



NOTICE OF REGULAR MEETING ASHLAND PLANNING COMMISSION

March 25, 2021

NOTICE IS HEREBY GIVEN that a regular Meeting of the Ashland Planning Commission will be held at 7:00 P.M. on Thursday, March 25, 2021 at Ashland Community Resource Center, 1324 Silver Street, Ashland, NE.

AGENDA

1. Roll Call _____time

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher_____,
Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

2. Notification to the public that the Open Meetings Act is posted.

3. Approval of February 25, 2021 minutes. _____time

Motion _____, Second _____

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher_____,
Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

4. Public Hearing for Preliminary Plat Permit 21-023 Icehouse Ridge Development outside the corporate limits of the City of Ashland NE. _____time

Discussion:

Close Public Hearing Motion _____, Second _____

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher_____,
Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

5. Consider Preliminary Plat Permit 21-023. _____time

Language:

Motion _____, Second _____

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher_____,
Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

6. Public Hearing Application 21-014 Proposed Ordinance 1194 for Minor Subdivision located outside the City Limits of Ashland at Southeast Quarter of Sec 35-13-9, Saunders County NE. _____time

Discussion:

Close Public Hearing Motion _____, Second _____

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher _____,

Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

7. Consider Application 21-014 Proposed Ordinance 1194. _____time

Language:

Motion _____, Second _____

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher _____,

Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

8. Public Hearing for Proposed Ordinance 1191 to modify in part Sec 5.06 Subsection E, Sec 5.07 Subsection E, Sec 5.08 Subsection E and Sec 5.09 Subsection E in the Zoning Ordinance of the City of Ashland NE. _____time

Discussion:

Close Public Hearing Motion _____, Second _____

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher _____,

Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

9. Consider Ordinance 1191. _____time

Language:

Motion _____, Second _____

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher _____,

Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

10. Public Hearing Application 21-015 Proposed Ordinance 1193 to modify in part Section 8.02 Storage or Parking of vehicles, boats, campers and trailers in the Zoning Ordinance of the City of Ashland NE. _____time

Discussion:

Close Public Hearing Motion _____, Second _____

Susan Cerny _____, Dan Chudomelka _____, Bob Crisler _____, Ron Pletcher _____,

Doug Whitehead _____, Jamie Wilson _____, Janece Mollhoff _____, (Jerry Lofberg _____)

11. Consider Ordinance 1193. _____time

Language:

Motion _____, *Second* _____

Susan Cerny _____, *Dan Chudomelka* _____, *Bob Crisler* _____, *Ron Pletcher* _____,

Doug Whitehead _____, *Jamie Wilson* _____, *Janece Mollhoff* _____, (*Jerry Lofberg* _____)

12. Review Administrators Report.

February Financial Spreadsheet.

13. Public Comment: Public comments may be heard from individuals present. Public comment is limited to five minutes per individual. No action will be taken on these topics as no comments will be made by the Commission.

14. Election of New Planning Commission Offices.

Nominee for Chair _____

Motion _____, *Second* _____

Susan Cerny _____, *Dan Chudomelka* _____, *Bob Crisler* _____, *Ron Pletcher* _____,

Doug Whitehead _____, *Jamie Wilson* _____, *Janece Mollhoff* _____, (*Jerry Lofberg* _____)

Nominee for Vice Chair _____

Motion _____, *Second* _____

Susan Cerny _____, *Dan Chudomelka* _____, *Bob Crisler* _____, *Ron Pletcher* _____,

Doug Whitehead _____, *Jamie Wilson* _____, *Janece Mollhoff* _____, (*Jerry Lofberg* _____)

15. Adjourn _____time

Motion _____, *Second* _____

Susan Cerny _____, *Dan Chudomelka* _____, *Bob Crisler* _____, *Ron Pletcher* _____,

Doug Whitehead _____, *Jamie Wilson* _____, *Janece Mollhoff* _____, (*Jerry Lofberg* _____)



**ASHLAND PLANNING COMMISSION
REGULAR MEETING
February 25, 2021**

A regular meeting of the Ashland Planning Commission was held on the 25th day of February, 2021 at 7:00 p.m. at the Ashland Community Resource Center, 1324 Silver Street, Ashland NE.

Members Present: Susan Cerny, Dan Chudomelka, Janece Mollhoff, Doug Whitehead, Bob Crisler and Jamie Wilson

Staff Present: Bill Krejci

Others Present: Dave Lutton, Kyle Crouch, JEO, DLR, Richard Pointer, Linda Rosenbaum, Sue Brauckmuller, Tammy Williams, Josh Williams, Amber Westling, Lorene Fangman, Mary Eggeling

Notice of the public hearings was published in the Ashland Gazette on February 11, 2021. Notice of the meeting was published in the Ashland Gazette on February 18, 2021. All proceedings hereafter shown were taken while the convened meeting was open to the public.

Cerny called the meeting to order at 7:00 p.m. Roll call was taken and a quorum was declared. Cerny noted that the Open Meetings Act posted on the South wall of the meeting room.

Motion by Chudomelka, seconded by Mollhoff, to approve the minutes of the January 28, 2021 meeting at 7:02 p.m.

Discussion: None. Roll Call: Ayes: All Present

Cerny opened a Public Hearing for Proposed Ordinance 1192 to Vacate Dale Street (570') between 6th & 4th Street of the City of Ashland at 7:04 pm.

Cerny asked if anyone was here to discuss it, hearing no one Krejci shared that application was made by the property owners because due to the terrain the City would not be able to put in a road that would meet the current standards. Krejci explained the situation with the Lincoln water works line that currently have easements thru the properties and that he is working with them to get the easements with the City in order. Cerny asked how long ago these easements were done, Krejci stated it had been a long time ago. Mollhoff asked the location of the Lincoln water line.

Cerny asked for a motion to close public hearing for Proposed Ordinance 1192, motion to close made by Chudomelka, seconded by Mollhoff to close public hearing.

Roll Call: Ayes: All Present

Cerny asked for a motion to consider Proposed Ordinance 1192, a motion was made by Crisler seconded by Chudomelka to approve has written at 7:06 p.m.

Discussion: None. Roll Call: Ayes: All Present

Cerny opened a Public Hearing for Proposed Ordinance 1191 to Modify in part Sec 5.06 Subsection E, Sec 5.07 Section E, Sec 5.08 subsection E and Sec 5.09 subsection E in Zoning Ordinance of the City of Ashland at 7:07 pm.

Krejci explained that the City currently does not specify the maximum lot size and that JEO recommended that City look at capping the lot sizes for new subdivisions. Krejci explained the proposed lot size caps. Mollhoff asked where this would apply, Krejci responded that it would cover everything in our one-mile jurisdiction. Whitehead asked if conflicts with any of the proposed developments, discussion ensued about lot sizes with in the different districts and how it would affect the proposed developments and properties within the City jurisdiction. Whitehead suggested that more research needs to be done to eliminate possible conflicts.

Cerny asked if there were any further questions and asked for a motion close public hearing for Proposed Ordinance 1191, a motion to close made by Mollhoff, seconded by Crisler to close public hearing.

Roll Call: Ayes: All Present

Cerny asked for a motion to consider Proposed Ordinance 1191, a motion was made by Crisler to NOT ACT on Ordinance 1191 and that City Planners take a second look at the maximums to ensure that they fit current uses, motion seconded by Mollhoff at 7:28 pm.

Roll Call: Ayes: All Present

Cerny opened a Public Hearing for Application 21-014 for Proposed Ordinance 1194 for a Minor Subdivision located outside the City Limits of Ashland at Southeast Quarter of Sec 35-13-9, Saunders County NE at 7:42 pm.

Cerny asked who was here to speak about this and Krejci displayed the maps. Kyle Crouch, Justin Insinger with JEO and Scott Gatewood with DLR Group representing the school district announced they were available to answer questions. Whitehead asked if how this development abuts to the other proposed development, and if the projects are being looked at together to coordinate roadways and drainage, Crouch stated that they are currently in the process of communicating with the other development. Dave Luton, the other developer, spoke saying there has not been communication between them on anything and asked why this was being discussed tonight. Luton asked that if they send this on to the City Council that it requires them to coordinate with the other developments going forward. Discussion ensued between the parties involved and the commission about the elevation and the roads.

Cerny asked for a motion to close public hearing for Proposed Ordinance 1194, motion to close made by Crisler, seconded by Mollhoff to close public hearing.

Roll Call: Ayes: All Present

Cerny asked for a motion to table Proposed Ordinance 1194, a motion was made by Crisler to take NO ACTION on application 21-014 seconded by Chudomelka at 7:37 p.m.

Roll Call: Ayes: All Present

Cerny opened a Public Hearing for Application 21-015 for Proposed Ordinance 1193 to modify in part Section 8:02 Storage or Parking of vehicles, boats, campers and trailer in the Zoning Ordinance of the City of Ashland NE. at 7:38 pm.

Whitehead suggested that Krejci explain why this was being talked about. Krejci explained the history of the Ordinance and that the current Ordinance has been in existence since 2016. Krejci stated that the City was looking to strictly enforce this section. The City Council has asked the Commission to look more closely at the Ordinance and get public input to see if modifications are needed. Krejci read the Section being reviewed to the Commission and Guests. Whitehead asked if this is currently enforced with the City Krejci said yes. Krejci said this is an opportunity for the Public to make suggestions to the Commission which in turn would make a recommendation to the City Council. Mollhoff stated she was on the Council when the existing ordinance was adopted and it was discussed in length and wondered why the council wanted it reviewed again. Krejci stated he has been tasked with enforcing it and the council wanted it reviewed before he sent out letters to properties affected by this. Krejci continued to read the existing ordinance. Cerny asked people to identify themselves and sign in. Richard Pointer asked about parking on an empty lot and how it would affect him. Sue Brauckmuller asked about the aggregate surface and what examples of that are. Krejci showed a list of acceptable items. Tammy Williams spoke about their business property that this City recently had them clean up. Ms. Williams stated that everyone needs to be held to the same standards across the City. Discussion ensued about nuisance properties and other non-compliant properties. Amber Westling asked for clarification on lots and parcels and how this affects her property. Lorene Fangman asked how this affects her being newly annexed, Krejci explained her property was zoned TA and would not currently be affected by this. Ron Styskal stated that this needs to be enforced fairly. Cerny had Krejci present examples of properties that are out of compliance to show the commission and those in attendance. Cerny stated the intent is to apply this equally to everyone. Discussion ensued about properties around town. Rosenbaum asked about building and garages for storage, Krejci explained some of the rules for those. Whitehead asked to group to put in writing their concerns for the City Council like he plans on doing. Mary Eggeling asked how to get a copy of the Ordinance, Krejci stated he had his business cards on the table for people to take so they could email him, he would then send them the section to review so they could email back their concerns. Cerny asked if there was any one else to speak, hearing none asked for a motion to close the public hearing.

A motion to close public hearing for Proposed Ordinance 1193, motion to close made by Crisler, seconded by Chudomelka to close public hearing.

Roll Call: Ayes: All Present

Cerny asked if there was any further discussion on this from the Commission. Discussion about the need for more information ensued. A motion by Wilson to table was made to evaluate and get more public input on Proposed Ordinance 1193 and seconded by Crisler at 8:46 p.m.

Roll Call: Ayes: All Present

Administrative report was reviewed at 7:43 pm. Krejci said considering the weather in January he still issued a couple house permits and a permit some solar panels, Krejci stated he had a couple other properties looking at solar.

Meeting was opened for Public comments limiting time to 5 minutes with no responses from the commission.

Westling asked how and where notice of the next public meeting will be made. Cerny gave locations where meeting notices are posted and when monthly Council and Commission meetings are regularly held. Krejci said this Section will be on next month's meeting and that he is hoping to get public comments prior to the meeting. Styskal stated that enforcing this right now will add to people's hardships due to Covid. Rosenbaum thanked the Commission for listening to the public comments.

Cerny asked for a motion to adjourn, a motion by Wilson, seconded by Mollhoff to adjourn meeting.

Discussion: None.

Roll Call:

Ayes: All Present

Meeting adjourned at 7:52 pm.

Respectfully Submitted,



Bill Krejci

ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

OWNER:
STARNIS BROS. INC.
C/O JOHN STARNIS
556 COUNTY ROAD B
ASHLAND, NE 68003

ENGINEER:
DANIEL J. ROSENTHAL
REGA ENGINEERING GROUP, INC.
601 OLD CHENEY ROAD, SUITE "A"
LINCOLN, NE 68512 (402)484-7342

DEVELOPER:
ICEHOUSE RIDGE, LLC
C/O DAVID N. LUTTON
1442 SILVER STREET
ASHLAND, NE 68003 (402) 944-3383

SURVEYOR:
LYLE L. LOTH
REGA ENGINEERING GROUP, INC.
601 OLD CHENEY ROAD, SUITE "A"
LINCOLN, NE 68512 (402)484-7342

NO.	REVISIONS		
	DESCRIPTION	DATE	BY

PROJECT
201268

REGA
ENGINEERING
GROUP, INC.

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING

LEGAL DESCRIPTION:

A part of the Southwest Quarter of Section 35, Township 13 North, Range 9 East of the 6th P.M., Saunders County, Nebraska, more particularly described as follows:

BEGINNING at the South Quarter Corner of said Section 35; Thence on the south line of the Southwest Quarter of said Section 35, S87°39'45"W, a distance of 1521.02 feet;

Thence on the west line of former railroad right-of-way, N33°20'02"W, a distance of 1542.56 feet;

Thence N87°50'27"E, a distance of 58.44 feet to a point on the centerline of former railroad right-of-way;

Thence on the centerline of former railroad right-of-way, N33°20'02"W, a distance of 769.47 feet to a point on the west line of the Southwest Quarter of said Section 35;

Thence on the west line of the Southwest Quarter of Section 35, N02°37'14"W, a distance of 661.27 feet to the West Quarter Corner of said Section 35;

Thence on the north line of the Southwest Quarter of Section 35, N87°31'27"E, a distance of 2650.19 feet to the Center of said Section 35;

Thence on the east line of the Southwest Quarter of Section 35, S02°29'35"E, a distance of 1322.28 feet;

Thence continuing on the east line of the Southwest Quarter of Section 35, S02°27'17"E, a distance of 1327.08 feet to the POINT OF BEGINNING, containing a calculated area of 5,911,668.55 square feet or 135.71 acres.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THIS BOUNDARY SURVEY WAS MADE UNDER MY SUPERVISION AND THAT I AM A LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA.

LEGEND

---	BOUNDARY OF USE PERMIT
---	PROPOSED LOT LINE
---	SETBACK/BUILDING ENVELOPE
---	EASEMENT
---	CENTERLINE
---	SECTION LINE
---	ADJACENT PROPERTY LINE
---	EXISTING PAVEMENT
---	PROPOSED PAVEMENT
S	EXISTING SANITARY SEWER
S	PROPOSED SANITARY SEWER
W	EXISTING WATER LINE
W	PROPOSED WATER LINE
---	EXISTING STORM SEWER
---	PROPOSED STORM SEWER
G	EXISTING GAS LINE
OHE	EXISTING OVERHEAD POWER LINES
---	DRAINAGE BASIN
---	DRAINAGE PATTERN
●	CORNER FOUND (AS NOTED)
○	CORNER SET (3/4" X 24" BAR W/ CAP)
⊙	SECTION CORNER

GENERAL NOTES

- THIS PLANNED UNIT DEVELOPMENT (P.U.D.) CONTAINS 135.71 ACRES.
- THE P.U.D. SHOWS 24 TOWNHOME LOTS, 178 SINGLE FAMILY LOTS, 1 AG USE LOT RESERVED FOR 7 FUTURE SINGLE FAMILY LOTS, 200,000 SQUARE FEET OF OFFICE/COMMERCIAL FLOOR AREAS IN BLOCKS 1, 2 & LOT 1, BLOCK 3 AND 9 OUTLOTS (2 OUTLOTS FOR DRAINAGE, 3 OUTLOTS FOR PEDESTRIAN WALKS, 1 OUTLOT FOR OVERHEAD ELECTRIC, 2 OUTLOT FOR SANITARY & STORM SEWER, AND 1 OUTLOT FOR FUTURE DEVELOPMENT BY SCHOOL DISTRICT.)
- THE R-3 ZONING REGULATIONS APPLY THROUGHOUT THIS P.U.D. WITH THE FOLLOWING EXCEPTIONS:
A. PER THE APPROVED WAIVERS AS LISTED IN THE "WAIVERS" TABLE.
B. ALL REGULATIONS OF THE B-1 ZONING DISTRICT APPLY TO BLOCKS 1, 2 AND LOT 1, BLOCK 3.
- THE OWNER/DEVELOPER RESERVES THE RIGHT TO BUILD ANYWHERE WITHIN THE SETBACKS AS PER THE ZONING DISTRICT OR AS MODIFIED BY WAIVERS.
- STREET PAVEMENT WIDTH FOR BLUE JAY WAY SHALL BE THIRTY-TWO (32) FEET WIDE AND PAVEMENT THICKNESS SHALL BE EIGHT (8) INCHES THICK.
- STREET PAVEMENT WIDTH FOR ALL PUBLIC STREETS, NOT INCLUDING BLUE JAY WAY, SHALL BE TWENTY-SEVEN (27) FEET WIDE AND PAVEMENT THICKNESS SHALL BE SEVEN (7) INCHES THICK.
- ALL PUBLIC STREET PAVEMENT CORNER RADII AT INTERSECTIONS SHALL BE TWENTY (20) FEET, EXCEPT AT FURNAS STREET WHICH SHALL BE THIRTY (30) FEET RADII.
- ALL CURVILINEAR DIMENSIONS ARE CHORD LENGTHS.
- TOPOGRAPHIC GRADING CONTOURS ARE BASED ON NAVD 1988.
- LOT LINES ARE CONCEPTUAL AND MAY VARY AT THE TIME OF FINAL PLAT.
- ALL OUTLOTS SHALL BE MAINTAINED BY AN ASSOCIATION OF HOMEOWNERS.
- SIDEWALKS SHALL BE LOCATED ON BOTH SIDES OF PUBLIC STREETS AT ONE (1) FOOT FROM THE PROPERTY LINE WITHIN THE RIGHT-OF-WAY. SIDEWALKS SHALL BE A MINIMUM OF FOUR (4) INCHES THICK CONCRETE AND CONSTRUCTED AS PER ARTICLE 4, SECTION 4.21 OF THE ASHLAND SUBDIVISION REGULATIONS. SIDEWALKS WITHIN AND ADJACENT TO RESIDENTIAL LOTS SHALL BE FOUR (4) FEET WIDE AND SIDEWALKS ADJACENT TO COMMERCIAL LOTS SHALL BE EIGHT (8) FEET WIDE.
- SANITARY SEWER AND WATER LINES TO BE 8" AND 6" PIPE RESPECTIVELY UNLESS SHOWN OTHERWISE AND TO BE BUILT AS PER ASHLAND DESIGN STANDARDS.
- ALL OPEN SPACE AND DETENTION AREAS MAINTENANCE IS THE RESPONSIBILITY OF THE DEVELOPERS AND/OR FUTURE HOMEOWNERS ASSOCIATION.

DENSITY:

Total Project Area 5,911,668.55 s.f.
Street Right-of-way 1,039,217.65 s.f.
Outlots 1,367,454.64 s.f.
3,504,996.26 s.f. of Lot Area

R-3 Zoning Single Family = 7,000 s.f. per Lot
Area = 2,681,985.95 s.f. / 7,000 = 383.14 Lots allowed
178 Lots shown
(7 Future Lots)

R-3 Zoning Townhomes = 4,000 s.f. per Lot
Area = 1,353,373.87 s.f. / 4,000 = 338.34 Lots allowed
24 Lots shown

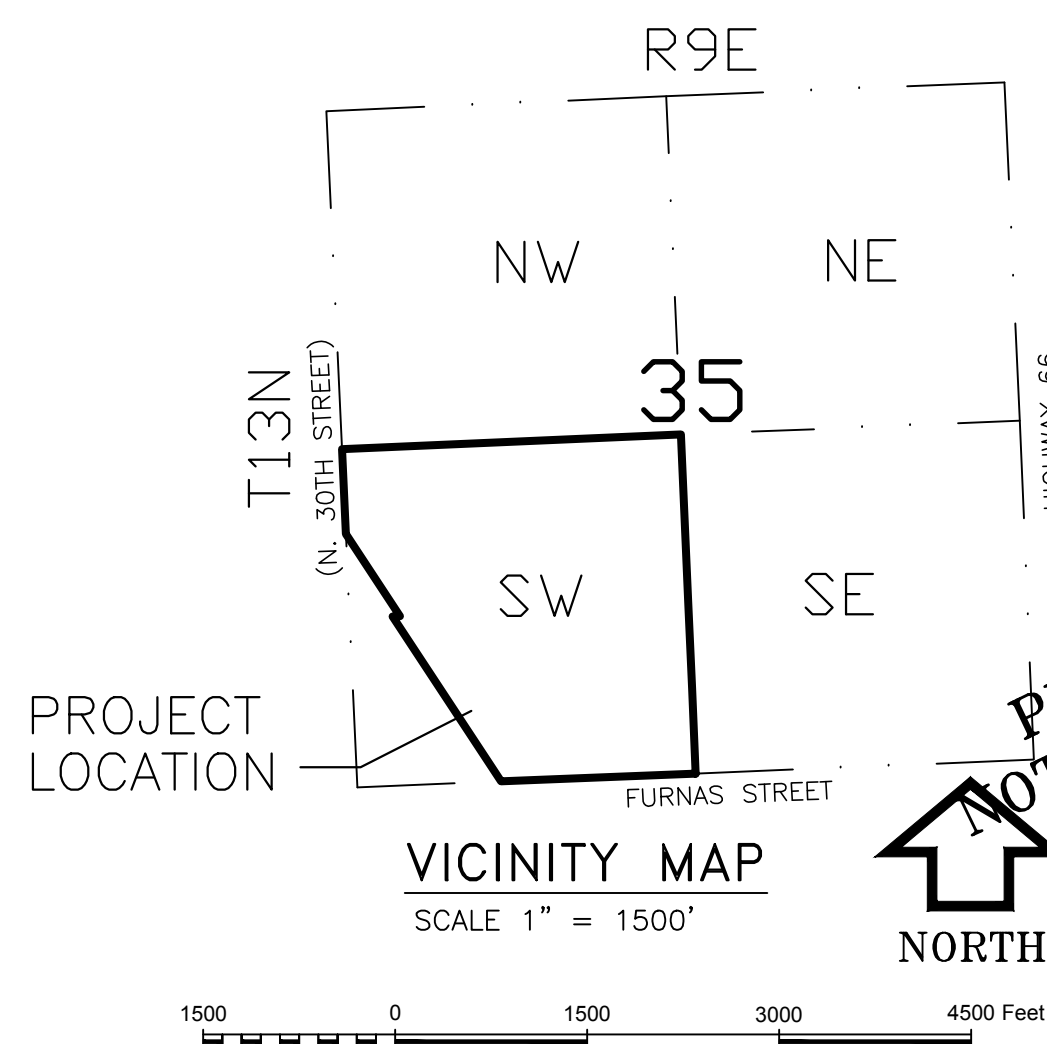
Office/Commercial Area (B-1 Zoning) = 3,500 s.f. per Lot
Area = 687,636.44 s.f. / 3,500 = 196.47 Lots allowed
3 Lots shown
(200,000 s.f. floor area)

CURVE DATA:

A	R = 300.00' Δ = 26°37'58" T = 71.01' L = 139.45' CH = 138.20' CHRG = N62°50'36"W	B	R = 300.00' Δ = 31°00'42" T = 83.23' L = 162.38' CH = 160.40' CHRG = N17°50'36"W
C	R = 300.00' Δ = 26°37'58" T = 71.01' L = 139.45' CH = 138.20' CHRG = N15°39'14"W	D	R = 600.00' Δ = 21°22'10" T = 71.01' L = 223.78' CH = 222.49' CHRG = S71°42'52"W
E	R = 300.00' Δ = 26°37'58" T = 71.01' L = 139.45' CH = 138.20' CHRG = N15°39'14"W	F	R = 200.00' Δ = 31°00'42" T = 55.49' L = 108.25' CH = 106.93' CHRG = S72°09'24"W
G	R = 300.00' Δ = 26°37'58" T = 71.01' L = 139.45' CH = 138.20' CHRG = N15°39'14"W	H	R = 300.00' Δ = 26°37'58" T = 71.01' L = 139.45' CH = 138.20' CHRG = N15°39'14"W
I	NOT USED	J	R = 300.00' Δ = 32°32'38" T = 87.57' L = 170.40' CH = 168.12' CHRG = S71°23'36"W
K	R = 200.00' Δ = 75°03'21" T = 153.62' L = 262.00' CH = 243.66' CHRG = N35°11'26"E	L	R = 400.00' Δ = 75°12'42" T = 308.11' L = 525.08' CH = 488.18' CHRG = N35°06'46"E
M	R = 300.00' Δ = 32°32'38" T = 87.57' L = 170.40' CH = 168.12' CHRG = N18°36'34"W	N	R = 600.00' Δ = 26°37'58" T = 142.02' L = 278.90' CH = 276.40' CHRG = N15°39'14"W
O	R = 300.00' Δ = 15°36'45" T = 165.21' L = 81.75' CH = 85.49' CHRG = S79°42'02"W	P	R = 300.00' Δ = 31°11'58" T = 83.76' L = 163.36' CH = 161.35' CHRG = N76°53'14"W
Q	R = 300.00' Δ = 57°40'59" T = 165.21' L = 302.03' CH = 289.43' CHRG = S89°52'16"W		

SHEET INDEX

SITE PLAN	1
UTILITY/PHASING PLAN	2
PRE-DRAINAGE PLAN	3
POST-DRAINAGE PLAN	4
GRADING PLAN	5
STREET PLAN/PROFILES	6
STREET PLAN/PROFILES	7
STREET PLAN/PROFILES	8
EROSION CONTROL PLAN	9
EROSION CONTROL PLAN	10
EROSION CONTROL PLAN	11



DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

SHEET NO.
1 of 11

ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

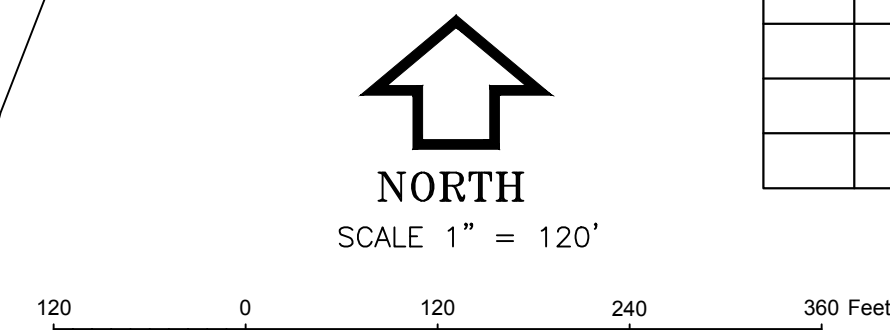
NO.	REVISIONS		
	DESCRIPTION	DATE	BY

PROJECT
201268

REGA
ENGINEERING
GROUP, INC.

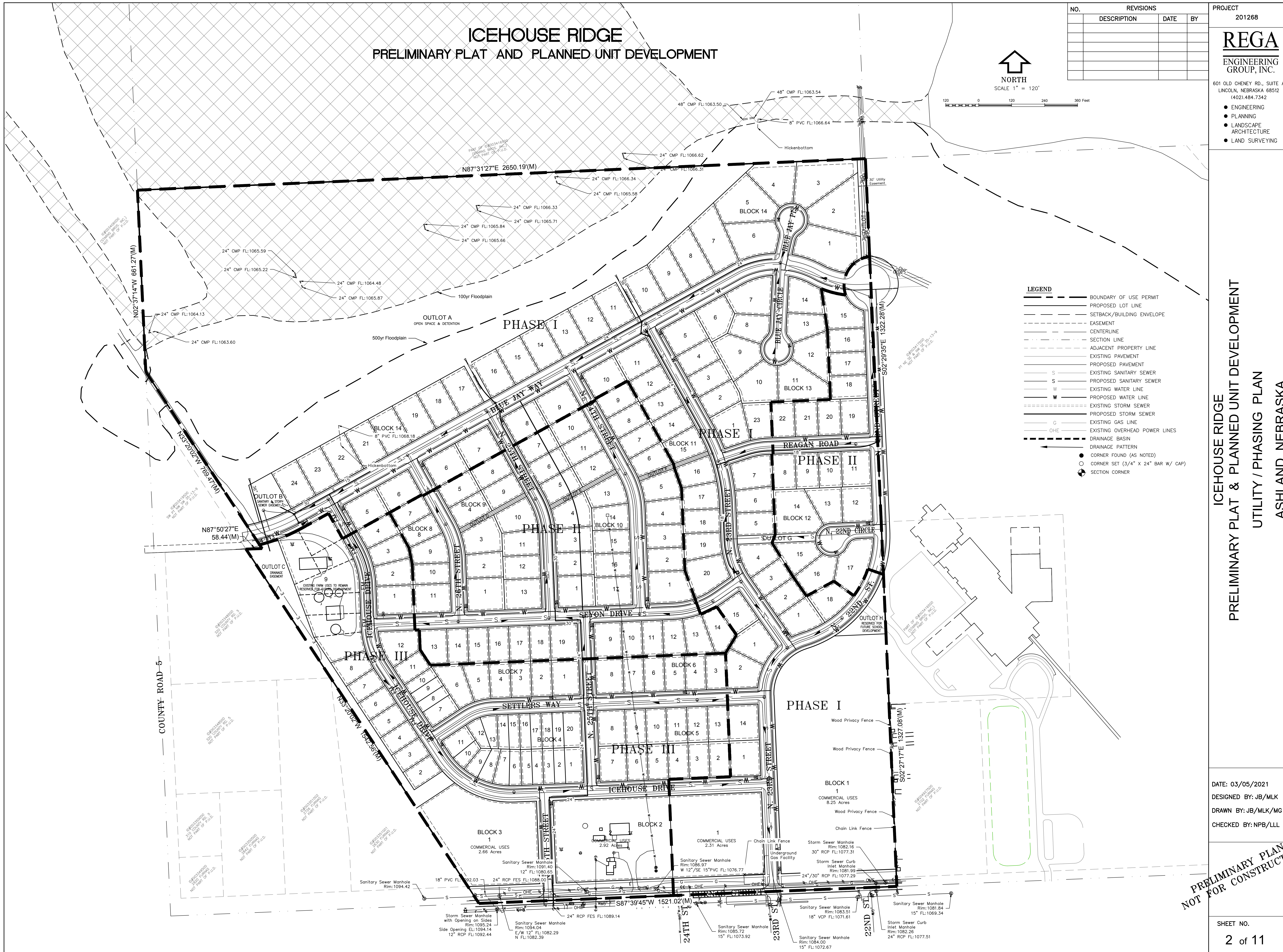
601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING



LEGEND

- BOUNDARY OF USE PERMIT
- PROPOSED LOT LINE
- SETBACK/BUILDING ENVELOPE
- EASEMENT
- CENTERLINE
- SECTION LINE
- ADJACENT PROPERTY LINE
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING GAS LINE
- EXISTING OVERHEAD POWER LINES
- DRAINAGE BASIN
- DRAINAGE PATTERN
- CORNER FOUND (AS NOTED)
- CORNER SET (3/4" X 24" BAR W/ CAP)
- SECTION CORNER



ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
UTILITY / PHASING PLAN
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

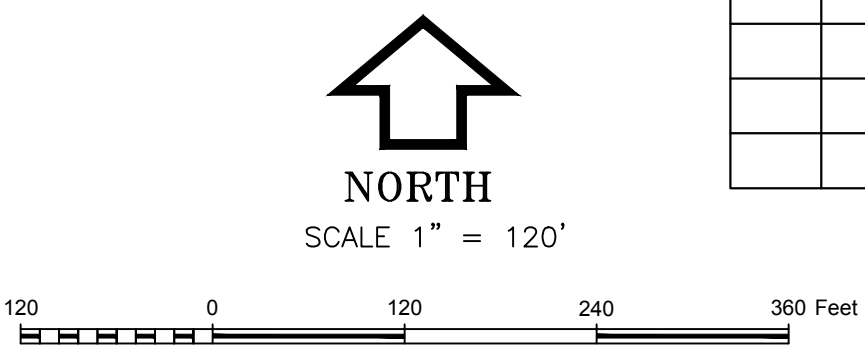
NO.	REVISIONS		
	DESCRIPTION	DATE	BY

PROJECT
201268

REGA
ENGINEERING
GROUP, INC.

