

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:

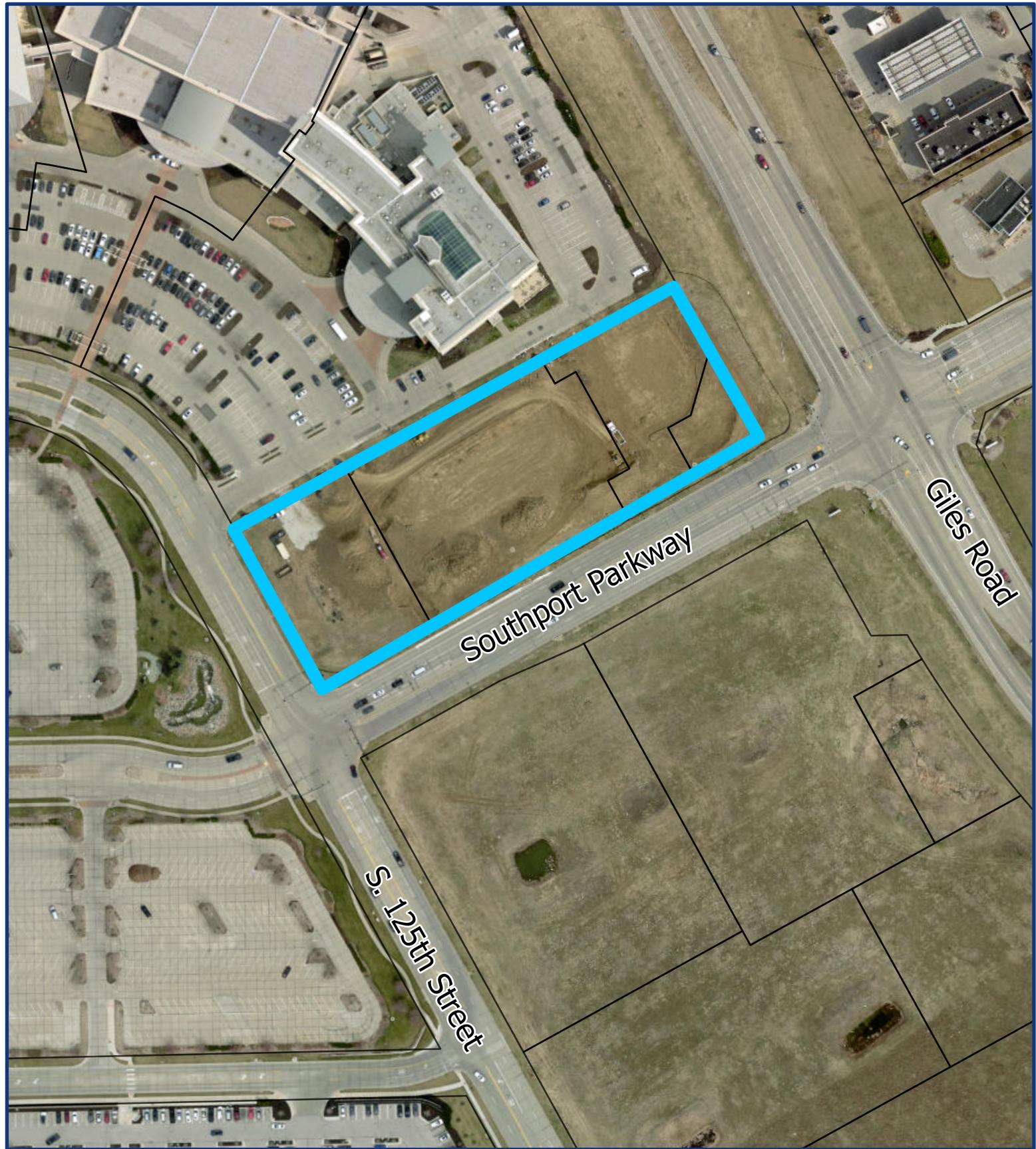
- A. Jeff Lake, Summit Development
- B. Kyle Hasse, E & A Consulting
- C. Kyle Vohl, E & A Consulting
- D. Public Upon Request


Prepared by: Deputy Community Development Director

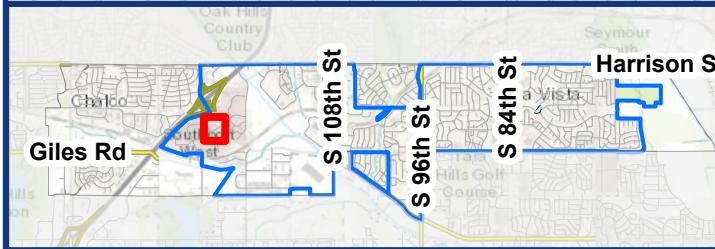

Community Development Director


3/13/23

Date



Vicinity Map - Southport Parkway PUD Amendment



Legend

- Property Lines
- Amendment Boundary





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.

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

Community Development
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402.593.6400 **P**
402.593.6445 **F**

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

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.

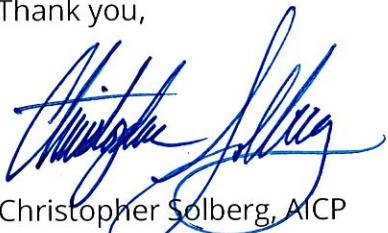
Landscaping Sheet

1. The original PUD plan set calls for berthing along Southport Parkway and Westport Parkway. However, that berthing has not been carried over to the current PUD plan set. Please return the required berthing 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



E & A CONSULTING GROUP, INC.

Engineering Answers

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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 berthing along Southport Parkway and Westport Parkway. Please return the required berthing into the Landscape & Grading Plans to a height of 2 1/2 feet above the curb line.

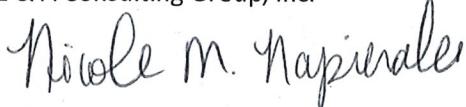
Response: The berthing & landscaping has been added to the Landscape Plan & Grading Plan.

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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402.331.7210 **F**

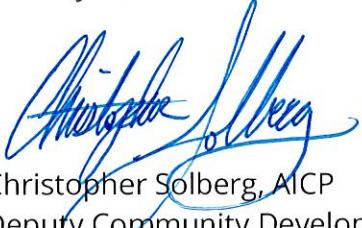
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402.331.1051 **F**

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

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
Pat Dowse, City Engineer – City of La Vista
Garrett Delgado, Engineer Assistant – 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)

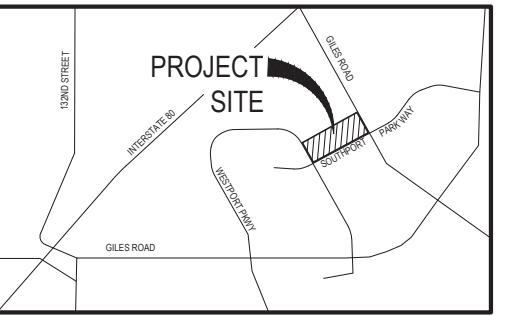
Lot No.	ITE Code	Land Use			Daily	AM Peak Hour			PM Peak Hour		
		Description	Size	Units		Total	Enter	Exit	Total	Enter	Exit
1	937	Coffee/donut Shop w/ Drive Thru Window	2,310	SF	1,233	198	101	97	90	45	45
2	912	Drive In Bank	3,000	SF	301	30	17	13	63	32	31
2	822	Strip Retail Plaza (<40K)	9,020	SF	610	21	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.

