

**CITY OF LA VISTA
PLANNING DIVISION**

RECOMMENDATION REPORT

CASE NUMBER:

FOR HEARING OF: November 15, 2007

Report Prepared on November 7, 2007

I. GENERAL INFORMATION

- A. APPLICANT:** Tom Visty, The Colonial Press, Inc.
- B. PROPERTY OWNER:** The Colonial Press, Inc.
- C. LOCATION:** The site is located at the southwest corner of 104th and Harrison Street.
- D. LEGAL DESCRIPTION:** Lot 26, Oakdale Park; proposed as Lots 1 and 2 of Colonial Press Addition
- E. REQUESTED ACTION(S):** Re-zoning and amendment to the Future Land Use Map of the Comprehensive Plan for a portion of Lot 26, Oakdale Park (proposed Lot 2, Colonial Press Addition).
- F. EXISTING ZONING AND LAND USE:**
I-2 Heavy Industrial; the property currently contains Colonial Press on the western half of the original parcel. The eastern half of the parcel is vacant.
- G. PURPOSE OF REQUEST:** The proposal is to rezone a portion of Lot 26, Oakdale Park (proposed Lot 2, Colonial Press Addition) from I-2 to the C-1 zoning district.
- H. SIZE OF SITE:** 2.144 acres

II. BACKGROUND INFORMATION

- A. EXISTING CONDITION OF SITE:** Colonial Press is on the western portion of the property. The land to be rezoned is vacant.
- B. GENERAL NEIGHBORHOOD/AREA LAND USES AND ZONING:**
 - 1. **North:** Harrison Street
 - 2. **East:** R-1, Cimarron Woods Subdivision.
 - 3. **South:** I-2, Rotella's Italian Bakery, Inc.
 - 4. **West:** I-2, Rotella's Italian Bakery, Inc.
- C. RELEVANT CASE HISTORY:** None

III. ANALYSIS

- A. COMPREHENSIVE PLAN:** The Future Land Use Map of the Comprehensive Plan designates this property for industrial uses. The proposal would revise the plan to designate Lot 2 for commercial uses.
- B. OTHER PLANS:** Colonial Press Addition Administrative Plat has been submitted and is under review. The plat proposes two lots. Lot 1 is the site of Colonial Press; future plans for Lot 2 (the subject of the rezoning) are unknown.
- C. TRAFFIC AND ACCESS:**
1. An existing access allows ingress / egress via 107th Street to Colonial Press. An easement would have to be granted across proposed Lot 1 in order for proposed Lot 2 to have access to 107th Street
 2. A second full access is proposed to 104th Street with the possibility of a cut in the landscaped median. Information has not been received from Sanitary and Improvement District (SID) 237, Cimarron Woods, regarding their support or opposition to this median reconstruction. Without their support, a right in/ right out access onto a 104th Street may be a consideration, but this could encourage unsafe traffic patterns by forcing people to do u-turns at the end of the median in order to get to Harrison Street.
 3. A traffic study has been conducted and reviewed by the City's traffic engineer to assess the potential access points for proposed Lot 2. The study indicates that a right in/ right out would be possible if permission could be obtained from the State; however, the City's Transportation Engineer does not support this access to Harrison Street due to traffic conflicts with vehicles turning right at 104th Street.
 4. The traffic study does not show a need for a signalized intersection at 104th Street at this time, but it is recommended that the intersection be monitored for increased traffic in the future. The future Average Daily Trips (ADT) is partially dependent on the traffic volumes created by the proposed use of lot which is the subject of the rezoning.
 5. The rezoning request would allow for commercial uses on proposed Lot 2; however, a specific use and development proposal is unknown at this time.
- D. UTILITIES:** All utilities are available to the site.

IV. REVIEW COMMENTS:

1. The rezoning and comprehensive plan amendment to a commercial district would be a "down zoning" or a rezoning to a less intensive district and may be more compatible with the abutting residential area in Cimarron

Woods. However, some uses allowed in the C-1 District could have the effect of being more intensive from a traffic standpoint than some light industrial uses.

