

AGENDA ITEM 4A

**Planned Unit Development Amendment – Lots 1-3
& Outlot A Southport West Replat Eight –
Southport Parkway, LLC**



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

CASE NUMBERS: PPUD23-0001;

FOR HEARING OF: MARCH 16, 2023
REPORT PREPARED ON: MARCH 1, 2023

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: Lots 1-3 and Outlot A of Southport West Replat Eight.

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); a coffee shop is located on Lot 1, with a strip commercial structure under construction on Lot 2.

G. PURPOSE OF REQUEST: Authorize a PUD Site Plan with allowances for setbacks and shared parking to allow for commercial development. Specifically, the development of a fast food establishment on Lot 3 Southport West Replat Eight and the addition of a drive through to the west end of the commercial strip mall on Lot 2 Southport West Replat Eight for use by a financial institution.

H. SIZE OF SITE: Approximately 2.47 acres.

II. BACKGROUND INFORMATION

A. **EXISTING CONDITION OF SITE:** A majority of the existing site is under construction, with a coffee shop opening on Lot 1 and a commercial strip center nearly complete on Lot 2. 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	Commercial	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.

5. Another PUD Site Plan amendment for the properties involved was approved by City Council on December 7, 2021, resulting in the current configuration of the development.

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 an updated traffic impact study in relation to the proposed changes to the development of this project. The study, dated November 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. These are aspects that were included in the previous traffic impact study at the time of the existing PUD approval in December 2021.
3. 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 103 stalls. The parking count depicted within the PUD Site Plan set is 140 stalls, exceeding the minimum requirement by 37 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 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:

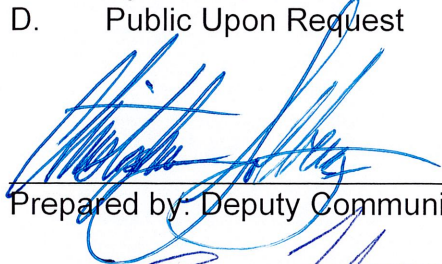
Approval of the PUD Site Plan for a commercial development on Lots 1-3 and Outlot A Southport West and Lots 1-3 Southport West Replat 8 contingent upon satisfactory resolution of the issues stated within the staff report prior to City Council approval, as the PUD Site Plan request is consistent with the Comprehensive Plan and the Zoning Ordinance.

VII. ATTACHMENTS TO REPORT:

- A. Vicinity Map
- B. Review Letters
- C. Draft PUD Site Plan map set
- D. Preliminary Building Elevations
- E. Updated Traffic Impact Study

VIII. COPIES OF REPORT SENT TO:

- A. Jeff Lake, Summit Development
- B. Kyle Hasse, E & A Consulting
- C. Kyle Vohl, E & A Consulting
- D. Public Upon Request



Prepared by: Deputy Community Development Director



Community Development Director



Date



February 14, 2023

Kyle Vohl
E & A Consulting
10909 Mill Valley Road, Suite 100
Omaha, NE 68154

RE: Planned Unit Development Amendment – Initial Review Letter
Lots 1, 2, 3, and Outlot A Southport West Replat 8

Mr. Vohl,

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 an updated schedule of construction, per the requirements of Section 5.15.04.01.
2. In relation to Section 5.15.04.03, please submit all applicable easements and covenants with neighboring property owners, if not done so already.
3. Per Section 5.15.04.06, we need you to provide evidence of meeting and coordination with the adjacent hotel property owner.
4. Developer 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.

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8116 Park View Blvd.
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402.331.8927 P
402.331.1051 F

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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. In relation to Section 5.15.05.04, the proposed number and location of storm inlets appear to be inadequate. Please provide further detail on how the parking lot will drain, and whether the Lot 3 drainage will be tied to the existing site drainage infrastructure.

Please show the point of connection and other pertinent design information for the sanitary sewer.

Please show the point of connection and other pertinent design information to the public stormwater infrastructure. If the project is connecting into the existing PCSMP, please provide documentation/calculations supporting this.

A post construction stormwater management plan, and/or modification of the existing plan, inclusive of a drainage study will be required at the time of building permit application.

Please confirm if the existing NPDES grading permit is to be modified, or if the lot disturbance in and of itself is anticipated to be greater than 1 acre in size.

7. As per Section 5.15.05.02 (5), widths of existing right-of-ways need to be displayed.
8. Per Section 5.15.05.05 a legal description needs to be provided on the PUD Site Plan. One is provided but it needs to read; "Southport West Replat Eight, Lots 1, 2, 3, & Outlot A."
9. As per Section 5.15.05.06 a vicinity map needs to be included in the PUD Site Plan that meets the requirements of the aforementioned section of the Zoning Ordinance.
10. The design for the proposed fast casual restaurant building with the drive-through must be approved through the City's design review process, prior to application for building permits.

Traffic and Access

1. Per Section 5.15.04.04, please confirm the finding of the traffic impact study in regards to the amended PUD, to ensure that it remains consistent with the traffic impact study of the previously approved PUD for Lots 1, 2, and 3.

2. Per Section 5.15.04.16, please show how internal pedestrian circulation is made between Lot 2 and Lot 3.

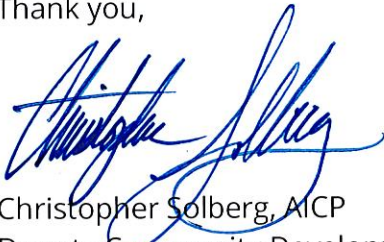
Landscaping Sheet

1. The original PUD plan set calls for berming along Southport Parkway and Westport Parkway. However, that berming has not been carried over to the current PUD plan set. Please return the required berming back to the landscaping and grading plans to a height of 2-1/2 feet above the curb line as per Section 8(B)(i)(c) of the Southport West PUD Ordinance.
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.

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,



Christopher Solberg, AICP
Deputy Community Development Director
City of La Vista
csolberg@cityoflavista.org
(402) 593-6402

cc:

Jeff Lake, Southport Parkway, LLC
Kyle Haase, E & A Consulting
Bruce Fountain, Community Development Director – City of La Vista
Cale Brodersen, Associate Planner – City of La Vista
Pat Dowse, City Engineer – City of La Vista
Garrett Delgado, Engineer Assistant – City of La Vista



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February 20, 2023

Christopher Solberg - City of La Vista Planning Department
8116 Park View Blvd.
La Vista, NE 68128

RE: Southport West –PUD Amendment Re-Submittal
E&A File: P2000.030.167

Mr. Solberg,

On behalf of our client, Southport Parkway, LLC., we hereby re-submit an application for the above referenced project. The subject property is located South of Interstate 80 and Giles Road. Based on the initial review letter dated February 14, 2023, we have some conditions of approval to address. Each of your comments are listed, with our response following it shown in italics.

General Comments:

1. Please Submit an updated schedule of construction. *Response: Lot 2 canopy construction: June 1, 2023 thru August 1, 2023. Lot 3 Construction: Estimated August 1, 2023 thru March 1, 2024.*
2. Please Submit all applicable easements and covenants with neighboring property owners. *Response: Mr. Lake has submitted easements and covenants to City of La Vista.*
3. Provide evidence of meeting and coordination with adjacent hotel property owner. *Response: Mr. Lake has provided documentation to City of La Vista.*
4. Developer 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. *Response: Understood. The approval will be provided at time of building permit.*
5. The application to amend the PUD needs to be signed by at least 51% of the initial PUD property owners. *Response: Mr. Lake has provided the signed letters to City of La Vista.*
6. Provide information on number and location of storm inlets and further detail on how the parking lot will drain and whether Lot 3 will be tied to the existing site drainage infrastructure. *Response: The current Civil Design Utility Plan is provided in this re-submittal with future connection shown in red. Sanitary & storm connections will be detailed and shown on Civil Permit plan set.*

Show point of connection and other pertinent design information for the sanitary sewer.

Response: The current Civil Design Utility Plan is provided in this re-submittal with future connection shown in red. Sanitary & storm connections will be detailed and shown on Civil Permit plan set.

Show point of connection and other pertinent design information to the public stormwater infrastructure. Please provide documentation/calculations if the project is connecting into the existing PCSMP.

Response: The current Civil Design Utility Plan is provided in this re-submittal with future connection shown in red. Sanitary & storm connections will be detailed and shown on Civil Permit plan set. Calculations will be supplied at time of building permit.

A PCSMP and/or modification of the existing plan, inclusive of the drainage study will be required at the time of building permit. *Response: Understood. This will be provided at the time of building permit.*

Please confirm if the existing NPDES grading permit is to be modified, or if the lot disturbance in and of itself is anticipated to be greater than 1 acre in size.

Response: Client has an existing permit on all 3 lots. Lot 3 itself is under 1 acre.

7. Widths of existing right-of-ways need to be displayed.

Response: These dimensions have been added to the PUD Site Plan.

8. Legal description needs to read; "Southport West Replat Eight, Lots 1, 2, 3 & Outlot A."

Response: The description has been added to the PUD Site Plan.

9. Vicinity map needs to be included in the PUD Site Plan.

Response: The map has been added to the PUD Site Plan.

10. The design for proposed fast casual restaurant building with the drive-through must be approved through the City's design review process prior to application for building permits.

Response: Understood. This will be done prior to building permit.

Traffic and Access:

1. Please confirm the finding of the TIS in regards to the amended PUD, to ensure that it remains consistent with the TIS of the previously approved PUD for Lots 1, 2 & 3.

Response: E&A has reviewed the original traffic study dated 8-28-19 and traffic impact study update dated 9-2-21, both by Olsson. The methodology and sources of data are consistent and common engineering practices. The assumed Trip Generation in the studies and actual now constructed use on Lot 3 is the same. The Fast Food with Drive Thru Window use contemplated in the study update to be on Lot 2 is now located on Lot 3. The High Turnover Sit Down Restaurant use contemplated in the study update to be on Lot 3 is now an end cap Bank which would generate fewer daily trips and AM/PM Peak hour trips. E&A believes the proposed site plan is a reduction in trips from the traffic impact study update and therefore is conservatively acceptable for the proposed uses. The TIS information is included in this submittal.

2. Please show how an internal pedestrian circulation is made between Lot 3 and 3.

Response: The internal connection has been added to the PUD Site Plan.

Landscaping Sheet:

1. The original PUD plan set calls for berming along Southport Parkway and Westport Parkway. Please return the required berming into the Landscape & Grading Plans to a height of 2 1/2 feet above the curb line.

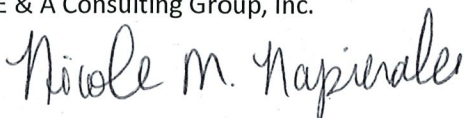
Response: The berming & landscaping has been added to the Landscape Plan & Grading Plan.

2. The Landscape 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. *Response: Understood.*

All documents included are listed on the attached transmittal. If you have any questions regarding this application, please contact me at 402-895-4700 or by email at nnapierala@eacg.com.

Sincerely,

E & A Consulting Group, Inc.



