

## **AGENDA ITEM 4A**

**Planned Unit Development & Replat – Lot 19  
Southport West and Lots 1, 2, and 3 Southport  
West Replat Seven – Southport Parkway, LLC**





**CITY OF LA VISTA  
PLANNING DIVISION  
RECOMMENDATION REPORT**

CASE NUMBERS: PPUD21-0001;

FOR HEARING OF: NOVEMBER 18, 2021  
REPORT PREPARED ON: NOVEMBER 8, 2021

**I. GENERAL INFORMATION**

**A. APPLICANT:**

Southport Parkway, LLC  
21008 Cumberland Drive, Ste 106  
Elkhorn, NE 68022

**B. PROPERTY OWNER:**

Southport Parkway, LLC  
21008 Cumberland Drive, Ste 106  
Elkhorn, NE 68022

**C. LOCATION:** Northwest of the intersection of Giles Road and Southport Parkway.

**D. LEGAL DESCRIPTION:** Lot 19 Southport West, together with Lots 1-3 Southport West Replat Seven.

**E. REQUESTED ACTION(S):** PUD Site Plan amendment to allow for commercial development with shared parking.

**F. EXISTING ZONING AND LAND USE:** C-3 Highway Commercial/Office Park District, Gateway Corridor District (Overlay District), and Southport West PUD District (Overlay District); the properties are currently vacant.

**G. PURPOSE OF REQUEST:** Authorize a PUD Site Plan with allowances for setbacks and shared parking to allow for commercial development.

**H. SIZE OF SITE:** Approximately 2.47 acres.

**II. BACKGROUND INFORMATION**

**A. EXISTING CONDITION OF SITE:** The existing site is vacant ground. The property slopes gradually downward to the southeast;

**B. GENERAL NEIGHBORHOOD/AREA LAND USES AND ZONING:**

<u>Direction From Subject Property</u>	<u>Future Land Use Designation</u>	<u>Current Zoning Designation</u>	<u>Surrounding Development</u>
North	Commercial	C-3 PUD Highway Commercial / Office Park District with a Planned Unit Development Overlay (Overlay District) and a Gateway Corridor Overlay (Overlay District);	Embassy Suites
East	Commercial	C-3 PUD Highway Commercial / Office Park District with a Gateway Corridor Overlay (Overlay District);	Pinnacle Bank
South	Industrial	C-3 PUD Highway Commercial / Office Park District with a Planned Unit Development Overlay (Overlay District) and a Gateway Corridor Overlay (Overlay District);	Vacant
West	Commercial	C-3 PUD Highway Commercial / Office Park District with a Planned Unit Development Overlay (Overlay District) and a Gateway Corridor Overlay (Overlay District);	Cabela's

**C. RELEVANT CASE HISTORY:**

1. The PUD Plan and Ordinance for Southport West was originally approved on December 21, 2004.
2. The PUD Ordinance for Southport West was last amended on February 16, 2016.
3. Southport West Replat Seven was approved on December 10, 2019.
4. A PUD Site Plan amendment for the properties involved was approved by City Council on October 15, 2019. Changes to the overall layout and interest of prospective commercial tenants warranted this application to amend the plan.

**D. APPLICABLE REGULATIONS:**

1. Section 5.12 of the Zoning Regulations – C-3 Highway Commercial / Office Park District.

2. Section 5.15 of the Zoning Regulations – PUD Planned Unit Development District (Overlay District).
3. Section 5.17 of the Zoning Regulations – Gateway Corridor District (Overlay District).

### **III. ANALYSIS**

#### **A. COMPREHENSIVE PLAN:**

1. The Future Land Use Map of the Comprehensive Plan designates the area for commercial uses.

#### **B. OTHER PLANS: N/A.**

#### **C. TRAFFIC AND ACCESS:**

1. Access to the property will be provided from a right-in/right-out off of Southport Parkway as well as connections through the access drive adjacent to the Embassy Suites parking lot.
2. Applicant has provided a traffic impact study in relation to the development of this project. The study, dated June 2021, finds that traffic is generally anticipated to operate with acceptable delay. However, several turning movements at the intersection of Southport Parkway and Giles Road are anticipated to approach or exceed capacity in short-term future conditions, with or without this project.
3. The traffic study recommends the addition of a westbound right-turn lane be constructed at the relocated access break for the Site Drive & onto Southport Parkway. This is depicted further west along Southport Parkway in the PUD Plan Set than the last PUD Plan Set approved in 2019.
4. Applicant should install all access and signage improvements as recommended in the Traffic Impact Study.

#### **D. UTILITIES:**

1. The property has access to sanitary sewer, water, gas, power, and communication utilities.

#### **E. PARKING REQUIREMENTS:**

1. The PUD ordinance for Southport West requires a ratio of 4.5 stalls per 1,000 square feet of leasable gross floor area. The gross floor area proposed within the development requires 94 stalls. The parking count depicted within the PUD Site Plan set is 154 stalls, exceeding the minimum requirement by 60 stalls.

#### **F. LANDSCAPING:**

1. The landscaping for any developments on this site will need to comply with the requirements of the Zoning Ordinance and of the Southport West Design Guidelines. The design review process for the PUD Site Plan map set needs to be substantially complete prior to City Council review.



**IV. REVIEW COMMENTS:**

- A. The design of the buildings and the overall site will be reviewed through the City's Architectural Design Review process, and must be substantially complete prior issuance of any building permits.
- B. All primary structures in the PUD Site Plan are depicted to meet the setbacks of the underlying C-3 Highway Commercial / Office Park Zoning District. However, due to site constraints, the dumpster enclosure in the northwest corner of the proposed Lot 2 lies closer to the side lot line (8.24') than the 15-foot setback allowed within the C-3 District.
- C. Applicant has been made aware that developments on this property will require FAA approval prior to the issuance of a building permit due to proximity of the Millard Airport.
- D. The development will be required to meet the requirements for a Post Construction Storm Water Management Plan as per City regulations.

**V. STAFF RECOMMENDATION – PLANNED UNIT DEVELOPMENT SITE PLAN AMENDMENT:**

Approval of the PUD Site Plan for a commercial development on Lot 19 Southport West and Lots 1-3 Southport West Replat 7 contingent upon satisfactory resolution of the issues stated within the staff report prior to City Council approval, as the PUD Site Plan request is consistent with the Comprehensive Plan and the Zoning Ordinance.

**VI. STAFF RECOMMENDATION – SOUTHPORT WEST REPLAT EIGHT:**

Approval of Southport West Replat Eight, contingent upon satisfactory resolution of the issues stated within the staff report prior to City Council approval, as the Replat request is consistent with the Comprehensive Plan and the Subdivision Regulations.

**VII. ATTACHMENTS TO REPORT:**

- A. Vicinity Map
- B. Review Letters
- C. Draft PUD Site Plan map set
- D. Draft Preliminary and Final Plat map set
- E. Traffic Impact Study

**VIII. COPIES OF REPORT SENT TO:**

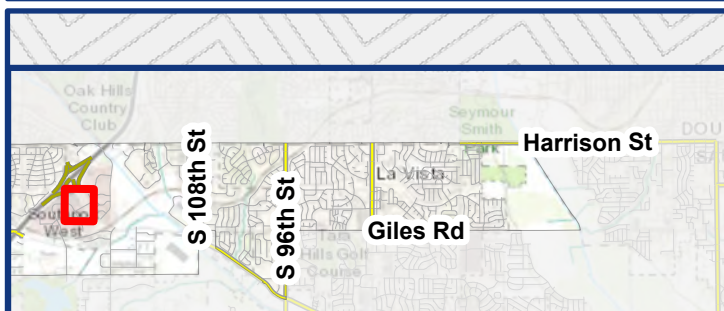
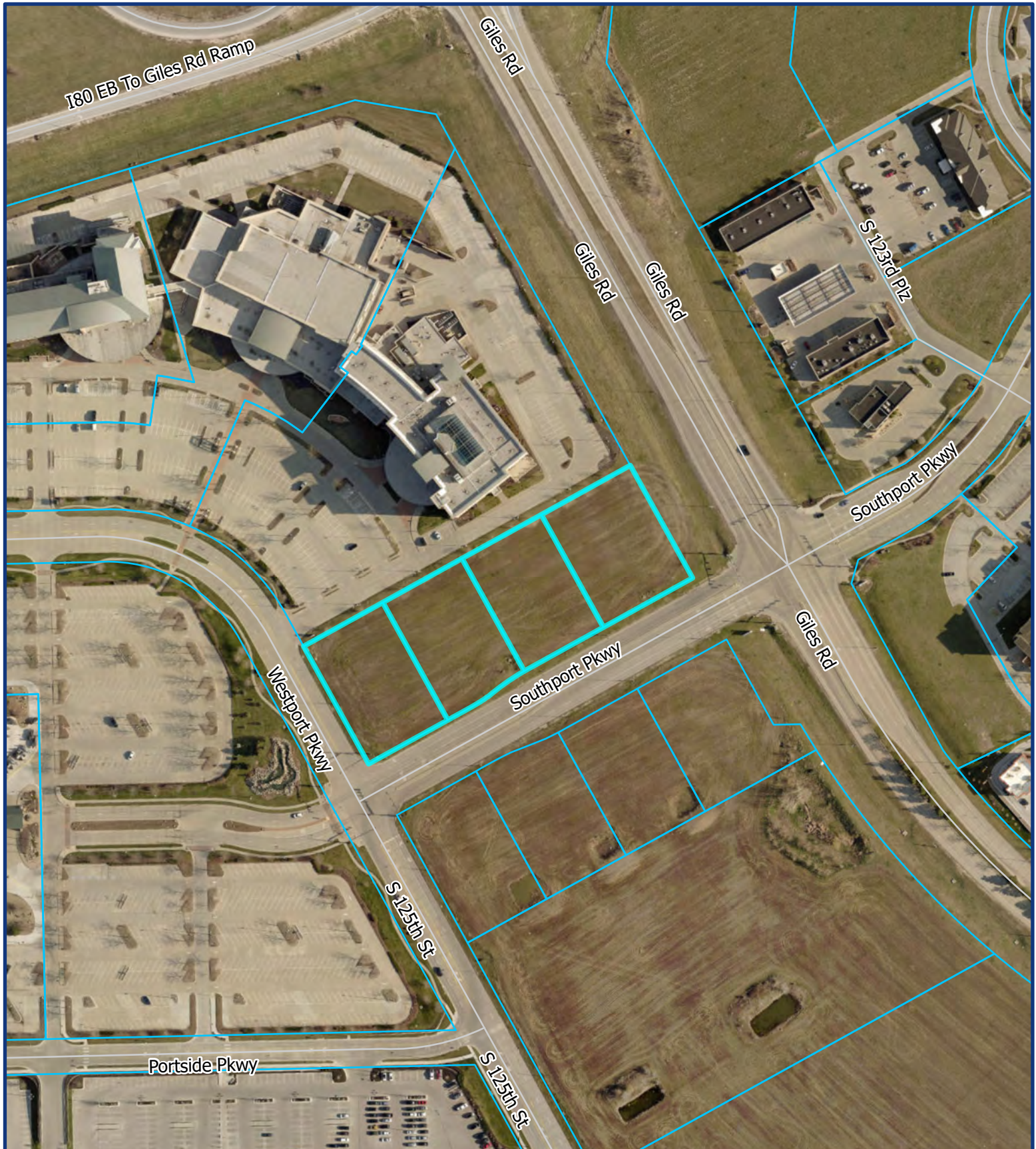
- A. Willie Douglas, Summit Development
- B. Jeff Lake, Summit Development
- C. Eric Williams, Olsson Associates
- D. Public Upon Request

  
\_\_\_\_\_  
Prepared by: Deputy Community Development Director

  
\_\_\_\_\_  
Community Development Director

  
\_\_\_\_\_  
Date





## Southport Parkway Shops

11/9/2021



**Southport Parkway Shops**

**PUD Site Plan**

**Staff Review Letters**





May 20, 2021

Eric Williams  
Olsson Associates  
2111 N 67<sup>th</sup> Street, STE 200  
Omaha, NE 68106

RE: Planned Unit Development Amendment – Initial Review Letter  
Lots 1, 2, and 3 Southport West Replat 7 and Lot 19 Southport West

Mr. Williams,

We have reviewed the documents submitted for the above-referenced application. Based on the elements for consideration set forth in the applicable sections of the Zoning Ordinance, the City has the following comments:

General Comments

1. Please submit a schedule of construction, per the requirements of Section 5.15.04.01. If project phasing is planned, a phasing plan and schedule needs to be included. Since there are individual lots that might be conveyed separately, there needs to be information on the phasing of construction so that common area elements such as drives, storm water facilities, utilities or other common area shared items can be addressed for maintenance. If appurtenances are not all built with the first phase/first lot, then financial guarantees to assure completion will be needed as part of PUD approval. Public improvement assurances will need to be consistent with Section 5.15.04 of the La Vista Zoning Ordinance.

**City Hall**  
8116 Park View Blvd.  
La Vista, NE 68128-2198  
402.331.4343 P  
402.331.4375 F

**Community Development**  
8116 Park View Blvd.  
402.593.6400 P  
402.593.6445 F

**Library**  
9110 Giles Rd.  
402.537.3900 P  
402.537.3902 F

**Police**  
7701 S. 96th St.  
402.331.1582 P  
402.331.7210 F

**Public Works**  
9900 Portal Rd.  
402.331.8927 P  
402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F

2. Per Section 5.15.04.06, we need you to provide evidence of meeting and coordination with the adjacent hotel property owner.
3. You will need to obtain approval by the FAA for this development prior to issuance of building permits due to the proximity of this development to the Millard Airport.
4. Please review any private, protective covenants recorded against the property to ensure that this development will be compliant.
5. As per Section 5.15.04.05, the application to amend the PUD needs to be signed by at least 51% of the initial PUD property owners. Provision of signed letters of support would be acceptable.
6. Per Section 5.15.04.14, the PUD will need to include provisions regarding ownership and maintenance of common areas consistent with this section of the Zoning Regulations. A common area maintenance agreement will be required.

#### Traffic and Access

1. Per Section 5.15.04.03, an updated traffic study will be required for this project. Please submit a traffic study that addresses the following items of interest: the current and future level of service of the adjacent public intersections, the internal circulation of the development, the right-in, right-out access on Southport Parkway and its proximity to Giles Road, and the strong concerns that traffic entering into the development and stacking in any of the proposed drive-throughs will overflow onto the adjacent public right-of-way.
2. Please update the parking requirements listed in the Site Information Table on page C2.1 to be consistent with the requirements listed in Section 7.06 of the Zoning Ordinance for each of the proposed uses in the development. The requirement for restaurants with drive throughs is one (1) space per 150 square feet of gross floor area plus five (5) stacking spaces for drive through window. Parking numbers will be reevaluated once the parking requirements are updated.

#### Landscaping Sheet

1. Confirm all landscaping/berm requirements are being met per current PUD, unless otherwise noted within a proposed PUD amendment.



2. The landscaping plan is currently under review by the City's Design Review Architect. A separate design review letter will be forwarded once the initial review has been completed.

#### Sheet C2.1

1. The setbacks for the proposed center identification sign do not meet the requirements set forth within Section 7.01.05(2)F of the zoning ordinance. The required setbacks along streets designated as collector or arterial shall be twenty (20) feet.
2. The patio canopy on the southeast side of the building on proposed Lot 1 extends into the building setback. How many feet does this extend into the setback? Canopies may project 2 feet into the required setback, per Section 4.13.01 of the Zoning Ordinance.
3. Per Section 5.15.05.03.4, if common open spaces are contemplated, the percentage of common space provided will need to be identified within the PUD.

#### Sheet C3.1

1. Grading work will require a grading permit. Please reach out to La Vista's Chief Building Official, Jeff Sinnett, at (402) 593-6400 for information on how to obtain your grading permit prior to the start of any grading.
2. As there are drainage capacity limitations at the culvert crossing near and under the rail road southeast of Giles road, all catchment drains that drain into said basin should be held to a no-net increase of the predevelopment flows until the drainage culverts at the railroad is up-sized to account for post-developed conditions for a 100-year return frequency.

Please submit 2 full size revised copies of the PUD plans and related documents (along with electronic copies) to the City for further review. A timeline for review by the Planning Commission and City Council will be determined based on the timing of the resubmittal and the extent to which the issues noted this review have been sufficiently addressed.

If you have any questions regarding these comments, please feel free to contact me at any time.

Thank you,

A handwritten signature in blue ink that reads "Cale Brodersen". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Cale Brodersen  
Assistant Planner  
City of La Vista  
[cbrodersen@cityoflavista.org](mailto:cbrodersen@cityoflavista.org)  
(402) 593-6405

cc:

Willie Douglas, Southport Parkway, LLC  
Bruce Fountain, Community Development Director – City of La Vista  
Christopher Solberg, Deputy Community Development Director – City of La Vista  
Pat Dowse, City Engineer – City of La Vista



October 26, 2021

Eric Williams  
Olsson Associates  
2111 N 67<sup>th</sup> Street, STE 200  
Omaha, NE 68106

RE: Planned Unit Development Amendment – Second Review Letter  
Lots 1, 2, and 3 Southport West Replat 7 and Lot 19 Southport West

Mr. Williams,

We have reviewed the documents submitted for the above-referenced application. Based on the elements for consideration set forth in the applicable sections of the Zoning Ordinance, the City has the following comments:

General Comments

1. Several items noted in the Initial Review Letter have not yet been received and will need to be submitted prior to the City's publishing for a public hearing before the Planning Commission. These items are:
  - a. A schedule of construction, per the requirements of Section 5.15.04.01. If project phasing is planned, a phasing plan and schedule needs to be included. Since there are individual lots that might be conveyed separately, there needs to be information on the phasing of construction so that common area elements such as drives, storm water facilities, utilities or other common area shared items can be addressed for maintenance. If appurtenances are not all built with the first phase/first lot, then financial guarantees to assure completion will be needed as part of PUD approval. Public improvement assurances will need to be consistent with Section 5.15.04 of the La Vista Zoning Ordinance.
  - b. Evidence of meeting and coordination with the adjacent hotel property owner, per Section 5.15.04.06.

