

DIRECTORS' ORGANIZATIONAL MEETING

Monday, July 19, 2021

555 S. 10th Street

COUNCIL CHAMBERS

I. MINUTES

1. Approval of Directors' Minutes from July 12, 2021

II. ADJUSTMENTS TO AGENDA

III. CITY CLERK

IV. MAYOR'S OFFICE

V. BOARDS/COMMITTEE/COMMISSION REPORTS

1. PBC –Meginnis, Raybould (07.13.21)

VI. CONSTITUENT CORRESPONDENCE

1. Extremely Blighted Area – Bill Arfmann
2. Memorial Stadium SDL Liquor Hearing – Chris Wagner
3. Nine-Mile Prairie – George Cunningham, Melissa Baker and Brittany Cooper, Nebraska Sierra Club
4. TIF vs. Nine-Mile Prairie – Alex Houchin
5. Nine-Mile Prairie – Ken Reitan
6. Claim against the City – Rob Boiling
7. Lincoln Police Chief – Bernard Hottovy
8. Homeless camps destroyed – Gina King
9. Changes to building code TX21004 – Ted Czerniak
10. Concerns about pedestrian safety, and Lincoln Police response – Brandon Dunaway
Staff response provided by Councilwoman Ward

Angela M. Birkett

From: Bill Arfmann <williamarfmann@gmail.com>
Sent: Monday, July 12, 2021 12:03 PM
To: Council Packet
Subject: "EXTREMELY BLIGHTED AREA"

Members of the Council:

I have lived all of my adult life in Lincoln, and Lancaster County. As a resident of the county (and not living currently in the city) I am concerned about grassland areas adjacent to the UNL Nine Mile Prairie being declared as "extremely blighted," and potentially eligible for TIF money, and development.

I wholeheartedly support the Lincoln Climate Action Plan. It values grasslands and riparian areas as essential to a Carbon Sequestration Plan. It is essential, I believe, to protect existing grassland/habitat areas in public ownership which can maintain and enhance ongoing effects on carbon storage.

In the event that you should receive a request that the area from NW 48th Street to NW 57th Street, and from West Fletcher to West Holdrege be declared as "extremely blighted," I would sincerely hope that you might consider amending out the uninhabited areas north of Arnold Heights. Amending out those areas in the vicinity of Nine Mile Prairie would be an action consistent with your support for Lincoln's Climate Action Plan. There has been no dialogue, to my knowledge, between the Urban Affairs leaders and environmental stakeholders concerning the details of this work in progress. I would sincerely hope that all stakeholders would be consulted before this is brought to the Council. And I would hope that the coordination of the land use priorities in this area would be left to the ongoing 2050 Comprehensive Planning process.

Thank you for considering my input.

Best Regards,

Bill Arfmann

Sent from [Mail](#) for Windows 10

Angela M. Birkett

From: City Clerk
Sent: Monday, July 12, 2021 2:55 PM
To: Council Packet
Subject: FW: For the Memorial Stadium SDL liquor hearing today

Importance: High

Please see the below email received by the City Clerk's Office.

From: Chris Wagner <chris@projectextramile.org>
Sent: Monday, July 12, 2021 1:31 PM
To: City Clerk <CityClerk@lincoln.ne.gov>
Subject: For the Memorial Stadium SDL liquor hearing today
Importance: High

Dear Ms. Phan,

I would ask that you forward my concerns outlined below to the city council prior to today's city council meeting. Thank you.

Good afternoon City Councilmembers,

In reviewing the SDL application for the August 14th Garth Brooks concert before the Lincoln City Council today, we wanted to share our concerns about preventing alcohol-related harms throughout this event. We believe strongly that an event of this size requires additional measures to prevent sales to minors and intoxicated individuals. Given the Council's ability to set these requirements and approve or deny this type of license, we ask that you require additional policies and practices of the applicant to ensure that their event staff take the necessary steps to prevent illegal alcohol sales. Simply saying there will be increased enforcement is not enough – the applicant needs to be able to demonstrate a plan for ensuring that adults do not provide alcohol to minors throughout the stadium and to prevent sales of alcohol to intoxicated individuals.