Nickie Napierala

Planning Services Specialist



March 1, 2023

Kyle Vohl
E & A Consulting
10909 Mill Valley Road, Suite 100
Omaha, NE 68154

RE: Planned Unit Development Amendment – Second Review Letter
Lots 1, 2, 3, and Outlot A Southport West Replat 8

Mr. Vohl,

We have reviewed the documents provided as part of the second submission 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. As per Section 5.15.05.06 a vicinity map needs to be included in the PUD Site Plan that meets the requirements of the aforementioned section of the Zoning Ordinance. Although a vicinity map has been provided on the latest submittal, the location it depicts is wrong.

Traffic and Access

1. Please clarify the statement “E&A believes the proposed site plan is a reduction in from the traffic impact study update” by showing the changes in trip generation table, Table 1 of the 9/2/21 Traffic Impact Study update, to include the AM Peak and PM Peak trips generated.

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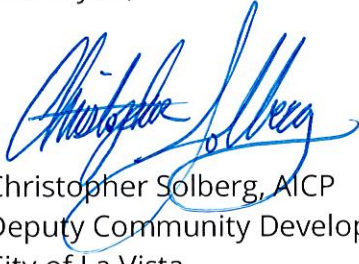
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Please submit 2 full size revised copies of the PUD plans and related documents (along with electronic copies) to the City for preparation of Planning Commission packets. This application is currently on the agenda for the March 16th Planning Commission meeting. However, to remain on the agenda, revisions discussed in this letter need to be made in a manner acceptable to City staff and provided as outlined above by noon, Monday, March 6th.

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

Thank you,



Christopher Solberg, AICP
Deputy Community Development Director
City of La Vista
csolberg@cityoflavista.org
(402) 593-6402

cc:

Jeff Lake, Southport Parkway, LLC
Kyle Haase, E & A Consulting
Bruce Fountain, Community Development Director – City of La Vista
Cale Brodersen, Associate Planner – City of La Vista
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March 6, 2023

Christopher Solberg
City of La Vista Planning Department
8116 Park View Blvd.
La Vista, NE 68128

RE: Southport West –PUD Amendment Re-Submittal
E&A File: P2000.030.167

Mr. Solberg,

On behalf of our client, Southport Parkway, LLC., we hereby re-submit an application for the above referenced project. The subject property is located South of Interstate 80 and Giles Road. Based on the initial review letter dated February 28, 2023 provided by Dan Kerns with Schemmer Associates, and a review letter provided by yourself on March 1st we have some conditions of approval to address. Each of comments are listed, with our response following it shown in italics.

Comments from Dan Kerns:

General Comments:

1. The following drawings were submitted:
 - a. Site Plan
 - b. Emergency Vehicle Plan
 - c. Landscape Plan
 - d. Grading & PCSMP Plan

Response: Noted.
2. Additional reviews regarding landscaping will take place at the time of Design Review Submission for each building within this PUD with regard to specific requirements regarding the softening of areas around dumpster enclosures, screening of utilities, screening of mechanical equipment, etc.
Response: Noted.

Drawing Comments:

1. Landscaping
 - i. Plants with type marks B, C & E on the planting schedule are not included in the approved plant list in appendix C.
Response: This revision has been completed.
 - ii. Deciduous shade trees are required to have a 3" caliper. Trees proposed in Planting Schedule is shown as a 2" caliper, revise as required.
Response: This revision has been completed.

- iii. Deciduous shrubs are required to be 5 gallons. Shrubs proposed in Plant Schedule is shown as a 3 gallon, revise as required.

Response: This revision has been completed.

- iv. 6.I.C requires a' bermed, landscaped, sodded and irrigated green space along secondary (Southport Parkway & Westport Parkway) street frontages. The grading plan does not indicate any bermming along these frontages.

Response: This revision has been completed.

Comments from Chris Solberg:

General Comments:

1. As per Section 5.15.5.06 a vicinity maps needs to be included in the PUD Site Plan that meets the requirements of the aforementioned section of the Zoning Ordinance. Although a vicinity map has been provided on the latest submittal, the location it depicts is wrong.

Response: The Vicinity Map has been revised as noted.

Traffic and Access:

1. Please clarify the statement "E&A believes the proposed site plan is a reduction in trips from the traffic impact study update" by showing the changes in the trip generation table, Table 1 of the 9/2/21 Traffic Impact Study update, to include the Am Peak and PM Peak trips generated.

Response: Below is the comparison of the Trip Generation Tables.

Table 1 Extracted from Olsson 9-2-2021 Traffic Study Update (ITE 10th Edition)

Lot No.	ITE Code	Land Use			Daily	AM Peak Hour			PM Peak Hour		
		Description	Size	Units		Total	Enter	Exit	Total	Enter	Exit
1	937	Coffee/donut Shop w/ Drive Thru Window	2,314	SF	1,898	206	105	101	100	50	50
2	934	Fast Food Restaurant w/ Drive Thru Window	3,000	SF	1,413	121	61	59	98	51	47
2	822	Shopping Center	9,018	SF	340	8	5	3	34	16	18
3	934	High Turnover (Sit Down) Restaurant	4,264	SF	478	42	23	19	43	26	16
Total Trips					4,129	377	194	182	275	143	131

Table 1 With Proposed Use Changes for current PUD Amendment (ITE 11th Edition)

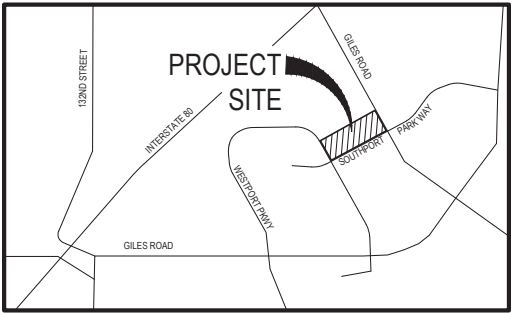
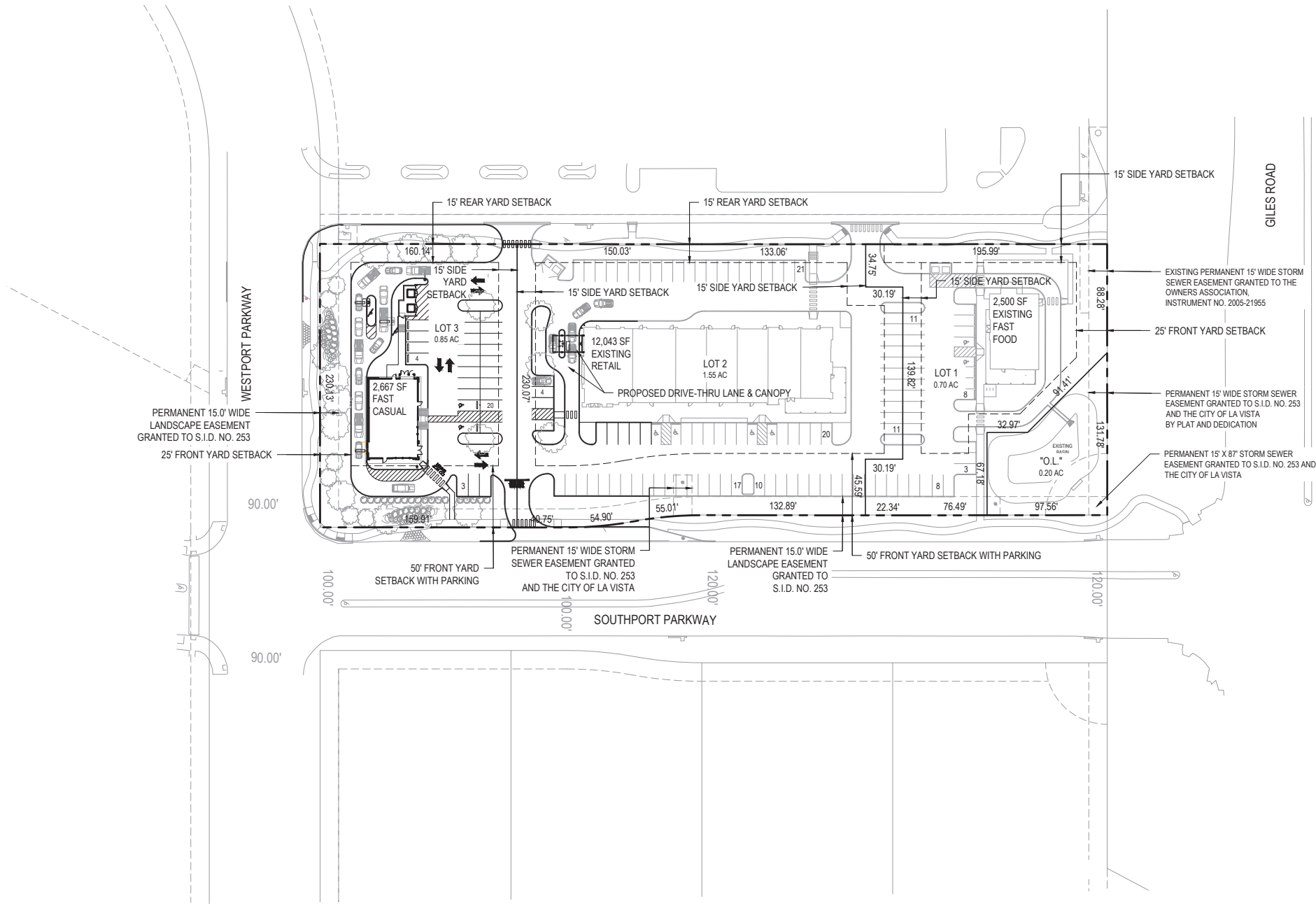
Lot No.	ITE Code	Land Use			Daily	AM Peak Hour			PM Peak Hour		
		Description	Size	Units		Total	Enter	Exit	Total	Enter	Exit
1	937	Coffee/donut Shop w/ Drive Thru Window	2,310	SF	1,233	198	101	97	90	45	45
2	912	Drive In Bank	3,000	SF	301	30	17	13	63	32	31
2	822	Strip Retail Plaza (<40K)	9,020	SF	610	21	13	8	72	36	36
3	934	Fast Food Restaurant w/ Drive Thru Window	2,670	SF	1,248	119	61	58	88	46	42
Total Trips					3,392	368	192	176	313	159	154

All documents included are listed on the attached transmittal. If you have any questions regarding this application, please contact Nickie Napierala or myself at 402-895-4700 or by email at nnapierala@eacg.com or jstoll@eacg.com.

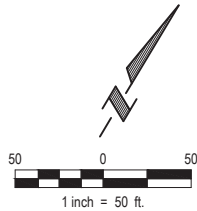
Sincerely,
E & A Consulting Group, Inc.