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402.331.0299 F



- c. Signed letters of support by at least 51% of the initial PUD property owners in order to amend the PUD, per Section 5.15.04.05; and
  - d. A common area maintenance agreement, per Section 5.15.04.14, that includes provisions regarding ownership and maintenance of common areas consistent with this section of the Zoning Regulations.
2. The revised landscaping plan is currently under review by the City's Design Review Architect. A separate design review letter will be forwarded once the follow-up review has been completed.
  3. Please update the ownership name to the current property owner in note 6 on Sheet C3.1 pertaining to the maintenance obligation for water quality facilities.

Please submit the items requested above by this Friday, October 29<sup>th</sup> at 12:00pm in order for your application to be placed on the November 18<sup>th</sup>, 2021 Planning Commission meeting agenda. If additional time is needed to prepare the resubmittal, the next Planning Commission meeting date is December 2, 2021. If you have any questions regarding these comments, please feel free to contact me at any time.

Thank you,

A handwritten signature in blue ink that reads "Cale Brodersen". The signature is fluid and cursive, with a long horizontal line extending to the right.

Cale Brodersen, AICP  
Assistant Planner  
City of La Vista  
[cbrodersen@cityoflavista.org](mailto:cbrodersen@cityoflavista.org)  
(402) 593-6405

cc:

Willie Douglas, Southport Parkway, LLC  
Bruce Fountain, Community Development Director – City of La Vista  
Christopher Solberg, Deputy Community Development Director – City of La Vista  
Pat Dowse, City Engineer – City of La Vista



October 29, 2021

Eric Williams  
Olsson Associates  
2111 N 67<sup>th</sup> Street, STE 200  
Omaha, NE 68106

RE: Planned Unit Development Amendment – Third Review Letter  
Lots 1, 2, and 3 Southport West Replat 7 and Lot 19 Southport West

Mr. Williams,

We have reviewed the documents submitted for the above-referenced application. Based on the elements for consideration set forth in the applicable sections of the Zoning Ordinance, the City has the following comments:

General Comments

1. The executed consent letters provided to demonstrate consent from property owners within the Southport West Planned Unit Development area display a previous version of the PUD application site plan. The current development proposal has differences substantial enough to warrant an updated consent letter to ensure that the owners fully understand this specific proposal. We will need an updated consent letter from 51% of the landowners within the PUD area prior to City Council review. For a December 7<sup>th</sup>, 2021 City Council review date, we would need these letters by 9:00 a.m. November 19<sup>th</sup> (our deadline for newspaper legal ad publication requests). One of these consent letters must be from Atrium-JDHQ to provide evidence of coordination with the adjacent hotel owners.
2. Please provide an updated PUD plan set to include the following additional changes:
  - a. Please add the phasing map into the most current PUD plan set.
  - b. Please add the setback dimension from the northernmost corner of the dumpster enclosure on proposed Lot 2 to the property line.

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402.331.4375 F

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402.331.0299 F

- c. With the relocation of the access along Southport Parkway and the subsequent relocation of the sidewalk, several trees depicted in the landscaping plan on proposed Lot 2 appear to conflict with the location of the sidewalk. We recommend moving these trees east in some arrangement, as noted in the attached redlined landscaping plan.
3. The revised landscaping plan is currently under review by the City's Design Review Architect. A separate design review letter will be forwarded once the follow-up review has been completed. Final approval of the landscaping plan will be required prior to City Council review.

We will publish the legal ad for your application to be reviewed by the Planning Commission on November 18<sup>th</sup>, 2021 at La Vista City Hall (8116 Park View Blvd, La Vista, NE 68128) at 6:30pm. For this item to move forward at this November 18<sup>th</sup> Planning Commission meeting, please submit a revised PUD plan set to incorporate the changes mentioned in Comment #2 by close-of-business Monday, November 8<sup>th</sup> for packet preparation. Assuming that deadline is met, please have a representative in attendance at the November 18<sup>th</sup> Planning Commission meeting to introduce your request and answer any questions that the Planning Commission might have. If you have any questions regarding these comments, please feel free to contact me at any time.

Thank you,

A handwritten signature in blue ink that reads "Cale Brodersen". The signature is fluid and cursive, with a long horizontal line extending to the right.

Cale Brodersen, AICP  
Assistant Planner  
City of La Vista  
[cbrodersen@cityoflavista.org](mailto:cbrodersen@cityoflavista.org)  
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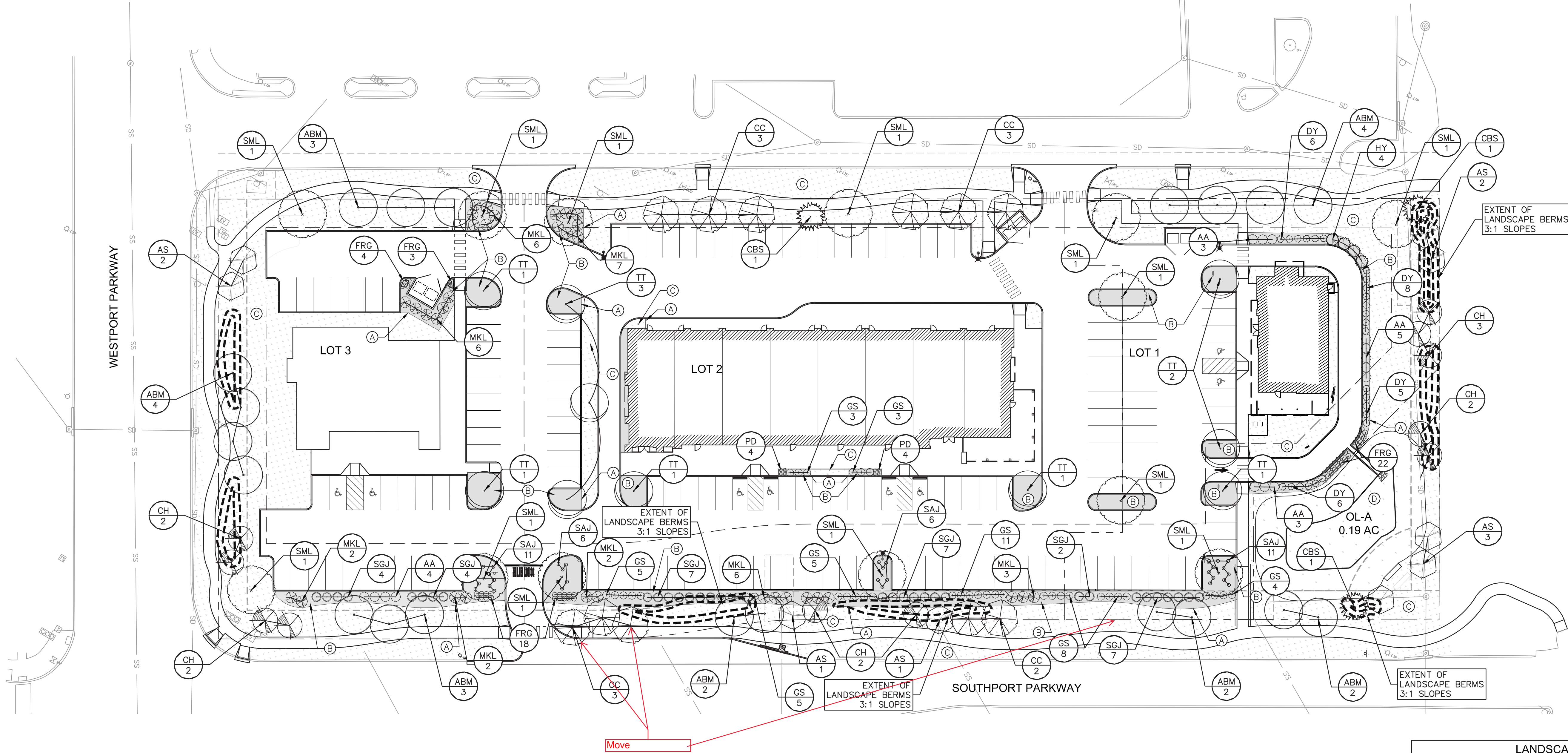
cc:

Willie Douglas, Southport Parkway, LLC  
Bruce Fountain, Community Development Director – City of La Vista  
Christopher Solberg, Deputy Community Development Director – City of La Vista  
Pat Dowse, City Engineer – City of La Vista

Enclosure



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DATE: Oct 21, 2021 2:07 pm XREFS: C\_PBASE\_02102442 C\_PBLK\_02102442 C\_PBDY\_02102442 C\_PBDY\_02102442  
USER: kondreessen



AREA CALCULATIONS/PARKING STATISTICS

	LOT 1	LOT 2	LOT 3	TOTAL
PARKING LOT AREA	12,377	44,402	19,031	75,810
PARKING LOT LANDSCAPE	2,067	3,484	1,943	7,494
	13.5%	7.8%	10.2%	9.9%

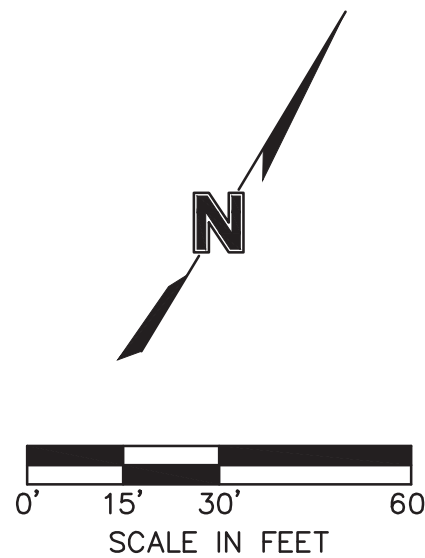
PLANT SCHEDULE

	QTY.	BOTANICAL NAME	COMMON NAME	PLANTING METHOD	SIZE @ PLANTING		SPACING	MATURE SPREAD	MATURE HEIGHT
OVERSTORY DECIDUOUS TREES					CONTAINER/ BALL SIZE	CANOPY/ CALIPER			
SML	15	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	B&B	BB/30"	2" CAL.	AS SHOWN	35'	50'
CSO	3	QUERCUS 'CRIMSCHMIDT'	CRIMSON SPIRE OAK	B&B	BB/36"	3" CAL.	AS SHOWN	15'	40'
ABM	20	ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	B&B	BB/36"	3" CAL.	AS SHOWN	50'	35'
TT	10	TILIA TOMENTOSA	SILVER LINDEN	B&B	BB/30"	2" CAL.	AS SHOWN	30'	50'
CONIFEROUS TREES									
CBS	3	PICEA PUNGENS 'GLAUCA'	COLORADO BLUE SPRUCE	B&B	BB/30"	6' HT.	AS SHOWN	15'	25'
UNDERSTORY/ORNAMENTAL									
AS	9	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	B&B	BB/20"	6' CLUMP	AS SHOWN	15'	20'
CC	11	CERCIS CANADENSIS	EASTERN REDBUD	B&B	BB/20"	1.5" CAL	AS SHOWN	20'	25'
CH	11	CRATAEGUS CRUSGALINERMIS	COCKSPUR HAWTHORNE	B&B	BB/20"	1.5" CAL	AS SHOWN	20'	25'
DECIDUOUS SHRUBS									
AA	15	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	RED CHOKEBERRY	CONT.	3 GAL	24"	AS SHOWN	3'	7'
MKL	41	SYRINGA MEYERI	MISS KIM LILAC	CONT.	3 GAL	18"	AS SHOWN	5'	5'
EVERGREEN SHRUBS									
DY	25	TAXUS MEDIA DENSIFORMIS	DENSE YEW	CONT.	#3	24"	AS SHOWN	6'	3'
HY	4	TAXUS MEDIA 'HICKS'	HICKS YEW	CONT.	#3	24"	AS SHOWN	6'	10'
SGJ	31	JUNIPERUS X PFITZERIANA 'SEA GREEN'	SEA GREEN JUNIPER	CONT.	#3	24"	AS SHOWN	6'	5'
GRASSES AND PERENNIALS									
PD	22	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	CONT.	#1	12"	AS SHOWN	2'	2.5'
FRG	47	CALAMAGROSIS X ACUTIFLORA	FEATHER REED GRASS	CONT.	#1	12"	AS SHOWN	3.5'	2'
SAJ	34	SEDUM 'AUTUMN JOY'	AUTUMN JOY SEDUM	CONT.	#1	12"	AS SHOWN	2'	2'

NOTE: TRANSFORMERS TO BE SCREENED BY ONE OF THE GRASSES IN THE LIST ABOUT.

LANDSCAPE KEY NOTES	
(A)	CULTIVATED LANDSCAPE EDGING
(B)	HARDWOOD MULCH
(C)	INSTALL TURF-TYPE FESCUE SOD - TURF IRRIGATION*
(D)	BASIN SEEDING MIX
(E)	INSTALL TURF-TYPE FESCUE SEED - TURF IRRIGATION*

\*ALL TURF AND LANDSCAPE AREAS TO BE IRRIGATED



Know what's below.  
Call before you dig.

CALL 811 SEVENTY-TWO HOURS PRIOR TO DIGGING, GRADING OR EXCAVATING FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

LANDSCAPE PLAN  
PUD PLANS

SOUTHPORT  
LOTS 1, 2, 3, OUTLOT A

LA VISTA, NEBRASKA

2021

REVISIONS DESCRIPTION

REV. NO.

DATE

REVISIONS

olsson

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

drawn by: JIP  
checked by: RDN  
approved by: EW  
QA/QC by: EW  
project no.: 021-02442  
drawing no.:  
date: 10/20/21

