Planner: Brian Will, 441-6362, [bwill@lincoln.ne.gov](mailto:bwill@lincoln.ne.gov)**  
**Had continued public hearing.**  
**Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the staff report dated October 12, 2006, 8-0 (Taylor absent).**  
**Public Hearing before the Lancaster County Board being requested.**

\* \* \* \* \*

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

\* \* \* \* \*

**PENDING LIST:**

1. *Change of Zone No. 3321, requested by Michael T. Johnson, on behalf of West Gate, inc., from R-7 Residential District to B-4 Lincoln Center Business District, on property generally located at 1729 "M" Street.  
(6-13-01: Planning Commission voted 6-0 to place on pending at the request of the applicant.)*
  
2. *Street and Alley Vacation No. 04013, to vacate all of the east-west alley in Block 65, Original Lincoln, bounded by 13th, 14th, "M" and "N" Streets, generally located at S. 13th Street & "M" Street.  
(3-16-05: Planning Commission voted 9-0 to place on pending until completion of the Downtown Master Plan at the request of the applicant.)*

**Planning Dept. staff contacts:**

Ray Hill, Development Review Manager . . . .	441-6371	. <a href="mailto:rhill@lincoln.ne.gov">rhill@lincoln.ne.gov</a>
Steve Henrichsen, Special Projects Manager	441-6374	. <a href="mailto:shenrichsen@lincoln.ne.gov">shenrichsen@lincoln.ne.gov</a>
Tom Cajka, Planner . . . . .	441-5662	. <a href="mailto:tcajka@lincoln.ne.gov">tcajka@lincoln.ne.gov</a>
David Cary, Transportation Planner . . . . .	441-6364	. <a href="mailto:dcary@lincoln.ne.gov">dcary@lincoln.ne.gov</a>
Mike DeKalb, Planner . . . . .	441-6370	. <a href="mailto:mdekalb@lincoln.ne.gov">mdekalb@lincoln.ne.gov</a>
Christy Eichorn, Planner . . . . .	441-7603	. <a href="mailto:ceichorn@lincoln.ne.gov">ceichorn@lincoln.ne.gov</a>
Brandon Garrett, Planner . . . . .	441-6373	. <a href="mailto:bgarrett@lincoln.ne.gov">bgarrett@lincoln.ne.gov</a>
Sara Hartzell, Planner . . . . .	441-6372	. <a href="mailto:shartzell@lincoln.ne.gov">shartzell@lincoln.ne.gov</a>
Brian Will, Planner . . . . .	441-6362	. <a href="mailto:bwill@lincoln.ne.gov">bwill@lincoln.ne.gov</a>
Ed Zimmer, Historic Preservation Planner . . .	441-6360	. <a href="mailto:ezimmer@lincoln.ne.gov">ezimmer@lincoln.ne.gov</a>

\* \* \* \* \*

**The Planning Commission meeting  
which is broadcast live at 1:00 p.m. every other Wednesday  
will be rebroadcast on Sundays at 1:00 p.m. on 5 City-TV, Cable Channel 5.**

\* \* \* \* \*

**The Planning Commission agenda may be accessed on the Internet at  
<http://www.lincoln.ne.gov/city/plan/pcagenda/index.htm>**

**PLANNING COMMISSION FINAL ACTION  
NOTIFICATION**

**TO :** Mayor Coleen Seng  
Lincoln City Council

**FROM :** Jean Walker, Planning 

**DATE :** November 9, 2006

**RE :** **Special Permit No. 06062 - Sand, gravel and soil excavation**  
(N. 56<sup>th</sup> Street/Hwy 77 between Waverly Road and Mill Road)  
**Resolution No. PC-01026**

The Lincoln City-Lancaster County Planning Commission took the following action at their regular meeting on Wednesday, November 8, 2006:

Motion made by Carroll, seconded by Sunderman, to approve **Special Permit No. 06062**, with conditions, requested by Willard D. Giebenrath, for authority to operate sand, gravel and soil excavation on property located one-quarter mile east of N. 56<sup>th</sup> Street/Highway 77 between Waverly Road and Mill Road.

Motion for conditional approval carried 7-1 (Carroll, Cornelius, Larson, Strand, Sunderman, Krieser and Carlson voting 'yes'; Esseks voting 'no'; Taylor absent).

The Planning Commission's action is final, unless appealed to the City Council by filing a Letter of Appeal with the City Clerk within 14 days of the date of the action by the Planning Commission.

**Attachment**

**cc:** Building & Safety  
Rick Peo, City Attorney  
Public Works  
Lyle Loth, ESP, 601 Old Cheney Road, Suite A, 68512  
Mark Hunzeker, P.O. Box 95109, 68509  
Willard Giebenrath, 12755 N. 70<sup>th</sup> Street, 68517  
Tom Keep, 8601 Davey Road, 68517  
Julie Shipman Burns, 12909 N. 70<sup>th</sup> Street, 68517

---

RESOLUTION NO. PC- 01026

SPECIAL PERMIT NO. 06062

1           WHEREAS, Willard D. Giebenrath has submitted an application designated as  
2 Special Permit No. 06062 for authority to operate sand, gravel and soil excavation on property  
3 located one-quarter mile east of N. 56th Street/Highway 77 between Waverly Road and Mill  
4 Road, and legally described to wit:

5           Outlot C, View Pointe North, located in the West Half of Section 9,  
6 Township 11 North, Range 7 East of the 6th P.M., Lancaster  
7 County, Nebraska;

8           WHEREAS, the Lincoln City-Lancaster County Planning Commission has held a  
9 public hearing on said application; and

10           WHEREAS, the community as a whole, the surrounding neighborhood, and the  
11 real property adjacent to the area included within the site plan for this soil excavation will not be  
12 adversely affected by granting such a permit; and

13           WHEREAS, said site plan together with the terms and conditions hereinafter set  
14 forth are consistent with the comprehensive plan of the City of Lincoln and with the intent and  
15 purpose of Title 27 of the Lincoln Municipal Code to promote the public health, safety, and  
16 general welfare.

17           NOW, THEREFORE, BE IT RESOLVED by the Lincoln City-Lancaster County  
18 Planning Commission of Lincoln, Nebraska:

1                   That the application of Willard D. Giebenrath, hereinafter referred to as  
2 "Permittee", to operate a soil excavation be and the same is hereby granted under the  
3 provisions of Section 27.63.360 of the Lincoln Municipal Code upon condition that the  
4 operation of said soil extraction be in strict compliance with said application, the site plan, and  
5 the following additional express terms, conditions, and requirements:

6           1.       This permit approves mining for a soil, sand and gravel excavation operation for  
7 a period of three (3) years from the date of approval of this special permit. Additional time, in  
8 one year increments, may be granted by administrative amendment by Planning Director.

9           2.       The site plans must be revised to:

10           a.       Satisfy the requirements of the County Engineer as follows:

11                   i.       Add notes to state applicant will be responsible for any  
12 maintenance and repairs required to either Mill or Waverly Roads  
13 due to this mining operation.

14                   ii.       Show final contour major elevations on plan.

15                   iii.       Add notes to indicate signing along Waverly Road warning of  
16 "Trucks Entering" during excavation operations.

17           b.       Show Norris Public Power easement along east lot line.

18           3.       A wetland scientist or other knowledgeable person shall look at the site and  
19 provide information on wetland status, and if it's a wetland need to avoid, minimize or mitigate  
20 to the satisfaction of either the NE Dept. of Environmental Quality or Army Corps of Engineers.