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING



- LEGEND**
- BOUNDARY OF USE PERMIT
 - PROPOSED LOT LINE
 - SETBACK/BUILDING ENVELOPE
 - EASEMENT
 - CENTERLINE
 - SECTION LINE
 - ADJACENT PROPERTY LINE
 - EXISTING PAVEMENT
 - PROPOSED PAVEMENT
 - S EXISTING SANITARY SEWER
 - S PROPOSED SANITARY SEWER
 - W EXISTING WATER LINE
 - W PROPOSED WATER LINE
 - EXISTING STORM SEWER
 - PROPOSED STORM SEWER
 - G EXISTING GAS LINE
 - OHE EXISTING OVERHEAD POWER LINES
 - DRAINAGE BASIN
 - DRAINAGE PATTERN
 - CORNER FOUND (AS NOTED)
 - CORNER SET (3/4" X 24" BAR W/ CAP)
 - SECTION CORNER



ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
PRE-DEVELOPMENT PLAN
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

ICEHOUSE RIDGE

PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

[illegible]

PROJECT

201268

REGA

**ENGINEERING
GROUP, INC.**

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE
ARCHITECTURE
- LAND SURVEYING

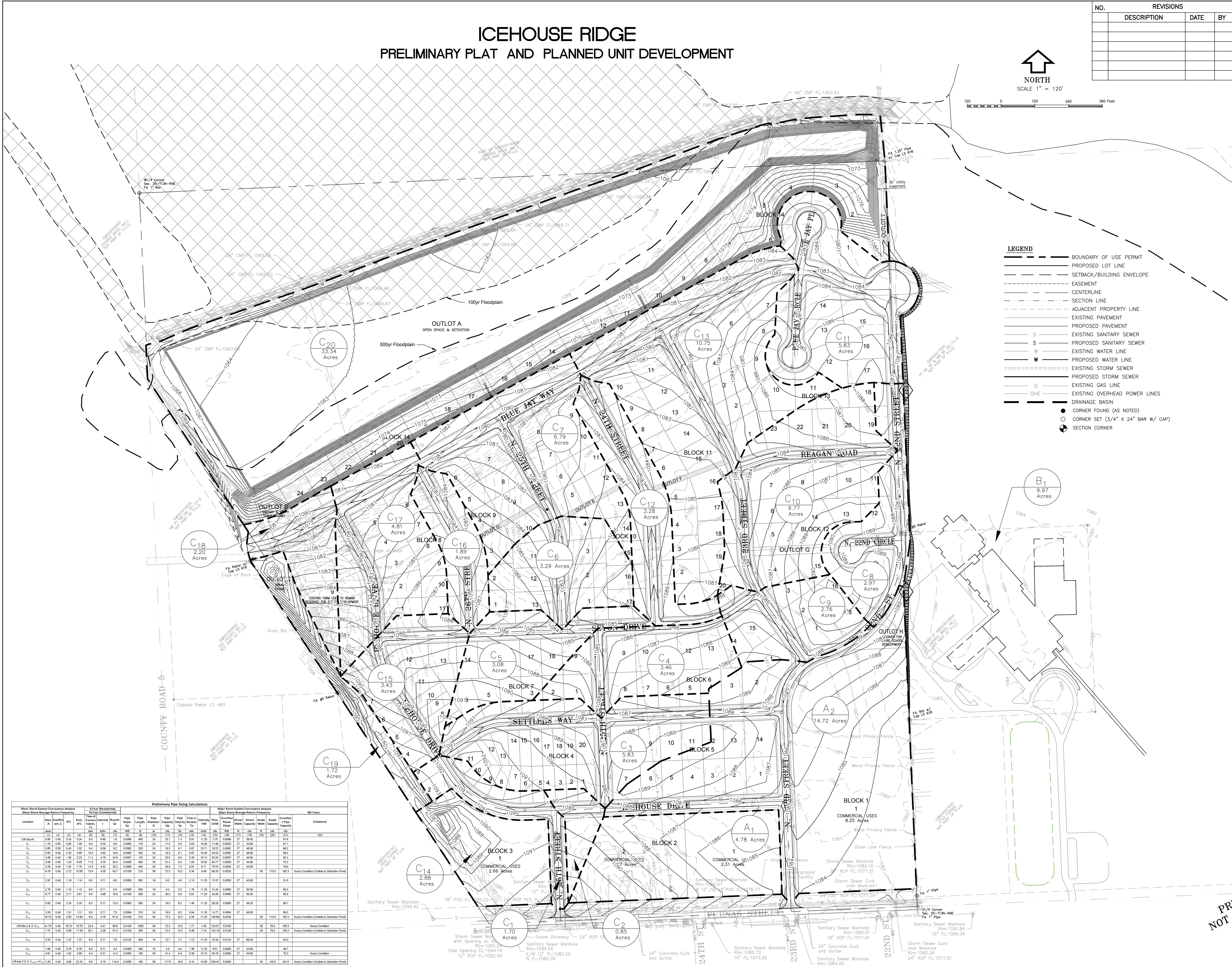
ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
POST-DEVELOPMENT PLAN
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

SHEET NO.

4 of 11



ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

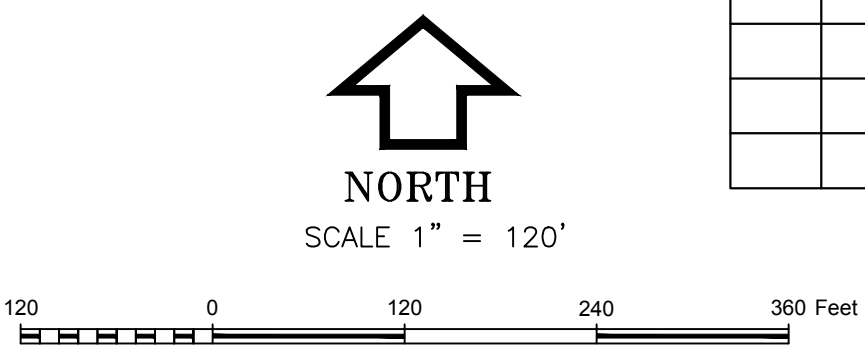
NO.	REVISIONS		
	DESCRIPTION	DATE	BY

PROJECT
201268

REGA
ENGINEERING
GROUP, INC.

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING



- LEGEND**
- BOUNDARY OF USE PERMIT
 - PROPOSED LOT LINE
 - SETBACK/BUILDING ENVELOPE
 - EASEMENT
 - CENTERLINE
 - SECTION LINE
 - ADJACENT PROPERTY LINE
 - EXISTING PAVEMENT
 - PROPOSED PAVEMENT
 - EXISTING SANITARY SEWER
 - PROPOSED SANITARY SEWER
 - EXISTING WATER LINE
 - PROPOSED WATER LINE
 - EXISTING STORM SEWER
 - PROPOSED STORM SEWER
 - EXISTING GAS LINE
 - EXISTING OVERHEAD POWER LINES
 - DRAINAGE BASIN
 - DRAINAGE PATTERN
 - CORNER FOUND (AS NOTED)
 - CORNER SET (3/4" X 24" BAR W/ CAP)
 - SECTION CORNER

MINIMUM OPENING ELEVATIONS

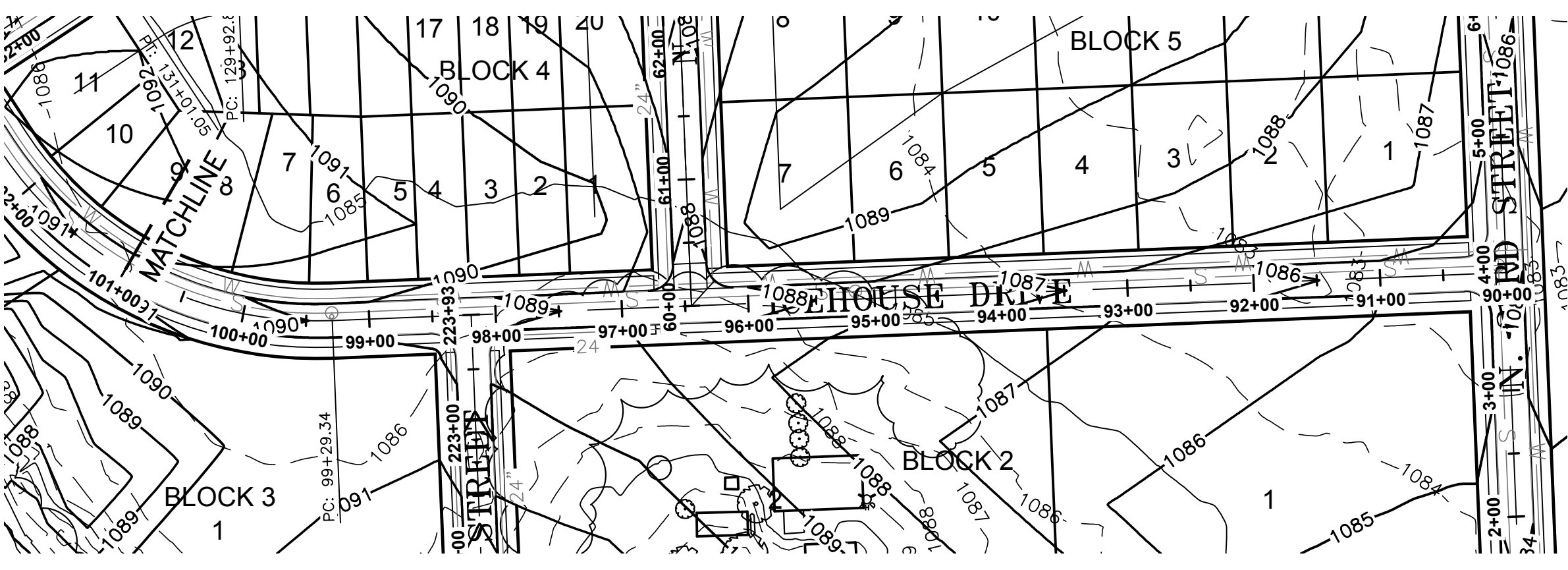
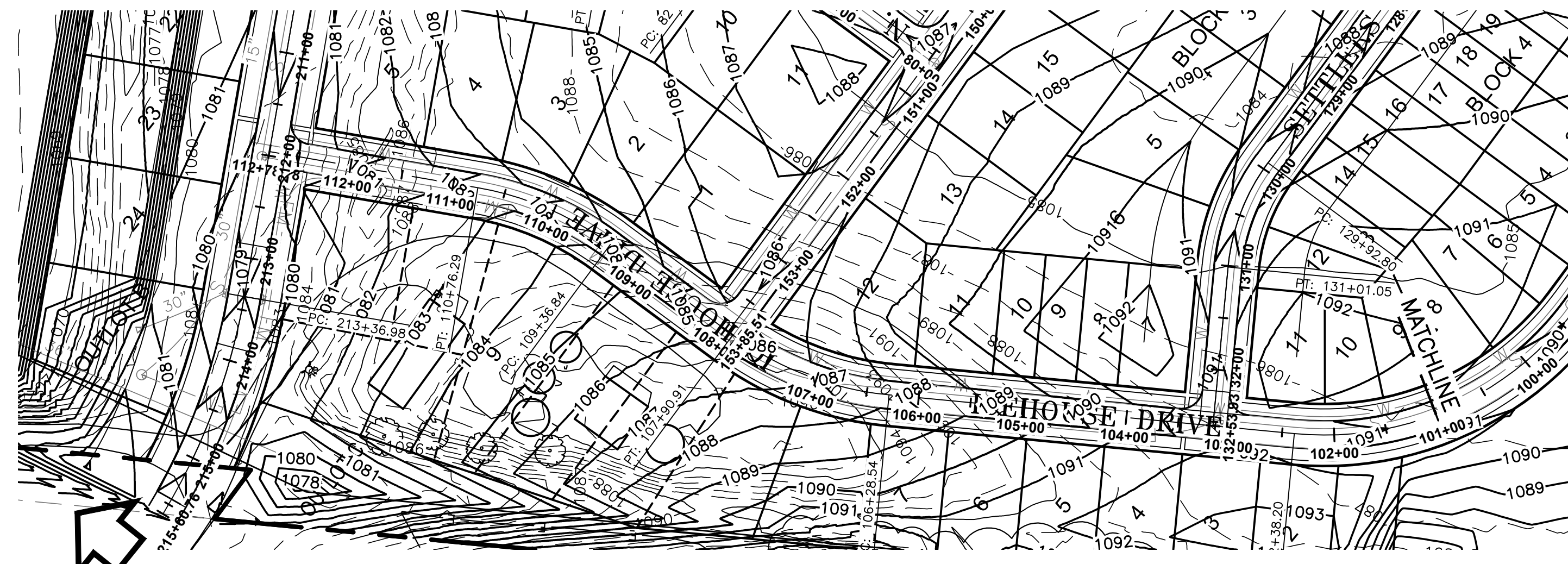
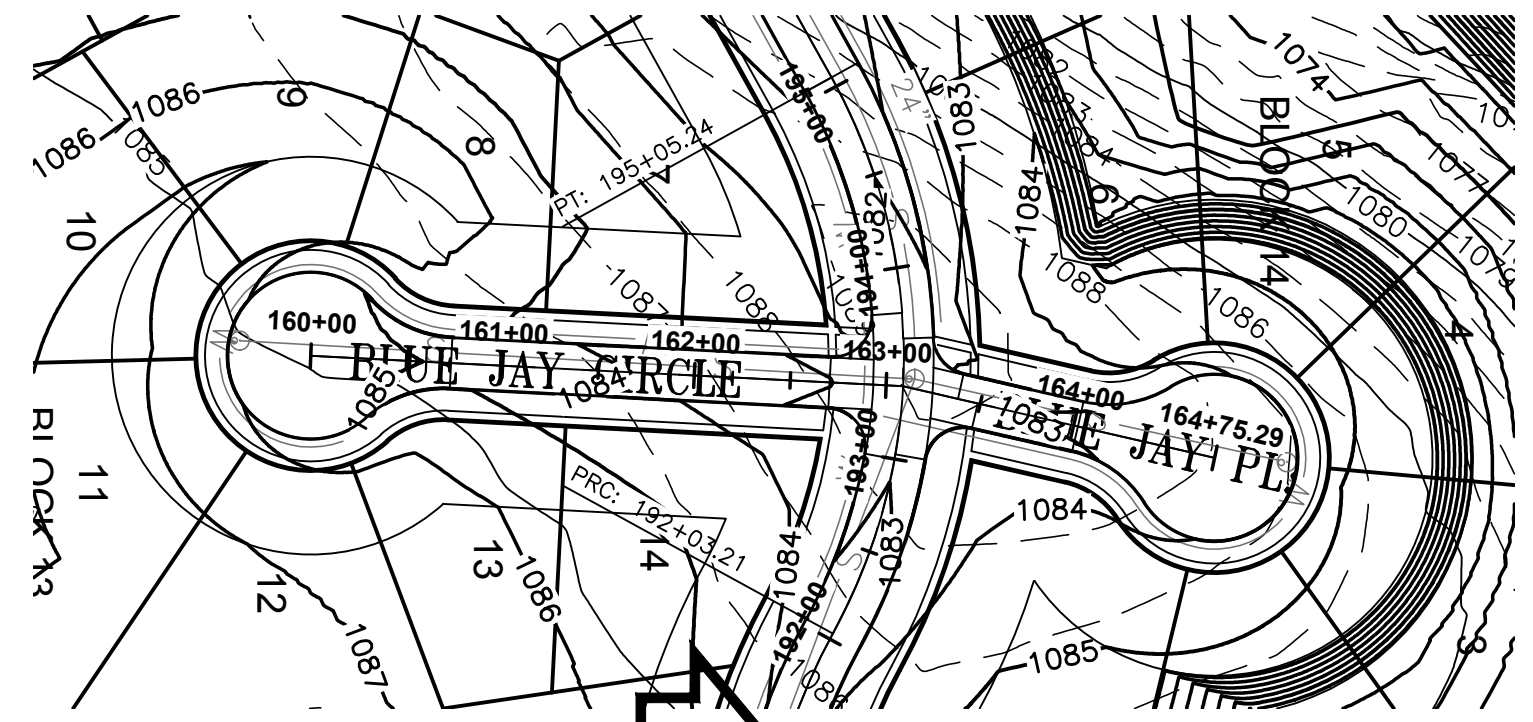
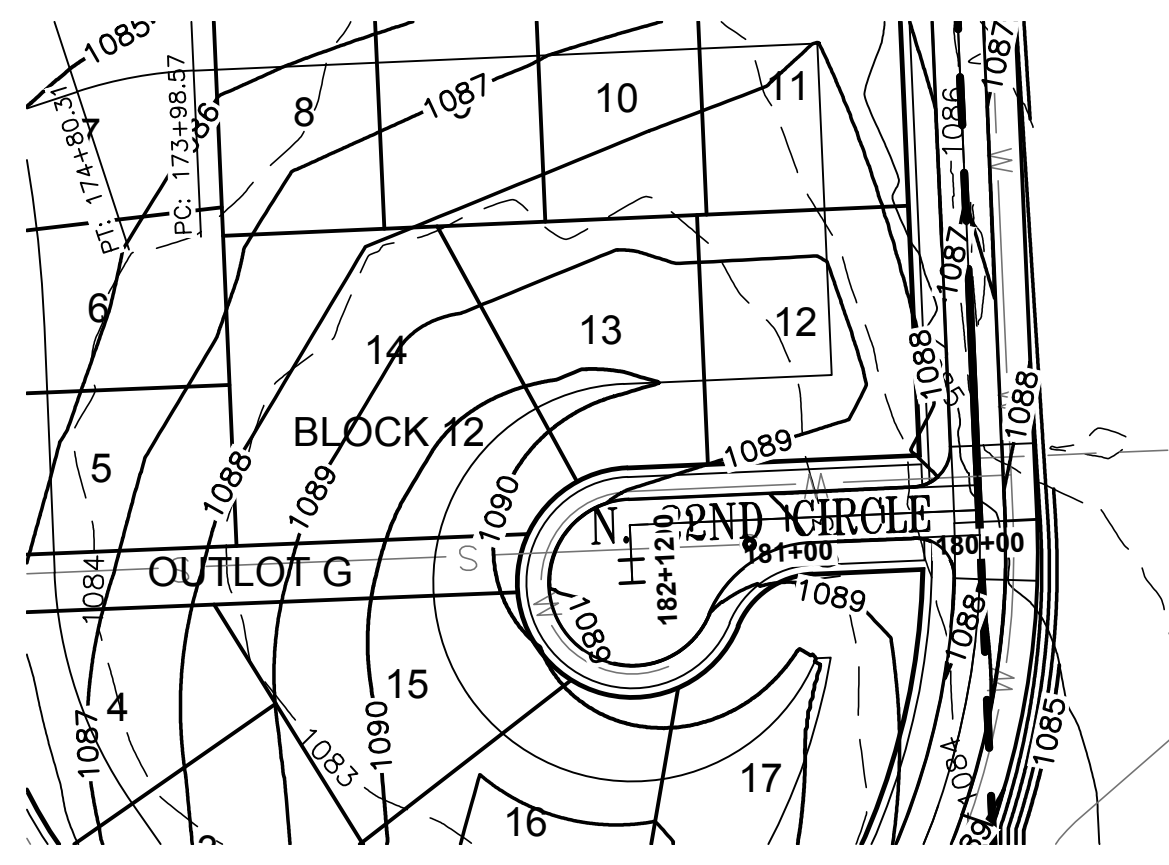
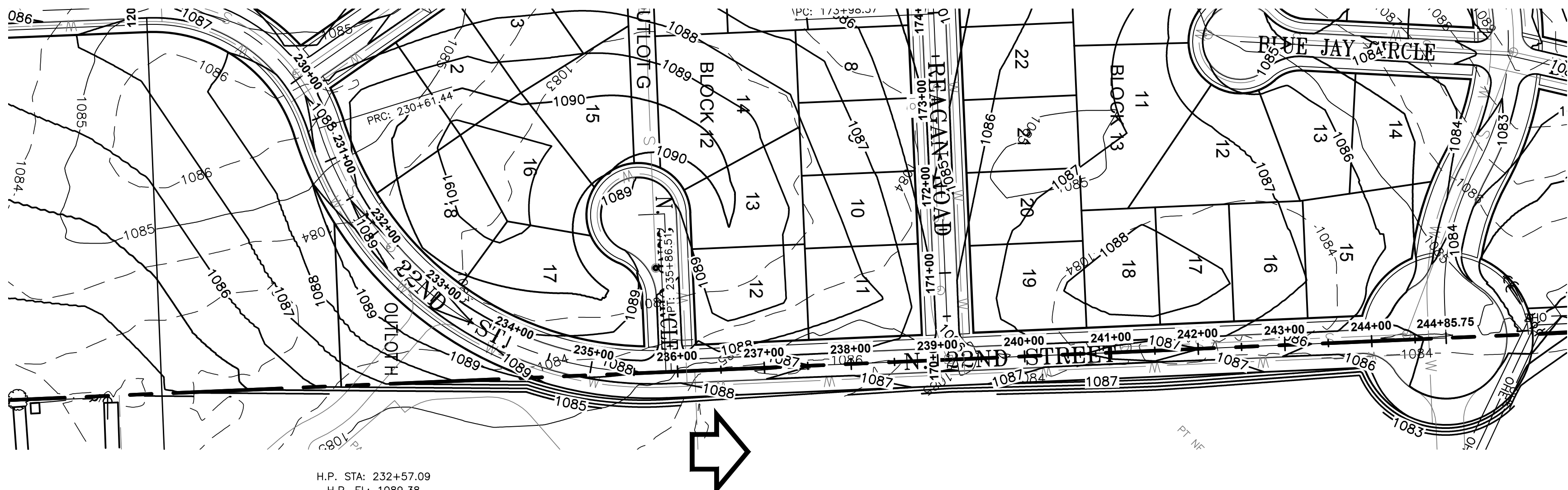
BLOCK	LOT	ELEV(NAVD88)
14	3 - 24	1072.6

ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
GRADING PLAN
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT



NO.	REVISIONS		
	DESCRIPTION	DATE	BY

PROJECT
201268

REGA
ENGINEERING
GROUP, INC.

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402) 484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING

ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
PAVING PLAN AND PROFILE
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

