MINUTES  
PUBLIC HEARING AND ADMINISTRATIVE MEETING  
OMAHA CITY PLANNING BOARD 1:30 P.M. – May 2, 2012  
LEGISLATIVE CHAMBER - OMAHA/DOUGLAS CIVIC CENTER  
1819 FARNAM STREET

Certification of Publication: Planning Board Administrator certifies publication of this agenda in the Daily Record, the official newspaper of the City of Omaha on Monday, April 23, 2012.

MEMBERS PRESENT:  Thomas O. Kelley, Chair  
Arnold Nesbitt, Vice Chair  
John Hoich  
Anna Nubel  
R. J. Neary  
Van C. Deeb  
Greg Rosenbaum

MEMBERS NOT PRESENT: None

STAFF PRESENT:  Rick E. Cunningham, Planning Director  
Chad Weaver, Assistant Planning Director  
Dave Fanslau, Manager, Current Planning  
Cheri Rockwell, Current Planning  
Alan Thelen, Law Department  
Debbie Hightower, Recording Secretary

Mr. Kelley, Chair, called the meeting to order, introduced the Planning Board members as well as the Planning Department staff, and explained the Planning Board’s public hearing procedures.

PUBLIC HEARING AND ADMINISTRATIVE MEETING

The requests listed below were voted on concurrently in accordance with the Planning Department’s recommendation report.

No one appeared in opposition.

(REGULAR AGENDA)

Subdivisions

8. C12-12-082 (D)  
Westplex Limited Partnership IV  
REQUEST: Preliminary and Final Plat of WESTPLEX LOT 5, a subdivision inside the city limits  
LOCATION: 1010 North 102nd Street

At the Planning Board meeting held on May 2, 2012, Mr. Hoich moved for approval of the Preliminary Plat and approval of the Final Plat, subject to submittal of an acceptable final subdivision agreement, if necessary. Mr. Rosenbaum seconded the motion which carried 7-0.
At the Planning Board meeting held on May 2, 2012, Mr. Hoich moved for approval of the rezoning from GC/ACI-2(65) to CC/ACI-2(65). Approval of the Preliminary Plat subject to: 1) Placing a note on the Final Plat that states that Lot 1 and 2 will share a single right-in/right-out access onto Dodge Street; 2) Providing an access and circulation easement to the properties to the east, west and north on the Final Plat; 3) Submittal of an acceptable grading plan that takes into account the access and circulation easement to the properties to the east and west; 4) Paving the internal driveway proposed on Lot 1 to the west property line to facilitate cross access to the property to the west; and designing the driveway on the west side of the proposed building to “T” into the east/west access drive; 5) Moving the proposed sidewalk 3 feet to the north and expanding the proposed right-of-way dedication to the north side of the sidewalk; 6) Compliance with all applicable stormwater management ordinances and policies; and 7) Submittal of an acceptable final subdivision agreement. Approval of the Final Plat as amended by the conditions of Preliminary Plat approval and submittal of an acceptable final subdivision agreement, if required. Mr. Rosenbaum seconded the motion which carried 7-0.

At the Planning Board meeting held on May 2, 2012, Mr. Hoich moved for approval of the Preliminary Plat and approval of the Final Plat subject to submittal of an acceptable final subdivision agreement, if necessary. Mr. Rosenbaum seconded the motion which carried 7-0.

At the Planning Board meeting held on May 2, 2012, Mr. Hoich moved for approval of the Preliminary Plat subject to: 1) Including language in regards to the use, ownership and maintenance of Outlot “A” in the final subdivision agreement and in a note on the Final Plat mylars; and 2) Providing a noise attenuation easement on Outlot “A” 115 feet from the centerline of 168th Street. Approval of the Final Plat subject to compliance with the conditions of Preliminary Plat approval prior to forwarding the plat to the City Council. Mr. Rosenbaum seconded the motion which carried 7-0.

### Dedications

At the Planning Board meeting held on May 2, 2012, Mr. Hoich moved for approval. Mr. Rosenbaum seconded the motion which carried 7-0.
Overlay Districts

14. C10-12-094 (D)  
   C7-12-093  
   William J. Stott, AIA  

REQUEST: Approval of an MCC Overlay District and a Conditional Use Permit to allow Automotive repair services in CC/MCC

LOCATION: 7802 Military Avenue

At the Planning Board meeting held on May 2, 2012, Mr. Hoich moved to layover the request to allow the applicant time to work with the City in resubmitting an updated site plan with landscaping. Ms. Nubel seconded the motion which carried 7-0.