21           4.       Before beginning excavation operations:

22           a.       The permittee shall have:

23                   i.       Received review and permits, if required, for the Federal NPDES  
24 and 404 Permits.

25                   ii.       Any required driveway permits for access onto Waverly or Mill  
26 roads shall be approved by the Lancaster County Engineer.

- 1                   b.     The construction plans shall comply with the approved plans.  
2                   c.     An erosion control plan shall be approved by the Lower Platte South  
3                   NRD.

4                   5.     All privately-owned improvements shall be permanently maintained by the  
5 Permittee.

6                   6.     This resolution's terms, conditions, and requirements bind and obligate the  
7 Permittee, its successors and assigns.

8                   7.     The County Clerk shall file a copy of the resolution approving the permit and the  
9 letter of acceptance with the Register of Deeds. The Permittee shall pay the recording fee in  
10 advance.

11                   The foregoing Resolution was approved by the Lincoln City-Lancaster County  
12 Planning Commission on this 8th day of November, 2006.

ATTEST:

  
Chair

Approved as to Form & Legality:

  
Chief Assistant City Attorney

## INTEROFFICE MEMORANDUM

TO: Mayor Seng  
& City Council Members

FROM: Clinton W. Thomas

DEPARTMENT: City Council Office

DEPARTMENT: Housing Rehab & Real Estate Division

ATTENTION:

DATE: October 26, 2006

COPIES TO: Teresa J. Meier  
Marvin Krout  
Dana Roper  
Byron Blum, Bldg & Safety  
Jean Walker, Planning

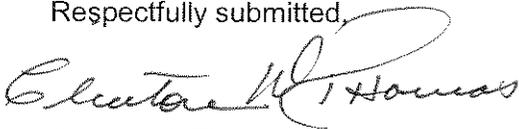
SUBJECT: Street & Alley Vacation No. 06003  
R Street, 1<sup>st</sup> to 2<sup>nd</sup> and part of 2<sup>nd</sup> St.,  
Q to R Streets

A request has been made to vacate that portion of R Street lying between 1<sup>st</sup> and 2<sup>nd</sup> Streets and the west 25 feet of 2<sup>nd</sup> Street from approximately Q to R Streets. The area was viewed and appeared as a rural road section surfaced with crushed rock. There was evidence of utilities in that there are street lights and fire hydrants located along the street. Public Works has also indicated the existence of a 2" gas main within the area. They have also stated the street lights would need to be relocated at the owner's expense and easements retained for any utilities which exist within the area.

Since the area is located within the Salt Creek Flood Plain, Public Works has also asked that a Conservation Easement be retained over the entire area to be vacated. The conservation easements are considered to restrict the use of the area far greater than utility easements. As such, the only value considered to accrue to the property is for density, or the elimination of setbacks along that side.

As such, a minimal value is considered appropriate. Therefore, if the area be vacated and easements be retained for utilities as well as a conservation easement, it is recommended the area be sold to the abutting property owner for \$500.

Respectfully submitted,



Clinton W. Thomas  
Certified General Appraiser #990023

dge

## INTEROFFICE MEMORANDUM

TO: Mayor Seng  
& City Council Members

FROM: Clinton W. Thomas

DEPARTMENT: City Council Office

DEPARTMENT: Housing Rehab & Real Estate Division

ATTENTION:

DATE: October 26, 2006

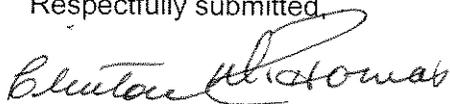
COPIES TO: Teresa J. Meier  
Marvin Krout  
Dana Roper  
Byron Blum, Bldg & Safety  
Jean Walker, Planning

SUBJECT: Street & Alley Vacation No. 03021  
South 87<sup>th</sup> Street, between  
Andermatt Drive and Highway 2

A request has been made to vacate a portion of South 87<sup>th</sup> Street north of Highway 2. This vacation was requested to facilitate the installation of an arched entrance sign over the area. The area was viewed and appeared as a multi-lane divided street which provides the entrance into the Prairie Lakes Shopping Center. It is the intent of the owner and the recommendation of Planning that the street remain in place as is as a private street with the retention of a public access easement over it. Public Works has also requested the petitioner assume responsibility for maintenance of the storm sewer within the area to be vacated as well as utility easements be retained for power lines and telecommunication lines within the area.

Since the area to be vacated will remain virtually unchanged and the public will have the full rights of use that they currently enjoy, the area would add little, or no, value to the abutting property. In fact, with the transfer of maintenance responsibility for the street and storm sewer within the area, the area to be vacated could be considered to be a liability to the abutting property owner. As such, it is considered to have little, or no, value; and, it is recommended, if the area be vacated, it be deeded to the abutting property owner at no cost.

Respectfully submitted



Clinton W. Thomas  
Certified General Appraiser #990023

dge

## INTEROFFICE MEMORANDUM

TO: Mayor Seng  
& City Council Members

FROM: Clinton W. Thomas

DEPARTMENT: City Council Office

DEPARTMENT: Housing Rehab & Real Estate Division

ATTENTION:

DATE: October 26, 2006

COPIES TO: Teresa J. Meier  
Marvin Krout  
Dana Roper  
Byron Blum, Bldg & Safety  
Jean Walker, Planning

SUBJECT: Street & Alley Vacation No. 6008  
Rudolph Street, east of North 15<sup>th</sup> St.

A request has been made by the Joint Antelope Valley Authority (JAVA) to vacate a portion of Rudolph Street lying east of 15<sup>th</sup> Street. This vacation was requested to facilitate the sale to, and relocation of, a residential displacee from the Antelope Valley Project.

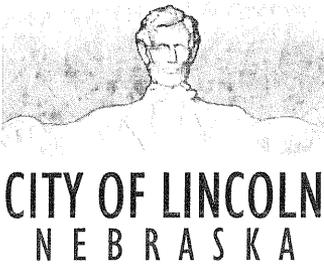
Public Works has indicated the existence of a large storm sewer running through and across the area and has requested easements be retained for the continued operation and maintenance of that storm sewer. They have also requested that a Conservation Easement be retained over a portion of the area. The area was appraised in conjunction with an appraisal of the abutting property in anticipation of its sale by JAVA and was considered to have little, or no, value due to the imposition of the storm sewer and conservation easements which would limit its use. Since the City of Lincoln is an active partner in JAVA; it is recommended, if the area be vacated, it be deeded to JAVA at no cost in exchange for the retention of easements through the area as well as additional storm sewer easements from the adjoining property which JAVA intends to sell.

Respectfully submitted,



Clinton W. Thomas  
Certified General Appraiser #990023

dge



MAYOR COLEEN J. SENG

lincoln.ne.gov

Office of the Mayor  
555 South 10th Street  
Suite 208  
Lincoln, Nebraska 68508  
402-441-7511  
fax: 402-441-7120  
mayor@lincoln.ne.gov

November 7, 2006

**VETO MESSAGE** - 06R-204, Special Permit No. 05015A, Hartland's Garden Valley Community Unit Plan

Dear Chair Newman and Members of the City Council:

I hereby veto Bill No. 06R-204 (Resolution No. A-84096 passed 4-3 by the City Council on October 30, 2006) which granted a block length waiver for the Hartland's Garden Valley Community Unit Plan (CUP), generally located at N. 14<sup>th</sup> Street and Pennsylvania Avenue, because there was not sufficient justification for waiving this requirement.

