

## **BELLEVUE PLANNING COMMISSION - Meeting Cancelled**

Thursday, June 28, 2018 7:00 PM

Bellevue City Hall

1500 Wall Street

Bellevue, NE 68005

### 1. CALL TO ORDER:

a. Pledge of Allegiance

b. Roll Call

c. The Open Meetings Act location

d. Approve Minutes of May 24, 2018 Regular Meeting

e. Accept into the record all staff reports, attachments, memos, and handouts regarding each application.

### 2. CONSENT AGENDA/PUBLIC HEARINGS:

### 3. PUBLIC HEARINGS:

### 4. CURRENT BUSINESS

# MINUTE RECORD

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The Bellevue Planning Commission held a regular meeting on Thursday, May 24, 2018 at 7:05 p.m. in the Bellevue City Council Chambers. Upon roll call, present were Commissioners Perrin, Cain, Baumgartner, Jacobson, Ackley, Casey, and Smith. Absent were Ritz and Madden. Also present were Chris Shewchuk, Planning Director, and Tammi Palm, Land Use Planner.

Notice of this meeting was given in advance thereof by publication in the Bellevue Leader and posting in two public places, and was also given to the Chairperson and members prior to the meeting. These minutes were written and available for public inspection within ten days of the meeting.

Jacobson announced a copy of the Open Meetings Act was posted in the entry to the City Council Chambers.

Motion was made by Ackley, seconded by Casey, to approve the minutes of the February 22, 2018 regular meeting as presented. Upon roll call, all present voted yes. Motion carried unanimously.

Motion was made by Cain, seconded by Ackley, to accept into the record all staff reports, attachments, memos, and handouts regarding each application. Upon roll call, all present voted yes. Motion carried unanimously.

The following item was on the consent agenda:

Request to rezone Lot 33B1, Pleasant Hill or Martin's Subdivision, from RS-72 to RE for the purpose of a 30' x 40' garage addition. Applicant: Michael Belcastro. Location: 8006 South 25<sup>th</sup> Street. Case #: Z-1804-02.

There was no one present to speak in favor of, or in opposition to this request.

MOTION was made by Casey, seconded by Baumgartner, to recommend APPROVAL of a request to rezone Lot 33B1, Pleasant Hill or Martin's Subdivision, from RS-72 to RE for the purpose of a 30' x 40' garage addition. Applicant: Michael Belcastro. Location: 8006 South 25<sup>th</sup> Street. Case #: Z-1804-02. APPROVAL based upon lack of perceived negative impact upon the surrounding area. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to CITY COUNCIL for PUBLIC HEARING on June 25, 2018.

Jacobson explained the public hearing procedures.

PUBLIC HEARING was held on a request for a conditional use permit for Lot 1, Saint Matthew The Evangelist Church Addition, for the purpose of a religious assembly/church. Applicant: Saint Matthew. Location: 12330 South 36<sup>th</sup> Street. Case #: CUP-1804-02.

Douglas Dreessen, 10836 Old Mill Road, Omaha, Nebraska, was present on behalf of the applicant. He provided a brief summary of the proposed site plan. The site plan displays a majority of the parking to the south of the proposed church. There is a shared access drive with Chadwick Apartments, a 90-unit apartment complex to the south of the church. The site is balanced for grading, with no problems with storm water or utilities.

Shewchuk advised Mr. Dreessen provided an alternate site plan earlier in the week. He inquired which site plan was to be considered. Dreessen commented he is waiting for additional input. He mentioned he has not heard back from the civil engineer for Chadwick Apartments or his traffic engineer. He stated the difference between the two site plans is the shared access point. He mentioned he has concerns with a large number of people leaving the church and trying exit out of this one spot. He stated the proximity to 36<sup>th</sup> Street, with trying to make a left hand turn, appears to be tight. In addition, there is an 8% grade at this location of the property. Dreessen stated he is having a traffic engineer evaluate both options. He explained even though this is all on private property, he would prefer not to have his firm associated with a project which has a huge traffic issue. Dreessen requested conditional approval and flexibility to utilize either driveway configuration. He mentioned the conditional approval from the Planning Commission would keep the church on track with their construction timeline while providing him more time to evaluate the access point. He explained the applicant would prefer this option.

There was no one else present to speak in favor of, or in opposition to this request.

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Shewchuk displayed the second site plan submitted by Dreessen earlier in the week. He requested clarification if this site plan is the site plan on which the applicant is seeking approval on. Dreessen replied it is not. He explained it is the alternate site plan. This site plan shows 350 parking stalls, with four or five lanes, which empty onto a common drive, as opposed to everyone trying to leave on one drive. There is a secondary access to the north which goes around the north side of the existing church structures. He stated he has concerns with a lot of traffic trying to exit all at once onto the south road. Dreessen reiterated he also has concerns with the 8% grade near the southern access point. The alternate site plan allows for que up nearly all the way to the west property line.

Ackley questioned Dreessen if he is recommending the alternate site plan because the traffic can exit onto 36<sup>th</sup> Street more efficiently and stack farther to the west on the church's property. Dreessen replied that was correct. He mentioned there are a lot of proposed parking stalls and people familiar with the site will want to use the south access rather than weaving through the property to the north access. He advised this will back up traffic through the shared drive creating a traffic problem. Ackley inquired if the alternate plan provides more parking. Dreessen replied it does. He explained there would need to be adjustment with the southern landscaped islands, as the alternate plan currently shows these on Chadwick's property. He mentioned the church's original plan is to expand parking to the west.