SHEET  
L1.1

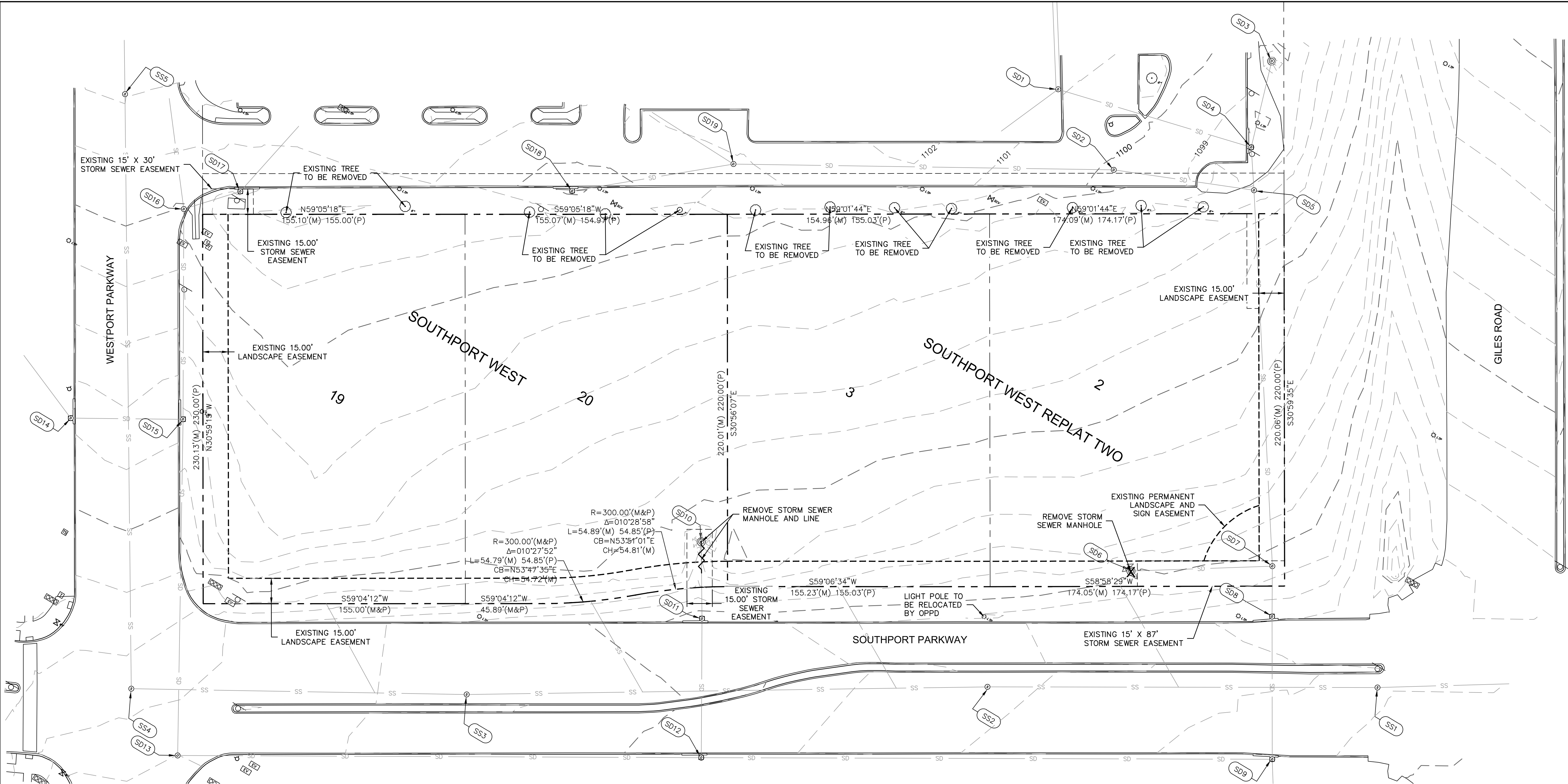


**Southport Parkway Shops**

**PUD Site Plan**

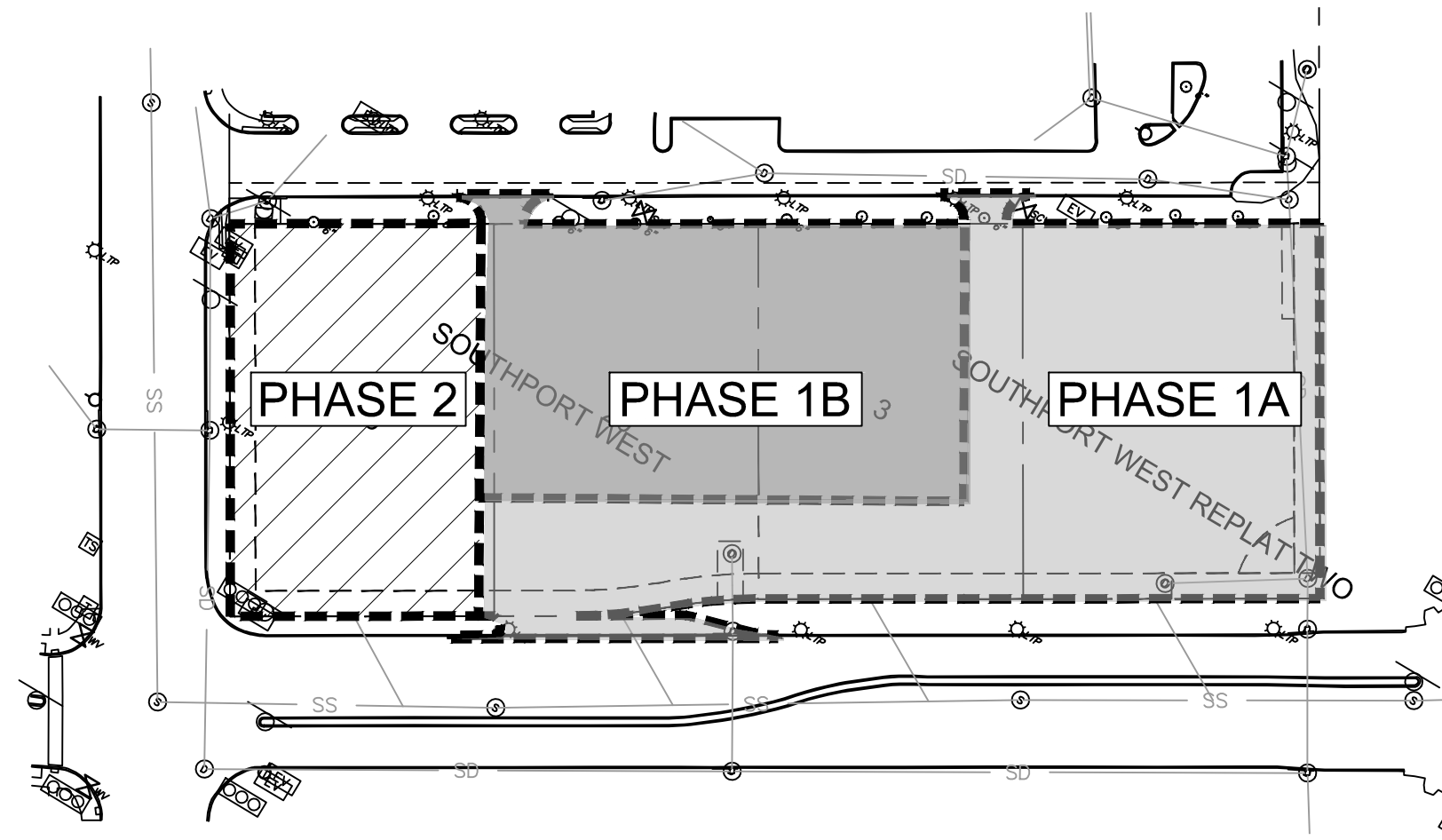
**Map Set**

DWG: \\oac.doeconsulting.com\frts-nst\projcts-direct\2021\02001-02500\021-02442\40-Design\AutoCAD\Preliminary Plans\GNC\G\_EXC01\_02102442.dwg  
DATE: Nov 04, 2021 7:51am USER: kondreesen  
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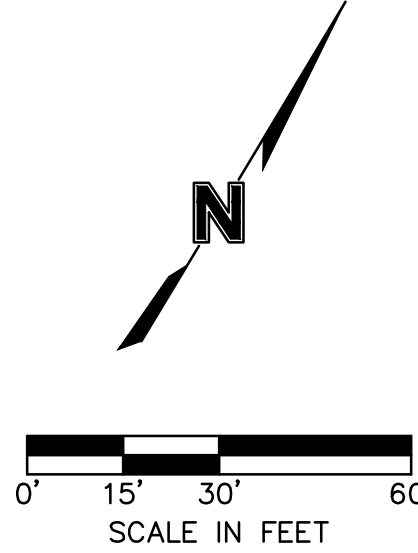


LEGEND

---	PROPERTY LINE
SD	EXISTING STORM SEWER
SS	EXISTING SANITARY SEWER
W	EXISTING WATER LINE
CATV	EXISTING CABLE/TELEVISION LINE
XXXX	EXISTING MAJOR CONTOUR
XXXX	EXISTING MINOR CONTOUR
----	EXISTING CURB AND GUTTER



PHASING MAP



SD1	STORM SEWER MANHOLE RIM EL.=1101.38 4"CPP(N)=1098.34 8"PVC(N)=1098.43 12"CPP(SE)=1094.99 6"PVC(SW)=1098.23	SD8	STORM SEWER MANHOLE RIM EL.=1087.20 30"RCP(NW)=1082.23 36"RCP(SE)=1082.19	SD15	STORM SEWER MANHOLE RIM EL.=1096.85 30"RCP(NW)=1090.64 24"RCP(SW)=1090.91 36"RCP(SE)=1090.43
SD2	STORM SEWER MANHOLE RIM EL.=1099.84 24"CPP(SW)=1093.50 24"CPP(SE)=1093.43	SD9	STORM SEWER MANHOLE RIM EL.=1087.06 36"RCP(NW)=1080.00 42"RCP(SW)=1079.56 60"RCP(SE)=1079.35	SD16	STORM SEWER MANHOLE RIM EL.=1099.85 24"RCP(NW)=1094.55 30"CPP(NE)=1094.18 30"RCP(SE)=1093.94
SD3	STORM SEWER MANHOLE RIM EL.=1099.01 30"RCP(SE)=1094.32	SD10	STORM SEWER MANHOLE RIM EL.=1094.40 24"RCP(SE)=1086.75	SD17	STORM SEWER MANHOLE RIM EL.=1100.96 30"RCP(NE)=1096.91 30"CPP(SW)=1096.40
SD4	STORM SEWER MANHOLE RIM EL.=1099.18 30"CPP(NW)=1092.58 30"CPP(SE)=1092.55 12"CPP(SW)=1092.90	SD11	STORM SEWER MANHOLE RIM EL.=1089.49 24"RCP(NW)=1084.88 24"RCP(SE)=1084.79	SD18	STORM SEWER MANHOLE RIM EL.=1100.00 24"CPP(NE)=1096.47
SD5	STORM SEWER MANHOLE RIM EL.=1098.74 30"RCP(SE)=1092.01 30"CPP(NW)=1092.34 24"CPP(SW)=1092.16	SD12	STORM SEWER MANHOLE RIM EL.=1090.03 24"RCP(NW)=1083.83 36"RCP(SW)=1082.53 42"RCP(NE)=1082.49	SD19	STORM SEWER MANHOLE RIM EL.=1100.83 15"RCP(NW)=1097.04 24"CPP(SW)=1095.59 24"CPP(NE)=1096.32
SD6	STORM SEWER MANHOLE RIM EL.=1090.88 15"RCP(NE)=1087.09	SD13	STORM SEWER MANHOLE RIM EL.=1090.99 36"RCP(NW)=1084.89 36"RCP(SE)=1084.82	SS1	SANITARY MANHOLE RIM EL.=1086.31 12"PVC(SW)=1074.27 12"PVC(NE)=1074.21
SD7	STORM SEWER MANHOLE RIM EL.=1089.42 30"RCP(NW)=1084.03 15"RCP(SW)=1084.61 30"RCP(SE)=1083.88	SD14	STORM SEWER MANHOLE RIM EL.=1096.87 24"RCP(NE)=1091.75 15"RCP(NW)=1092.07	SS2	SANITARY MANHOLE RIM EL.=1088.29 12"PVC(SW)=1076.49 12"PVC(NE)=1076.41
				SS3	SANITARY MANHOLE RIM EL.=1090.66 12"PVC(SW)=1076.95 12"PVC(NE)=1076.80
				SS4	SANITARY MANHOLE RIM EL.=1092.42 12"PVC(NW)=1080.87 12"PVC(NE)=1080.83
				SS5	SANITARY MANHOLE RIM EL.=1102.16 12"PVC(NW)=1089.25 12"PVC(SE)=1089.05



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MARKING OF UNDERGROUND MEMBER UTILITIES.

EXISTING CONDITIONS & REMOVAL PLAN  
PUD PLANS

SOUTHPORT WEST REPLAT EIGHT  
LOTS 1, 2, 3, OUTLOT A

LA VISTA, NEBRASKA

REV.  
NO.

REVISIONS DESCRIPTION

DATE

2021

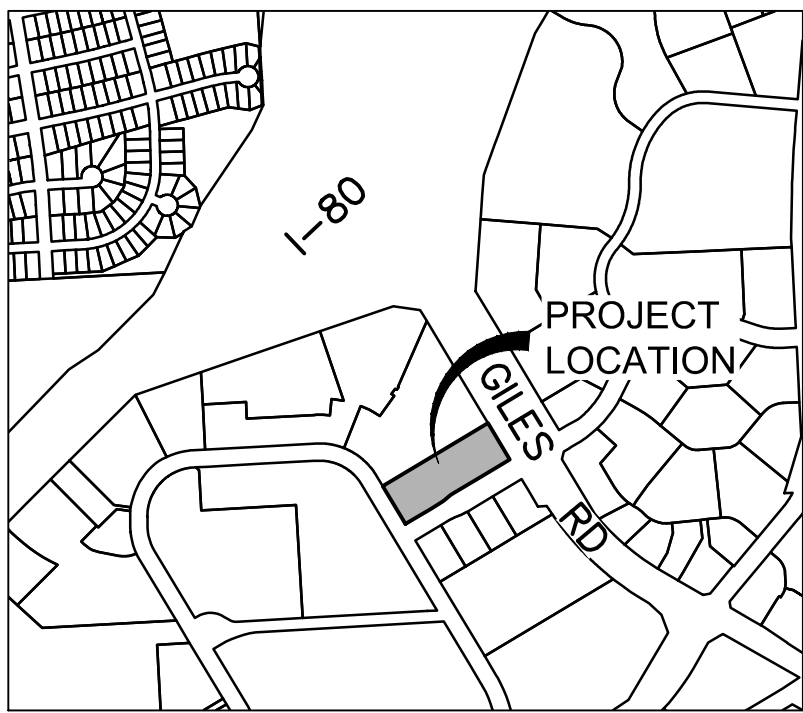
REVISIONS

SHEET  
C1.1

olsson

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Omaha, NE 68106  
TEL 402.341.1116  
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VICINITY MAP  
NOT TO SCALE

GILES ROAD

**N**

**olson**

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[illegible]

**SITE PLAN  
PUD PLANS**

SOUTHPORT WEST REPLAT EIGHT  
LOTS 1, 2, 3, OUTLOT A

LA VISTA, NEBRASKA

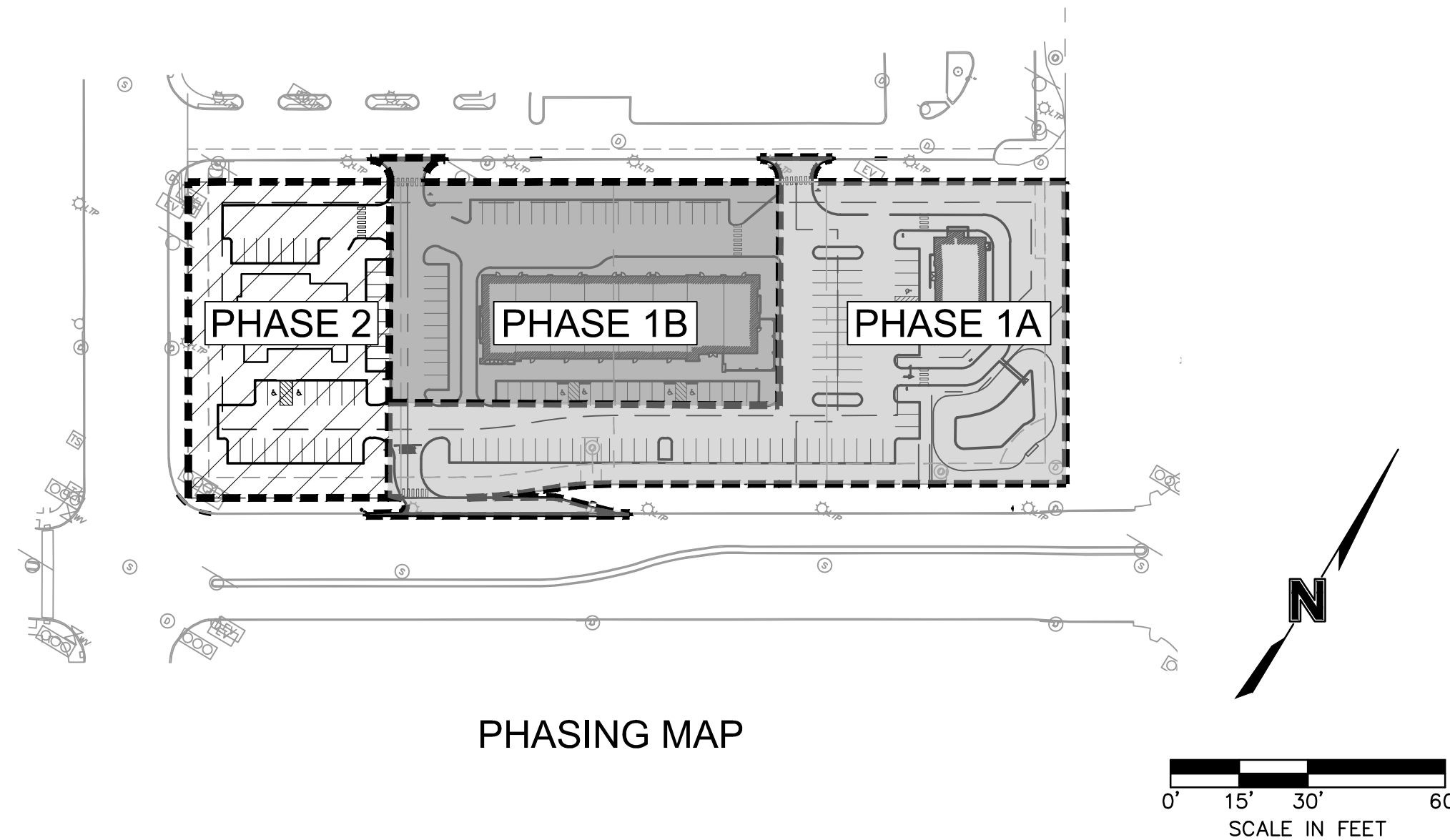
2021

SITE KEY NOTES	
(A)	CONSTRUCT CURB RAMP PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS. REFERENCE DETAIL SHEET AND CITY OF OMAHA STANDARD PLATE 500-82.
(B)	INSTALL ADA PARKING STALL AND ASSOCIATED STRIPING AND SIGNAGE PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS. REFERENCE DETAIL SHEET.
(C)	PROPOSED ADA ACCESSIBLE ROUTE PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS.
(D)	INSTALL 4-INCH WHITE PAVEMENT STRIPING. PAINT SHALL MEET OR EXCEED CITY OF OMAHA STANDARD SPECIFICATIONS (TYP.)
(E)	INSTALL 4-INCH WHITE PAVEMENT STRIPING AT 45'; 2- FEET O.C. PAINT SHALL MEET OR EXCEED CITY OF OMAHA STANDARD SPECIFICATIONS (TYP.)
(F)	INSTALL 24-INCH WHITE CROSSWALK PAVEMENT STRIPING. REFERENCE DETAIL SHEET. PAINT SHALL MEET OR EXCEED CITY OF OMAHA STANDARD SPECIFICATIONS (TYP.)
(G)	CONSTRUCT 4-INCH THICK P.C.C. SIDEWALK. REFERENCE DETAIL SHEET AND CITY OF OMAHA STANDARD PLATE 500-02.
(H)	CONSTRUCT 6-INCH THICK P.C.C SIDEWALK IN PUBLIC R.O.W. 5' WIDE AND SPACED 6.5' OFF BACK OF CURB OF PUBLIC STREET (UNLESS OTHERWISE NOTED ON PLANS).
(I)	CONSTRUCT 6-INCH THICK STANDARD DUTY P.C. CONCRETE PAVEMENT. REFERENCE DETAIL SHEET.
(J)	CONSTRUCT 7-INCH THICK HEAVY DUTY P.C. CONCRETE PAVEMENT. REFERENCE DETAIL SHEET.
(K)	CONSTRUCT 9-INCH DRIVE ENTRANCE APRON HEAVY DUTY P.C. CONCRETE PAVEMENT. REFERENCE DETAIL SHEET.
(L)	PROPOSED PATIO WITH RAILING.
(M)	TRASH ENCLOSURE. REFERENCE ARCHITECTURAL PLANS. CONSTRUCT HEAVY DUTY PAVEMENT APRON AS SHOWN ON PLAN.
(N)	INSTALL STOP SIGN PER MUTCD STANDARDS AND PER CITY OF OMAHA STANDARD PLATES 900-84 AND 900-85. REFERENCE DETAIL SHEET.
(O)	STRUCTURAL STOOP AND DOOR. REFERENCE ARCHITECTURAL PLANS FOR EXACT LOCATION, SIZE, AND SLOPE.