Project Extra Mile has consistently opposed the sale of alcohol at Memorial Stadium. A substantial body of scientific evidence tells us that access matters. The best way to prevent underage and binge drinking and the harms that follow is to limit the availability of alcohol. Right now, we have the best policy on this: Alcohol sales are not allowed. This policy is also supported by a 2007 report by U.S. Surgeon General and a 2012 report by the Task Force of the National Advisory Council on Alcohol Abuse and Alcoholism. Both reports recommend restricting the sale of alcohol on campus and at facilities such as stadiums and arenas.

If the application is approved, additional practices should include limiting the number and size of drinks served to patrons ages 21 and over and, at a minimum, requiring all alcohol servers to complete responsible beverage service training and be 21 years of age or older. Research and past news reports have indicated that some sports stadiums have implemented stronger alcohol policies in response to numerous alcohol-related problems, including selling only one beer per purchase to a patron and discontinuing alcohol sales much earlier rather than waiting until the end of the event. These types of policies can help reduce the harms from the high level of alcohol sales and consumption expected at the event.

Thank you for your consideration of our concerns. We ask that as you move forward with discussions on this issue and other liquor licensing practices, your primary focus be on protecting the public health and safety of young people, families and neighborhoods that will ultimately be affected by local alcohol control policies.

Sincerely,

Chris Wagner
Executive Director
Project Extra Mile
11620 M Circle
Omaha, NE 68137
Phone: (402) 898-7342
Cell: (402) 516-5765

www.projectextramile.org

Advocating for evidence-based policies and practices to prevent and reduce alcohol-related harms.



Angela M. Birkett

From: Melissa Baker <mellomixer30@gmail.com>
Sent: Monday, July 12, 2021 4:52 PM
To: Council Packet
Subject: please read in regards to Agenda item July 12
Attachments: SC letter July 12 City Council.docx

Please add this to the public record and comments for the Agenda dated July 12th, 2021. We strongly encourage the City Council to take the time on this issue and be thoughtful about the use of TIF, especially concerning this area in discussion.

In Light,
Melissa Baker
Bluestem Chair
Nebraska Sierra Club

July 9, 2021

Dear Members of the Lincoln City Council:

The proposal to use Tax Incremental Financing (TIF) in the area from NW 48th Street to NW 57th Street, and from West Fletcher to West Holdrege will be discussed at your City Council meeting on July 12, 2021. The members of the Nebraska Chapter of the Sierra Club and its local Bluestem Group are deeply concerned about the prospect of the undeveloped land within this so-called blighted area being converted to development using TIF. Currently, this undeveloped land serves as a crucial buffer to the grasslands that make up the Nine-Mile Prairie Environs. This area is composed of extremely rare unplowed native Tallgrass Prairie and surrounding restored grasslands.

The Nine-Mile Prairie area has long been recognized as a rare natural resource for the City of Lincoln and Lancaster County. Moreover, the recent Climate Action Plan and Comprehensive Land Use Plan each emphasize the value of grasslands for a host of ecological services such as native biological diversity, water retention, climate mitigation and recreation opportunity. Given the long established understanding of the importance of such an ecological feature and the values and goals set forth in both the Climate Action and Land Use plans, the Sierra Club is baffled as to why the City of Lincoln would allow the use of TIF to promote the destruction of undeveloped land that serves as a protective buffer for the greater Nine-Mile Prairie area.

Buffers to small native natural areas are important as abatement areas for pesticide drift, light pollution and exotic species. The greater the buffer distance established around a natural area the more resilient that natural area is to negative intrusions. Again, this rationale has been described in previous environmental planning documents for the city and the county, and more recently in the Nine-Mile Prairie Environ Master Plan (April 2020) produced by the Center for Grassland Studies at UNL.