Jeff Stoll
Platting Services Assistant Manager



VICINITY MAP



LEGEND

- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE
- EASEMENT
- SETBACK / BUFFERYARD

ZONING:

C-3 - HIGHWAY COMMERCIAL / OFFICE PARK

5.12.06 HEIGHT AND LOT REQUIREMENTS:

- BUILDING SETBACKS:
FRONT YARD.....25.00'
SIDE YARD.....15.00'
REAR YARD.....15.00'
MAXIMUM HEIGHT 45'
MAXIMUM LOT COVERAGE 60%
- 25' FRONT YARD SETBACK REQUIRED ONLY WHEN NO PARKING IS PRESENT IN THE FRONT YARD. IF PARKING IS LOCATED IN THE FRONT YARD THEN FRONT YARD SETBACK IS A MINIMUM OF FIFTY (50) FEET.
 - ANY BUILDING WITHIN 100 FEET OF A RESIDENTIALLY ZONED DISTRICT SHALL NOT EXCEED 45 FEET IN HEIGHT. (ORDINANCE NO. 1082, 11-18-08)

SITE STATISTICS TABLE

LEGAL DESCRIPTION:	SOUTHPORT WEST REPLAT EIGHT 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"
MAXIMUM LOT COVERAGE:	60%
MAX BUILDING HEIGHT	45'
PARKING REQUIREMENTS:	
REQUIRED: (LOT 1)	26 STALLS (1.0 PER 150 SF; 2,314 SF BUILDING REQUIRES 17 STALLS)
PROVIDED: (LOT 1)	ON-SITE PARKING: 30 STALLS (1.8 CARS PER 150 SF)
REQUIRED: (LOT 2)	43 STALLS (4.5 PER 1,000 SF; 9,586 SF BUILDING REQUIRES 43 STALLS)
REQUIRED: (LOT 2-DRIVE THRU)	16 STALLS (1.0 PER 150 SF; 2,434 SF BUILDING REQUIRES 16 STALLS)
PROVIDED: (LOT 2-COMBINED)	ON-SITE PARKING: 83 STALLS (6.9 CARS PER 1,000 SF)
REQUIRED: (LOT 3)	18 STALLS (1.0 PER 150 SF; 2,667 SF BUILDING REQUIRES 18 STALLS)
PROVIDED: (LOT 3)	ON-SITE PARKING: 27 STALLS (10.1 CARS PER 1,000 SF)
TOTAL REQUIRED:	103 STALLS
TOTAL PROVIDED:	140 STALLS
ACCESSIBLE PARKING:	
REQUIRED:	4
PROVIDED:	8

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E & A CONSULTING GROUP, INC.

Engineering Answers

SOUTHPORT WEST REPLAT 8

LA VISTA, NEBRASKA

PLANNED UNIT DEVELOPMENT
SITE PLAN

Revisions

Description

Date

Proj No: 2000.030.0167

Date: 03/02/2023

Designed By: KJH

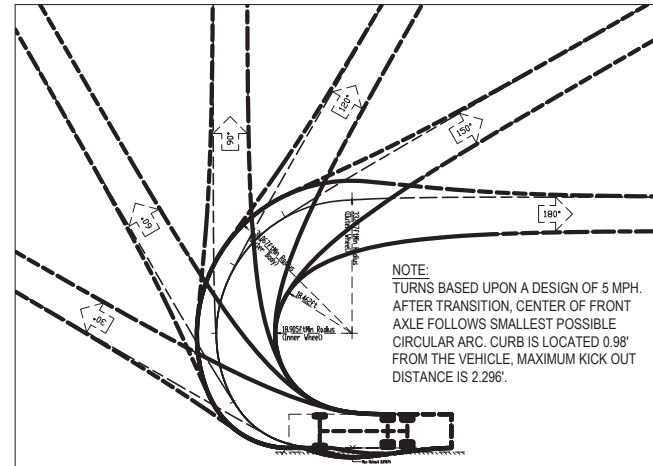
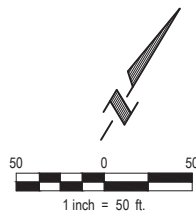
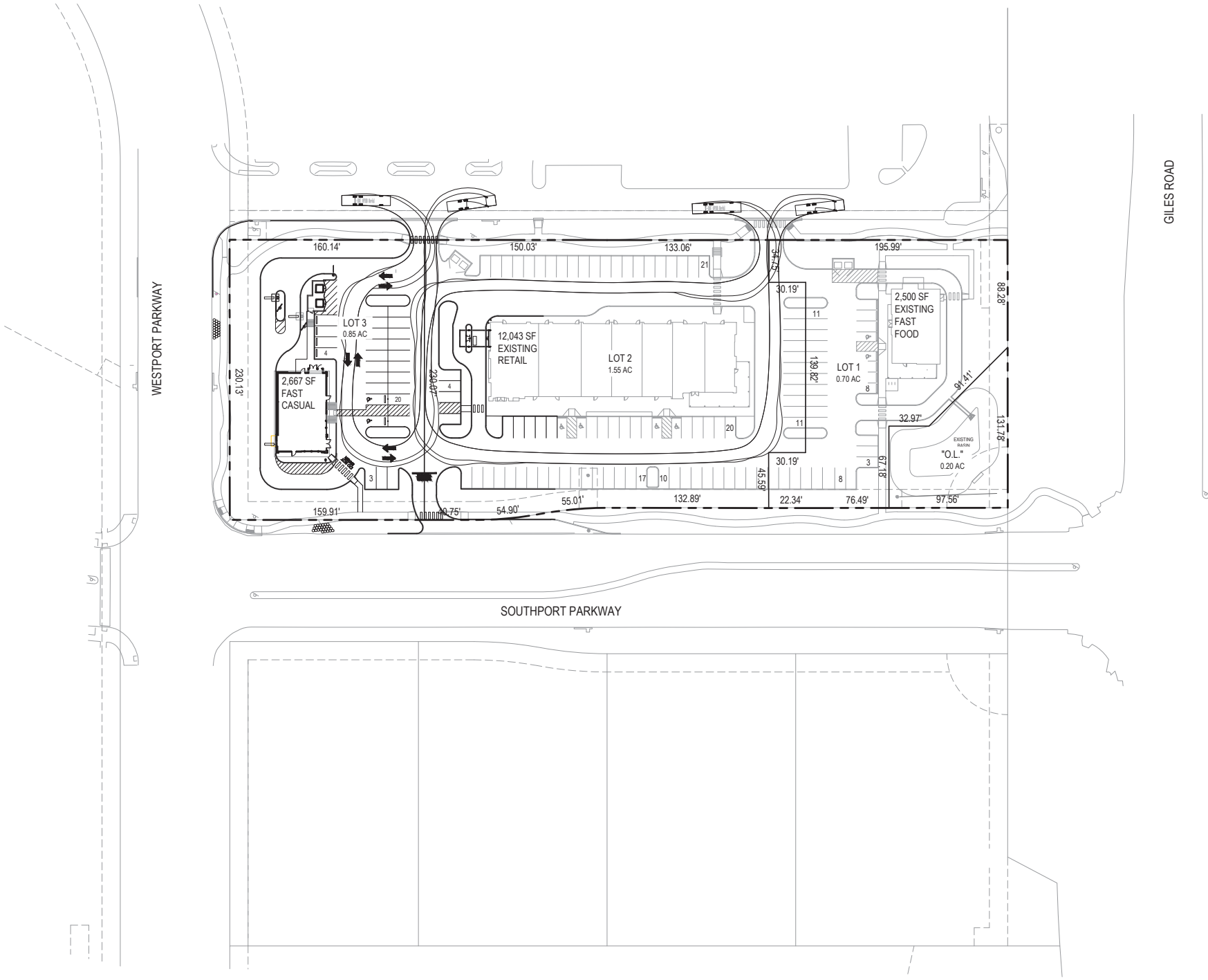
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Matthew Tanka



AUTOTRACK DETAIL
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Proj No: P2000.030.167

Date: 03/02/2023

Designed By: KJH

Drawn By: ALV / NMN

Scale: 1" = 50'


Sheet: 2 of 4

Revisions

Date	Description

E & A CONSULTING GROUP, INC.

Engineering • Planning • Environmental & Field Services



E & A CONSULTING GROUP, INC.
Engineering Answers

SOUTHPORT WEST REPLAT 8

LA VISTA, NEBRASKA

**PLANNED UNIT DEVELOPMENT
EMERGENCY VEHICLE PLAN**

E & A CONSULTING GROUP, INC.

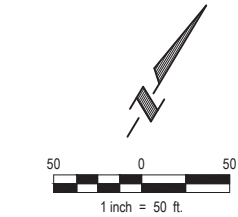
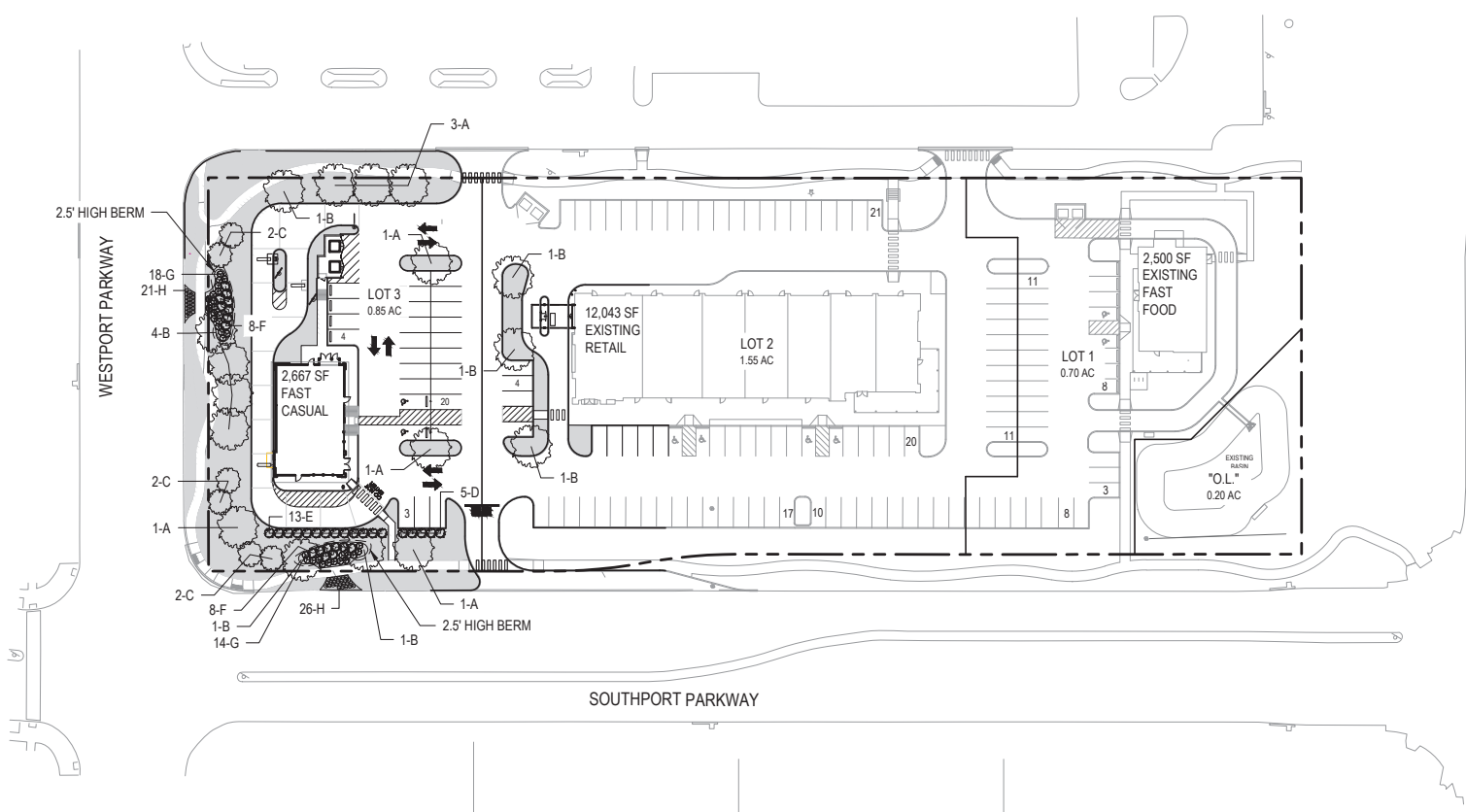
Engineering • Planning • Environmental & Field Services

10809 Mill Valley Road, Suite 100 • Omaha, NE 68154

Phone: 402.895.4700 • Fax: 402.895.3599

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State of NE Certificate of Authorization #CA0008



PLANT SCHEDULE

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	TYPE
A	7	Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	3"	B&B
B	10	Acer rubrum 'Red Sunset'	Red Sunset Maple	3"	B&B
C	6	Malus 'Spring Snow'	Spring Snow Crabapple	3"	B&B
D	5	Juniperus chinensis 'Sea Green'	Sea Green Juniper	5 Gal.	Cont.
E	13	Rosa 'Knockout'	Knockout Rose	5 Gal.	Cont.
F	16	Taxus x media 'Densiflormis'	Dense Yew	5 Gal.	Cont.
G	32	Spirea japonica 'Magic Carpet'	Magic Carpet Spirea	5 Gal.	Cont.
H	47	Hemerocallis 'Eenie Weenie'	Eenie Weenie Daylily	2 Gal.	Cont.

