

**CITY OF LA VISTA**  
**MAYOR AND CITY COUNCIL REPORT**  
**FEBRUARY 4, 2020 AGENDA**

<b>Subject:</b>	<b>Type:</b>	<b>Submitted By:</b>
PROPOSED COMPREHENSIVE PLAN AMENDMENT – FUTURE LAND USE MAP, REZONING, PLANNED UNIT DEVELOPMENT SITE PLAN, AND PRELIMINARY PLAT; LOT 3, ECHO HILLS (144 <sup>TH</sup> ST & CHANDLER RD)	◆ RESOLUTION (2) ◆ ORDINANCE (2) RECEIVE/FILE	CHRIS SOLBERG DEPUTY COMMUNITY DEVELOPMENT DIRECTOR

### **SYNOPSIS**

Public hearings have been scheduled and ordinances and resolutions prepared to consider applications for the following:

- an amendment to the Future Land Use Map of the Comprehensive Plan changing a portion of Lot 3 Echo Hills from Commercial to Residential,
- a Rezoning of proposed Lots 1 and 2 Echo Hills Replat 4 from C-1 GWC to R-3 PUD GWC,
- a Rezoning of proposed Lots 3 and 4 Echo Hills Replat 4 from C-1 GWC to C-1 PUD GWC,
- a Planned Unit Development Site Plan, and
- a Preliminary Plat

all to allow for the development of assisted living/memory care facilities, apartments, and commercial development located on Lot 3 Echo Hills, generally located northwest of the intersection of 144<sup>th</sup> Street and Chandler Road.

### **FISCAL IMPACT**

None.

### **RECOMMENDATION**

Approval.

### **BACKGROUND**

These applications have been submitted by West Management, LLC for a development on approximately 12.4 acres currently described as Lot 3, Echo Hills. The proposed Preliminary Plat proposes to divide the property into 4 lots, 2 of which would be rezoned per this request from C-1 with the Gateway Corridor Overlay (GWC) to R-3 Planned Unit Development (PUD) GWC to allow for the development of apartments and an assisted living/memory care facility. The remaining 2 proposed lots on the site will be rezoned per this request from C-1 GWC to C-1 PUD GWC to be developed with commercial uses.

A detailed staff report is attached.

The Planning Commission held a public hearing on December 12, 2019, and unanimously recommended approval of the amendment to the Future Land Use Map of the Comprehensive Plan, the rezoning, the Planned Unit

Development Site Plan, and the Preliminary Plat as the requests are consistent with the Comprehensive Plan and Zoning Ordinance.

The attachments are as follows:

- Staff Report
- December 12, 2019 Planning Commission Minutes

1. Comprehensive Plan Amendment – Future Land Use Map
  - Ordinance
  - Amendment Vicinity Map – Future Land Use
  - Future Land Use Map
2. Zoning Ordinance Amendment – Rezoning
  - Ordinance
  - Amendment Vicinity Map – Zoning
  - Official Zoning Map
3. Planned Unit Development Site Plan
  - Resolution
4. Preliminary Plat
  - Resolution

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CITY OF LA VISTA  
PLANNING DIVISION

RECOMMENDATION REPORT

CASE NUMBERS: PCPA19-0002;  
PRZ19-0002; PPUD19-0004; PSPP19-0003

For Hearing On: February 4, 2020

Report Prepared On: January 29, 2020

**I. GENERAL INFORMATION**

**A. APPLICANT:**

Brett West  
West Management LLC  
3042 Sheridan Blvd  
Lincoln, NE 68502

**B. PROPERTY OWNER:**

Omaha Community Foundation  
3555 Farnam Street  
Omaha, NE 68131

**C. LOCATION:** Northwest of the intersection of Chandler Road and 144<sup>th</sup> Street.

**D. LEGAL DESCRIPTION:** Lot 3 Echo Hills.

**E. REQUESTED ACTION(S):** Approval of an amendment to the Future Land Use Map of the Comprehensive Plan, Rezoning, PUD Site Plan, and a Preliminary Plat.

**F. EXISTING ZONING AND LAND USE:** C-1 – Shopping Center Commercial District, Gateway Corridor District (Overlay District); Lot 3 Echo Hills is currently vacant.

**G. PURPOSE OF REQUEST:** Development including an assisted living facility, memory care facility, multi-family housing, a restaurant, retail space, and drive-thru coffee shop.

**H. SIZE OF SITE:** Approximately 12.4 acres.

**II. BACKGROUND INFORMATION**

**A. EXISTING CONDITION OF SITE:** The property slopes downward to the south and to the east; the site is currently vacant.

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

1. **North:** Tornado Car Wash, C-1 Shopping Center Commercial District, Gateway Corridor Overlay (Overlay District); Echo Hills Neighborhood, RS-72 - Single Family Residential.
2. **East:** Dino's Storage, C-1 – Shopping Center Commercial District, Gateway Corridor Overlay (Overlay District).

3. **South:** Vacant Lot, I-1 Light Industrial District, Gateway Corridor Overlay (Overlay District).
4. **West:** Echo Hills Park; Echo Hills Neighborhood, RS-72 - Single Family Residential.

**C. RELEVANT CASE HISTORY:**

1. N/A

**D. APPLICABLE REGULATIONS:**

1. Section 5.08 of the Zoning Regulations – R-3 High Density Residential
2. Section 5.10 of the Zoning Regulations – C-1 Shopping Center Commercial
3. Section 5.15 of the Zoning Regulations – PUD Planned Unit Development (Overlay District)
4. Section 5.17 of the Zoning Regulations – Gateway Corridor District (Overlay District)
5. Article 6 of the Zoning Regulations – CUP – Conditional Use Permit
6. Section 3.08 of the Subdivision Regulations – Replats
7. Section 4.02 of the Subdivision Regulations – Design Standards; Streets

**III. ANALYSIS**

**A. COMPREHENSIVE PLAN:**

1. The Future Land Use Map of the Comprehensive Plan designates the area for commercial development. The proposed amendment to the Future Land Use Map would change the designation for part of the site from commercial to high density residential to allow for this portion of the property to be rezoned from C-1 Shopping Center Commercial to R-3 High Density Residential PUD (retaining the Gateway Corridor District (Overlay District)).
2. The proposed project will meet Policy Live-2.2 of the La Vista Comprehensive Plan which reads: “Promote the development of housing types and supportive programs for people of retirement age, allowing residents to age in place with access to daily services.” This policy directly promotes Goal 2 of the Live Long category of the Comprehensive Plan, which reads: “Maintain the balance of diverse, high-quality housing that appeals to people of varying backgrounds, incomes and abilities.”

**B. OTHER PLANS:** Traffic Impact Analysis dated December 2, 2019.

**C. TRAFFIC AND ACCESS:**

1. There will be two main full access points to the development; one onto 144<sup>th</sup> Street (N-50) via Echo Hills Drive, and one onto Chandler Road via 146<sup>th</sup> Street.

2. A traffic impact analysis for the development has been prepared by Felsburg, Holt & Ullevig (FHU). The City Engineer has reviewed the study and finds the analysis and recommendations reasonable.

The traffic impact analysis noted that MUTCD traffic signal warrants were not satisfied at the intersection of N-50 (144<sup>th</sup> Street) with Echo Hills Drive/Josephine Street or 146<sup>th</sup> Street with Chandler Road under 2019 existing or 2021 buildout traffic conditions. As the area surrounding the site continues to develop, these two intersections should be continually monitored to determine if signalization is warranted.

The traffic impact analysis recommends signal head improvements to the traffic signal at the intersection of N-50 (144<sup>th</sup> Street) and Chandler Road at the time of full buildout. Full recommendations are available in the attached traffic impact analysis.

The TIA has not yet been approved by the Nebraska Department of Transportation and comments have not been received by Sarpy County. These approvals must be obtained prior to City Council's consideration of the Final Plat and Subdivision Agreement.

**D. UTILITIES:**

1. The property has access to sanitary sewer, water, gas, power, and communication utilities.
2. Storm water management fees will be collected at the time of building permit.

**E. PARKING REQUIREMENTS:** The parking stall requirements for the proposed development, per the La Vista Zoning Ordinance, are:

Lot #	Use	Required Stalls	Provided Stalls
Lot 1	Assisted Living & Memory Care	80 + 24 Employees	83
Lot 2	Multi-Family	388	514
Lot 3	Commercial	104 + Employees	129
Lot 4	Commercial	21	25

The applicant has requested a reduction in the required parking stall count for the assisted living and memory care facilities on Lot 1 based on historical data from the operating history of similar projects. The applicant anticipates that only 5 assisted living residents will operate vehicles, and that no memory care residents will be operating a vehicle, greatly reducing the need for parking. City staff approve of the revised stall count based on the anticipated demand for these uses.

**IV. REVIEW COMMENTS:**

1. With approval of the Comprehensive Plan Amendment, Rezoning, PUD Plan, and Preliminary Plat, the applicant will also need to have the Final Plat, Subdivision Agreement, and Conditional Use Permits approved in order to commence the development process. Conditional Use Permits will be required for the proposed assisted living and memory care facility on Lot 1, and for the multi-family housing proposed for Lot 2.
2. The design of each building will need to be approved through the City's Design Review process under the Gateway Corridor District regulations, prior to receiving building permits.
3. Any traffic signal improvements required by NDOT must be completed prior to the issuance of a Certificate of Occupancy and will be addressed through the Subdivision Agreement as part of the Replat process.
4. The applicant informed staff that they held a forum on November 14<sup>th</sup>, 2019 to discuss the proposed development with neighborhood residents and the SID Board, and to listen to their feedback. The applicant worked with City Staff and the SID Board to propose several traffic calming/off-site improvements to mitigate the potential negative impacts of increased traffic on the neighborhood. These proposed improvements include a speed table and pedestrian crossing on 146<sup>th</sup> Street, a speed hump on Echo Hills Drive, a fence along the east edge of Echo Hills Park along 146<sup>th</sup> Street, additional on-street parking stalls for Echo Hills park, and an improved sidewalk connection to the park from the neighborhood.

**V. STAFF RECOMMENDATION – COMPREHENSIVE PLAN – FUTURE LAND USE MAP AMENDMENT:**

Staff recommends approval of the Comprehensive Plan Amendment, contingent on the approval and recording of the Final Plat and related Subdivision Agreement.