Preservation and protection of the flora and fauna in remnant grasslands requires corridor connections to allow the species to migrate from one patch to another. In addition, these corridor connections are essential for management purposes since grasslands cannot exist without the use of prescribed fire.

The Sierra Club's Bluestem Group, other interested conservation voices and concerned local citizens believe this northwest portion of Lincoln is ideally suited as a conservation district for the enjoyment of the people but also as a unique opportunity to preserve and enhance the native grassland ecosystem that once existed so extensively in the area. We strongly believe new and expanded federal, state, and local conservation funding programs will be available in the very near future to address conservation issues such as pollinator habitat, flood risk reduction, soil carbon sequestration, and outdoor recreation. This very real conservation opportunity makes the Nine-Mile Prairie Environs a valuable commodity to the people of Lincoln and Lancaster County.

We as the 3,000 plus members of the Sierra Club, including the nearly 1,000 members of the Bluestem Group request that you review the implications of this designation for existing priority habitats in the area and amend the proposal to remove undeveloped grassland buffer areas from TIF consideration. We believe the use TIF within this area sets a dangerous precedent to allow development in grasslands and riparian areas. Moreover, this appears to be in direct conflict with the goals and values set for in the Climate Action and Land Use plans.

The Sierra Club and its Bluestem Group therefore ask that current undeveloped properties north of existing Arnold Heights residences be excluded from any TIF area designation, and that the coordination of land use priorities in that area be left to the ongoing 2050 Comprehensive Planning process, as informed by the Nine-Mile Prairie Environs Master Plan. We would welcome an opportunity to explore these topics, and any other possible approaches that would serve to protect environmentally essential grassland and riparian properties.

Sincerely,

George R. Cunningham
Conservation Chair
Nebraska Sierra Club

Melissa Baker
Bluestem Chair
Nebraska Sierra Club

Brittany Cooper
Chair of the Nebraska Sierra Club

Angela M. Birkett

From: Alex Houchin <alex.m.houchin@gmail.com>
Sent: Monday, July 12, 2021 5:29 PM
To: Council Packet
Subject: TIF vs 9-Mile Prairie

Councilmembers,

I write today to implore the Council to remain true to the spirit of the Lincoln Climate Action Plan by ensuring that a sufficiently large buffer zone around 9-Mile Prairie remains uninhabited. No development is worth its degradation!

As human habitation continues to expand further into undeveloped areas, its mere proximity to pristine ecological habitats (such as prairies) invariably leads to a tragic degradation of said habitats. This is largely due to inadvertent spread of invasive plants, blown trash and debris, and various fauna (domesticated and otherwise) associated with human settlements.

The proper and thoughtful preservation of natural habitats benefits everyone, and I urge the council to take every precaution to protect this precious irreplaceable resource (and others like it).

Thanks,

Alex M. Houchin
Lincoln, Nebraska

Angela M. Birkett

From: kareitan@inebraska.com
Sent: Tuesday, July 13, 2021 11:39 AM
To: Council Packet
Subject: Nine-Mile Prairie

Dear Council Member,

I understand you are considering a development near Nine-Mile Prairie. I am going to be opposed to any new development near or encroaching on Nine-Mile Prairie. The city of Lincoln has a terrible record on preservation of the few small native prairies that still survive in the Lincoln area. I don't count the project to develop a prairie trail from Lincoln to Spring Creek Prairie; that project is being developed mainly for recreationists and bicyclists. I'm talking about saving a prairie for the sake of saving a prairie. Someday the council may be forced, because of climate change, to start doing some native prairie preservation and some prairie restoration; prairies sequester lots of carbon. Wake up people.