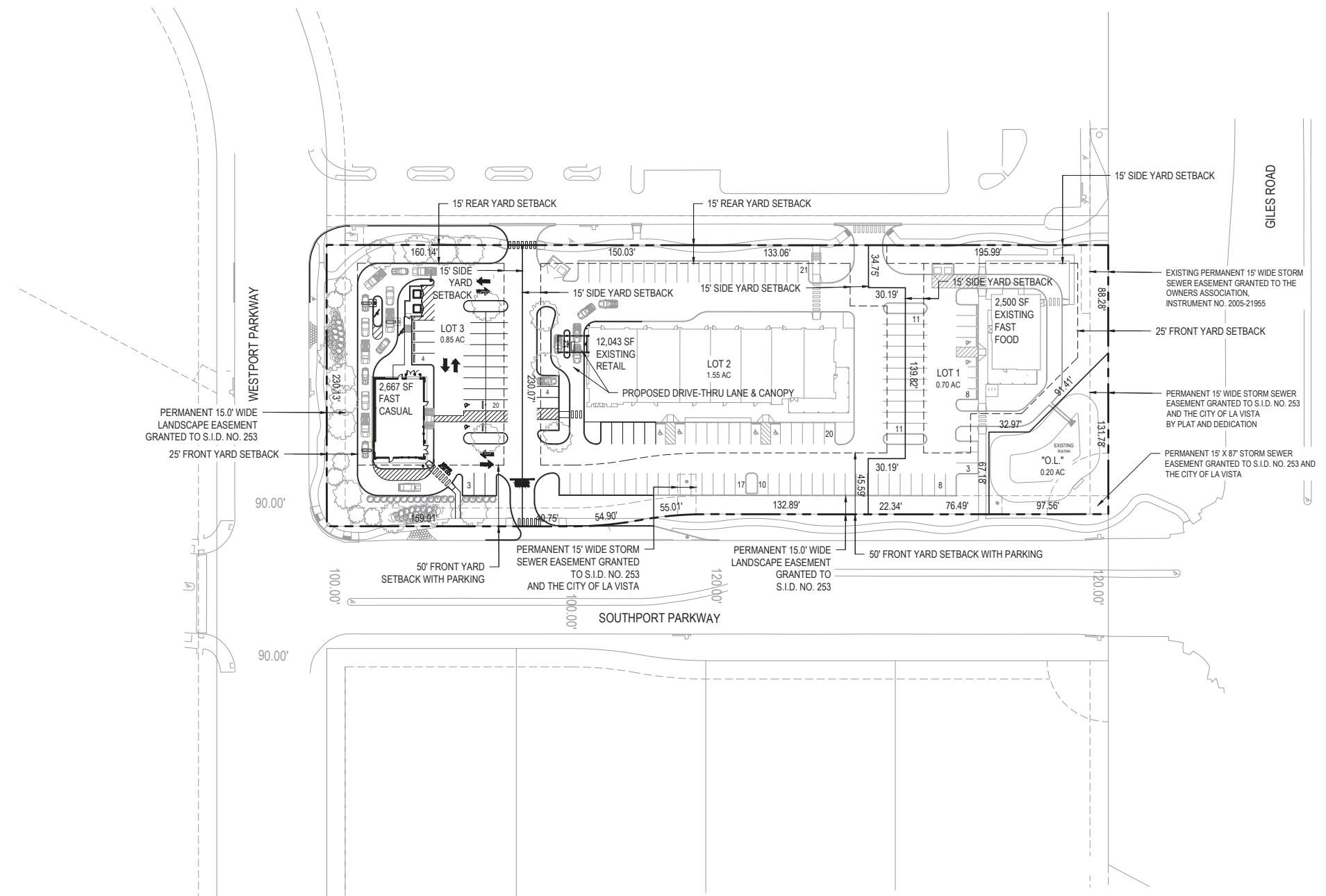
Sincerely,
E & A Consulting Group, Inc.



Jeff Stoll
Platting Services Assistant Manager



VICINITY MAP



50 0 50
1 inch = 50 ft.

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:

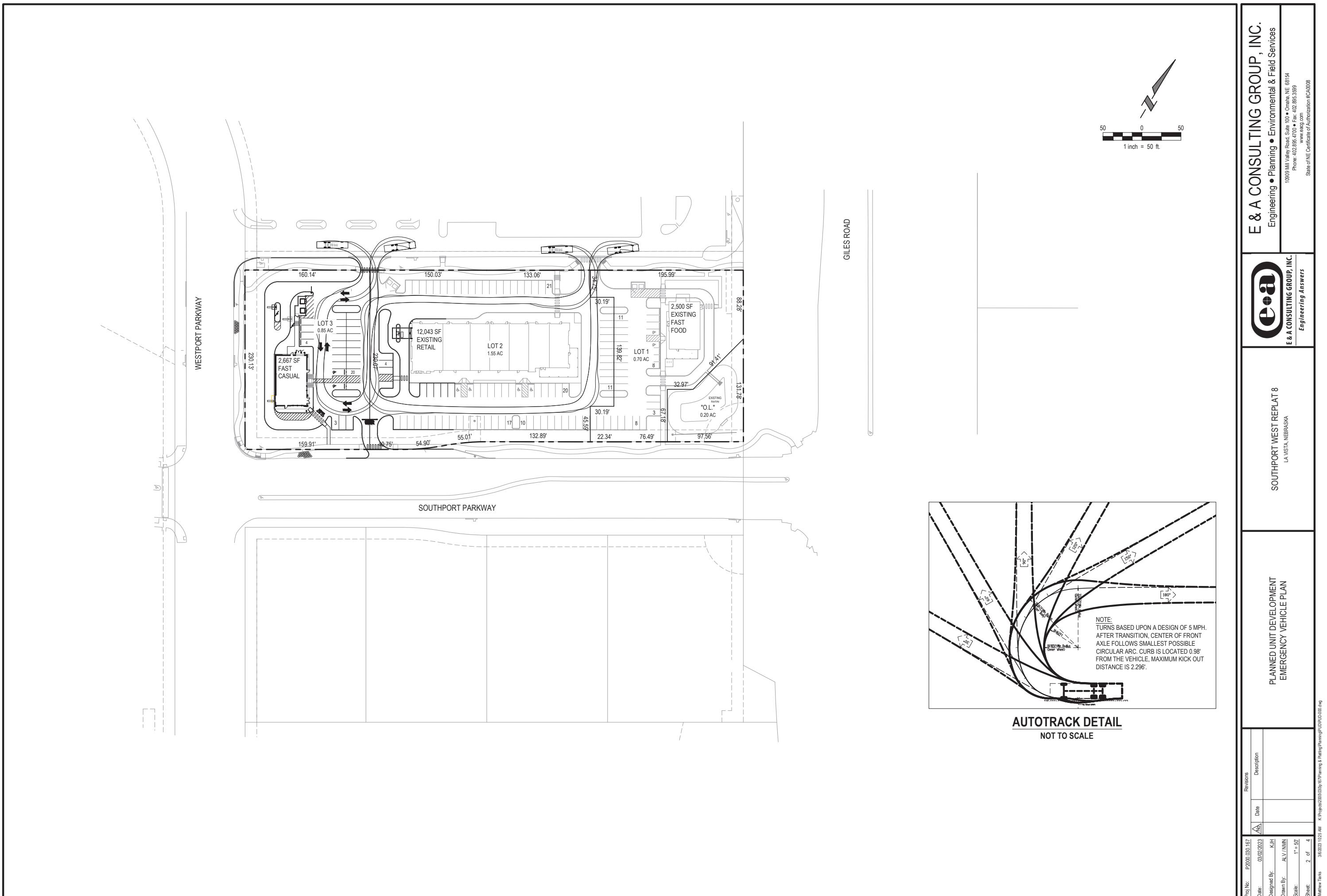
BUILDING SETBACKS:
FRONT YARD.....25.00'
SIDE YARD.....15.00'
REAR YARD.....15.00'
MAXIMUM HEIGHT 45'
MAXIMUM LOT COVERAGE 60%