15. C10-12-096 (D)  
   C8-12-095  
   Ryan Steele

REQUEST: Approval of an MCC Overlay District and a Special Use Permit to allow Convenience storage in CC

LOCATION: Southwest of 90th Plaza and Sorensen Parkway

At the Planning Board meeting held on May 2, 2012, Mr. Hoich moved to layover the request to allow the applicant additional time to submit the following: 1) A revised site plan that is in compliance with all applicable site development regulations, specifically addressing, but not limited to, landscaping, driveway stacking, location of signage, handicapped parking and design of buildings; 2) A detailed operating statement; 3) Architectural elevations of all buildings, specifying height and construction materials; and 4) Proposed sign rendering and exhibit showing that the proposed sign location will allow for adequate sight distance at the corner of North 90th Plaza and Sorensen Parkway. Ms. Nubel seconded the motion which carried 7-0.

Special Use Permits

19. C8-12-100 (D)  
   C8-12-101  
   Verizon Wireless

REQUEST: Approval of a Special Use Permit to allow a Broadcast tower in DR-ED, with a waiver of Section 55-108 Height to 158 feet and approval of a Special Use Permit to allow development in the North Hills Environmental Resources Overlay District

LOCATION: Northeast of Northern Hills Drive and Calhoun Road

At the Planning Board meeting held on May 2, 2012, Mr. Hoich moved to layover the request to allow the applicant additional time to: 1) Properly subdivide the property in compliance with Chapter 53 Subdivision of the Municipal Code; 2) Provide city-wide coverage maps that include the proposed location with and without the proposed coverage; 3) Provide coverage maps of the specific site and its relationship to other tower sites showing the variation in coverage provided in 10-20 foot increments between the allowed and proposed height; 4) Provide to-scale plans and elevations that include solid wood fencing, screening along, at least, the north side of the fenced area, and hard surface access to the lease area; 5) Revise the fencing exhibits; and 6) Submit a tree canopy analysis and mitigation plan. Ms. Nubel seconded the motion which carried 7-0.
ADMINISTRATIVE MEETING ONLY

Subdivisions

1. C10-12-037  
   C12-12-038  
   Tom Falcone  
   REQUEST: Final Plat approval of RANCH VIEW ESTATES 3, a subdivision outside the city limits, with rezoning from AG to DR and R4  
   LOCATION: Southwest of 213th and Walnut Streets

At the Planning Board meeting held on May 2, 2012, Chad Weaver, Assistant Planning Director, Planning Department, stated that the department recommends approval of the rezoning from AG to R2 and approval of the Final Plat subject to the items on the recommendation report prior to submittal to City Council.

Ms. Nubel moved to APPROVE the rezoning from AG to R2. Approval of the Final Plat subject to the following being submitted prior to forwarding the request to City Council: 1) A letter of approval of a Noxious Weed Plan from Douglas County; 2) A letter from Douglas County Emergency Management confirming that acceptable emergency warning is being provided for the area; and 3) An acceptable final subdivision agreement. Mr. Neary seconded the motion which carried 7-0.

PUBLIC HEARING AND ADMINISTRATIVE MEETING

(HOLD OVER CASES)

Master Plan Referrals

2. C3-12-058  
   Planning Department on behalf of the City of Omaha  
   REQUEST: Approval of the MCDONALD’S USA, LLC TIF REDEVELOPMENT PROJECT PLAN  
   LOCATION: 2410 Cuming Street

At the Planning Board meeting held on May 2, 2012, Ken Johnson, Planning Department, presented the request. Mr. Johnson stated that the project is the rebuild of the McDonald’s restaurant, which has been located at 24th and Cuming Street for 30 years. He stated that the City requested that McDonald’s apply for TIF because the design of the restaurant was a new style and designed as per the new urban design standards which included bringing the building up to the street, closing off two entry parking ways off of Cuming Street and a portion of the property was dedicated for right-of-way. Mr. Johnson pointed out that the site was too small for the type of proposed expansion and included negotiations through the last several years with the adjacent property owner. The project is a tremendous improvement and enhancement of the area and opens up the adjacent shopping center with a greater visibility of the existing stores.