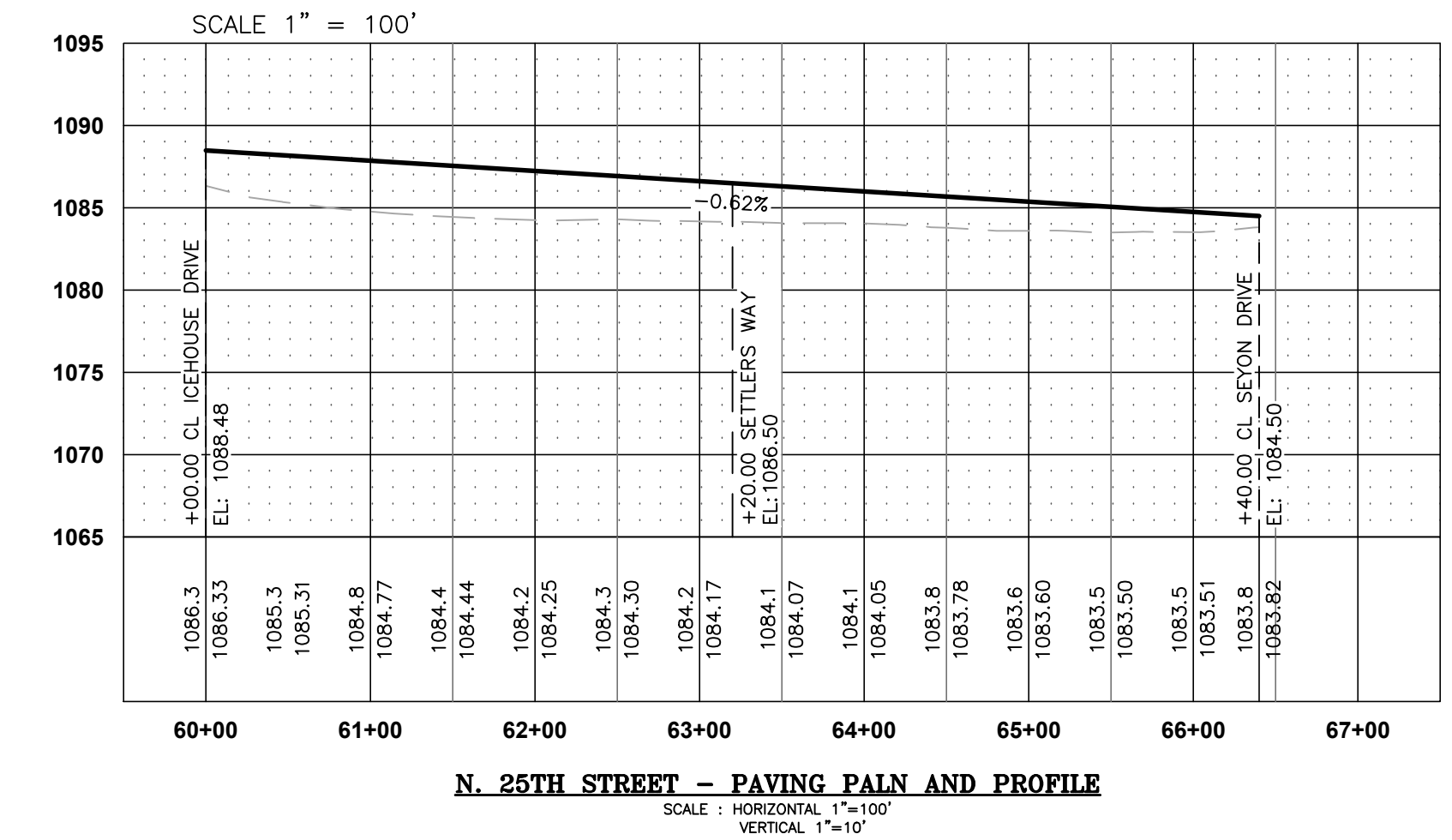
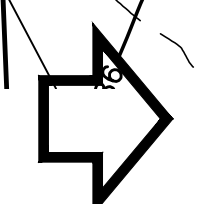
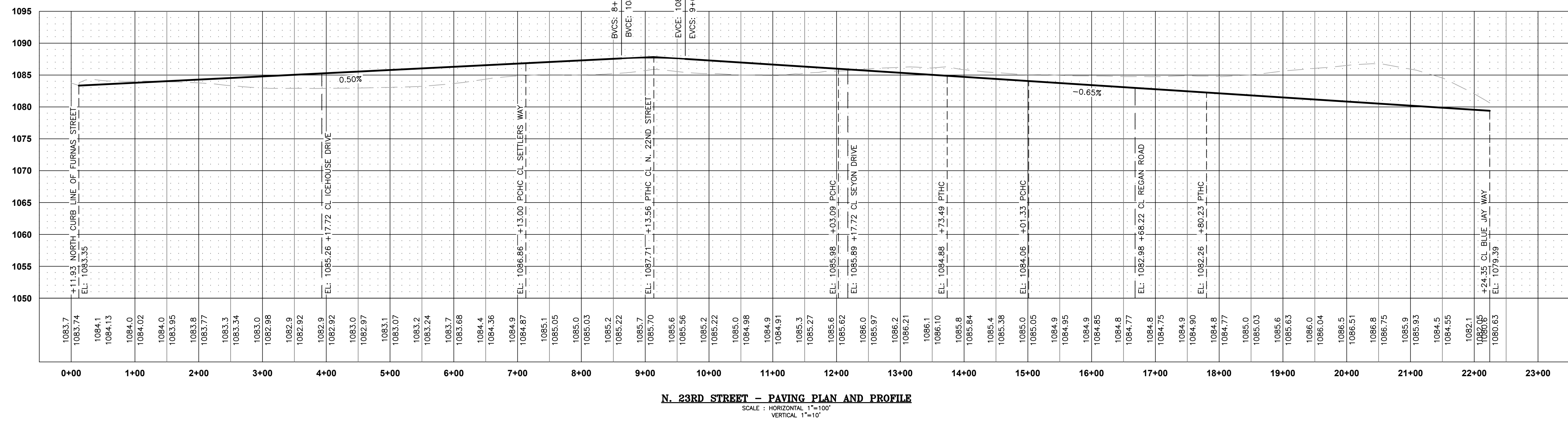
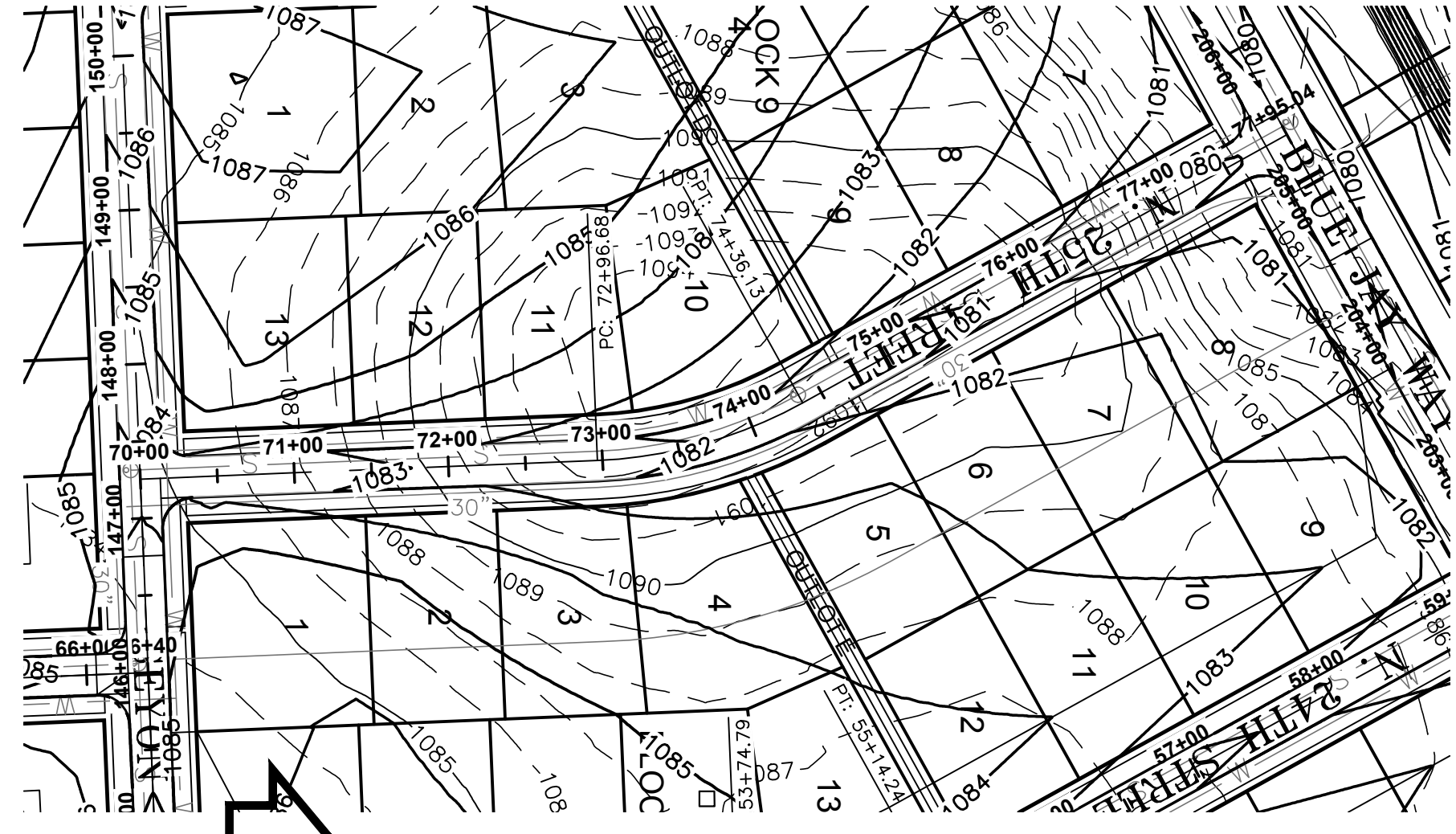
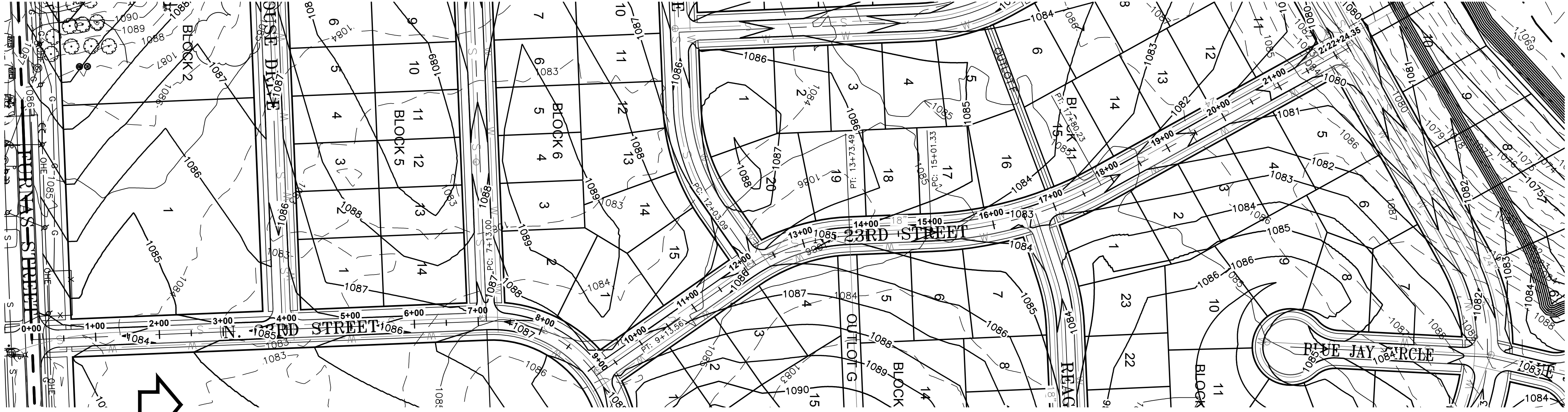
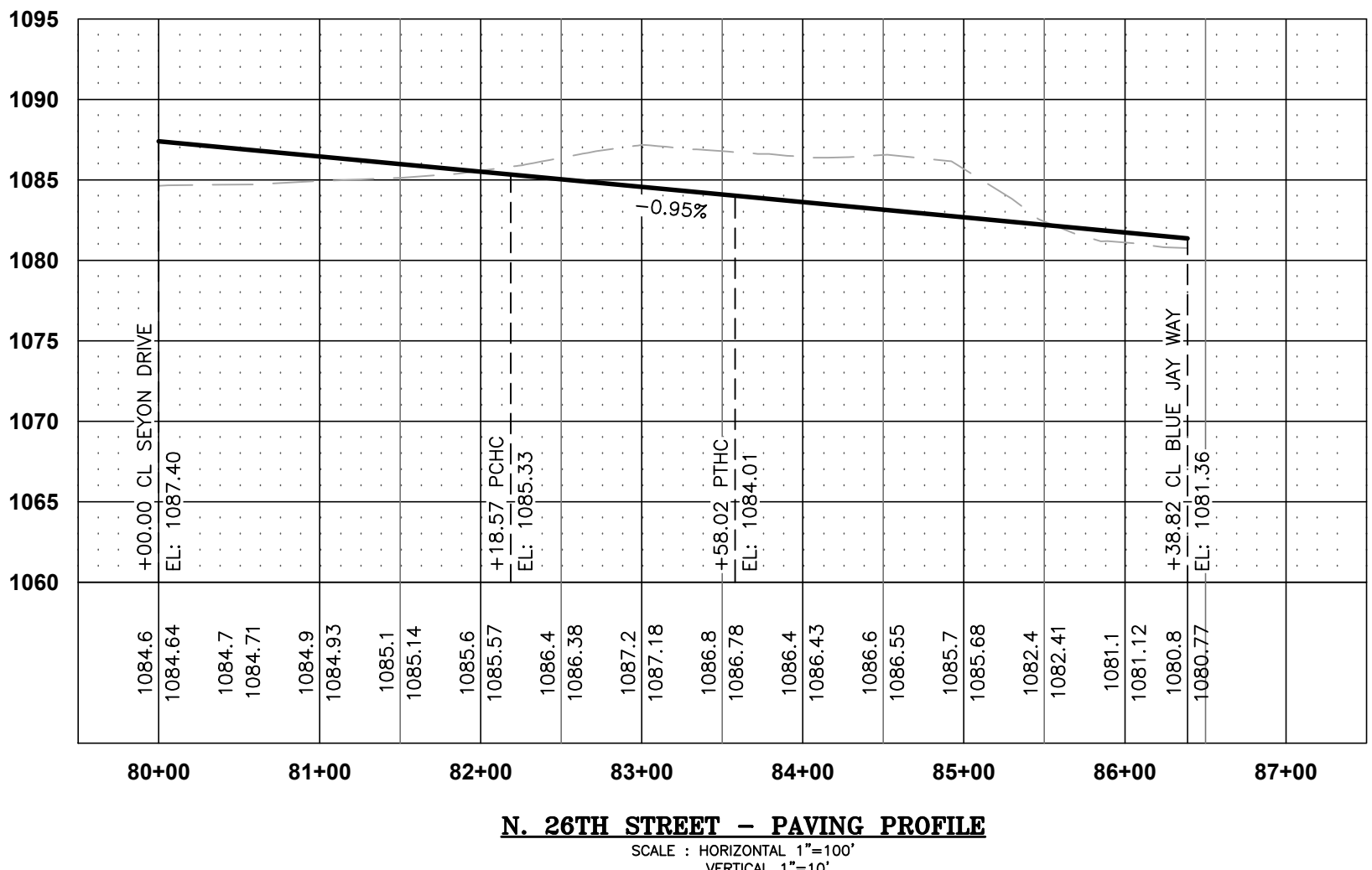
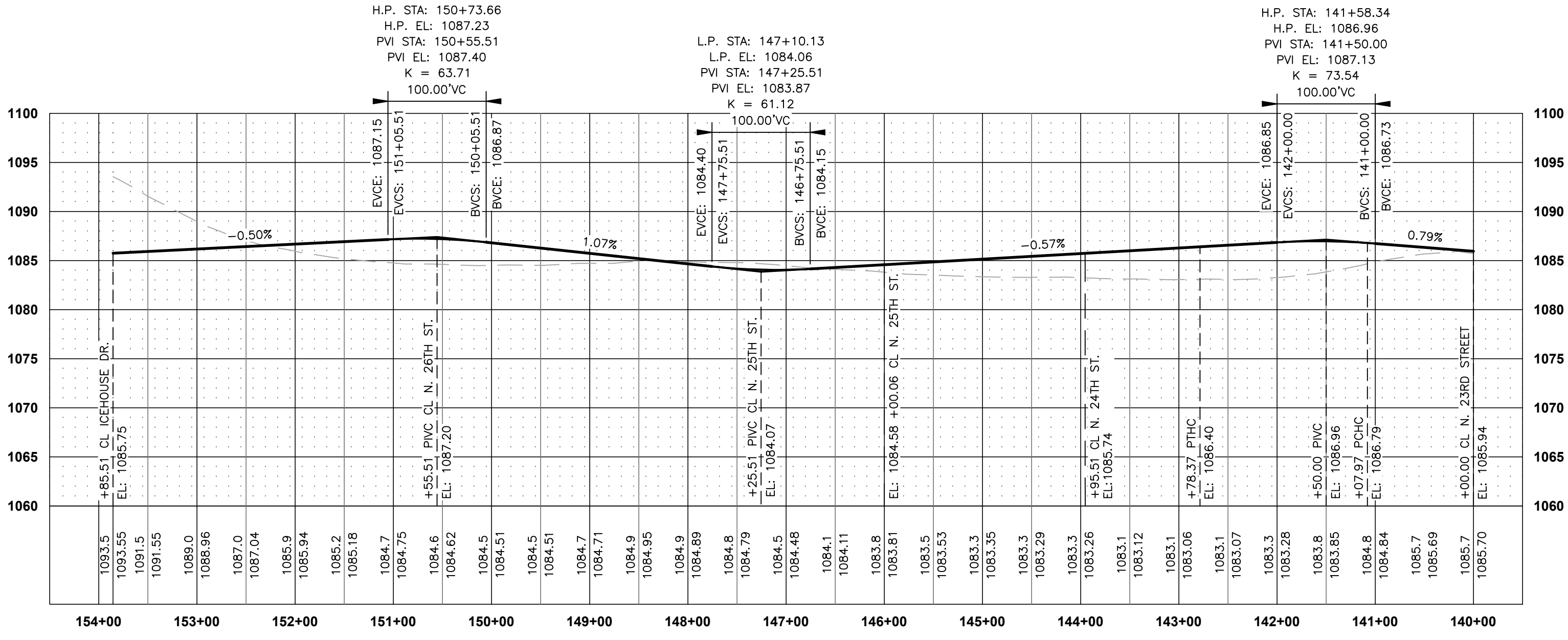
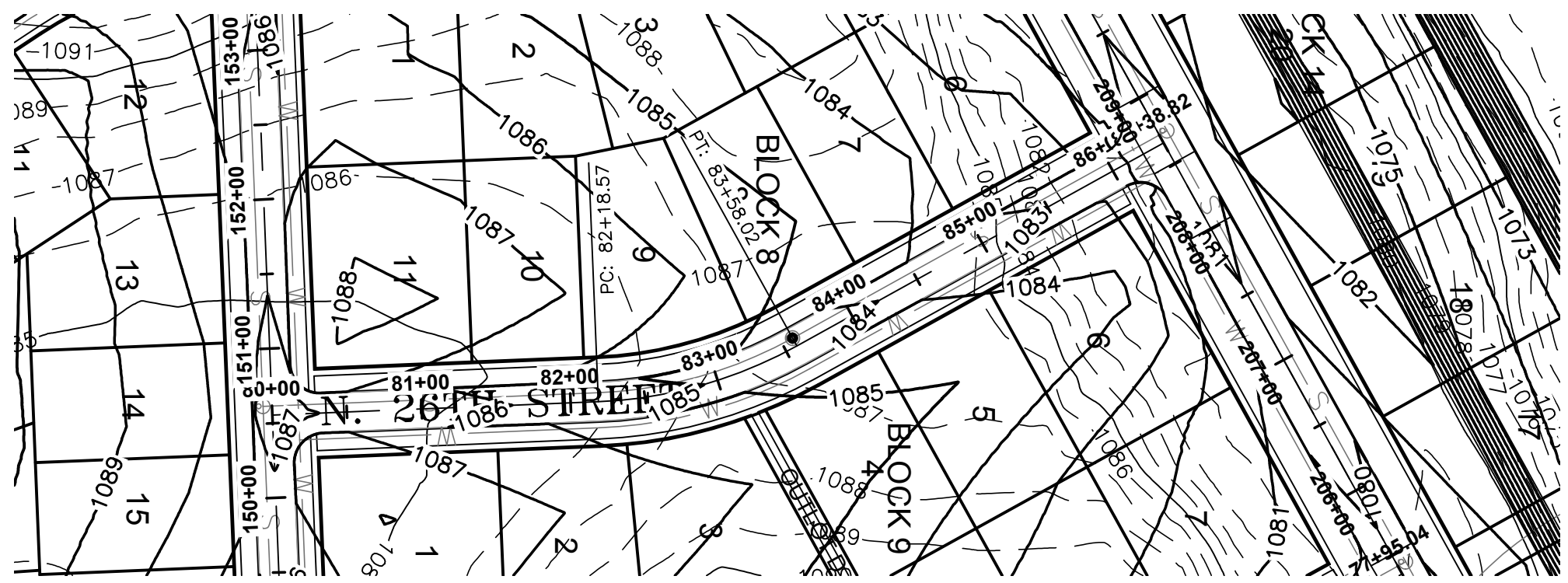
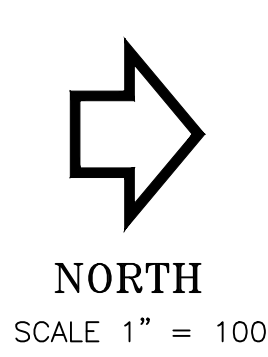
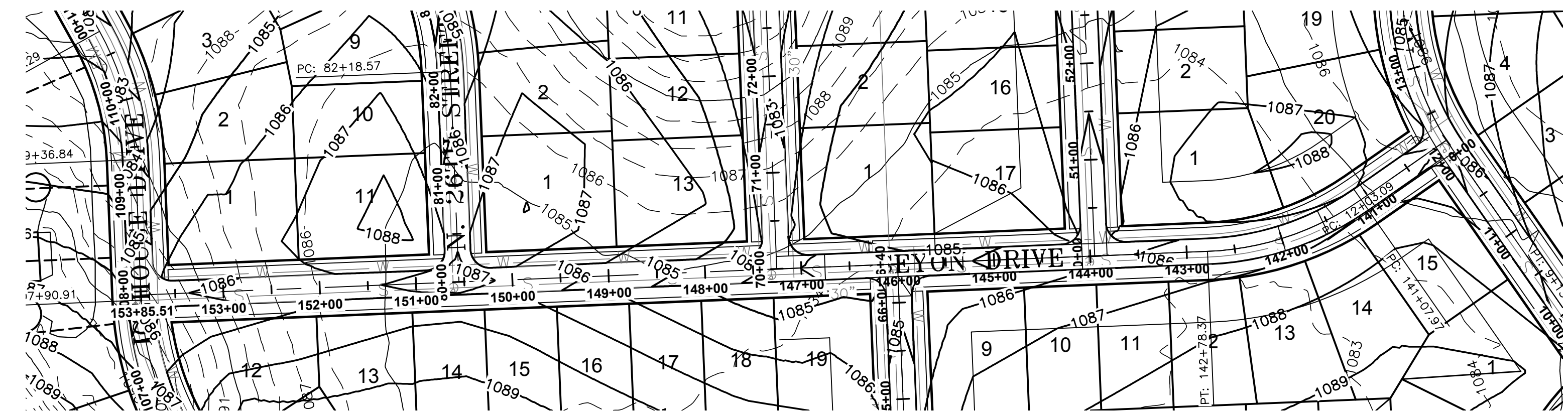
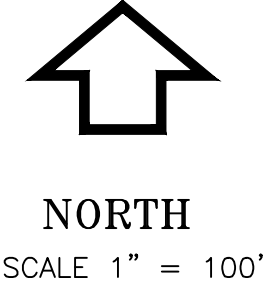
NO.	REVISIONS		
	DESCRIPTION	DATE	BY

PROJECT
201268

REGA
ENGINEERING
GROUP, INC.

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING



ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
PAVING PLAN AND PLAN PROFILE
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

NO.	REVISIONS		
	DESCRIPTION	DATE	BY

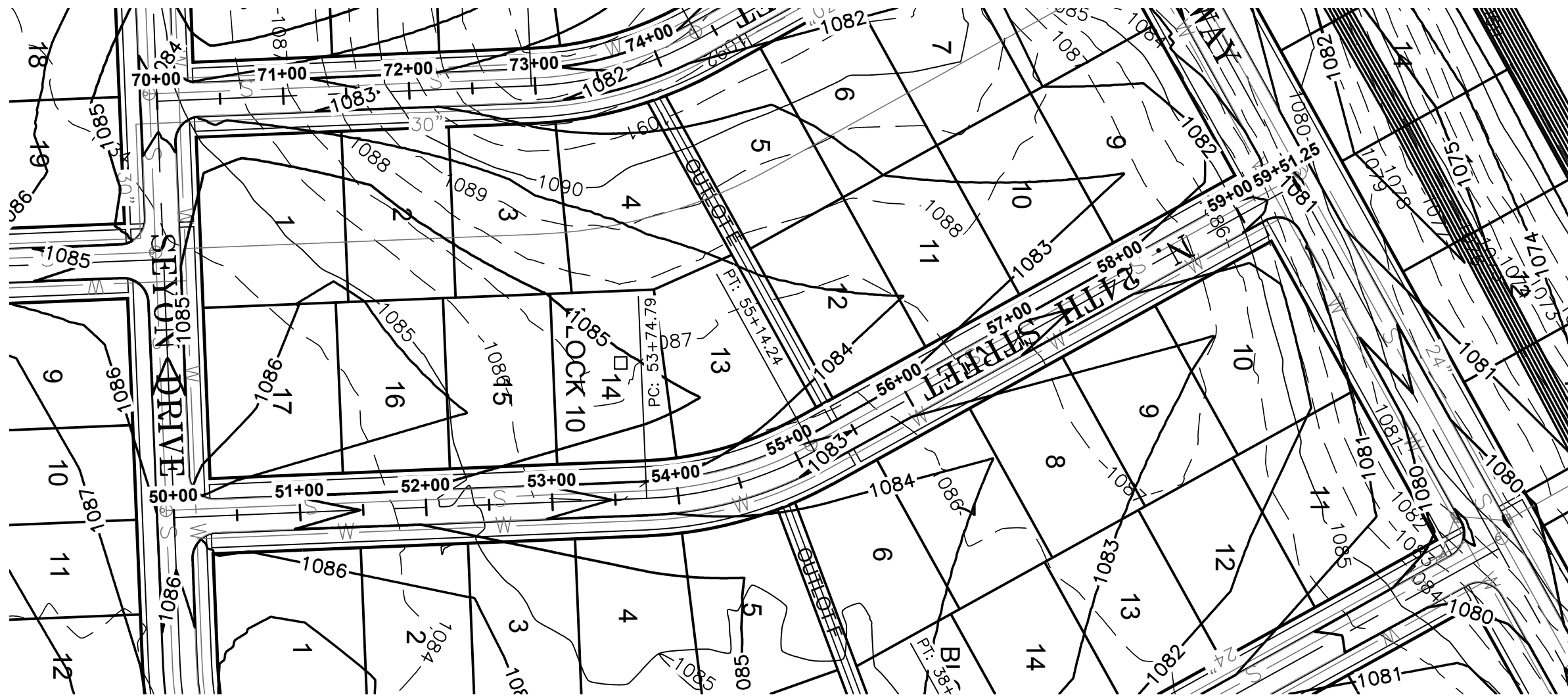
PROJECT
201268

REGA
ENGINEERING
GROUP, INC.

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

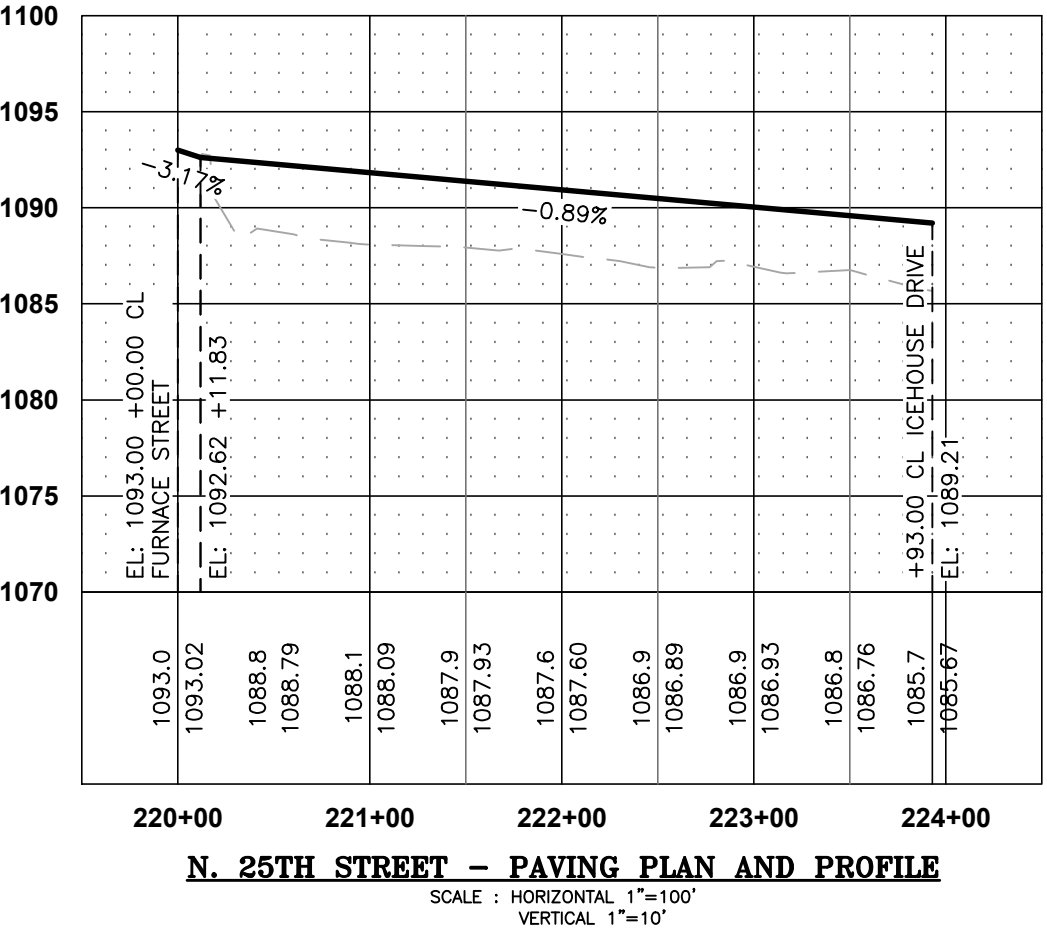
- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING

NORTH
SCALE 1" = 100'



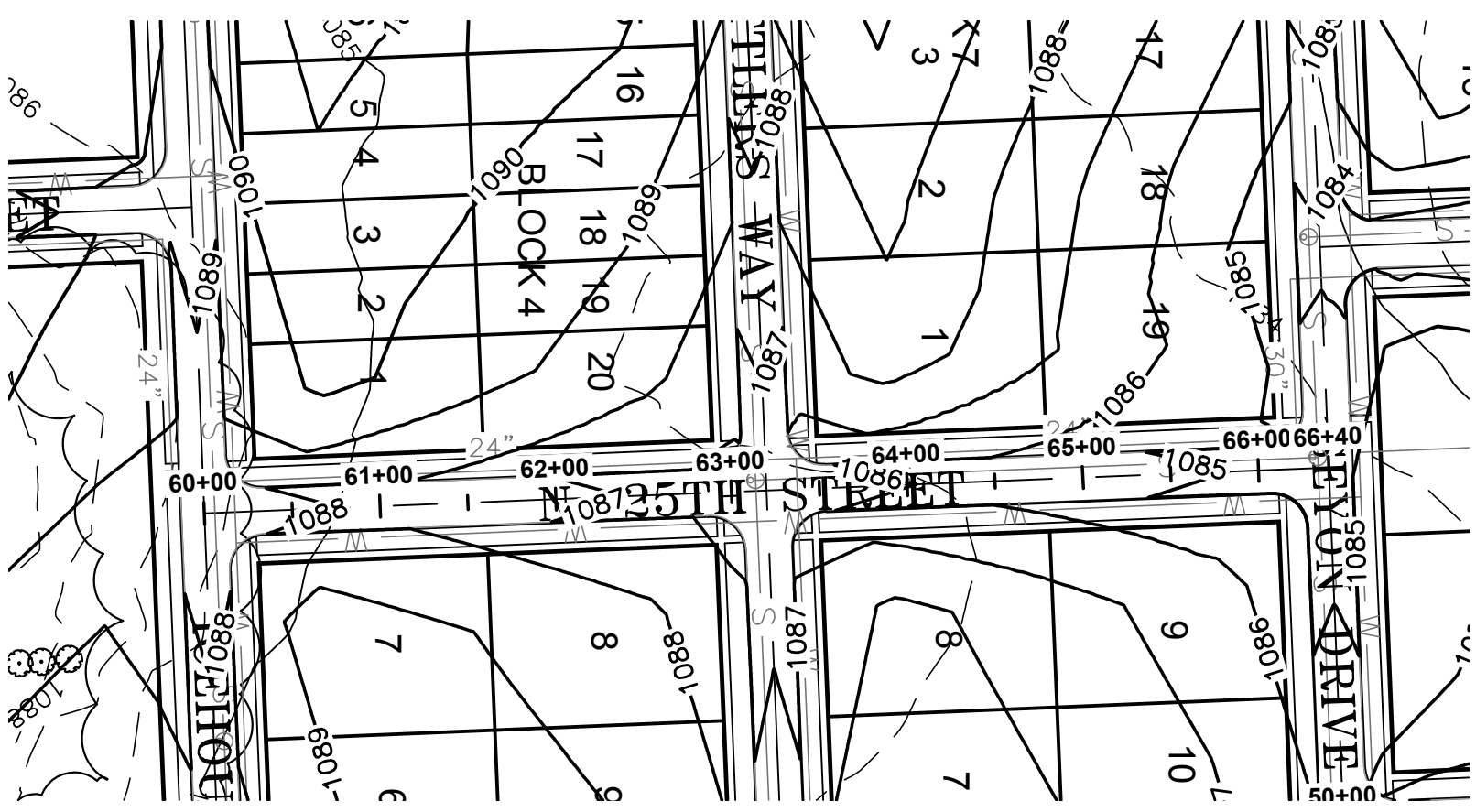
N. 24TH STREET - PAVING PLAN AND PROFILE
SCALE: HORIZONTAL 1"=100'
VERTICAL 1"=10'

NORTH
SCALE 1" = 100'