TREE NOTES:

- Landscape contractor must coordinate with all utilities and general contractor to field verify all utility locations that may conflict with all proposed tree planting locations on the project site.

LEGEND:

 - Areas to be installed with sod & irrigation OR seed & matting. See this sheet for details.

LANDSCAPE NOTES:

- Locate and verify the location of all underground utilities prior to the start of any construction. Care should be taken not to disturb any existing utilities during construction. Any damage to utilities or other improvements caused by the Contractor will be repaired at no cost to the Owner.
- All plant material shall be of good quality and sizes shall meet required size specifications.
- All plants are to be watered in immediately after planting and then watered once a week for a period of two months from time of planting.
- All plant material shall be guaranteed to be in a live and healthy growing condition for two full growing seasons (trees) and one full growing season (perennials & shrubs) after final project acceptance or shall be replaced free of charge with the same grade and species including labor.
- Verify all dimensions and conditions prior to starting construction. The location of plant material is critical and shall be installed as indicated on plans. Field adjustments may be necessary based on field conditions (i.e., root ball and drop inlet conflict). All adjustments must be approved by the landscape architect.
- The Landscape Contractor shall remove all construction debris and materials injurious to plant growth from planting pits and beds prior to backfilling with planting mix. All planting areas shall be free of weeds and debris prior to any work.
- Provide locally available shredded hardwood mulch on all trees and in all planting beds to a 3 inch minimum depth unless otherwise noted. Mulch ring to extend 1'-0" minimum beyond planting pit. Minor site grading to be included if needed.
- All trees are to be staked for a period of not less than one year from time of planting.
- Contractor to coordinate work with other amenities contractors.

IRRIGATION NOTES:

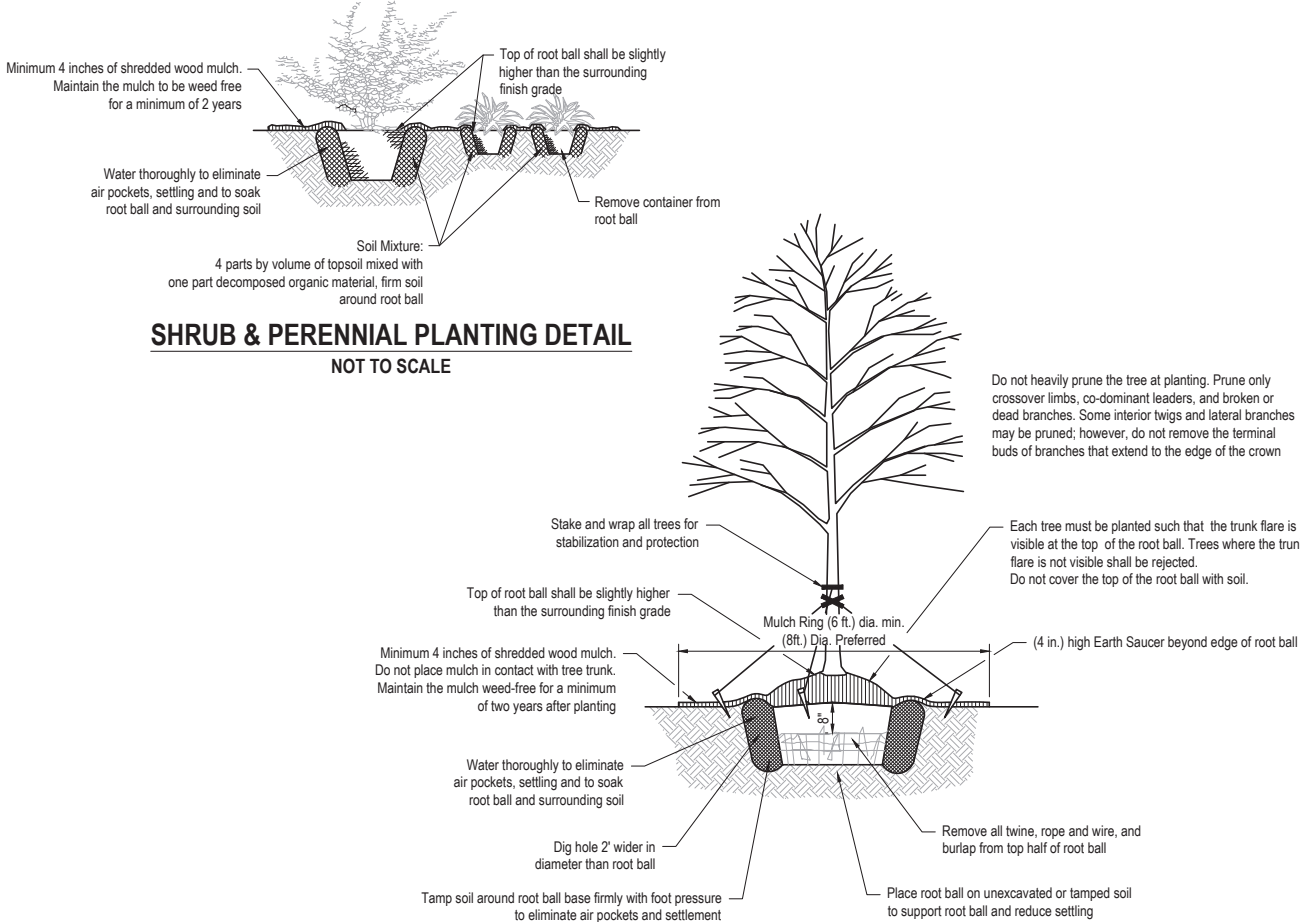
- Irrigation bid to include meter pit and city utility fees.
- Irrigate all sodded areas.
- Irrigation controller to be mounted in a steel utility box with hasp for pad lock.
- Irrigation system to be guaranteed for 1 year. Written guarantee to be supplied prior to final payment.
- Irrigation contractor responsible to winterize system one time.
- Irrigation contractor to furnish as built drawing of the system and catalogue cuts of the installed equipment prior to final payment.
- Irrigation contractor to provide owner and engineer an irrigation plan shop drawing and equipment catalog cuts for approval prior to installation.
- Contractor to coordinate work with other amenities contractors.

SEEDING NOTES:

- Seeding shall be Superturf II no rye (sod grower) lateral spread tall fescue kentucky bluegrass mixture from United Seeds, Inc. Planting method and seeding rate shall be 10 lbs per 1,000 sq ft. Seeding dates: March-June, dormant seeding: December-March.
- Matting shall be installed over all seeding areas (S75 - NAG Single Net Straw Matting OR EQUIVALENT).
- Contractor to coordinate work with other amenities contractors.

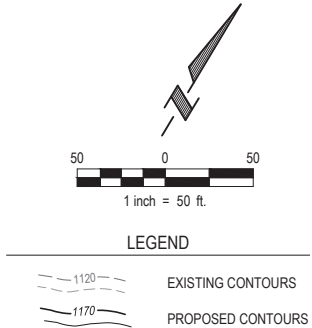
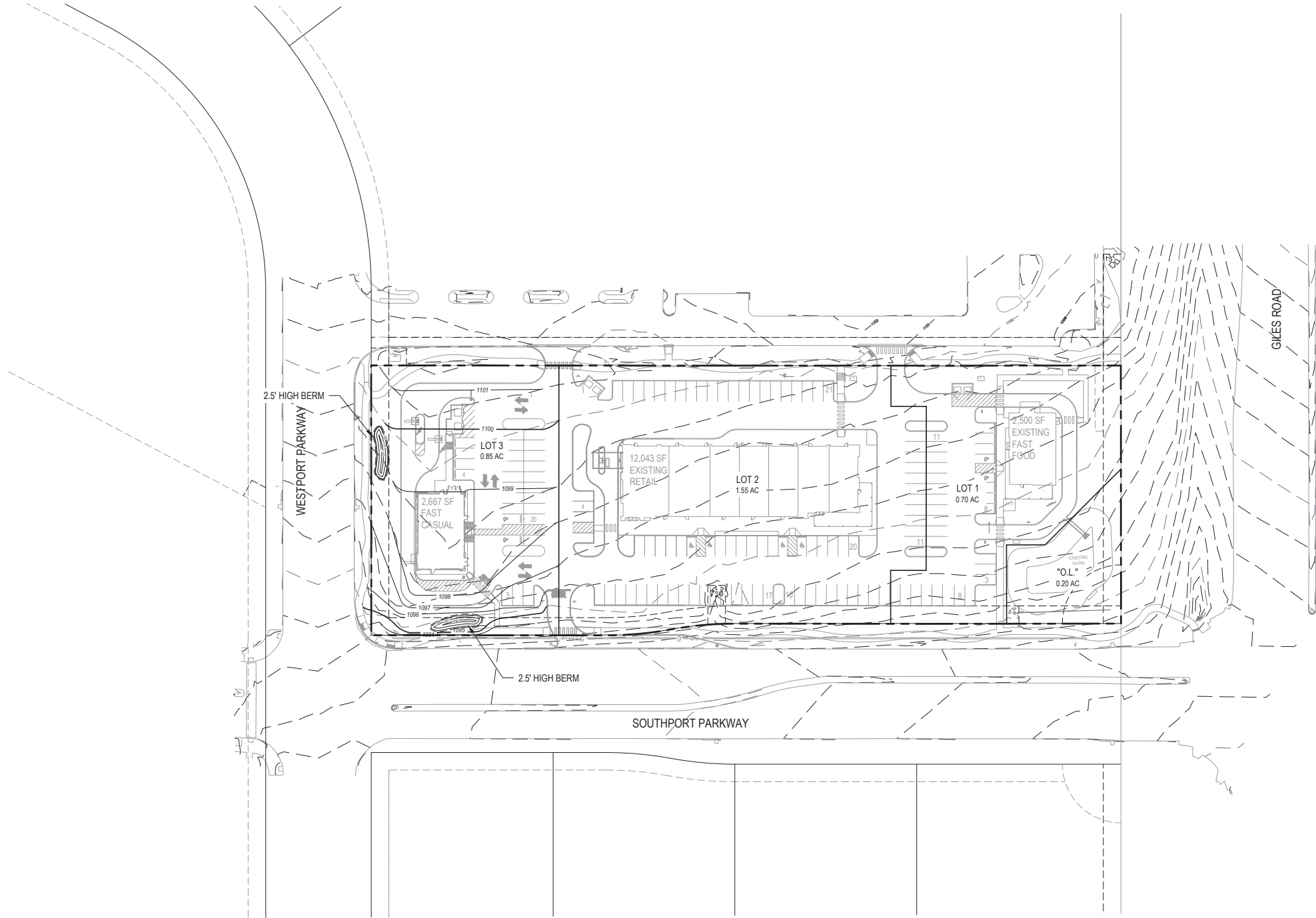
SODDING NOTES:

- The contractor shall notify the architect at least forty-eight hours in advance of the time he intends to begin sodding and shall not proceed with such work until permission to do so have been granted. No frozen sod shall be placed. No sodding shall be done on frozen earth.
- Care shall be exercised at all times to retain the native soil on the roots of the sod during the process of transplanting. Dumping from vehicles will not be permitted. The sod shall be planted within eighteen (18) hours from the time it is harvested unless it is tightly rolled or stored roots-to-roots in a satisfactory manner. All sod in stacks shall be kept moist and shall be protected from exposure to the sun and from freezing. No storage longer than three (3) days will be permitted. Sod which becomes dried out or does not meet the specifications will be rejected.
- There shall be a minimum of six inches, after tamping, of topsoil under all sod. Excavations or trenching shall be made to a sufficient depth below the finished grade of the sod to accommodate the depth of topsoil as specified and the thickness of sod as specified. Fertilizer shall be applied at a rate to provide 100 pounds of nitrogen per acre unless fertilizer has been applied under another item in this contract to the topsoil in the sod bed. Fertilizer applied under this item shall be incorporated with the topsoil to a depth of at least two inches before the sod is laid, unless otherwise specified or approved. Incorporation shall be accomplished by disking, harrowing, drilling, raking or other approved means.
- The soil on which the sod is laid shall be reasonably moist and shall be watered, if so directed. The sod shall be laid smoothly, edge to edge, and all openings shall be plugged with sod. Immediately after the sod is laid, it shall be pressed firmly into contact with the sod bed by tamping, rolling, or by other approved methods so as to eliminate all air pockets, provide true and even surfaces, insure knitting and protect all exposed sod edges but without displacement of the sod or deformation of the surface of the sodded areas and watered at the rate of five gallons per square yard of sodded area unless otherwise directed.
- The contractor shall take care of the sodded areas until all work on the entire contract has been completed, and sod has been mowed twice and then accepted. Such care shall consist of providing protection against traffic by approved warning signs or barricades and the mowing of grass to the height of two inches when the growth attains a maximum height of four inches.
- Sod shall also be watered. When the sod is watered, sufficient water shall be applied to wet the sod at least two inches deep in the sod bed. Watering shall be done in a manner which will not cause erosion or other damage to the finished surfaces. Any surfaces which become gullied or otherwise damaged shall be repaired to reestablish the grade and conditions of the soil prior to sodding and shall then be re-fertilized and re-sodded as specified under this item.
- In drainage-ways or slopes, the sod shall be laid with their longest dimensions parallel to the contours. Such sodding shall begin at the base of slopes or grades and the sodding progress in continuous parallel rows working upward. Vertical joints between such sodding shall be staggered. All sod shall be laid to the grades specified and the grades formed with special care at the junction of drainage-ways.
- Sod shall be held in place by stakes in all drainage-ways, on all slopes steeper than 4:1 and elsewhere where specified or as directed. Pegging shall be done immediately after tamping. At least one stake shall be driven through each sod to be staked, and the stakes shall not be more than two feet apart. Stakes shall have their flat sides against the slope and be driven flush. Stakes for pegging sod shall be of wood, approximately one inch by two inches and of sufficient length to penetrate the sod, the topsoil and to a minimum depth of two inches of subsoil.
- The contractor shall keep all sodded areas thoroughly watered for a period of thirty (30) calendar days after the initial laying and as often as required thereafter until sod has been fully established (two mowings) and accepted by the engineer and owner. Contractor to use temporary irrigation for the watering of the sod. Contractor to supply all necessary hoses, fittings and sprinklers for all watering needs.
- All sod must be fully established (two mowings) and growing at the time of inspection and acceptance.

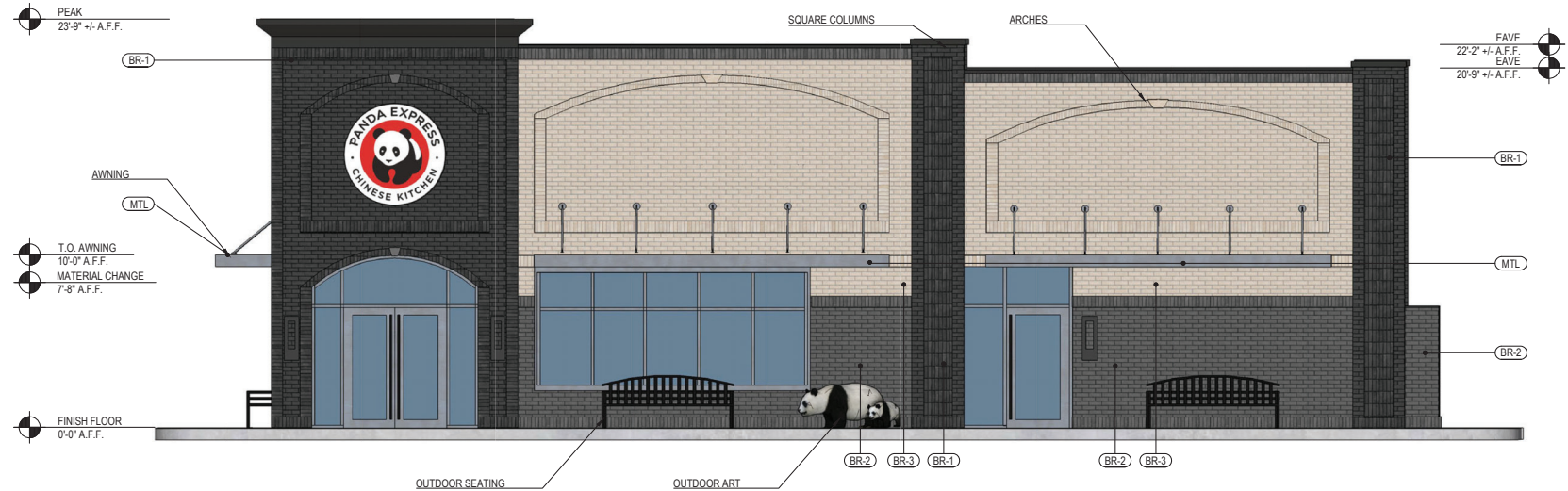


TREE PLANTING DETAIL - B & B TREE

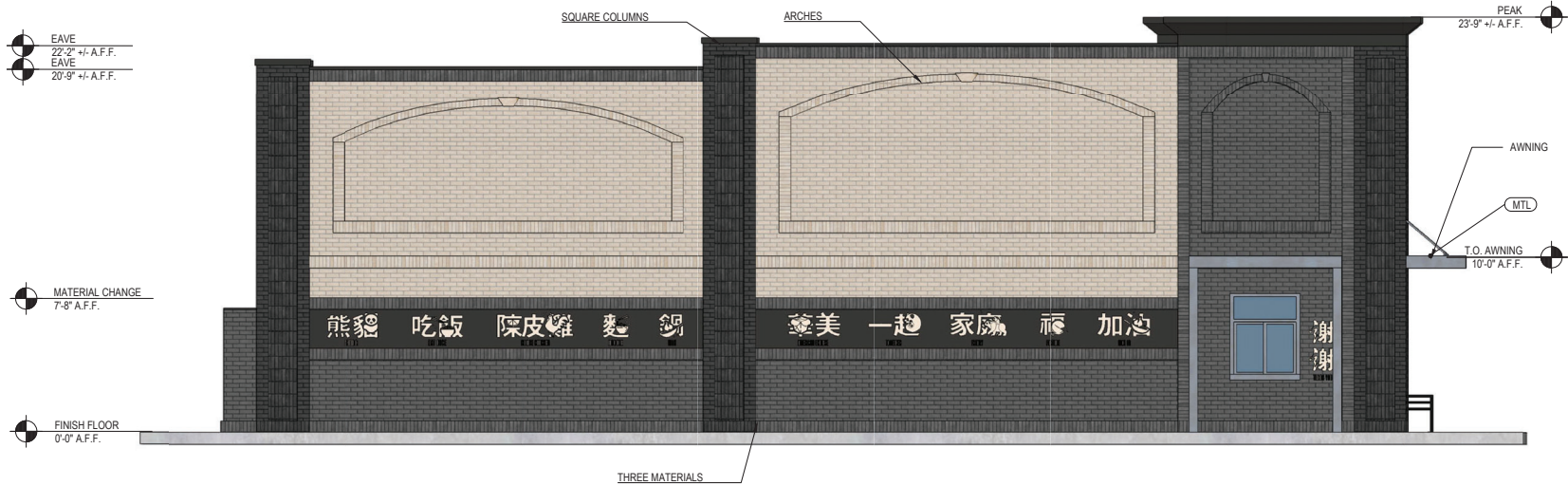
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E & A CONSULTING GROUP, INC. Engineering • Planning • Environmental & Field Services 10809 Mill Valley Road, Suite 100 • Omaha, NE 68154 Phone: 402.895.4700 • Fax: 402.895.3569 www.eaeg.com State of NE Certificate of Authorization #CA0008		 E & A CONSULTING GROUP, INC. Engineering Answers		SOUTHPORT WEST REPLAT 8 LA VISTA, NEBRASKA		PLANNED UNIT DEVELOPMENT GRADING & PCSMP PLAN		<table><tr><td>Proj No:</td><td>P2000.030.167</td></tr><tr><td>Date:</td><td>03/02/2023</td></tr><tr><td>Designed By:</td><td>KJH</td></tr><tr><td>Drawn By:</td><td>ALV / NMN</td></tr><tr><td>Scale:</td><td>1" = 50'</td></tr><tr><td>Sheet:</td><td>4 of 4</td></tr></table>		Proj No:	P2000.030.167	Date:	03/02/2023	Designed By:	KJH	Drawn By:	ALV / NMN	Scale:	1" = 50'	Sheet:	4 of 4
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EAST ELEVATION 2
Scale= 1/4" = 1'-0" A-201



WEST ELEVATION 1
Scale= 1/4" = 1'-0" A-201



PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
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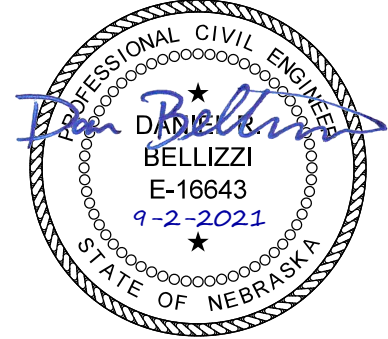
PANDA EXPRESS
PANDA HOME 2600
12448 SOUTHPORT PKWY
LA VISTA, NE 68128

A-201

EXTERIOR
ELEVATIONS

Technical Memorandum

Date: September 2, 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. In addition, the intersection of Westport Parkway and Embassy Suites Drive was added to the evaluation per discussions with the City of La Vista.