Ms. Nubel moved to APPROVE. Mr. Deeb seconded the motion which carried 7-0.

Rezonings

3. C7-12-069  
   C11-12-070(a)  
   C10-12-070  
   Dr. Terry Bolamperti  
   REQUEST: Rezoning from MU to R6, approval of a Planned Unit Development Overlay District and approval of a Conditional Use Permit to allow a Social club in a R6 District  
   LOCATION: Southwest of 132nd and Fort Streets

At the Planning Board meeting held on May 2, 2012, Larry Jobeun, 11440 West Center Road, appeared before the board with Mike Purdy, architect on behalf of the applicant. Mr. Jobeun stated that the
recommendation report is acceptable and offered to answer any questions.

In response to Mr. Kelley, Mr. Jobeun answered that there is an agreement with the City to provide a hammerhead to allow for the development of the social club. He also indicated that a notation would be added on the plat that provides for future connection to 132nd Street through the site to make a connection to the Browne Street stub if there were a future redevelopment of the area or the use changes.

In response to Ms. Nubel, Mr. Jobeun stated that the plan is to provide parking that will be used for a variety of events including La Festa Italiana, a three day event with crowds ranging from 3,000 to 5,000 people held on the grounds once a year. He stated that the site is proposed to be developed in three phases: 1) building and an adjacent surface parking lot; 2) an addition to the building, an outdoor events area and additional surface parking; and 3) another addition to the building and another surface parking lot area.

Ms. Nubel moved to APPROVE the rezoning from MU to R6; approval of the PUD subject to submittal of acceptable final plans prior to forwarding the PUD and rezoning request to City Council; and layover of the Conditional Use Permit to allow a Social club in an R6 District subject to the following conditions: 1) Submittal acceptable final site and landscape plans, drawn to scale, that shows parking lot setbacks, sidewalks and tree plantings on both Fort and 132nd Street; 2) Submittal of final building elevations acceptable to the Planning Department; and 3) The applicant showing evidence of contact with the adjacent property owner regarding rezoning their site from MU to CC; and 4) Compliance with all applicable development regulations. Mr. Hoich seconded the motion which carried 7-0.

4. C10-12-076  
C11-12-077  
C7-12-078  
The Mainland Companies, LLC  
REQUEST: Rezoning from R4 to R6 with approval of a Planned Unit Development Overlay District and approval of a Conditional Use Permit to allow Convalescent services in R6  
LOCATION: Southeast of 178th and Pacific Streets

At the Planning Board meeting held on May 2, 2012, John Coolidge, Lamp Rynearson, 14710 West Dodge Road, appeared before the board on behalf of the applicant. Mr. Coolidge offered to answer any questions.

Chad Weaver, Assistant Planning Director, Planning Department, stated that the department recommends approval of the rezoning, approval of the PUD, and approval of the Conditional Use Permit subject to the three items on the recommendation report.

Mr. Nesbitt moved to APPROVE the rezoning from R4 to R6; approval of a PUD-Planned Unit Development Overlay District; and approval of the Conditional Use Permit to allow Convalescent services in R6 subject to: 1) Compliance with the proposed site and landscape plan; 2) Compliance with the operating statement; and 3) Compliance with all other applicable regulations. Mr. Deeb seconded the motion which carried 7-0.

(REGULAR AGENDA)

Master Plan Referrals

5. C3-12-059  
Planning Department on behalf of the City of Omaha  
REQUEST: Approval of THE NOTTINGHAM AT GIFFORD PARK TIF REDEVELOPMENT PROJECT PLAN  
LOCATION: 3304 Burt Street
At the Planning Board meeting held on May 2, 2012, Bridget Hadley, Planning Department, presented the request. Ms. Hadley stated that the developer proposes to completely rehabilitate and renovate the Nottingham Apartments, which has been on the code and condemnation list for over a year. She stated that the developer proposes to convert the building into 32 market rate apartment units. Ms. Hadley explained that the project was presented from a larger scheme but in terms of timing and to help the developer meet financial constraints by closing with the lender, this project is strictly for the Nottingham Apartments. She indicated that the project would likely be amended in the future to create a larger project as the developer acquires two adjacent structures to create more parking. Ms. Hadley pointed out that the developer would need to go before the Zoning Board of Appeals to get a waiver for the parking. As a side note, the apartment is not on the National Register of Historic Places but does have conditions and features that are worthy of a historical nomination.