- This very same issue was decided by the City Council in June 2005 as part of the original CUP approval and the Council followed the recommendation of the Planning Commission and denied the waiver.
- As part of that review a year ago, the adjoining owner (Keith Spilker) was made aware of the plans and the proposed street extension through his property. He expressed the same objections at the time, and those objections were considered as part of that review. So this was not a new issue, as claimed in the email the Council received just before last Monday's vote.
- The city staff has worked with developers and supported waivers where it would be very expensive to pipe or bridge over major drainage areas. This is not a major drainage area. In fact, the staff supported a block length waiver elsewhere in this community unit plan due to drainage.
- Last week, it was said the cost for this additional piece of road would be \$100,000. The Public Works Department tells me this estimate is high. Beyond that, the Planning Department believes building the road will allow the developer to add one more lot to his project. So the likely net cost is probably in the \$40,000 range that would be shared by the more than 300 lots in this subdivision paying for road paving and other infrastructure costs.
- The City's block length standard is tied to the overall policy of providing good street connections between neighborhoods. In this area of acreages, which over time will be subdivided into smaller lots, it is important to plan for these connections with each new addition. The purpose of limiting block lengths is to disperse and slow traffic on residential streets, reduce the need to force neighborhood traffic onto the arterial streets, and provide good access for public emergency services. For these reasons, the Police Department and other departments had recommended the denial of this waiver.

For the above and foregoing reasons, I hereby veto the waiver of the block length standard for the Hartland's Garden Valley Community Unit Plan, as requested in Special Permit No. 05015A.

Respectfully,

Coleen J. Seng  
Mayor of Lincoln

FILED

NOV - 7 2006

CITY CLERK'S OFFICE  
LINCOLN, NEBRASKA

F:\FILES\MAYOR\2006,MayorSeng,Letters,Speeches,Memos\Veto,CityCouncil,11-07-2006,14thStreetLength.wpd



MAYOR COLEEN J. SENG

lincoln.ne.gov

Office of the Mayor  
555 South 10th Street  
Suite 208

Lincoln, Nebraska 68508

402-441-7511

fax: 402-441-7120

mayor@lincoln.ne.gov

November 7, 2006

**VETO MESSAGE** - 06R-204, Special Permit No. 05015A, Hartland's Garden Valley Community Unit Plan

Dear Chair Newman and Members of the City Council:

I hereby veto Bill No. 06R-204 (Resolution No. A-84096 passed 4-3 by the City Council on October 30, 2006) which granted a block length waiver for the Hartland's Garden Valley Community Unit Plan (CUP), generally located at N. 14<sup>th</sup> Street and Pennsylvania Avenue, because there was not sufficient justification for waiving this requirement.

- This very same issue was decided by the City Council in June 2005 as part of the original CUP approval and the Council followed the recommendation of the Planning Commission and denied the waiver.
- As part of that review a year ago, the adjoining owner (Keith Spilker) was made aware of the plans and the proposed street extension through his property. He expressed the same objections at the time, and those objections were considered as part of that review. So this was not a new issue, as claimed in the email the Council received just before last Monday's vote.
- The city staff has worked with developers and supported waivers where it would be very expensive to pipe or bridge over major drainage areas. This is not a major drainage area. In fact, the staff supported a block length waiver elsewhere in this community unit plan due to drainage.
- Last week, it was said the cost for this additional piece of road would be \$100,000. The Public Works Department tells me this estimate is high. Beyond that, the Planning Department believes building the road will allow the developer to add one more lot to his project. So the likely net cost is probably in the \$40,000 range that would be shared by the more than 300 lots in this subdivision paying for road paving and other infrastructure costs.
- The City's block length standard is tied to the overall policy of providing good street connections between neighborhoods. In this area of acreages, which over time will be subdivided into smaller lots, it is important to plan for these connections with each new addition. The purpose of limiting block lengths is to disperse and slow traffic on residential streets, reduce the need to force neighborhood traffic onto the arterial streets, and provide good access for public emergency services. For these reasons, the Police Department and other departments had recommended the denial of this waiver.

For the above and foregoing reasons, I hereby veto the waiver of the block length standard for the Hartland's Garden Valley Community Unit Plan, as requested in Special Permit No. 05015A.

Respectfully,

Coleen J. Seng  
Mayor of Lincoln

FILED

NOV - 7 2006

CITY CLERK'S OFFICE  
LINCOLN, NEBRASKA

F:\FILES\MAYOR\2006,MayorSeng,Letters,Speeches,Memos\Veto,CityCouncil,11-07-2006,14thStreetLength.vpd

November 6, 2006

Jon Camp  
City Council  
555 South 10<sup>th</sup> Street  
Lincoln NE 68508

**RECEIVED**

NOV 06 2006

CITY COUNCIL  
OFFICE

Dear Jon:

I am not able to testify in person today, but I wanted express my support for the resolution allowing for some street bonds. I am aware of the way that they are being financed and the distribution within the projects that they will support. I believe that this is in the best interest of the citizens.

Best regards,



Richard C. Krueger  
President



"shannon mcgovern"  
<midwestminichoppers@hotmail.com>

11/04/2006 11:05 PM

To angi\_guenther@hotmail.com, mdekalb@lincoln.ne.gov,  
commish@lancaster.ne.gov, commish@lincoln.ne.gov,  
council@lincoln.ne.gov, dschorr@lancaster.ne.gov,

cc

bcc

Subject JournalStar.com - Sound Off - Should the Planning  
Commission approve or reject plans for a drag strip in  
Lancaster County?#comments

[http://journalstar.com/blog/soundoff.php?title=should\\_the\\_planning\\_commission\\_approve\\_o&more=1&c=1&tb=1&pb=1#comments](http://journalstar.com/blog/soundoff.php?title=should_the_planning_commission_approve_o&more=1&c=1&tb=1&pb=1#comments)



Tuesday November 7, 2006

Jobs | Cars | Homes | Make Us Your Homepage | Bookmark

- Home - JournalStar.com
- Search News
- Search Ads
- Coupons
- News
  - Local
  - Nebraska News
  - National & World
  - Editorials & Letters
  - Schools
  - Business & Markets
  - Legislature
  - Obituaries

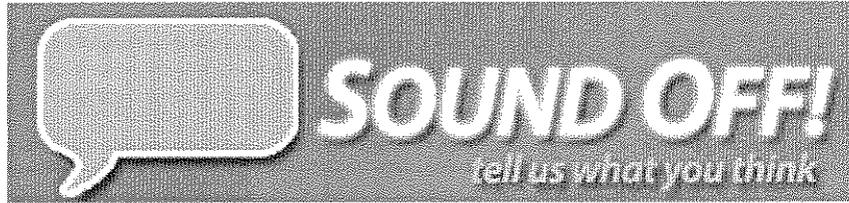
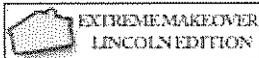
- Sports
- HuskerExtra.com
- Blogs
- Galleries
- Classifieds
  - Apartments For You
  - Wheels For You
  - Work For You
  - Classified Ads

- Featured Sections
  - Ask The Expert
  - Business Achievements
  - Celebrate! Nebraska
  - College Life
  - Family
  - Food
  - Ground Zero
  - Home & Garden
  - Living **NEW!**
  - Movies
  - Podcasting
  - Religion
  - Special Reports
  - Sunday A.M.

- Contact Us
  - Subscription & Delivery
  - Advertising
  - Newsroom
  - General Contacts
- About Us
  - Employment
  - Other Information



Featured Links:



Search

# Post details: Should the Planning Commission approve or reject plans for a drag strip in Lancaster County?

10/12/06

09:24:05 am, Categories: -Sound Off by Steve Smith

## Should the Planning Commission approve or reject plans for a drag strip in Lancaster County?

More than 200 people attended a Lincoln-Lancaster Planning Commission hearing Wednesday on a proposed drag strip in northern Lancaster County, and the few who made it through to the end walked away unfulfilled.