**VI. PLANNING COMMISSION RECOMMENDATION - COMPREHENSIVE PLAN – FUTURE LAND USE MAP AMENDMENT:**

The Planning Commission held a public hearing on December 12, 2019 and voted unanimously to recommend approval of Comprehensive Plan Amendment contingent on the satisfactory resolution of the issues stated within this staff report prior to City Council Approval.

**VII. STAFF RECOMMENDATION – REZONING:**

Staff recommends approval of the Rezoning of proposed Lots 3 and 4 Echo Hills Replat 4 from C-1 Shopping Center Commercial and Gateway Corridor Overlay to C-1 Shopping Center Commercial, Gateway Corridor Overlay, and Planned Unit Development, and staff recommends approval of the Rezoning of proposed Lots 1 and 2 Echo Hills Replat 4 from C-1 Shopping Center Commercial and Gateway Corridor Overlay to R-3 High-Density Residential, Gateway Corridor Overlay, and Planned Unit

Development, as depicted in the Zoning Map Amendment Exhibit, contingent on the approval and recording of the Final Plat and related Subdivision Agreement.

**VIII. PLANNING COMMISSION RECOMMENDATION – REZONING:**

The Planning Commission held a public hearing on December 12, 2019 and voted unanimously to recommend approval of Rezoning of proposed Lots 3 and 4 Echo Hills Replat 4 from C-1 Shopping Center Commercial and Gateway Corridor Overlay to C-1 Shopping Center Commercial, Gateway Corridor Overlay, and Planned Unit Development, and staff recommends approval of the Rezoning of proposed Lots 1 and 2 Echo Hills Replat 4 from C-1 Shopping Center Commercial and Gateway Corridor Overlay to R-3 High-Density Residential, Gateway Corridor Overlay, and Planned Unit Development, as depicted in the Zoning Map Amendment Exhibit, contingent upon the satisfactory resolution of the issues stated within this staff report prior to City Council Approval.

**IX. STAFF RECOMMENDATION – PLANNED UNIT DEVELOPMENT:**

Staff recommends approval of the Planned Unit Development as the PUD Site Plan request is consistent with the Comprehensive Plan (as amended) and the Zoning Ordinance, contingent on the approval and recording of the Final Plat and related Subdivision Agreement.

**X. PLANNING COMMISSION RECOMMENDATION – PLANNED UNIT DEVELOPMENT:**

The Planning Commission held a public hearing on December 12, 2019 and voted unanimously to recommend approval of the Planned Unit Development contingent upon the satisfactory resolution of the issues stated within this staff report prior to City Council approval, as the PUD Site Plan request is consistent with the Comprehensive Plan (as amended) and the Zoning Ordinance.

**XI. STAFF RECOMMENDATION – PRELIMINARY PLAT:**

Staff recommends approval of the Preliminary Plat for Lot 3 Echo Hills, being replatted as Lots 1-4 Echo Hills Replat 4, contingent on the approval and recording of the Final Plat and related Subdivision Agreement.

**XII. PLANNING COMMISSION RECOMMENDATION – PRELIMINARY PLAT:**

The Planning Commission held a public hearing on December 12, 2019 and voted unanimously to recommend approval of the Preliminary Plat for Lot 3 Echo Hills, being replatted as Lots 1-4 Echo Hills Replat 4, contingent on the satisfactory resolution of the issues stated within this staff report.

**XIII. ATTACHMENTS TO REPORT:**

1. Vicinity Map
2. Review Letters
3. Future Land Use Map Amendment Exhibit
4. Zoning Map Amendment Exhibit
5. PUD Plan Set
6. Preliminary Plat Plan Set
7. Traffic Impact Analysis (without exhibits)

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

1. Brett West, West Management LLC
2. Joe Dethlefs, Thompson, Dreessen & Dorner Inc.
3. Public Upon Request



Prepared by: Assistant Planner

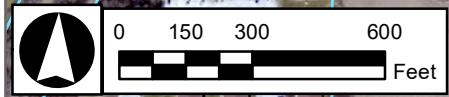
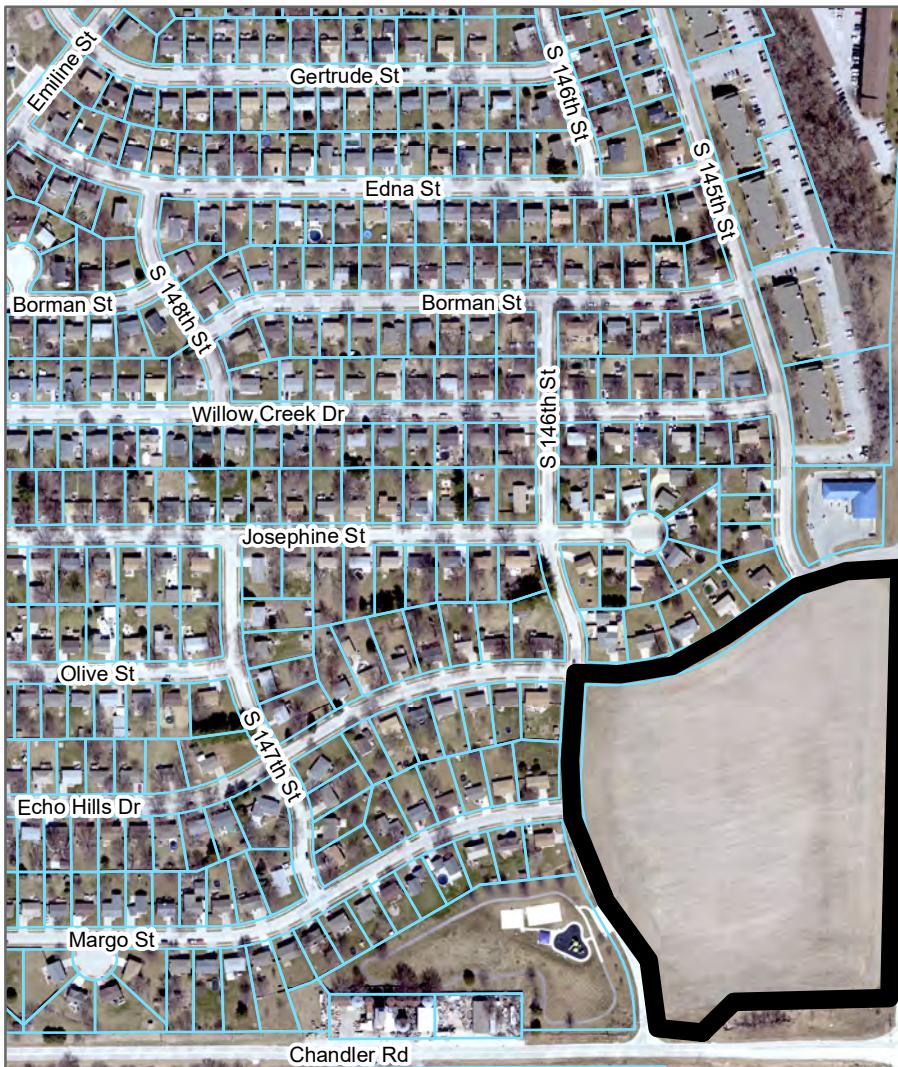


Heather C. Johnson

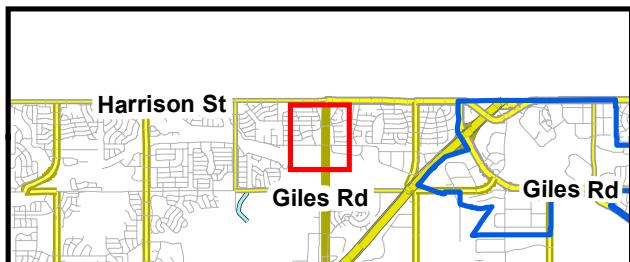
1/30/2020

Date

Deputy Community Development Director



## Vicinity Map



**Lot 3 Echo Hills -  
Comprehensive Plan Amendment,  
Rezoning, Planned Unit Development  
& Preliminary Plat**

12/6/2019



CB



November 22, 2019

Joe Dethlefs  
Thompson, Dreessen & Dorner, Inc.  
10836 Old Mill Road  
Omaha, NE 68154

RE: Planned Unit Development – Initial Review Letter  
Lot 3 Echo Hills

Mr. Dethlefs,

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:

1. Section 5.15.03 – The zoning listed on the PUD Site Plan needs to be corrected to include the Gateway Corridor District (Overlay District) over all parcels to reflect the actual zoning.
2. Section 5.15.04.01 - Project schedule should be resubmitted as to show the duration of tasks prior to January 2020.
3. Section 5.15.04.03 - If the traffic study or other determinations require public improvements, certain assurances may be required to ensure performance in accordance with the development plan.
4. 5.15.04.03 - It is anticipated that a traffic impact study will be completed for this development. Traffic study should identify any potential public improvements required to address adverse traffic impacts. The driveway for the drive-through coffee shop in proposed Lot 4 appears to be problematic in that traffic may stack into the public street. Internal circulation or geometry changes may be needed to address this potential issue.
5. Section 5.15.04.06 - Proposed trash enclosures locations need to be detailed and/or relocated as to ensure appropriate screening and/or location. Please confirm if the single enclosure depicted on Lot 2 is sufficient to meet the needs of the buildings of that lot. Note that enclosures must abide by Section 7.17.04.03 of the Zoning Ordinance and the Gateway Corridor District Design Guideline in regards to design and construction.

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**Golf Course**  
8305 Park View Blvd.  
p: 402-339-9147

**Library**  
9110 Giles Rd.  
p: 402-537-3900  
f: 402-537-3902

**Police**  
7701 South 96th St.  
p: 402-331-1582  
f: 402-331-7210

**Public Buildings & Grounds**  
8112 Park View Blvd.  
p: 402-331-4343  
f: 402-331-4375

**Public Works**  
9900 Portal Rd.  
p: 402-331-8927  
f: 402-331-1051

**Recreation**  
8116 Park View Blvd.  
p: 402-331-3455  
f: 402-331-0299

6. Section 5.15.04.07 - Parking requirements appear to be adequate for lots 2, 3 and 4. Lot 1 does not meet the requirements per 7.06 of the Zoning Ordinance. Please show how assumptions were calculated, and what provisions will be taken to ensure parking will not become an issue in the future. Some stalls in Lot 2 and Lot 4 appear to be less than standard length of 18 feet, however this may be due to overhang. Applicant should confirm all stalls are standard dimension, otherwise provisions should be made for compact parking.
7. Section 5.15.04.09 – The residential structures within the PUD Site Plan do not meet the 30-foot front yard setback requirement of the proposed underlying R-3 Zoning District. However, these setbacks do meet the minimum requirement of Section 5.15.04.09 of the Zoning Ordinance when found reasonable by the Planning Commission and City Council as per that section of the Ordinance.