(P)	INSTALL DO NOT ENTER SIGN PER MUTCD STANDARDS AND PER CITY OF OMAHA STANDARD PLATES 906-02 AND 906-03. REFERENCE DETAIL SHEET.
(Q)	INSTALL HOTEL DIRECTION/DELIVERY ROUTE SIGN PER MUD STANDARDS.
(R)	PROPOSED DEVELOPMENT MONUMENT SIGN.
(S)	PROPOSED LIGHT POLE LOCATION.
(T)	SAWCUT EXISTING PAVEMENT, FULL DEPTH AND CONSTRUCT THICKENED EDGE JOINT WITH DOWEL BAR CONNECTION PER CONCRETE WIDENING REINFORCED JOIN, PER CITY OF OMAHA STANDARD PLATE 500-60.
(U)	TENANT MENU AND ORDERING BOARD.
(V)	PROPOSED DIRECTION ENTRY/EXIT SIGN.
(W)	CONCRETE PAD WITH BICYCLE RACKS.

1. ALL RADII SHOWN ARE TO BACK-OF-CURB.
2. ALL RADII ARE 5.00' UNLESS OTHERWISE NOTED.
3. ALL PARKING STALLS ARE 9.00' WIDE ON CENTER, UNLESS OTHERWISE NOTED.
4. ALL CURB-TO-CURB DIMENSIONS SHOWN ARE TO BACK-OF-CURB. PARKING SPACE AND PARKING DRIVE AISLES ARE TO FACE OF CURB.
5. ALL CURB AND GUTTER IS TYPE "A" INTEGRAL CURB PER CITY OF OMAHA STANDARD PLATE 500-52, UNLESS OTHERWISE NOTED.
6. CONTRACTOR TO SUBMIT SHOP DRAWINGS OF SIDEWALK JOINTING PLAN TO ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

SITE INFORMATION TABLE	
LEGAL DESCRIPTION:	SOUTHPORT LOTS 1, 2, 3, & OUTLOT A
EXISTING ZONING:	C-3 PUD WITH A GATEWAY CORRIDOR OVERLAY
PROPOSED ZONING:	C-3 PUD WITH A GATEWAY CORRIDOR OVERLAY
SETBACKS:	
FRONT YARD:	25'-0"
FRONT YARD: (PARKING PRESENT IN FRONT YARD)	50'-0"
SIDE YARD:	15'-0"
REAR YARD:	15'-0"
BUILDING COVERAGE:	15%
IMPERVIOUS COVERAGE:	25%
PARKING REQUIREMENTS:	
REQUIRED: (LOT 1)	26 STALLS (1.0 PER 150 SF; 2,314 SF BUILDING REQUIRES 16 STALLS)
PROVIDED: (LOT 1)	ON-SITE PARKING: 30 STALLS (2.0 CARS PER 150 SF)
REQUIRED: (LOT 2)	48 STALLS (4.5 PER 1,000 SF; 10,481 SF BUILDING REQUIRES 48 STALLS)
REQUIRED: (LOT 2-DRIVE THRU)	11 STALLS (1.0 PER 150 SF; 1,537 SF BUILDING REQUIRES 11 STALLS)
PROVIDED: (LOT 2-COMBINED)	ON-SITE PARKING: 89 STALLS (7.4 CARS PER 1,000 SF)
REQUIRED: (LOT 3)	20 STALLS (4.5 PER 1,000 SF; 4,264 SF BUILDING REQUIRES 20 STALLS)
PROVIDED: (LOT 3)	ON-SITE PARKING: 35 STALLS (8.2 CARS PER 1,000 SF)
TOTAL REQUIRED:	94 STALLS
TOTAL PROVIDED:	154 STALLS
ACCESSIBLE PARKING:	
REQUIRED:	4
PROVIDED:	8



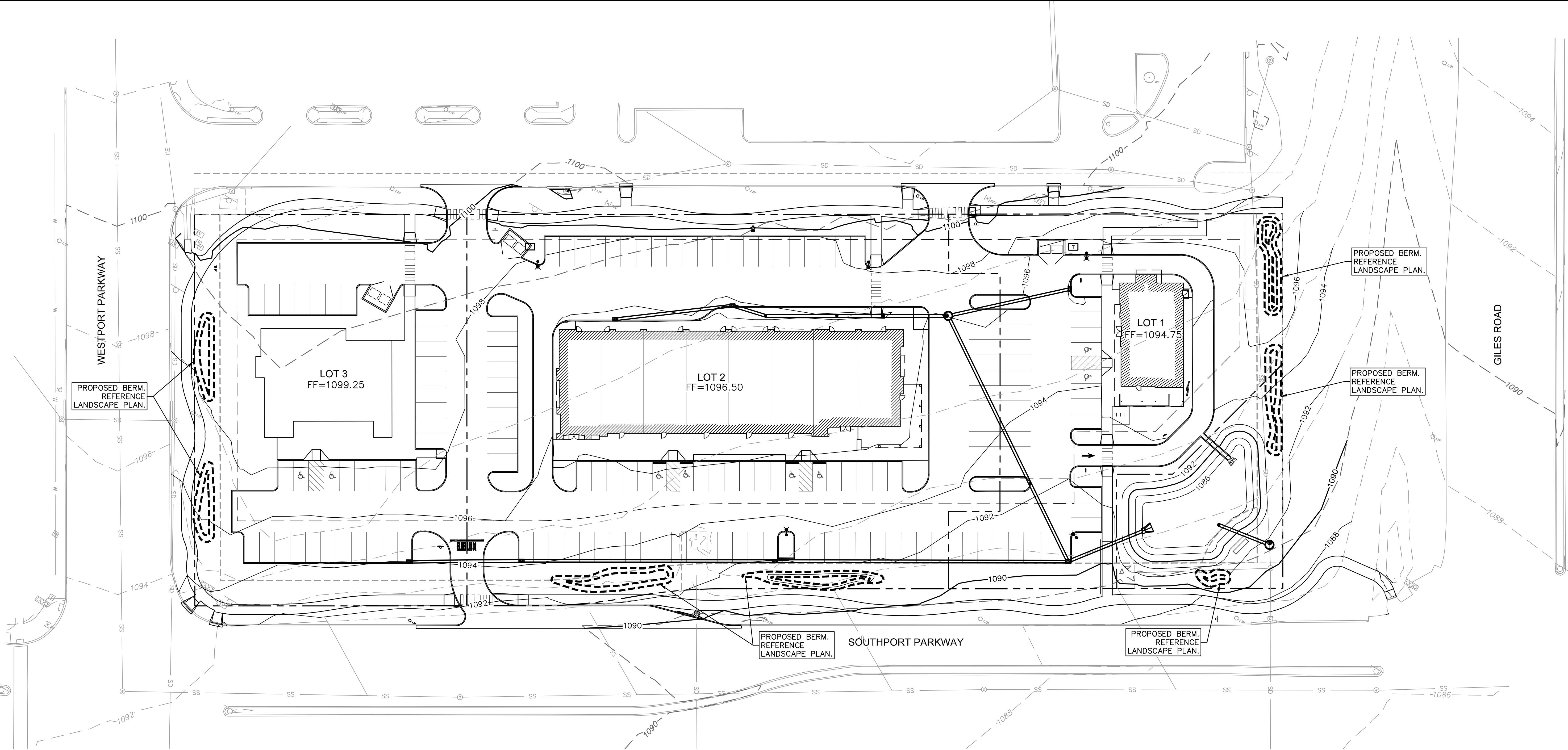
Know what's below.  
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DIGGING, GRADING OR EXCAVATING FOR THE  
MARKING OF UNDERGROUND MEMBER UTILITIES

drawn by: \_\_\_\_\_ PTO  
checked by: \_\_\_\_\_ RDN  
approved by: \_\_\_\_\_ EW  
QA/QC by: \_\_\_\_\_ EW  
project no.: \_\_\_\_\_ 021-02442  
drawing no.: \_\_\_\_\_  
date: \_\_\_\_\_ 10/20/21

SHEET  
C2.1

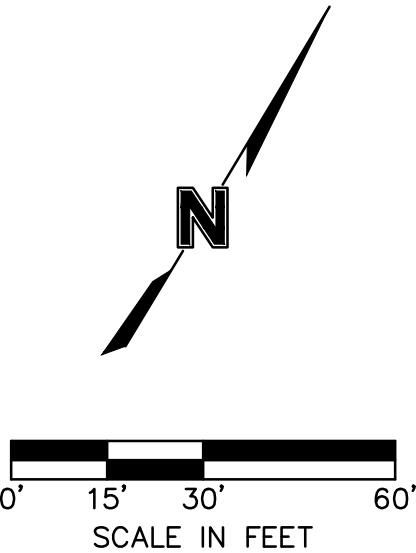
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DATE: Nov 04, 2021 7:42am XREFS: C\_PBLK\_02102442 C\_PBASE\_02102442 C\_PUTIL\_02102442  
USER: kondressen



GRADING INFORMATION TABLE		
AREA	CONTOURS REPRESENT	CONTRACTOR TO GRADE TO
STREETS/INTERNAL DRIVES	FINISHED GROUND (TOP OF SLAB)	SUBGRADE (REF. SITE PLANS FOR PAVEMENT THICKNESS)
PARKING LOT PAVED AREAS	FINISHED GROUND (TOP OF SLAB)	SUBGRADE (REF. SITE PLANS FOR PAVEMENT THICKNESS)
BUILDING AREAS	FINISHED GROUND (FINISHED FLOOR ELEV.)	SUBGRADE (REF. ARCHITECTURAL PLANS FOR FLOOR SLAB AND SUBBASE THICKNESS)
ALL OTHER NON-PAVED/ NON-BUILDING AREAS	FINISHED GROUND	6" BELOW CONTOURS (FOR TOPSOIL)*
* NOTE: AFTER COMPLETION AND APPROVAL OF MASS GRADING BY ENGINEER, ENTIRE SITE SHALL RECEIVE 6" MIN. OF TOPSOIL FOR FINAL SEEDING AND STABILIZATION.		

- NOTES:
- 1.CONTOURS REPRESENT TOP OF SLAB ELEVATION IN PAVED AREAS AND FINISHED GRADE ELEVATION IN NON-PAVED AREAS, UNLESS OTHERWISE NOTED.
  - 2.CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDING AND GARAGE PAD AREAS AND PAVEMENTS.
  - 3.REFERENCE THE GRADING INFORMATION TABLE FOR CONTOUR INFORMATION.
  - 4.REFERENCE THE FILL PLACEMENT / COMPACTION REQUIREMENTS TABLE FOR MINIMUM SUBGRADE PREPARATION REQUIREMENTS FOR VARIOUS AREAS OF THE PROJECT.
  - 5.CONTOURS ARE SHOWN AT 2' INTERVALS FOR BOTH EXISTING AND PROPOSED.
  - 6.DEVELOPMENT ON PRIVATE LOTS CREATING MORE THAN 5,000 SQUARE FEET OF IMPERVIOUS SURFACE FOR THE PURPOSE OF VEHICULAR TRAVEL AND PARKING SHALL PROVIDE ON-SITE STORM WATER MANAGEMENT FACILITIES FOR WATER QUALITY AS REQUIRED BY SECTION 154.19 OF THE LA VISTA MUNICIPAL CODE AND SHALL BE DESIGNED IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE OMAHA REGIONAL STORM WATER DESIGN MANUAL, SUCH WATER QUALITY FACILITIES SHALL BE MAINTAINED BY SOUTHPORT PARKWAY LLC. MANAGEMENT OF THE 2-YEAR STORM RUNOFF PEAK FLOWS WILL BE PROVIDED BY THE CITY OWNED FACILITIES.

- LEGEND
- XXXX--- EXISTING MAJOR CONTOUR
  - XXXX--- EXISTING MINOR CONTOUR
  - XXXX--- PROPOSED MAJOR CONTOUR
  - XXXX--- PROPOSED MINOR CONTOUR
  - PROPOSED BERM



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GRADING PLAN  
PUD PLANS  
SOUTHPORT WEST REPLAT EIGHT  
LOTS 1, 2, 3, OUTLOT A

LA VISTA, NEBRASKA

REV. NO.	DATE	REVISIONS DESCRIPTION

REVISIONS

2021

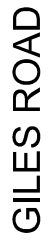
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olsson

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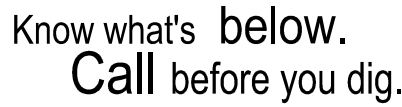
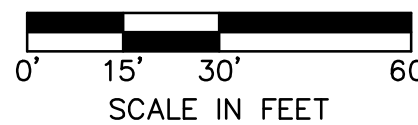


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MARKING OF UNDERGROUND MEMBER UTILITIES

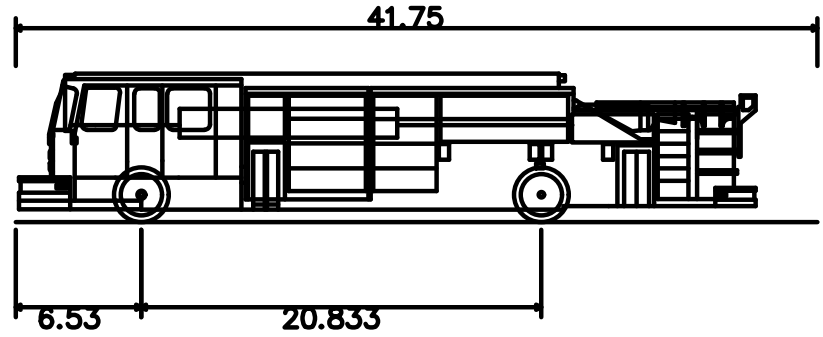
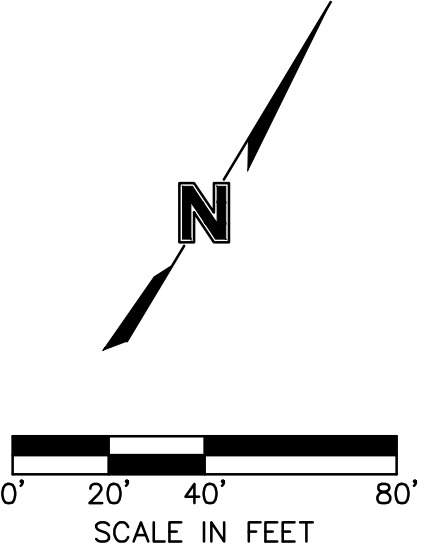
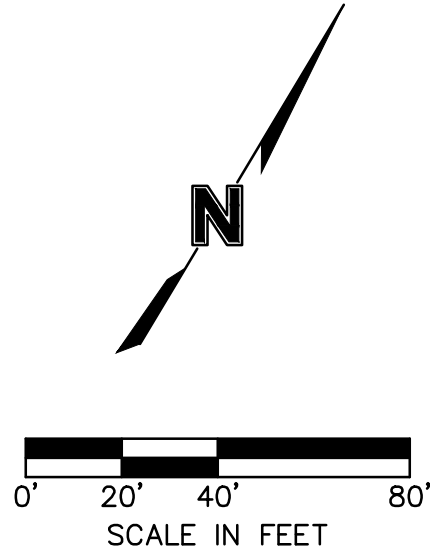
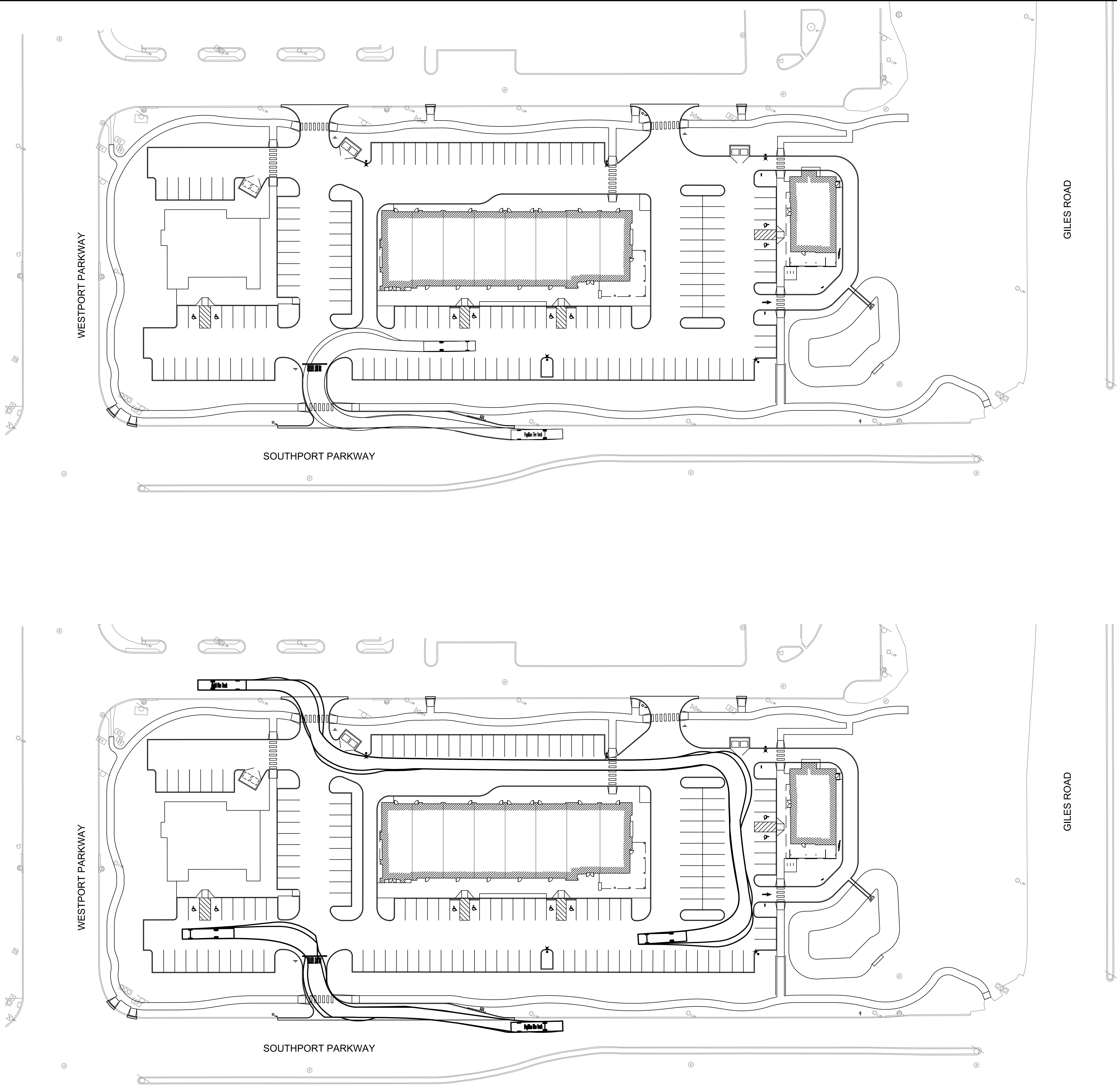
# UTILITY PLAN PUD PLANS

2021

REV.	DATE
NO	

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Omaha, NE 68106  
TEL 402.341.1116  
www.plisson.com





Papillon Fire truck  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock-to-lock time  
Max Wheel Angle

41.750ft  
8.000ft  
7.496ft  
0.746ft  
8.142ft  
5.00s  
37.00°



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MARKING OF UNDERGROUND MEMBER UTILITIES.