Sincerely,

Ken Reitan
2310 South Canterbury Lane
Lincoln, Ne 68512

Angela M. Birkett

From: Rob Boling <rob_boling@hotmail.com>
Sent: Wednesday, July 14, 2021 12:25 PM
To: Council Packet
Subject: Fw: City of Lincoln claim regarding damage to my vehicle on or about May 21, 2021
Attachments: boling est.pdf; Honda 2016-HR-V front left.jpg; Honda 2016-HR-V left front close up.jpg; Honda 2016-HR-V left front real close up.jpg; Honda 2016-HR-V scratch along the side and door.jpg; Honda 2016-HR-V back left, no damage to rear or most of left side.jpg; Honda 2016-HR-V vin.jpg; Honda 2016-HR-V front with license plate in view.jpg; Honda 2016-HR-V front and left with me in pic at Speidell.jpg

Dear Sirs; Please include the contents of the email when providing this information to the next council meeting on July 19.

I was on my front porch and witnessed two passes of the street sweeper around my car, a 2016 Honda HRV. When I was in my yard shortly after those two passes I noticed a pile of dirt in front of my car, about 6' away. The next morning when I was in my yard, I noticed that pile of dirt was gone, so the street sweeper came back for a third pass and was able to pick up that pile of dirt and that is the pass that grazed the left side of my Honda.

When I noticed the damage to my left front door and left front quarter panel, and uniform scratches on my left front alloy wheel, I didn't immediately blame the street sweeper. It was the mark along the door probably from a hose, and the brush marks that were perpendicular to the wheel that convinced me it wasn't just some white vehicle that side swiped my car. The street sweeper made that third pass to pick up a pile of dirt very close to my car, and the brush scratches to the wheel that low and at that angle could only have been caused by the street sweeper in my opinion. Also the odd mark along the door, all add up to the street sweeper causing this damage beyond a reasonable doubt.

It sounds to me like the city's investigation of this claim has concluded that there was no green paint marks on the street sweeper. Since there was white paint that transferred to my Honda's surface, I doubt paint is going to transfer both directions. The paint on my Honda is likely a higher quality paint with a clear coat layer, and that's why the street sweeper paint, that probably lacks a clear coat, was transferred to my vehicle and not the other way around.

I do not think a lack of green paint on the street sweeper is sufficient evidence to deny my claim, especially given the unique marks (a hose mark, white paint transfer and scraping, and wire brush marks low to the ground on the alloy wheel) left on my Honda after 3 close passes by the city street sweeper. The estimated damage is \$1351, from Speidell Bodyworks.

Please view the pictures taken by Speidell on 5/24/2021 and repair estimate in the attachments.

Rob Boling
480.437.0188

"You can live too long, you can wear out your welcome". Bill Burr

From: Rob Boling <rob_boling@hotmail.com>
Sent: Tuesday, May 25, 2021 10:38 AM
To: claims@lincoln.ne.gov <claims@lincoln.ne.gov>
Subject: City of Lincoln claim regarding damage to my vehicle on or about May 21, 2021
City Attorney,

Hi, I'm Robert Boling, I live at 2401 E St, Lincoln, NE 68510.

On or about May 21, 2021, mid-day, my vehicle, a 2016 Honda HR-V was damaged while parked on 24th St, on the East side of the street next to my home. I believe what happened was a city of Lincoln street sweeper drove around my vehicle, but grazed the left front side as he was heading North, around my vehicle, heading back to the curb. I would describe the damage as a significant scrape of the front left quarter panel, along with some damage to the side and the front left alloy wheel likely hit by the brushes of the street sweeper. The reasons I am confident this damage was done by the street sweeper are:

1. I noticed this damage the first time I drove my Honda May 24, 2021 after the street sweeping last Thursday or Friday.
2. The scrape left white paint transferred to my dark green Honda, consistent with the street sweeper.
3. The alloy wheel had very uniform damage, likely caused by stiff spinning brushes.

4. I was on my front porch when the recent street sweeping occurred, they made at least 2 passes along the East side of 24th street heading North, just South of E street, they drove around my Honda parked next to the curb next to my home at 2401 E.

I stopped in at Speidell Bodyworks Inc, South yesterday May 24, 2021 for an estimate to repair the damages described above. I believe the City of Lincoln owes me the amount of this estimate, \$1, 351.65, so I can have my 2016 Honda HR-V repaired as soon as possible, at no expense to me or my insurance company. I will attach a copy of my estimate and the pictures taken by Speidell.