Shewchuk advised staff cannot recommend approval to the alternate site plan with the islands and the required landscaping located on the property to the south. He explained it would need to be on the church's property. Dreessen replied that is not an issue. He stated the islands can be moved to the north and some parking stalls can be removed. He mentioned the church is considering leaving some parking on the west side of the property until a later time. Shewchuk requested clarification as to the location of the future parking. Dreessen advised there is an entire row of parking stalls to the west of the storm sewer shown on the plan. Shewchuk questioned if the alternate site plan was approved, where the last row of parking would be located. Dreessen explained the last set of islands would be cut in half. The entire bottom tier would be left off. He explained he was directed to do that from a storm sewer standpoint. He mentioned the details can be worked out. Shewchuk commented he understands it can be worked out. He explained since he is making the request for site plan approval with a conditional use permit, the Commissioners need to make sure they know what they are approving. Shewchuk explained to Dreessen he needs to understand what gets approved is what needs to be built. Dreessen commented he understood. He stated if the plan was approved with the parking lot islands on the church's property, and the apartments are fine with the shared drive, he does not see a problem with the alternate site plan. Dreessen mentioned the church is expecting approval on the original site plan submittal, which is the site plan with the one connection to the common driveway. Shewchuk commented he does not see a lot of difference in the plans. He stated there is the ability for vehicle to stack on either site plan.

Jacobson requested clarification as to the original site plan submitted by the church.

Ackley requested clarification as to the proposed grade near the southern access on the original site plan. Dreessen stated the layouts are similar. The proposed grade near the shared access on the first site plan is 8.5% and the second one is 8%.

Jacobson clarified there were no concerns listed in the packet regarding traffic. Shewchuk replied the driveway as originally presented was found acceptable.

Casey inquired if the access road between the church and apartments would be a right in/right out. Dreessen replied it will not; it will be a full access point. He explained to the north of that is a median island that will be in 36<sup>th</sup> Street. Turns will be able to be made in every direction at the shared access point. The connection will be two lanes out and one lane in. The two lanes will be a left turn and right turn only. Shewchuk explained the Chadwick Apartments' existing drive to the south is currently a full movement access. He stated this access will be changed to a right in/right out when the 36<sup>th</sup> Street widening is done. Shewchuk explained the church will also maintain their full access point at the north end of their property by the school. Casey questioned if the church is anticipating regular activities which will occur during the peak a.m. and p.m. traffic hours. Dreessen replied he did not have that information.

Ackley inquired if the school to the north would continue to use the northern access. Dreessen replied that was his understanding. Conversation ensued on this topic.

Jacobson commented it sounds like the parking lot and potential future expansion of the parking lot covers the church for the foreseeable future. He questioned Dreessen if he feels that statement is true. Dreessen stated his understanding from the church is the proposed parking and future parking will be

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adequate to meet their needs. Shewchuk commented they do not have a lot of room to expand. Dreessen agreed.

Jacobson questioned if the overall plan for the area includes trail connection. Shewchuk explained 36<sup>th</sup> Street will have a trail along it when it is widened. He mentioned the city owns property to the west of the church's property along the creek, and if that area develops a trail system may develop. Dreessen commented there is a trail proposed for the west side of 36<sup>th</sup> Street. He explained as part of the construction plans, the intersection will be designed to serve now as well as function efficiently when 36<sup>th</sup> Street is widened. It will include a ten foot wide trail that will have a 2% cross slope. It will make the access road even steeper. He mentioned it would be 8.5% to 8.8%.

Casey inquired about the seating capacity in the church. Shewchuk replied the parking requirement is one stall per four seats in the assembly area. There are 233 required parking stalls, which would be over 900 seats in the main area. The plan indicates there are 294 stalls.

Cain mentioned when Chadwick Apartments were proposed there were representatives present from both the church and apartments. Her recollection is neither party had concerns with traffic. She requested clarification if that was correct. Shewchuk commented he did not recall.

Ackley mentioned curb cuts along 36<sup>th</sup> Street have been limited, which is why the apartments have one access. He questioned if the easement for the shared access went all the way along the boundary line of the property, or if it was along the first 100 to 150 feet off of 36<sup>th</sup> Street. Dreessen replied it was the latter. He commented he did not know the exact dimension of the easement. Discussion followed on this topic.

Ackley questioned if there was enough green space shown on the site plan. Palm explained there needs to 19 square feet of landscaped area per parking stall. The plan which was originally submitted meets the requirements. The alternate site plan would need to be calculated to see if the requirement is met.

Baumgartner inquired if the drive that empties into 36<sup>th</sup> Street will have two lanes for those cars exiting. One lane for vehicles turning left, one lane for vehicles turning right, or single lane that goes into 36<sup>th</sup> Street. Dreessen replied it will be the former. He explained there will be one lane coming in on the north side, the middle lane will be left only, and the south lane will be right only.

Ackley questioned if the Commission approves the site plan and there are revisions later on would the revised site plan come back to the Commission for approval. Shewchuk explained if there are minor revisions it would not; however, if there were major changes it would need to come back to the Planning Commission. He advised if the Commission is okay with either of the site plans submitted tonight the motion should reflect that. Discussion followed.

MOTION was made by Ackley, seconded by Cain, to recommend APPROVAL of a request for a conditional use permit for Lot 1, Saint Matthew The Evangelist Church Addition, for the purpose of a religious assembly/church. Applicant: Saint Matthew. Location: 12330 South 36<sup>th</sup> Street. Case #: CUP-1804-02. APPROVAL of the site plan as proposed in the package, or in the alternative, a site plan which changes the approach to 36<sup>th</sup> Street to allow more stacking, leaving that to discretion of staff. APPROVAL based upon the site plan meets the criteria for a conditional use permit, fulfills the requirements of the zoning ordinance, and lack of perceived negative impact to the surrounding area. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to CITY COUNCIL for PUBLIC HEARING on June 25, 2018.

Meeting adjourned at 7:58 p.m.



Shirley R. Harbin  
Planning Assistant