EMERGENCY VEHICLE ACCESS PLAN  
PUD PLANS

SOUTHPORT WEST REPLAT EIGHT  
LOTS 1, 2, 3, OUTLOT A

LA VISTA, NEBRASKA

2021

REVISIONS DESCRIPTION

DATE

REV. NO.

REVISIONS

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olsson



**Southport West Replat Eight**  
**Staff Review Letters**





May 20, 2021

Eric Williams  
Olsson Associates  
2111 N 67<sup>th</sup> Street, STE 200  
Omaha, NE 68106

RE: Southport Parkway Replat – Initial Review Letter  
Lots 1, 2, and 3 Southport West Replat 7 and Lot 19 Southport West

Mr. Williams,

We have reviewed the documents submitted for the above-referenced application. Based on the elements for consideration set forth in the applicable sections of the Subdivision Regulations, the City has the following comments:

1. Please include phasing lines on the preliminary plat if the development will be constructed in phases, per Section 3.03.02 of La Vista's Subdivision Regulations.
2. The location of the right-in, right-out access point along Southport Parkway is of great concern given the unknown internal circulation of the proposed development, which may cause overflow congestion on the adjacent public roadway system. Due to the proximity of intersection of Giles Road and multiple protected movement phases from the signal, spillback onto the public roadway system may be highly problematic. This access should be shifted west to near the lot lines of Lot 3 and Lot 2, or the access on Southport Parkway should be eliminated altogether.

**City Hall**  
8116 Park View Blvd.  
La Vista, NE 68128-2198  
402.331.4343 P  
402.331.4375 F

**Community Development**  
8116 Park View Blvd.  
402.593.6400 P  
402.593.6445 F

**Library**  
9110 Giles Rd.  
402.537.3900 P  
402.537.3902 F

**Police**  
7701 S. 96th St.  
402.331.1582 P  
402.331.7210 F

**Public Works**  
9900 Portal Rd.  
402.331.8927 P  
402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F

3. Please confirm that the subdivision naming convention is acceptable as the parcels are a replat of an existing subdivision, per Section 3.03.04.
4. The storm water conveyed through the lots to the water quality basin will likely require easements.
5. The existing utility easements will need to be released prior to construction of Lot 2.
6. Please submit an erosion control plan, per Section 3.03.16.
7. An updated traffic impact analysis will need to be submitted and reviewed per Section 3.03.19.
8. Regarding Section 3.03.30.2 and Section 3.03.20.4, the storm drainage plan and Post Construction Stormwater Management Plan (PCSMP) will need to include provisions for a no-net increase in stormwater runoff for the 2, 10 , and 100 year storms due to downstream conveyance capacities.
9. In relation to Section 3.05.09, the bearings represented on the Final Plat are not consistent in terms of direction as to closing the loop using the bearings. Confirm this is acceptable per surveying standards.
10. Provide a lending institution tile block on the final plat, if applicable, per Section 3.05.18.
11. Provide costs and financial data of all public improvements, per Section 3.05.24.
12. Per Section 3.05, the City of La Vista does not require a City Engineer title block and said title block should be deleted from the Final Plat.

Please resubmit 2 paper copies of the Preliminary and Final Plats (including electronic copies) to the City for further review. A timeline for review by the Planning Commission and City Council will be determined based on the timing of the resubmittal and the extent to which the issues noted this review have been sufficiently addressed. If you have any questions regarding these comments, please feel free to contact me at any time.

Thank you,

A handwritten signature in blue ink that reads "Cale Brodersen". The signature is fluid and cursive, with a long horizontal line extending to the right.

Cale Brodersen  
Assistant Planner  
City of La Vista  
[cbrodersen@cityoflavista.org](mailto:cbrodersen@cityoflavista.org)  
(402) 593-6405

cc:

Willie Douglas, Southport Parkway, LLC  
Bruce Fountain, Community Development Director - City of La Vista  
Christopher Solberg, Deputy Community Development Director - City of La Vista  
Pat Dowse, City Engineer - City of La Vista





October 29, 2021

Eric Williams  
Olsson Associates  
2111 N 67<sup>th</sup> Street, STE 200  
Omaha, NE 68106

RE: Southport Parkway Replat – Second Review Letter  
Lots 1, 2, and 3 Southport West Replat 7 and Lot 19 Southport West

Mr. Williams,

We have reviewed the documents submitted for the above-referenced application. Based on the elements for consideration set forth in the applicable sections of the Subdivision Regulations, the City has the following comments:

1. Please address the following items noted in the Initial Review Letter:
  - a. Include the phasing lines on the preliminary plat, per Section 3.03.02 of La Vista's Subdivision Regulations.
  - b. Submit an erosion control plan, per Section 3.03.16.
  - c. Provide costs and financial data of all public improvements, per Section 3.05.24.
  - d. Provide a lending institution tile block on the final plat, if applicable, per Section 3.05.18. Please specify if there are no lenders that would constitute the need for the lending institution title block.
  - e. In relation to Section 3.05.09, the bearings represented on the Final Plat are not consistent in terms of direction as to closing the loop using the bearings. Please confirm this is acceptable per surveying standards.

**City Hall**  
8116 Park View Blvd.  
La Vista, NE 68128-2198  
402.331.4343 P  
402.331.4375 F

**Community Development**  
8116 Park View Blvd.  
402.593.6400 P  
402.593.6445 F

**Library**  
9110 Giles Rd.  
402.537.3900 P  
402.537.3902 F

**Police**  
7701 S. 96th St.  
402.331.1582 P  
402.331.7210 F

**Public Works**  
9900 Portal Rd.  
402.331.8927 P  
402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F

- f. The storm water conveyed through the lots to the water quality basin will likely require easements. Please include any necessary easements in the Final Plat.
2. On the title block for the Site Plan and Grading Plan in the Preliminary Plat Submittal, please change the verbiage "PUD Plans" to "Preliminary Plat Submittal" to match the cover page.

Please resubmit 2 paper copies of the Preliminary and Final Plats (including electronic copies) to the City for further review by Monday, November 8<sup>th</sup> for this application to be considered for the November 18<sup>th</sup>, 2021 Planning Commission meeting agenda. If you have any questions regarding these comments, please feel free to contact me at any time.

Thank you,

A handwritten signature in blue ink that reads "Cale Brodersen". The signature is fluid and cursive, with a long horizontal line extending to the right.

Cale Brodersen, AICP  
Assistant Planner  
City of La Vista  
[cbrodersen@cityoflavista.org](mailto:cbrodersen@cityoflavista.org)  
(402) 593-6405

cc:

Willie Douglas, Southport Parkway, LLC  
Bruce Fountain, Community Development Director – City of La Vista  
Christopher Solberg, Deputy Community Development Director – City of La Vista  
Pat Dowse, City Engineer – City of La Vista

**Southport West Replat Eight**  
**Map Set**

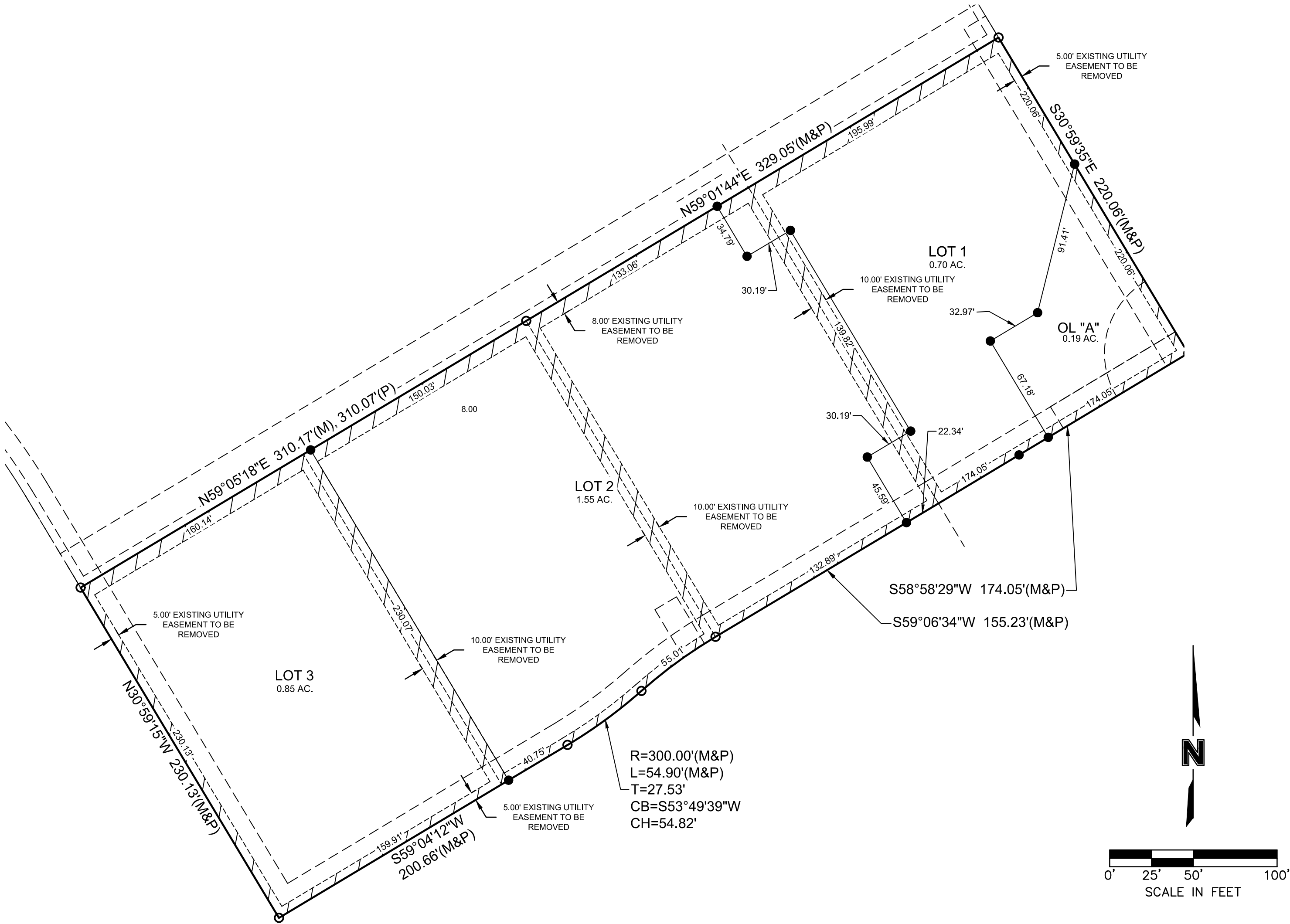


SOUTHPORT WEST REPLAT EIGHT  
LOTS 1 THRU 3 AND OUTLOT A

A TRACT OF LAND BEING A REPLAT OF LOT 19, SOUTHPORT WEST AND LOTS 1 THRU 3,  
SOUTHPORT WEST REPLAT SEVEN, BOTH PLATTED AND RECORDED SUBDIVISIONS IN THE  
NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 14 NORTH,  
RANGE 12 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

ALSO LOCATED IN:  
NW 1/4 SE 1/4 18-14-12

SHEET INDEX	
C1.1	PRELIMINARY PLAT
C2.1	EROSION CONTROL PLAN
C3.1	PRELIMINARY SITE PLAN
C4.1	PRELIMINARY GRADING PLAN



LEGEND

- FOUND 5/8" REBAR (UNLESS OTHERWISE NOTED)
- SET 5/8" REBAR W/CAP L.S. 607
- (M) MEASURED DISTANCE
- (P) PLATTED DISTANCE
- ===== BOUNDARY LINE
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING EASEMENT (TO BE VACATED)

EXISTING ZONING		
	ZONING	DESC.
LOTS 1, 2, 3, 19	C-3	COMMERCIAL

PROPOSED ZONING		
	ZONING	DESC.
LOTS 1 THRU 3 & OUTLOT A	C-3	COMMERCIAL

DEVELOPER

WILLIE DOUGLAS  
SOUTHPORT PARKWAY, LLC  
21008 CUMBERLAND DRIVE  
SUITE 106  
ELKHORN, NE 68022

SURVEYOR

TERRY ROTHANZL  
OLSSON  
2111 S. 67TH STREET,  
SUITE 200  
OMAHA, NE 68106

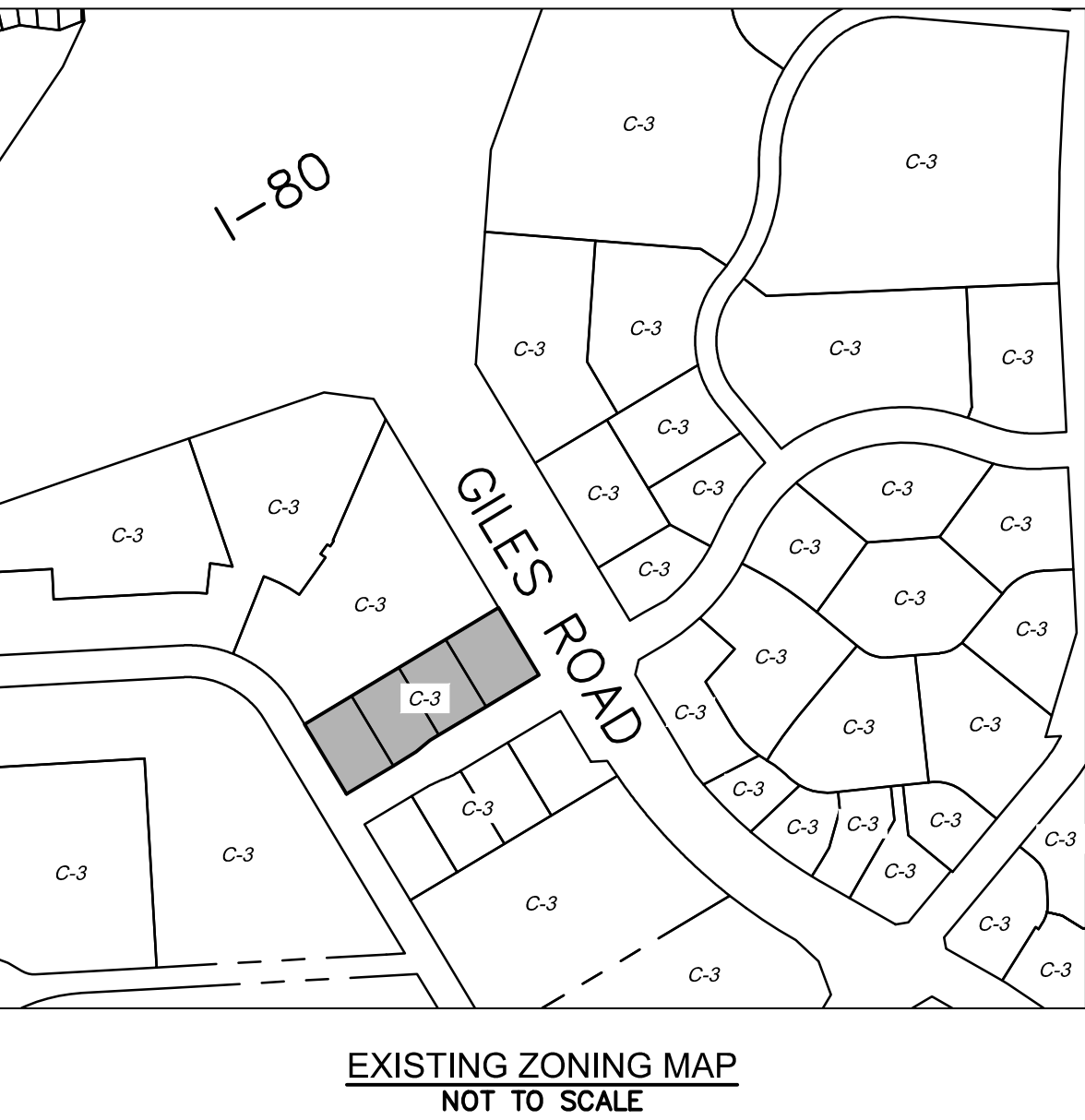
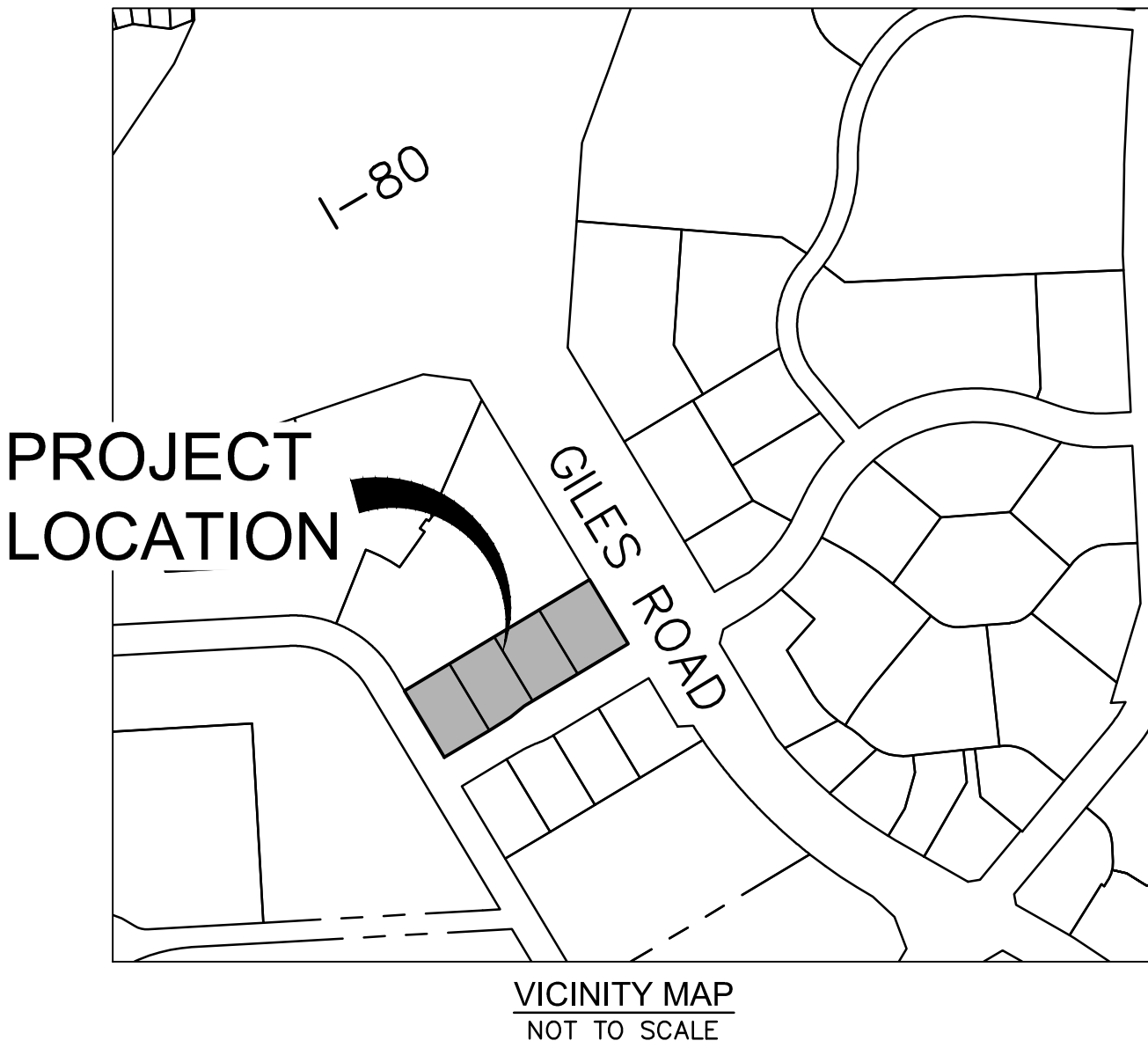
ENGINEER