In response to Mr. Kelley, Ms. Hadley stated that the amount of TIF requested is $535,349 and the total project cost is estimated to be $2,978,648.

Luther Larson, 3565 California Street, President of Gifford Park Neighborhood Association, appeared before the Board in support of the project but an additional goal of the neighborhood is to retain single-family housing. In response to Mr. Neary, Mr. Luther indicated that he has talked to the developer and there is a general understanding and agreement of the neighborhood expectations. He stated that the neighborhood would like to keep the Burt Street streetscape open.

Dan Fox, 20202 Nina Street, Integrated Realty Resources, LLC, appeared before the Board in support of the project. Mr. Fox stated that the property has been problematic and coded with numerous violations. He stated that his intent is to maintain the historic significance of the building and work with the neighbors to become a great neighbor. Mr. Fox offered to answer any questions.

In response to Mr. Neary, Mr. Fox explained that he plans to purchase a small adjacent home on Cuming Street that will be torn down for additional parking and the adjacent property to the west may be renovated, if possible.

Chad Weaver, Assistant Planning Director, Planning Department, stated that the department recommends approval.

Mr. Rosenbaum moved to APPROVE. Ms. Nubel seconded the motion which carried 7-0.

6. C3-12-085
Planning Department on behalf of the City of Omaha

REQUEST: Approval of the VICTORY APARTMENTS, LLC TIF REDEVELOPMENT PROJECT PLAN

LOCATION: 819 Dorcas Street

At the Planning Board meeting held on May 2, 2012, Bridget Hadley, Planning Department, presented the request. Ms. Hadley stated that the project is the conversion of the vacant Our Lady of Victory Wing of the old St. Joseph Hospital, which is currently owned by Grace University. She stated that America First Real Estate Group is under contract to purchase the majority of the property and Grace University will maintain ownership of the southwest portion of the property. The building is historic, however it has been renovated over a number of decades and no longer qualifies for historic tax credit. The building has six stories with the top floors being converted into low-income housing tax credit units for veterans; the second floor will be rented out by the veterans to provide support for the veterans; and the first floor will be leased out to Grace University psychology department to provide problematic services provided to veterans. Ms. Hadley stated that the developer is present to answer any questions.

In response to Mr. Neary, Ms. Hadley explained that the amount of Tax Increment Financing (TIF) would be $715,000 for an estimated $7,000,000 project because low-income housing projects do not generate the amount of TIF due to lower evaluations.
Mr. Nesbitt moved to APPROVE. Mr. Deeb seconded the motion which carried 7-0.

7. C3-12-099  REQUEST: Approval of the Transportation Element of the City of Omaha Master Plan
Planning Department on behalf of the City of Omaha  LOCATION: Omaha and 3 mile extraterritorial jurisdiction

At the Planning Board meeting held on May 2, 2012, Paul Moore, Project Consultant, appeared before the Board to present a summary of the Transportation Master Plan, which has been in the planning for the past one and a half years. Mr. Moore also presented several slides showing the transportation plan and stated that several goals were set for the transportation dollars that will be spent by the City over the next 25 years. He pointed out that the average household spends approximately 1/5 of their income on transportation. Through a public process, the four goals set were: 1) mobility; 2) safety and health; 3) creating livable neighborhoods; and 4) being responsible with the dollars spent by not building more than can be maintained. The process used was to set the four goals, develop measurable metrics used to test projects against the goals, identification of a large pool of candidate projects from a variety of sources including the City’s current capital improvement plan, regional long range transportation plan, various neighborhood studies and plans and projects as a result of three public workshops over the course of the project. The candidate projects were ranked and broken down into five-year tiers of when they could be accomplished on the rank list. In terms of doing the modeling, the projects were grouped into three operational scenarios: 1) MAPA’s current long-range plan with the expected future growth exactly as it is presently envisioned; 2) The beltway project would require using up a large percentage of the funding/resources for the next 25 years; and 3) The transportation enhancement scenario was used to relieve congested arterials, more transit infrastructure, bike and pedestrian infrastructure and economic development of projects. The third scenario also involved a slight shift in the assumed growth and development of the City and where new residents would choose to locate.