Applicant needs to provide the number of stories in height of Building 4 in order to assess the proposed building's conformance with the setbacks listed within Section 5.08.05 of the Zoning Ordinance.

The smaller building depicted on Lot 4 does not meet the setbacks within the underlying C-1 Zoning District as listed within Section 5.10.06 of the Zoning Ordinance.

8. Section 5.15.04.11 – The open space percentage listed for Lot 2 does not conform with the 30% requirement as set forth in this Section.
9. Section 5.15.04.14 - The proposed commercial parcel has significant access restrictions to 144th as well as Chandler Road per NDOT. However, 146th Street is in proximity of Chandler Road as well as 144th Street and would generally act a local collector. Similar roadway configurations can be found in the adjacent Stonybrook South subdivision.
10. Section 5.15.04.15 - PUD plan needs to show five foot (5') wide sidewalk dimensioning on public street frontages.
11. Section 5.15.04.17-20 - The overall site and landscape plans are 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. The design review process for these plans needs to be substantially complete prior to proceeding through City Council approval process.

Separate design review processes will be required for each building phase at the time of development for the proposed commercial properties and at the time of application for Conditional Use Permit for the residential properties proposed

in the site plan. Building and landscaping design for each phase will be reviewed in relation to each specific building/addition.

In addition to the Design Review Architect's comments, staff has noted possible site line issues with the proposed Vanderwolf Pine closest to the intersection of 146<sup>th</sup> Street and Chandler Road. Please confirm that the tree, at maturity, will remain out of site triangle requirements set forth in Section 2.20 of the Ordinance.

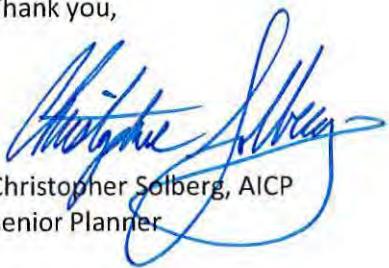
Staff has also noted the placement of an Amur Maple in the same location as a proposed dumpster enclosure on Lot 1.

12. Section 5.15.04.21- Exterior lighting needs to be shown as to ensure there are no adverse impacts to the adjacent residential homes. Please submit a detailed photometric plan to support this requirement.
13. Site lighting needs to abide by the Gateway Corridor District Design Guideline. See the Guideline for the parking lot light fixture and pole required for developments within the Gateway Corridor District.
14. Section 5.15.05.02, Subsection 2 - Height of each proposed structure needs to be addressed within the PUD plan.
15. Section 5.15.05.02 Subsection 4 - Ensure pedestrian walkways for internal circulation and connections to the perimeter sidewalk are adequate. The parking island immediately east of the 12 parking stall group south of west leg of Building 3 should be shifted west to align with the north/south sidewalk connection going through the parking lot. Additionally, a connection should be made between the east/west sidewalk along the northern end of the commercial property to the sidewalk along the west face of the south leg of Building 3.

Please submit 4 full size revised copies of the PUD plans and related documents (along with electronic copies) to the City for further review. A timeline for review by the Planning Commission and City Council will be determined based on the timing of the resubmittal and the extent to which the issues noted this review have been sufficiently addressed.

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

Thank you,

A handwritten signature in blue ink, appearing to read "Christopher Solberg".

Christopher Solberg, AICP  
Senior Planner

cc:

Brett West, West Management LLC  
Pat Dowse, City Engineer  
Bruce Fountain, Community Development Director

November 25, 2019

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

RE: Echo Hills Planned Unit Development Review Letter  
Lot 3 Echo Hills  
TD2 Project No. 2142-102.2

Mr. Solberg:

Below are the responses to the comments from the Planned Unit Development – Initial Review Letter dated November 22, 2019. The City comments are listed below followed by our response in bold.

1. Section 5.15.03 - The zoning listed on the PUD Site Plan needs to be corrected to include the Gateway Corridor District (Overlay District) over all parcels to reflect the actual zoning.  
**Okay, Site Plan has been updated.**
2. Section 5.15.04.01 - Project schedule should be resubmitted as to show the duration of tasks prior to January 2020.  
**Okay, schedule updated.**
3. Section 5.15.04.03 - If the traffic study or other determinations require public improvements, certain assurances may be required to ensure performance in accordance with the development plan.  
**Acknowledged.**
4. 5.15.04.03 - It is anticipated that a traffic impact study will be completed for this development. Traffic study should identify any potential public improvements required to address adverse traffic impacts. The driveway for the drive-through coffee shop in proposed Lot 4 appears to be problematic in that traffic may stack into the public street. Internal circulation or geometry changes may be needed to address this potential issue.  
**Okay, based on the findings of the traffic study, the layout of Lot 4 may be modified.**
5. Section 5.15.04.06 - Proposed trash enclosures locations need to be detailed and/or relocated as to ensure appropriate screening and/or location. Please confirm if the single enclosure depicted on Lot 2 is sufficient to meet the needs of the buildings of that lot. Note that enclosures must abide by Section 7.17.04.03 of the Zoning Ordinance and the Gateway Corridor District Design Guideline in regard to design and construction.  
**Okay, trash enclosure detail has been added to this submittal. Additional trash enclosure has been added to Lot 2.**

6. Section 5.15.04.07 - Parking requirements appear to be adequate for lots 2, 3 and 4. Lot 1 does not meet the requirements per 7.06 of the Zoning Ordinance. Please show how assumptions were calculated, and what provisions will be taken to ensure parking will not become an issue in the future. Some stalls in Lot 2 and Lot 4 appear to be less than standard length of 18 feet, however this may be due to overhang. Applicant should confirm all stalls are standard dimension, otherwise provisions should be made for compact parking.

**Lot 1 parking calculations were based on Housing (Congregate), Assisted-living facilities, which is 1 space per dwelling unit plus 1 space per employee on the largest shift. This comes to 104 spaces total, however no one in the memory care units operate vehicles and only about 5 residents in the assisted living facility operate vehicles. Hence the 83 spaces provided will be adequate for the 24 employees and the residents.**

If Commercial Uses, Nursing Home was used to calculate the required parking at 1 space per 3 beds plus 1 per employee on the largest shift, the total calculated required parking would be 51 stalls.

**Some of the stalls in Lots 2 and 4 have a parking bay width of 16' with a vehicle overhang of 2' per Section 7.09.01.**

7. Section 5.15.04.09 - The residential structures within the PUD Site Plan do not meet the 30-foot front yard setback requirement of the proposed underlying R- 3 Zoning District. However, these setbacks do meet the minimum requirement of Section 5.15.04.09 of the Zoning Ordinance when found reasonable by the Planning Commission and City Council as per that section of the Ordinance.

**Acknowledged. Residential structures are setback 25' from the property line per 5.15.04.09.**

Applicant needs to provide the number of stories in height of Building 4 in order to assess the proposed building's conformance with the setbacks listed within Section 5.08.05 of the Zoning Ordinance.

**All residential buildings onsite will be 3 stories with a maximum height of 45'.**

The smaller building depicted on Lot 4 does not meet the setbacks within the underlying C-1 Zoning District as listed within Section 5.10.06 of the Zoning Ordinance.

**Per Section 5.15.02.04, we request the side yard setback of 10' be adjusted to what is shown on the PUD Site Plan.**

8. Section 5.15.0411 - The open space percentage listed for Lot 2 does not conform with the 30% requirement as set forth in this Section.

**Acknowledged. Lot 2 open space was displayed incorrectly on the Site Plan. The correct open space percentage is 34%.**

9. Section 5.15.04.14 - The proposed commercial parcel has significant access restrictions to 144th as well as Chandler Road per NDOT. However, 146th Street is in proximity of Chandler Road as well as 144th Street and would generally act a local collector. Similar roadway configurations can be found in the adjacent Stonybrook South subdivision.

**Acknowledged**

10. Section 5.15.04.1s - PUD plan needs to show five foot (5') wide sidewalk dimensioning on public street frontages.

**Acknowledged. Label has been added.**

11. Section 5.15.04.17-20 - The overall site and landscape plans are 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. The design review process for these plans needs to be substantially complete prior to proceeding through City Council approval process.

**Acknowledged**

Separate design review processes will be required for each building phase at the time of development for the proposed commercial properties and at the time of application for Conditional Use Permit for the residential properties proposed in the site plan. Building and landscaping design for each phase will be reviewed in relation to each specific building/addition.

**Acknowledged**

In addition to the Design Review Architect's comments, staff has noted possible site line issues with the proposed Vanderwolf Pine closest to the intersection of 146th Street and Chandler Road. Please confirm that the tree, at maturity, will remain out of site triangle requirements set forth in Section 2.20 of the Ordinance.

**The Vanderwolf Pine in the southwest corner has been moved to the northeast to ensure the proper site triangle is achieved.**

Staff has also noted the placement of an Amur Maple in the same location as a proposed dumpster enclosure on Lot 1.

**Amur Maple location has been updated.**

12. Section 5.15.04.21 – Exterior lighting needs to be shown as to ensure there are no adverse impacts to the adjacent residential homes. Please submit a detailed photometric plan to support this requirement.

**Okay, detailed photometric plan is currently being designed and will be forwarded when complete.**

13. Site lighting needs to abide by the Gateway Corridor District Design Guideline. See the Guideline for the parking lot light fixture and pole required for developments within the Gateway Corridor District.

**Acknowledged**

City of La Vista  
Lot 3 Echo Hills  
November 25, 2019  
Page 4

14. Section 5.15.05.02, Subsection 2 - Height of each proposed structure needs to be addressed within the PUD plan.

**Building Heights have been added to the Site Statistics Table.**

15. Section 5.15.05.02 Subsection 4 - Ensure pedestrian walkways for internal circulation and connections to the perimeter sidewalk are adequate. The parking island immediately east of the 12 parking stall group south of west leg of Building 3 should be shifted west to align with the north/south sidewalk connection going through the parking lot. Additionally, a connection should be made between the east/west sidewalk along the northern end of the commercial property to the sidewalk along the west face of the south leg of Building 3.

**Site Plan has been updated per comments. The sidewalk connection on the west side of the south leg of Building 3 to the commercial lot is not shown due to elevation differences.**

We appreciate the City's effort and assistance with the development process. Please contact me with any additional questions or comments.