ERIC WILLIAMS  
OLSSON  
2111 S. 67TH STREET,  
SUITE 200  
OMAHA, NE 68106

SURVEY CERTIFICATION

TERRY ROTHANZL, L.S.

CITY OF LA VISTA PLAT APPROVAL



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drawn by: DH  
checked by: RDN  
approved by: EW  
QA/QC by: EW  
project no.: 021-02442  
drawing no.:  
date: 05/03/21

SHEET  
C1.1

PRELIMINARY PLAT  
PRELIMINARY PLAT SUBMITTAL  
SOUTHPORT WEST REPLAT EIGHT  
LOTS 1, 2, 3, OUTLOT A

LA VISTA, NEBRASKA

2021

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REVISIONS DESCRIPTION

DATE

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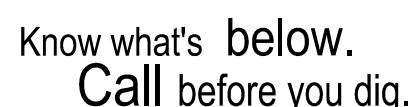




GILES ROAD

NOTES:

- 
- PHASING MAP
- PHASE 2
- PHASE 1B
- PHASE 1A
- 0' 15' 30' 60'
- SCALE IN FEET

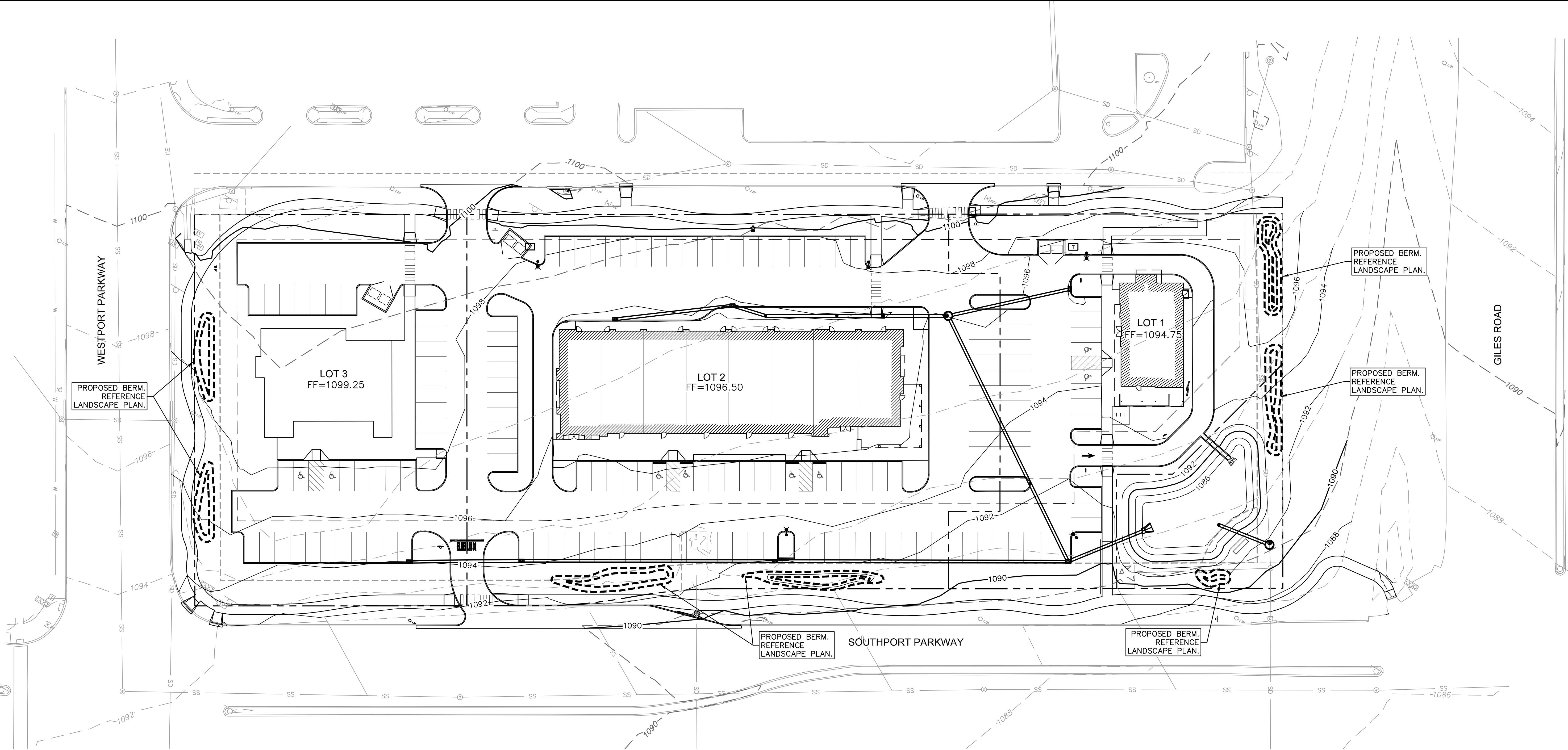


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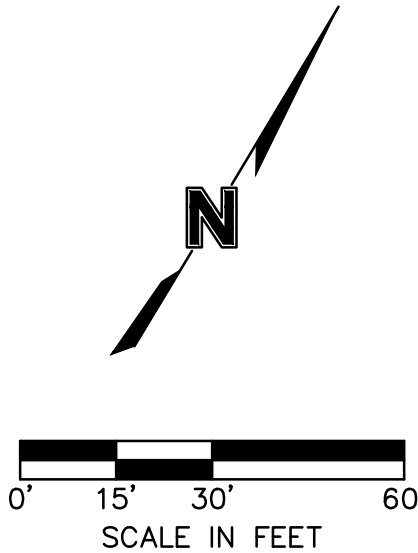
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DATE: Nov 04, 2021 7:42am XREFS: C\_PBLK\_02102442 C\_PBASE\_02102442 C\_PUTIL\_02102442 USER: kondressen



Grading Information Table		
Area	Contours Represent	Contractor to Grade To
Streets/Internal Drives	Finished Ground (Top of Slab)	Subgrade (Ref. Site Plans for Pavement Thickness)
Parking Lot Paved Areas	Finished Ground (Top of Slab)	Subgrade (Ref. Site Plans for Pavement Thickness)
Building Areas	Finished Ground (Finished Floor Elev.)	Subgrade (Ref. Architectural Plans for Floor Slab and Subbase Thickness)
All Other Non-Paved/Non-Building Areas	Finished Ground	6" Below Contours (For Topsoil)*
* Note: After completion and approval of mass grading by engineer, entire site shall receive 6" min. of topsoil for final seeding and stabilization.		

- NOTES:
- Contours represent top of slab elevation in paved areas and finished grade elevation in non-paved areas, unless otherwise noted.
  - Contractor shall provide positive drainage away from all building and garage pad areas and pavements.
  - Reference the Grading Information Table for contour information.
  - Reference the Fill Placement / Compaction Requirements Table for minimum subgrade preparation requirements for various areas of the project.
  - Contours are shown at 2' intervals for both existing and proposed.
  - Development on private lots creating more than 5,000 square feet of impervious surface for the purpose of vehicular travel and parking shall provide on-site storm water management facilities for water quality as required by Section 154.19 of the LA Vista Municipal Code and shall be designed in accordance with the applicable sections of the Omaha Regional Storm Water Design Manual, such water quality facilities shall be maintained by Southport Parkway LLC. Management of the 2-year storm runoff peak flows will be provided by the city owned facilities.

- LEGEND
- XXXX--- EXISTING MAJOR CONTOUR
  - XXXX--- EXISTING MINOR CONTOUR
  - XXXX----- PROPOSED MAJOR CONTOUR
  - XXXX----- PROPOSED MINOR CONTOUR
  - XXXX----- PROPOSED BERM





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Omaha, NE 68106  
TEL 402.341.1116  
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GRADING PLAN  
PRELIMINARY PLAT SUBMITTAL

SOUTHPORT WEST REPLAT EIGHT  
LOTS 1, 2, 3, OUTLOT A

LA VISTA, NEBRASKA

REV. NO.

DATE

REVISIONS DESCRIPTION

2021

REVISIONS

drawn by: PTO

checked by: RDN

approved by: EW

QA/QC by: EW

project no.: 021-02442

drawing no.: 10/20/21

SHEET  
C4.1





**Southport Parkway Shops  
Traffic Impact Study Update  
(w/o Appendix)**

# Technical Memorandum

---

Date: June 8, 2021  
To: Pat Dowse, PE  
From: Dan Bellizzi, PE, PTOE  
RE: Southport North Lots – Traffic Study Update  
Project #: 021-02442

---

## INTRODUCTION and OBJECTIVE

This memorandum documents the traffic impacts of a site plan update located in the northeast quadrant of Southport Parkway and Westport Parkway in La Vista, Nebraska. This memorandum is intended to provide an update to the analysis of the roadway network based on the updated site plan for this property. The proposed site plan is shown in **Figure 1**. All figures are included at the end of the memorandum.

A previous traffic study was completed by Olsson in August 2019 (Olsson 2019) for the proposed area of development (previously Brixmor North development). This memorandum will utilize traffic volumes and recommendations from the Olsson 2019 study as a baseline. The Olsson 2019 study is included in the **Appendix** at the end of this memorandum. An analysis of the updated 2022 plus site conditions in the morning peak hour (AM) and evening peak hour (PM) was completed in this memorandum. In addition, site traffic circulation was examined for the proposed site layout to determine the viability of the proposed site, including proposed access points. Specific recommendations are included at the end of the report to help mitigate traffic impacts.

## UPDATED ANALYSIS

The trip generation and opening day capacity analysis were reevaluated based on the updated site plan provided by the client. The number of anticipated site trips and results of the capacity analysis using new site trips were compared to the evaluations performed in the Olsson 2019 study.



## Trip Generation and Distribution

Trip generation is generally determined using rates found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*. Common Land Use Codes (LUC) are published with rates that can be applied to values related to the size of the proposed site to estimate the anticipated entering and exiting trips.

Based on the updated site plan, the same land uses – with revised building footprints – evaluated in the Olsson 2019 study are expected to be developed. Proposed site trips were determined based on ITE trip generation rates used in the Olsson 2019 study. The updated trip generation is shown in **Table 1**. The updated site plan is anticipated to have a decrease of 437 daily (10 percent), 25 AM peak hour (6 percent), and 27 PM peak hour (9 percent) site trips compared to the trip generation in the Olsson 2019 study.

**Table 1. Updated trip generation for Southport North Lots**

			Daily Trip Generation						
ITE 10th Ed Code/Page	Land Use	Size		Trip Gen. Avg. Rate/Eq.	Daily Trips	Trip Distribution		Total Daily Trips	
						Enter	Exit	Enter	Exit
934/201	Fast-Food Restaurant with Drive-Through Window	3,000	SF	470.95	1,413	50%	50%	706	706
932/96	High-Turnover (Sit-Down) Restaurant	4,264	SF	112.18	478	50%	50%	239	239
820/138	Shopping Center	9,018	SF	37.75	340	50%	50%	170	170
937/231	Coffee/Donut Shop with Drive-Through Window	2,314	SF	820.38	1,898	50%	50%	949	949
Total					4,130			2,065	2,065

			AM Peak Hour Trips											
ITE 10th Ed Code/Page	Land Use	Size		Trip Gen. Avg. Rate/Eq.	AM Peak Trips	Trip Distribution		Total AM Trips		Pass-by Reduction	Pass-by Enter	Pass-by Exit	Primary Trips Enter	Primary Trips Exit
						Enter	Exit	Enter	Exit					
934/202	Fast-Food Restaurant with Drive-Through Window	3,000	SF	40.19	121	51%	49%	61	59	49%	30	30	32	30
820/139	High-Turnover (Sit-Down) Restaurant	4,264	SF	9.94	42	55%	45%	23	19	0%	0	0	23	19
820/139	Shopping Center	9,018	SF	0.94	8	62%	38%	5	3	0%	0	0	5	3
937/232	Coffee/Donut Shop with Drive-Through Window	2,314	SF	88.99	206	51%	49%	105	101	0%	0	0	105	101
Total					377			195	182		30	30	166	153

			PM Peak Hour Trips											
ITE 10th Ed Code/Page	Land Use	Size		Trip Gen. Avg. Rate/Eq.	PM Peak Trips	Trip Distribution		Total PM Trips		Pass-by Reduction	Pass-by Enter	Pass-by Exit	Primary Trips Enter	Primary Trips Exit
						Enter	Exit	Enter	Exit					
934/203	Fast-Food Restaurant with Drive-Through Window	3,000	SF	32.67	98	52%	48%	51	47	50%	25	25	26	23
820/140	High-Turnover (Sit-Down) Restaurant	4,264	SF	9.97	43	62%	38%	26	16	43%	9	9	17	7
820/140	Shopping Center	9,018	SF	3.81	34	48%	52%	16	18	34%	6	6	11	12
937/233	Coffee/Donut Shop with Drive-Through Window	2,314	SF	43.38	100	50%	50%	50	50	0%	0	0	50	50
					275			144	131		39	39	105	92

The primary and pass-by trip distributions used in the Olsson 2019 study are shown in **Figure 2** and **Figure 3**, respectively. The updated primary, pass-by, and combined trips are shown in **Figure 4-6**. The updated site trips were applied to 2022 background volumes using the trip distribution from the Olsson 2019 study to develop the 2022 plus site volume scenario. The updated 2022 plus site traffic volumes are shown in **Figure 7**.

## 2022 Plus Site Capacity Analysis

Capacity analyses were performed at the study intersections in 2022 plus Site conditions. Analyses were conducted using Synchro, Version 11.0 which is based on the Highway Capacity Manual (HCM), 6<sup>th</sup> Edition delay methodologies. For simplicity, the amount of control delay is equated to a grade or Level of Service (LOS) based on thresholds of driver acceptance. The amount of delay is assigned a letter grade A through F, LOS A representing little or no delay and LOS F representing very high delay. **Table 2** shows the delays associated with each LOS grade for signalized and unsignalized intersections.