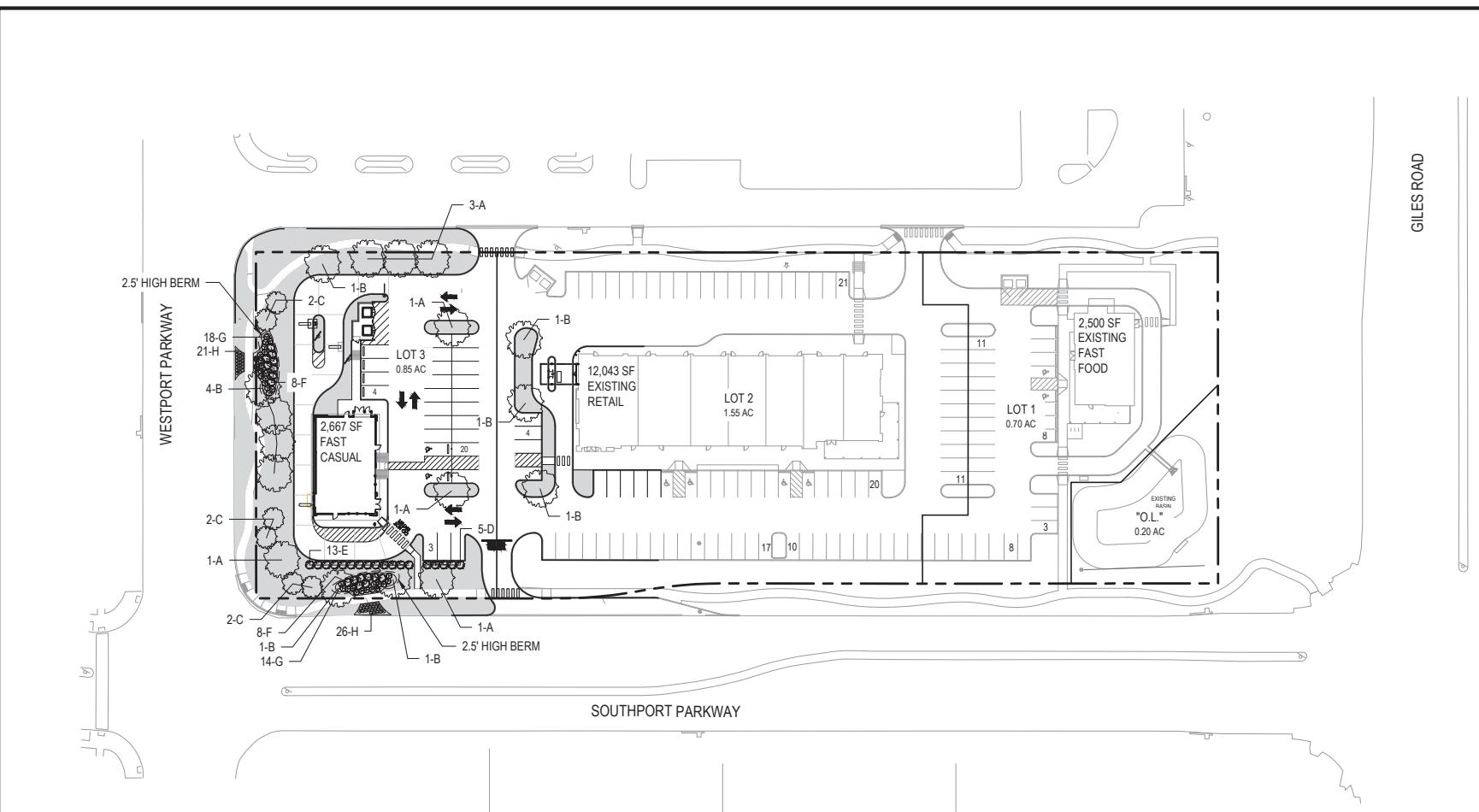
1. 25' FRONT YARD SETBACK REQUIRED ONLY WHEN NO PARKING IS PRESENT IN THE FRONT YARD. IF PARKING IS LOCATED IN THE FRONT YARD THEN FRONT YARD SETBACK IS A MINIMUM OF FIFTY (50) FEET.
2. ANY BUILDING WITHIN 100 FEET OF A RESIDENTIALLY ZONED DISTRICT SHALL NOT EXCEED 45 FEET IN HEIGHT. (ORDINANCE NO. 1082, 11-18-08)

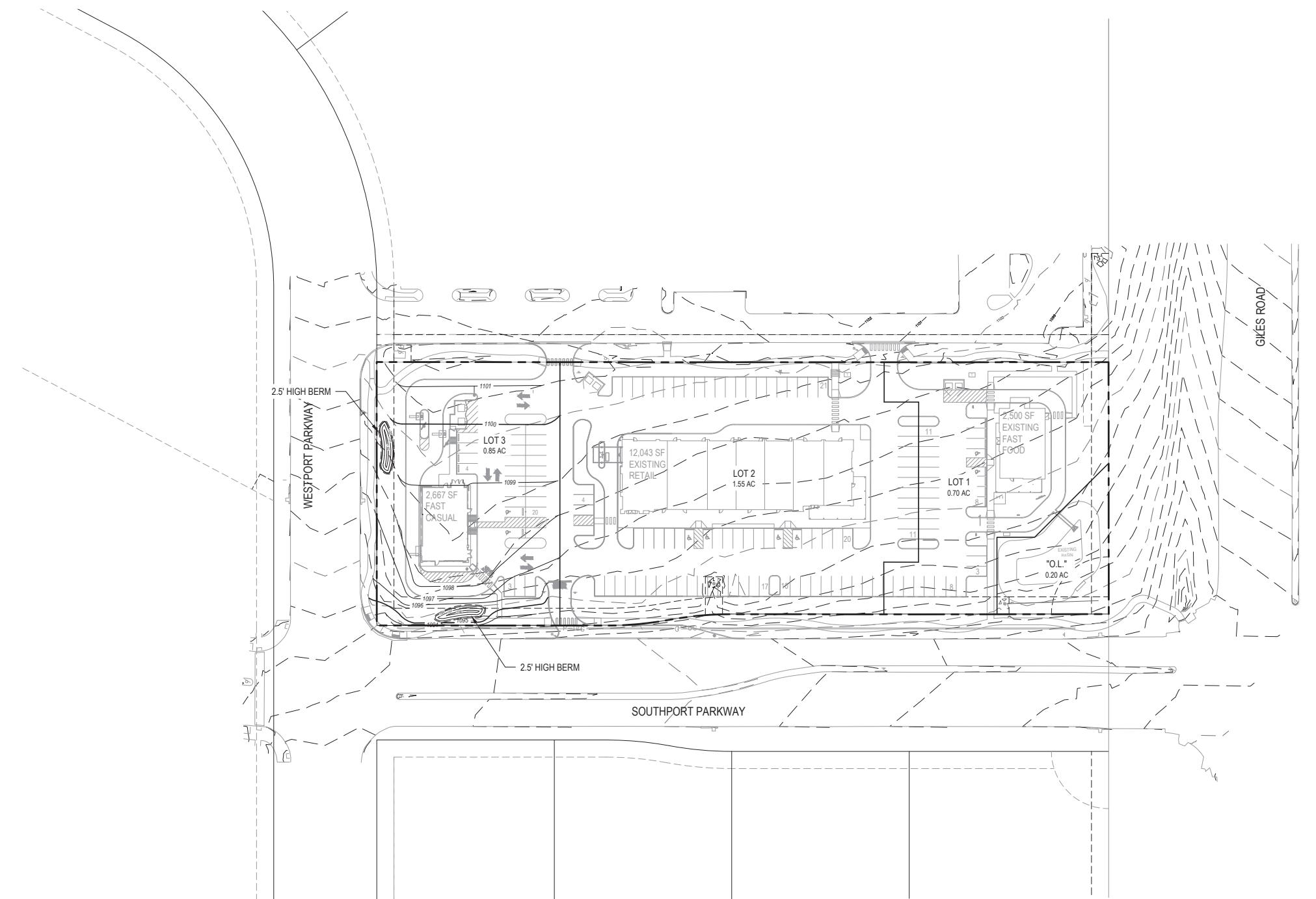
SITE STATISTICS TABLE	
LEGAL DESCRIPTION:	SOUTHPORT WEST REPLAT EIGHT LOTS 1, 2, 3, & OUTLOT A
EXISTING ZONING:	C-3 PUD WITH A GATEWAY CORRIDOR OVERLAY
PROPOSED ZONING:	C-3 PUD WITH A GATEWAY CORRIDOR OVERLAY
SETBACKS:	
FRONT YARD:	25'-0"
FRONT YARD: (PARKING PRESENT IN FRONT YARD)	50'-0"
SIDE YARD:	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) 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)
REQUIRED: (LOT 2-COMBINED)	16 STALLS (1.0 PER 150 SF, 2,434 SF BUILDING REQUIRES 16 STALLS) 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) 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

PLANNED UNIT DEVELOPMENT
SITE PLAN

Proj. No.	2000-080-167	Date	Revisions	Description
Date:	03/02/2023			
Designed By:	K.H.			
Drawn By:	A.V. / N.M.			
Scale:	1" = 50'			
Sheet:	1 of 4			







E & A CONSULTING GROUP, INC. Engineering • Planning • Environmental & Field Services	
1099 Mill Valley Road, Suite 100 • Omaha, NE 68154 Phone: 402.865.4707 • Fax: 402.865.3599 www.eago.com State of NE Certificate of Authorization #CA0008	
E & A CONSULTING GROUP, INC. Engineering Answers	
Proj. No. P2000050167	Date: 03/02/2023
Revisions	Description
Designed By: ALV / MNM KJH	
Drawn By: ALV / MNM Matthew W. Morris	
Scale: 1" = 50'	
Sheet: 4 of 4	

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PANDA EXPRESS, INC.
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Rosemead, California
91770
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REVISIONS:

ISSUE DATE:

DRAWN BY: CR

PANDA PROJECT #: S8-23-D24023

PANDA STORE #: -

ARCH PROJECT #: 22044.037

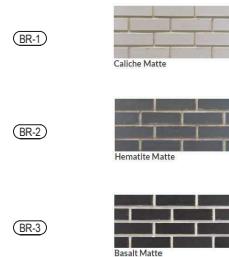
PANDA EXPRESS
PANDA HOME 2600
12448 SOUTHPORT PKWY
LA VISTA, NE 68128

A-200

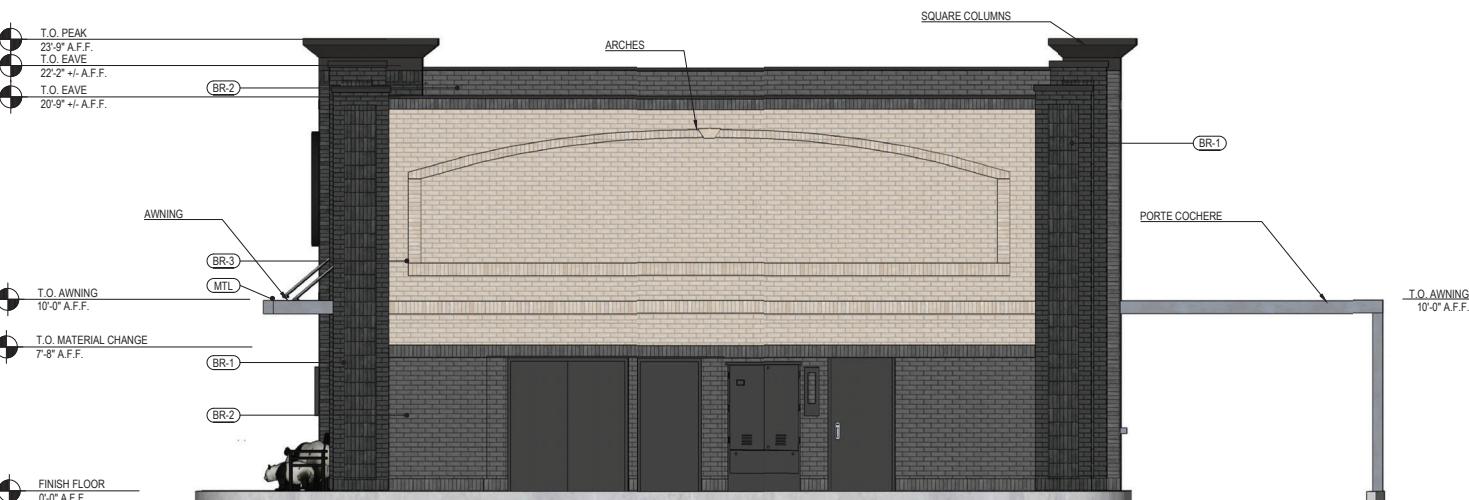
EXTERIOR
ELEVATIONS

PANDA HOME 2600 R4

EXTERIOR FINISH SCHEDULE		
TAG	MATERIAL	NOTES
(BR-1)	BRICK - CALICHE	BUILDING BODY
(BR-2)	BRICK - HEMATITE	BUILDING BODY
(BR-3)	BRICK - BASALT	BUILDING BODY
(MTL)	METAL	AWNINGS



DESIGN ELEMENTS
1. ARCHES
2. SQUARE COLUMNS
3. AWNINGS (METAL TO MATCH ADJACENT BUILDINGS)
4. PORTE COCHERE OVER DT WINDOW
5. OUTDOOR ART (PANDA SCULPTURES)
6. OUTDOOR SEATING
7. THREE BUILDING MATERIALS



NORTH ELEVATION 2
Scale= 1/4" = 1'-0" A-200



SOUTH ELEVATION 1
Scale= 1/4" = 1'-0" A-200



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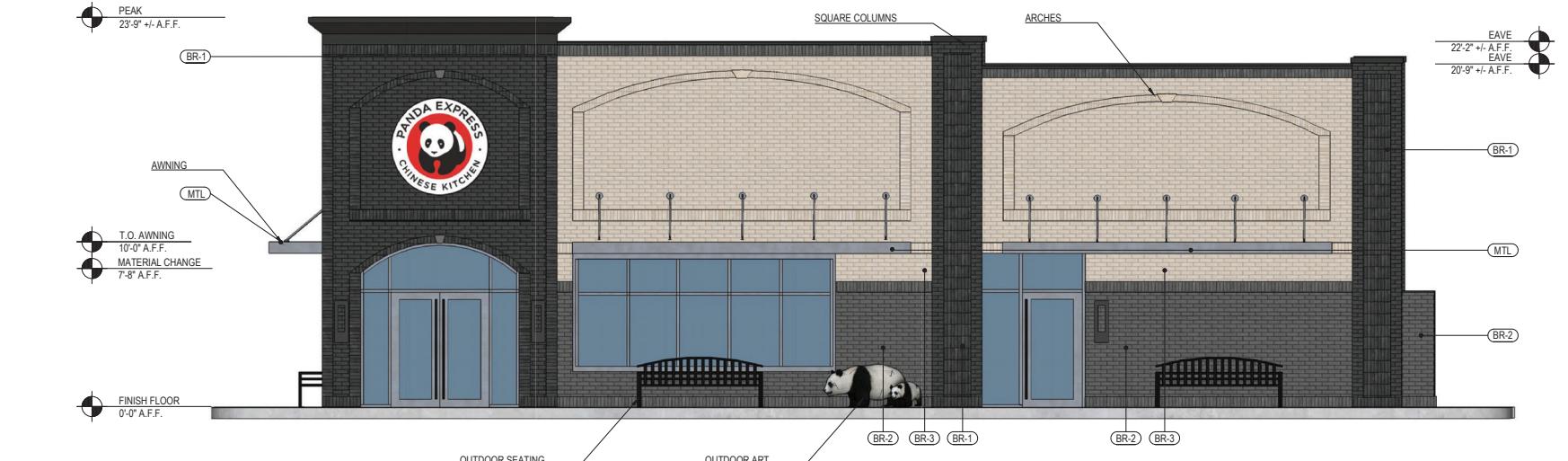
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REVISIONS:

ISSUE DATE:

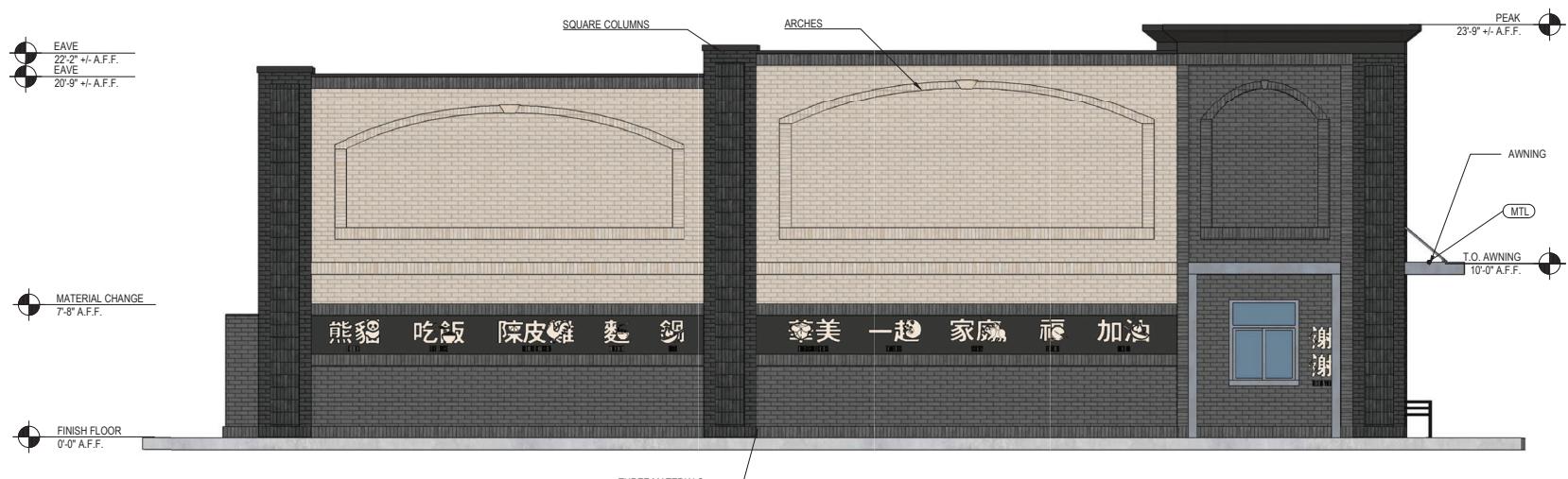
DRAWN BY: CR

PANDA PROJECT #: S8-23-D24023
PANDA STORE #: -
ARCH PROJECT #: 22044.037



EAST ELEVATION 2

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



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A-201

EXTERIOR ELEVATIONS

WEST ELEVATION 1

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

PANDA HOME 2600 R4

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

ITE 10th Ed Code/Page	Land Use	Size	Daily Trip Generation							
			Trip Gen. Avg. Rate/Eq.	Daily Trips	Trip Distribution Enter	Trip Distribution Exit	Total Daily Trips Enter	Total Daily Trips 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	AM Peak Hour Trips						Primary Trips Enter	
			Trip Gen. Avg. Rate/Eq.	AM Peak Trips	Trip Distribution Enter	Trip Distribution Exit	Total AM Trips Enter	Total AM Trips Exit		
934/202	Fast-Food Restaurant with Drive-Through Window	3,000	SF	40.19	121	51%	49%	61	59	49%
820/139	High-Turnover (Sit-Down) Restaurant	4,264	SF	9.94	42	55%	45%	23	19	0%
820/139	Shopping Center	9,018	SF	0.94	8	62%	38%	5	3	0%
937/232	Coffee/Donut Shop with Drive-Through Window	2,314	SF	88.99	206	51%	49%	105	101	0%
Total				377				195	182	30
PM Peak Hour Trips										
ITE 10th Ed Code/Page	Land Use	Size	PM Peak Hour Trips						Primary Trips Enter	
			Trip Gen. Avg. Rate/Eq.	PM Peak Trips	Trip Distribution Enter	Trip Distribution Exit	Total PM Trips Enter	Total PM Trips Exit		
934/203	Fast-Food Restaurant with Drive-Through Window	3,000	SF	32.67	98	52%	48%	51	47	50%
820/140	High-Turnover (Sit-Down) Restaurant	4,264	SF	9.97	43	62%	38%	26	16	43%
820/140	Shopping Center	9,018	SF	3.81	34	48%	52%	16	18	34%
937/233	Coffee/Donut Shop with Drive-Through Window	2,314	SF	43.38	100	50%	50%	50	50	0%
Total				275				144	131	39
Pass-by Trips										
ITE 10th Ed Code/Page	Land Use	Size	Pass-by Trips						Primary Trips Enter	
			Pass-by Reduction Enter	Pass-by Trips Enter	Pass-by Reduction Exit	Pass-by Trips Exit	Total Pass-by Trips Enter	Total Pass-by Trips Exit		
934/202	Fast-Food Restaurant with Drive-Through Window	3,000		30	30	30	32	32	30	
820/139	High-Turnover (Sit-Down) Restaurant	4,264		0	0	0	23	23	19	
820/139	Shopping Center	9,018		0	0	0	5	5	3	
937/232	Coffee/Donut Shop with Drive-Through Window	2,314		0	0	0	105	105	101	
Total				30	30	30	166	166	153	

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 Schemmmer Associates that was provided by the City of La Vista (Schemmmer 2006). The Schemmmer 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 Schemmmer 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 Enter	Trip Distribution Exit	Total Daily Enter	Total Daily 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 Enter	Trip Distribution Exit	Total AM Enter	Total AM 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 Enter	Trip Distribution Exit	Total PM Enter	Total PM Exit
310 / 4	Hotel	470 Rooms	0.60	282	15%	240	51%	49%	122	117
	Total			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.