Respectfully submitted,

THOMPSON, DREESSEN & DORNER, INC.



Joe Dethlefs, P.E.



December 6, 2019

Joe Dethlefs  
Thompson, Dreessen & Dorner, Inc.  
10836 Old Mill Road  
Omaha, NE 68154

RE: Planned Unit Development – Second Review Letter  
Lot 3 Echo Hills

Mr. Dethlefs,

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:

1. Section 5.15.04.09 - The side-yard setback of 10' cannot be reduced to what is depicted on the PUD Site Plan for the smaller building located on Lot 4. While Section 5.15.02.04 does allow for reductions in the setback requirements of the underlying zoning districts, Section 5.15.04.09 sets the minimum setbacks allowed with a PUD. The minimum setback is 10'. Please adjust the site as necessary in order to meet the setback requirement for all buildings.
2. Section 5.15.04.03 - Per the draft traffic study it does appear that there will be needed modifications to the signal at HWY 50 (144th Street) and Chandler Road, to include adding a permissive/protected phase to the northbound left turn lane with a 4-section signal head to include a flashing yellow arrow, and the modification to 3-section signal heads, with a flashing yellow arrow, to all other left turning lane signal head as to be consistent with signals in the vicinity. As Chandler Road is operated by Sarpy County, and the signal is operated by the Nebraska Department of Transportation (NDOT), the traffic study needs to be reviewed both entities, and the traffic signal improvements need to be confirmed by NDOT. Certain assurances will need to be made as to guarantee performance by the developer if NDOT requires these or any additional improvements to the NDOT roadway system, and/or if Sarpy County requires any additional improvements to the Sarpy County roadway system.

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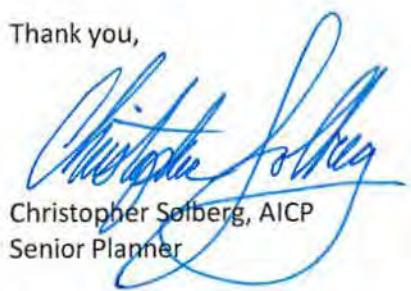
**Recreation**  
8116 Park View Blvd.  
p: 402-331-3455  
f: 402-331-0299

3. Section 5.15.04.03 - Traffic study also indicated the need for a mid-block pedestrian crossing on 146th Street to Echo Hills Park. Improvements should be made by the applicant as indicated in the traffic study, and certain assurances should be made to the City of La Vista and to Echo Hills SID as to ensure performance.
4. Section 5.15.04.03 -Traffic study indicated stored lane queues may block traffic from turning into said stored lanes, particularly at 145th Street and Echo Hills Drive. Appropriate signage or other measures should be contemplated as to thwart queues from blocking the intersection during peak traffic times.
5. Section 5.15.04.03 -The traffic study focused on the nearby major intersections of the development but did not evaluate the local roadways of 146th Street and/or Echo Hills Drive. Traffic study should identify any potential public improvements required to address adverse traffic impacts on the local roadways. The driveway for the drive-through coffee shop in proposed Lot 4 appears to be problematic in that traffic may stack into the public street. Internal circulation or geometry changes may be needed to address this potential issue.
6. Section 5.15.04.03 - Traffic study suggests that traffic waiting on Echo Hills Drive to exit east onto HWY 50 may eventually migrate to the south and exit at 146th Street onto Chandler Road. Will anticipated change in traffic dispersion adversely impact the south intersections of 145th Street and Chandler Road, and/or Chandler Road and HWY 50? Will the increased traffic to the south have any adverse impacts on the local roadway network?
7. Section 5.15.04.21- Photometric plan does not show if there are any potential lighting impacts related to any proposed on-building lighting, and none of the modeled values extend to the existing properties to show if there are any potential impacts to existing, surrounding properties. Photometric plan should be revised.
8. General Comment: A review of the proposed PUD Landscaping Plan is currently under review by the City's third-party Design Review Architect. Once the review is complete, alterations to the Landscaping Plan may be required.

Please submit 4 full size revised copies of the PUD plans and related documents (along with electronic copies) to the City for further review. If the Planning Commission approves of the Comprehensive Plan Amendment, Rezoning, PUD, and Preliminary Plat on the 12/12/19 meeting, all of the issues noted in this letter will need to be addressed to the satisfaction of City staff before the zoning actions will be brought before the City Council. If any issues remain or are not satisfactorily addressed, deviations from the proposed timeline can and will occur.

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

Thank you,

A handwritten signature in blue ink, appearing to read "Christopher Solberg".

Christopher Solberg, AICP  
Senior Planner

cc:

Brett West, West Management LLC  
Pat Dowse, City Engineer  
Bruce Fountain, Community Development Director

January 21, 2020

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

RE: Planned Unit Development – Third Review Letter  
Lot 3 Echo Hills  
TD2 Project No. 2142-102.3

Mr. Solberg:

Below are the responses to the comments from the Planned Unit Development – Third Review Letter dated January 14, 2020. The City comments are listed below followed by our response in bold.

1. Section 5.15.04.21 – We are still waiting on the submission of a revised photometric plan that shows any potential lighting impacts related to any proposed on-building lighting. On the current photometric plan, none of the modeled values extend to the existing properties to show if there are any potential impacts to existing, surrounding properties.  
**Updated Photometric Plan has been attached.**
2. General Comment: Please review the attached PUD Landscaping Plan from the City's third-party Design Review Architect and make any necessary changes.  
**Okay, Landscaping Plan has been updated per comments.**
3. General Comment: If the sidewalk is to be moved north as proposed, we would like to see it run along the edge of the entire south property line, south of the detention basin. This will ensure for future connectivity west along Chandler Road. Ultimately, decisions impacting the ROW will still need to be approved by Sarpy County. Additionally, please be aware that a public access easement will need to be recorded against the property to allow for public use of the sidewalk.  
**Sidewalk location has been updated and proposed easement shown.**
4. General Comment: Regarding several of the proposed traffic improvements, we have the following comments:
  - a. We do not recommend 4 way stop signs at Margo Street/146<sup>th</sup> Street, as studies have shown that all-way stop control is not an effective traffic calming device.  
**Okay.**
  - b. Per the guidelines in the Omaha Traffic Calming Program, we would recommend only one speed bump per location.  
**Okay, one speed bump shown on 146<sup>th</sup> Street and one on Echo Hills Drive.**
  - c. The City does support the provision of additional parking at the park.  
**Okay, parking shown.**
  - d. Ultimately the decision to allow for a RIRO access along Chandler Road would fall to NDOT and Sarpy County. However, there may be unintended consequences and a U-turn issue with a RIRO access so close to the full access movement.

City of La Vista  
Lot 3 Echo Hills  
January 21, 2020  
Page 2

Without a full evaluation, the City would not recommend an additional access on Chandler Road.

**Okay, if RIRO is pursued, Traffic Study shall be completed and submitted to NDOT and Sarpy County for approval. Currently, we will proceed without the RIRO.**

We appreciate the City's effort and assistance with the development process. Please contact me with any additional questions or comments.

Respectfully submitted,

THOMPSON, DREESSEN & DORNER, INC.



Joe Dethlefs, P.E.



November 22, 2019

Joe Dethlefs  
Thompson, Dreessen & Dorner, Inc.  
10836 Old Mill Road  
Omaha, NE 68154

RE: Preliminary Plat – Initial Review Letter  
Lot 3 Echo Hills

Mr. Dethlefs,

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

1. Section 3.03.07 - The width and location of platted streets and alleys within 200 feet of the property as well any physical features of the property, including but not limited to the sizes, elevations and flowlines of existing culverts, utilities and/or other features affecting the subdivision should be shown on the plat.
2. Section 3.03.08 - Location and names of all adjoining subdivisions or undeveloped land should be shown.
3. Section 3.03.09 - Ensure all lot dimensions are shown.
4. Section 3.03.10 - Thickness, radii and other dimension of the parking lots, driveways and sidewalks should be shown.
5. Section 3.03.19 - Per the Echo Hills Trip Generation Memo dated November 6, 2019 from Felsburg, Holt and Ullevig, the anticipated trip generation numbers from the project indicate a traffic impact analysis should be completed.
6. General Comment - Drainage study should be updated to capture all drainage catchments as currently contemplated, including catchments that do not drain to the stormwater BMP. 10 year design calculations should be updated once catchment delineations are updated. Final drainage study will need to verify stormwater BMP is designed to meet the Post Construction Storm Water Management requirements as set forth within the City of La Vista Municipal Code.

**City Hall**  
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La Vista, NE 68128-2198  
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f: 402-331-4375

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Please submit 4 full size revised copies of the plat 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  
Senior Planner

cc:

Brett West, West Management LLC  
Pat Dowse, City Engineer  
Bruce Fountain, Community Development Director

November 25, 2019

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

RE: Echo Hills Preliminary Plat Review Letter  
Lot 3 Echo Hills  
TD2 Project No. 2142-102.1

Mr. Solberg:

Below are the responses to the comments from the Preliminary Plat – Initial Review Letter dated November 22, 2019. The City comments are listed below followed by our response in bold.

1. Section 3.03.07 - The width and location of platted streets and alleys within 200 feet of the property as well any physical features of the property, including but not limited to the sizes, elevations and flowlines of existing culverts, utilities and/or other features affecting the subdivision should be shown on the plat.  
**Okay, aerial photo showing existing features, dimensions of right-of-way widths, and existing sewer information has been added.**
2. Section 3.03.08 - Location and names of all adjoining subdivisions or undeveloped land should be shown.  
**Okay, adjacent subdivision names are shown on the Preliminary Plat and on the Vicinity Map.**
3. Section 3.03.09 - Ensure all lot dimensions are shown.  
**Okay, plan has been updated.**
4. Section 3.03.10 - Thickness, radii and other dimension of the parking lots, driveways and sidewalks should be shown.  
**Okay, plan has been updated, see Exhibit D.**
5. Section 3.03.19 - Per the Echo Hills Trip Generation Memo dated November 6, 2019 from Felsburg, Holt and Ullevig, the anticipated trip generation numbers from the project indicate a traffic impact analysis should be completed.  
**Okay, complete traffic study is being performed for the project.**

City of La Vista  
Lot 3 Echo Hills  
November 25, 2019  
Page 2

6. General Comment - Drainage study should be updated to capture all drainage catchments as currently contemplated, including catchments that do not drain to the stormwater BMP. 10-year design calculations should be updated once catchment delineations are updated. Final drainage study will need to verify stormwater BMP is designed to meet the Post Construction Storm Water Management requirements as set forth within the City of La Vista Municipal Code.