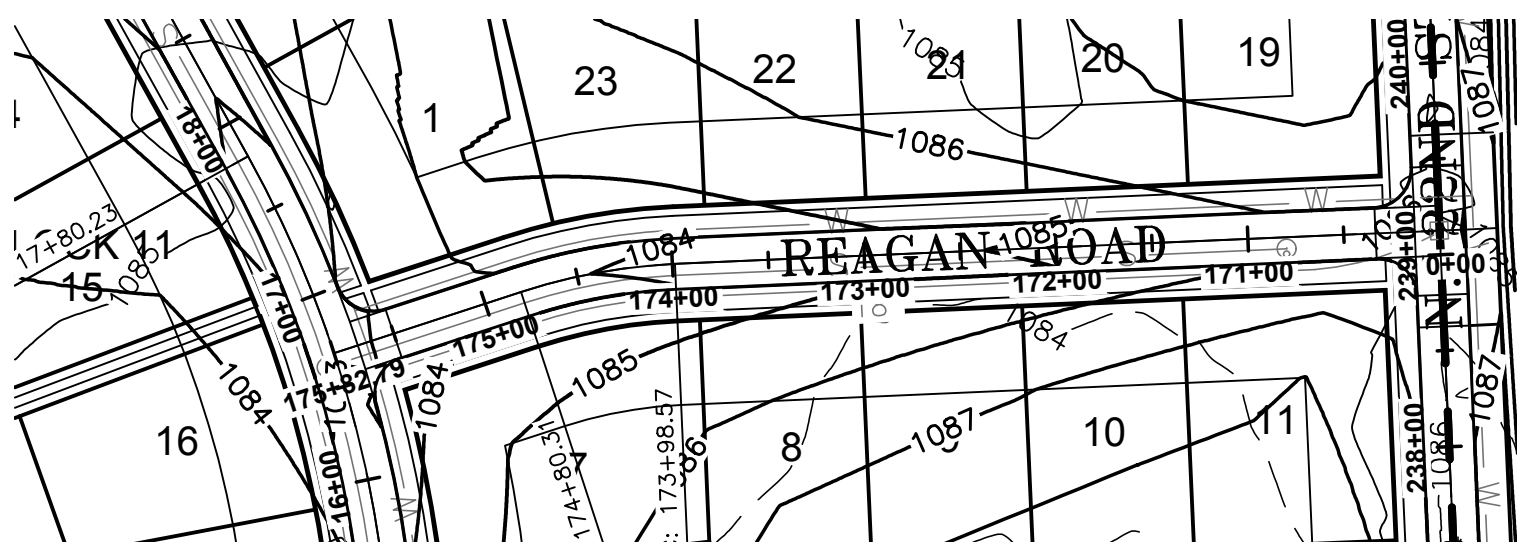
N. 25TH STREET - PAVING PLAN AND PROFILE
SCALE: HORIZONTAL 1"=100'
VERTICAL 1"=10'

NORTH
SCALE 1" = 100'



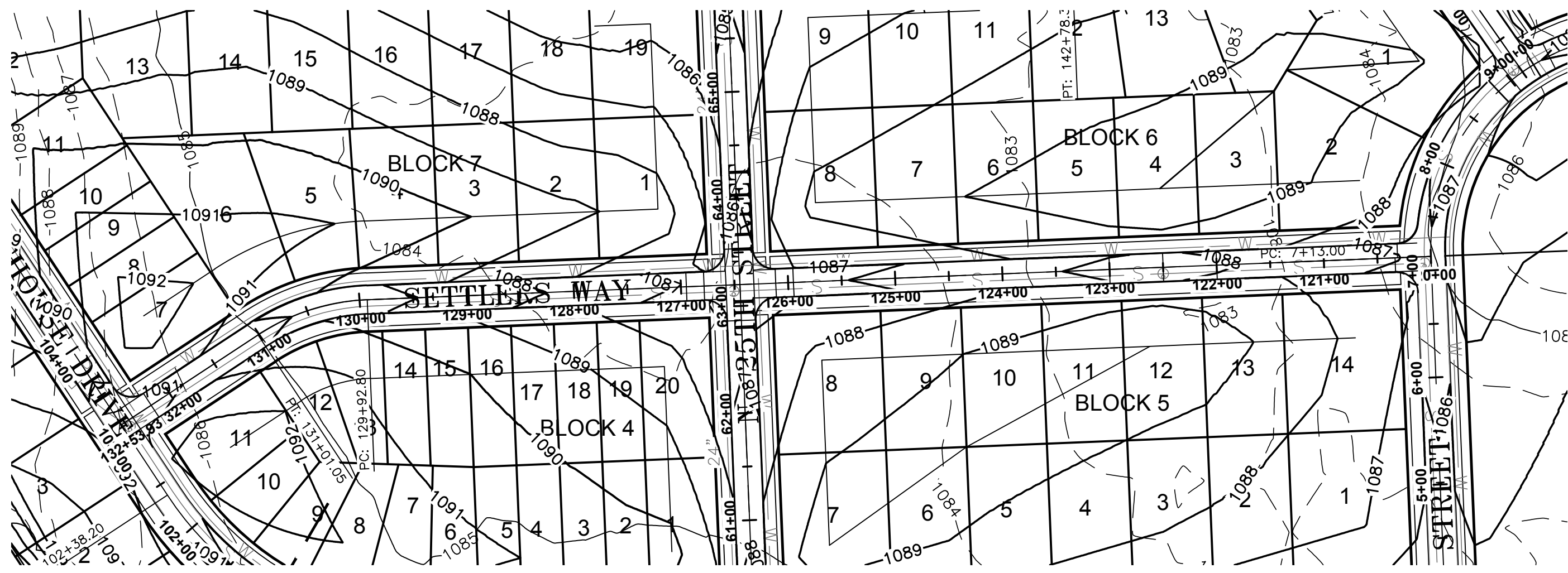
N. 25TH STREET - PAVING PLAN AND PROFILE
SCALE: HORIZONTAL 1"=100'
VERTICAL 1"=10'

NORTH
SCALE 1" = 100'



REAGAN ROAD - PAVING PLAN AND PROFILE
SCALE: HORIZONTAL 1"=100'
VERTICAL 1"=10'

NORTH
SCALE 1" = 100'



SETTLERS WAY - PAVING PLAN AND PROFILE
SCALE: HORIZONTAL 1"=100'
VERTICAL 1"=10'

ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
PAVING PLAN AND PROFILE
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

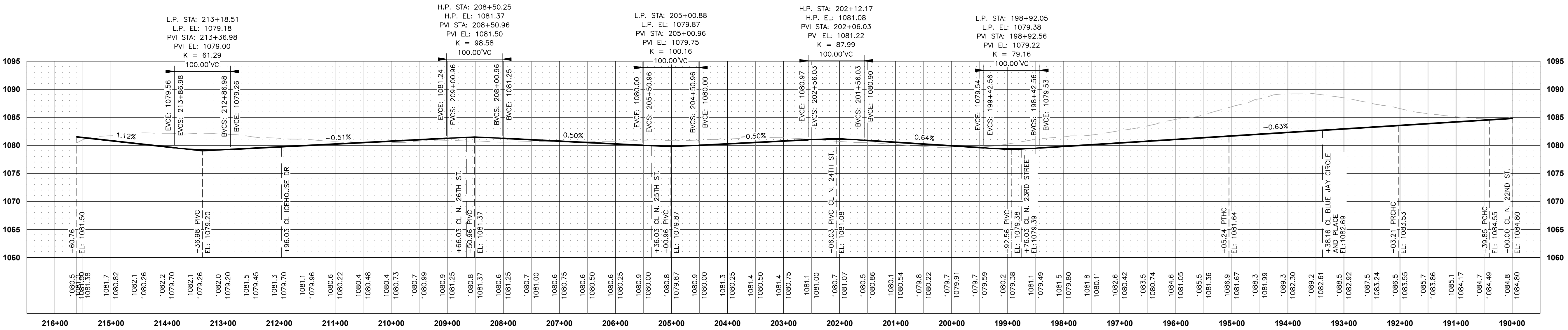
NO.	REVISIONS		
	DESCRIPTION	DATE	BY

PROJECT
201268

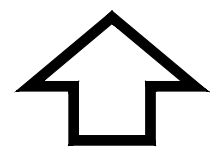
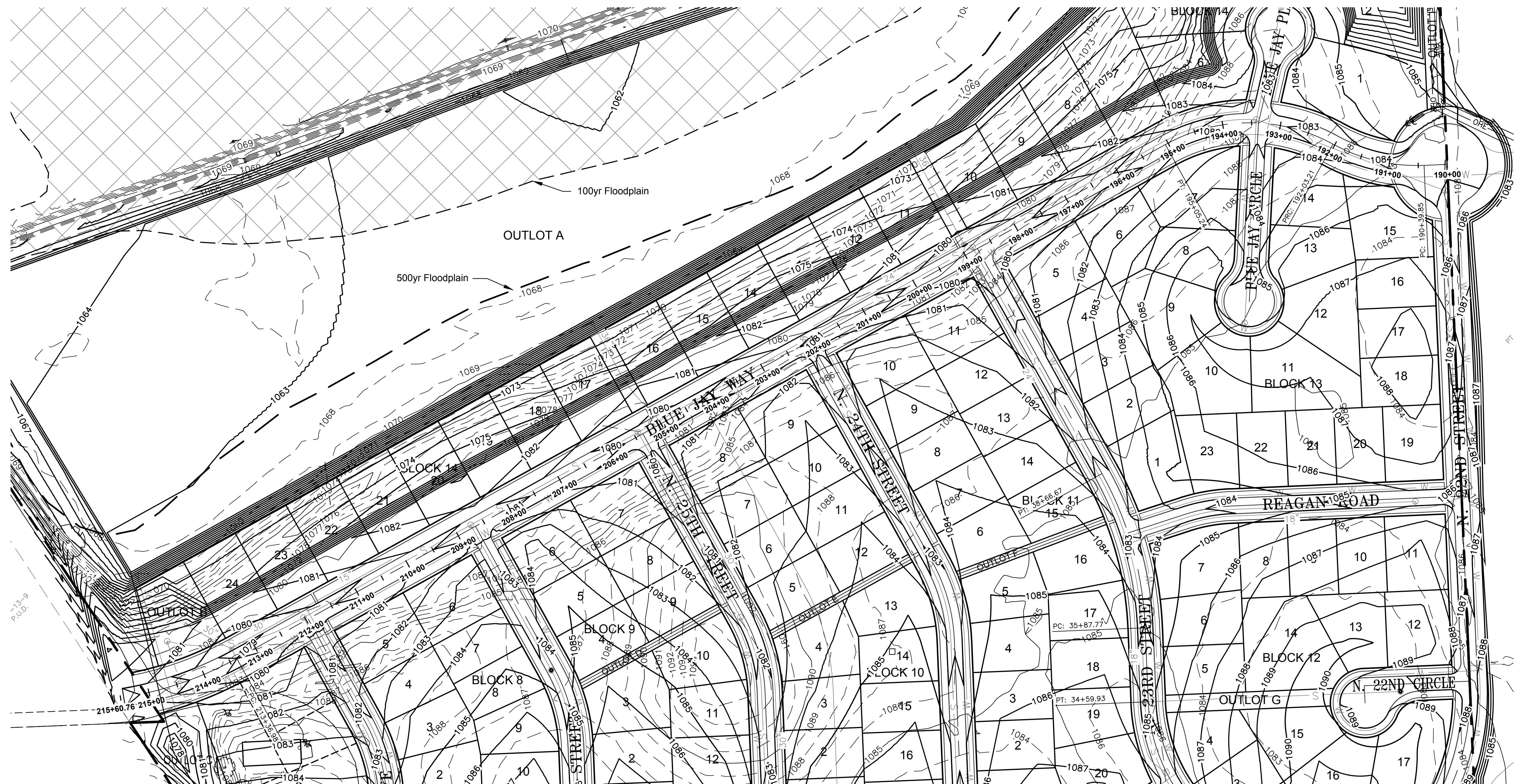
REGA
ENGINEERING
GROUP, INC.

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING



BLUE JAY WAY - PAVING PLAN AND PROFILE
SCALE: HORIZONTAL 1"=100'
VERTICAL 1"=10'



NORTH
SCALE 1" = 100'

ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
PAVING PLAN AND PROFILE
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

ICEHOUSE RIDGE
PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

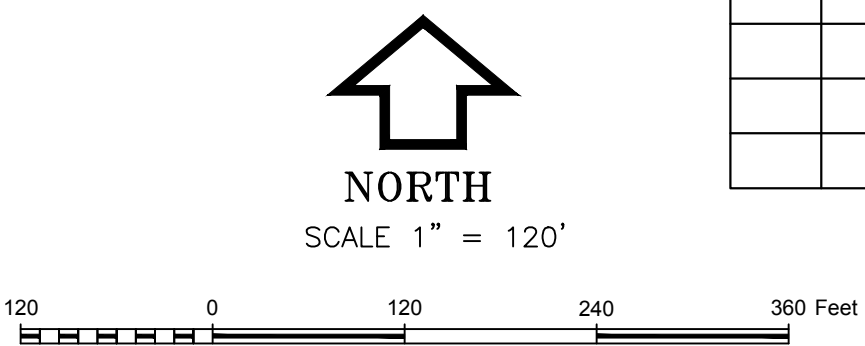
NO.	REVISIONS		
	DESCRIPTION	DATE	BY

PROJECT
201268

REGA
ENGINEERING
GROUP, INC.

601 OLD CHENEY RD., SUITE A
LINCOLN, NEBRASKA 68512
(402).484.7342

- ENGINEERING
- PLANNING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING



LEGEND

- CONSTRUCTION ENTRANCE (4/11)
- SILT FENCE (1/11)
- EXISTING CONTOURS (1084)
- PROPOSED CONTOURS (1084)
- PROPERTY LINE
- INLET PROTECTION (6/11)
- DIVERSION DIKE (5/11)

SWPPP NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR KEEPING AN ACCURATE SET OF STORM WATER PREVENTION POLLUTION PLANS (SWPPP) ON SITE DURING THE TIME OF THEIR WORK.
- THE CONTRACTOR SHALL ADHERE TO TERMS AND CONDITIONS AS OUTLINED IN THE GENERAL NPDES PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES ON THIS SITE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES THROUGHOUT THE PROJECT. ANY AND ALL FINES ASSOCIATED WITH EROSION CONTROL VIOLATIONS WILL BE THE CONTRACTOR'S RESPONSIBILITY.
- ALL MEASURES SHOWN ON THE STORM WATER PREVENTION POLLUTION PLAN (SWPPP) SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE.
- ALL SEDIMENT AND EROSION CONTROL PRACTICES SHALL BE INSPECTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND AFTER ANY STORM EVENT OF GREATER THAN 0.5 INCHES OF PRECIPITATION DURING ANY 24 HOUR PERIOD BY THE CONTRACTOR AND MUST BE DOCUMENTED AND KEPT ON SITE FOR ACCESSIBILITY. THE CONTRACTOR SHALL COMPLETE WEEKLY REPORT AND PROVIDE REPORT TO ARCHITECT. ANY CHANGES MADE TO THE SWPPP SHALL BE REDLINED AND INITIALED ON THE PLANS BY THE CONTRACTOR.
- ANY NECESSARY REPAIRS OR CLEAN UP TO MAINTAIN THE EFFECTIVENESS OF THE BEST MANAGEMENT PRACTICES SHALL BE MADE IMMEDIATELY BY THE CONTRACTOR ON SITE.
- INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
- SILT FENCE SHALL BE REPAIRED TO THEIR ORIGINAL CONDITION IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCE WHEN IT REACHES ONE HALF THE HEIGHT OF THE SILT FENCE.
- THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED BY THE CONTRACTOR ON SITE, IN A CONDITION, WHICH WILL PREVENT TRACKING OR FLOW OF MUD ON THE PUBLIC RIGHT OF WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITION DEMANDS.

BUILD AN ABOVE-GRADE WASHOUT WITH FILTER RING AT LEAST 10 FEET WIDE BY 10 FEET LONG AND SIZE IT TO CONTAIN ALL LIQUID AND SOLID WASTE. MAINTAIN A 4-INCH FREEBOARD AT ALL TIMES, CLEAN OUT AS NECESSARY. MAKE THE STRUCTURES FROM STAKED CONCRETE BLOCK, DOUBLE - OR TRIPLE-LINED WITH PLASTIC SHEETING OF AT LEAST 10-MIL THICKNESS THAT HAS NO HOLES OR TEARS.

ICEHOUSE RIDGE
PRELIMINARY PLAT & PLANNED UNIT DEVELOPMENT
EROSION CONTROL PLAN
ASHLAND, NEBRASKA

DATE: 03/05/2021
DESIGNED BY: JB/MLK
DRAWN BY: JB/MLK/MG
CHECKED BY: NPB/LLL

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

ICEHOUSE RIDGE

PRELIMINARY PLAT AND PLANNED UNIT DEVELOPMENT

LEGAL DESCRIPTION

A part of the Southwest Quarter of Section 35, Township 13 North, Range 9 East of the 6th P.M., Saunders County, Nebraska, more particularly described as follows:

BEGINNING at the South Quarter Corner of said Section 35; Thence on the south line of the Southwest Quarter of said Section 35, S87°39'45"W, a distance of 1521.02 feet;

Thence on the west line of former railroad right-of-way, N33°20'02"W, a distance of 1542.56 feet;

Thence N87°50'27"E, a distance of 58.44 feet to a point on the centerline of former railroad right-of-way;

Thence on the centerline of former railroad right-of-way, N33°20'02"W, a distance of 769.47 feet to a point on the west line of the Southwest Quarter of said Section 35;

Thence on the west line of the Southwest Quarter of Section 35, N02°37'14"W, a distance of 661.27 feet to the West Quarter Corner of said Section 35;

Thence on the north line of the Southwest Quarter of Section 35, N87°31'27"E, a distance of 2650.19 feet to the Center of said Section 35;

Thence on the east line of the Southwest Quarter of Section 35, S02°29'35"E, a distance of 1322.28 feet;

Thence continuing on the east line of the Southwest Quarter of Section 35, S02°27'17"E, a distance of 1327.08 feet to the POINT OF BEGINNING, containing a calculated area of 5,911,668.55 square feet or 135.71 acres.

REGA

ENGINEERING GROUP, INC.

REGA No. 201268
March 5, 2021

Ms. Jessica Quady
City Administrator
City of Ashland
2304 Silver Street
Lincoln, NE 68003-1500

RE: ICEHOUSE RIDGE
North 23rd Street & Furnas Street
PRELININARY PLAT & PLANNED UNIT DEVELOPMENT

Dear Jessica,

On behalf of Icehouse Ridge, LLC, we are submitting the above mentioned zoning applications for your review.

Icehouse Ridge is a proposed Planned Unit Development with underlying R-3 and B-1 zonings located on the north side of Furnas Street, from North 22nd Street to approximately North 27th Street. The site contains approximately 135 acres and is within the one-mile jurisdiction of the City of Ashland.

This development is proposed as a mix of approximately 24 townhome residences and 178 single family residences. Currently, existing farm related structures are located along the west line of the property. These existing facilities are being proposed to remain with the possibility of developing into 7 additional single family lots in the future. Also shown are 3 commercial lots on the southern portion of the development along Furnas Street. The combined commercial area proposes 200,000 square feet of building floor area. At this time, it is uncertain of the uses within the commercial area and is proposed for the ability to allow all uses allowed within the B-1 zoning district be allowed.

There are areas within the development designated as outlots. Pedestrian sidewalks are shown within Blocks 9, 10 and 11 to allow pedestrian circulation through the development. Detention and drainage is located within Outlots A and C. Outlot I, located in the northeast corner of the development, is a proposed utility easement and is for the existing electrical lines. To provide sanitary sewer in N. 22nd Circle and to keep the proposed elevation of N. 22nd Street close to existing, the sanitary sewer needs to go the west. In doing this, Outlot G has been created for the sanitary sewer and storm sewer. A portion of land on the east side of N. 22nd Street has been designated as Outlot H for the future driveway for the possible middle school site.

The development is being proposed for improvements in phases. The first phase will include some sanitary sewer and force main installation within future phases. Easements shall be granted separately for those utilities. Annexation of each phase will coordinate with the corresponding final plat.

Public sanitary sewer, water and storm sewer is being proposed along with public streets throughout the development. Due to elevation issues, a lift station with force main has been designated along the west side of the project.

We are requesting waivers of the following zoning and subdivision regulations.

1. TOWNHOME LOT (LOTS 1-20, BLOCK 4 AND LOTS 7-10, BLOCK 7) COVERAGE FROM NOT TO EXCEED 40% TO 60%.
(ZONING ORDINANCE, ARTICLE 5, SECTION 5.09E)
Townhome building footprints are not wide but may have a larger depth than a typical single-family home. Due to this, a larger percentage of the townhome lot might be needed for coverage on the lot as well as depth into the lot.
2. TOWNHOME LOT (LOTS 1-20, BLOCK 4 AND LOTS 7-10, BLOCK 7) MINIMUM LOT WIDTH TO 40 FEET
(ZONING ORDINANCE, ARTICLE 5, SECTION 5.09E)
Townhome building footprints are not as wide as a typical single-family home.
3. TOWNHOME LOT (LOTS 1-20, BLOCK 4 AND LOTS 7-10, BLOCK 7) REAR YARD SETBACK FROM 25 FEET TO 20 FEET.
Townhome building footprints are not wide but may have a larger depth than a typical single family home. Due to this, a larger percentage of the townhome lot might be needed for coverage on the lot as well as depth into the lot.
4. SIDE YARD SETBACK FROM 10 FEET TO 5 FEET ON ALL RESIDENTIAL LOTS
(ZONING ORDINANCE, ARTICLE 5, SECTION 5.09E)
The utility easements required within the development include 5' utility easements along all side lot lines. Reducing the side yard to match the easement will allow flexibility on placement within the lot.
5. SIDE YARD SETBACK FROM 10 FEET TO 5 FEET ON COMMON WALL LOT LINES OF TOWNHOME LOTS.
(ZONING ORDINANCE, ARTICLE 5, SECTION 5.09E)
The utility easements required within the development include 5' utility easements along all side lot lines. Reducing the side yard to match the easement will allow flexibility on placement within the lot.
6. LOT LINES BEING RADIAL AND PERPENDICULAR TO STREET RIGHT-OF-WAY.
(SUBDIVISION REGULATIONS, ARTICLE 4, SECTION 4.15)
To allow for the pedestrian ways through the blocks as well as provide an outlot for sanitary sewer and storm sewer, the lot lines are orientated to allow for adequate frontage to street right-of-way.
7. STREET JOG OF N. 25TH STREET WITHIN SEYON DRIVE FROM 150 FEET TO 125 FEET.
(SUBDIVISION REGULATIONS, ARTICLE 4, SECTION 4.12)
The lot configuration of the development has shown a typical lot depth of 135 feet in Blocks 8 through 11. To maximize the number of lots within Blocks 6 and 7, the required distance cannot be met.
8. LOCAL STREET PAVEMENT WIDTH FROM 31 FEET TO 27 FEET.
(SUBDIVISION REGULATIONS ARTICLE 4, SECTION 4.27)
Through discussions with the City of Ashland staff and engineer, it has been determined that 27 foot wide paving is adequate for the development.

Page 3

9. COLLECTOR STREET PAVEMENT WIDTH FROM 44 FEET TO 32 FEET WITH MINIMUM OF 2 TRAFFIC LANES.
(SUBDIVISION REGULATIONS, ARTICLE 4, SECTION 4.27)
Through discussions with the City of Ashland staff and engineer, it has been determined that 27 foot wide paving is adequate for the development and will match the proposed paving in the adjacent development to the east. The right-of-way will remain 80 feet wide.
10. COLLECTOR STREET TANGENT BETWEEN REVERSE CURVES FROM 100 FEET TO 0 FEET.
(SUBDIVISION REGULATIONS, ARTICLE 4, SECTION 4.06)
The reverse curves located directly to the west of the roundabout in the northeast corner have a radius of 300 feet each. Due to the total radius adding up to 600 feet, the alignment provides adequate design for the road alignment.

The existing stormwater runoff rates exceed the capacity of the storm sewer in Furnas Street. The proposed development conditions are intended to reduce the frequency of surcharging the public storm sewer system through working with the school district on detention and re-routing stormwater to the north detention pond. The proposed lots north of Blue Jay Way and adjacent to the tributary of Wahoo Creek have been elevated to a minimum of one foot above the base flood elevation.

We look forward to working with everyone moving forward with this application. Please feel free to contact us with any questions or if there is any additional information needed to process request.

Sincerely,



Daniel Rosenthal

Cc: David Lutton

Enclosures: 5 Copies of Sheets 1 – 14 (30"x42")
2 Copies of Sheets 1 – 14 (11"x17")
Drainage Study
Traffic Study (by others)



March 16, 2021

Ashland Planning Commission & City Council
c/o Bill Krejci, Ashland Building & Zoning Official
2304 Silver Street
Ashland, NE 68003

RE: Icehouse Ridge - Preliminary Plat Review
Ashland, NE
JEO Project No. 090023

Dear Mr. Krejci:

JEO Consulting Group has received a copy of the preliminary plat documents for the above referenced subdivision. We have reviewed these documents and would offer the following comments, questions, and observations for the Planning Commission's scheduled meeting on March 25, 2021.

Based on a review of the documents, all specifications as outlined in Article 3, Sections 3.02 and Section 3.03 of the subdivision regulations have been met regarding the submittal documents. Below are our review comments on these documents.

Preliminary Plat

1. The proposed development is a mix of residential and commercial uses and will include a Planned Unit Development overlay. Except as noted in the waiver requests below, the lots all appear to meet the minimum sizing of the residential and commercial zoning.
2. The following blocks are longer than the maximum allowed in Section 4.14 of the Subdivision Regulations (600 feet). Pedestrian easements (10 feet wide) would be required in blocks longer than this maximum. A waiver would be required for any block over 600 feet and pedestrian easements are required.
 - a. Block 5
 - b. Block 6
 - c. Block 7
 - d. Block 9 (includes a 15 foot wide outlot for a pedestrian easement)
 - e. Block 10 (includes a 15 foot wide outlot for a pedestrian easement)
 - f. Block 11 (includes a 15 foot wide outlot for a pedestrian easement)
3. Adjacent property access to streets within subdivision should be considered for property to the north at the 22nd Street & blue Jay Way intersection. It appears that outlot I would provide the half ROW required for this street.
4. Adjacent property access to street within the subdivision should be considered for property to the west should be considered either through Outlot C (between lots 1 and 2 in Block 3) and/or by extending Seyon Drive through the future lots.
 - a. There are existing large lot residences on these properties that could in the future be developed into smaller residential lots. The property would have access to Furnas Street, 30th Street and extended Blue Jay Way as well. If it is determined that a street connection is not required, then a pedestrian easement should be provided between the areas.

Waiver Requests

1. The following waivers were requested for Townhome Lots 1 to 20 in Block 4 and Lots 7 to 10 in Block 7 but will be addressed as part of the development agreement with the Planned Unit Development. The City Engineers has no objections to these requests.
 - a. Lot coverage increase from 40% to 60%
 - b. Minimum Lot width from 75 feet to 40 feet
 - c. Rear yard setback from 25 feet to 20 feet
2. The following waivers were requested for all residential lots but will be addressed as part of the development agreement with the Planned Unit Development. The City Engineers has no objections to these requests, except as noted.
 - a. Side yard setback from 10 feet to 5 feet.
 - i. The one concern with a reduction to 5 foot side yards would be in providing for drainage between the homes since the area is fairly flat. I would recommend staying with the 10 feet for the lots with single family detached housing and lot widths over 80 feet. For lot widths on single family detached 75 and below, a 7 foot side yard setback may be appropriate (as approved in Whitetail Estates)
 - b. Side yard setback (for common wall) from 10 feet to 5 feet.
 - c. Lot lines being radial and perpendicular to the street right of way.
3. There is a request for a waiver for the minimum distance between intersections as per the Subdivision Regulations, Article 4, Section 4.15. The request is for a reduction from 150 feet to 125 feet on 25th Street at Seyon Drive.
 - a. In review of the layout, it appears that there are a few items that need to be addressed in this area prior to acceptance of this waiver. They include block lengths and possible pedestrian easements. These items can be reviewed prior to final platting of the first phase if the planning commission.
 - b. If this waiver were to be granted, a provision to require the driveway for lot 1, block 10 to be off N 25th Street should be included.
4. Street Pavement widths called for in the Subdivision Regulations, Article 4, Section 4.27 are proposed to be reduced as noted below:
 - a. Local Street (all streets except Blue Jay Way) to be 27 feet wide, back of curb to back of curb instead of 31 feet. Right of way will be provided at required width.
 - b. Collector Street (Blue Jay Way) to be 32 feet wide back of curb to back of curb instead of 44 feet. Right of way will be provided at required width.
 - c. The width reductions have the support of the City Engineer and match the allowed street widths in the Whitetail Development and the Ashland Greenwood Public School Plat, currently in the review process.
5. There is a request for a waiver for the minimum distance between horizontal curves on a collector street as per the Subdivision Regulations, Article 4, Section 4.06. The request is for a reduction from 100 feet to 0 feet on Blue Jay Way near the intersection/round-a-bout at 22nd Street.
 - a. With these curves immediately adjacent to the intersection of 22nd Street and Blue Jay Way, the back to back curves should not cause a concern for traveling speeds. This intersection location was set by the Ashland

Greenwood School Plat and the curves allow for maximum development of property outside of the flood plain on this property.

- b. The developers engineer shall provide information on how drainage would work in this area to show that storm water spread on the street can be kept to not more than allowed in design standards (generally half a lane).

Traffic/Vehicular Circulation

1. A traffic study was completed and used the school traffic study as its base traffic as requested. The study shows the potential increase of daily traffic from the development at full build out to be over 7,900 vehicles on a daily basis.
2. The study shows that turn lanes (both left and right) would not be required into the developments access points from Furnas Street.
3. The additional traffic would increase the traffic congestion (delays) at the intersections with Highway 66 over what is seen today and what is anticipated with the completion of the school improvements. Construction of a left turn lane on Furnas and/or Blue Jay Way may be required to help reduce the congestion.
 - a. The study did not appear to state if this intersection, within the study period would meet the standards for consideration of a traffic signal. Was that looked at?