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 – that were 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 Trips		Primary Trips
						Enter	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
820/139	High-Turnover (Sit-Down) Restaurant	4,264	SF	9.94	42	55%	45%	23	19	0%	0	0	23
820/139	Shopping Center	9,018	SF	0.94	8	62%	38%	5	3	0%	0	0	5
937/232	Coffee/Donut Shop with Drive-Through Window	2,314	SF	88.99	206	51%	49%	105	101	0%	0	0	105
Total					377			195	182		30	30	166

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 Trips		Primary Trips
						Enter	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
820/140	High-Turnover (Sit-Down) Restaurant	4,264	SF	9.97	43	62%	38%	26	16	43%	9	9	17
820/140	Shopping Center	9,018	SF	3.81	34	48%	52%	16	18	34%	6	6	11
937/233	Coffee/Donut Shop with Drive-Through Window	2,314	SF	43.38	100	50%	50%	50	50	0%	0	0	50
					275			144	131		39	39	105

Based on conversations with the City of La Vista, the intersection of Westport Parkway and Embassy Suites Drive was included in the intersection analysis. To populate traffic volumes at this drive, hotel traffic volumes were generated based on information in a Southport Development traffic study completed by Schemmer Associates that was provided by the City of La Vista (Schemmer 2006). The Schemmer 2006 study does not provide AM peak hour trips for this use. A separate trip generation was performed for the hotel use and site trips were applied to the turning movements at Embassy Suites Drive. Through volumes along Westport Parkway were balanced. **Table 2** shows the trips for the hotel land use. Note that a 15% mixed-use reduction was used to match the trip generation from the Schemmer 2006 study.

Table 2. Hotel Land Use Trip Generation

Daily Trip Generation											
ITE 10th Ed Code/Page	Land Use	Size		Trip Gen. Avg. Rate/Eq.	Daily Trips	Mixed-Use Reduction	Net Daily Trips	Trip Distribution		Total Daily Trips	
								Enter	Exit	Enter	Exit
310 / 2	Hotel	470	Rooms	8.36	3,929	15%	3,340	50%	50%	1,670	1,670
Total					3,929		3,340			1,670	1,670

AM Peak Hour Trips											
ITE 10th Ed Code/Page	Land Use	Size		Trip Gen. Avg. Rate/Eq.	AM Peak Trips	Mixed-Use Reduction	Net AM Peak Trips	Trip Distribution		Total AM Trips	
								Enter	Exit	Enter	Exit
310 / 3	Hotel	470	Rooms	0.47	221	15%	188	59%	41%	111	77
Total					221		188			111	77

PM Peak Hour Trips											
ITE 10th Ed Code/Page	Land Use	Size		Trip Gen. Avg. Rate/Eq.	PM Peak Trips	Mixed-Use Reduction	Net PM Peak Trips	Trip Distribution		Total PM Trips	
								Enter	Exit	Enter	Exit
310 / 4	Hotel	470	Rooms	0.60	282	15%	240	51%	49%	122	117
					282		240			122	117

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. It should be noted that there are no westbound u-turning movements at the intersection of Westport Parkway and Southport Parkway due to an existing northbound overlap phase with the westbound left-turning movement. In the Olsson 2019 study, the installation of a “No U-Turn” sign (MUTCD R3-4) at the intersection of Westport Parkway and Southport Parkway to restrict westbound u-turning movements is recommended. This study maintains this recommendation. 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), 6th 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 3** shows the delays associated with each LOS grade for signalized and unsignalized intersections.

Table 3. Intersection LOS Criteria

Level-of-Service	Average Control Delay (seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50
Highway Capacity Manual (HCM, 6 th 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. In addition, individual turning movements at the Embassy Suites Drive intersection are anticipated to operate at LOS B or better in both peak hours. The 95th 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.

Proposed Site Access

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.

Based on the proposed location of the 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.

Alternative Site Access

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. 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. However, restricting the access to right-in only at this location would alleviate concerns of exiting vehicles conflicting with Southport Parkway traffic. Do Not Enter (MUTCD sign R5-1) signs would be recommended to be installed at the throat of this drive.

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. With a site drive at this location, a westbound right-turn lane would be recommended to reduce conflicts with through movements along Southport Parkway because of the short spacing to the Westport Parkway intersection.

On-site Circulation

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 within the dedicated drive through lane is 12 vehicles. Storage for an additional 6 vehicles is provided within the parking lot drive aisles for a total of 18 vehicles before entering the public right-of-way. Additional storage is available for queued vehicles in the drive aisle adjacent to the west side of the building.

If the site access from Southport Parkway were to be moved to align with the west drive aisle, there would be enough on-site stacking for approximately 30 vehicles. However, entering coffee shop traffic will flow through the Lot 2 parking lot drive aisle to get to the drive through lane, introducing additional on-site conflicts.

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

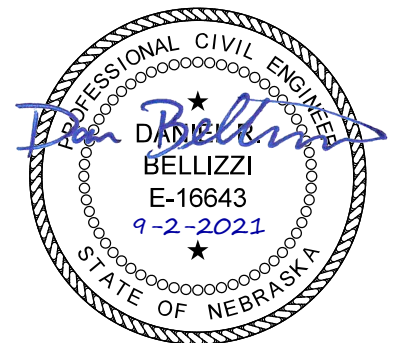
This study documents the comparison of site-generated traffic and capacity analysis for the updated land uses for the development located on the northeast quadrant of Southport Parkway and Westport Parkway in La Vista, Nebraska. In addition, site circulation was explored to determine impacts on the roadway 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 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.
- Install "No U-Turn" sign (MUTCD R3-4) on west leg median at intersection of Westport Parkway and Southport Parkway.
- Install westbound right-turn lane at the location of the proposed site drive on Southport Parkway.
- Install 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