My cell number is 480.437.0188. Email is rob_boling@hotmail.com.

Please let me know if you have any questions or need more information from me.

All pictures attached were taken by Spiedell at their shop, 4900 Rentworth, Lincoln, May 24, 2021.

Rob Boling

"You can live too long, you can wear out your welcome". Bill Burr

COLLISION CENTERS

Your Best Decision, After a Collision
4900 RENTWORTH DRIVE, SUITE 6, LINCOLN, NE
68516
Phone: (402) 423-3038
FAX: (402) 423-3162

Preliminary Estimate

Customer: BOLING, ROB

Job Number:

Written By: TODD SPEIDELL

Insured: BOLING, ROB
Type of Loss:
Point of Impact: 10 Left Front Pillar (Left Side)

Policy #:
Date of Loss:

Claim #:
Days to Repair: 0

Owner:
BOLING, ROB
2401 E STREET
LINCOLN, NE 68510
(480) 437-0188 Cell

Inspection Location:
SPEIDELL BODYWORKS INC SOUTH_CF
4900 RENTWORTH DRIVE
SUITE 6
LINCOLN, NE 68516
Repair Facility
(402) 423-3038 Business

Insurance Company:
NOT SURE YET

VEHICLE

2016 HOND HR-V LX w/Continuously Variable Transmission 4D UTV 4-1.8L Gasoline Sequential MPI GREEN

VIN: 3CZR5H35GM727613 Interior Color: Mileage In: 42,008 Vehicle Out:
License: Exterior Color: GREEN Mileage Out:
State: NE Production Date: Condition: Excellent Job #:

TRANSMISSION

Automatic Transmission

POWER

Power Steering
Power Brakes
Power Windows
Power Locks
Power Mirrors

DECOR

Dual Mirrors
Tinted Glass
Console/Storage

CONVENIENCE

Air Conditioning
Intermittent Wipers
Tilt Wheel
Cruise Control
Rear Defogger
Keyless Entry
Alarm
Steering Wheel Touch Controls
Rear Window Wiper
Telescopic Wheel
Backup Camera

RADIO

AM Radio

FM Radio
Stereo
Search/Seek
CD Player
Auxiliary Audio Connection

SAFETY

Drivers Side Air Bag
Passenger Air Bag
Anti-Lock Brakes (4)
4 Wheel Disc Brakes
Traction Control
Stability Control
Front Side Impact Air Bags

Head/Curtain Air Bags
Hands Free Device

SEATS

Cloth Seats
Bucket Seats
Reclining/Lounge Seats

WHEELS

Aluminum/Alloy Wheels

PAINT

Clear Coat Paint

OTHER

Rear Spoiler

Get live updates at www.carwise.com/e/3ZSqpK

Preliminary Estimate

Customer: BOLING, ROB

Job Number:

2016 HOND HR-V LX w/Continuously Variable Transmission 4D UTV 4-1.8L Gasoline Sequential MPI GREEN

Line	Oper	Description	Part Number	Qty	Extended Price \$	Labor	Paint
1		FRONT BUMPER & GRILLE					
2		O/H bumper assy				2.2	
3	*	Rpr Bumper cover				1.5	3.0
4		Add for Clear Coat					1.2
5	#	Refn BASECOAT REDUCTION					-0.3
6		FENDER					
7	*	Rpr LT Fender				0.6	2.0
8		Add for Clear Coat					0.8
9		R&I LT Fender liner auto trans				0.4	
10		Repl LT Wheel opng mldg	74157T7WA01	1	94.32	0.4	
11		WHEELS					
12	*	Rpr RT/Front Wheel, alloy				m 0.5	
		Note: ATTEMPT TO POLISH SCUFF, MAY NEED TO REPLACE					
13		PILLARS, ROCKER & FLOOR					
14		R&I LT Rocker molding				0.8	
15	#	Subl Hazardous waste removal		1	5.00 T		
16	#	Repl Cover car		1			0.3
17	#	Repl Flex additive		1	5.00		
18		VEHICLE DIAGNOSTICS					
19	*	Rpr Pre-repair scan				m 0.5 M	
20	*	Rpr Post-repair scan				m 0.5 M	
SUBTOTALS					104.32	7.4	7.0

