MEMBERS PRESENT: Dave Ciaccio, Chair
Tim Holland, Vice Chair
Michael McMeekin
Leanne Zietlow
Robert Peters
Gerald Torczon
Rachel Jacobson
Jay Noddle

MEMBERS NOT PRESENT: Larry Jobeun
April Rice
Anna Nubel, Non-Voting Ex-Officio Member

STAFF PRESENT: Chad Weaver, Assistant Director
Jed Moulton, Urban Design Manager
Trina Westman, UDRB Administrator
Alan Thelen, Law Department
Clinette Warren, Recording Secretary

Certification of Publication: Urban Design Review Board Administrator certifies publication of this agenda in the Daily Record, the official newspaper of the City of Omaha on Monday, December 10, 2012.
At the Urban Design Review Board meeting held on December 20, 2012, Mike Geier - Snyder & Associates, Inc., Molly Romero - Dundee Merchants Association, and Pete Festersen – City Councilman, appeared before the Board in support of the request.

Mr. Festersen stated that the major issue with the intersection at 50th & Underwood had been resolved since the case had last been heard at the October meeting of the Urban Design Review Board.

Mr. Geier stated that Snyder & Associates had revised their plans after taking into account feedback from the Board, the Dundee Merchants Association, Ms. Romero, and neighbors living in the area. He explained that the intersection would continue to be a signalized intersection. Also, the planter areas have been reduced to curb height and there is better connectivity between the plaza and parking areas.

In response to Mr. Peters, Mr. Geier stated that, from a financial aspect, the main focus of the project is the intersection and the corridor. He added that the plan is to make improvements to 50th Street, about ½ block south and to the KFAB parking lot. Jed Moulton, Urban Design Manager, stated that reuse of the existing traffic signals could save the project approximately $100,000. Mr. Festersen explained that repairs to public property will be given priority over repairs to private property. Special attention will be also given to maintaining the character of the neighborhood and increasing parking.

In response to Mr. Peters, Mr. Geier stated that most utilities would remain in place, with the exception of the water main to the north side of 49th Street to 51st Street, which will be relocated by the Metropolitan Utilities District (MUD). Ms. Ziettlow inquired as to whether the Board would be comfortable approving the 90% submittal without knowing the outcome of what the landscaping will be after MUD has completed their project. Mr. Moulton responded that the replacing the trees in that particular area is a part of the plan.

Mr. Ciaccio stated that he did not agree with using colored concrete pavers, because of its appearance and the inconsistency of the product. The Board suggested not using colored concrete at all.

Chad Weaver, Assistant Planning Director, advised the Board that they could vote to have the project come before them for review at a later time. He added that Mr. Moulton will be actively involved with the project and would continue to provide administrative disposition. There was some discussion about access to merchants and traffic flow during the construction phase of the project. Mr. Holland suggested that materials be brought to the January meeting of the Board along with budget information.

Mr. Peters moved to APPROVE the 30% Design Submittal with Subsequent Administrative Disposition subject to updates from City staff relating to the drawings and specifications at the January 2013 and February 2013 Urban Design Review Board meetings. Mr. Holland seconded the motion.

AYES: Peters, Jacobson, McMeekin, Holland, Ciaccio

MOTION CARRIED: 5-0
Urban Design Review Board  
Meeting Minutes – December 20, 2012 
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| UD-12-018  
Adam Wilmes_Public Works | NAME: | CSO_JCB and Adam’s Park  
OPW# 52165 |
|--------------------------|-------|--------------------------------------------------|
|                          | LOCATION: | John A Creighton Boulevard from  
Ohio Street to Hamilton Street |
|                          | REQUEST: | Approval of the 30% Design Submittal  
and Subsequent Administrative Disposition |

(Mr. Ciaccio excused himself from this case. Mr. Holland sat as Acting Chair for this case only)

At the Urban Design Review Board meeting held on December 20, 2012, Susan Marino, Design Engineer - Public Works, appeared before the Board in support of the request.

Referring to items 1 through 3 listed on the Recommendation Report prepared by the Planning Department, Jed Moulton - Urban Design Manager, stated that driveways will be built back to proper through standards. He added that effort would be taken to ensure that crosswalks and intersections are aligned per ADA requirements. Regarding items 4 and 5, the Planning Department is suggesting a compromise with the dimensions of 6.5” and 5’. This would have less of an impact on trees and retaining walls, and would also be consistent with the policy of replacing sidewalks that have been demolished to current standards. Ms. Moreno added that the only reason the sidewalks are being impacted is because they are on the edge of the trench where the sewers are being constructed. In reference to items 6 and 7, striping would be replaced and inlet grates would be replaced with bicycle friendly grates.

Mr. McMeekin agreed that if something is impacted by construction, it should be rebuilt to according to standards. However, he did not feel that a half-block area close to an existing home should have the sidewalk built to code, since this would potentially place the walk too close to the home. He suggested a separation of those two areas. Chad Weaver, Assistant Planning Director, responded that Planning staff is recommending that sidewalks be built according to subdivision standards instead of Green Street standards. He explained that the issue with this particular home exists because the right-of-way has been privatized with a fence.

Mr. Holland agreed that the alignment of the sidewalks should be consistent, and supported the recommendation of 6.5”.