Alternative Site Drive Location

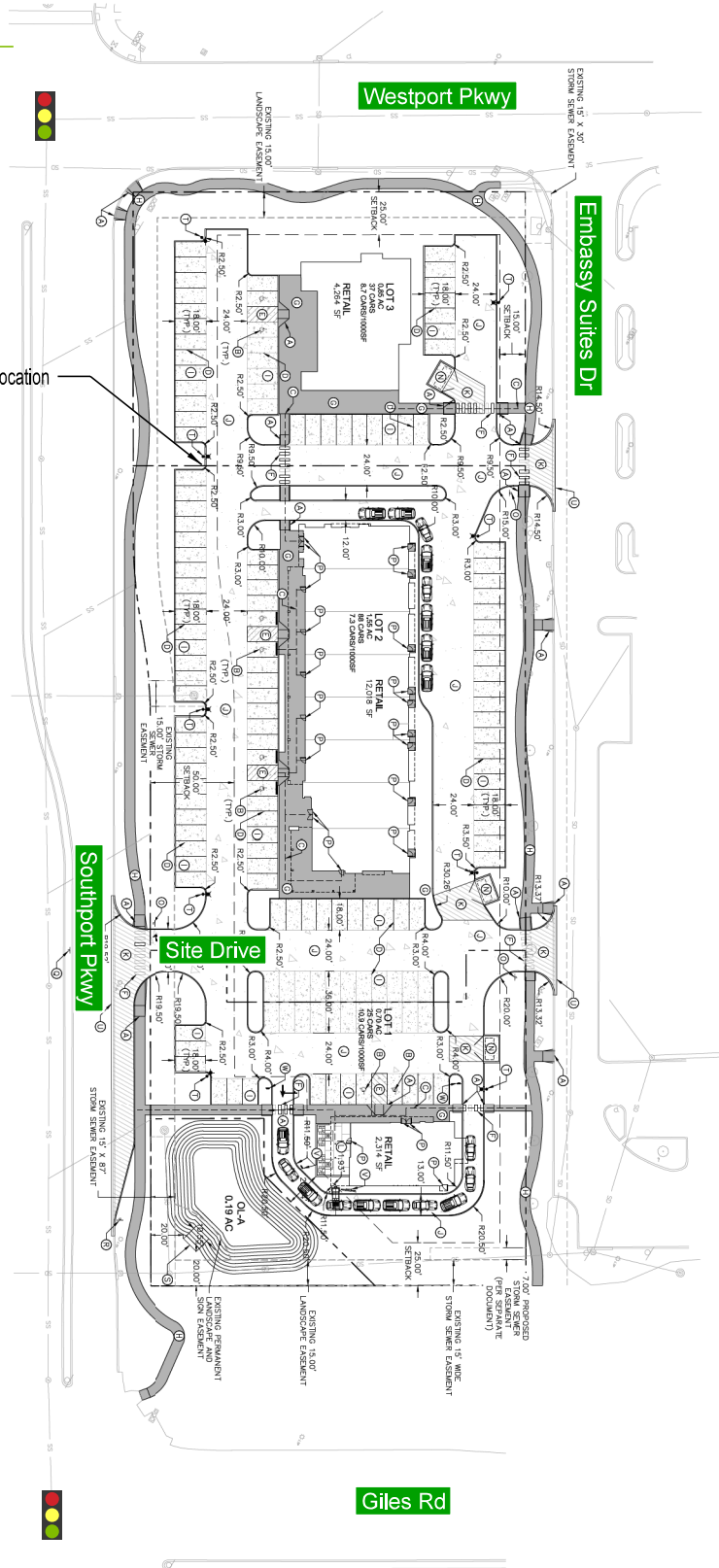


Figure 1. Proposed site plan for Southport North Lots

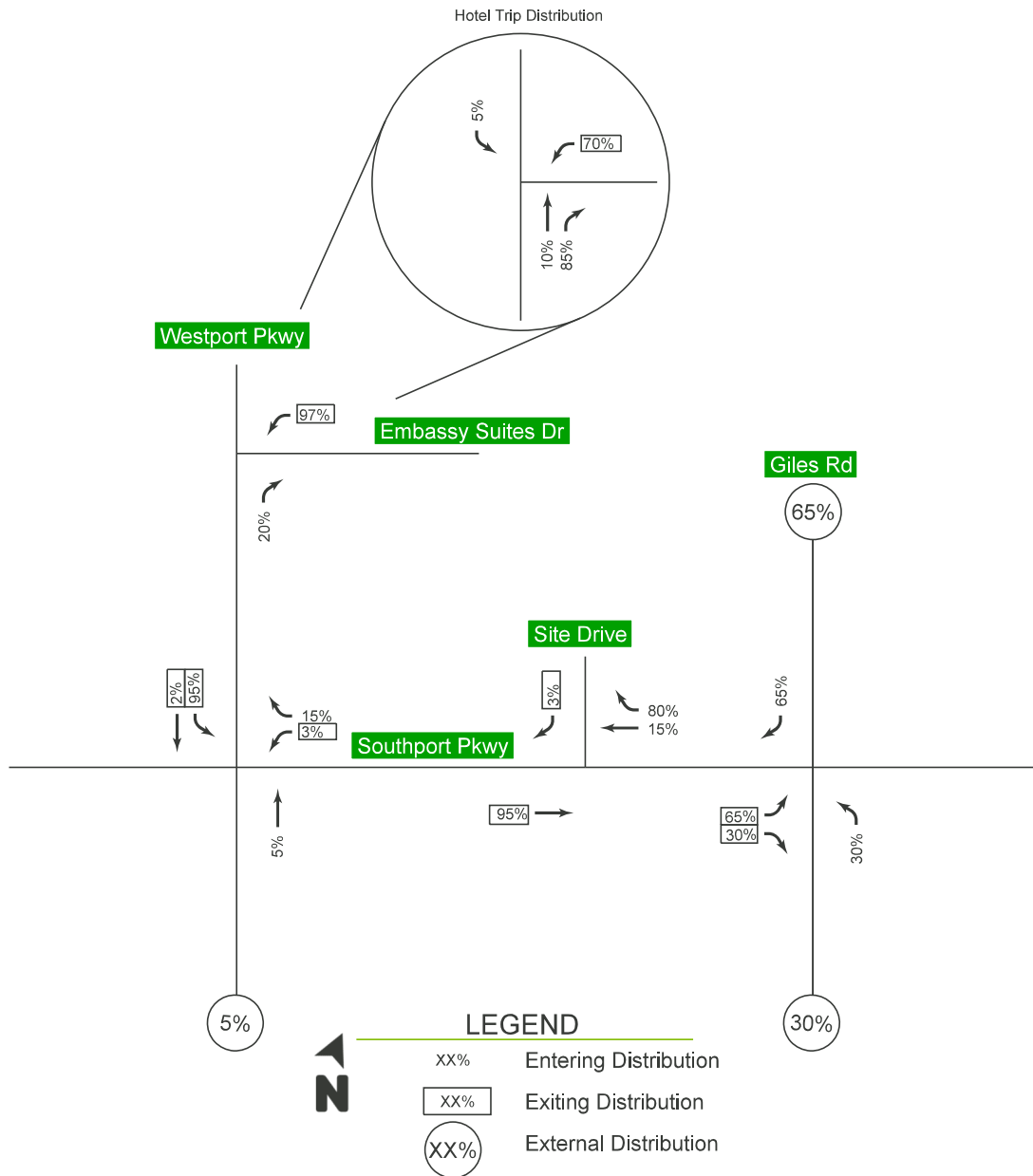


Figure 2. Primary trip distribution

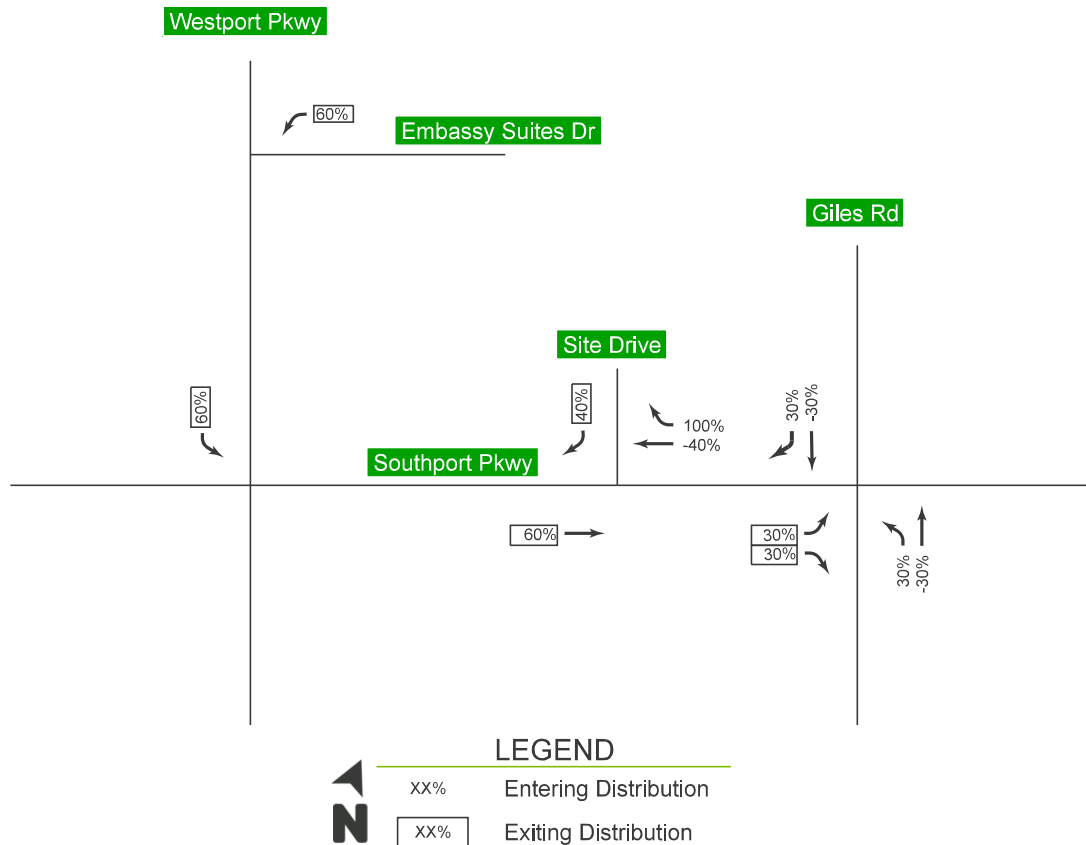


Figure 3. Pass-by trip distribution

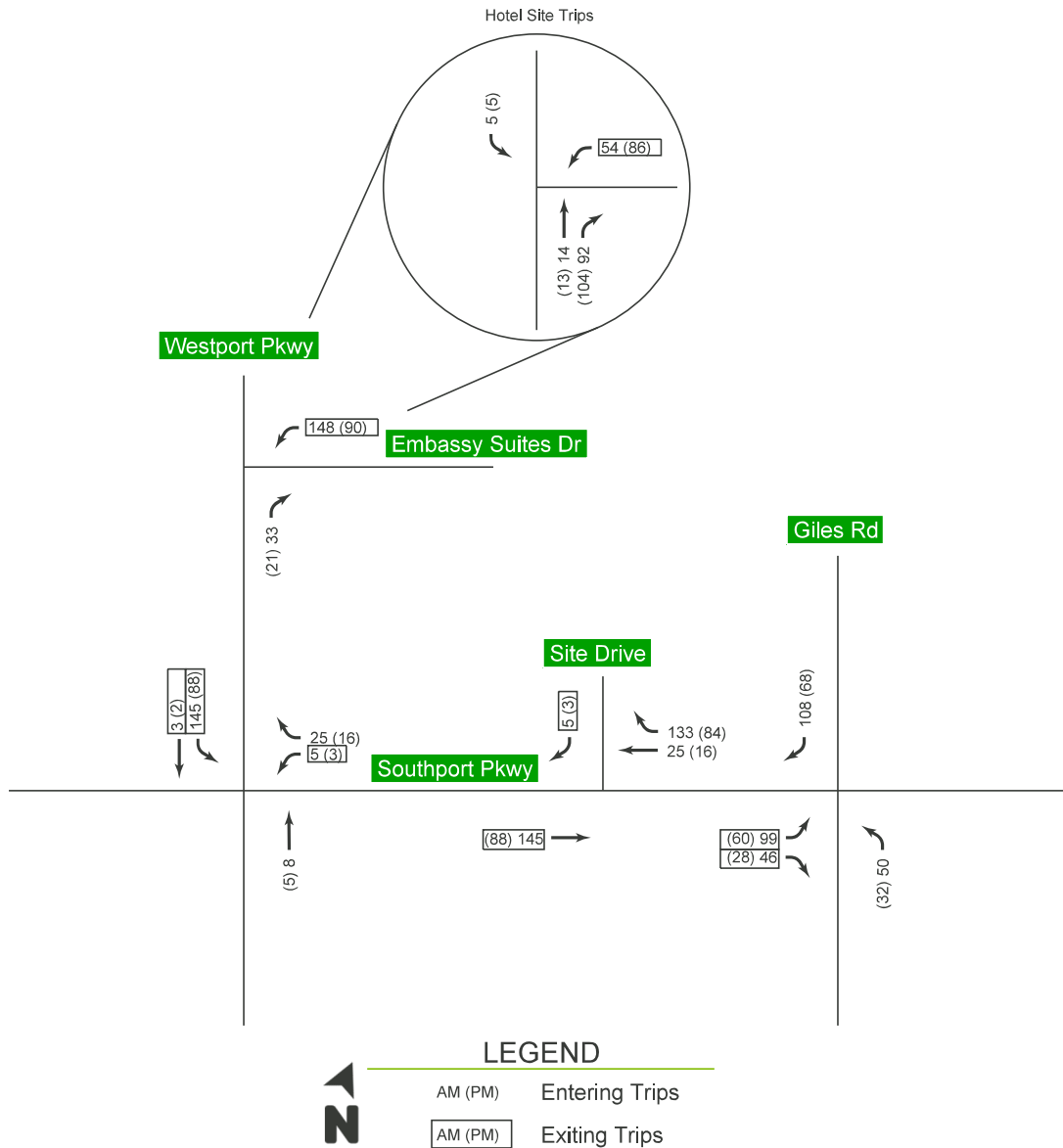
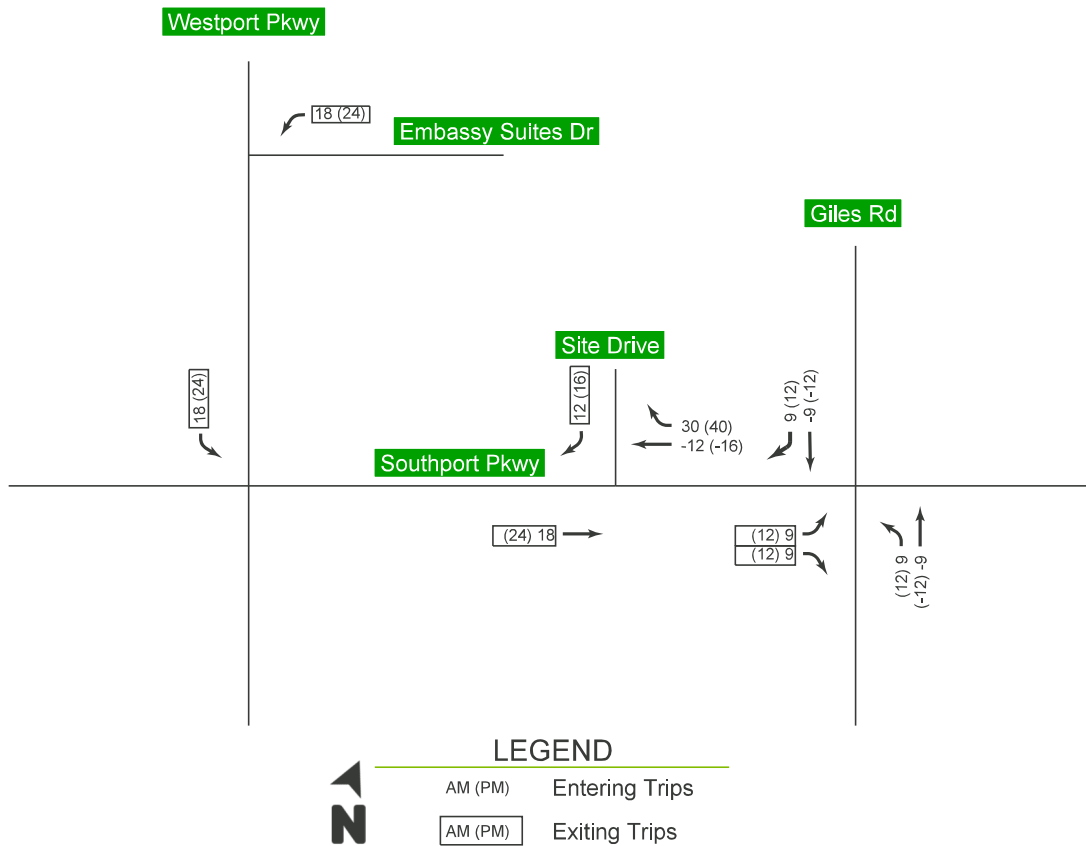