ESTIMATE TOTALS

Category	Basis	Rate	Cost \$
Parts			99.32
Body Labor	6.4 hrs @	\$ 60.00 /hr	384.00
Paint Labor	7.0 hrs @	\$ 60.00 /hr	420.00
Mechanical Labor	1.0 hrs @	\$ 90.00 /hr	90.00
Paint Supplies	7.0 hrs @	\$ 42.00 /hr	294.00
Miscellaneous			5.00
Subtotal			1,292.32
Sales Tax	\$ 818.32 @	7.2500 %	59.33
Grand Total			1,351.65
Deductible			0.00
CUSTOMER PAY			0.00
INSURANCE PAY			1,351.65

Preliminary Estimate

Customer: BOLING, ROB

Job Number:

2016 HOND HR-V LX w/Continuously Variable Transmission 4D UTV 4-1.8L Gasoline Sequential MPI GREEN

Estimate based on MOTOR CRASH ESTIMATING GUIDE and potentially other third party sources of data. Unless otherwise noted, (a) all items are derived from the Guide ARG4451, CCC Data Date 05/17/2021, and potentially other third party sources of data; and (b) the parts presented are OEM-parts. OEM parts are manufactured by or for the vehicle's Original Equipment Manufacturer (OEM) according to OEM's specifications for U.S. distribution. OEM parts are available at OE/Vehicle dealerships or the specified supplier. OPT OEM (Optional OEM) or ALT OEM (Alternative OEM) parts are OEM parts that may be provided by or through alternate sources other than the OEM vehicle dealerships with discounted pricing. Asterisk (*) or Double Asterisk (**) indicates that the parts and/or labor data provided by third party sources of data may have been modified or may have come from an alternate data source. Tilde sign (~) items indicate MOTOR Not-Included Labor operations. The symbol (<>) indicates the refinish operation WILL NOT be performed as a separate procedure from the other panels in the estimate. Non-Original Equipment Manufacturer aftermarket parts are described as Non OEM, A/M or NAGS. Used parts are described as LKQ, RCY, or USED. Reconditioned parts are described as Recond. Recored parts are described as Recore. NAGS Part Numbers and Benchmark Prices are provided by National Auto Glass Specifications. Labor operation times listed on the line with the NAGS information are MOTOR suggested labor operation times. NAGS labor operation times are not included. Pound sign (#) items indicate manual entries.

Some 2021 vehicles contain minor changes from the previous year. For those vehicles, prior to receiving updated data from the vehicle manufacturer, labor and parts data from the previous year may be used. The CCC ONE estimator has a list of applicable vehicles. Parts numbers and prices should be confirmed with the local dealership.

The following is a list of additional abbreviations or symbols that may be used to describe work to be done or parts to be repaired or replaced:

SYMBOLS FOLLOWING PART PRICE:

m=MOTOR Mechanical component. s=MOTOR Structural component. T=Miscellaneous Taxed charge category. X=Miscellaneous Non-Taxed charge category.

SYMBOLS FOLLOWING LABOR:

D=Diagnostic labor category. E=Electrical labor category. F=Frame labor category. G=Glass labor category. M=Mechanical labor category. S=Structural labor category. (numbers) 1 through 4=User Defined Labor Categories.

OTHER SYMBOLS AND ABBREVIATIONS:

Adj.=Adjacent. Algn.=Align. ALU=Aluminum. A/M=Aftermarket part. Bld=Blend. BOR=Boron steel. CAPA=Certified Automotive Parts Association. D&R=Disconnect and Reconnect. HSS=High Strength Steel. HYD=Hydroformed Steel. Incl.=Included. LKQ=Like Kind and Quality. LT=Left. MAG=Magnesium. Non-Adj.=Non Adjacent. NSF=NSF International Certified Part. O/H=Overhaul. Qty=Quantity. Refn=Refinish. Repl=Replace. R&I=Remove and Install. R&R=Remove and Replace. Rpr=Repair. RT=Right. SAS=Sandwiched Steel. Sect=Section. Subl=Sublet. UHS=Ultra High Strength Steel. N=Note(s) associated with the estimate line.