**Drainage study, Exhibit E, has been updated to include areas draining off-site. The complete drainage study will analyze each Impact Point and the site will be designed to comply with the City of La Vista's stormwater requirements.**

**Runoff calculations on Exhibit F were previously completed using all drainage areas, therefore the runoff calculations previously shown are current.**

We appreciate the City's effort and assistance with the development process. Please contact me with any additional questions or comments.

Respectfully submitted,

THOMPSON, DREESSEN & DORNER, INC.



Joe Dethlefs, P.E.

JD/tjp



December 6<sup>th</sup>, 2019

Joe Dethlefs  
Thompson, Dreessen & Dorner, Inc.  
10836 Old Mill Road  
Omaha, NE 68154

RE: Preliminary Plat – Second Review Letter  
Lot 3 Echo Hills

Mr. Dethlefs,

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

1. Section 3.03.10 - Please indicate widths of sidewalk along the perimeter of the lots, as well as distance between back of curb and sidewalk, (furniture zone) to ensure sidewalk meets the requirements of Section 4.20 of the Subdivision Regulations. Sidewalk widths are indicated on the PUD submittals, however. Certain portions of the sidewalks meander inside of the lot lines in proposed Lot 1, Lot 2 and Lot 4, which may require sidewalk easements for public use.
2. Section 3.03.10 - Please indicate the radii of the driveway access points.

Please submit 4 full size revised copies of the PUD plans and related documents (along with electronic copies) to the City for further review. If the Planning Commission approves of the Comprehensive Plan Amendment, Rezoning, PUD, and Preliminary Plat on the 12/12/19 meeting, all of the issues noted in this letter will need to be addressed to the satisfaction of City staff before the zoning actions will be brought before the City Council. If any issues remain or are not satisfactorily addressed, deviations from the proposed timeline can and will occur.

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

Thank you,

Christopher Solberg, AICP  
Senior Planner

cc:

Brett West, West Management LLC  
Pat Dowse, City Engineer  
Bruce Fountain, Community Development Director

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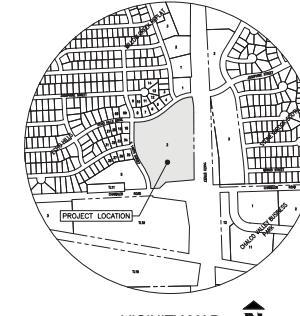
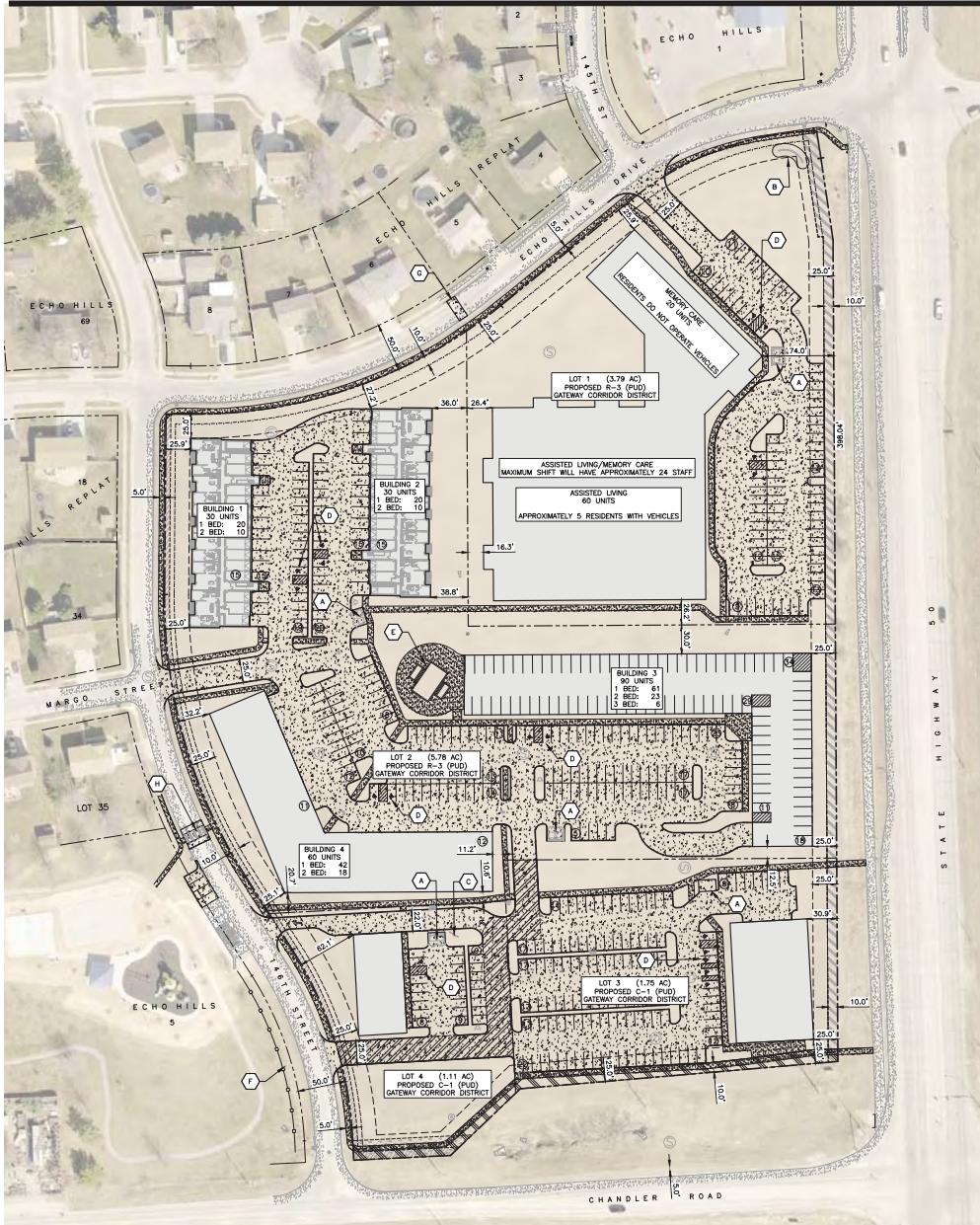
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[www.cityoflavista.org](http://www.cityoflavista.org)  
[info@cityoflavista.org](mailto:info@cityoflavista.org)





**TD2**  
engineering  
& surveying

thompson, dreessen & dorner, inc.  
10836 Old Mill Rd  
Omaha, NE 68154  
p.402.330.8860 [www.td2co.com](http://www.td2co.com)

Project Name

## Echo Hills Replat 4 Lots 1 - 4

## SITE KEY NOTES

- A. TRASH ENCLOSURE LOCATION
- B. MONUMENT SIGN LOCATION
- C. DRIVE THRU SIGN LOCATION
- D. PROPOSED ADA STALLS
- E. PROPOSED POOL LOCATION
- F. PROPOSED FENCE LOCATION
- G. PROPOSED SPEED HUMP
- H. PROPOSED SPEED TABLE / A. PEDESTRIAN CROSSING

## LEGAL DESCRIPTION

ECHO HILLS REPLAT 4, LOTS 1-4, BEING A REPLATTING OF  
LOT 3, ECHO HILLS, A SUBDIVISION IN SARPY COUNTY,  
NEBRASKA.

## LEGEND

	PROPOSED P.C.C. PAVEMENT
	PROPOSED P.C.C. SIDEWALK
	PROPOSED SANITARY SEWER MANHOLE
	PARCEL BOUNDARY
	PROPOSED LOT LINES
	BUILDING SETBACK
	LANDSCAPE SETBACK
	PROPOSED ACCESS EASEMENT
	PROPOSED SIDEWALK EASEMENT
	PERMANENT SANITARY SEWER EASEMENT AS SHOWN ON THE FINAL PLAT OF ECHO HILLS.
	UTILITY EASEMENT GRANTED TO OMAHA PUBLIC POWER DISTRICT AND NORTHERN ILLINOIS COMPANY IN THE FINAL PLAT OF ECHO HILLS.
	EASEMENT AND RIGHT-OF-WAY GRANTED TO METROPOLITAN UTILITIES DISTRICT FOR THE EASEMENT LOCATED IN THE INSTRUMENT NO. 98-222423 OF THE

## BUILDING HEIGHT

LOT NUMBER	BUILDING NUMBER/NAME	STORIES	HEIGHT
1	ASISTED LIVING	2	35'
	MEMORY CARE	1	20'-24'
2	BUILDING 1	3	45' MAX
	BUILDING 2	3	45' MAX
	BUILDING 3	3	45' MAX
	BUILDING 4	3	45' MAX
3	RETAIL	1	20'-24'
4	RETAIL	1	20'-24'

---

#### SITE STATISTICS

LOT NUMBER	PROPOSED ZONING	LOT SIZE (SF/AC)	BUILDING COVERAGE (SF)	BUILDING COVERAGE (%)	GROSS FLOOR (SF)	PAVEMENT AREA (SF)	TOTAL IMPERVIOUS (SF)	TOTAL IMPERVIOUS (%)	OPEN SPACE (SF)	TOTAL OPEN SPACE (%)
LOT 1	R-3 (PUD) GATEWAY CORRIDOR DISTRICT	165,264 SF / 3.79 AC	61,216	37%	122,432 SF	36,500	99,716	60%	65,548	40%
LOT 2	R-3 (PUD) GATEWAY CORRIDOR DISTRICT	251,773 SF / 5.00 AC	81,500	32%	237,900 SF	97,145	178,645	71%	73,127	30%
LOT 3	C-1 (PUD) GATEWAY CORRIDOR DISTRICT	76,228 SF / 1.75 AC	9,600	13%	9,600 SF	4,160	65,700	72%	20,528	27%
LOT 4	C-1 (PUD) GATEWAY CORRIDOR DISTRICT	143,185 SF / 3.00 AC	5,240	10%	5,240	19,170	24,410	47%	23,725	49%

---

**PARKING SUMMARY**

PARKING COMMERCIAL			
LOT NUMBER	PARAMETERS	REQUIRED STALLS	PROVIDED STALLS
1	60 ASSISTED CARE UNITS & 20 MEMORY CARE UNITS	80 + 24 EMPLOYEES --	83
2	210 UNITS	105 COVERED	145
	280 BEDROOMS		352
3	10,400 SF (INCLUDES OUTDOOR SEATING)	104 + EMPLOYEE	124
	4,000 SF	21	26