After a nearly five-hour hearing in which about 100 people testified, the commission continued the issue to its Oct. 25 meeting.

The hearing on Greg Sanford's plan for a drag strip on 160 acres along U.S. 77 between Branched Oak and Davey roads brought supporters and opponents out in full.

Track supporters argued a strip would serve large numbers of local people who like the sport plus create economic benefits by attracting regional and national events.

Rob Park, west central division director for the National Hot Rod Association, hinted Lincoln could land big events. Lincoln would be attractive because of its location, he said.

But many neighbors testified the noise would ruin their rural quality of life and depress property values.

Area resident Phyllis Larsen presented a petition signed by more than 500 opponents.

Sanford, meanwhile, said he wants to build a "top-notch" facility. His plans include bleachers with seating for 5,000, observation towers, other buildings and 600 parking spaces.

According to information filed with the Planning Department, racing would occur virtually every weekend from March to November, with some events starting as early as 8 a.m. and lasting until midnight.

STATUS

- All
- Sound
- Breakin
- Archive
- Standar

Nov

Mon	Tue	Wed	Thu	Fri	Sat	Sun
						1
6	7	8				
13	14	15				
20	21	22				
27	28	29				

<< <

"While read of my young ago. I was r freedom de responsibili Navy pilot. ordinary cit enthusiastic memon. Ne conveys the historical et heartbreaki one aviator without hes very proud and wise m.

*Bob K.*

Ch  
To Or  
or wri  
PO E  
Tampa,  
www.flyin

Even if the Planning Commission supports the drag strip, it faces an uphill battle. Sanford has said zoning language proposed by the County Board, which will have final say on the proposal, makes it impossible.

Sanford's attorney, Mark Hunzeker, railed against proposed zoning language during Wednesday's hearing, describing maximum sound levels as "library like." He said proposed proximity to homes, cemeteries and churches would require a track have an area "roughly twice the size of Branched Oak Lake."

**Should the Planning Commission approve or reject plans for a drag strip in Lancaster County?**

39 comments

**Comments:**

**1. Comment from: Hattie**

The local tree hugger residents that OPPOSED the Drag Strip were not exactly honest about their numbers and reasons. The Local Residents that were in favor of the site honestly presented their reasons. If I am going to be putting up with 700 (WOW) new home sites, the tax rate should go down. We local Davey (Northern Lancaster County) residents want to see the site built. We would also like to have the reasonable support of the closest neighbors, not the whining of the former Lincolnites that couldn't stand to live in Lincoln and came to the country to make most of the rest of the county suffer.

10/12/06 @ 09:47

**2. Comment from: Theresa**

It sounds like fun. But if I lived out there I'd be upset too. Maybe they could plant trees around it to buffer the noise.

10/12/06 @ 10:02

**3. Comment from: Jan**

They should approve it. You have to look at whats best for the county not just a few local residents. I really think a majority of the people want this growth. You have to allow growth or become stagnant.

10/12/06 @ 10:04

**4. Comment from: ET**

- 1). There has got to be a way to buffer the noise
- 2). I wish I could live on an acreage property and complain about far-off noises, but instead I listen to loud motorcycles, bass-cars, and general traffic 24/7.
- 3). Lincoln has to figure out a way to grow eventually. We need to at least try certain things, or Lincoln will eventually become irrelevant as a city. Some manufacturing and UNL is not going to be enough.

10/12/06 @ 10:06

**5. Comment from: JohnB**

Y E S !!!!!!!!!!!!!Stop the baloney and build it.

10/12/06 @ 10:23

**6. Comment from: jj**

YES! This is something that will bring more money to the city of Lincoln. The drag strip will not be operating every day. There are a lot of car and speed lovers around here and I believe it would be a great addition to the city, county and state.

10/12/06 @ 10:30

**7. Comment from: CSS**

Build it.

Yeah, the noise will probably suck and I hate to crap on the nearby residents, but I think that some kind of buffer can be instituted, as well as reasonable racing hours. Being realistic, **there is noise all over Lincoln, from trains, to motorcycles, to stereos.** Let's face it, we are becoming a bigger city.

This is important because it encourages a hobby people enjoy. I'm not a fan of cars, or racing. Actually, I'm quite opposed to car culture. That's fine. It's not my hobby and I have no problem with other people enjoying their hobby in a constructive, safe and responsible way. I think it's great. The more stuff to do in Lincoln, the better for us all as a community.

I'd also like to mention that comments like yours, Hattie, that call people "tree huggers" do nothing for our community except to polarize people. I am a tree hugger and I stand behind the drag strip. So watch your mouth, and stop generalizing, ok?

10/12/06 @ 10:34



**8. Comment from: Sam B**

I'm leaning in favor of the drag strip, but I'd like for Hattie to explain to us why she thinks the opponents weren't honest about their numbers and the reason for their opposition. Despite what she happens to think, they may have a legitimate gripe.

And I agree with CSS...perjorative terms directed at opponents serves no useful purpose here.

10/12/06 @ 11:10



**9. Comment from: Nina**

Unofficial drag racing was the norm when I was a teen, and how I loved it. I know at least one of my kids (the one that soups up and restores cars for a hobby) did the same. How much safer it would be on a strip instead of the highway flat (we and our young friends were blessed and lucky, it seems.) But as a home owner, I would want to stop my land from losing value because of noise, too. What eventually will be, I would guess, is that the majority will be served and the strip will be built. Sadly or gladly, that's how progress goes.

10/12/06 @ 11:21



**10. Comment from: Steve**

YES, the proposed drag strip should be approved. Why is it that so many of the same persons complain about aircraft noise, but build houses at the end of a runway? Why is it that persons complain about potential noise, never even think about their 2am arrival back home with their neighbors trying to sleep. Some persons get upset by "potential" noise, but they can't even get their garage doors shut because they have decided to store their boat in the garage. What do you want? Street racing, or a drag strip?

10/12/06 @ 11:32



**11. Comment from: fb**

Why does it have to be built north of the interstate on that specific land? Why not build it just south of the interstate between Arbor Road and Fletcher and between 56th and 70th which is zoned for industry? I don't see much of a demand for residential housing in that area. There are plenty of commercial and industrial businesses around it to dampen the noise and housing is far enough away so noise wouldn't be that big of concern. Or would that be too sesible of a solution?

10/12/06 @ 12:00



**12. Comment from: re: fb**

Money is probably the reason for the proposed site. I think most business plans call for a profit within 5 years and lets face most want to make a profit at around 3 years.

10/12/06 @ 12:03



**13. Comment from: Dave**

Better a tree hugger than a tree hater and tantrum-ridden name caller. If this is considered fun, then I'm sad to report that depth and substance are no longer a pre-requisite. Pollution doesn't just go into outer space and disappear. Earth is a closed-unit. The air may look clean, but I assure you it is not. Even so, the best thing about confining noise to a city is that the noise STAYS in the city. At least then you have a choice to hear it or not. If you pay attention to the headlines, it's obvious we should be spending time doing things that don't involve using more oil, making more noise, and spewing even more pollution into the air. Lincoln is an over-grown small town and last I checked loving your neighbor doesn't involve crapping all over them. Hasn't that happened enough already? Sometimes, less is more and yet always, silence is golden. I hope the rural folks stand their ground and just say no to bored and overly-motivated (yes there is such a thing) neighbors! We can have progress without being selfish. How many irresponsible immediate urges or wants can we satisfy while still leaving something other than a mess for future generations? My guess is not many. We belong to the earth and not the other way around. If this atrocity must be, jb's suggestion seems to make the most sense.

