

Village of Eagle
Planning Commission Meeting Minutes
September 26, 2022 Start Time 7:00 P.M.
Eagle Fire & Rescue Department- 705 S 1st Street, Eagle, NE

The September 26, 2022 Planning Commission Meeting was called to order at 7:00 P.M. by Chairman, Terry Caddy. The chairman made the announcement that the Open Meetings Act is posted on the east wall of the Fire Hall meeting room and that the meeting announcement and agenda were posted at the announcement boards located at the Eagle Park, Village of Eagle Office, and the Village of Eagle Fire Department.

Roll call of Planning Commission Members present included: Terry Caddy, James Dobbins, Justin Davison, Randy Todd, Ashley Moyer and Marcus Hochstein. Willa DiCostanzo and Robin Sinner were absent. Additional attendees included: Nick Nystrom, Taira Nystrom, Scott Osterhans(Olsson), Rick Hestermann, Andrea Bleicher, Ben Bleicher, Brad J. Marshall, DaNay Kalkowski, Barbara Johnston, Terri Todd, Jen Pfeifer.

The first item of business is Public Hearing opened at 7:04pm for the purpose of hearing testimony concerning a Preliminary Plat located in a portion of the W½ of the NE¼ and a portion of the E½ of the NE¼ of Section 29, Township 10 North, Range 9 East of the 6th P.M., Cass County, Nebraska.

Attorney DaNay Kalkowski, attorney from Kalkowski law firm, representing for PRG Development Company, LLC. Introducing Ben Bleicher, Principle of PRG and Brad Marshall, Engineer from Olsson & Associates on this project. DaNay Kalkowski stated the goal is to accomplish three things: Approval of preliminary plat of 80 acres south of Highway 34 and west of Dollar General, pursue annexation and zoning of the first phase(northern portion of property consisting of 30 acres, zoning to be a mix of Highway Commercial(HC), Residential Urban(RU), and Residential Suburban(RS). Their goal is to do the annexation, platting and final plat in four phases to see how lots are developed and then absorbed. In addition, there is park land that is shown in phase two of the development.

Ben Bleicher addressed that as part of phase one they have a section of 28 townhome lots as there is a large need in the community for this type of housing. In addition to townhome lots there will be 32 large single family lots that have a 7.5' set back and an average of an 85' street frontage which would allow for 70' buildable length on the lots.

Brad Marshall addressed the water drainage for the development will be handled as follows: Phase 1 being a primary source of detention will be at fourth street and highway 34 and the water will flow down through a drainage ditch/water way. There are 3 points of discharge on the 80 acres. The additional detention locations and storm drainage will be installed at proper times during development.

Marshall then address traffic: The traffic study was submitted to the state and has gone through review and has been approved. They're currently waiting on an approval letter from the state. The next step in the States eyes is to get final drawings for the improvements. They are asking the Village to be the applicant to the state for the additional access from the development onto Highway 34.

Terry Caddy addressed the residential urban zoning requirements of a 50' wide lot and 7.5' side yard on both sides and a 25' setback in both front and rear of yard with a minimum of 6,000 sq. ft. Residential Suburban is defined 60' wide lot and 7.5' side yard on both sides and a 25' setback in both front and rear of yard with a minimum of 9,000 sq

Barbara the Village Engineer began stating that she would like to see a table of lot square footages and dimensions to ensure they meet the minimum requirements. DaNay Kalkowski got clarification that the lot setbacks were based off of the midpoint. Brad Marshall stated they'll provide a detailed exhibit on the lot areas to reflect the 50' is met.

Dobbins stated that for Residential Urban lots are supposed to have lot widths of 75 feet. Maureen addressed that there is some confusion as to whether it's supposed to be 75 feet for both lots or 75 feet widths for each lot since they're townhomes. Terry Todd addressed townhomes would require more parking and in the townhome frontage being reduced may pose a parking concern. Brad Marshall stated they didn't look at them as townhome but rather single family attached.