#### PHASING INFORMATION

PROJECT INFORMATION		
PHASE NUMBER	LOT NUMBER	PROPOSED USE
PHASE 1	LOT 3	COMMERCIAL
PHASE 2	LOT 1	ASSISTED LIVING
PHASE 3	LOT 2	MULTI-FAMILY
PHASE 4	LOT 4	COMMERCIAL

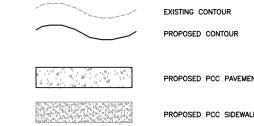
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Job No.: 2142-102 Date: 11.04.19

# PUD Site Plan

**C1.0**

**LEGEND**



Client Name  
**West Management  
L.L.C.**

Professional Seal

Revision Dates

No.	Description	MM-DD-YY
1	Updates Per City Comments	01-21-20
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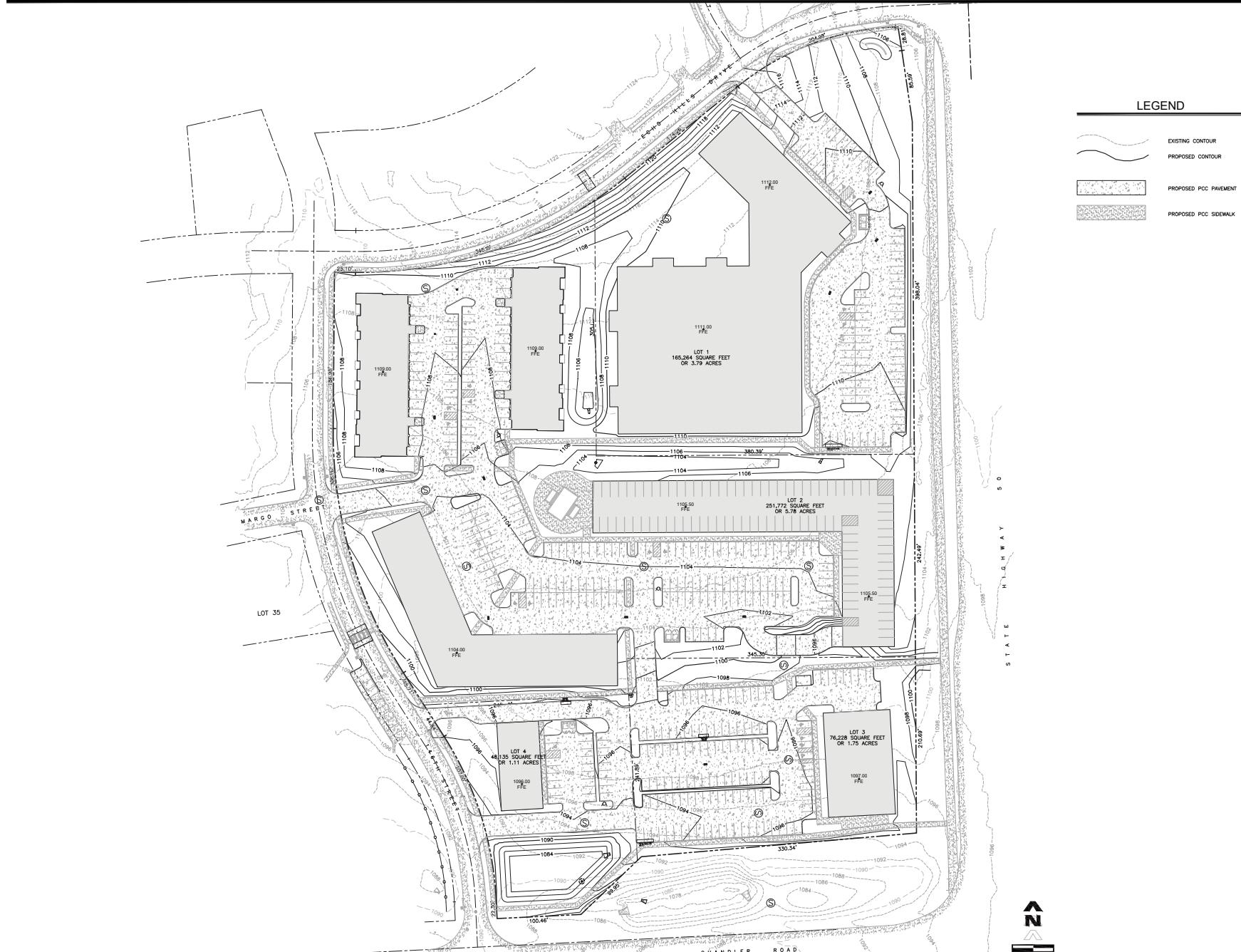
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Job No.: 2142-102      Date: 11.04.19

Sheet Title

**PUD  
Grading Plan**

Sheet Number

**C2.0**



**UTILITY LEGEND**

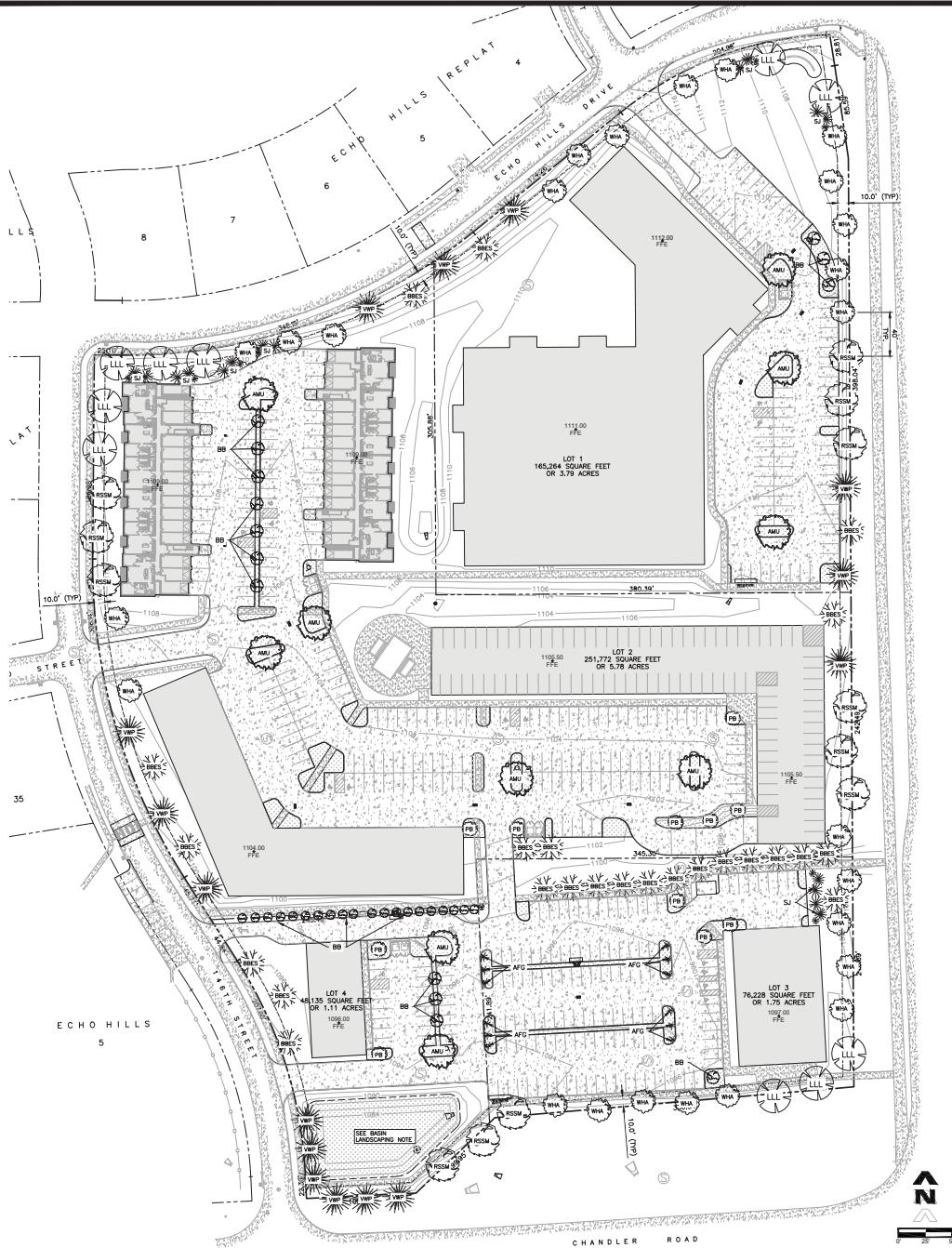
- PROPOSED SANITARY SEWER
- W— PROPOSED WATER MAIN
- S— PROPOSED STORM SEWER
- SS— EXISTING SANITARY SEWER
- WW— EXISTING WATER MAIN
- PROPOSED FIRE HYDRANT
- PROPOSED PV VALVE
- EXISTING FIRE HYDRANT

Client Name  
**West Management  
L.L.C.**

Professional Seal

Revision Dates

No.	Description	MM-DD-YY
1	Updates Per City Comments	01-20-20
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STREET FRONTOG LANDSCAPE REQUIREMENTS (SEC. 7.17.03.02)

REQUIREMENTS:  
• MINIMUM OF 15' FROM THE PROPERTY LINE ALONG ALL STREET FRONTOG REDUCED TO 10' WITH EQUAL AMOUNT OF LANDSCAPING PROVIDED ELSEWHERE ON SITE.

STREET FRONTOG:  
ADDITIONAL LANDSCAPE AREA NEEDED:  $1,380 \text{ SF} \times 5' = 6,920 \text{ SF}$   
ADDITIONAL LANDSCAPE PROVIDED: 9,250 SF

• ONE TREE PER EVERY 40 LF.

PARKING AREA INTERIOR LANDSCAPING (SEC. 7.17.03.06)

REQUIREMENTS:  
• 10' DEPTH OF INTERIOR LANDSCAPING FOR EACH PARKING SPACE, EXCLUDING SPACES ADJACENT A PERIMETER FOR WHICH LANDSCAPING IS REQUIRED BY OTHER SECTIONS.