10/12/06 @ 12:29



**14. Comment from: CSS**

Dave, I couldn't agree with you more about pollution and finding fun things to do that don't involve oil.

However, let's be honest. A new drag strip makes about as much difference in the global warming scheme as taking your finger out of a lake makes in the lake's water level--that is, no difference.

I too think we need to reduce our dependence on oil, our addiction to cars and our overall pollution, but this is just the wrong front to fight it on.

10/12/06 @ 12:37



**15. Comment from: Nancy**

Why don't all the "fors" start collecting money and they can buy out any "neighbor" that doesn't want it built next to them. That way everybody can live happily ever after. Put your money where your mouth is.

10/12/06 @ 12:46



**16. Comment from: Theresa**

The government needs to get on the ball with electric cars. Do you know how quiet it would be if there was drag racing with those? Plus no emissions.

10/12/06 @ 12:51



**17. Comment from: Gary B**

Yes, Theresa, then we could watch cars 'race' down the strip at 50 mph...YAY!

10/12/06 @ 13:18



**18. Comment from: Susan Larsen**

"They" said there would not be overflow parking in the surrounding neighborhood, when "They" built the baseball field. We now know that to be fiction. Dust, noise, who needs it.

10/12/06 @ 13:31



**19. Comment from: Theresa**

Gary, that's why I say they need to get on the ball about it, silly!

10/12/06 @ 14:00



**20. Comment from: Gary B**

Yeah, I don't think I'll be checking out electric car races any time soon.

By the way, that electricity has to come from somewhere.

10/12/06 @ 14:33



**21. Comment from: CSS**

Come on Gary! Why not? There are some really, really fast electric cars out there.

Take this one, for example.

[http://www.forbes.com/resourceful/2003/10/21/cx\\_d1\\_1021vow.html](http://www.forbes.com/resourceful/2003/10/21/cx_d1_1021vow.html)

0 - 60 in 3.6 seconds.

10/12/06 @ 15:19



**22. Comment from: CSS**

Or what about this one, that can go over 300 mph?

<http://www.gizmodo.com/archives/worlds-fastest-electric-car-023840.php>

10/12/06 @ 15:21



**23. Comment from: Theresa**

314 mph! That's one cool-looking race car.

I got two words for you Gary: Solar Power.

10/12/06 @ 15:34



**24. Comment from: Gary B**

Yes, solar power, wind power, hydro power, etc., you'll have an easier time getting more of those projects off of the ground than electric cars.

10/12/06 @ 15:53



**25. Comment from: Dave M**

I noticed the seating capacity is going to be 5,000, but there will only be 600 parking spaces? That meant every vehicle will have to have 8.33 people in it. There must downtown Lincoln planners helping this this design.

10/12/06 @ 21:40



**26. Comment from: Theresa**

Good point Dave, what's up with that?

10/12/06 @ 21:52



**27. Comment from: Lisasays**

I'm all for building a motorvenue (which I would hope includes more than a dragstrip) but put it in a spot where it belongs - not in the middle of the countryside. There are industrialized areas available. People have to think creatively, not just buy land and say "I love it, so the neighbors should love it". I know there was a motorsports taskforce, but what did they do to approach the neighbors first? My bet is nothing! It would be far better to have a business plan, address the issues, meet with neighbors, work out issues and then propose the project! There is already an issue of distrust with how this started - what makes you think the neighbors are going to trust anything Sandford says now?

10/13/06 @ 06:51



**28. Comment from: Roger**

Maybe the next field of dreams or show similar will be, if you build it they will leave.

Maybe not.

I really don't care one way or the other if they build it or not.

Seems that the people who built houses out in this area should have the most say. But, maybe not. You know progress is progress and progress in not defined by things that the normal person sees. It is defined by large profits.

Hope the whole idea either works or doesn't work. It sure creates a lot of interest.

10/13/06 @ 06:52

**29. Comment from: Chris**

How many sites did the motorsports taskforce look at? Why is this the only location? Or is it just the least expensive. Let's look for another way to make this work.

10/13/06 @ 07:33

**30. Comment from: Mike**

Hattie: You don't speak for all Davey Residents..half of us are against it. JJ: "The Drag strip will not be operating every day" only Weekends 8 a.m. to Midnight 9 months out of the year. Steve: What's your point? Chris: I agree! What other locations were considered? Did Sanford consider his own backyard behind his \$600,000 house?

10/13/06 @ 08:04

**31. Comment from: C**

What about putting it out by the airport??? There is still a lot of property out there. The area was recently "blighted" and the people who live there are already used to the aircraft noise. There is also a space by Kawasaki where there aren't houses and its not too far off the interstate for people coming into Lincoln for racing. I agree with the people on here who would like it established in an already "industrial" area. Maybe if they put it out by the airport or Kawasaki people who live in Air Park and the Highlands would have a better chance at getting more retail stores, restaurants etc since there have been recent blogs about that as well.

10/13/06 @ 09:02

**32. Comment from: ANG**

I grew up around racing. I know what goes into it. I know the sounds and I know the dangers and the dirt. My dad raced for 21 years at Corning IA Speedway, Eagle Speedway, Sunset Speedway, and I-80 Speedway. Some of our closest friends own and operate I-80. If you examine these speedways you will realize that other than 1, all are located away from town. Corning's speedway is right in town. I-80 has grown in popularity in the past 10 years. Sunset was closed and is now residential area. When Sunset did exist, the residence in the area complained of the dirt, the noise, the drunks leaving the track, the rigs leaving, etc. We had to be done with racing by 11:00 pm due to local ordinance. Sunset failed after many years and one huge reason was the ordinances that were put in place late in the tracks life. Corning is located in town. A few years ago, a child was killed after getting hit by one of the rigs leaving the track (during the day). As far as money that would come flourish the towns around, examine the towns close to these speedways, (i.e. Greenwood, Eagle, Corning), would you say these towns have grown due to the money coming from these tracks. In my opinion, they are the same towns I knew 21 years ago. They are no more wealthy then they ever have been. Why? Because spectators and racers do not go into these towns for drinks or dining. All of those things are provided at the track. Why would they go into town when they have it there? The places that get the most business are the gas stations, so if you own one of those you will get an increase in business. I don't think our family ever went in town to eat after getting done with racing or before the races. How many of you out there go to any of these tracks and go in town to eat? I realize an argument could be raised that the purposed track is different then the existing tracks around Lincoln already, but we are dealing with a situation where we don't have a drag strip around here to compare to. We should take what we have already and go from there. I am opposed to having a track close to any town; I am not opposed to having one secluded away from areas that are populated. Being a racing brat, I always love a good race. But geeze, wasn't it just last year people in Lincoln were opposed to a new Wal-Mart being put but because of the traffic that it would cause. Do you not think that there will be traffic with a Drag strip? Of course there will be...but instead of just cars, vans, and pickups...you will have RIGS that carry those cars along. Have you ever seen the interstate after I-80 lets out? If not, go and watch the traffic. If that drag strip will allow for 5,000 people, think of the amount of traffic that would come out of there. I purpose this; build your drag strip next to I-80. Right of the interstate and people already know the area. As far as noise...yeah it is going to be loud. Louder then the other tracks because we are

talking about bigger engines to support faster cars and you can't compare this noise to the regular trains and traffic already in Lincoln, because it has always been there and we are all so used to it, it is part of our automatic processes....that would mean, most times, we wouldn't even notice unless there is a drastic change. I don't know. I think that there is more to consider here. Be prepared for a drastic change if it is close to you....and it might not be something you like.