Mr. Moore showed a map indicating the present traffic congestion and pointed out that under the current plan and the beltway scenario, the region will spend approximately $750,000,000 and end up with additional traffic congestion. The enhancement scenario shows considerably less congestion and the primary reason is the land use consumptions because by making investment in the core of the City, investing in transit, bike lanes, pedestrian amenities, more growth will be attracted at closer locations and put less burden on the roads. He stated that MAPA predicts that with the current population growth there will be 130,000 new people that will come to the City with 120,000 of those people locating outside of I-680, which will require longer trips thus clogging up the roads more and more. He explained that available land was looked at and the demographics of the people moving to Omaha, but for example, approximately 70% of the households in Omaha are without children therefore schools are not a concern. There was an assumption that a set of policies could be created that would give incentives to those who move closer. The plan has a menu of policies for the City to consider that might help accomplish the slight shift that will have a profound effect on lowering traffic congestion. Among them are the way that the City plans sewer system extensions; creating some finance mechanism similar to what is available in the incorporated County, City department or agency that can help assemble land to make some of the projects closer and more effective; an advantageous approval environment for developers who want to build in the closer areas and to move them through the approval system faster; impact fee structures for people that are creating the longest trips and the most burden on the system; and the notion that the kind of transportation projects are created that will want people to make choices to be closer. The list of projects includes bike and pedestrian projects and only a couple of vehicular projects despite the fact that there are an anticipated 90% of people who travel by car. The project dollars are much more in-line with the kinds of transportation behaviors because 90% of the money for the projects are for vehicular type projects and 10% for economic development and bike/pedestrian projects. There are other options for funding if the City would want to move through the project list more quickly and build in other projects, then the funding pie would need to be expanded. There are some identified gaps, for example, the streets should be resurfaced every 10 years which presently are only funded to a level to be resurfaced every 56 years and transit operations are presently under funded in terms of the feedback received. The kinds of funds that might be considered are taxes, public/private partnerships, and assessments on
activities that people are doing. He suggested that a possibility to raise a significant amount for transportation is to access a parking surcharge, which is used in much larger cities and many European countries. Mr. Moore offered to answer any questions.

Mr. Nesbitt questioned if one of the objectives of the transportation plan is to lower the number of vehicles or to lower the driving distance of vehicles, or a culmination of both. Mr. Moore responded that as the study evolved, the need to lessen the amount of miles being put on the road became clear. He suggested that there be incentives to create other options to new people coming into the City.

In response to Ms. Nubel, Mr. Moore answered that the people who tend to make up the bicycle group are tourists visiting the City, young professionals and people of all lifestyles and ages who live closer to their jobs. Ms. Nubel asked what the scenario would be in 2035 if the transportation plan were not implemented. Mr. Moore stated that there will be more traffic congestion or more money spent trying to address the congestion.

In response to Mr. Nesbitt, Mr. Moore pointed out that Minneapolis has been named the “Most Bike Friendly City in America” and there are many people who ride year round and on snow days. He also pointed out that Pittsburgh has a huge bike community and envisions becoming a world-class bike city even though there are many hills and snow in the winter. In response to Mr. Nesbitt, Mr. Moore answered that there are certain physical characteristics of streets that will give drivers a cue to slow down when bikes and pedestrians are encountered.

Mary Balluff, Chief of Community Health and Nutrition Services, Douglas County Health Department, 1111 South 41st Street, appeared before the board in support of the request. Ms. Balluff discussed the health aspects of the transportation element of the Master Plan and pointed out that over the past 40 years obesity rates in children have increased ten fold and adolescents have tripled. Statistics show that there has been a steady decline on the reliance of active transportation such as walking and biking. The transportation element creates the opportunity to help reduce obesity rates by accommodating more active forms of transportation. Studies show that states and communities with the highest levels of biking and walking active transportation tend to have the lowest rates of obesity, high blood pressure and diabetes. In fact, active transportation could be thought of, when it is used in everyday travel, as an effective way of having structured workouts daily. In conclusion, Ms. Balluff pointed out that planning an infrastructure that make the streets safer for active transportation would improve health and create a greater livability in the City.