Barbara addressed the park space is 2.2 acres of park space for the entire development. Brad Marshall states they interpreted the requirement to be 1 acre for every 100 homes, which the 2.2 acres would be sufficient based on 213 homes being constructed and the developer is providing 2.2 acres. Terry Caddy stated that we require a Neighborhood park which is 1 acre for every 1,000 people and a Community Park as the end goal for the development would be a total of 160 acres not just the currently addressed development. If the developer doesn't provide the proper park space required by the Village the developer can then provide the Village \$1,500 per lot so that the Village would then be able to purchase ground to create park space. Terry Caddy stated that we need either \$1,500 per lot or an agreement in writing from the developer stating they would create park space if the entire section of land was developed. Ben Bleicher stated that they are prepared to possibly provide 10 acres of land within the development for park ground. Per Terry Caddy if they go the buyout option they would still have to supply a Neighborhood Park.

Barbara requested a dedicated sheet for sanitary, storm and water routing. Brad Marshall stated they can provide. Collector streets are stated to be 7" PCC Pavement and we require 8" PCC Pavement. Brad Marshall stated Olsson created confusion in street labeling as to be local streets rather than collector. They will correct this and all streets will be a local street. The street labeled as Parkview Rd going to the highway will be constructed as a wider road(36' - 3 lane). During phase one there won't be striping designating left and right turn lanes, but it would be built large enough for when the time of signalization is warranted it would be large

enough to accommodate this. Dobbins addressed that K Street should be a wider street and Brad Marshall stated that they have concerns of high speeds if that road is widened.

Randy Todd asked about sidewalks along K Street from J to Street to 4th Street. Brad Marshall stated they would provide sidewalk along K street on the north side. Typically whomever would purchase the commercial lot along K street they would provide sidewalks. Todd then stated there is a large concern getting pedestrians from the development across highway 34 to the Village.

Terry Caddy addressed J street being thicker concrete as it will be adjacent to the Commercial lots which would more than likely have commercial/construction vehicle traffic. Brad Marshall stated that they would look at these requirements at the time of an engineered plan further down the road for approval.

Barbara stated that she is considering Parkview Road from Highway 34 to J Street, 4th Street from Highway 34 to K Street, K Street to 5th Street, and J street behind the Commercial lots should all be deemed collector streets so that they are 8" PCC Pavement.

Barbara would like to see horizontal curve data and Brad Marshall stated it is provided on sheet 4. Barbara then stated that some are less than 200' and the Developer is requesting a waiver to be reduced to 150' for the reason of slowing traffic and keeping lot consistency on three curves.

Barbara didn't interpret the block length exhibit how she defines block length. Brad Marshall did state that they did interpret this incorrectly and Scott included the corrections. Developer is still requesting that block 5(K Street along west and south perimeter).

Barbara asked for cul-de-sac island waiver. Terry Caddy advised that we want the cul-de-sac island to be required for snow removal. Developer is removing this waiver request.

Barbara has moved onto the traffic study asking about the right turn lane at US 34 and 4th Street being warranted upon completion of phase 3. Brad Marshall stated there is a correction stating there is no required turn lane in the AM and only within one hour in the PM. They can provide additional information. The traffic engineer stated there are no improvements to be designated there.

Barbara asked if the intention for Parkview Road approach to have designated left and right lanes. Brad Marshall stated the recommendation is to not stripe it until there is signalization.

Barbara addressed that US 34 is not a 4 lane per table 1 and stated it is a two lane.

Barbara stated there are some discrepancies with the number of dwelling units. The engineer wrote a response that there is a discrepancy and they will provide corrected figures. Based on the right turn lane evaluation the right turn lane falls right on the threshold in the PM and is very short in the AM. They will follow up with a response. Barbara stated there was another

discrepancy on entering and exiting traffic with the estimate so she just wants to verify the results will remain the same with the updates.

Barbara addressed the drainage report stating there was some overlapping text in "E" and "F" and asked if the Multi-Event Tables were correct at the end of the report. These are included on page 97.

Maureen Caddy addressed she didn't realize until the meeting that there was a misunderstanding that they submitted the fee for zoning but didn't complete the zoning application. We didn't know that the Developer wanted to review approval of preliminary plat and zoning so we are strictly only going over the hearing of the preliminary plat. So, we won't make a recommendation on the zoning. DaNay Kalkowski stated they are requesting the annexation and change in zoning on the first phase along with the approval of preliminary plat. Terry Caddy stated that won't happen unless we delay. Kalkowski stated they want as much certainty as possible before purchasing the ground to ensure they have the approvals they need.