10/13/06 @ 09:37

### 33. Comment from: Racer

I could argue the fact that there are many circle tracks in towns or very near. How about Deshler, Junction Speedway, Beatrice, Bellville Kansas and there are more. I don't think dust is much of an issue on an asphalt 1/4 mile track. I think the field that are there now would have more dust.

10/13/06 @ 12:05

### 34. Comment from: ANG

I completely agree that dust would not be a factor for an asphalt. That is a no brainer. When you are not kicking up dust there would be no dust to worry about. Referencing other factors such as noise and traffic (which will have many drunk drivers). I appologize for not referencing the other tracks. I listed the main ones my father attended. I love racing. Its in my blood, but I wouldn't ever want a track built in my backyard. Who would?

10/13/06 @ 14:05

### 35. Comment from: Bob

To those living nearby and are complaining about the potential noise....If you wanted to live somewhere where noise wouldn't be an issue, then you should have moved somewhere other than 10 miles outside the city of Lincoln. Eventually, Lincoln will have to grow to survive. Along with growth comes more noise. Let the guy build his track. It'll be good for the city and county.

10/13/06 @ 22:04

### 36. Comment from: wil

All the replys speak of all the land zoned for the track. But recall the zoned land falls under the city's taxes. Why are there bussinesses building in areas like Waverly and Ashland?? For one they are closer to a booming Omaha, and two they don't have to put up with an over taxed old fashioned city like Lincoln. Lincoln might as well sink. Not just Omaha but places like Columbus, G.I. Comstock etc. cater to up to date concerts and events. At least them cities try to keep Nebraskans in the state. I swear the folks in Lincoln want Nebraskans to go out of state to enjoy life. Getting back to zoned...That motorcycle/train factory built in an unzoned area back in the days to get away from the taxes but then wanted to be included to be on the sewer and water lines after it got so big. Just think of how much money that company saved by not paying city taxes!!! Very smart.

10/15/06 @ 08:10

### 37. Comment from: Mike

Its amazing to me to listen to the constant referrences to gregs house from people with 4-600000 dollar acreages. Whats the point? There is none. Also the track has been called a top fuel dragstrip. What is that? Nothing it doesnt exist. The opposition has convinced themselves that the only cars racing at this will be top fuel cars. If they knew the facts they would know that getting a pro event with those cars here is next to impossible and that the majority of cars racing on fridays and the rest of the weekend are STREET LEGAL CARS. Other than the statement for a housing development in the quiet rural area the other funny point was that oil from the track would contaminate the watershed. So tell me if you farm ground all around the wetlands you have absolutely no contribution to that pollution you think of? I know of no piece of farm equipment that is leak free and we cannot race on oil.

10/17/06 @ 07:06

### 38. Comment from: evil conservative

I have no problem with someone building a dragstrip here. It will pump up the economy here. For those who oppose this due to environmental impact issues, don't go after it's built. If you live nearby, soundproof your house, or move somewhere else. There is also technology available that electronically cancels noise. The environmental nuts of the world seem to think that oil spilling on the ground is somehow going to contaminate the Earth. Give me a break, where do you think the oil came from?! The Earth was here long before we were and it will be here long after we're gone. The planet can take care of itself.

10/18/06 @ 20:49



**39. Comment from: Bob**

On the subject of the economic impact that the race track will have on the county, here are a few things to consider. Most of the racers that I know invest moderate to large amounts of money into their race cars, tow vehicles and trailers. The cost of entry fees, tow vehicle gas, racing fuel, maintenance on all vehicles, food and beverages leaves very little left for anything else. Most tow vehicles are motorhomes with sleeping areas, kitchens, and restrooms that allow the racer to stay at the track, and close to the race car with no other expenses required. How does this impact the county? It looks like the only persons that might benefit from a race track would be the owner and maybe the closest gas station. The exception to this would be a event large enough to draw racers from several other states, such as a national or divisional race that happens only once a year. The spectator numbers at these events would have a favorable monetary impact.

10/27/06 @ 21:36



Leave a comment:

Please read our **Standards & Rules** before posting your comment.

Comment Registration is **optional** for this blog. You may sign in or get an account by clicking [here](#) or post your comment below. (Opens in pop-up window, so you may have to disable pop-up blocker for journalstar.com.)

Name:

Email:

Your email address will not be displayed on this site.

Comment text:

Allowed XHTML tags: <p, ul, ol, li, dl, dt, dd, address, blockquote, ins, del, span, bdo, br, em, strong, dfn, code, samp, kdb, var, cite, abbr, acronym, q, sub, sup, tt, i, b, big, small>

Options:  Auto-BR (Line breaks become <br />)

Send comment

© 2002-2006, Lincoln Journal Star. All rights reserved. | [Privacy Policy](#) | [Contact Us](#) | [Site Map](#)



"Bob Norris"  
<[bnorris@nebraskasign.com](mailto:bnorris@nebraskasign.com)>

11/08/2006 09:08 AM

To <[council@lincoln.ne.gov](mailto:council@lincoln.ne.gov)>  
cc <[MKrout@ci.lincoln.ne.us](mailto:MKrout@ci.lincoln.ne.us)>

bcc

Subject Public Hearing Follow-Up

This may seem long, but please read...otherwise I'll torture you on the phone...thanks.

I am feeling the need to clarify a few points discussed at Monday's public hearing.

First, the general tenor of the discussion when signs are the topic seems to be negative. I do not feel that this is equitable. Signs are part of the retail/commercial/institutional/industrial environment. They are an effective advertising/ marketing tool used by businesses large and small. If you look at the visual environment in commercial districts much of the clutter you see is not signage...power lines, street lights,etc. Much of the sign clutter that does occur is the result of banners and ancillary signs that are not legal(no permit, put up by merchants on their own property), and difficult for enforcement personnel to deal with. Legally erected signage is an integral part of the commercial environment and a necessity for businesses today. With proper zoning(transition zones used strictly for transitional uses; not intense retail/commercial) signage does not and will not intrude on areas where it is not appropriate. Of course, maybe the citizens like signs all over the place...looking at the use and placement of for sale by owner signs and garage sale signs.(Sorry I couldn't help it)

Now that I've given that speech...on the public hearing ...

1. The ordinance as written in 1979 allowed electronic message centers if they displayed public service messages. This was meant to be things like "Support the United Way", or "It's Girl Scout cookie time". The users of these displays soon found it easier just to mix in the time and temperature with their commercial messages to meet the City's requirement. Marvin K. referred to the time and temp issue frequently during his presentation Monday; these signs were not strictly time and temp signs.

2. Dan Marvin mentioned the industry video presentation we circulated the week before the hearing and how it promoted regulating electronic message centers (EMCs). We do not argue that some regulation is needed. We regulate them now. And, with the exception of a few points, we support the changes being proposed.

3. I do not think we have explained the difference between animation and transition. Transition modes(appear and disappear modes) are the methods programmed into the software controlling the displays that are used to bring the message onto the display. Animation is any movement that occurs once that message is totally on the display. Limiting the transition modes to only three, we feel is a mistake. Daktronics offers 17 basic transition modes and when adding in the variations of those available, there are over 70. Our proposed ordinance allows only three. As proposed, a message may not simply come on and go off. We think it is wiser to be specific about which transition modes are not allowed, rather than eliminating all but three. If staff is concerned about long involved message transitions, they could reduce the maximum transition time to one second.