Figure 4. Primary site trips



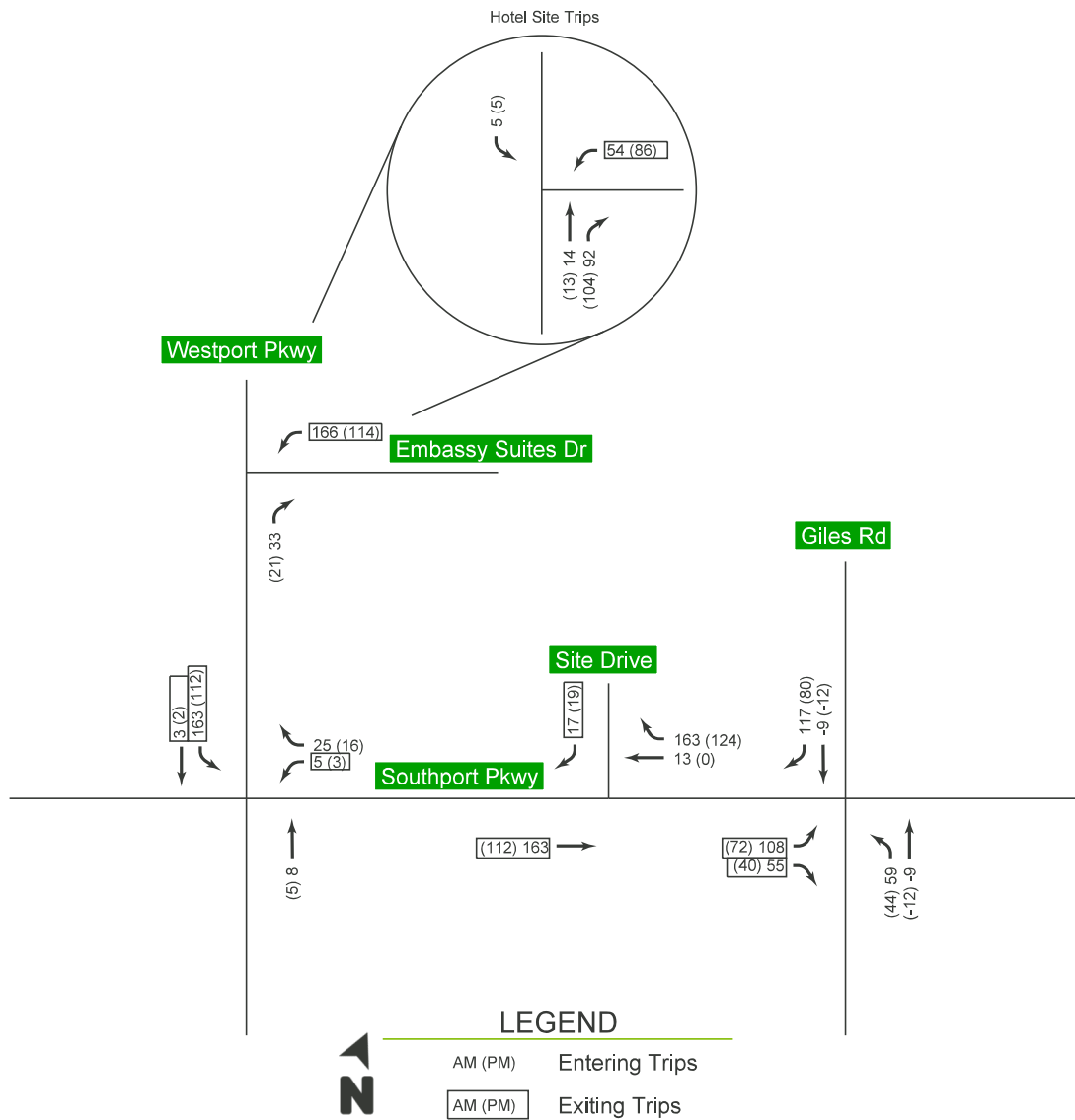


Figure 6. Combined site trips

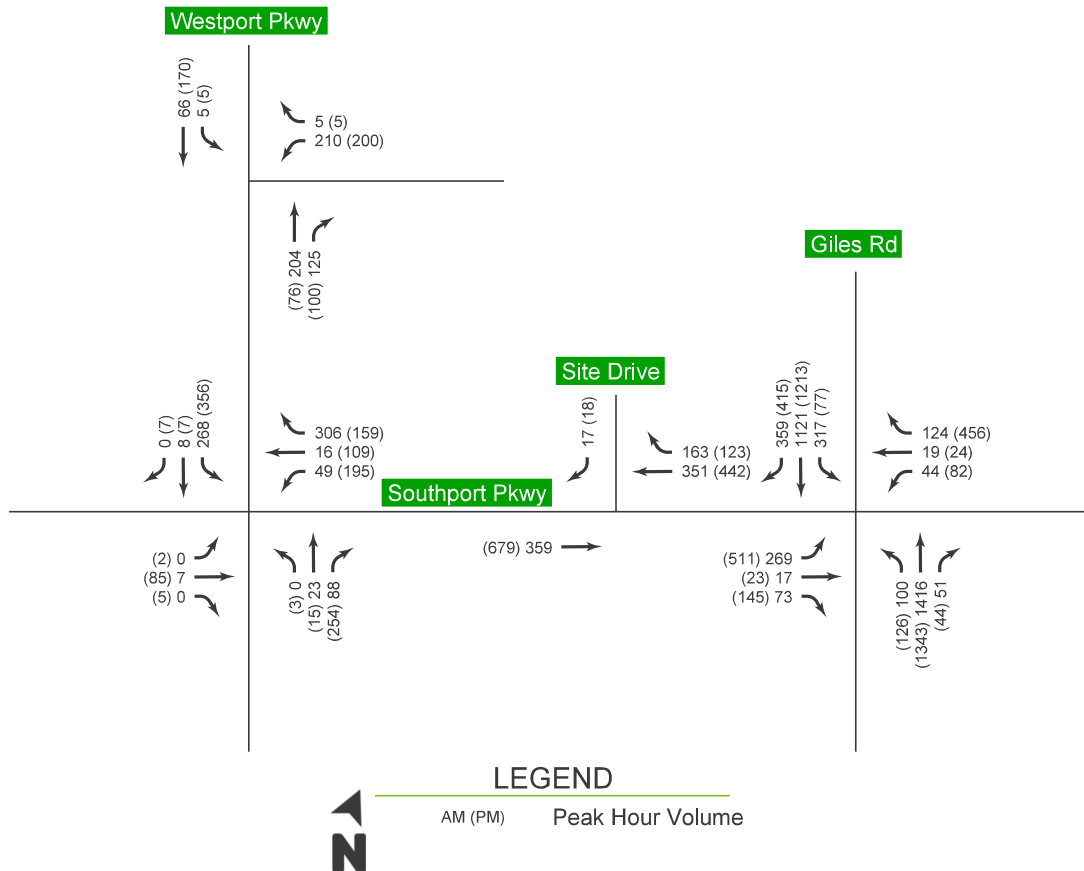


Figure 7. 2022 plus site traffic volumes

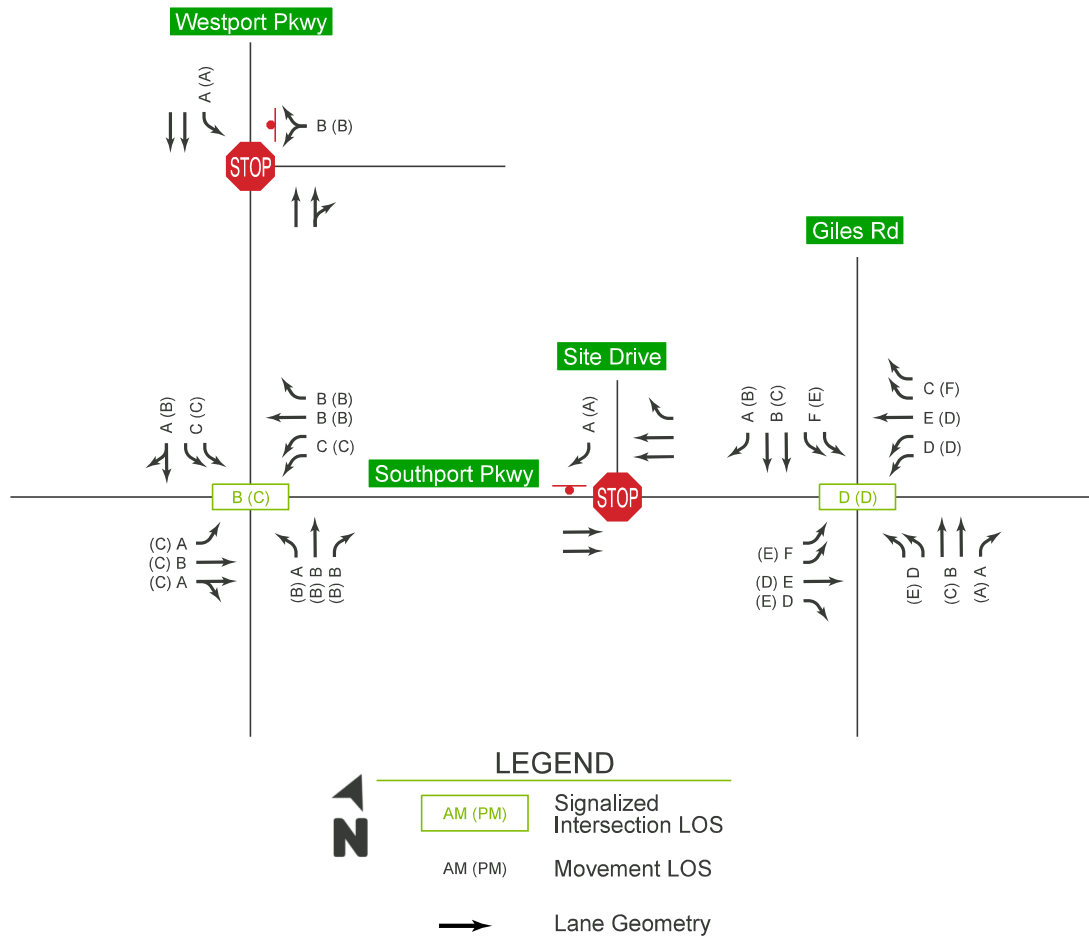


Figure 8. 2022 plus site capacity analysis