CCC ONE Estimating - A product of CCC Information Services Inc.

The following is a list of abbreviations that may be used in CCC ONE Estimating that are not part of the MOTOR CRASH ESTIMATING GUIDE:

BAR=Bureau of Automotive Repair. EPA=Environmental Protection Agency. NHTSA= National Highway Transportation and Safety Administration. PDR=Paintless Dent Repair. VIN=Vehicle Identification Number.

Preliminary Estimate

Customer: BOLING, ROB

Job Number:

2016 HOND HR-V LX w/Continuously Variable Transmission 4D UTV 4-1.8L Gasoline Sequential MPI GREEN

PARTS SUPPLIER LIST

Line	Supplier	Description	Price
10	Honda of Lincoln 2770 Yankee Hill Road Lincoln NE 68516	#74157T7WA01 LT Wheel opng mldg Quote: 890145704 Expires: 05/31/21	\$ 94.32











MFD. BY HONDA DE MEXICO S.A. DE C.V.

GVWR 1815KG (4001LBS)

GAWR F 965KG (2127LBS)

GAWR R 850KG (1873LBS)

TIRE SIZE

215/55R17 94V

215/55R17 94V

01/16

RIM SIZE

17X7.5J

17X7.5J

THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY
AND THEFT PREVENTION STANDARDS IN EFFECT
ON THE DATE OF MANUFACTURE SHOWN ABOVE.

V.I.N.: 3CZRU5H35GM727613 TYPE: MPV



T7W G AA6 -G539P -A -M

MADE IN MEXICO





Angela M. Birkett

From: Bernard Hottovy <bernhottovy@gmail.com>
Sent: Wednesday, July 14, 2021 1:13 PM
To: Council Packet
Subject: Lincoln police Chief

I am sending this email to request that the Lincoln city Council reject Teresa Ewins as the next Lincoln city police chief. It would be better for Lincoln to choose a candidate from the Lincoln police Department. It is clear that our Lincoln mayor has selected this candidate based on sexual orientation rather than experience. That should not be allowed.

Angela M. Birkett

From: Rae King <rking529@yahoo.com>
Sent: Wednesday, July 14, 2021 4:10 PM
To: Council Packet
Subject: Homeless camps destroyed

Good afternoon:

I am a community activist with 1humanrace. Our group focuses on the homeless population, as well as other community members on the fringe.

Today one of the encampment was bulldozed. Yes, it was on city property. I understand the concerns.

However, information from one of our members who was on-site is that no one was allowed to grab belongings. One of our members was not allowed to grab belongings.

I am not for sure which agency within the city handles bulldozing homeless camps. But I would appreciate discussion regarding allowing individuals or their advocates to grab possessions. As there are other camps, my guess this will come up again in the near future.

Can we show some dignity to our community members trying to just survive?

Gina King
2935 N. 53rd #4

Angela M. Birkett

From: Ted Czerniak <theodoreczerniak@gmail.com>
Sent: Wednesday, July 14, 2021 10:27 PM
To: Council Packet
Subject: changes to building code TX21004
Attachments: Lincoln City Council Member2.docx.docx

Thanks for your help in making my house and other homes safer if TX21004 passes.

Lincoln City Council Members,

This is a follow up to my letter of 7-9-2021 on the proposed changes to amend TX21004. I would like to thank the members that have reached out to me. I will not be able to attend the next council meeting due to my work schedule. As stated in my last letter, the safety of my grandkids is utmost importance to me and my family. The changes will allow to add a back staircase and remove an aging pergola. In visiting with my neighbors, they would now be able to make safety and other changes to their homes.