PROVIDED:

• TOTAL PARKING SPACES NOT ON STREET FRONTOG: 81  
• INTERIOR LANDSCAPING AREA NEEDED: 3,280 SF  
• INTERIOR LANDSCAPING AREA PROVIDED: 3,280 SF

LOT 1:  
• TOTAL PARKING SPACES NOT ON STREET FRONTOG: 207  
• INTERIOR LANDSCAPING AREA NEEDED: 2,070 SF  
• INTERIOR LANDSCAPING AREA PROVIDED: 2,070 SF

LOT 2:  
• TOTAL PARKING SPACES NOT ON STREET FRONTOG: 124  
• INTERIOR LANDSCAPING AREA NEEDED: 1,240 SF  
• INTERIOR LANDSCAPING AREA PROVIDED: 1,240 SF

LOT 3:  
• TOTAL PARKING SPACES NOT ON STREET FRONTOG: 24  
• INTERIOR LANDSCAPING AREA NEEDED: 240 SF  
• INTERIOR LANDSCAPING AREA PROVIDED: 240 SF

PERIMETER LANDSCAPING (SEC. 7.17.03.07)

• ONE TREE FOR EACH FORTY LINEAL FEET OF STREET FRONTOG

• SATISFIED BY SECTION 7.17.03.02

EXTENDED DRY DETENTION BASIN, SEED, MULCHING AND PLANTINGS

1. DRY AREA: AREAS ABOVE THE BASIN'S OVER-FLOW ELEVATION  
GRASSES: (SEED RATE = 1 LB/1,000 SQ. FT. FOR APPROVED EQUIPMENT)  
RATE = 1 LB/1,000 SQ. FT. PLANTING MATERIALS: 1 LB/1,000 SQ. FT.

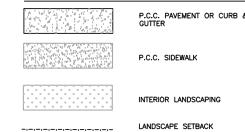
WILDFLOWERS: UNITED SEED "NOT TOO TALL WILDFLOWER MIX" (OR A APPROVED EQUIVALENT) RATE = 1 LB/1,000 SQ. FT. PLANTING MATERIALS: 1 LB/1,000 SQ. FT.

2. WET AREA: AREAS BELOW THE BASIN'S OVER-FLOW ELEVATION  
GRASSES: (SEED RATE = 1 PLUG/20 SF, PLANS OVAL SEDGE (DEEP CELL PLUGS) = RATE = 1 PLUG/20 SF.

WILDFLOWERS: WILD BERGAMOT, SWAMP MILKWEED, BLACKEYED SUSAN, MARSH BLAZING STAR, BLUE VERNON, JOE PYE WEEDSED RATE 0.5 LB/SQ. FT.

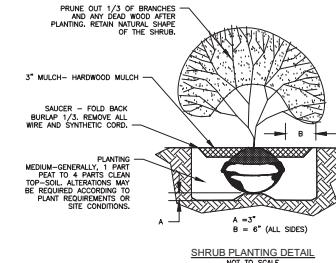
PLUG/20 SF.

LEGEND

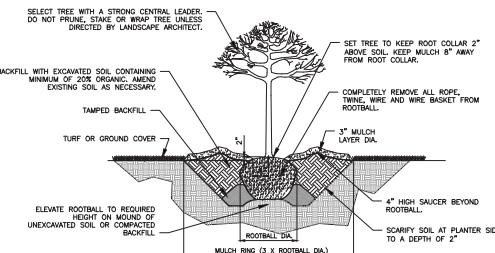


LANDSCAPE NOTES

1. ALL LANDSCAPED AREAS SHALL BE EQUIPPED WITH AN IRRIGATION SYSTEM.
2. ALL AREAS NOT SHOWN AS BUILDING, P.C. PAVEMENT, OR SIDEWALK SHALL BE TURF TYPE FESCUE.
3. ALL LANDSCAPING MATERIALS & CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF LA VISTA'S LANDSCAPE ORDINANCES AND REGULATIONS.



SHRUB PLANTING DETAIL  
NOT TO SCALE



NOTES: USED AS BACKFILL SHALL BE AMENDED AS NECESSARY TO CONTAIN 20% ORGANIC MATERIAL.  
1) PLANT STAGES:  
a) SET TREE AND PLUMB, TAMP BACKFILL TO STABILIZE.  
b) COMPLETE REMOVAL OF ALL WIRE, ROPE, AND TWINE.  
c) FINISH BACKFILL AND PLANT.  
d) PLANTING STAGES:  
a) EXCAVATION OF PLANTER AREA AND COMPACTION RELIEF TREATMENT PRIOR TO PLANTING AND PLANTING.  
b) FINISH INSTALLATION AFTER PLANTING AND BACKFILLING.

TYPICAL TREE PLANTING DETAIL  
NOT TO SCALE

PLANT SCHEDULE

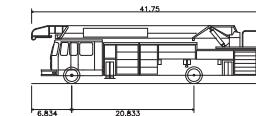
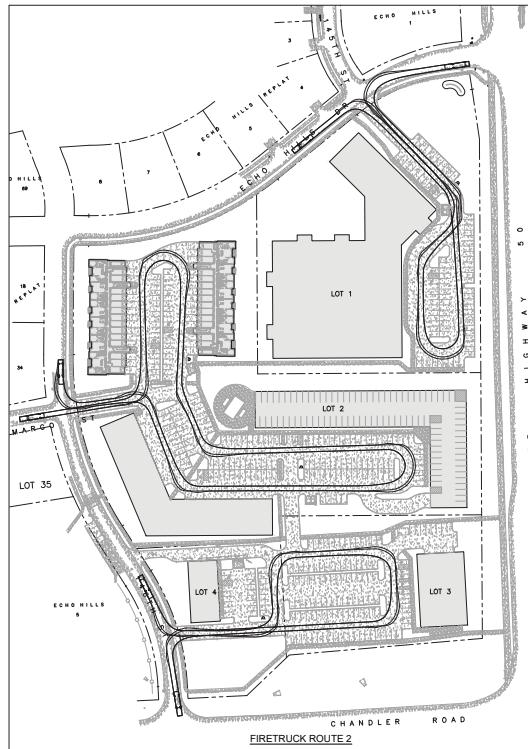
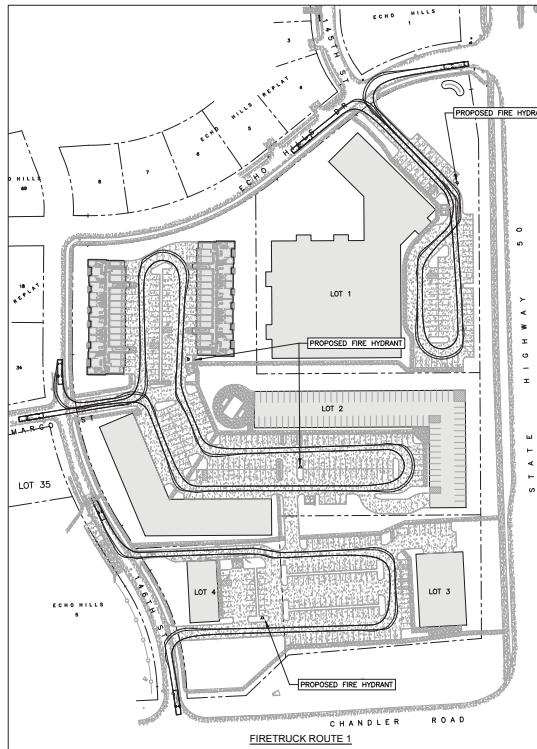
KEY BOTANICAL NAME	COMMON NAME	SIZE	COND.	MATURE HEIGHT	MATURE SPREAD	TOTAL QUANTITY
DEDUCED TREES						
LBB "LITTLE LEAF"	LITTLE LEAF LINDEN	2.5" CALMIN	B&B	65"	30"	10
AMU ACER GINNALA	AMUR MAPLE	2.5" CALMIN	B&B	20"	20"	10
WHA CRATAEGUS PHENOPHYLLA	WASHINGTON HAWTHORN	2.5" CALMIN	B&B	20"	15"	25
RSSM ACER RUBRUM "FRANKRED"	RED SUNSET MAPLE	2.5" CALMIN	B&B	45"	35"	12
AMU ACER PLATYPHYLLA "JEPPARK"	PARKLAND PILLAR BIRCH	2.5" CALMIN	B&B	40"	7"	11
CONIFEROUS TREES						
BRES PICEA PUNGENS "BABY BLUE EYES"	BABY BLUE EYES SPRUCE	3" HT. MIN	B&B	20"	12"	16
VWF PINUS STROBIFOLIA "VANDERWOLF"	VANDERWOLF PINE	6-7" HT.	MIN B&B	30"	15"	15
CONIFEROUS SHRUBS						
LBB L EUONYMUS ALATUS "COMPACTUS"	DAWAR BURNING BUSH	5" CALMIN	B&B	6"	5"	34
SJ JUNIPERUS CHINENSIS "SEA GREEN"	SEA GREEN JUNIPER	5" CALMIN	B&B	4"	6"	24
PERENNIALS						
AFO ZYANTHUS "AUTUMN FLAME"	AUTUMN FLAME GRASS	1" CALMIN	B&B	4"	8"	9

NOTE: ALL OTHER INTERNAL LANDSCAPING & DETAILED PLANS TO BE COMPLETED WITH EACH LOT'S BUILDING PERMIT OR DESIGN REVIEW. PLANT SCHEDULE IS APPROXIMATE AND SUBJECT TO CHANGE; HOWEVER, ANY CHANGES MUST BE IN ACCORDANCE WITH THE CITY OF LA VISTA'S LANDSCAPE ORDINANCES AND REGULATIONS.