4. We do not feel that it is necessary to eliminate all animation. We currently limit the use of flashing and blinking; no argument. Users of EMCs will limit animation that detracts from their message, they do not have much time to get their message across and will use their displays as efficiently as possible.

5. A one second minimum hold time for the message "frame" (total message on the display) is reasonable. It does not come close to flashing or blinking...check out Pershing Auditorium. Unless they've changed in the last few days, they put up a lot of information using a "straight change" transition much of the time and holding the message frame for 1.5 to 1.75 seconds. They use their display well and it works.

6. We think it appropriate to regulate brightness and require dimming ...we think the numbers may need some adjustment and are gathering more data for discussions with staff.

Marvin Krout and Mike Dekalb have agreed to meet next week to discuss some of these issues, so hopefully some of the differences can be ironed out before your next public hearing.

Sign issues do not need to be as tedious as we make them, if the value of signage is recognized and they are viewed as a legitimate part of the commercial environment.

Thank you for your time...and of course if you have comments or questions...I'm available.

Bob Norris

[bnorris@nebraskasign.com](mailto:bnorris@nebraskasign.com)

476-6563



"Jake Whitaker"  
<jwhit182@gmail.com>  
11/08/2006 09:16 PM

To council@ci.lincoln.ne.us  
cc bwhitaker1@unl.edu, brandygirl\_1979@yahoo.com  
bcc  
Subject paving

Attention Patty Newman

Ms Newman, my name is Jake Whitaker, I live in Lincoln residing at 3600 Vine st. I am writing you in response to an article I saw in the Lincoln Journal Star .Com (as attached). I would prefer for you as my representative to vote for the bond and hopefully get my street on the paving list. If you check the records you will see I have been in contact with the city engineering office about the same subject. It was in the spring of 2004 and went to council, it was okay preliminarily but did not get approval by the time the term year was up. At that time I was in basic training and could not personally contest, however my mother did and received little response and no follow-up replies. After basic I was soon mobilized and did not have a chance to personally repursue the paving. At that time I was willing to pay all cost, but with this bond it is more of a possibly and half the cost for me. Again I hope you take this issue into consideration.

As I am currently Iraq serving with the Nebraska National Guard the best way to contact me is e-mail. Also you may contact my mother (who is my power of attorney) [bwhitaker1@unl.edu](mailto:bwhitaker1@unl.edu) or my sister (who is currently living at my residence, taking care of the place) [brandygirl\\_1979@yahoo.com](mailto:brandygirl_1979@yahoo.com). Your support and response would be greatly appreciated.

Thank you,

Spc Jake Whitaker  
1-167 Cav (RSTA)



- Paving.doc

## **Council considers \$27M bond for roads**

*BY DEENA WINTER / Lincoln Journal Star*  
*Tuesday, Nov 07, 2006 - 12:12:33 am CST*

The City Council is considering a \$27 million highway allocation bond that would build new streets on the city's edge and help pave up to 15 blocks of gravel roads within the city limits.

The council held a public hearing Monday on the new street funding proposal. The city would use the extra million dollars in vehicle sales-tax dollars it squeezed out of state lawmakers last year to leverage \$27 million.

The city would start out using those dollars to repay the bond and gradually move to using general funds to repay the bonds, which means a property tax increase is possible.

The city would also begin using general funds to cover expenses currently paid for with highway allocation dollars, such as snow removal and repairs to streets, sidewalks, and trails. The city's property tax levy would be adjusted accordingly.

That means next year the council would have to commit an estimated \$660,000 in general funds toward the bond payments, which would increase to \$2 million in three years, or about a 1-cent increase in the city's property tax levy. That equates to \$4 per \$100,000 of assessed valuation.

"It's yet another way to try to stretch the dollars even farther," said Mayor Coleen Seng's chief of staff, Mark Bowen.

The money would make a dent in a street financing gap estimated at more than \$135 million over the next dozen years.

The last time the council approved a highway allocation bond was in early 2004, when it passed a \$35 million bond that didn't rely on property taxes for repayment, but an increased wheel tax.

The money would have to be spent within three years, beginning with the 2007-2008 budget.

The ordinance requires that 80 percent of the money go toward new arterial street construction on the city's fringe and 20 percent be spent within what was the city limits in 1960.

Of that 20 percent, \$750,000 would be available as matching grants to help residents in low- to moderate-income residential areas pave gravel roads. The benefiting owners would pay half of the cost, and city would pay the other half.

That should be enough to pave about 15 blocks. If there are no takers, the money would instead be used for arterial streets.

Lincoln gadfly Bob Van Valkenburg railed against the bond.

"You people don't have a problem spending money because it's not your money," he said.

The Home Builders Association of Lincoln supports the concept of devoting most of the money to new streets, spokesman Fred Hoke said, because it will developments get built more quickly.

He said the resulting construction jobs and new tax revenue should help ensure the property tax impact is minimal.

"It is a small step because \$27 million is nowhere close to the amount of road bonding capacity that we should have," he said.

The Lincoln Independent Business Association, Realtors Association of Lincoln and Lincoln Chamber of Commerce also support of the bond.

The council will vote on the proposed bond next week.

Reach Deena Winter at 473-2642 or [dwinter@journalstar.com](mailto:dwinter@journalstar.com).

### **Proposed street projects**

Proposed street projects if the City Council approves a \$27 million highway allocation bond:

#### 2007

- \* South Street from Eighth Street to 18th Street

#### 2007-2008

- \* South 27th Street from Pine Lake Road to Yankee Hill (sidewalks and gravel/substandard paving)
- \* Fletcher Avenue from 14th Street to Telluride (27th Street)

#### 2008

- \* Pine Lake Road from 84th to 98th streets.
- \* 98th Street from Highway 2 to Pine Lake Road

#### 2009

- \* West Denton from Folsom to Amaranth (near the future Southwest Village development in southwest Lincoln)
- \* Alvo Road from Northwest 20th Street to North First Street
- \* West Adams from Northwest 56th Street to Northwest 48th Street
- \* Adams from 75th to 84th streets (near the 84th and Adams development)

Source: City of Lincoln

---

© 2002-2006, *Lincoln Journal Star and JournalStar.com*.  
All rights reserved.

**ADDENDUM  
TO  
DIRECTORS' AGENDA  
MONDAY, NOVEMBER 13, 2006**

**I. MAYOR -**

1. NEWS ADVISORY - RE: Mayor Seng's Public Schedule Week of November 10-17, 2006 - Schedule subject to change.

**II. CITY CLERK - NONE**

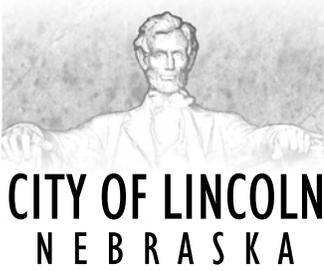
**III. CORRESPONDENCE**

**A. COUNCIL REQUESTS/CORRESPONDENCE - NONE**

**B. DIRECTORS AND DEPARTMENT HEADS - NONE**

**C. MISCELLANEOUS -**

1. E-Mail from Tom Huston, For the Firm, Cline Williams Wright, Johnson, and Oldfather, LLP - RE: 50<sup>th</sup> Street - Special Assessment District.