Maureen then addressed the Mixed use for 200' for (Mixed Use Corridor Overlays)MUC they need to be aware that they abide by the requirements. Maureen states we need to clarify some waivers in regards to why we don't have streets indicated for the future along the south boundary line, which is one of the longest blocks. Also, pedestrian connections need to be addressed and justified as to why there aren't any to the south. In addition per the Villages subdivision ordinance in order for waivers to be approved they need to review all three considerations for each waiver.

Maureen Caddy stated that the lot width issue the lot width for Single family attached is 45' for the minimum lot requirement as there is no side yard between the attached units.

Maureen addressed she didn't see setback lines on the plot for the highway setback of the commercial lots: didn't reflect 200' setback. Which we will require the addition of this per our subdivision guidelines. Brad Marshall stated they typically rely on zoning to designate this.

Maureen asked if they have talked to NDOR about the Hwy 34 corridor, as it was an issue when Dollar General was built. Brad Marshall stated they did talk with them but they haven't received a definitive solution. They stated they could follow the setback that Dollar General followed as well. Brad Marshall stated they will add the zoning setback and the DOT setback required. DaNay Kalkowski presented a letter they received in response to this.

Terry Caddy stated we are requesting a new plat map with updated waivers and get us 5 copies of the 3x3 per our requirements. These requirements are apart of the checklist.

Maureen Caddy wanted to ensure that they are aware of the screening requirement between residential and highway commercial. Brad Marshall clarified this is a requirement of the highway commercial to provide this screening. Brad Marshals interpretation is that they can

note this on the plat. Ben Bleicher stated that the buyer will sign as part of the contract who will provide the screening at the time of sale of the Commercial lot.

Maureen Caddy stated we would like a subdivision agreement turned in with a preliminary plat. DaNay Kalkowski will draft a skeleton copy.

Maureen stated on the preliminary plat cover sheet general noted as note 11 is what they were seeing the setback to apply to. One questionable item is a porch is part of the structure and they don't want that to fall within the setbacks. Brad Marshall stated they would remove the note(#11) to reduce confusion as Rick Hesterman will include this on the building permit.

Terry Caddy stated the developer to provide listing of square footage of the lots.

Terry Caddy asked about the billboard in the development. Ben Bleicher stated that he believes it is on a month-to-month lease so he is planning to remove it.

Terry Caddy asked if they have rural water figured out. DaNay Kalkowski stated they have a meeting about the buyout on October 13th.

Terry asked about having additional street requirements on the south of the development and an additional street on the west side of block 5 off of M Street which should take care of most of the developments block length requirements and allow the village to have snow storage.

Terry Caddy discussed waivers and determined an added waiver for radius. Terry Caddy asked if items have been provided to the NRD. Nick confirmed they've been provided and we don't have anything back from them.

Terry Caddy suggested connecting the current David Circle to Alex Lane to get rid of the cul-de-sac. There is a concern of safety due to congestion of vehicles not allowing fire trucks, the chipper truck, or snow removal access. Ben Bleicher agrees that he could possibly address this with adding designated parking spaces within the cul-de-sac.

Randy Todd addressed Parkview Rd and David Cir. need to change the names due to having multiple of the same street names. Ben Bleicher addressed that he hasn't come up with a subject that has enough attractive street names, but he will change what is currently there.

Randy Todd asked about community covenants. Ben Bleicher addressed he will have covenants to not allow boats, rv's, ect. in their driveways. This is still in the planning/finalization stages.

Terry Caddy asked for a copy of the water system map for clarification on fire hydrant and valve locations along with supply lines. He also stated we'd like to see 8" water supply lines around the perimeter to ensure we have proper water supply.

Brad Marshall responded to the cul-de-sac that the thought process is that when you add public parking which would be in public right of way and becomes public parking and the Villages responsibility. Also, the size of the lots in Lincoln for townhomes are designated at 35' which causes parking congestion. They will help provide a visualization of what street parking will look like based on the current layout.

Terry Caddy closed public hearing at 8:51pm.

Randy Todd asked if we are going to request an additional plat plan including an alternate plat with a through street rather than a cul-de-sac in case the Village votes against having a cul-de-sac. Terry Caddy stated that there isn't a legal issue with the cul-de-sac however we can vote against it. We will be having an additional meeting to approve the preliminary plat and zoning approval.

Seeing no further items of business the Planning Commission Meeting was adjourned at 9:02pm.

A recording of this meeting was made and is available at the Village of Eagle Office.