Patrick McAtee, 7351 Howard Street, appeared before the board on behalf of Omaha Bikes and in support of the request. Mr. McAtee stated that Omaha Bikes is an unincorporated organization that speaks for citizen cyclists in the Omaha area. He stated that his group supports the transportation enhancement scenario because it provides a diverse set of projects that are both intended to address Omaha’s most pressing transportation needs while also developing a set of visionary projects that show exciting possibilities for Omaha’s transportation future. Mr. McAtee stated that in the envisioned future, Omaha citizens will have more options in the City and region and fewer will not have to rely on an automobile to get to work, the grocery store, to school or all of the beautiful public spaces or exciting events around the City.

Angela Eikenberry, 5624 Leavenworth Street, appeared before the board on behalf of ModeShift Omaha and in support of the request. Ms. Eikenberry stated that ModeShift Omaha is a group of citizens that are working to advocate for more transportation options in Omaha. She pointed out that the City recently did a survey of 400 registered voters and found that 72% favored increasing spending to expand and improve public transportation, sidewalks, and bike lanes in Omaha. She also pointed out that the younger generation is more interested in having options as well as the older generation. The aging population will need more transportation choices and 5% of the population does not have any access to a vehicle. In conclusion, she is in support of accommodating all citizens.

Kerri Peterson, 12565 West Center Road, appeared before the board on behalf of Live Well Omaha and in support of the request. Ms. Peterson pointed out that as recent as 2005, Omaha applied for “bike
friendly status” with the League of American Bicyclists and was denied because Omaha only had one mile of bicycle lanes. Since then the community has accomplished 100 miles of north/south connectivity to the trail system and over 16 schools are committed to developing pathways so children can get to and from school safely by walking or riding bicycles. She stated that the bicycle-sharing program has been underwritten by private sources and she encouraged anyone to use the B-Cycle in Aksarben for short trips. There are future plans to expand the bicycle-sharing program to Midtown and Downtown. Ms. Peterson stated that studies show that trips less than two miles can and should be taken by bicycle and/or by foot. She pointed out that the City’s pedestrian and bicycle transportation coordinator is looking out for multi-modal transportation needs. Ms. Peterson further pointed out that there are bicycle racks on all buses and each year the utilization has consistently gone up and most recently by 60%. There has been a bicycle commuter challenge that has been operational for approximately 5 years. During the first year there were 170 bicyclists commuting to and from work but most recently there were over 1,300 bicyclists logging over 250,000 miles. In conclusion, she stated that the Transportation Master Plan is about providing options in a safe and affordable way.

Connie Spellman, 705 North 57th Street, appeared before the board to express the support on behalf of Omaha by Design. Ms. Spellman explained that the development of the plan was one of the recommendations from the urban form of transportation segment of the environmental element and was approved anonymously at the end of 2010. She noted that the City’s Master Plans are the visions for what the citizen’s desire. There are critical factors facing the City in the very near future, especially the growing population, changing demographics and economics, which are the issues addressed in the Transportation Master Plan. The implementation of any Master Plan takes a lot of time and resources but if Omaha is to continue to transform into a premier Midwestern City, then the City must respond to change and move toward reducing the per capita cost of providing City services and establishing the density necessary to support more energy efficient transportation options. The City needs to be smarter about the way that urban and suburban areas are developed. The Transportation Master Plan will provide the tools to help with the change and the implementation that will provide a better future for everyone. In conclusion, she stated that the adoption of the plan means that change can begin.

Mr. Kelley commented that the Transportation Master Plan’s land use component would be critical to the City in terms of handling transportation and the infrastructure that it takes. He pointed out that the immediate goals are for the interior of the City but the citizens who live out west will benefit the most where congestion will be most alleviated.

Mr. Neary suggested that the public needs to keep an open mind because 90% or $675,000,000 will be used for street improvements and it would not be fair to tag the Master Plan as enhancing biking. He pointed out that there is evidence that the streets are being used differently and in his opinion, the plan would be more of an economic and City business plan.