Mr. Peters moved to APPROVE the 30% Design Submittal and Administrative Disposition of the 95% Design Submittal on the condition that the applicant continues to work with the Planning Department on the items outlined in the Recommendation Report with the recommendation that the curbside landscaping be 6.5’ and the sidewalks 5’ for the two blocks in question. Ms. Jacobson seconded the motion.

AYES: Peters, Jacobson, McMeekin, Ziettlow, Holland

MOTION CARRIED: 5-0
Private Cases for Discussion and Approval:

<table>
<thead>
<tr>
<th>UD-12-019</th>
<th>NAME:</th>
<th>Panda Express</th>
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</thead>
<tbody>
<tr>
<td>Jason Stucker_Klover Architects</td>
<td>LOCATION:</td>
<td>72nd &amp; Dodge (7052 Dodge Street)</td>
</tr>
<tr>
<td>REQUEST:</td>
<td></td>
<td>Approval of Section 55-925 Build-to/Set-back Frontage Type C for a Commercial Building in an ACI-2 District</td>
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At the Urban Design Review Board meeting held on December 20, 2012, Jeff Lake with Olsson Associates appeared before the Board in support of the request.

Mr. Lake stated that the applicant has worked out the majority of the spacing issues with the Raising Cane’s restaurant being built to the west. The setbacks for both restaurants will be similar. He added that Klover Architects has worked with Trina Westman, Urban Design Review Board Administrator, to finalize various aspects of the building exterior and site layout.

Mr. McMeekin inquired about the traffic flow of the exit lane from the drive-through that does not line up with the connection between the frontage road and Dodge Street. Mr. Lake responded that the location was driven by stacking requirements and the size and shape of the lot. He stated that the applicant has worked to provide the required amount of stacking within the constraints of the site.

Mr. Holland inquired if the exit drive could be adjusted on the adjacent west property line to allow for better alignment with the driveway off Dodge. Mr. Lake explained that there is a challenge with the ownership of the adjacent property (Raising Cain’s) which would require an agreement and approval of access rights. Mr. Holland questioned if there could be a connection made at the cross easement to the east to take some pressure off the entrance intersection? Mr. Lake stated that it has been difficult to come to an agreement with the owner of the lot to the east. He stated that the applicant’s attempts to work with the owners of Jason’s Deli on the sewer separation project have also been unsuccessful. Grading has been adjusted to allow for that connection should the relationship become more friendly.

Mr. Noddle questioned if there has been any communication with property owners to the west of Raising Cain’s? In response, Mr. Lake stated that he did not think there was any communication with the property owners to the west regarding a cross easement agreement.

Mr. Noddle suggested that adjustments be made to the curb cut by moving it to the east so that the lanes are better aligned. He suggested that the applicant could work with NDOR to accomplish that. Mr. Peters reinforced the importance of that. Mr. Lake responded that NDOR permits for the driveway and building permits had already been issued for Raising Cane’s. Mr. Holland stated that if the Board did not agree with the alignment, then the request for the Panda Express layout would not be approved. Mr. Lake stated that the access agreements would have to be considered.

Mr. Noddle expressed concern with the possibility of a head to head collision with the current configuration. Mr. McMeekin concurred and questioned whether the access frontage road is connected to the west. In response to Mr. McMeekin, Mr. Lake stated that it is not. Mr. McMeekin stated that the reason Raising Cane’s was granted a Type C Frontage setback was so that access traffic could occur on the frontage road between the adjacent properties, thereby alleviating traffic at the intersection. He noted that the premise under which the Type C setback was granted was not valid. Mr. Lake requested the city’s cooperation on this issue.

Mr. McMeekin asked Alan Thelan, Attorney – City Law Department, if there was a way that the City could compel the connection of the two frontages. Mr. Thelan responded that if development occurs that places an additional burden on a particular area, the City has the ability to add conditions if it is determined to be necessary.
Mr. Noddle inquired as to whether Mr. Lake’s client would agree to modify their agreement with the State regarding the location of the curb cut. Mr. Lake agreed, if that was a condition for approval of the request. He then suggested that he would meet with his client, NDOR, the Planning Department, and Public Works to come up with a better plan for the site.

Mr. Holland reiterated that the continuation of the frontage road would still be important to take the pressure off of the intersection or it could be the combination of the aligned access and the frontage road. Mr. McMeekin concurred and suggested a layover. Mr. Moulton suggested it be considered so that both issues could be addressed. Ms. Ziettlow suggested that Public Works be engaged in the discussion.

In response to the discussion, Mr. Weaver reviewed the history of the project (Raising Cane’s) and how the frontage road came about. Mr. Holland suggested that the alignment would be the easiest and most important improvement. Mr. Weaver stated that Public Works does not look for conflict points on private property, but would be primarily concerned with stacking and how it would affect traffic on Dodge Street.

Mr. Peters moved to LAYOVER until the January 17, 2013 meeting of the Board. Mr. Holland seconded the motion.

AYES: Peters, Jacobson, Noddle, Torczon, McMeekin, Ziettlow, Holland, Ciaccio

MOTION CARRIED: 8-0

**ADMINISTRATIVE ITEM:**

Motion by Mr. Holland to approve the November 15, 2012 meeting minutes. Seconded by Mr. Peters.

AYES: Peters, Jacobson, Noddle, Torczon, McMeekin, Ziettlow, Holland, Ciaccio

MOTION CARRIED: 8-0

It was the consensus of the Board to adjourn the meeting at 4:03 p.m.

Clinette Warren, Planning Department
Recording Secretary