A big side effect of passing TX21004 are jobs for small business that work in remodeling. This will be a win for home owner's safety, small contractors and the city of Lincoln having safer homes. Thanks again to the planning dept for their work on the changes to benefit the citizens of Lincoln.

Thanks Ted Czerniak

515 Pier 1

402-904-9997

Angela M. Birkett

From: Tammy J. Ward
Sent: Thursday, July 15, 2021 11:10 AM
To: m.brandon.dunaway@gmail.com
Cc: Elizabeth D. Elliott; Brian Jackson; James M. Bowers; Richard W. Meginnis; 'Richard Meginnis'; Jane Raybould; Bennie R. Shobe; Sandra J. Washington; Tom J. Beckius; Angela M. Birkett
Subject: Concerns about pedestrian safety, and Lincoln Police response

(Please note corrected email for Mr. Dunaway)

Dear Mr. Dunaway:

Thank you for your email to the City Council regarding pedestrian safety, specifically your safety, the conditions of crosswalks and police response near your residence. We appreciate very much you have brought these concerns to our attention.

Included in this response for their reply is the Director of Lincoln Transportation and Utilities (LTU), Liz Elliott and Acting Chief of Police, Brian Jackson. I am confident they will respond to us at their earliest convenience regarding these important issues.

Thank you again for writing and bringing your concerns to our attention.

Tammy Ward

Tammy J. Ward
Lincoln City Council
Northwest District
o: 402.441.7515
c: 402.580.6611

From: Angela M. Birkett <ABirkett@lincoln.ne.gov>
Sent: Thursday, July 15, 2021 8:07 AM
To: Richard W. Meginnis <RMeginnis@lincoln.ne.gov>; Bennie R. Shobe <BSHobe@lincoln.ne.gov>; Tammy J. Ward <TJWard@lincoln.ne.gov>; James M. Bowers <JBowers@lincoln.ne.gov>; Jane Raybould <JRaybould@lincoln.ne.gov>; Sandra J. Washington <SWashington@lincoln.ne.gov>; Tom J. Beckius <TBeckius@lincoln.ne.gov>; 'Richard Meginnis' <RMeginnis@NAIFMA.com>
Subject: FW: Concerns about pedestrian safety, and Lincoln Police response

Please see the email below received through Council email. Thanks.

Angie Birkett
Administrative Secretary
Lincoln City Council
555 South 10th St., Ste 111

Lincoln, NE 68508
Phone 402-441-6867
Fax 402-441-6533
abirkett@lincoln.ne.gov



From: Brandon Dunaway [mailto:m.brandon.dunaway@gmail.com]
Sent: Thursday, July 15, 2021 7:25 AM
To: Council Packet <CouncilPacket@lincoln.ne.gov>
Subject: Concerns about pedestrian safety, and Lincoln Police response

Hello,

My name is Michael Brandon Dunaway, and I live at 4301 N 7th St, APT 101, in Lincoln. My apartment complex across I-180 from Roper Park, which is a beautiful spot that I am thankful to have so near, and I take walks there often.

My concern is the danger of the crosswalks at the interstate exit, and the lack of Police response to cars that put pedestrians in danger.

I have summed up my story on a public Reddit post here:
https://www.reddit.com/r/lincoln/comments/oko285/good_to_know_lincoln_pd_doesnt_care_about/

If for some reason viewing that link is not possible, I can provide details in a different manner. However, I would like you to see not only my story but the public responses from other Lincolniters who have had similar issues.

I am not exactly sure what I can do to increase my safety during crossing, and unfortunately the Lincoln Police Department is not giving me any other options. I have literally asked the officer "What can I do to keep myself safe?" and have not been given any options. And clearly, they will not enforce the law in a way that deters the dangerous actions of drivers here.

I hope you can help me, as I am running out of options.

Thank you for your time, and please let me know if I can clarify or provide any other information on this matter.

Regards,

M. Brandon Dunaway

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Kind Regards,

Brandon Dunaway, PHR
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