**Table 2. Intersection LOS Criteria**

Level-of-Service	Average Control Delay (seconds)	
	Signalized	Unsignalized
<b>A</b>	≤ 10	≤ 10
<b>B</b>	> 10-20	> 10-15
<b>C</b>	> 20-35	> 15-25
<b>D</b>	> 35-55	> 25-35
<b>E</b>	> 55-80	> 35-50
<b>F</b>	> 80	> 50
Highway Capacity Manual (HCM, 6 <sup>th</sup> Edition)		

Results of the capacity analysis indicate all turning movements are anticipated to operate at similar levels of service reported in the Olsson 2019 study. The 95<sup>th</sup> percentile queue lengths for individual turning movements at study intersections are anticipated to be contained within existing turn bay lengths.

The 2022 plus Site capacity analysis summary is illustrated in **Figure 8**. Detailed results can be found in the **Appendix**.

## **Site Access and Circulation**

Site access and circulation of site traffic was re-analyzed to determine potential impacts on the roadway network.

The proposed site drive along Southport Parkway aligns with the east drive aisle in the site and is located approximately 300 feet west of the Giles Road west curb line. Consistent with guidance from the City of La Vista and the Olsson 2019 study, a westbound right-turn lane at the drive location was considered for analysis purposes.

To increase on site storage for the proposed coffee shop, an alternative access location was considered. Access could be designed to align with the site's west drive aisle (approximately 175 feet east of the Westport Parkway east curb line). At this location, the access would be located within the existing storage lanes for the dual westbound left-turn lanes on Southport Parkway, which is not a preferred condition. Vehicles exiting the site would have to cross multiple westbound lanes to access the westbound left-turn lanes at the intersection of Westport Parkway and Southport Parkway. Additionally, an access at this location would be within the functional area of the intersection of Westport Parkway and Southport Parkway. The functional area represents the influence of storage and vehicular queuing at an intersection. Maintaining access at the east drive location, as proposed, provides for improved spacing of the access from the intersection with Westport Parkway.

Based on the location of the proposed site drive along Southport Parkway, there are concerns that traffic may use this drive for access to the adjacent hotel property. In addition, there are concerns delivery trucks using this access may need to wait for exiting vehicles to have adequate space to make a wide turn into the site, potentially stacking vehicles onto Southport Parkway. Consistent with the Olsson 2019 study, signage should be provided directing hotel traffic and delivery trucks to use the access along Westport Parkway.

The updated site plan proposes two land uses that include drive-throughs. The available stacking for the proposed coffee shop on the east side of the property is 10 vehicles. Storage is available on site for approximately nine additional vehicles to stack from the drive-through entrances south toward the access point before impacting the deceleration length for the westbound right-turn lane on Southport Parkway. Additional storage is available for queued vehicles in the drive aisle adjacent to the west side of the building.

The available stacking for the fast-food restaurant (center building) shown in the site plan is eight vehicles in a dedicated storage lane. The 24-foot drive aisle on the north side of the building should be one-way westbound to avoid conflicts with circulation and drive-through access. Do Not Enter (MUTCD sign R5-1) signs and pavement marking arrow symbols should be installed to guide site traffic. **Figure 9** shows a concept of these signage and pavement marking improvements.



## **SUMMARY**

This study documents the comparison of site-generated traffic and capacity analysis for the updated land uses for the development located on the northeast quadrant of Southport Parkway and Westport Parkway in La Vista, Nebraska. In addition, site circulation was explored to determine impacts on the roadway network.

Based on the updated site plan, there is anticipated to be a 5 to 10 percent decrease in daily and peak hour site trips compared to the trips analyzed in the Olsson 2019 traffic study. The effects of the difference in site-generated trips are anticipated to be minimal at study intersections, with minor decreases in delay and queuing compared to those reported in the Olsson 2019 study.

Based on the current site plan, the drive aisle on the north side of the central building should be one-way westbound to avoid conflicts with circulation and drive-through access. Do Not Enter (MUTCD sign R5-1) signs and arrow pavement markings should be installed to guide site traffic.

In addition, this study maintains the recommendations included in the Olsson 2019 study, including:

- As traffic volumes increase along Giles Road and developments in the area build out, signal timings in the area should be considered for modification to improve traffic operations through the Giles Road corridor. There are no recommended signal timing modifications at study intersections currently.
- Providing a “One Way” sign (MUTCD R6-1) in the median along Southport Parkway with the construction of the Southport Parkway site drive.
- Installing westbound right-turn lane at the proposed site drive on Southport Parkway.
- Installing signage prior to the site drive directing hotel and delivery traffic to use Westport Parkway to reduce potential congestion at the Southport Parkway site drive.



## LEGEND



Signalized  
Intersection

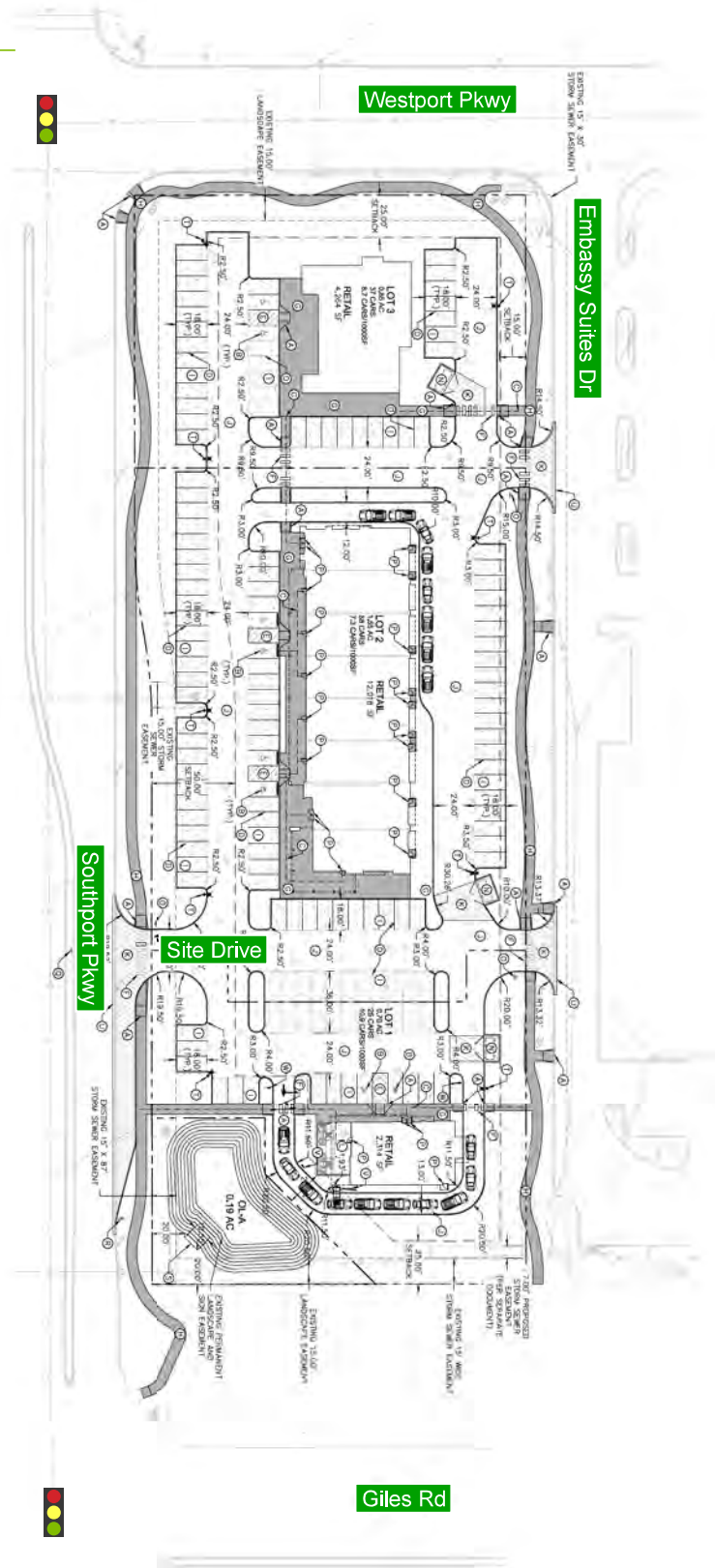


Figure 1. Proposed site plan for Southport North Lots

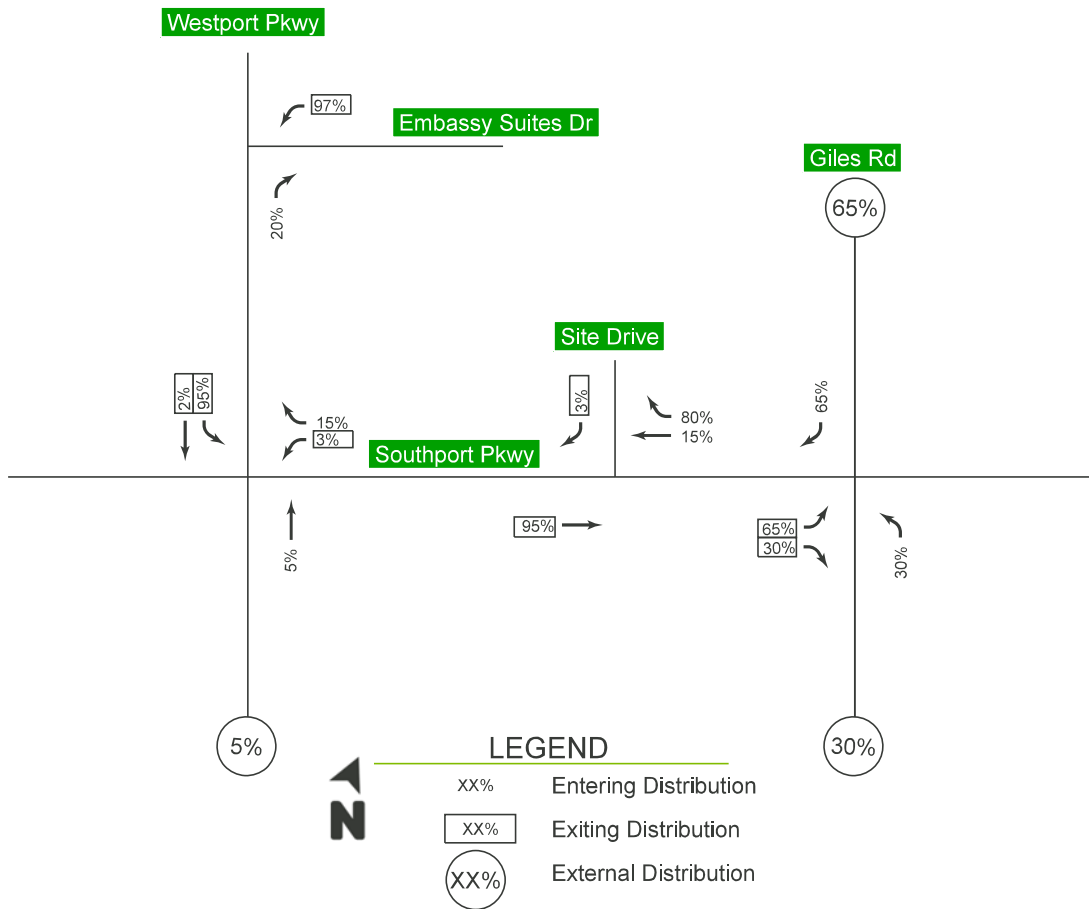
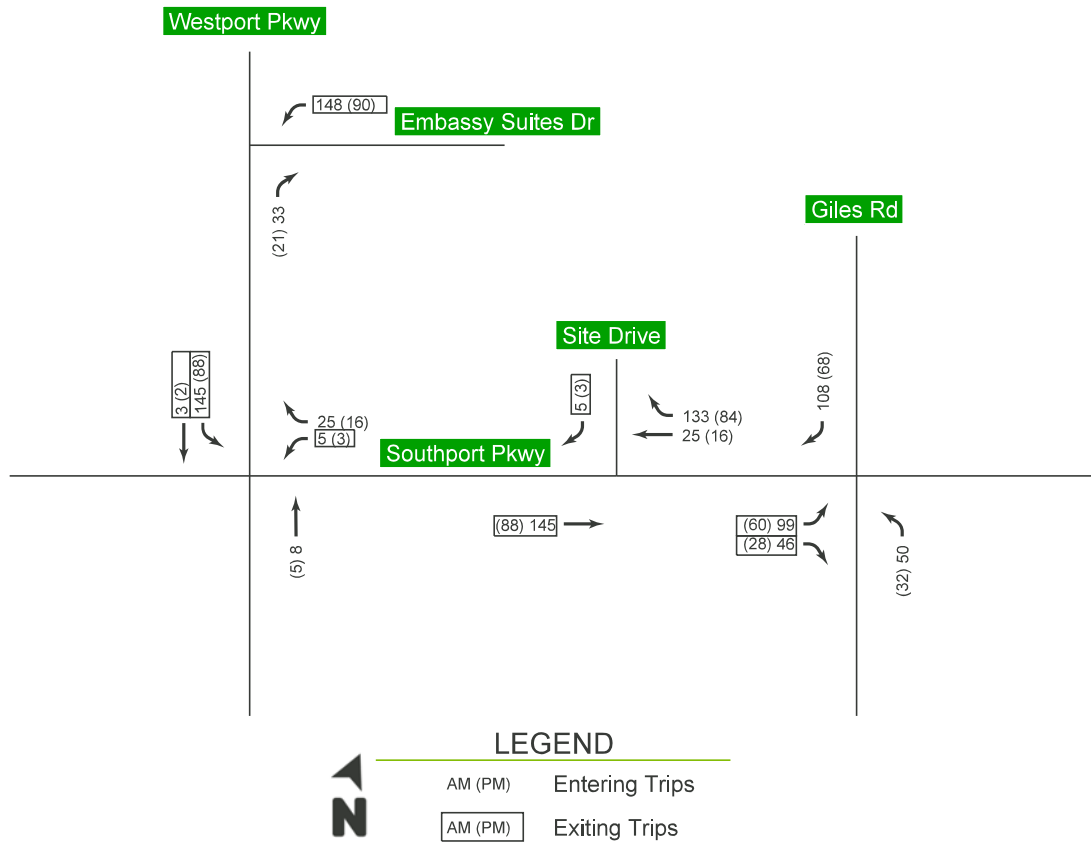
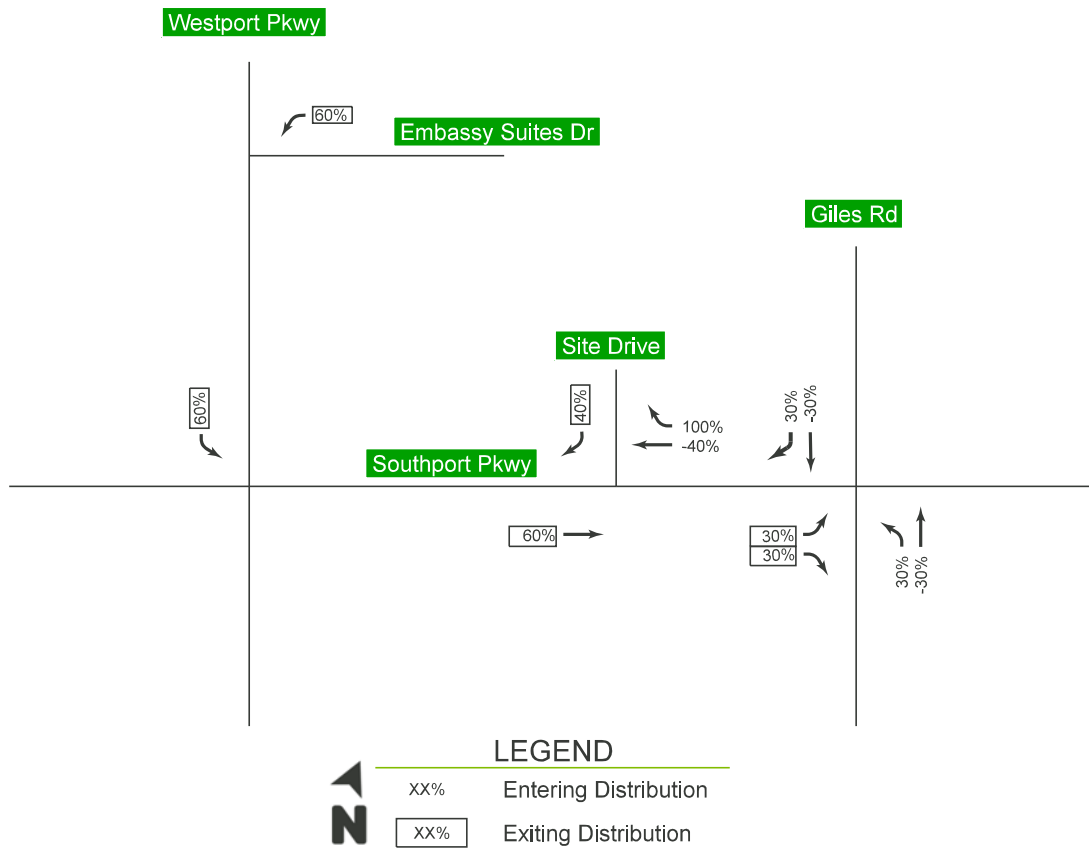