Paving and Grading Layouts

1. Blue Jay Way shall be a minimum of 32 feet wide (collector street) and all other streets shall be a minimum of 27 feet wide. Blue Jay Way shall be 8 inches thick per city standards, all other streets shall be 7 inches thick.
2. Sidewalks are proposed at 4 feet wide in the residential areas and 8 feet wide in the commercial areas all of which are 4 inches thick. They are proposed to be located 1 foot inside of the ROW line. This layout would leave about 11 feet between back of the curb and sidewalk in the residential areas. This could be reduced to 6.5 feet if desired by the developer to allow more parking capacity in the driveways without blocking the sidewalks.
3. Will any of the commercial lots require access from Furnas Street?
 - a. The City Engineers recommendation would be to not allow access from these lots to Furnas Street except for Block 1, Lot 1 having an access across from the existing 22nd Street Intersection with Furnas, if this lot is to be used as a gas station/convenience store.
4. Horizontal curves are at or above minimum standards.
5. Vertical alignments on the curves all meet or exceed the standards for a 25 mph design speed and provide the appropriate sight distance. Many of the profile grades (slopes) are at 0.5% which is generally used as a minimum for storm water flows in the gutter line and to prevent storm water spread in the street. With so many streets at the minimum slope, please verify that the water spread into the driving lane does not encroach more than one half of the driving lane at a 10 year storm.
6. The developer is currently showing a possible round-a-bout (instead of a traditional intersection) at the intersection of Blue Jay Way and 22nd Street at the City Engineers request. This intersection is being reviewed to determine if traffic calming would be beneficial for traffic while still providing for truck/delivery access to the School and

Commercial area from Blue Jay Way. With Furnas Street having weight restrictions, routes for deliveries are being discussed.

7. Grading of the site appears to adjust the drainage direction of a portion of the property from the south to the North. This is to be noted but likely beneficial to the city as the Furnas Street storm sewer system is near capacity in places and by shifting the drainage to the north, impacts to the Furnas Street Storm sewer could be reduced. The change of drainage should not impact downstream property owners as the storm flows will go through a detention basin prior to existing the site and the out flow rate after development for a 10 year storm can not be increased of the flow at that point prior to the development.
8. The preliminary erosion control layouts at the site appear appropriate for the planned grading and improvements. These can be further reviewed and developed with the final platting and permitting of the project with NDEE.

Utilities (sanitary sewer and water) Layouts

1. What the developer has proposed for sanitary sewer flow estimates per lot is appropriate. The only additional item to confirm is that the proposed sewer main in 23rd Street is sized appropriately for residential/commercial peak flows in combination with peak flows from the school. This will depend somewhat on the proposed lift station pumping rate.
2. We would like to know what the lift station pumps gallons per minute are preliminary sized for.
3. Was the proposed lift station sized for any future connections to the west of the lift station?

Drainage/Storm Sewer

1. The drainage study was reviewed and appears to address the requirements for storm water detention in the subdivision regulations. A couple of items to note (which may require a revision to this study):
 - The drainage report indicates proposed Pond 3 (north end of development) is located in the 100-year floodplain. The base flood elevation is 1071.0 feet, which is greater than the maximum elevation reported for the proposed pond. Based on this, it would appear there will be no detention of runoff when a 100-Year flood event is occurring on Wahoo Creek. A review of the FEMA published flood insurance study (FIS) indicates the 10-Year flood event on Wahoo Creek results in a water surface elevation of approximately 1067.5 feet at Pond 3. It is highly likely a 10-Year flood event would be occurring on Wahoo Creek at the same time a runoff event is occurring in the development. Please revise the drainage study to assume there is no storage below an elevation of 1067.5 in Pond 3.
 - As indicated in the report, the proposed ponds to reduce peak flows to the southeast are conceptual in nature and will be finalized through coordination between the developer and the school. It is anticipated a separate drainage study will be submitted for this portion of the development once finalized.

- If lot owners in the commercial area will be required to provide their own detention (instead of a generalized basin) with improvement to their lots, is that included as a deed restriction or how would it be required controlled at the sale of the lot (and future sales)?

Any acceptance or approvals noted in these comments are for the information provided and conceptual layout of the proposed improvements only. If you have any questions, comments or concerns with any of the statements, please feel free to contact Dave Henke or myself at 402.443.4661.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julie Ogden".

Julie Ogden, PE
jogden@jeo.com

JAO:jao
Enclosures

cc: Jessica Quady, Ashland City Administrator (2304 Silver Street, Ashland, NE 68003)
Mark Fahleson, Ashland City Attorney (1128 Lincoln Mall, Suite 300, Lincoln NE 68508)
Dan Rosenthal, REGA Engineering (601 Old Cheney Road, Suite A, Lincoln, NE 68512)
Icehouse Ridge, LLC, c/o Dave Lutton, (1442 Silver Street, Ashland NE 68003)

CITY of ASHLAND

APPLICATION FOR FINAL PLAT APPROVAL

Application Date: 2/4/20 Case # PP _____

Application Fee: \$206 Receipt #: _____

Applicant name: Jason Libal

Subdivision name: Ashland Greenwood Public Schools Addition

Legal description of land to be included in final plat: See Final Plat

Area of subject property involved (Sq. ft. and/or acres): 85.262 Acres

Present use of property: Agricultural Use Present Zoning: TA

Proposed use of property: Public School Proposed Zoning: R-3

Property owner name: Ashland Greenwood Public Schools Telephone #: (402) 944-2128

Property owner address: 1842 Furnas St. Ashland, NE Zip: 68003

Developer name: Ashland Greenwood Public Schools Telephone #: (402) 944-2128

Developer address: 1842 Furnas St. Ashland, NE Zip: 68003

Engineer name: Kyle Crouch Telephone #: _____

Engineer address: 11213 Davenport Street Omaha, NE Zip: 68154

Additional pertinent information: _____

Signature of owner: _____

(or)

Signature of authorized agent: _____

Recommendations

County Board Approve / Disapprove / No Comment Date: _____

School Board Approve / Disapprove / No Comment Date: _____

Ashland Fire Department Approve / Disapprove / Recommendations Date: _____

City Engineer Approve / Disapprove / Recommendations Date: _____

Planning Commission Approve / Disapprove / Recommendations Date: _____

Recommendations: _____

Approval

City Council Approve / Disapprove / Conditional Approval Date: _____

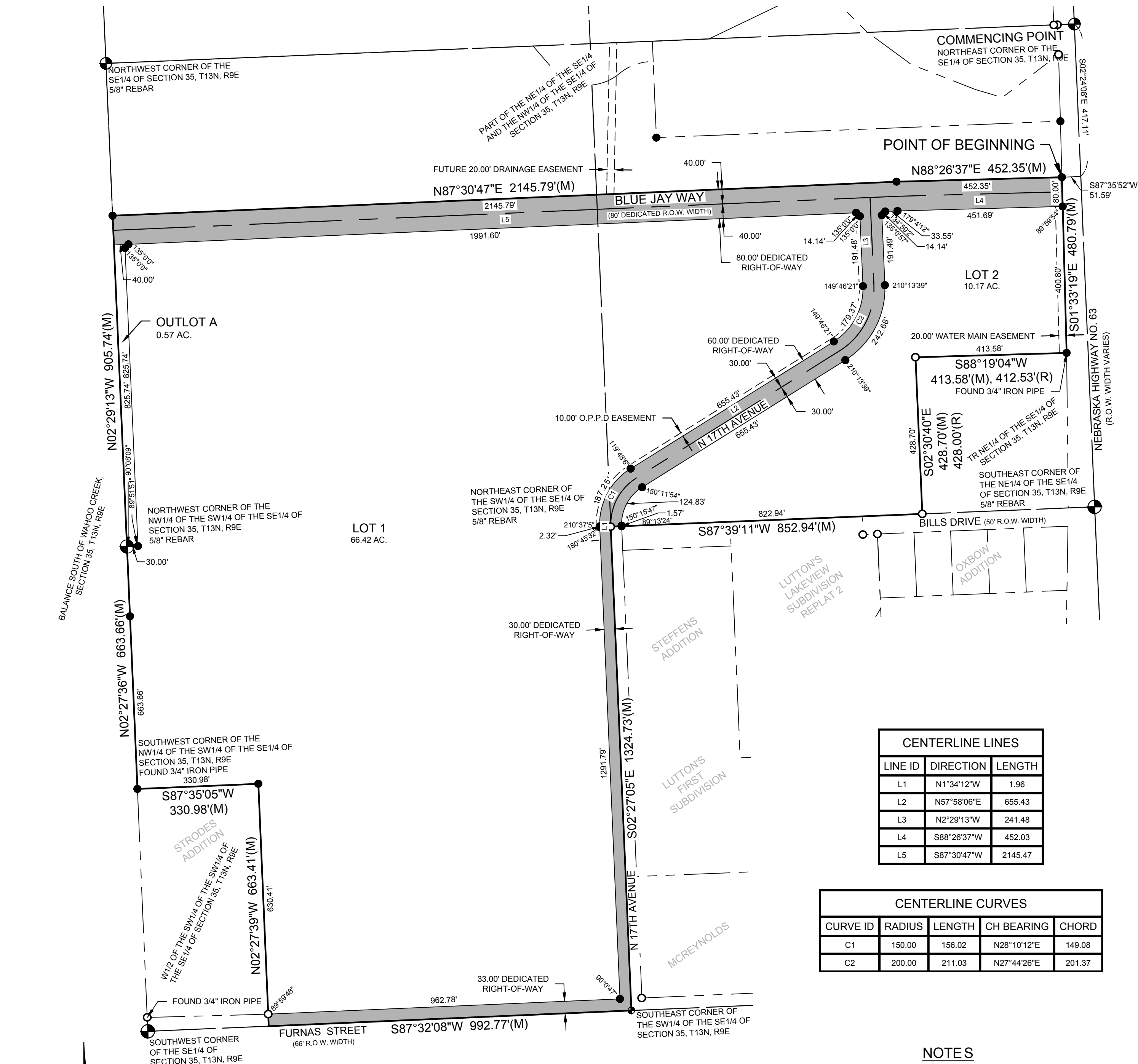
ASHLAND GREENWOOD PUBLIC SCHOOLS ADDITION

LOTS 1, 2 AND OUTLOT A

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER SECTION 35, TOWNSHIP 13 NORTH,
RANGE 9 EAST OF THE 6TH P.M., SAUNDERS COUNTY, NEBRASKA

USER: dhoastings

DWG: F:\2019\2001-2500\019-2233\40-Design\Survey\SRV\Sheets\Final\Plat\PLT_AG_PUBLIC_SCHOOLS_0192233.dwg
DATE: Feb 04, 2021 10:46am XREFS: V_XBNDY_0192233



CENTERLINE LINES		
LINE ID	DIRECTION	LENGTH
L1	N1°34'12\"W	1.96
L2	N57°58'06\"E	655.43
L3	N2°29'13\"W	241.48
L4	S88°26'37\"W	452.03
L5	S87°30'47\"W	2145.47

CENTERLINE CURVES				
CURVE ID	RADIUS	LENGTH	CH BEARING	CHORD
C1	150.00	156.02	N28°10'12\"E	149.08
C2	200.00	211.03	N27°44'26\"E	201.37

NOTES

- ALL INTERNAL LINES ARE RADIAL/PERPENDICULAR UNLESS OTHERWISE NOTED AS NON-RADIAL (NR).
- ALL INTERNAL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
- ANGLES MEASURED ADJACENT TO CURVES ARE MEASURED TO THE CHORD OF SAID CURVE.

APPROVAL OF ASHLAND CITY PLANNING COMMISSION

THIS FINAL PLAT OF ASHLAND GREENWOOD PUBLIC SCHOOLS ADDITION, LOTS 1, 2 AND OUTLOT A WAS APPROVED BY THE ASHLAND PLANNING COMMISSION THIS ____ DAY OF ____, 20__.

CHAIRPERSON, ASHLAND PLANNING COMMISSION

ACCEPTANCE BY THE ASHLAND CITY ENGINEER

THIS FINAL PLAT OF ASHLAND GREENWOOD PUBLIC SCHOOLS ADDITION, LOTS 1, 2 AND OUTLOT A WAS REVIEWED AND APPROVED BY THE ASHLAND CITY ENGINEER ON THIS ____ DAY OF ____, 20__.

ASHLAND CITY ENGINEER

ACCEPTANCE BY ASHLAND CITY COUNCIL

THIS PLAT OF ASHLAND GREENWOOD PUBLIC SCHOOLS ADDITION, LOTS 1, 2 AND OUTLOT A WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF ASHLAND, NEBRASKA ON THIS ____ DAY OF ____, 20__.

MAYOR

ATTEST:

CITY CLERK

REVIEW OF SAUNDERS COUNTY SURVEYOR

THIS PLAT OF ASHLAND GREENWOOD PUBLIC SCHOOLS ADDITION, LOTS 1, 2 AND OUTLOT A WAS REVIEWED BY THE OFFICE OF THE SAUNDERS COUNTY SURVEYOR ON THIS ____ DAY OF ____, 20__.

SAUNDERS COUNTY SURVEYOR

COUNTY TREASURER'S CERTIFICATE

THIS IS TO CERTIFY THAT I FIND NO REGULAR OR SPECIAL TAXES DUE OR DELINQUENT AGAINST THE PROPERTY AS DESCRIBED IN THE SURVEYOR'S CERTIFICATE AND EMBRACED IN THIS PLAT AS SHOWN BY THE RECORDS OF THIS OFFICE.

COUNTY TREASURER

DATE

LEGEND

- FOUND 5/8\" REBAR (UNLESS OTHERWISE NOTED)
- SET 5/8\" REBAR W/ CAP L.S. #607
- (P) MEASURED DISTANCE
- _____ PLATTED DISTANCE
- _____ SECTION LINE
- _____ BOUNDARY LINE
- _____ PROPERTY LINE
- _____ EXISTING PROPERTY LINE
- _____ SETBACK LINE

LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER SECTION 35, TOWNSHIP 13 NORTH, RANGE 9 EAST OF THE 6TH P.M., SAUNDERS COUNTY, NEBRASKA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 35; THENCE ON THE EAST LINE OF SAID SOUTHEAST QUARTER ON AN ASSUMED BEARING OF S02°24'08\"E, 417.11 FEET; THENCE S87°35'52\"W, 51.59 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF NEBRASKA HIGHWAY NO. 63, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE ON SAID WEST RIGHT-OF-WAY LINE OF NEBRASKA HIGHWAY NO. 63 S01°33'19\"E, 480.79 FEET; THENCE S88°19'04\"W, 413.58 FEET; THENCE S02°30'40\"E, 428.70 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF BILLS DRIVE; THENCE ON SAID NORTH RIGHT-OF-WAY LINE OF BILLS DRIVE S87°39'11\"W, 852.94 FEET; THENCE S02°27'05\"E 1324.73 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SOUTHEAST QUARTER OF SECTION 35; THENCE ON THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER S87°32'08\"W, 992.77 FEET TO A POINT INTERSECTING SAID SOUTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER AND A LINE EXTENDED OF THE EAST LINE OF STRODES ADDITION, A PLATTED AND RECORDED ADDITION IN SAID SAUNDERS COUNTY; THENCE ON SAID EAST LINE OF STRODES ADDITION N02°27'39\"W, 663.41 FEET TO THE NORTHEAST CORNER OF SAID STRODES ADDITION; THENCE ON THE NORTH LINE OF SAID STRODES ADDITION S87°35'05\"W, 330.98 FEET TO THE NORTHWEST CORNER OF SAID STRODES ADDITION, SAID CORNER ALSO BEING A POINT ON THE WEST LINE OF SAID SOUTHEAST QUARTER OF SECTION 35; THENCE ON SAID WEST LINE OF THE SOUTHEAST QUARTER OF SECTION 35 FOR THE FOLLOWING TWO (2) DESCRIBED COURSES: (1) N02°27'36\"W, 663.66 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 35; (2) N02°29'13\"W, 905.74 FEET; THENCE N87°30'47\"E, 2145.79 FEET; THENCE N88°26'37\"E, 452.35 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS A CALCULATED AREA OF 3,714,009.74 SQ. FT. OR 85.262 ACRES MORE OR LESS.

OWNER'S CERTIFICATE

OWNERS CERTIFICATION
I/WE THE UNDERSIGNED _____ OWNER(S) OF THE REAL ESTATE SHOWN AND (NAMES) DESCRIBED HEREIN, DO HEREBY CERTIFY THAT I/WE HAVE LAID OUT, PLATTED AND SUBDIVIDED, AND DO HEREBY LAY OUT, PLAT AND SUBDIVIDED, SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT.

THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS ASHLAND GREENWOOD PUBLIC SCHOOLS ADDITION, AN ADDITION TO THE CITY OF ASHLAND, NEBRASKA. ALL STREETS AND ALLEYS SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC UNLESS SPECIFICALLY NOTED HEREIN. OTHER PUBLIC LANDS SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY RESERVED FOR PUBLIC USE.

CLEAR TITLE TO THE LAND CONTAINED IN THIS PLAT IS GUARANTEED. ANY ENCUMBRANCES OR SPECIAL ASSESSMENTS ARE EXPLAINED AS FOLLOWS:

THERE ARE STRIPS OF GROUND SHOWN OR DESCRIBED ON THIS PLAT AND MARKED EASEMENT, RESERVED FOR THE USE OF PUBLIC UTILITIES AND SUBJECT TO THE PARAMOUNT RIGHT OF UTILITY OR CITY TO INSTALL, REPAIR, REPLACE AND MAINTAIN ITS INSTALLATIONS.

SIGNATURE

SIGNATURE

ACKNOWLEDGEMENT OF NOTARY

STATE OF _____)
COUNTY OF _____) SS

ON THIS ____ DAY OF _____, 2021, BEFORE ME, A NOTARY PUBLIC, DULY COMMISSIONED AND QUALIFIED FOR SAID COUNTY AND STATE, PERSONALLY APPEARED _____, WHO IS PERSONALLY KNOWN TO ME TO BE THE IDENTICAL PERSON WHOSE NAME IS AFFIXED TO THE ABOVE INSTRUMENT AS INDIVIDUALS, AND HE/SHE ACKNOWLEDGED THE SIGNING OF THE SAME TO BE HIS/HER VOLUNTARY ACT AND DEED AND THE VOLUNTARY ACT AND DEED AS SAID _____.

WITNESS MY HAND AND OFFICIAL SEAL THE DATE LAST AFORESAID.

NOTARY PUBLIC

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, REGISTERED IN COMPLIANCE WITH THE LAWS OF THE STATE OF NEBRASKA, THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY CONDUCTED BY ME OR UNDER MY DIRECT SUPERVISION ON AUGUST 1, 2019, THAT ANY CHANGES FROM THE DESCRIPTION APPEARING IN THE LAST RECORD TRANSFER OF THE LAND CONTAINED IN THE FINAL PLAT ARE SO INDICATED, THAT ALL MONUMENTS SHOWN THEREON ACTUALLY EXIST AS DESCRIBED OR WILL BE INSTALLED AND THEIR POSITION IS CORRECTLY SHOWN AND THAT ALL DIMENSIONAL AND GEODETIC DATA IS CORRECT.

TERRY L. ROTHANZL
NEBRASKA L.S. 607

2-2-2021
DATE



FINAL PLAT

ASHLAND GREENWOOD PUBLIC SCHOOLS ADDITION
LOTS 1, 2 AND OUTLOT A

SAUNDERS COUNTY

2021

REVISIONS DESCRIPTION

DATE

REV. NO.

REVISIONS

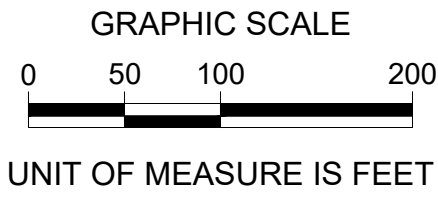
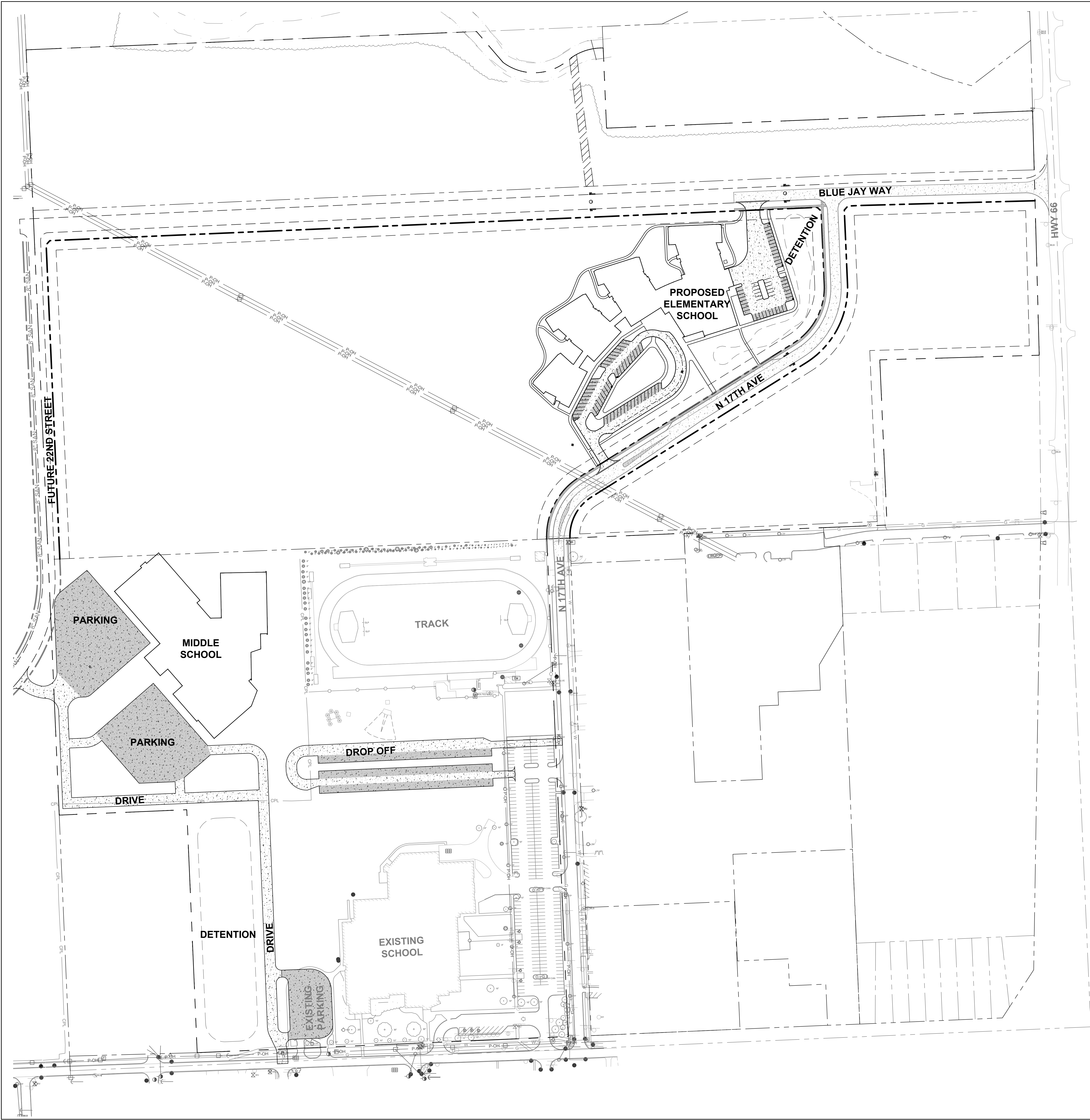
SHEET
1 of 1

drawn by: DSH
checked by: TLR
approved by: TLR
QA/QC by: DSH/TLR
project no.: 019-22330
drawing no.:
date: 2.2.2021

SHEET
1 of 1

olsson

2111 South 67th Street, Suite 200
Omaha, NE 68106
TEL 402.341.1116
FAX 402.341.5895
www.olson.com



SITE LAYOUT LEGEND

	PROPOSED 7" CONCRETE (NDOT 47B-3500PSI)
	PROPOSED 6" CONCRETE (NDOT 47B-3500PSI)
	PROPOSED 5" CONCRETE (NDOT 47B-3500PSI)
	PROPOSED 5" CONCRETE WALK (NDOT 47B-3500PSI)
	6" CONCRETE INTEGRAL CURB

PAVING NOTES:

- ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
- PAVEMENT SUBGRADE TO A DEPTH OF 12 INCHES AND A WIDTH OF 2 FEET OUTSIDE PAVEMENT EDGES SHALL BE COMPACTED AS SPECIFIED IN THE COMPACTION REQUIREMENTS TABLE OR GEOTECHNICAL REPORT.
- THE CONTRACTOR SHALL CONTACT THE GEOTECHNICAL ENGINEER TO OBSERVE THE SUBGRADE PRIOR TO PAVEMENT PLACEMENT TO DELINEATE ANY AREAS WHERE SUBGRADE OVEREXCAVATION MAY BE REQUIRED.
- SUBGRADE SHALL BE MOIST PRIOR TO THE POURING OF CONCRETE.
- AT THE LOCATION OF WHEELCHAIR RAMPS, CONTRACTOR SHALL DROP THE CURB IN ACCORDANCE WITH CITY OF OMAHA STANDARD PLATE 500-82
- THE CONTRACTOR IS REFERENCED TO THE FOLLOWING CITY OF OMAHA STANDARD PLATES:
700-21 CURB INLETS
500-50 CONCRETE PAVEMENT JOINTS
500-52 CONCRETE CURBS
500-60 CONCRETE CURB RAMP
- CONCRETE MIX SHALL BE TYPE 47B TRADITIONAL MIX PER NDOT STANDARD SPECIFICATIONS. CEMENT SHALL BE TYPE I PF. CONCRETE MIX DESIGN SHALL HAVE A MINIMUM OF 30% TYPE E AGGREGATE AND AIR CONTENT SHALL BE BETWEEN 6% AND 8.5%. MAX WATER/CEMENT RATIO SHALL BE 0.45. ALL CONCRETE PAVEMENT SHALL HAVE MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI WHEN TESTED IN ACCORDANCE WITH ASTM C39 AT 28 DAYS. CONTRACTOR SHALL HAVE FIELD TESTS CONDUCTED AND 3 CONCRETE CYLINDERS COLLECTED BY A QUALIFIED TESTING LAB FOR EVERY 100 CUBIC YARDS OR FOR EACH DAYS POUR, UNLESS APPROVED OTHERWISE BY OWNER. CONTRACTOR SHALL PROVIDE CONCRETE FIELD AND COMPRESSIVE TEST RESULTS TO THE OWNER.
- CONCRETE FOR PAVING SHALL BE PROPORTIONED USING PORTLAND CEMENT MEETING THE REQUIREMENTS OF ASTM C-150, TYPE I, UNLESS OTHERWISE NOTED ON THESE PLANS. CONCRETE FOR PAVEMENT AND DRIVEWAYS SHALL BE L65 AIR-ENTRAINED. (OMAHA ONLY)
- CURBS SHALL BE TYPE 'A' IN ACCORDANCE WITH CITY OF OMAHA STANDARD PLATE 500-52 UNLESS OTHERWISE NOTED. (OMAHA ONLY)
- CONCRETE PAVEMENT SHALL BE CURED USING A LIQUID-MEMBRANE FORMING COMPOUND AT THE CONCENTRATIONS AND APPLICATION RATES RECOMMENDED BY THE MANUFACTURER.
- WATER REDUCING ADMIXTURE SHALL BE ADDED TO ALL HAND-PLACED AND FINISHED CONCRETE.
- ALL CONCRETE SHALL BE FINISHED WITH A WET BURLAP OR CANVAS DRAG.
- CONCRETE PAVEMENT JOINTS SHALL NOT EXCEED 12'-0". ALL PANELS SHOULD BE SQUARE OR NEARLY SO. THE LENGTH OF THE PANEL SHALL NOT EXCEED 1.5 TIMES THE WIDTH.
- WHERE APPLICABLE, JOINTS SHALL MATCH EXISTING JOINT PATTERN.
- ALL JOINTS SHALL BE SAW-CUT AND SEALED WITH HOT POUR SEALANT TO WITHIN 1/4" OF CONCRETE SURFACE.
- CONTRACTOR TO PLACE 1/2" EXPANSION MATERIAL WHERE CONCRETE ABUTS BUILDING.
- TIE BARS SHALL BE UTILIZED AT ALL LOCATIONS WHERE PROPOSED CONCRETE IS TYING INTO EXISTING CONCRETE. TIE BARS SHALL BE #5 AT 18" IN LENGTH AND PLACED AT 33" O.C. AT MID DEPTH OF THE SLAB.
- ALL REBAR SHALL BE EPOXY COATED.
- 1" (OMAHA HAS GONE TO 3/4") EXPANSION JOINT SHALL BE INSTALLED WHERE DRIVEWAYS AND/OR SIDEWALKS ABUT, AND SEALED WITH HOT POUR SEALANT.

PAVEMENT MARKING NOTES:

- PAVEMENT MARKINGS SHALL BE 4" YELLOW PERMANENT PAVEMENT MARKING PAINT. APPLY PER MANUFACTURER'S RECOMMENDATIONS.
- PERMANENT PAVEMENT MARKING PAINT SHALL BE AS PER NDOT APPROVED PRODUCTS LIST AND NDOT SECTION 423.02 OR APPROVED EQUIVALENT.
- HANDICAP MARKINGS SHALL BE PER MUTCD STANDARDS.