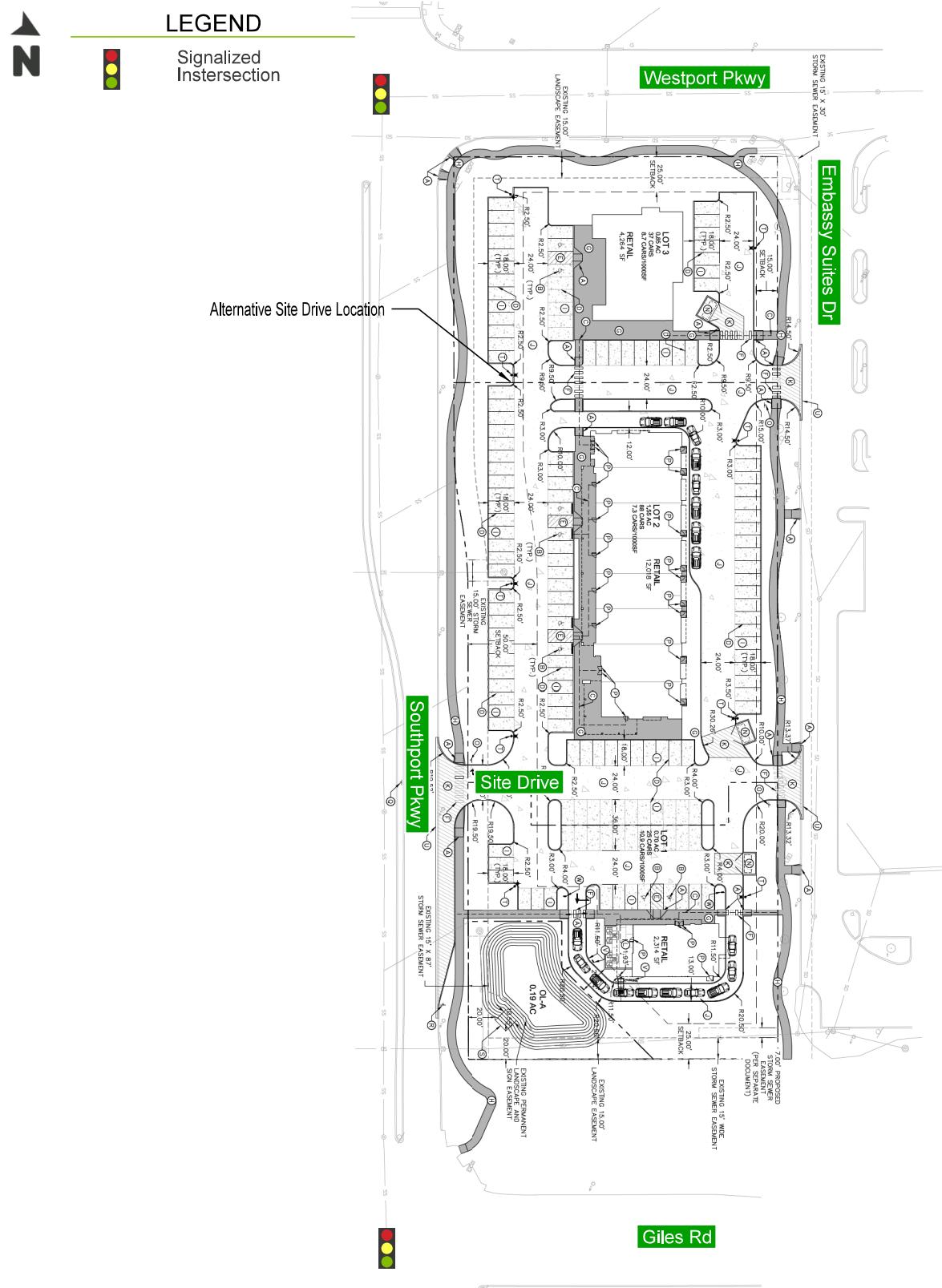


Figure 1. Proposed site plan for Southport North Lots

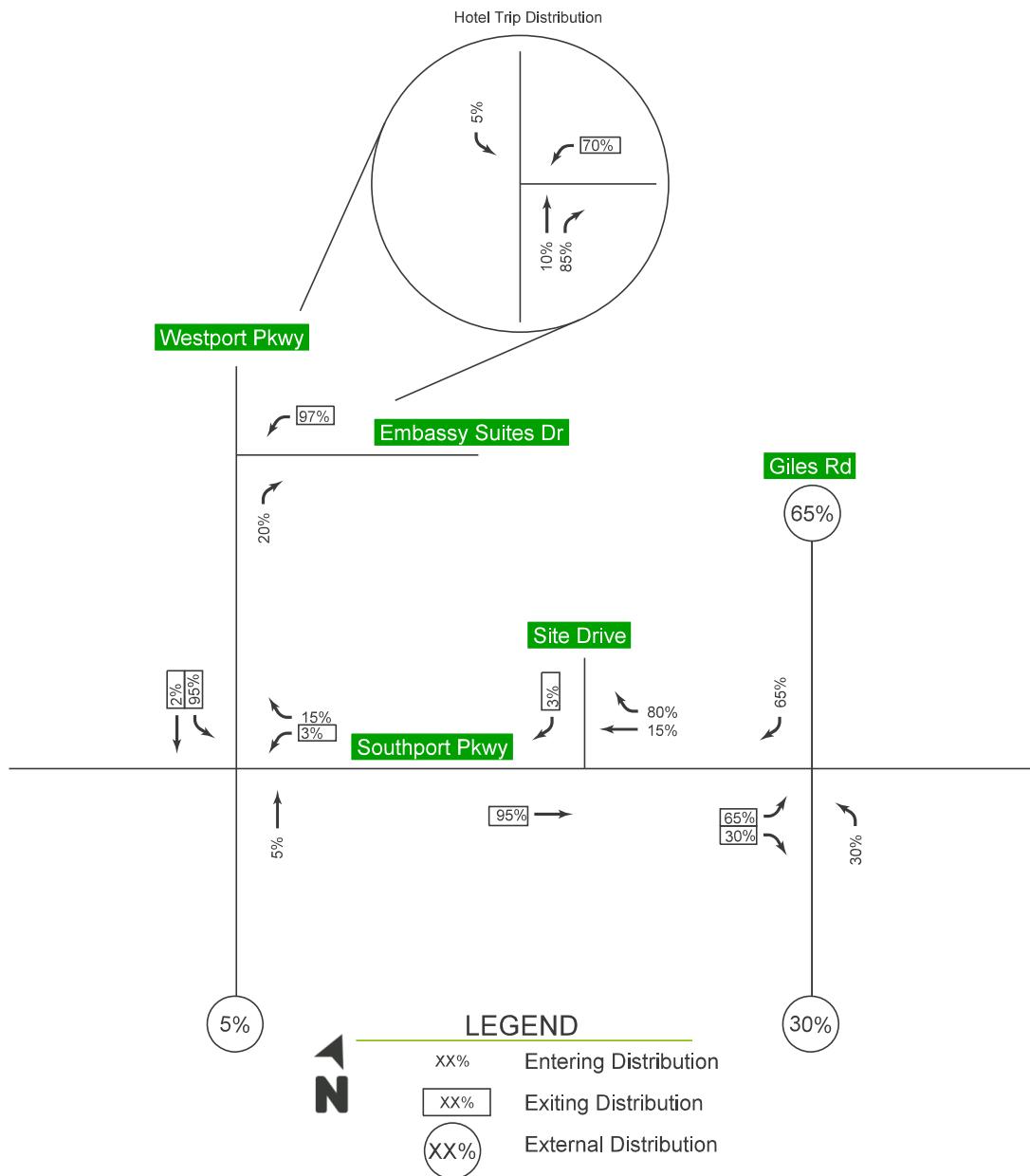


Figure 2. Primary trip distribution

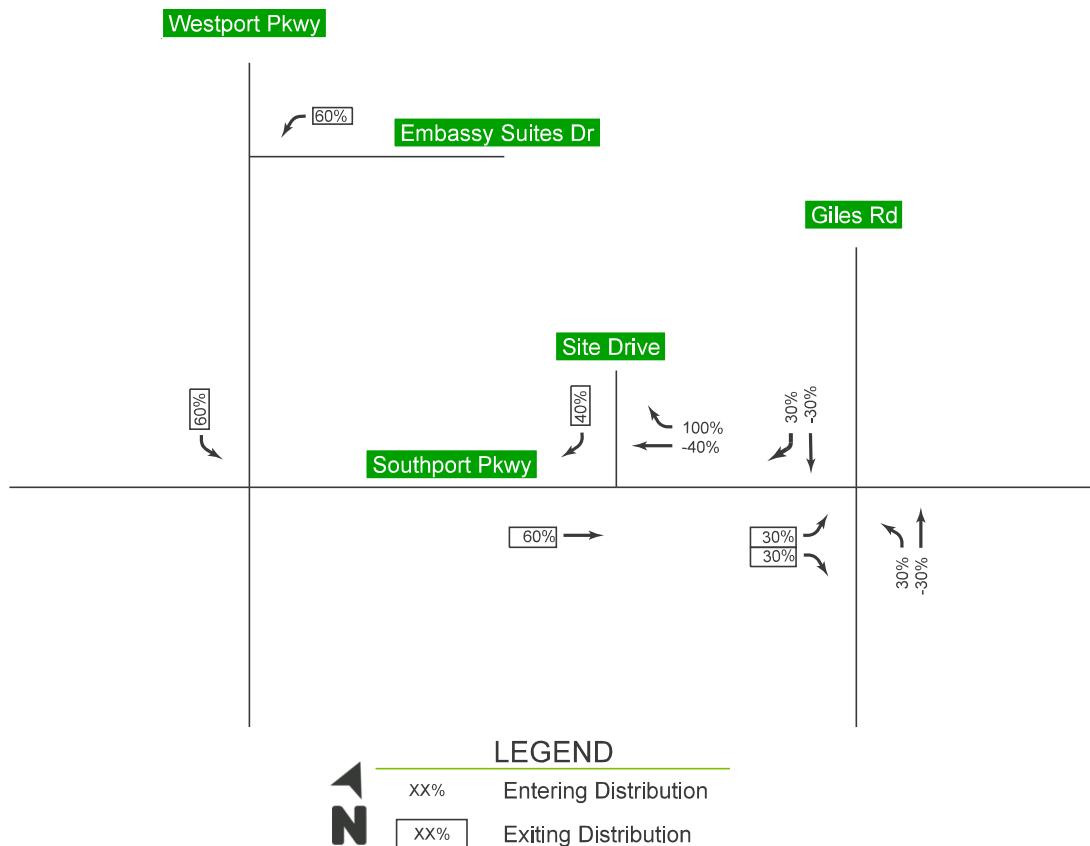


Figure 3. Pass-by trip distribution