2. Access to the property remains an issue and may limit the use of the property if rezoned to a commercial district. Further discussion by staff regarding access to this property is on-going. Access may be possible from 107th Street if an easement is recorded with the Colonial Press Addition to provide such access.
3. To avoid land-locking a parcel, the Colonial Press Addition Administrative Plat cannot be approved until the access issues are resolved. Section 3.09.03 does not allow approval of administrative plats if the subdivision would require additional curb cuts and repaving to gain access (i.e. full access to 104th Street).

V. STAFF RECOMMENDATION:

Planning Staff recommends a continuance on the re-zoning request until the Sanitary and Improvement District can provide comments regarding the access to 104th Street and access issues are resolved.

VI. ATTACHMENTS TO REPORT:

1. Vicinity Map
2. Traffic Engineer's Report

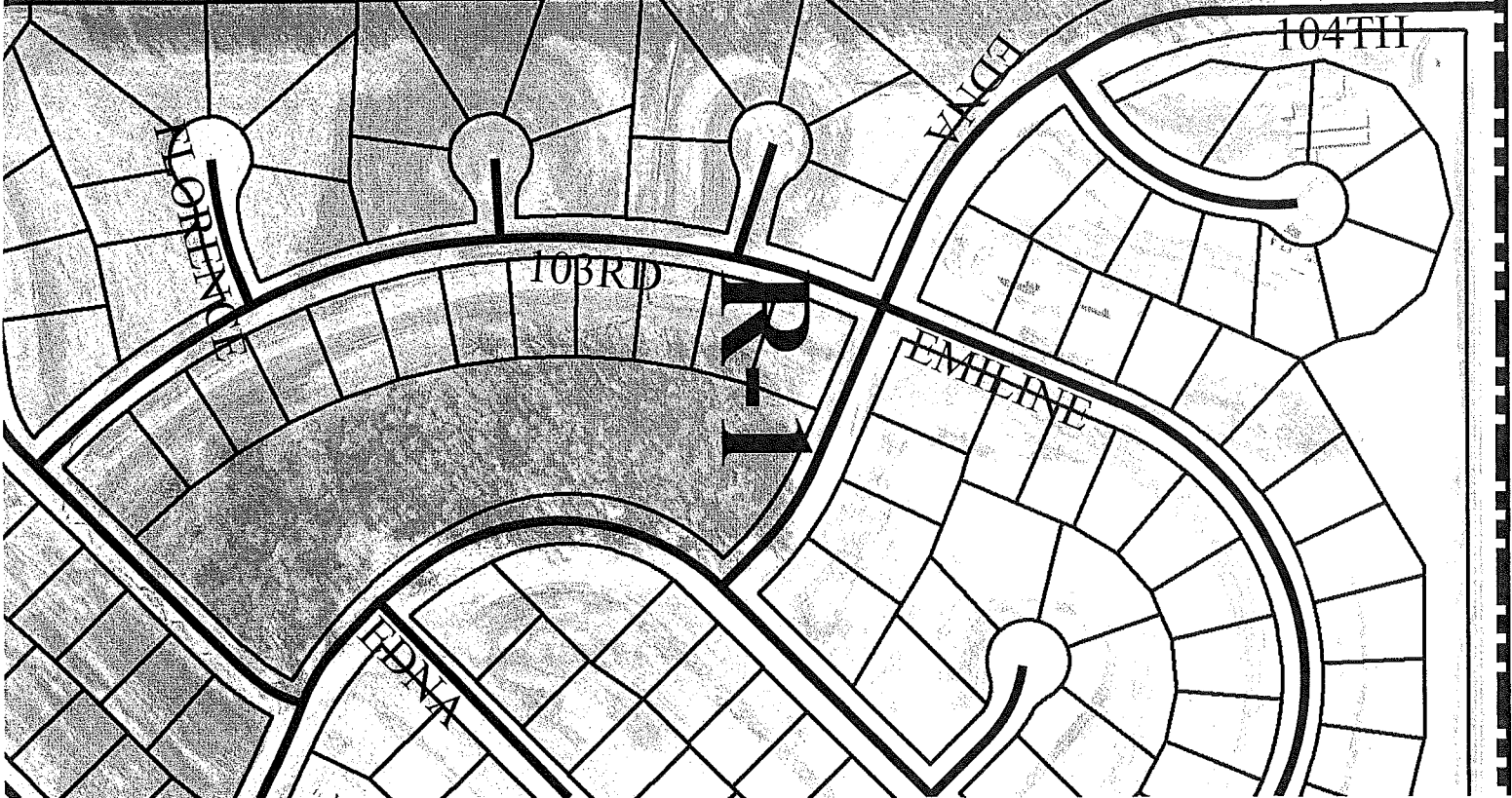
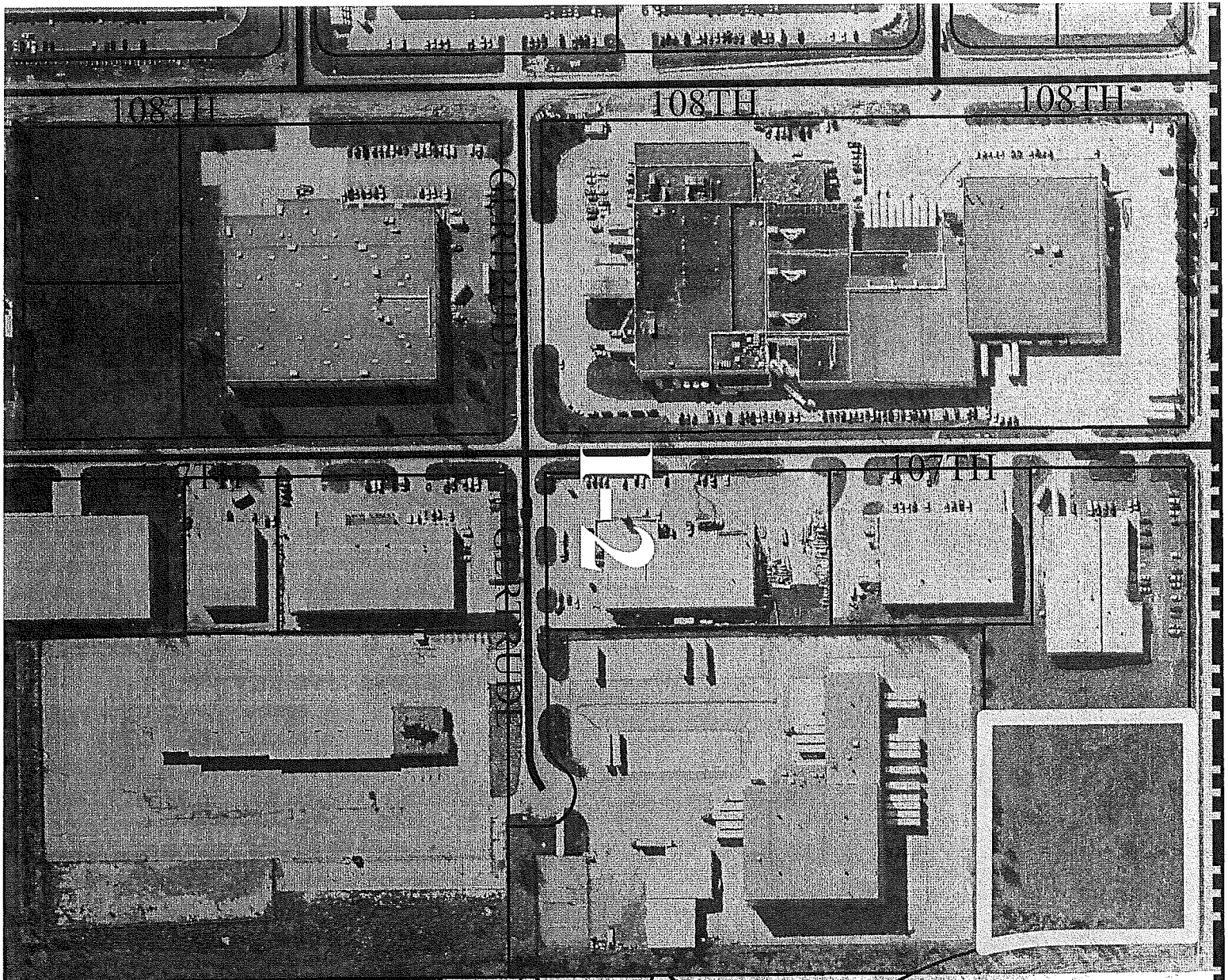
VII. COPIES OF REPORT TO:

1. Tom Visty, Applicant
2. Richard Reeves, Architect
3. Public Upon Request

Prepared by:

Community Development Director

Date





FELSBERG
HOLT &
ULLEVIG

engineering paths to transportation solutions

September 21, 2007

RE: Colonial Press TIA Review
FHU No. 07-011-2

Mr. John Kottmann, PE
Thompson Dreessen & Dornier
10836 Old Mill Road
Omaha, NE 68154

Dear Mr. Kottmann:

We have completed our review of the Colonial Press Traffic Impact Study prepared by E&A Consulting Group, Inc. dated August 17, 2007. Based on our review of the information provided in the traffic study, we offer the following comments:

- Page 6. On Figure 2, indicate that the median break on 104th Street is proposed.
- Page 13. The traffic study states that the ITE Trip Generation Handbook takes a worst case approach and assumes a high trip generation rate. While we agree that often the actual number of observed trips generated by certain developments is lower than the published rates, the manual is based on historical rates from around the country, and as such does not assume a worst case scenario. This language should be removed.
- Page 13. For the 18,000 SF of commercial use, please use the published ITE rate for Land Use 820 (Shopping Center) to estimate AM peak hour trips. The PM peak hour trips can remain as reported. If a tenant can be identified for this space, the appropriate rate based upon land use should be used for the AM and PM peak hours; i.e. convenience store, etc.
- Page 15. Update the site traffic graphic to include the changes made to the trip generation on Page 13.
- Page 21. Second paragraph; add a sentence indicating that zero right turns were included in the warrant analysis based upon engineering judgment. The *Manual on Uniform Traffic Control Devices (MUTCD)*, in Section 4C.01, states that engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor street traffic count when evaluating the count against the signal warrants.
- Page 21. At the intersection 104th Street with Harrison Street, although the exclusion of the right turning vehicles in the minor street approach volume results in not satisfying Warrant 3 of the MUTCD (peak hour) for 2008 and 2028 Total traffic scenarios, the unsignalized operational analysis indicates that the northbound left-turn movement is projected to operate at LOS F with considerable amounts of delay. We agree with the traffic study recommendation to not install a traffic signal at this intersection upon full

development build-out. However, language should be included to state that traffic volumes and operations at the intersection should be monitored to determine if traffic signal warrants are met in the future. If warrants are met at in the future, supplementary analyses should be performed to determine if a signal should be constructed.

- Page 21. At the intersection of 104th Street with Harrison Street, traffic operations and intersection geometry should be reviewed to determine the appropriate lane assignments for the northbound and southbound approaches. The two options would include:
 - an exclusive left-turn lane and shared through/right-turn lane
 - a shared left-turn/through lane and right-turn lane
- Page 24/25. The study indicates that storage bay lengths are based upon the NDOR Roadway Design Manual 95% Method. It is our understanding that this resource is not appropriate for low speed and/or stop controlled intersection approaches. Please remove references to this method for all auxiliary turn lanes.
- Page 26. Remove Internal Traffic Circulation paragraph.
- Page 27. The proposed right-in/right-out access onto Harrison Street is approximately 330' on center to the existing intersection with 104th Street, and as such would be expected to adversely impact traffic operations at the intersection. Breaking the existing auxiliary right-turn lane at this location would create the potential for rear-end and sideswipe crashes for eastbound traffic on Harrison Street. Since the proposed development would be accessible at the existing right-in/right-out intersection of 107th Street with Harrison Street and the proposed full access driveway onto 104th Street, it is recommended that the proposed right-in/right-out access onto Harrison Street be denied.

In summary, we agree with the overall recommendation of the traffic study that a traffic signal should not be installed at the intersection of 104th Street with Harrison Street. However, traffic operations and volumes should be monitored at this intersection to determine if traffic signal warrants are met in the future; if warrants are met, supplementary traffic analyses should be performed to determine if a signal should be constructed. We also recommend that the proposed right-in/right-out access onto Harrison Street be denied.

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

Sincerely,

FELSBURG HOLT & ULLEVIG



Mark Meisinger, PE
Transportation Engineer