SIDEWALK NOTES:

- SIDEWALK SUBGRADE TO A DEPTH OF 8 INCHES AND TO A WIDTH OF 6 INCHES OUTSIDE OF THE SIDEWALK EDGES SHALL BE COMPACTED AS SPECIFIED IN THE COMPACTION REQUIREMENTS TABLE OR THE GEOTECHNICAL REPORT.
- THE CONTRACTOR IS REFERRED TO THE FOLLOWING CITY OF OMAHA STANDARD PLATES:
500-02 SIDEWALK CONSTRUCTION
500-82 CONCRETE CURB RAMP
- CURB RAMPS TO COMPLY WITH NDOR STANDARD PLAN NO. 303, LATEST REVISION
- ALL SIDEWALKS SHALL BE CONSTRUCTED WITH 1.5% MAX CROSS SLOPE AND 4.5% MAX RUNNING SLOPE, UNLESS PARALLELING AND MATCHING EXISTING STREET GRADE.
- SIDEWALK JOINT SHALL BE SQUARE NO LARGER THAN 6'X6' PANELS.
- CONCRETE FOR SIDEWALK SHALL BE PROPORTIONED USING PORTLAND CEMENT MEETING THE REQUIREMENTS OF ASTM C-150, TYPE I, UNLESS OTHERWISE NOTED ON THE PLANS. CONCRETE FOR SIDEWALKS SHALL BE L6 AIR-ENTRAINED. (OMAHA ONLY)
- CONCRETE PAVEMENT SHALL BE CURED USING A LIQUID MEMBRANE FORMING COMPOUND AT THE CONCENTRATIONS AND APPLICATION RATES RECOMMENDED BY THE MANUFACTURER.
- WATER REDUCING ADMIXTURE SHALL BE ADDED TO ALL HAND PLACED AND FINISHED CONCRETE.
- WHERE SHOWN ON PLANS CURB RAMPS SHALL INCLUDE CAST IRON REPLACEABLE DETECTABLE WARNING PANELS (TRUNCATED DOMES) WHICH COMPLY WITH THE AMERICANS WITH DISABILITIES ACT. APPROVED TYPES ARE:
IRON DOME BY ADA SOLUTIONS INC.
DETECTABLE WARNING PLATE 4984 BY DEETER FOUNDRY, INC.
DURALAST DETECTABLE WARNING PLATE BY EAST JORDAN IRON WORKS
TUFTILE CAST IRON TILES BY TUFTILE, INC.
ADVANTAGE TACTILE CAST IRON DETECTABLE WARNINGS
- DETECTABLE WARNING PANELS SHALL BE "BRICK" COLOR, OR APPROVED EQUAL.



SITE GRADING LEGEND

- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- FLOW DIRECTION

GRADING NOTES:

- ALL GRADING OPERATIONS SHALL FOLLOW RECOMMENDATIONS PER THE GEOTECHNICAL REPORT.
- ALL FILL MATERIALS USED ONSITE SHALL CONSIST OF APPROVED MATERIALS FREE OF ORGANIC MATTER AND DEBRIS.
- OFF-SITE BORROW MATERIAL SHALL BE TESTED AND APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO USE AS FILL ONSITE.
- RUBBLE AND WASTE MATERIALS FROM SITE CLEARING AND DEMOLITION SHALL BE REMOVED FROM THE SITE AND LAWFULLY DISPOSED, OR RECYCLED. WASTE MATERIALS SHALL NOT BE BURIED ONSITE.
- THE PROPOSED CONTOURS REPRESENT TOP OF PAVEMENT. IN ALL OTHER AREAS THEY REPRESENT THE FINISHED GROUND SURFACE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE PAVEMENT CROSS-SECTION DEPTH AND SHALL ADJUST THE SUBGRADE ELEVATION ACCORDINGLY PRIOR TO BEGINNING GRADING OPERATIONS.
- ALL HERBACEOUS VEGETATION SHALL BE REMOVED WITHIN THE LIMITS OF THE GRADING. THE STRIPPING FROM THIS SITE SHOULD BE STORED AND REDISTRIBUTED AS TOPSOIL IN ALL LANDSCAPE AREAS. ALL EXCESS MATERIAL SHALL BE HAULED OFF SITE.
- THE CONTRACTOR SHALL DETERMINE THE APPROXIMATE EARTHWORK QUANTITIES FOR HIS OWN PURPOSES. THE SITE IS DESIGNED TO BE BALANCED, CONTACT ENGINEER AS NEEDED FOR ANY ADJUSTMENTS. EXCESS MATERIAL MAY BE STOCKPILED ON SITE FOR FUTURE USE.
- FOR PROPER COMPACTION OF FILL MATERIAL, BUILDING PAD PREPARATION AND PAVING SUBGRADE REQUIREMENTS, SEE GEOTECHNICAL REPORT.
- OBSERVATION AND TESTING BY A QUALIFIED TESTING LAB OR PROFESSIONAL GEOTECHNICAL ENGINEER SHALL OCCUR IN ALL FILL AREAS. DENSITY TEST REPORTS SHALL BE SUBMITTED TO THE ENGINEER AND OWNER.
- CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM THE STRUCTURES FOR ALL NATURAL AND PAVED AREAS.
- SLOPES SHALL BE UNIFORM TO AVOID PONDING.
- CONTRACTOR SHALL GRADE LOW SPOTS TO DRAIN.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY GRADING WILL TAKE PLACE BEYOND THE PROPERTY LINE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH A CERTIFIED TESTING AGENCY FOR OBSERVATION AND TESTING THROUGHOUT CONSTRUCTION.
- CONTRACTOR WILL BE HELD RESPONSIBLE FOR SETTLEMENT DUE TO IMPROPER COMPACTION.

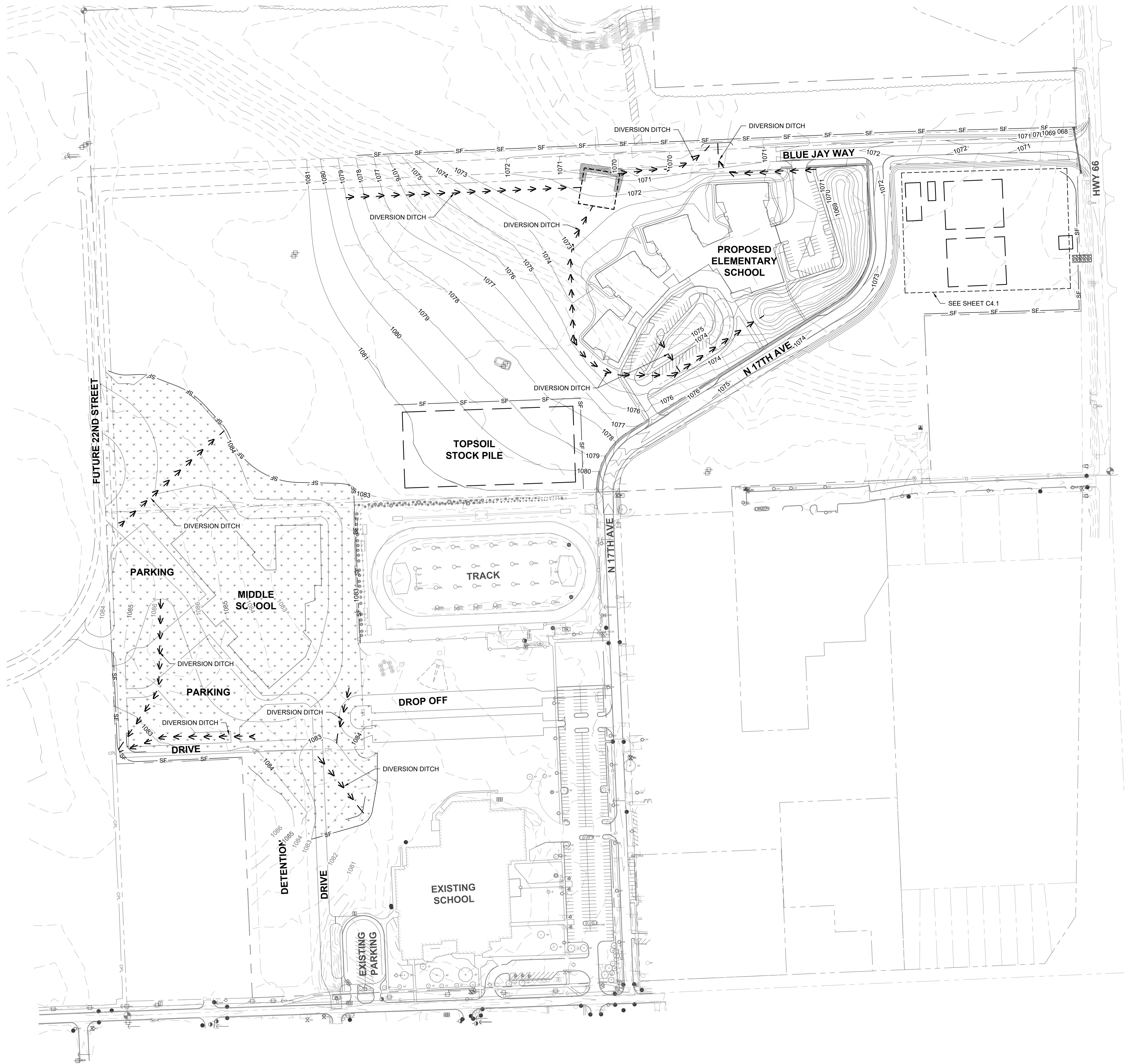
STORM SEWER NOTES:

- THE CONTRACTOR IS REFERRED TO THE FOLLOWING NDOT STANDARD PLANS:
411-R2 BEDDING AND BACKFILL REQUIREMENTS FOR CONCRETE PIPES
410-R4 FLARED END SECTIONS FOR CULVERT PIPES
- TRENCH BACKFILL SHALL BE COMPACTED AS SPECIFIED IN THE GEOTECHNICAL REPORT
- STORM SEWER MATERIALS: THE FOLLOWING MATERIALS ARE GENERALLY APPROVED FOR STORM SEWER CONSTRUCTION
A. REINFORCED CONCRETE PIPE (RCP). RCP SHALL BE CLASS III WALL B AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM C76 AND SHALL BE INSTALLED AS REQUIRED BY ASTM C1479-01
- ALL STORM SEWER CONSTRUCTED WITHIN THE PUBLIC RIGHT OF WAY SHALL BE RCP.
- PIPE BEDDING SHALL BE IN ACCORDANCE WITH ASTM D2321 TYPE IA, IB, OR II
- ALL BENDS, FITTINGS, AND ADAPTORS ARE SUBSIDIARY TO OTHER ITEMS TO WHICH DIRECT PAYMENT IS MADE.

APPROXIMATE EARTHWORK QUANTITIES

FILL	CUT	NET
70,544 CY	50,088 CY	20,455 CY (FILL)

* NOTE, EARTHWORK QUANTITIES ARE FOR INFORMATION ONLY. QUANTITIES INCLUDE PAVEMENT AND FLOOR SLABS. STRIPPING OF TOPSOIL AND SURCHARGE IS EXCLUDED. A FILL FACTOR OF 1.30 HAS BEEN ADDED.

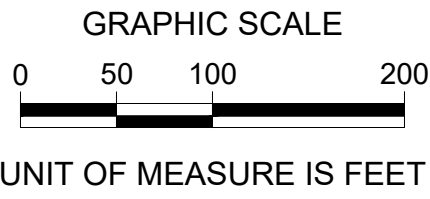


SITE SWPP LEGEND

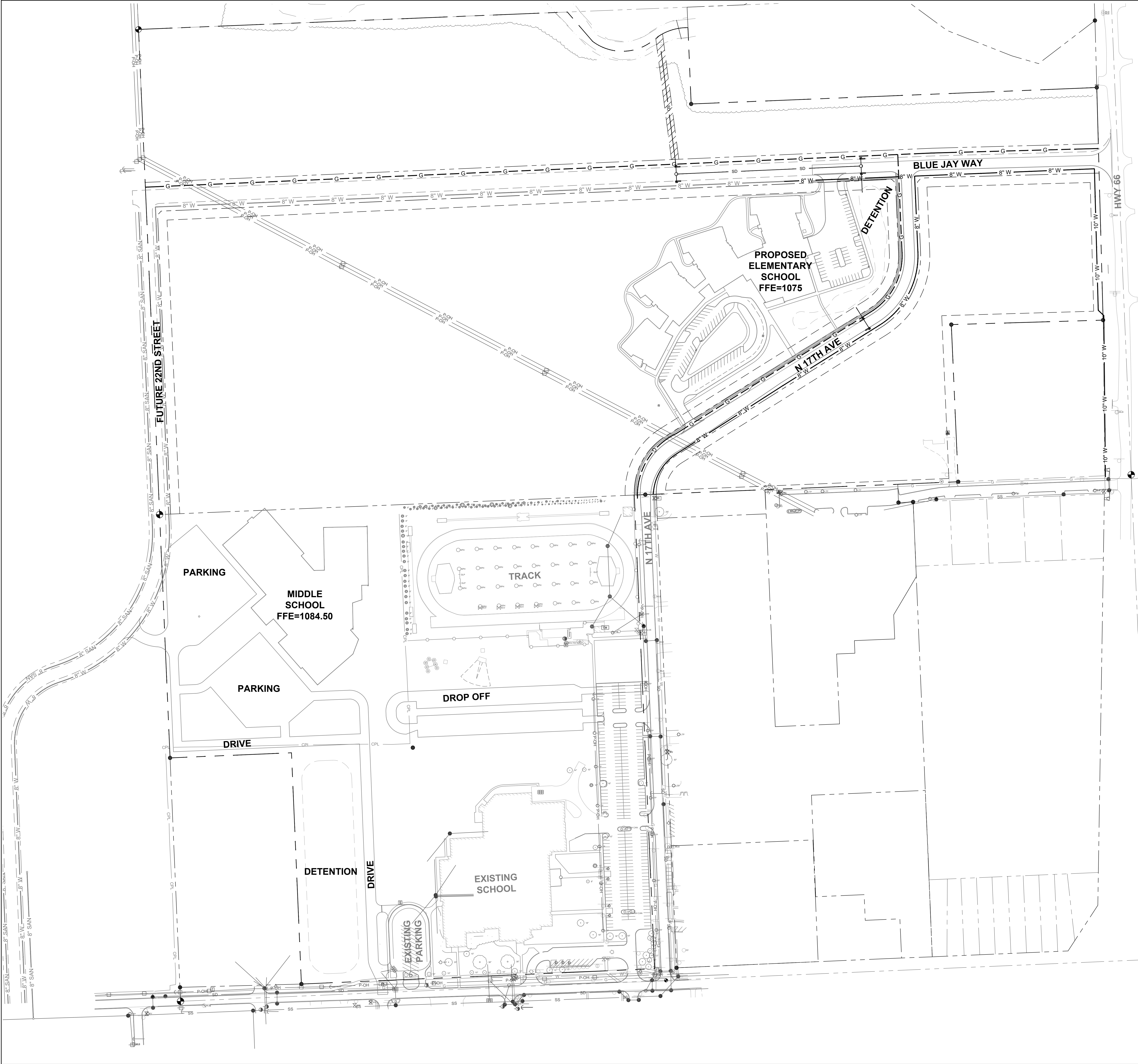
- | | | | |
|----|----|------|-----------------------|
| SF | SF | SF-# | SILT FENCE |
| | | CE-# | CONSTRUCTION ENTRANCE |
| | | | TEMPORARY SEEDING |
| | | | FLOW DIRECTION |

EROSION AND SEDIMENT CONTROL NOTES:

1. THE CONTRACTOR WILL COMPLY WITH WITH THE REQUIREMENTS OF THE NDPS CONSTRUCTION STORMWATER DISCHARGE PERMIT, AS APPROVED BY THE NEBRASKA DEPARTMENT OF ENVIRONMENT AND ENERGY FOR THIS PROJECT.
2. THE CONTRACTOR WILL IMPLEMENT AND MAINTAIN CONSTRUCTION STORMWATER BMPs DURING ALL CONSTRUCTION ACTIVITY TO CONTROL POLLUTANTS AND SEDIMENT IN STORMWATER DISCHARGE FROM THE PROJECT SITE.
3. THE PROJECT SITE IS DYNAMIC WITH CHANGES TO THE CONDITIONS AND DRAINAGE PATTERNS DURING CONSTRUCTION ACTIVITY. CHANGES TO THE DRAINAGE PATTERNS OF THE PROJECT WILL REQUIRE ADDITIONAL BMPs TO BE INSTALLED BY THE CONTRACTOR TO MAINTAIN CONTROL OF POLLUTANTS AND SEDIMENT FROM STORMWATER DISCHARGE FROM THE SITE.
4. THE OWNERS THIRD PARTY INSPECTOR IS RESPONSIBLE FOR INSPECTION OF ALL SEDIMENT AND EROSION CONTROL BMPs AT LEAST ONCE EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN 24-HOURS OF ANY STORM EVENT OF GREATER THAN 0.5 INCHES OF PRECIPITATION. FOR EVERY INSPECTION PERFORMED, AN INSPECTION REPORT MUST BE COMPLETED AND FILED WITH THE PROJECT STORMWATER POLLUTION PREVENTION PLAN DOCUMENT.
5. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF THE EROSION AND SEDIMENT CONTROL BMPs IN AN EFFECTIVE WORKING CONDITION. IF SITE INSPECTIONS INDICATE BMPs ARE NOT OPERATING EFFECTIVELY, MAINTENANCE, REPAIR, OR ADDITIONAL BMPs MUST BE PERFORMED WITH SEVEN (7) DAYS AND PRIOR TO THE NEXT STORM EVENT.
6. EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN BIONET SC150BN OR APPROVED EQUAL. EROSION CONTROL BLANKET SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
7. TEMPORARY SEDIMENT TRAPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF OMAHA STANDARD PLATE 101-08.
8. AFTER THE SURCHARGE HAS BEEN REMOVED AND BUILDING PAD PREPARATION HAS BEEN COMPLETED, MAINTENANCE OF INSTALLED BMP'S SHALL BE TRANSFERRED TO THE PROJECT CONSTRUCTION MANAGER FOR THE UPCOMING CONSTRUCTION PHASE.



2
C4.3
1
C4.3



SITE UTILITY LEGEND

- 8" SAN PROPOSED SANITARY
- 6" W PROPOSED WATER
- SD PROPOSED STORM

GENERAL UTILITY NOTES:

- CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY COMPANIES TO COORDINATE CONNECTIONS. ALL CONDUITS, CONCRETE PADS, PEDESTAL RELOCATIONS, ETC. SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY PRIOR TO UTILITY CONSTRUCTION AND UPON COMPLETION OF SITE GRADING.
- ALL EXISTING UTILITIES AND SERVICE LINES SHALL BE KEPT IN SERVICE AT ALL TIMES DURING CONSTRUCTION UNLESS OTHERWISE AUTHORIZED BY THE OWNER.
- MAINTAIN A MINIMUM OF 1.5 FEET OF CLEARANCE BETWEEN ALL UTILITY CROSSINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- SITE SHALL BE TO FINISHED GRADE PRIOR TO INSTALLATION OF SITE UTILITIES.
- CONTRACTOR SHALL ADJUST TO GRADE ALL WATER AND GAS VALVES BOXES AND MANHOLE COVERS WITHIN THE LIMITS OF CONSTRUCTION.
- THE CONTRACTOR SHALL MAINTAIN STRICT LATERAL CLEARANCE AS SHOWN ON THE PLANS FOR ALL UTILITY LINES.
- ALL TRENCHES SHALL BE BACKFILLED AND COMPACTED AS SPECIFIED IN THE GEOTECHNICAL REPORT/COMPACTION TABLE.
- THE CONTRACTOR SHALL VERIFY ALL VERTICAL AND HORIZONTAL CROSSINGS OF ALL PROPOSED AND EXISTING UTILITIES PRIOR TO INSTALLATION OF CONDUIT. CONTACT THE ENGINEER WITH ANY CONFLICTS.
- TRACER WIRE SHALL BE INSTALLED ALONG ALL UNDERGROUND PIPING.
- ALL GAS SERVICES TO BE DESIGNED AND INSTALLED BY GAS COMPANY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAVEMENT REMOVAL/REPLACEMENT REQUIRED FOR GAS LINE INSTALLATION.
- ALL ELECTRIC SERVICES TO BE DESIGNED AND INSTALLED BY ELECTRIC COMPANY.

STORM SEWER NOTES:

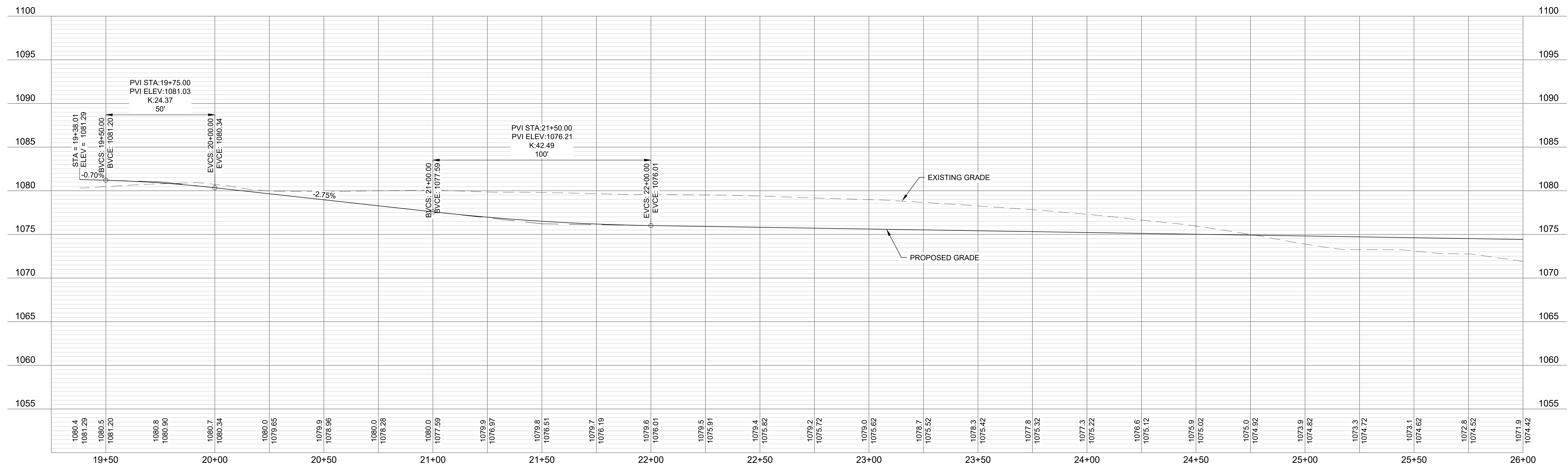
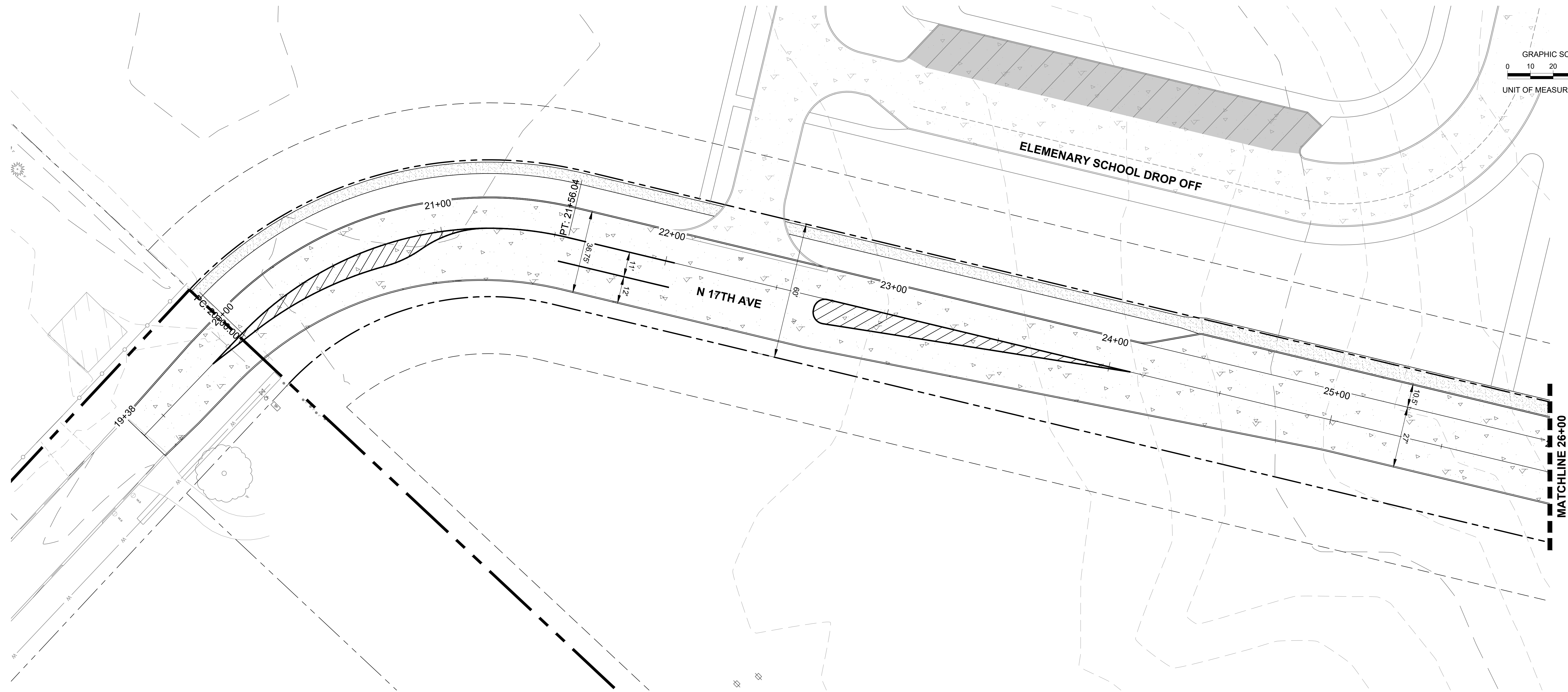
- INLETS AND MANHOLES SHALL BE LOCATED IN ACCORDANCE WITH THE COORDINATES/SITUATIONS AND OFFSETS SHOWN. THE LENGTHS OF PIPES MAY VARY ACCORDINGLY.
- THE CONTRACTOR IS REFERRED TO THE FOLLOWING CITY OF OMAHA / CITY OF LINCOLN / NDOT STANDARD PLATES:
 - XXX-XX SEWER BEDDING
 - XXX-XX CURB INLETS
 - XXX-XX CONCRETE COLLAR AND SEWER TAP
 - XXX-XX PIPE PLUG
 - XXX-XX STORM SEWER MANHOLE
 - XXX-XX REINFORCED CONCRETE PIPE COUPLERS
- TRENCH BACKFILL SHALL BE COMPACTED AS SPECIFIED BY THE GEOTECHNICAL ENGINEER/COMPACTION TABLE.
- STORM SEWER MATERIALS: THE FOLLOWING MATERIALS ARE GENERALLY APPROVED FOR STORM SEWER CONSTRUCTION:
 - A. REINFORCED CONCRETE PIPE (RCP). RCP SHALL BE CLASS III WALL B AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM C76 AND SHALL BE INSTALLED AS REQUIRED BY ASTM C1479-01
 - B. DUCTILE IRON PIPE (DIP). DIP SHALL BE CONFORM TO THE REQUIREMENTS OF ASTM A746-09 AND SHALL BE INSTALLED AS REQUIRED BY ASTM C800-08
 - C. POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN. PVC PIPE SHALL SDR 35 SHALL CONFORM TO THE REQUIREMENTS OF ASTM D1784. MINIMAL CELL CLASS 12454-B AND SHALL BE INSTALLED AS REQUIRED BY ASTM D2321-00
 - D. HIGH DENSITY POLYETHYLENE (HDPE) PIPE. HDPE SHALL HAVE CORRUGATED EXTERIOR AND A SMOOTH INTERIOR AND SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-294 TYPE S AND SHALL BE INSTALLED AS REQUIRED BY ASTM D2321-00 AND THE MANUFACTURERS INSTALLATION INSTRUCTIONS. HDPE SHALL BE MANUFACTURED FROM HDPE VIRGIN COMPOUNDS AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM D-3350 FOR THE CELL CLASSIFICATION 335420C. COUPLING BANDS SHALL MEET THE SOIL TIGHTNESS REQUIREMENTS OF AASHTO SECTION 26.4.2 A
- CONCRETE FOR STORM SEWER MANHOLES SHALL BE L65M USING TYPE II PORTLAND CEMENT. THE CEMENT FOR MANHOLE GROUT SHALL BE THE SAME AS THAT FOR MANHOLE CONCRETE AND SHALL MEET THE REQUIREMENTS OF THE PROJECT SPECIFICATIONS.
- ALL STORM SEWER CONSTRUCTED WITHIN THE PUBLIC RIGHT OF WAY SHALL BE RCP.
- PIPE BEDDING SHALL BE IN ACCORDANCE WITH ASTM D2321 TYPE IA, IB, OR II
- ALL BENDS, FITTINGS, AND ADAPTORS ARE SUBSIDIARY TO OTHER ITEMS TO WHICH DIRECT PAYMENT IS MADE.