# NEWS ADVISORY

MAYOR COLEEN J. SENG

lincoln.ne.gov

---

Date: November 9, 2006

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

## **Mayor Seng's Public Schedule Week of November 10-17, 2006** *Schedule subject to change*

Friday, November 10 - *City offices closed for observance of Veterans Day*

Saturday, November 11

- Veterans Day Ceremony and dedication of Marine Corps Memorial, remarks - 11 a.m., Veterans Memorial Garden, Antelope Park (rain location is Auld Recreation Center)
- NAACP Freedom Fund Banquet, remarks - 6:30 p.m., Cornhusker Marriott Hotel, 333 South 13th Street

Sunday, November 12

- Ribbon cutting for Bryan LGH West improvements - noon, 16th and South streets
- Dawali Night (Indian Festival of Lights), remarks - 5:45 p.m., UNL East Campus Union, Great Plains Room, 1705 Arbor Drive

Monday, November 13

- Mayor's Award of Excellence presentation - 1:30 p.m., City Council Chambers, 555 South 10th Street

Tuesday, November 14

- Mayor's Multicultural Advisory Committee meeting - 3:30 p.m., Mayor's Conference Room, 555 South 10th Street
- Deadmans Run Citizen Advisory Committee meeting - 4:30 p.m., Warren United Methodist Church, 1205 North 45th Street
- Reception for Wendy Birdsall, President, Lincoln Chamber of Commerce - 4:30 p.m., Nebraska Club, U.S. Bank Building, 233 South 13th Street

Wednesday, November 15

- National Philanthropy Day luncheon and awards - noon, Country Club of Lincoln, 3200 South 24th Street

- more -

**Mayor's Public Schedule**  
**November 9, 2006**  
**Page Two**

Thursday, November 16

- News conference - 10 a.m., topic and location to be announced
- Open house for Lincoln-Lancaster County Health Department expansion - 3 p.m., 3140 "N" Street
- Lincoln Fire and Rescue badge pinning ceremony - 6 p.m., Firefighters Reception Hall, 241 Victory Lane
- Juliette Low Society annual recognition dinner - 6:15 p.m., Country Club of Lincoln, 3200 South 24th Street

Friday, November 17

- Trees of Love kick-off, remarks - 9:30 a.m., Wells Fargo lobby, 13th and "O" streets
- Seniors Foundation donor appreciation dinner - 5:30 p.m., Nebraska Club, U.S. Bank Building, 233 South 13th Street



"Thomas Huston"  
<thuston@clinewilliams.com>  
>  
11/10/2006 03:59 PM

To <council@ci.lincoln.ne.us>  
cc  
bcc  
Subject Fwd: 50th Street- Special Assessment District

Tom Huston  
For the Firm,  
Cline Williams Wright, Johnson, and Oldfather, LLP  
233 South 13 Street  
1900 US Bank Building  
Lincoln NE 68508

This electronic message contains confidential information intended only for the use of the addressee and includes legally privileged information. If you are not the addressee or a properly empowered agent of the addressee, the reading, disseminating, distributing or copying of this electronic message is strictly prohibited. If you have received this electronic message and are not the addressee or a properly empowered agent of the addressee, please notify us immediately and permanently delete the original message and any attachments and any copies thereof, electronic or otherwise. Thank you.

[thuston@clinewilliams.com](mailto:thuston@clinewilliams.com)

402-474-6900

Date: Fri, 10 Nov 2006 15:56:49 -0600

From: "Thomas Huston" <thuston@clinewilliams.com>

To: <amcroy@ci.lincoln.ne.gov>, <dm Marvin@ci.lincoln.ne.gov>, <jcamp@ci.lincoln.ne.gov>, <jcook@ci.lincoln.ne.gov>, <ksvoboda@ci.lincoln.ne.gov>, <pnewman@ci.lincoln.ne.gov>, <reschliman@ci.lincoln.ne.gov>

Cc: "Charles Pallesen" <cpallesen@clinewilliams.com>, <julie.schmidt@doane.edu>

Subject: Fwd: 50th Street- Special Assessment District

Mime-Version: 1.0

Content-Type: multipart/mixed; boundary="=\_\_Part3D1921B1.2\_\_="

Dear City Council Members:

At the end of this week, I was contacted by Doane College about the special assessment district which you will asked to create next Monday. Doane College operates a Lincoln campus in a building owned currently by the Enterprise Company located near 52nd and R Streets. Doane is buying the building from Enterprise and contractually, it is obligated to pay any future special assessments. Doane has participated in the meetings and is generally supportive of the redevelopment project. However, when it received the notice of the district which informed them of the potential of an assessment of \$187,500, its support has ceased. I attach a letter I have sent to Kent Seacrest voicing the objection of my client. I hope to be able to speak with Kent before the hearing on Monday but if he does not get back to me, I will appear and voice my client's objection. It seems fundamentally unfair to me that Doane would be asked to subsidize

the redevelopment project when it does not need and will never be able to use 50th Street. the proposed 50th Street would border the land where the Doane building is located but a huge drainage channel separates the Doane property from the street right of way.

Thank you for your consideration.

Tom Huston  
For the Firm,  
Cline Williams Wright, Johnson, and Oldfather, LLP  
233 South 13 Street  
1900 US Bank Building  
Lincoln NE 68508

This electronic message contains confidential information intended only for the use of the addressee and includes legally privileged information. If you are not the addressee or a properly empowered agent of the addressee, the reading, disseminating, distributing or copying of this electronic message is strictly prohibited. If you have received this electronic message and are not the addressee or a properly empowered agent of the addressee, please notify us immediately and permanently delete the original message and any attachments and any copies thereof, electronic or otherwise. Thank you.

[thuston@clinewilliams.com](mailto:thuston@clinewilliams.com)

402-474-6900

Date: Fri, 10 Nov 2006 15:31:08 -0600

From: "Thomas Huston" <thuston@clinewilliams.com>

To: <Kent@sk-law.com>

Cc: <julie.schmidt@doane.edu>

Subject: 50th Street- Special Assessment District

Mime-Version: 1.0

Content-Type: multipart/alternative; boundary="=\_\_Part1A3E068C.4\_\_="

Kent: I left a message for you but understood you were out yesterday. I have been retained by Doane College which has an executory contract with the Enterprise Company to purchase the building bearing a street address of 303 North 52nd. My client has the obligation to pay any new special assessments which arise after the execution of the agreement.

My client has provided me with a copy of the notice which was delivered to it regarding the special assessment for North 50th. My client vehemently objects to a special assessment of \$187,500 for the construction of North 50th Street, which will never be used as access by my client or its students, professors, and/or other guests. As a practical matter, the huge drainage ditch creates a barrier for my client ever to have access onto 50th. Further, my client is well-served with access via 52nd and "R" Street. I believe that my client has good evidence that it will not be receiving special benefits from the new street.

Beyond the legal arguments, I think my client has good political arguments also. It seems inequitable to ask my client, a private, nonprofit college, to subsidize the redevelopment project being undertaken by your client. My client's building and land is not included in the redevelopment area and should not be asked to participate in the redevelopment process or this

special assessment district.

I wanted to have this discussion with you before the council hearing on Monday. I know that I would appreciate it if people would not surprise me at public hearing. My client does not object to the street but to being asked to subsidize its construction. If you want to speak with me about this matter, please call at 479-7134.

Tom Huston  
For the Firm,  
Cline Williams Wright, Johnson, and Oldfather, LLP  
233 South 13 Street  
1900 US Bank Building  
Lincoln NE 68508

This electronic message contains confidential information intended only for the use of the addressee and includes legally privileged information. If you are not the addressee or a properly empowered agent of the addressee, the reading, disseminating, distributing or copying of this electronic message is strictly prohibited. If you have received this electronic message and are not the addressee or a properly empowered agent of the addressee, please notify us immediately and permanently delete the original message and any attachments and any copies thereof, electronic or otherwise. Thank you.

[thuston@clinewilliams.com](mailto:thuston@clinewilliams.com)  
402-474-6900