Figure 2. Primary trip distribution







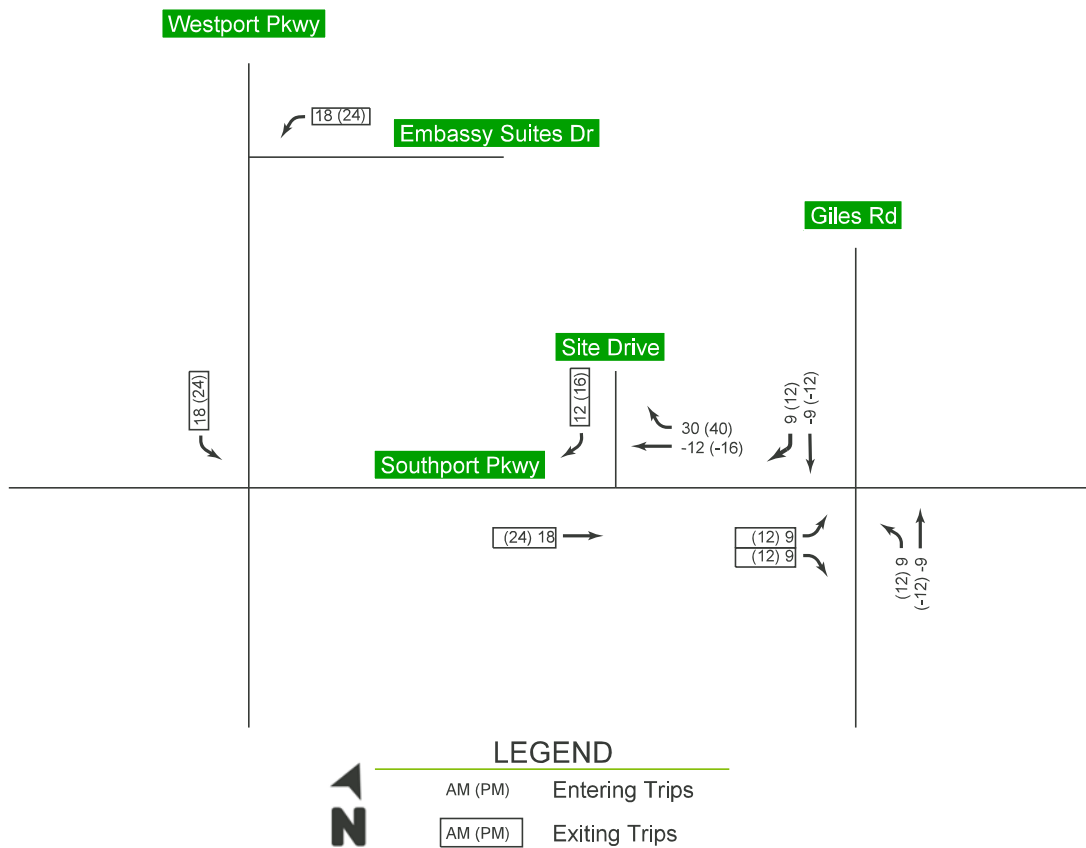


Figure 5. Pass-by site trips



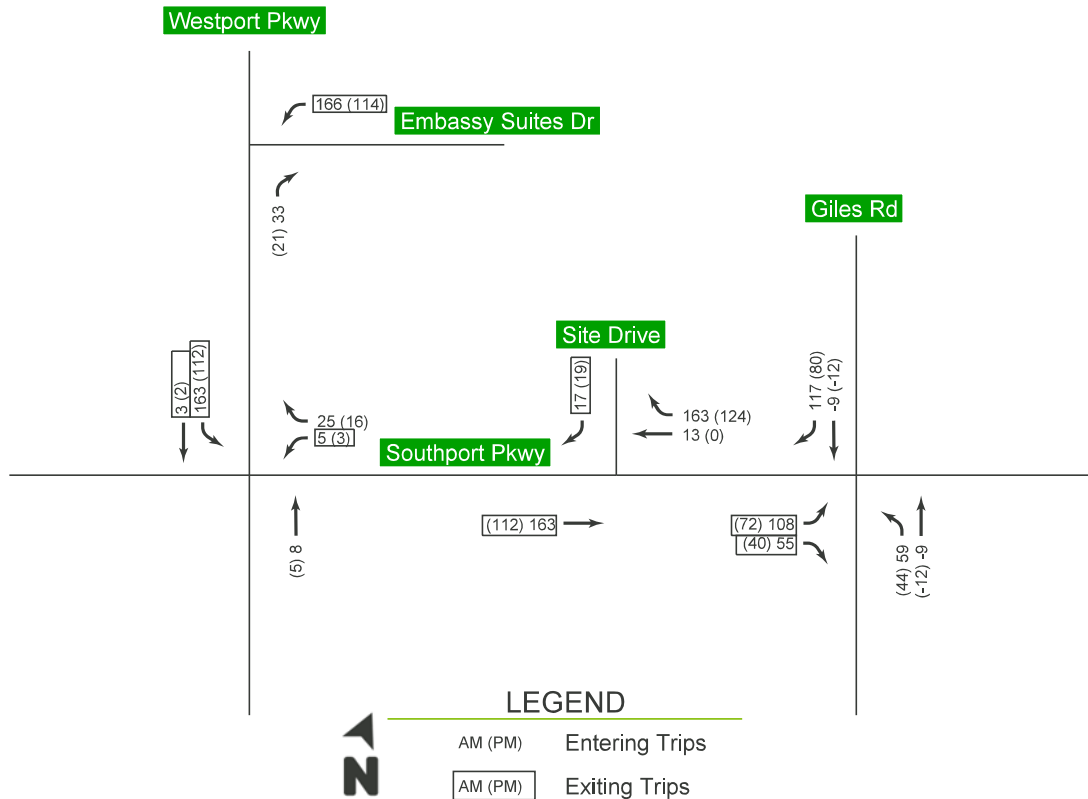


Figure 6. Combined site trips

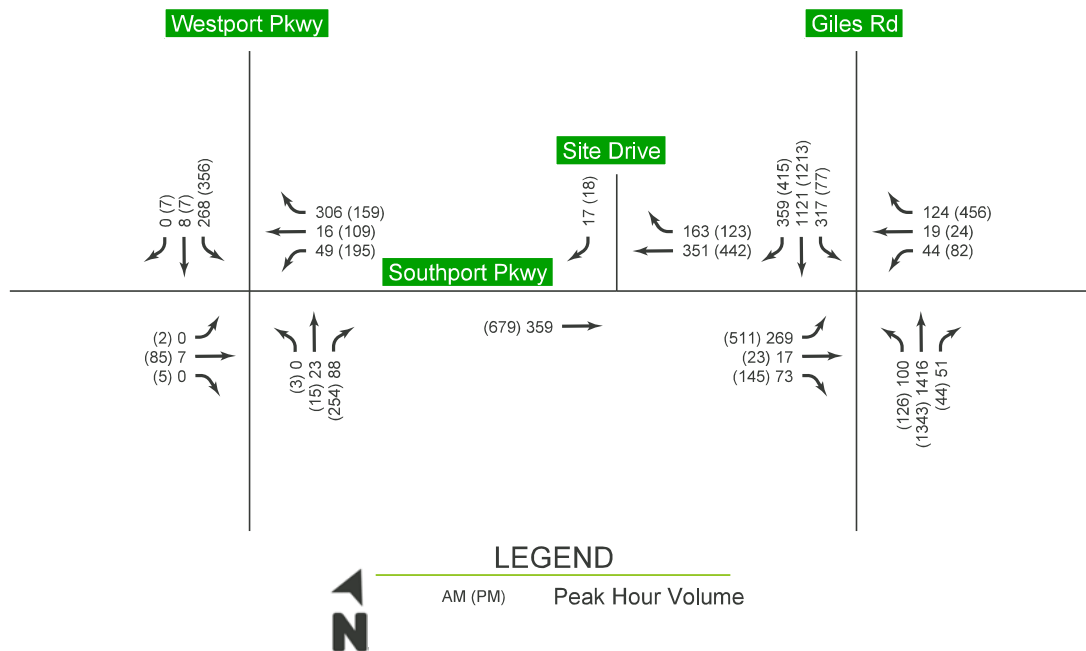


Figure 7. 2022 plus site traffic volumes

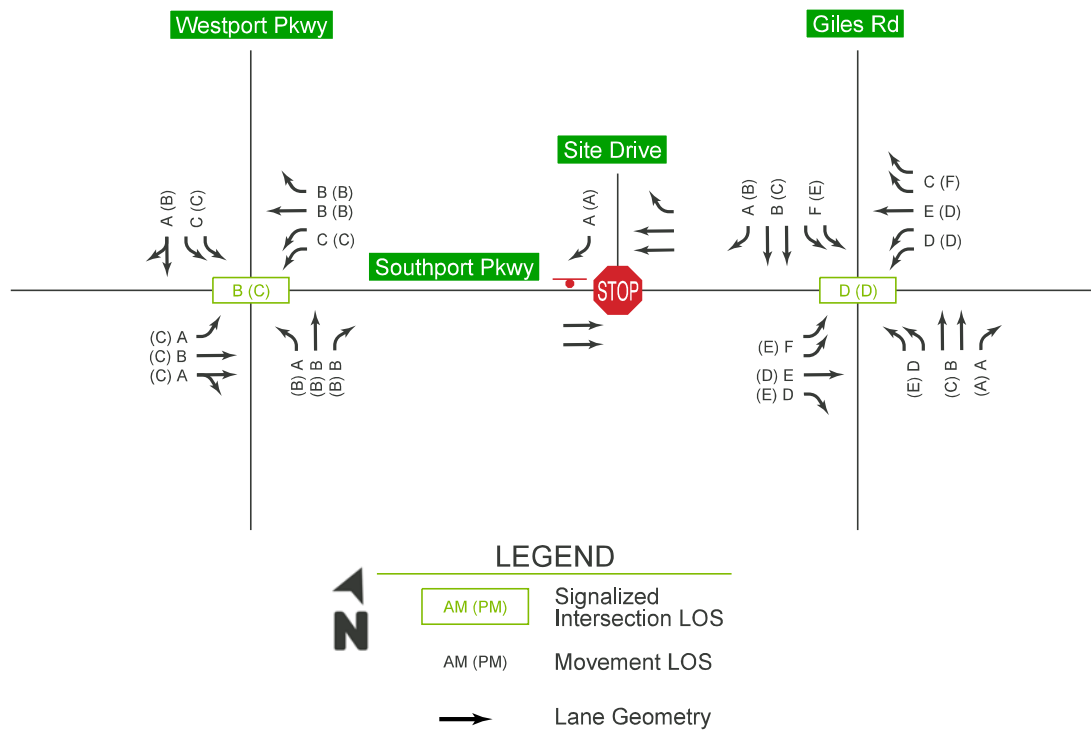


Figure 8. 2022 plus site capacity analysis



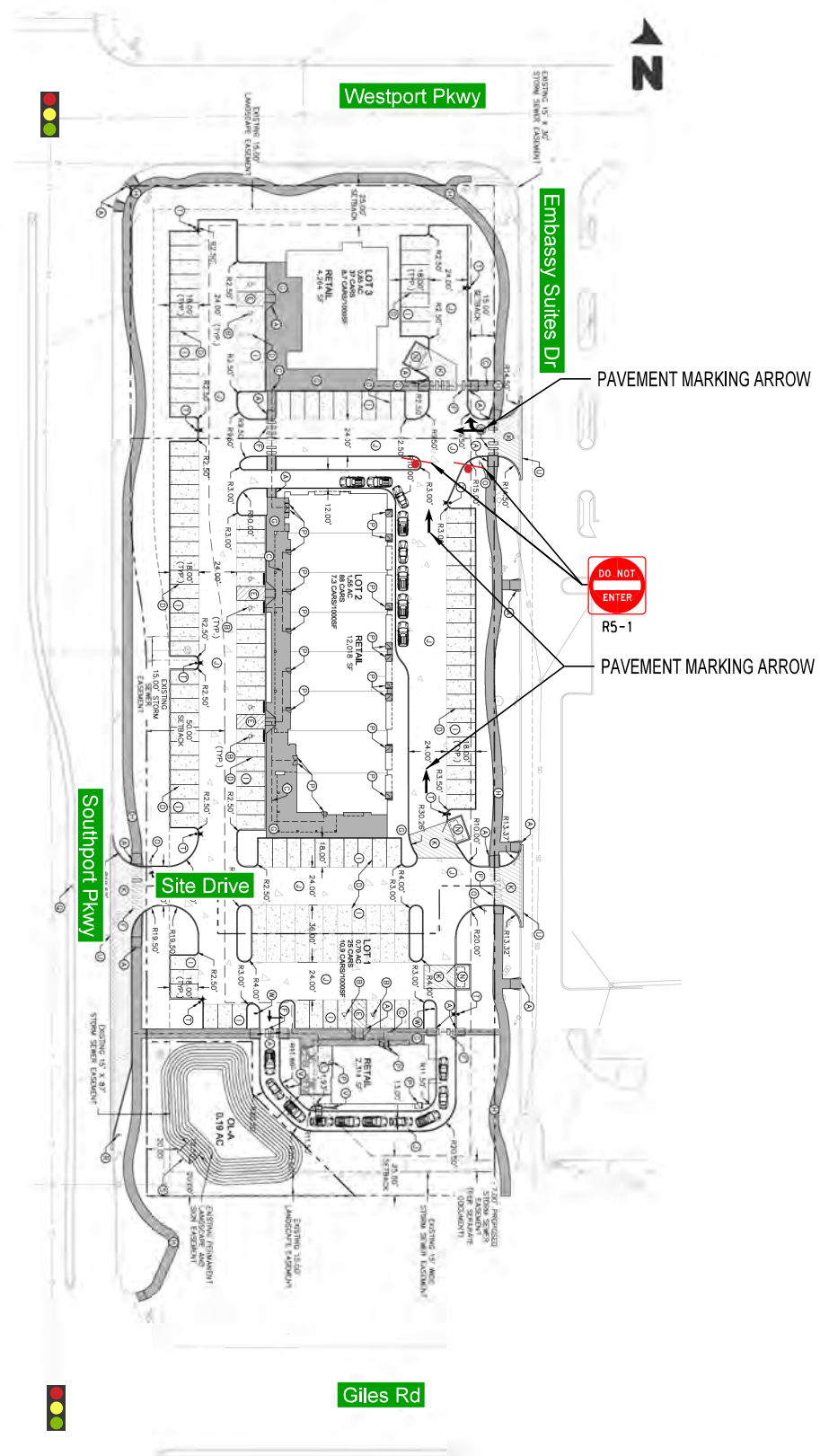


Figure 9. Site circulation conceptual improvements



June 22, 2021

RE: Southport North Lots – Traffic Study Update – Review  
FHU Project No. 15-453-17

Mr. Pat Dowse, PE  
City Engineer  
City of La Vista  
9900 Portal Road  
La Vista, NE 68128

Dear Mr. Dowse:

We have completed our review of the Southport North Lots – Traffic Study Update prepared by Olsson dated June 8, 2021. As part of the review, we also considered previous traffic studies completed in the study area including, the Olsson, Brixmor North Traffic Impact Study from August 2019, the Olsson Southport West Traffic Impact Study from October 2019, the FHU Giles Road Traffic Memo from July 2016, and the Olsson Costco Traffic Impact Study from December 2015. Westport Parkway bounds the development site to the west, Giles Road to the east, Southport Parkway to the South, and Embassy Suites Drive to the North.

Based upon our review of the information provided, we offer the following comments:

1. In general, we concur with the analysis scenarios as developed by Olsson for this study for the 2019 Existing, 2022 Background, and 2022 Opening Day/Plus Site analysis years. The Brixmor North Traffic Impact Study was used to develop the traffic volumes for this project.
2. Page 6 / Figure 1 & Page 14 / Figure 9: The north arrow on these figures is inaccurate.  
*Please have the applicant show the correct north heading or reorientate the site plan so north is up on the page.*
3. Page 2 / Table 1: We concur with the AM and PM peak hour site generated trips for the proposed development based on the ITE Trip Generation Manual, 10<sup>th</sup> Edition. Pass-by trip assumptions are acceptable for this site use and location.
4. General: With the RIRO Access proposed at Site Drive onto Southport Parkway, was a U-turning movement considered in the outside westbound left-turn lane to go back eastbound on Southport Parkway to Giles Road? This movement seems like it would be a logical, shortest path for vehicles exiting the site as opposed to utilizing Embassy Suites Drive to exit.  
*Please have the applicant evaluate the feasibility of a westbound to eastbound U-turn movement at the intersection of Westport Parkway with Southport Parkway. If a U-turn is considered, traffic operations should be evaluated and vehicle turning templates should be ran to determine if the U-turn movement is feasible or if improvements to the SE corner of Westport Parkway with Southport Parkway are needed to accommodate the movement. If the movement is not desired, then no U-turn signage should be posted.*
5. Page 4 / Paragraph 3 & Page 8 / Figure 3: At the Site Drive (RIRO access), with only 17 vehicle-trips in the AM and 18 vehicle-trips in the PM, is the right-out justified at this location and a right-in only needed? See example east of Giles Road on Southport Parkway. With the right-in only option, the access point could be shifted further west away from the Giles Road

intersection. A shift west would deter cut through traffic to the Embassy Suites and provide additional on-site staking for the proposed coffee shop. Additionally, limiting the access to right-in only will eliminate the concern of exiting traffic crossing multiple lanes of traffic on Southport Parkway to access the dual westbound left-turn lanes.

*Please have the applicant evaluate the need for the right-out onto Southport Parkway and the location of a potential right-in only access.*

6. General: With 166 primary-vehicle-trips in the AM and 114 primary-vehicle-trips in the PM exiting the site via Embassy Suites Drive, why was the intersection of Westport Parkway with Embassy Suites Drive not evaluated as part of this study? This also does not take into account traffic leaving the Embassy Suites via this access, particularly during the AM peak hour.

*Please have the applicant complete an analysis of the Westport Parkway with Embassy Suites Drive intersection to determine if there are any operational or safety concerns.*

7. General: We concur with the on-site circulation recommendations in the study.
8. The study should be sealed and signed by a professional engineer licensed in the state of Nebraska.

If you have any questions regarding this review of the traffic study or if you would like to meet to discuss it in further detail, please give me a call.

Sincerely,

**FELSBURG HOLT & ULLEVIG**

A handwritten signature in black ink, appearing to read 'Adam Denney', with a stylized flourish at the end.

Adam Denney, PE, PTOE  
Transportation Engineer