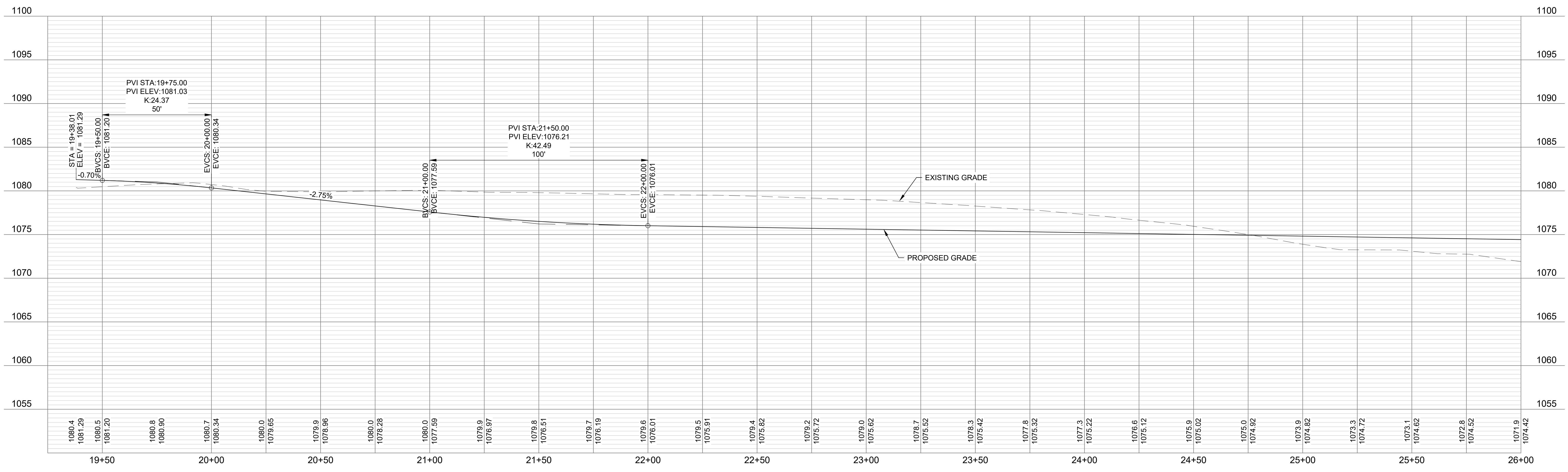
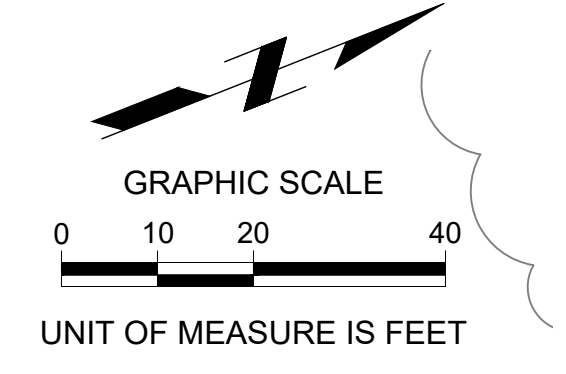
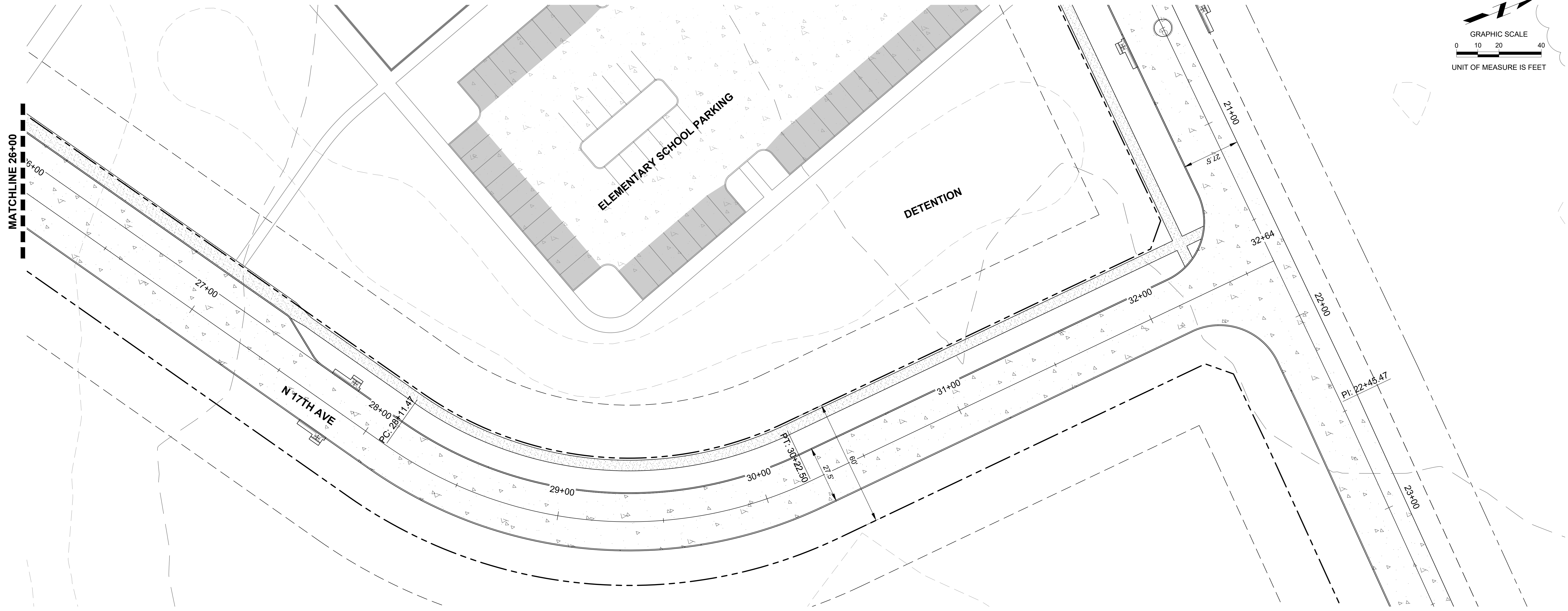
SANITARY SEWER NOTES:

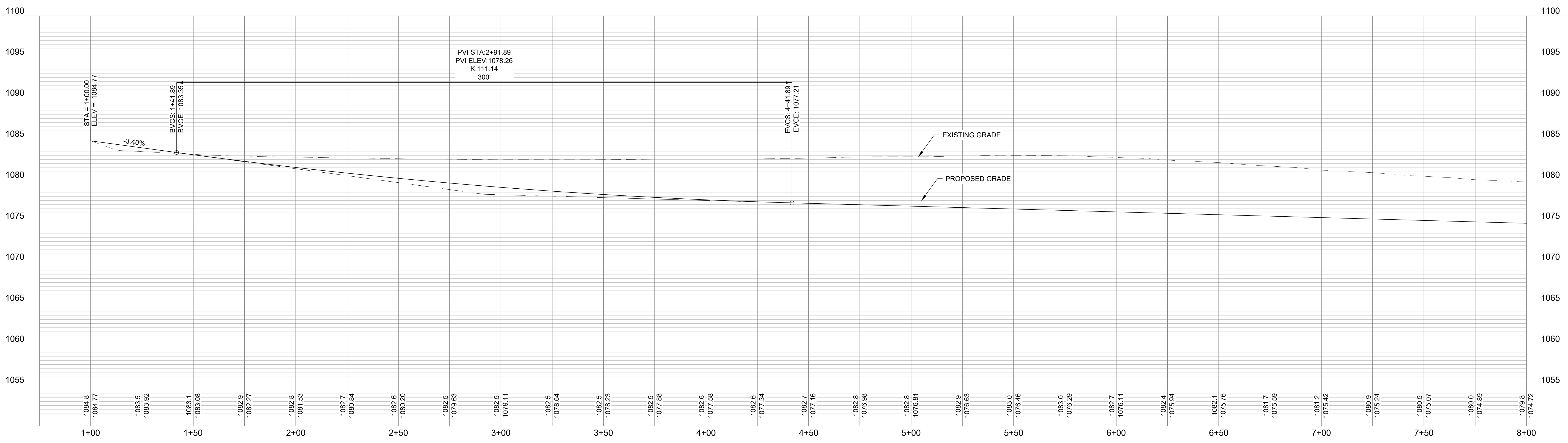
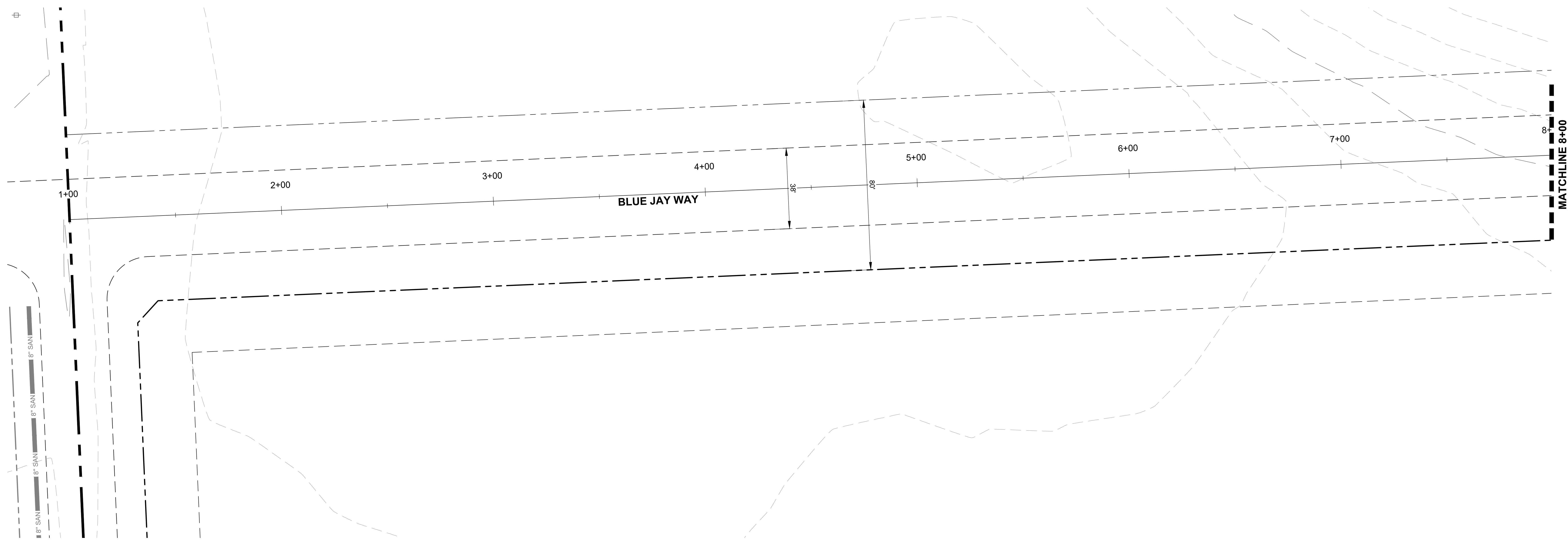
- CONTRACTOR REQUIRED TO FIELD LOCATE SANITARY SEWER MAIN PRIOR TO CONSTRUCTION TO VERIFY LOCATION AND ELEVATION OF MAIN.
- REFER TO THE PLUMBING PLANS FOR SANITARY SEWER TIE-INS WITH BUILDING.
- MANHOLES SHALL BE LOCATED IN ACCORDANCE WITH THE COORDINATES SHOWN. THE LENGTH OF PIPE BETWEEN MANHOLES MAY VARY ACCORDINGLY.
- THE CONTRACTOR IS REFERRED TO THE FOLLOWING CITY OF OMAHA STANDARD PLATES: (OMAHA ONLY)
 - 700-01 SEWER BEDDING
 - 700-23 CONCRETE COLLAR SEWER TAP
 - 700-45 SANITARY SEWER MANHOLE
- TRENCH BACKFILL SHALL BE SHALL BE COMPACTED AS SHOWN IN THE COMPACTION REQUIREMENTS TABLE OR AS SPECIFIED BY THE GEOTECHNICAL ENGINEER.
- ALL FITTINGS & SERVICE PIPE SHALL BE PVC SDR 35 PER LOCAL CODES & REGULATIONS.
- ALL SANITARY SEWER CONSTRUCTION TO BE DONE UNDER A PLUMBERS PERMIT, AND SHALL COMPLY WITH ALL APPLICABLE BUILDING CODES. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS WITHOUT ANY ADDITIONAL COSTS TO THE OWNER.

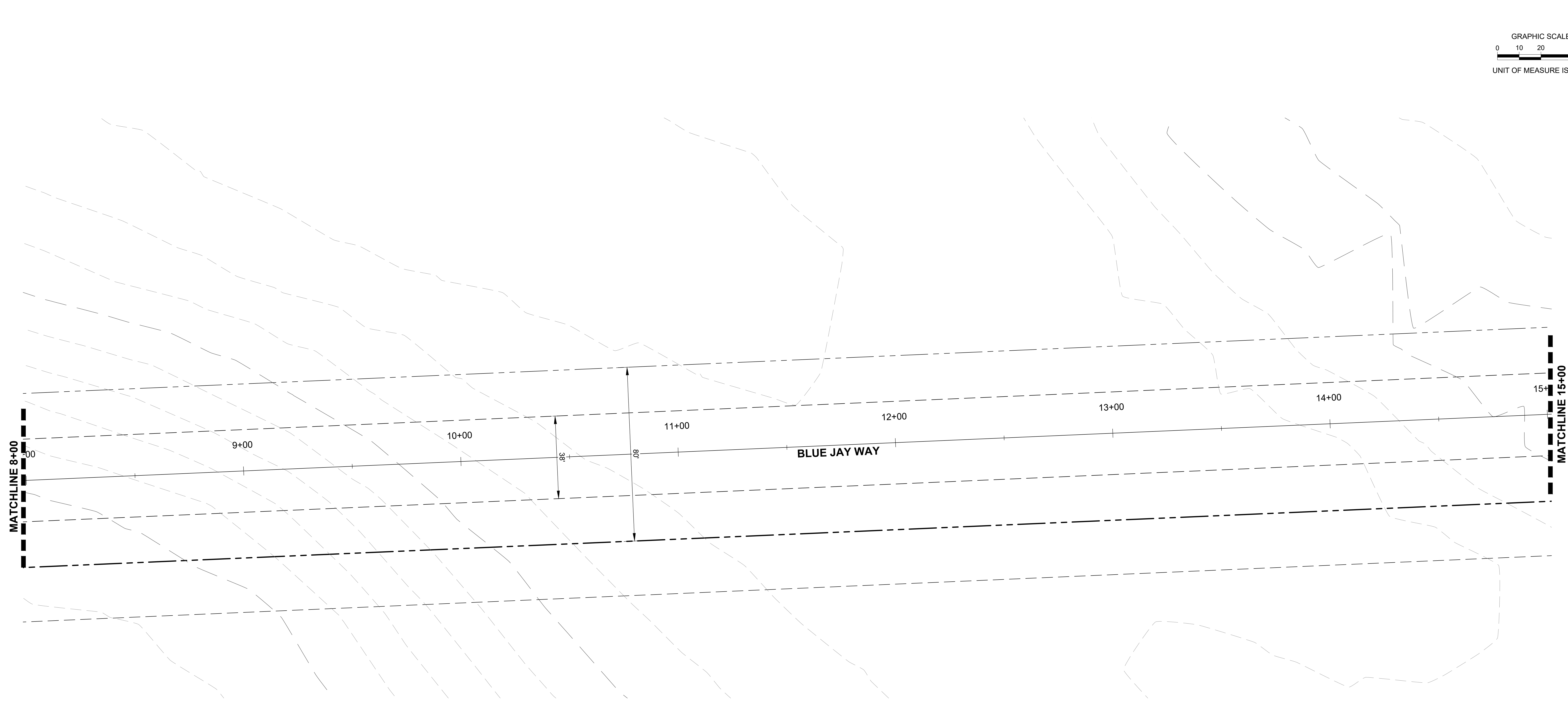
WATER NOTES:

- REFER TO MEP PLANS FOR WATER SERVICE TIE-INS WITH BUILDING.
- ALL WATER MAIN CONSTRUCTION TO BE DONE UNDER A PLUMBERS PERMIT, AND SHALL COMPLY WITH ALL APPLICABLE BUILDING CODES. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
- ALL WATER METERS, PUMPS AND BACKFLOW PREVENTERS ARE LOCATED INSIDE THE BUILDING REFER TO MEP PLANS FOR DESIGN AND LOCATIONS.
- WATER MAIN SHALL HAVE A 5' MINIMUM BURY DEPTH AS MEASURED FROM FINISHED GROUND TO TOP OF PIPE.
- MAINTAIN 18 INCHES MINIMUM CLEARANCE BETWEEN WATER AND UTILITY CROSSINGS.
- ALL SERVICE LINE MATERIALS SHALL BE POLYETHYLENE PLASTIC (PE).
- WATER MAIN SHALL BE PVC, AWWA-C900.
- PROVIDE THRUST BLOCKING AT ALL TEES, BENDS, AND GATE VALVES PER DETAIL XX/CX.X

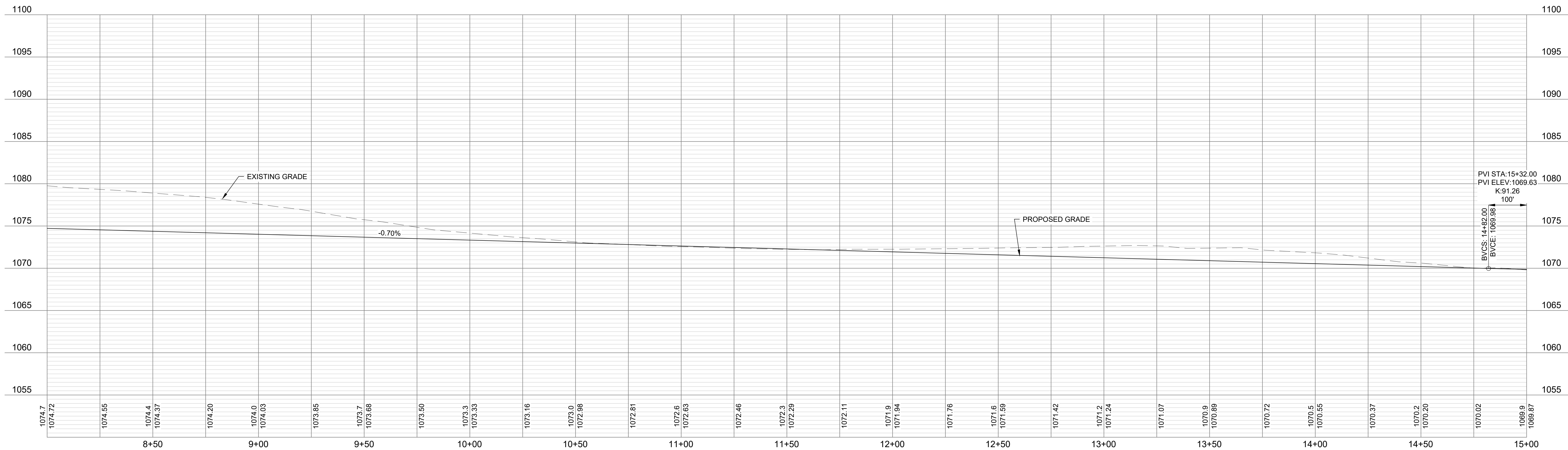


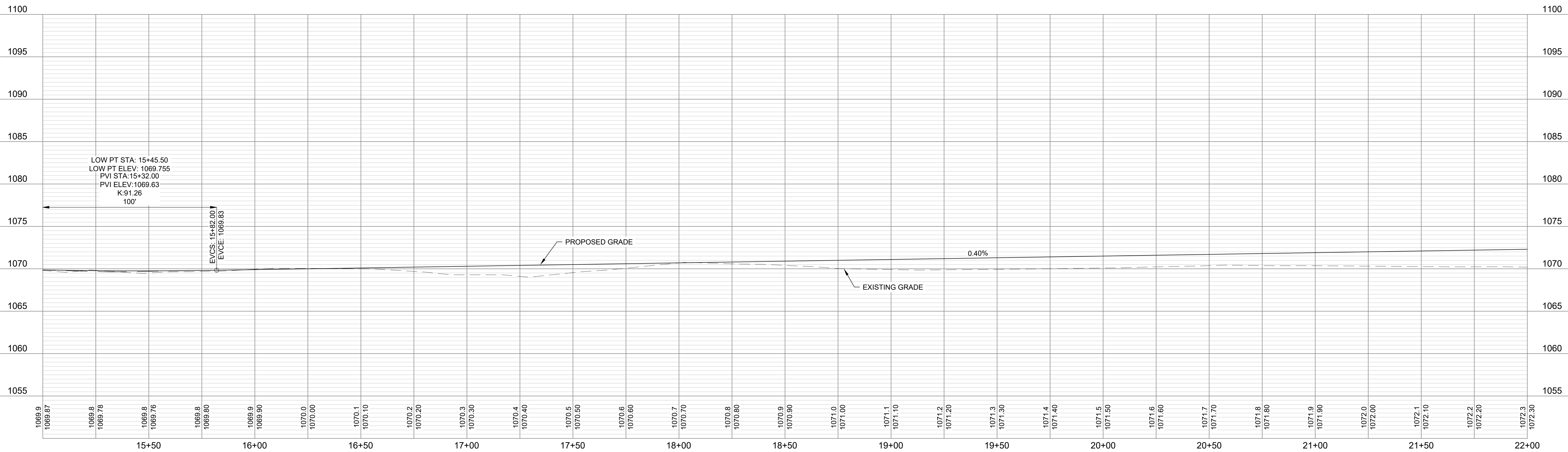
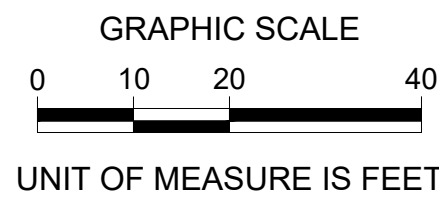
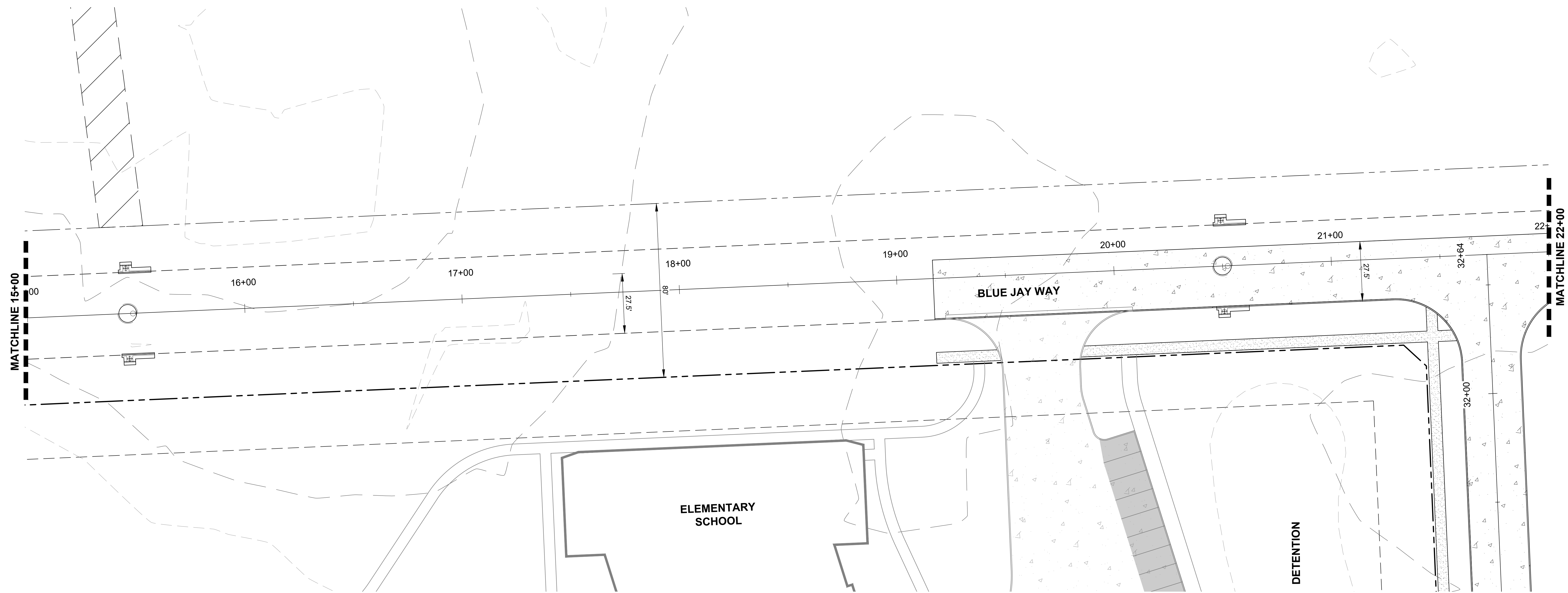






GRAPHIC SCALE
0 10 20 40
UNIT OF MEASURE IS FEET





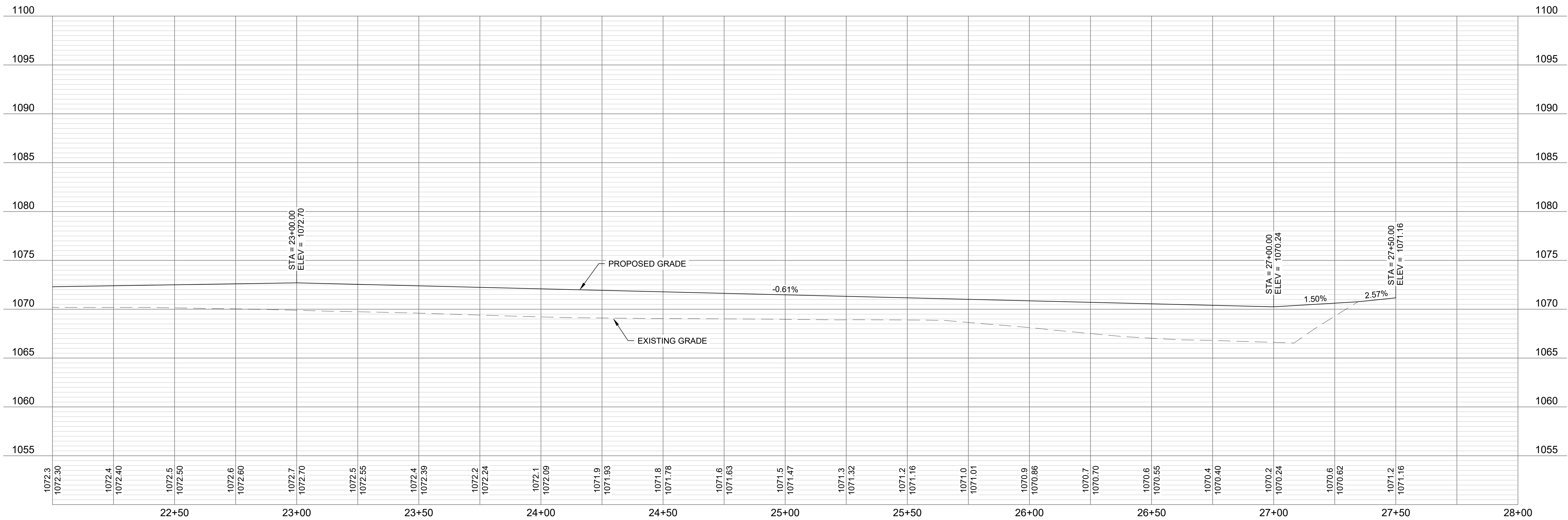
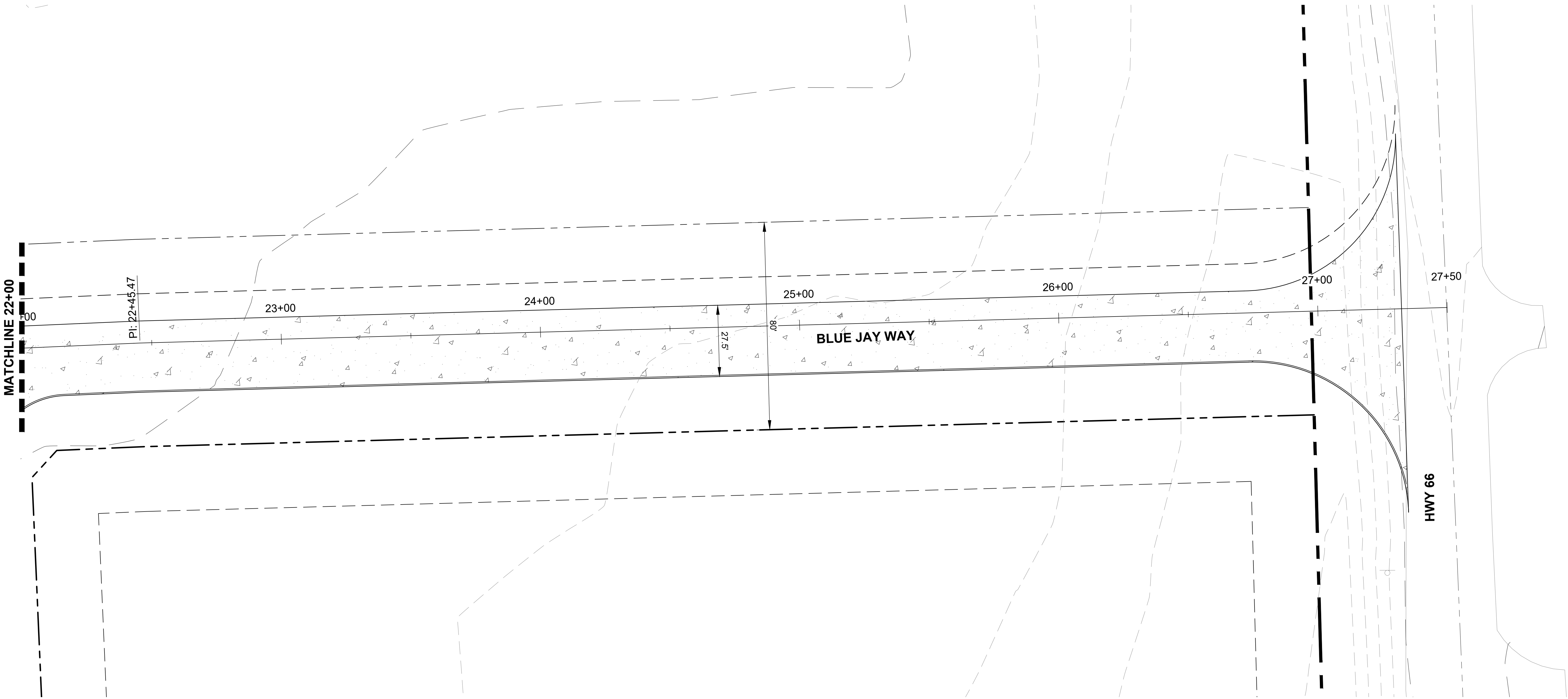
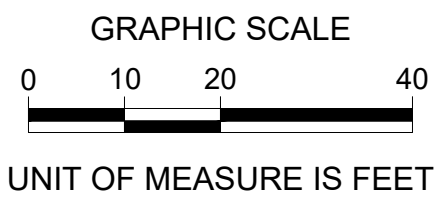
Ashland-Greenwood Public Schools

New Elementary School and Middle School

Ashland, Nebraska

Prelim Plat
2/5/2021
REVISIONS

10-18135-00
Roadway Plan and
Profile





February 16, 2021

Ashland Planning Commission & City Council
c/o Bill Krejci, Ashland Building & Zoning Official
2304 Silver Street
Ashland, NE 68003

RE: Ashland Greenwood Public School Addition
Combined (Preliminary and Final) Plat Review
Ashland, NE
JEO Project No. 201219

Dear Mr. Krejci:

JEO Consulting Group has received a copy of the preliminary/final (combined) plat documents for the above referenced subdivision. We have reviewed these documents and would offer the following comments, questions, and observations for the Planning Commission's scheduled meeting on February 25, 2021.