Chad Weaver, Assistant Planning Director, Planning Department, pointed out that the biking and pedestrian component is a small portion of the Transportation Master Plan. Mr. Weaver suggested that the land use component be thought out in a different manner in order to be a more efficient investment. Mr. Weaver stated that the department recommends approval.

Mr. Neary moved to APPROVE. Ms. Nubel seconded the motion which carried 7-0.
It was the consensus of the Board to hear the following two cases together.

**Subdivisions**

10. C10-12-089  
    C12-12-091  
    PDM, Inc.  

REQUEST: Preliminary Plat approval of NORTH POINTE REPLAT 2, a subdivision inside the city limits, with a waiver of Section 53-8(4)(d) for lot frontage, with rezoning from DR and CC to CC and approval of an MCC Overlay District

LOCATION: Northwest of 50th Street and Ames Avenue

At the Planning Board meeting held on May 2, 2012, Larry Jobeun, 11440 West Center Road, appeared before the board on behalf of the applicant. Also present was Jim Canney, Market Manager for Walmart; Jeff Keating, PDM, Inc.; the architect from Tulsa, Oklahoma; and representatives from Olsson Associates, consulting engineers. Mr. Jobeun shared a site plan and stated that the project is a redevelopment of the former Bakers location, which will be demolished and replaced by a 178,000 square foot Walmart Super Center. He explained that PDM would retain the existing medical office building and retail strip center. Mr. Jobeun pointed out that the traffic signal would be shifted from 50th Street to the main entrance of the center. The Walmart Super Center will be full service with a pharmacy, deli, general merchandise, optical, bakery, etc. The construction is anticipated to commence in January 2013 and will be completed by January 2014. Mr. Jobeun stated a neighborhood meeting was held recently and the neighbors that were present were in favor of the project. He explained that the details are being worked out with a few items on the recommendation report including the improvements on 50th Street, acquisition of additional property and dedication of additional right-of-way and the direct pedestrian access because of a substantial grade change. Mr. Jobeun stated that the site complies with all the site regulators and offered to answer any questions.

Ms. Nubel questioned the design of the building and was concerned that the building be well designed and not the box-style. Mr. Jobeun reminded the board that the project is in an overlay district and will comply with the Urban Design code with respect to building height, building materials, etc.

Terry Jackson-Miller, 3223 North 45th Street, Executive Director, North Omaha Neighborhood Alliance appeared before the board in support of the project. Ms. Jackson-Miller stated that there is an overwhelming need for goods and services in North Omaha and offered to be involved in the project.

Chad Weaver, Assistant Planning Director, Planning Department, stated that the department recommends approval subject to the nine items listed on the recommendation report.

Mr. Kelley commended Walmart for making an investment in North Omaha.

In response to Mr. Rosenbaum, Mr. Weaver stated that Walmart would be responsible for the cost of moving the traffic signal along with other street improvements.

Ms. Nubel moved to APPROVE the rezoning from DR and CC to CC; approval of the MCC Overlay District; approval of the waiver of Section 53-8(4)(d) for lot frontage (for Lot 2, North Pointe Replat 2) subject to the appropriate access, circulation and parking easements for Lot 1, 2 and 3, North Pointe Replat 2 and Lot 2, North Pointe Replat 1 being included on the Final Plat; and approval of the Preliminary Plat subject to: 1) The applicant providing for all improvements identified in the final approved traffic study; 2) Improving 50th Street, from Ames Avenue to the proposed truck access driveway just south of Grand Avenue, as per the recommendations of the Public Works Department; 3) The applicant working with the Public Works Department regarding removal of the traffic signal at 50th Street and Ames Avenue and its replacement with new signals at the intersection of the site driveway and Ames Avenue; 4) The applicant acquiring property (and subsequently dedicating right-of-way) from the two other properties at the site and Ames Avenue intersection for the placement of the traffic signal poles; 5) Providing a permanent access easement for the maintenance of the traffic signal facilities on the north leg
of the intersection of the site driveway with Ames Avenue; 6) Compliance with all applicable stormwater management ordinances and policies; including providing for a no net increase in stormwater runoff and treatment of the first ½ inch of stormwater for water quality; 7) Providing a direct pedestrian access (sidewalk/stairs) between the sidewalk along 50th Street and the front entrance of the store (i.e. just north of the intersection of 50th and Fowler Streets); 8) Including an acceptable tree mitigation plan as an attachment to the final subdivision agreement; and 9) Submittal of an acceptable final subdivision agreement. Mr. Deeb seconded the motion which carried 7-0.