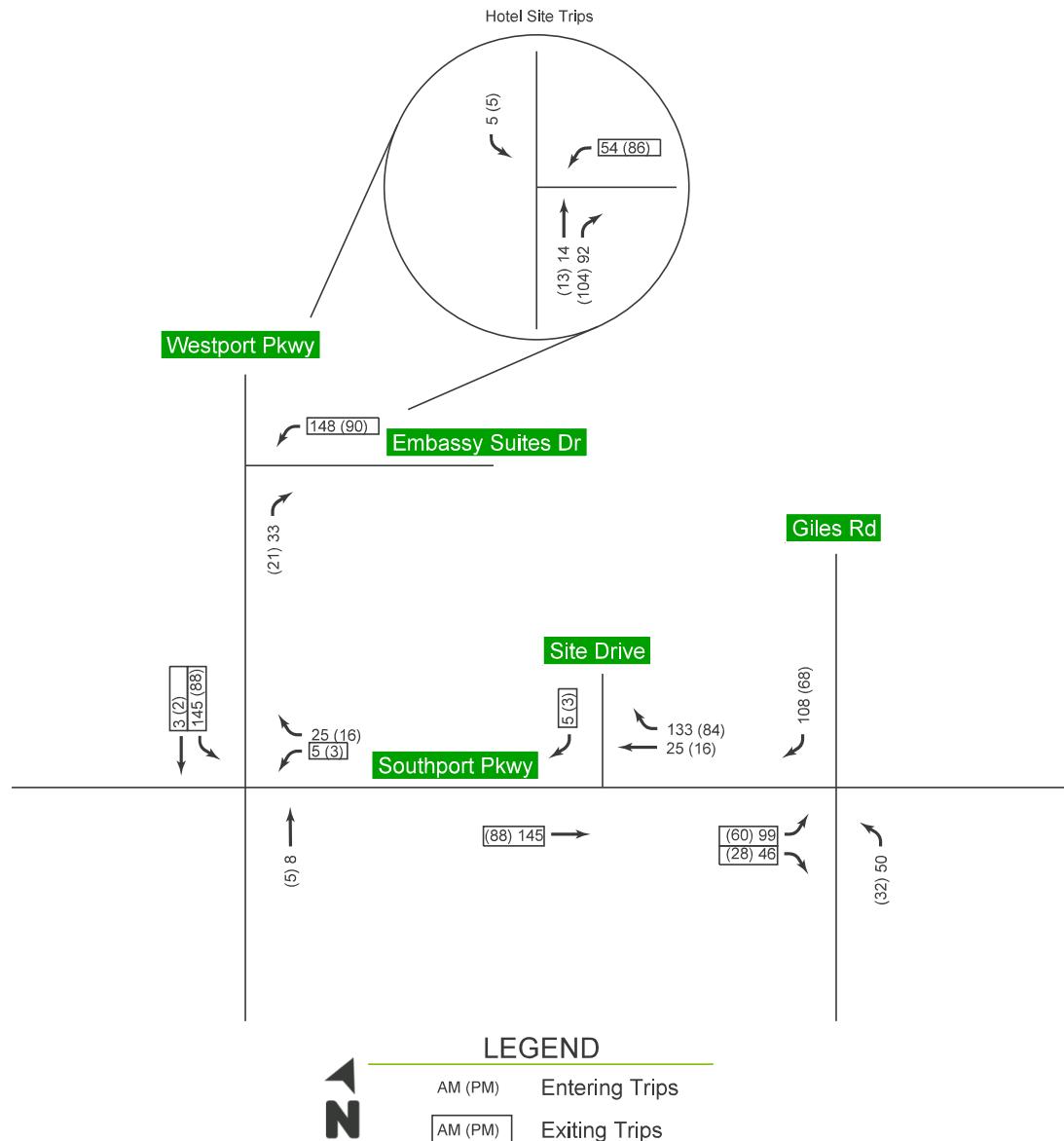


Figure 4. Primary site trips

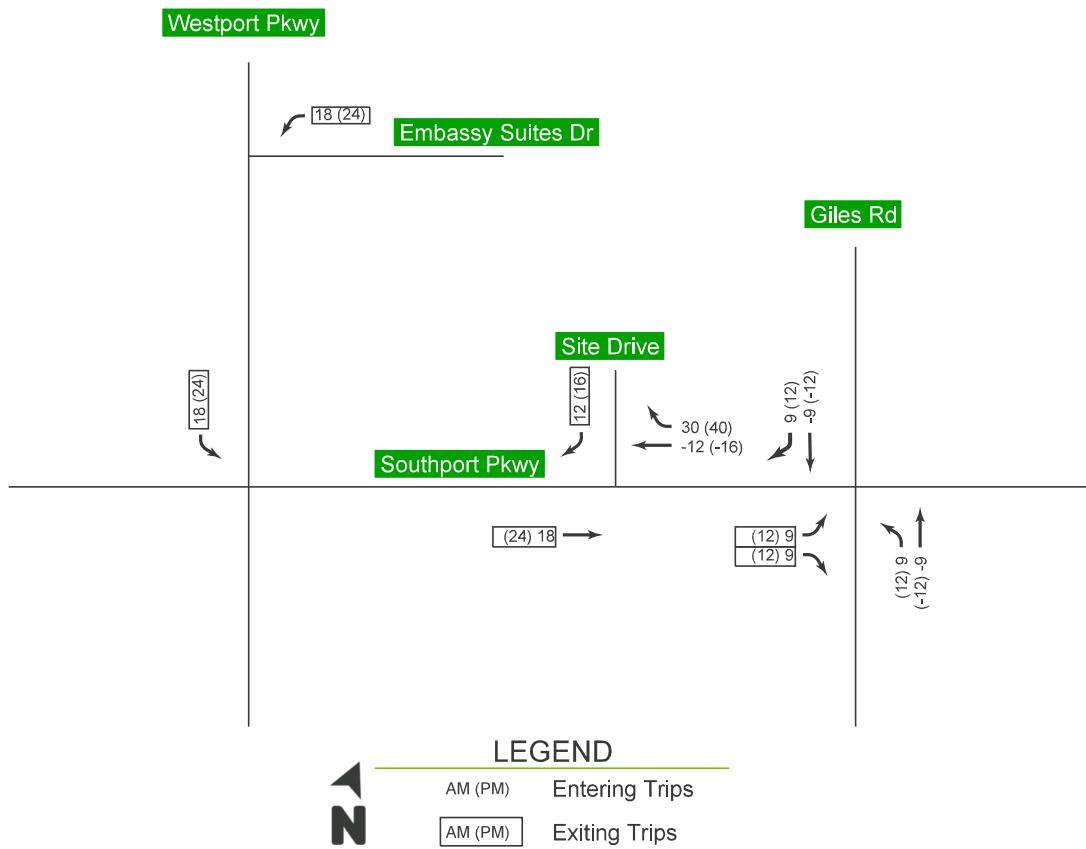


Figure 5. Pass-by site trips

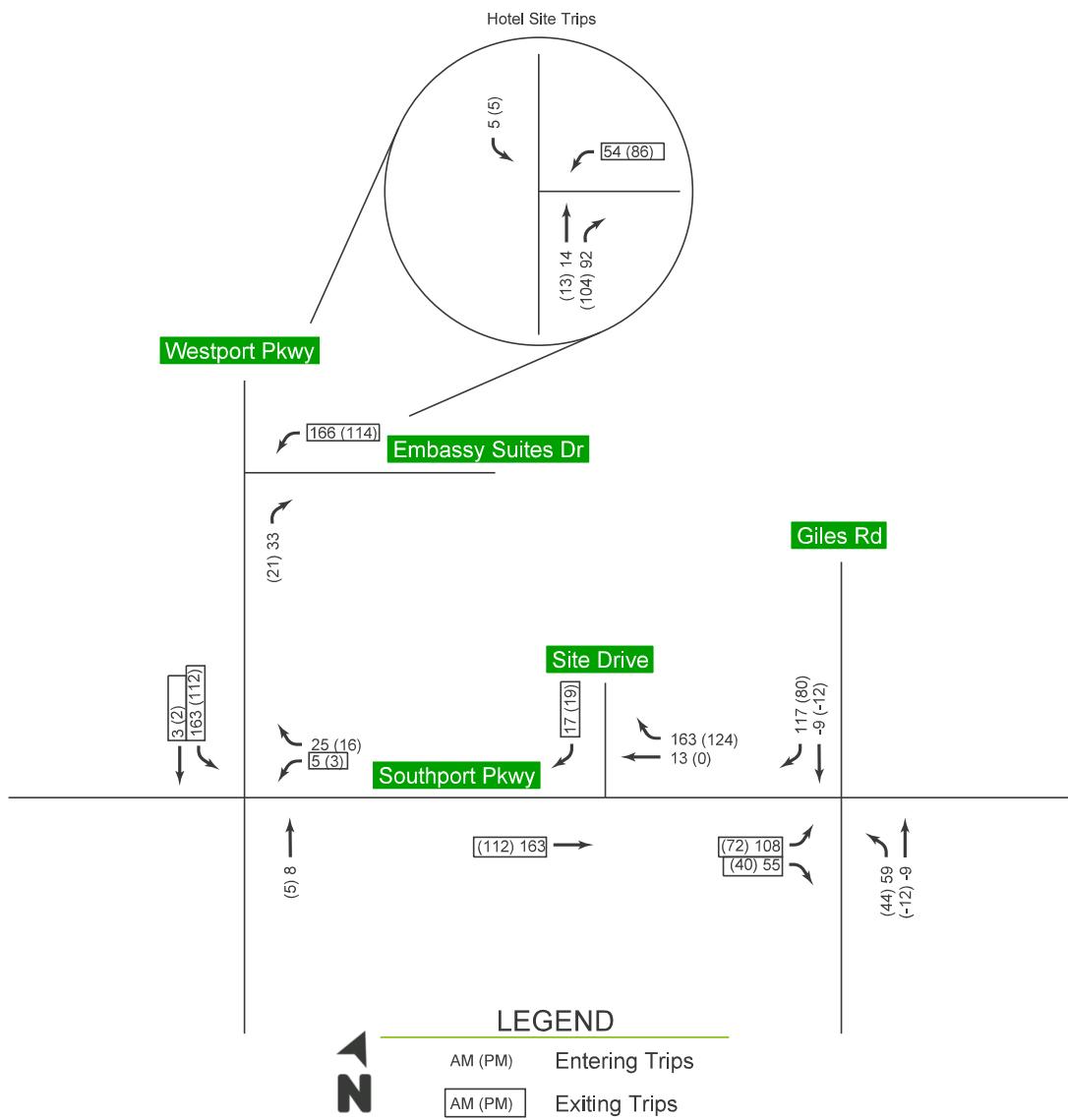


Figure 6. Combined site trips