Based on a review of the documents, all specifications as outlined in Article 3, Section 3.10 of the subdivision regulations have been met in regard to the submittal documents. Below are our review comments on these documents.

Final Plat

1. The final plat has been submitted as 2 building lots and 1 outlot (reservation for future street ROW. The plat includes the required information.
 - a. The Highway is called out as Highway 63 but the signs on the highway call it Highway 66, verify and update as needed.
2. This development is planned to be completed using the school bond funds approved by voters last November.
3. Street Right of Way dedication for Blue Jay Way (80 feet) and all other streets (60 feet) is appropriate for the future classifications of these roadways.
4. There is an existing power/electrical easement across the property, it is not shown on the final plat and should be added. If available, instrument number information should be shown.
5. A future drainage easement (as shown on the plat) will need to be acquired and filed with the county prior to approval of the storm sewer/paving plans.
6. A sanitary sewer easement will need to be dedicated to the city across Lot 2, from the end of the current main in Bills Drive and connecting to the north with the 17th Avenue and/or Blue Jay Way ROW for a main to be constructed in coordination with the City. The school will be able to connect the elementary school service line to this main.
7. The City Attorney has prepared a draft subdivision agreement and it has been provided to the School District for review.
8. No waivers were requested for this subdivision.
9. This property, in this plat, is currently in the process of being rezoned to R-3, High Density Residential for the entire site. This zoning will allow for the school usage as a permitted use (no conditional use permits needed).

Traffic/Vehicular Circulation

1. A traffic study was completed and reviewed prior to the submittal of this plat. The study reviewed the impact of the school improvements to Furnas Street, Highway 66 and Blue Jay Way. With the changes to the site and streets/drives/drop off patterns, the traffic engineer should review and provide any updates to his findings for the site. The previously accepted study did recommend the following improvements:
 - a. Left turn lane for northbound traffic at Blue Jay Way and Highway 66.
 - b. Coordinate with NDOT for a possible speed reduction in advance of the Blue Jay Way/Highway 66 intersection.
2. At the time of the study, future 22nd Street improvements were not proposed and use of that street for Middle School traffic was not considered. With the adjacent property to the west currently starting the development process (pre-plat meetings having occurred), how would construction of that street impact the Middle school traffic? Could it reduce the traffic loads on Furnas Street?

Paving, Grading, Utilities (sanitary sewer and water) Layouts

1. Blue Jay Way shall be a minimum of 32 feet wide (collector street) and all other streets shall be a minimum of 27 feet wide. All streets shall be 8 inches thick per city standards. Private streets within the school property can vary from these minimums.
2. Grading will occur on Lot 1 for the future school building and streets. There will be fill placed within the flood plain and a permit will be required prior to the start of grading operations.
3. The erosion control layout appears appropriate and an NPDES Permit will be required prior to the start of grading.
4. The water main along Blue Jay Way may need to be upsized to an 10 inch line at the request of the city to serve future developments to the north and west of the school site.
5. A sanitary sewer main shall be included in the site improvements from Blue Jay Way down to the existing line in Bills Drive. The elementary school can access this main for service.
6. On 17th Avenue, there is a street widening in front of the Elementary School, what is this to be used for?
7. The vertical alignment appears appropriate for the proposed design speeds on the streets. Vertical curves are needed for grade changes of 1% or greater.
8. The Opinion of Project cost does not include any costs for sanitary sewer improvements and/or service lines.

Drainage/Storm Sewer

1. The drainage study was reviewed and appears to address the requirements for storm water detention in the subdivision regulations. A couple of items to note (which may require a revision to this study):
 - a. Based on discussion with the potential developer of the property to the west, some contributing drainage shall be included in the study and layout/sizing of the middle school detention area. Please review the current drainage area and coordinate with that developer to come up with the appropriate maximum drainage allowed.
 - b. The flood plain for Wahoo Creek is noted in the study, however wetlands were not addressed. Were any locations of wetlands identified on this site?

- c. Maps should be included in the study showing the existing and proposed drainage areas and their impact/outlet points for comparison on the no net run-off increase requirement.
- d. On Table 5 for the elementary drainage, what does the "Run-off to Detention" represent? Shouldn't all storm water at the site be detained in some location?

No construction can begin on improvements until the City has approved the final construction plans. Any acceptance or approvals noted in these comments are for the information provided and conceptual layout of the proposed improvements only. If you have any questions, comments or concerns with any of the statements, please feel free to contact Dave Henke or myself at 402.443.4661.

Sincerely,



Julie Ogden, PE
jogden@jeo.com

JAO:jao
Enclosures

cc: Jessica Quady, Ashland City Administrator (2304 Silver Street, Ashland, NE 68003)
Kyle Crouch, JEO Consulting Group (11213 Davenport Str, Suite 200, Omaha, NE 68154)
Mark Fahleson, Ashland City Attorney (1128 Lincoln Mall, Suite 300, Lincoln NE 68508)

INTRODUCTION

1) Scope of Work

A new school (Ashland Greenwood Elementary and Middle Public School) has been proposed for an undeveloped plot of land in the City of Ashland, Nebraska. The site is located in the southeast ¼ of Section 35, T 13 N, R 9 E. City regulations for new development regarding site drainage are:

- Post development runoff (cubic feet per second) shall reflect a “no net” increase in runoff based the:
 - 2-year storm event
 - 10-year storm event
 - 100-year storm event
- Storm routing shall be performed as described in TR-55 “Urban Hydrology for Small Watersheds” prepared by the US Department of Agriculture and the Natural Resources Conservation Service

Post development runoff shall be controlled with use of retention basins, detention basins, or other flow attenuation or reduction method, and all temporary stored runoff shall be drained within 48 hours.

The school district wishes to establish two (2) detention ponds and associated storm sewer system to control the run-off. The school system would like to establish wetland vegetation in the elementary school detention basin, however the detention basin will not maintain a permanent water pool. The middle school development is still in design however a preliminary evaluation of detention requirements for the system has been made.

2) Objective/Background

Pre development watershed boundaries were developed utilizing topographical survey collected in the early winter of 2020, soils maps, and historical aerial photography. Rainfall information for design purposes was attained from the NOAA Atlas 14 for the corresponding 24 hour duration storms along with soils information from the USGS Web Soil Survey. In addition, USGS gage information for Wahoo Creek available at Hwy 4 adjacent to the site is available and was reviewed for determining outlet boundary conditions.

Highway 66?

SITE CHARACTERISTICS

3) Pre-Development Conditions

The existing land use for both sites consists primarily of cultivated agricultural field and a small portion consists of residential area. Ground slopes on the site vary between 0.1% and 5.0%. The soils within the area have been proportioned by their hydrologic soil group [type C (77.8%), type B (12.2%), and type D (10.0%)].

The elementary school development parcel generally drains from west to east utilizing both Wahoo Creek and a residential pond to the south as the final outlet. No existing storm sewer system exists on the site; all known flows are overland.

The middle school development parcel drains multiple directions: a portion to the east-- to mobile home and agricultural area, and west and south-- where run-off is taken by existing storm sewer infrastructure.

4) Post-Development Conditions

Post-development conditions will consist of two (2) new public roads, grounds for the school buildings, athletic areas, associated parking, and detention ponds. The developed areas will have three (3) final discharge points, and will utilize underground outlets to convey the runoff.

Two discharge points for the elementary school are consistent with the pre development conditions. The third discharge point for the middle school assumes all run-off will be conveyed through the detention pond to the existing storm sewer system along Furnas St.

5) Contributing Off-site Drainage:

The proposed elementary school development doesn't not receive off site drainage.

The middle school development may have drainage redirected from the agricultural field to the west after development; however, this is yet to be confirmed. For the purposes of this report, only the developed area contributing watershed is considered. Should drainage be diverted from the ag field, limitations on additional area should be acknowledged to ensure the detention pond is not overloaded.

6) Floodways, Floodplains, and Wetlands:

Based on the most recent Flood Insurance Rate Map, and the National Wetlands Inventory a portion of the site, predominantly the northeast corner, is located within Wahoo Creek's floodplain.

PRE-DEVELOPMENT RUNOFF ANALYSIS

1) Drainage Areas

Total drainage area for the existing site is based on the potential grading footprint of the developed area and over-all parcel boundaries.

i) Elementary School

The Elementary School site (north of the football field) has two (2) natural discharge points. The first discharge point has a watershed of approximately 55.1 acres and drains to the west road ditch of HWY 4 down to the residential pond south of the site. The second discharge point has a watershed of approximately 3.9 acres and drains north to Wahoo Creek over additional ag ground.

ii) Middle School

The Middle School site (southwest of the football field) has four small sub watershed areas all with individual discharge points. The individual watersheds sum to 18.3 acres. Of those acres, 6.25 acres drain to the south to an existing swale and storm sewer inlet just north of Furnas St. This discharge point has been identified as the potential location for a storm water detention pond.

Where do the other areas outlet at? including or referencing a map would be helpful in these discussions.

2) Precipitation Model

Precipitation events for the analysis were assumed to follow a SCS Type II-24 hour storm distribution. The peak runoff rate is determined by an empirical equation that relates the quantity of runoff from a given area to a total rainfall that is falling at a uniform rate over the drainage area.

Table 1: Design Rainfall Depths

Design Storm	Rainfall Depth (in)
2-yr	3.00
10-yr	4.33
100-yr	7.00

3) Rainfall Loss Method

Runoff curve numbers were estimated using the reference tables provided with TR-55. Composite curve numbers for the drainage areas were calculated using a weighted average approach based on land use and soils. Based on existing soils and land use a composite curve number of 85 was selected for the evaluated drainage areas in there existing conditions.

4) Time of Concentration

The TR-55 method was utilized to estimate the Time of Concentrations for existing conditions on site. Assuming no sheet flow to be longer than 300 feet when the topography is very flat (A-B slopes), and no longer than 100 feet for steep topography (C slopes and steeper).

5) Runoff Model

Existing design storm hydrographs for the 2-yr, 10-yr, and 100-yr events were modeled in Autodesk's Storm and Sanitary Analysis, using the SCS Curve Number Methodology (TR-55) and the data outlined in the previous sections. A summary of estimated peak flows for existing conditions are provided in the following section.

6) Summary of Pre-Development Runoff

Estimated Peak Flows for existing conditions are shown in Table 2 on the following page.

	EX-A4	EX-A5	EX-A6	Total
Size (Acres)	0.53	0.34	0.33	1.2
Predominant Land Use	Mixed	Mixed	Mixed	
Time of Concentration (Min)	5	5	5	
Curve Number	95	94	97	
Estimated Peak Flows (cfs)				
2-yr	2.2	1.4	1.4	5
10-yr	3.5	2.3	2.3	8.1
50-yr	4.5	2.9	2.9	10.3

provide label for this table.

Table 2: Pre-development Summary

	Elementary School				Middle School				
	PRE-1	PRE-2	Total		PRE-3	PRE-4	PRE-5	PRE-6	Total
Size (Acres)	55.1	3.9	59.0		3.1	7.5	1.4	6.3	18.3
Predominant Land Use	AG	AG			AG	AG	AG	AG	
Time of Concentration (Min)	84.9	23.8			18.7	18.9	27.7	27.0	
Curve Number	85	85			85	85	85	85	
Estimated Peak Flows (cfs)					Estimated Peak Flows (cfs)				
2-yr	37.3	6.2	43.5		5.53	13.42	2	9.33	30.28
10-yr	65.3	10.7	76		9.52	23.18	3.5	16.13	52.33
100-yr	85.3	20.5	143.5		17.75	43.13	6.57	30.23	97.68

POST-DEVELOPMENT RUNOFF ANALYSIS

1) Drainage Area

Watershed boundaries for the developed sites were determined using the proposed storm sewer and the proposed graded surface.

i) Elementary School

The developed area for the Elementary school area will have two (2) final discharge points.

The discharge point to the southeast (existing residential pond) has a contributing drainage area of 17.3 acres (PRO-0, PRO-9/10, PRO-6), of which, only 1.4 will increase in RCN, 4.6 acres will remain as agricultural use. The remaining 11.3 acres may change land use (to reduce RCN) but will not be graded. Therefore this discharge point does not increase in peak flow from the development, but will require a road culvert to pass water through the new east-west road.

The discharge point to the north (Wahoo Creek) has a contributing drainage area of 41.7 acres. This area has been broken into seven (7) sub watersheds (PRO-1/3, PRO-2, PRO-4/5, PRO-7, PRO-8). Four (4) of these watersheds (1/3, 4/5) are specific to curb and gutter inlets. The remaining three (3) sub

watersheds comprise the Elementary School building, detention basin, and adjacent agricultural ground.

ii) Middle School

The developed area of the middle school will assume one (1) final discharge point. This assumes that the site will incorporate grading and piping to convey all the storm water runoff to the basin.

DRAFT

2) Precipitation Model

Precipitation events and depths for post-development conditions are consistent with pre-development conditions. Rainfall depths are as shown in Table 1 on page 3.

3) Rainfall Loss Method

Proposed Land use was assumed to be a mixture of Open Space (Good Condition) and Impervious Area. Composite curve numbers for proposed conditions can be seen in Tables 3 and 4. An overview of the Proposed Land Use within the development can be seen in the appendix.

4) Runoff Model

Proposed design storm hydrographs for the 2-yr, 10-yr, and 100-yr events were modeled in Autodesk's Storm and Sanitary Analysis, using TR-55 and the data outlined in the previous sections, see the appendix. A summary of estimated peak flows for proposed conditions are provided in the following section.

5) Summary of Post-Development Runoff

Estimated Peak Flows for proposed conditions **without Detention** are shown in Tables 3 and 4. The Elementary School was evaluated using the current grading and site plan to determine subbasins areas, curve numbers and time of concentrations.

Table 3: Elementary School Post Development Run-off Summary

Elementary School											
	PRO-0*	PRO-1/3	PRO-2	PRO-4/5	PRO-6*	PRO-7	PRO-8	PRO-9/10*	Wahoo Creek	Southeast Pond*	Total
Size (Acres)	11.3	2.2	10.8	1.9	4.6	2.5	24.3	1.4	41.7	17.3	59.0
Predominant Land Use	Grassed	Paved	Mixed	Paved	AG	AG	Grassed	Paved			
Time of Concentration (Min)	57.2	11.5	52.7	7.3	33.3	54.3	95.1	4.4			
Curve Number	74	98	86.7	98	83.5	85	74	98			
Estimated Peak Flows (cfs)											
2-yr	5.28	7.1	11.27	7.02	5.59	2.36	7.8	5.66	35.55	16.53	52.08
10-yr	1.54	10.34	19.16	10.22	9.98	4.13	17.05	8.24	60.9	19.76	80.66
100-yr	26	16.78	35.24	16.6	19.12	7.78	38.68	13.38	115.08	58.5	173.58

Table 4: Middle School Post Development Run-off Summary

Middle School					
	PRO-3M	PRO-4M	PRO-5M	PRO-6M	Total
Size (Acres)	3.1	7.5	1.4	6.3	18.3
Predominant Land Use	Mixed	Mixed	Mixed	Grassed	
Time of Concentration (Min)	18.7	18.9	15	27	
Curve Number	91	91	91	79	
Estimated Peak Flows (cfs)					
2-yr	7.1	17.26	3.46	6.8	34.62
10-yr	11.21	27.21	5.45	13.11	56.98
100-yr	19.36	47.02	9.41	26.81	102.6

ANALYSIS

1) Outlet Suitability

i) Wahoo Creek

Wahoo Creek will be the final outfall for the Elementary School Storm sewer. The USGS stream gage information was reviewed to determine potential tailwater conditions for the storm sewer outlet. To maintain a free outlet for a 10 year storm event, the outlet elevation of the storm sewer to Wahoo Creek should not be below 1062.0 in elevation. Measures may be need to effectively “drop” the water into Wahoo Creek without causing streambank erosion.

ii) City Storm Sewer at Furnas St/N 20th St

The existing capacity of the 24 inch storm sewer system was considered while evaluating maximum allowable discharge from the Middle School detention pond. The capacity of the storm sewer inlet is restricted to 15 cfs. Surcharging the pipe may allow for additional capacity but may potentially have negative impacts to downstream drainage.

2) Peak Flow Reduction/Detention

Peak flow reduction was calculated from the summation of the contributing drainage areas so the total post development discharge does not exceed the total pre-development discharge for the 2 year-24 hour, 10 year-24 hour, and 100year-24 hour design storms.

i) Elementary School

The detention for peak flow reduction was primarily evaluated for subbasins PRO-1/3, 2, 4/5, 7, and 8, since these subbasins will influence the sizing of the stormwater pond. The change in land use/reduction in RCN for subbasins PRO-0 will reduce peak flows to the southeast residential pond. However, these basins were still evaluated to size a culvert in the west right-of-way of Hwy 4 for the new road. A summary table of flow reduction for the Elementary School parcel is shown below:

Table 5: Elementary School Pre vs Post

	Pre Runoff	Post Runoff	Run-off to Detention	Required Peak Flow Reduction	Allowable Discharge	Minimum Required Detention Volume
2yr	43.5	52.08	16.52	8.58	7.95	0.21
10yr	76	80.66	19.76	4.66	15.1	0.21
100yr	143.5	173.58	58.5	30.08	28.42	0.31
All Values in CFS						AC-FT

Detention volumes are computed using Storm and Sanitary Analysis inflow hydrograph for the ponded area and allowing the maximum outflow to uniformly peak at the allowable discharge rate for the duration of the storm.

Due to anticipated depth of pond, a single stage outlet is anticipated. Therefore an 18 inch diameter RCP is recommended to control flows in order to meet the allowable discharge requirements and maximum release times. **An 18 inch diameter pipe was modeled as a single stage outlet was modeled and approximately 2.0 ac-ft of storage should be provided at contour elevation 1071.40. To control the low flow, a minimum of 0.5 ac-ft of storage should be provided at contour elevation 1069.0.** Targeting these stage-storage values will set the stage-discharge curve for the single stage outlet to meet the “no net increase” requirements.

ii) Middle School

The pre and post development peak run-off rates were evaluated for determining the detention area for the middle school development. However, the driving factor for determining the needed storage is the existing storm sewer capacity, which is anticipated as the primary outlet. In order to prevent surcharging the existing storm sewer, the 100yr event restricted to the capacity of the storm sewer requires the greatest storage volume for the “no net increase.” At least 2.95 ac-ft of storage is required without freeboard. **It is recommended that 3.5 ac-ft of storage is provided at a minimum.** An evaluation of downstream inlets and road elevations allows for critical storage elevations to prevent the storm sewer from boil out of downstream structures. The following table summarizes these values.

Table 6: Middle School Pre vs Post

	Pre Runoff	Post Runoff	Required Peak Flow Reduction	Storm Sewer Maximum	Minimum Required Detention Volume	Allow Ponding Elevation
2yr	30.28	34.62	4.34	15.0	0.41	1076.0
10yr	52.33	56.98	4.65		1.15	
100yr	97.68	102.6	4.92		2.95	1079.31
	All Values in CFS				AC-FT	

3) Other Considerations

The change in land use does not dramatically increase run-off for the developed areas. It does however redirect flows. With that attaining the necessary detention is reasonably afforded with the current site plan.

The outlet pipe for the Elementary School detention pond will be subject to surcharging and pressure flow during larger storm events. This pipe should be gasketed or even mechanically jointed to prevent joint separation. In addition the pipe should be fitted with an apron and trash guard to prevent debris and animals from entering the system.

Due to the flat topography the time of concentration can be rather long. While this reduces peak flows, it means more water is being retained in the watershed. Should the grassed areas be used for regular athletic events, providing surface drainage or subsurface drainage will help maintain the life of the turf.

DRAFT

ORDINANCE NO. 1191

AN ORDINANCE TO AMEND THE FOLLOWING PORTIONS OF THE ZONING ORDINANCES OF THE CITY OF ASHLAND: SUBSECTIONS E OF SECTION 5.06, 5.07, 5.08 and 5.09 OF THE ZONING ORDINANCES OF THE CITY OF ASHLAND, AS PROVIDED IN THE CITY OF ASHLAND MUNICIPAL ZONING ORDINANCE; TO PROVIDE FOR THE EFFECTIVE DATE THEREOF; TO ORDER THE PUBLICATION OF THE ORDINANCE IN PAMPHLET FORM.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF ASHLAND, SAUNDERS COUNTY, NEBRASKA, THAT THE CITY'S ZONING ORDINANCES BE AMENDED AS FOLLOWS:

SECTION 1: That Subsection E, Height and Lot Requirement, of Section 5.06, RE Residential Estates District be amended to read "Lot Area Permitted Uses, Min 3 acres - 10 acres Max"

SECTION 2: That Subsection E, Height and Area Requirements, of Section 5.07, R-1 Low Density Residential District be amended to read "Lot Area Sq. Ft. Dwelling Single Family Min 20,000 sq ft to 1.5 acres Max, Other Permitted Uses Min 20,000 sq ft to 1.5 acres Max"

SECTION 3: That Subsection E, Height and Area Requirements, of Section 5.08, R-2 Medium Density Residential District be amended to read "Lot Area Single Family Dwelling (future development) Min 7,000 sq ft to 10,000 sq ft Max"

SECTION 4: That Subsection E, Height and Area Requirements, of Section 5.09, R-3 High Density Residential District be amended to read "Lot Area Sq. Ft. (min – max) Dwelling Single Family 7,000 to 8,500 sq ft, Two-Family Dwelling 4,000 – 7,000 sq ft per unit and Multi- Family 3,000 – 5,000 sq ft per unit"

SECTION 5: That all ordinances or parts of ordinances in conflict with this ordinance, or inconsistent with the provisions of this ordinance, are hereby repealed to the extent necessary to give this ordinance full force and effect.

SECTION 6: That this ordinance shall be in full force, and take effect from and after its passage, approval and publication according to law.

SECTION 7: That this ordinance shall be published in pamphlet form and take effect as provided by law.

PASSED AND APPROVED this 15th day of April, 2021.

CITY OF ASHLAND
SAUNDERS COUNTY, NEBRASKA

BY: _____
Richard Grauerholz
Mayor

ATTEST:

Kathleen Sliva
City Clerk

(SEAL)

ORDINANCE NO. 1193

AN ORDINANCE TO AMEND THE FOLLOWING PORTIONS OF THE ZONING ORDINANCES OF THE CITY OF ASHLAND: SECTIONS 8.02 STORAGE OR PARKING OF VEHICLES, BOATS AND TRAILERS; TO PROVIDE FOR THE EFFECTIVE DATE THEREOF; TO ORDER THE PUBLICATION OF THE ORDINANCE IN PAMPHLET FORM.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF ASHLAND, SAUNDERS COUNTY, NEBRASKA, THAT THE CITY'S ZONING ORDINANCES BE AMENDED AS FOLLOWS:

SECTION 1: That Section 8.02 Storage or parking of vehicles, boats and trailers be reviewed and recommendations given to City Council.

SECTION 2: That all ordinances or parts of ordinances in conflict with this ordinance, or inconsistent with the provisions of this ordinance, are hereby repealed to the extent necessary to give this ordinance full force and effect.

SECTION 3: That this ordinance shall be in full force, and take effect from and after its passage, approval and publication according to law.

SECTION 4: That this ordinance shall be published in pamphlet form and take effect as provided by law.

PASSED AND APPROVED this 15th day of April, 2021.

CITY OF ASHLAND
SAUNDERS COUNTY, NEBRASKA

BY: _____
Richard Grauerholz
Mayor

ATTEST:

Kathleen Sliva
City Clerk

(SEAL)

Service Stations		
-	Service Islands	Two vehicles per pump lane*
-	Service bay	One vehicle per bay*
-	Quick lube / Oil change "starting gate design"	Two vehicles per bay*
-	(4 or more pump islands side by side, 18 feet apart	One vehicle per lane*
Gated parking lot entrance		One vehicle per gate
Garage Unit or Overhead door	(Major streets only)	One vehicle per door
Other uses		Two vehicles per lane being serviced
* Stacking requirements are in addition to vehicle being served.		

Required vehicle stacking shall not block driveways or required parking stalls and shall not be located in side, front, or rear yards where parking stalls are prohibited. Each vehicle stacking unit shall be 22 feet long. Required stacking may be reduced by approval of the City Council following site plan review by the Planning Commission. Site plan review must demonstrate that circulation and loading patterns accommodate adequate space for queuing and temporary parking by users during peak hours of operation.

- I. Requirements for types of buildings and uses not specifically listed herein shall be determined by the Building Official based upon comparable uses listed.

Section 8.02 Storage or parking of vehicles, boats, campers and trailers

A. Unlicensed and inoperable vehicles and equipment.

1. The storage or keeping of a boat, boat trailer, camp trailer, construction or utility trailer, and/or any other vehicle, not having a properly issued current motor vehicle license plate and registration, or any inoperable vehicle under repair for more than ten (10) days shall be prohibited on any private or public property within the zoning jurisdiction of the City of Ashland, unless otherwise provided for. This section shall not apply to personal property in a fully enclosed building; to vehicles or machinery on the premises of a business enterprise, operated in a lawful manner, when such vehicle or machinery is necessary to the lawful operation of the business; to operable off-highway farm or industrial vehicles or equipment on tracts zoned TA, RE or I-1, and used in agricultural or industrial activity conducted on the premises; or to a vehicle in an appropriate storage place or depository maintained in a lawful manner by the Municipality.
2. The storage, keeping or abandonment of parts, including scrap metals and tires, from motor vehicles or machinery, or parts thereof, is prohibited on any lot, parcel or tract of land or part thereof, situated within the zoning jurisdiction of the City of Ashland, except in enclosed buildings or garages or where otherwise permitted by this ordinance.
3. Before the City removes a vehicle suspected of violation hereof by reason of it being inoperable the City shall give the owner of the premises upon which the offending vehicle is situated a 72 hour warning notice which may be given by either tagging the motor vehicle or by sending notice by regular mail, postage prepaid, to the occupier of the premises upon which the motor vehicle is situated. Any motor vehicle not removed from the premises within such 72 hour period shall be presumed to be inoperable and may thereafter be removed by the City. If he/she chooses, the owner may demonstrate operability of the vehicle by making special arrangements with the designated law enforcement agency to demonstrate within said 72 hour period. The operability of the vehicle and, if such operability is satisfactorily demonstrated, the automobile need not be removed.

B. Recreational Vehicles and Boats

1. Recreational vehicles and boats must be maintained in a clean, well-kept state.
2. Recreational vehicles may be used as temporary parking by nonpaying guests for a maximum of nine (9) consecutive days or twenty one (21) days total during any calendar year. Cooking in the recreational vehicle is prohibited at all times.
3. Recreational vehicles and boats may not be connected to utility lines for any period that exceeds thirty (30) consecutive days.
4. Recreational vehicles and boats may not be used for the storage of goods, materials, or equipment other than those items which pertain to the use of the vehicle.

C. Parking Requirements.

1. No motor vehicle as defined by section 60-301 of Nebraska State Statutes (or boat, camper or trailer in excess of 15 feet in length or 10 feet in height) shall be parked in the front, side or rear yard of any lot

- zoned residential except on paved driveways or other hard surfaced areas as designed and provided for in Article 2; provided that:
- a. Motor vehicles, boats, campers, trailers or any combination thereof not exceeding **two** may be parked in the **side** or rear yard of lots zoned residential provided they are parked on a hard surface and are not within any sidewalk or street right-of-way areas. A camper or boat situated on a trailer shall be considered as one vehicle.
 - b. Boats, campers, trailers or any combination thereof not exceeding **two** may be parked in the front paved driveways of lots zoned residential from **April** through **October**, provided they are not within any sidewalk or street right-of-way areas.
 - c. Boats, campers, trailers or any combination thereof not exceeding **two** may be parked in the front paved driveways of lots zoned residential from **November** through **March** for a period not to exceed **72** hours, provided they are not within any sidewalk or street right-of-way areas.
 - d. Said boats, campers and trailers together with accessory structures shall not occupy more than thirty-five percent of the required yard.
 - e. **Permeable interlocking pavers** installed upon an aggregate setting bed with infiltration opening filler aggregate, edge restraint, and weed-inhibiting geotextile fabric may be utilized for the parking areas of motor vehicles, boats, campers, trailers or any combination thereof, as allowed by this section, in rear and side yards.
 - f. Any motor vehicle, boat, camper or trailer parked, stored or kept in violation of the provisions hereof may be removed by the City. All towing, storage and other costs of removal pursuant to this section shall be solely at the expense of the owner of the premises from which the vehicle, boat, camper or trailer is situated, and if the owner is different than the occupier of the premises, then both owner and occupier shall be jointly and severally liable. In addition, the City, upon certifying the same to the county treasurer, shall have a lien against the premises in the full amount of such removal costs, together with interest at the highest legal rate that the City is authorized by law to collect on special assessments.
2. There shall be no more than two vehicles displayed for private sale at any time on any residential lot. The display of vehicles for sale both commercially and privately within any other district shall require the appropriate permits.

FEBRUARY 2021 BUILDING PERMITS

DATE	CO Dep	PERMIT #	NAME	ADDRESS	TYPE OF WORK	COMPUTED CONST. COST	PERMIT FEES
2/2/2021		21-011	Comfort Solutions	501 N 19th Street	Mech Permit		\$50.00
2/3/2021		21-012	Eric Rosenboom	1502 Dawes Street	Sidewalk Replacement	\$8,150.00	\$0.00
2/3/2021		21-013	City of Ashland		Ordinance 1191		\$0.00
2/5/2021		21-014	Ashland School		Minor Subdivision		\$206.00
2/5/2021		21-015	City of Ashland		Ordinance 1193		\$0.00
2/8/2021	X	21-016	Scott Bartels	17800 Mahoney Ct	Pole Building	\$42,482.00	\$464.86
2/12/2021	X	21-017	McVey Customs Homes	1126 S 8th Street	New Residence	\$252,000.00	\$1,887.00
2/15/2021		21-018	Thermal Services	223 N Lakeview Way	Mech Permit		\$25.00
2/16/2021	X	21-019	Ryan Roberts	677 Whitetail Run Circle	Finish Basement	\$48,800.00	\$615.40
Totals						\$351,432.00	\$3,248.26