**Overlay Districts**

13. **C8-12-088**  
PDM, Inc.  
**REQUEST:** Approval of a Large Project Special Use Permit in CC/MCC  
**LOCATION:** Northwest of 50th Street and Ames Avenue

Chad Weaver, Assistant Planning Director, Planning Department, stated that the department recommends approval subject to the seven items listed on the recommendation report.

Ms. Nubel moved to APPROVE the Large Project Special Use Permit subject to: 1) The applicant submitting revised site and landscape plans that comply with all interior parking lot landscaping requirements prior to forwarding this request to the City Council for final action; 2) Compliance with the revised site plan; 3) Compliance with the revised landscape plan; 4) Compliance with the proposed building elevations; 5) Providing for all improvements outlined in the final approved traffic study; 6) Compliance with all conditions of Preliminary Plat approval for North Pointe Replat 3; and 7) Approval of and recording of the Final Plat of North Pointe Replat 3. Mr. Rosenbaum seconded the motion which carried 7-0.

**Rezoning**

16. **C10-12-084**  
Charles A. Christenson  
**REQUEST:** Rezoning from R4(35) to R5  
**LOCATION:** 2714-16 North 52nd Street

At the Planning Board meeting held on May 2, 2012, Charles Christenson, 2714 North 52nd Street, appeared before the board. Mr. Christenson explained that the property is a duplex and he is in the process of selling the property but the bank requires that it be rezoned properly.

Chad Weaver, Assistant Planning Director, Planning Department, stated that the department recommends approval.

Mr. Deeb moved to APPROVE. Ms. Nubel seconded the motion which carried 7-0.

17. **C10-12-090**  
Troy and Jennelea Montanez  
**REQUEST:** Rezoning from GC to CC  
**LOCATION:** 4014 South 13th Street

At the Planning Board meeting held on May 2, 2012, Troy and Jennelea Montanez, 4014 South 13th Street, appeared before the board. Mr. Montanez submitted a letter of support from a neighbor. He also asked if the concrete area could be used as a patio area with the incorporation of planters.

Chad Weaver, Assistant Planning Director, Planning Department, stated that the landscaping issue would need to be worked out with the planning department. Mr. Weaver stated that the department recommends approval.
Mr. Deeb moved to APPROVE. Ms. Nubel seconded the motion which carried 7-0.

Mr. Nesbitt stepped in as Acting Chair because Mr. Kelley and Mr. Neary recused themselves from the following case:

**Special Use Permits**

18. C8-12-097 REQUEST: Approval of a Special Use Permit to allow *General office* in GI
Quadrelle Realty Services, LLC
LOCATION: 12720 “I” Street

At the Planning Board meeting held on May 2, 2012, Larry Jobeun, 11440 West Center Road, appeared before the board on behalf of the applicant. Mr. Jobeun offered to answer any questions.

Chad Weaver, Assistant Planning Director, Planning Department, stated that the department recommends approval subject to the five items listed on the recommendation report.

Mr. Deeb moved to APPROVE the Special Use Permit to allow General office in a GI District subject to:
1) Connecting the sidewalks along “I” Street with the front parking areas and building entrances; 2) Compliance with the proposed site plan; 3) Compliance with the proposed operating statement; 4) Compliance with all applicable regulations; and 5) The applicant receiving a Certificate of Occupancy from the Permits and Inspections Division of the Planning Department. Mr. Rosenbaum seconded the motion which carried 5-0.

**APPROVAL OF MINUTES**

Mr. Hoich moved to APPROVE the meeting minutes of April 4, 2012 as written. Mr. Nesbitt seconded the motion which carried 7-0.

**ADJOURNMENT**

It was the consensus of the board to ADJOURN the meeting at 3:00 pm.

_________________________________________
Date Approved

_________________________________________
Thomas O. Kelley, Chair

_________________________________________
Debbie Hightower, Planning Board
Recording Secretary