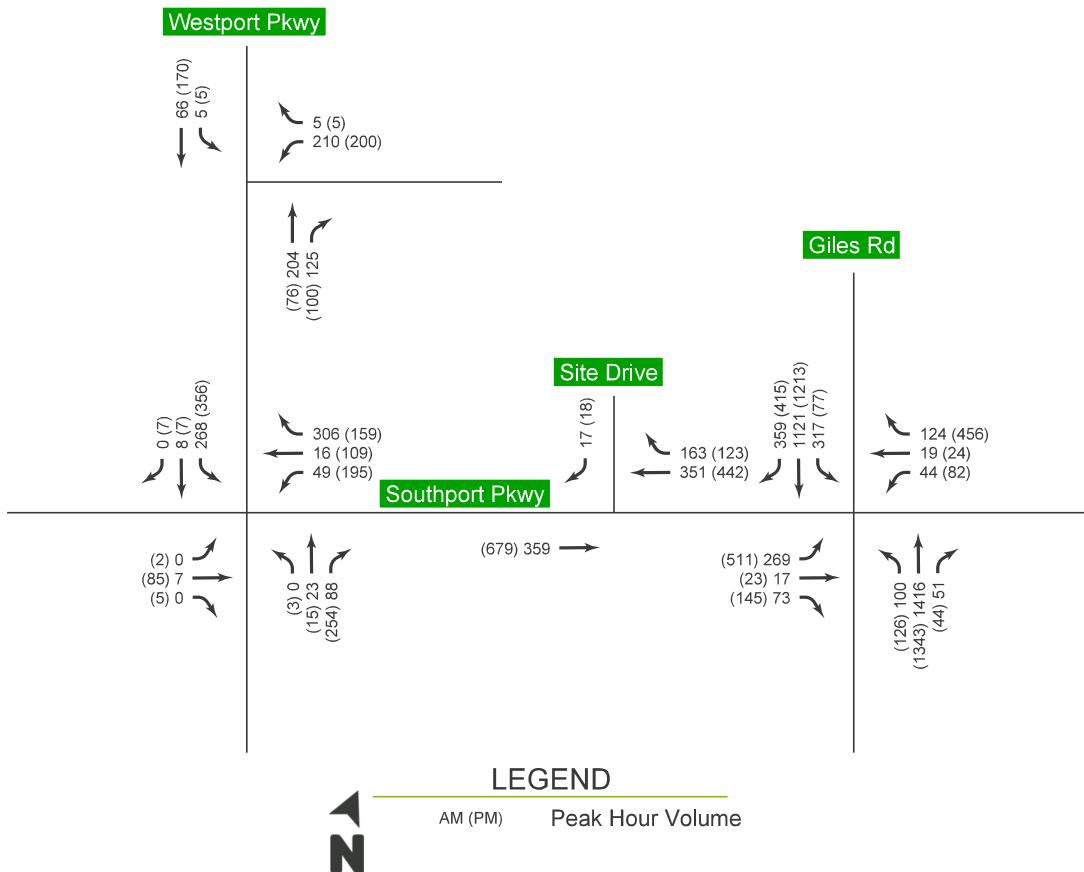


Figure 7. 2022 plus site traffic volumes

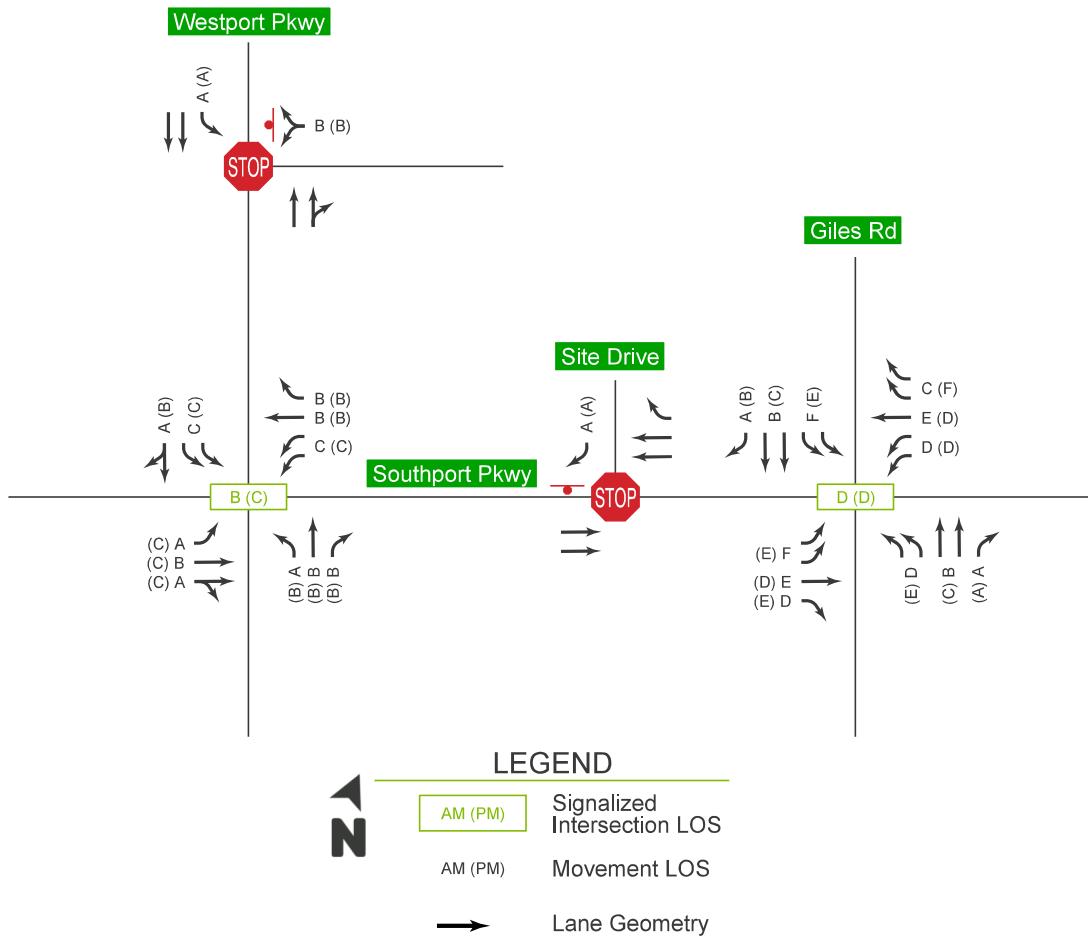


Figure 8. 2022 plus site capacity analysis

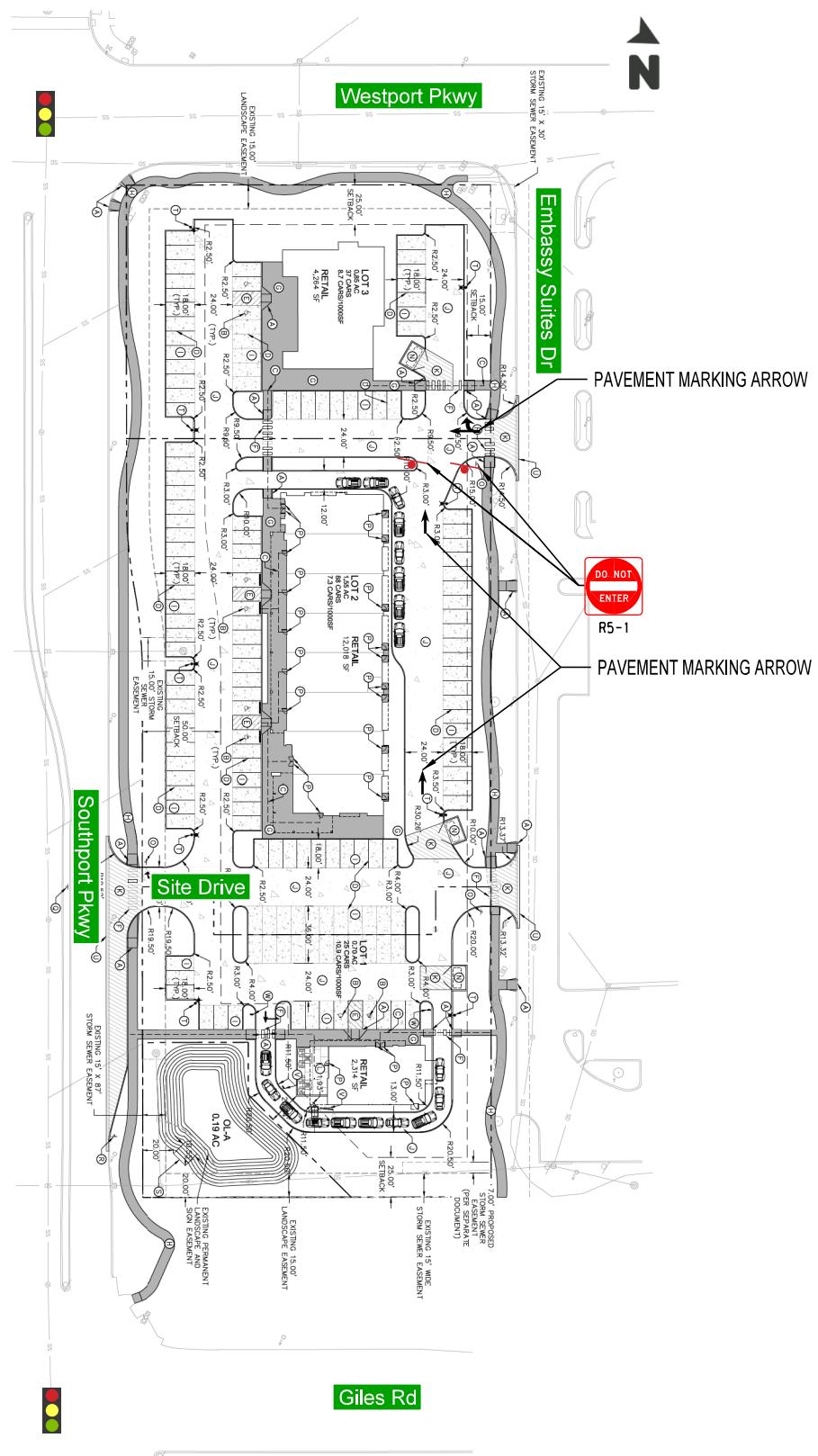


Figure 9. Site circulation conceptual improvements