Revision Dates

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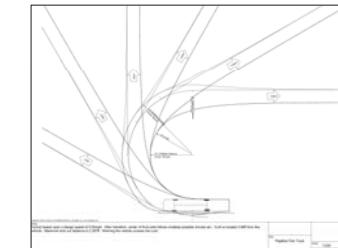




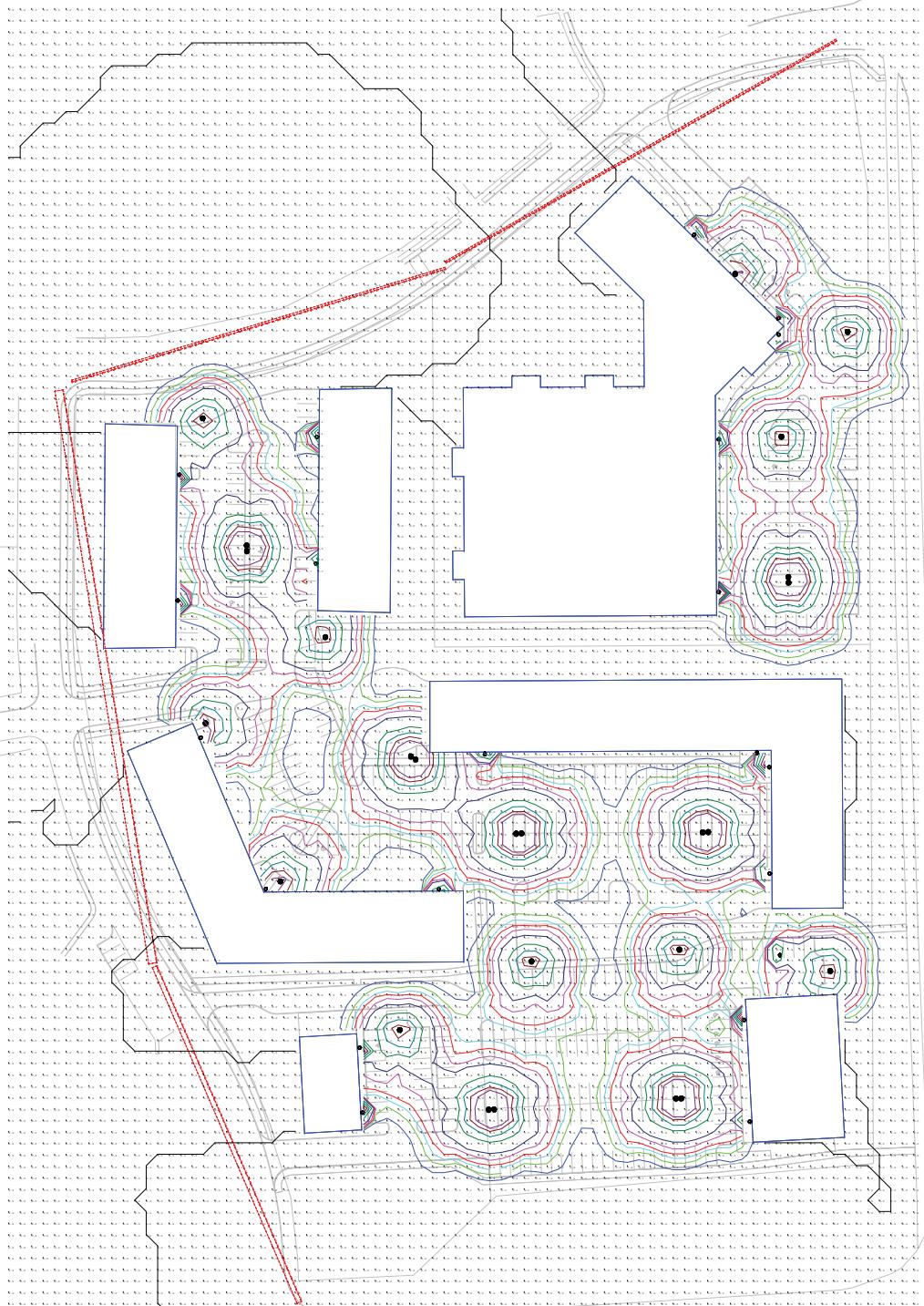
Papillon Fire Truck  
Overall Length 41.750ft  
Overall Width 8.000ft  
Overall Body Height 9.864ft  
Min Body Ground Clearance 0.875ft  
Max Track Width 8.142ft  
Lock-to-lock time 5.00s  
Max Wheel Angle 37.00°

Client Name  
**West Management  
L.L.C.**

Professional Seal

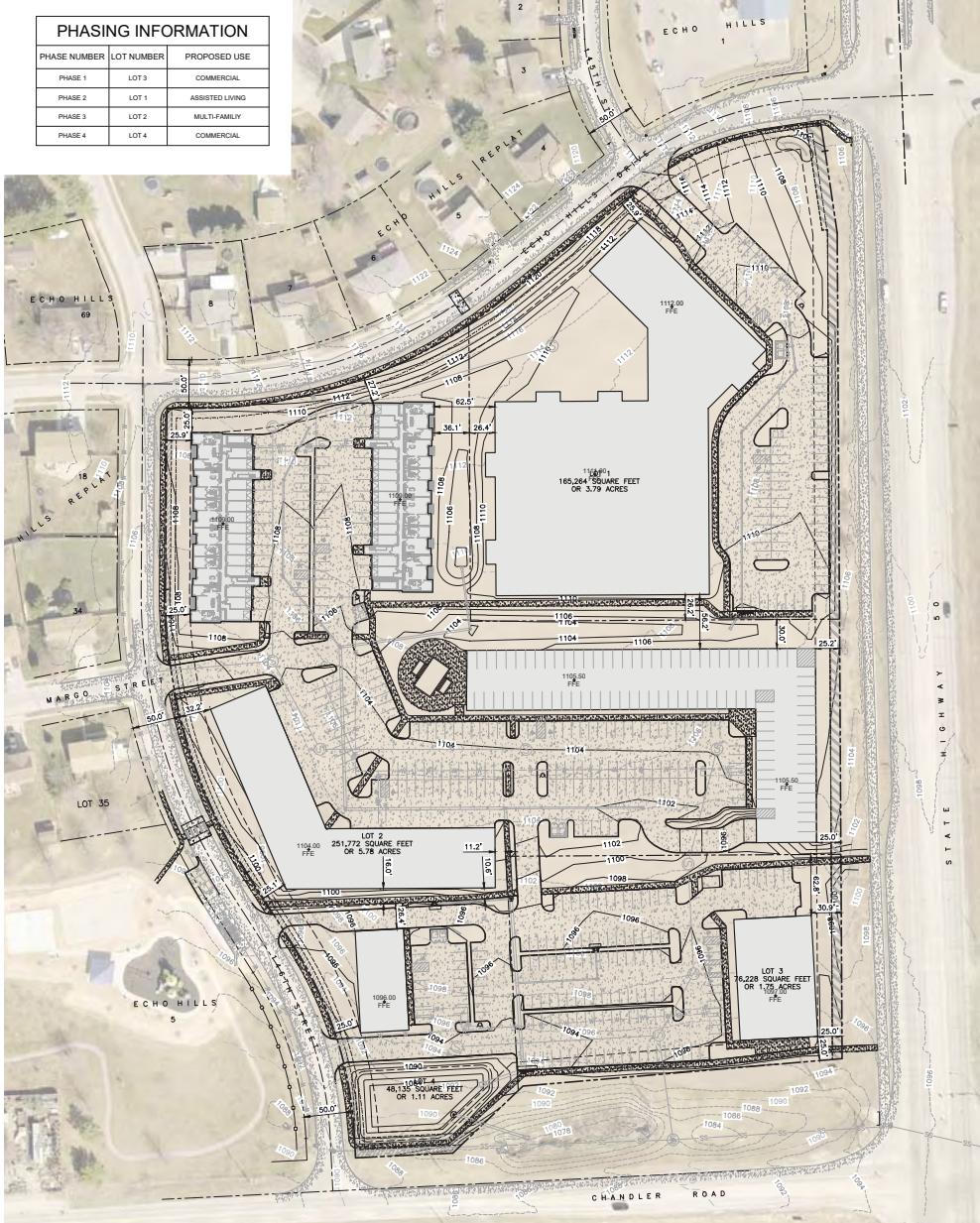


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ILLUMINANCE [FC]			
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NW VERT	0.01	0.1	0.0
SW	0.34	0.9	0.0
SW VERT	0.00	0.0	0.0
W VERT	0.00	0.0	0.0

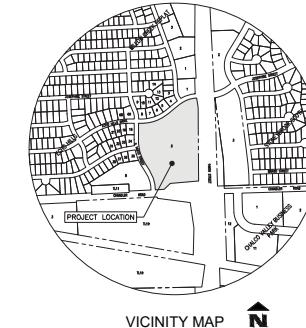
ECHO HILLS  
SITE PHOTOMETRICS  
SCALE: 1" = 40'-0" ON 30X42



# ECHO HILLS REPLAT 4

## LOTS 1 THRU 4

SARPY COUNTY, NEBRASKA



VICINITY MAP

NOTES

- EXISTING ZONING IS GENERAL COMMERCIAL (G1 - GATEWAY CORRIDOR). PROPOSED ZONING IS R-3 PLU GATEWAY CORRIDOR AND C-1 PLU GATEWAY CORRIDOR. EXISTING CONTOURS ARE SHOWN AT 2 FT. INTERVALS.
- WATER SHALL BE PROVIDED BY METROPOLITAN UTILITIES DISTRICT.
- GAS SHALL BE PROVIDED BY THE BLACK HILLS ENERGY.
- POWER SHALL BE PROVIDED FROM THE OMAHA PUBLIC POWER DISTRICT.
- TYPICAL UTILITY EASEMENTS WILL BE DEDICATED WITH THE FINAL PLAT.

PROPERTY OWNER

MATT DREESSEN  
3555 FARNHAM STREET  
OMAHA, NE 68131  
PHONE: 402-342-9144

SUBDIVIDER

WEST MANAGEMENT LLC  
200 STATE STREET  
LINCOLN, NE 68501  
PHONE: 402-437-3685

ENGINEER

THOMPSON, DREESSEN & DORNER  
10836 OLD MILL ROAD  
OMAHA, NE 68154  
PHONE: 402-330-8860

LEGAL DESCRIPTION

ECHO HILLS REPLAT 4, LOTS 1-4, BEING A REPLATING OF LOT 3, ECHO HILLS, A SUBDIVISION IN SARPY COUNTY, NEBRASKA.

LEGEND

EXISTING CONTOURS		PROPOSED ACCESS EASEMENT
PROPOSED CONTOURS		PROPOSED PCMP EASEMENT
PROPOSED STORM SEWER		PERMANENT SANITARY SEWER EASEMENT
PROPOSED SANITARY SEWER		AS SHOWN ON THE FINAL PLAT OF ECHO HILLS.
PROPOSED WATER MAIN		
PROPOSED 7" P.C.C. PAVEMENT		UTILITY EASEMENT GRANTED TO OMAHA PUBLIC POWER DISTRICT AND METROPOLITAN UTILITIES DISTRICT OF OMAHA RECORDED AS INSTRUMENT NO. 98-22243 OF THE SARPY COUNTY RECORDS.
PROPOSED 4" P.C.C. SIDEWALK		
BUILDING SETBACK		
LANDSCAPE SETBACK		

thompson, dreessen & dorner, inc.  
10836 Old Mill Rd  
Omaha, NE 68154  
p.402.330.8860 www.tdco.com

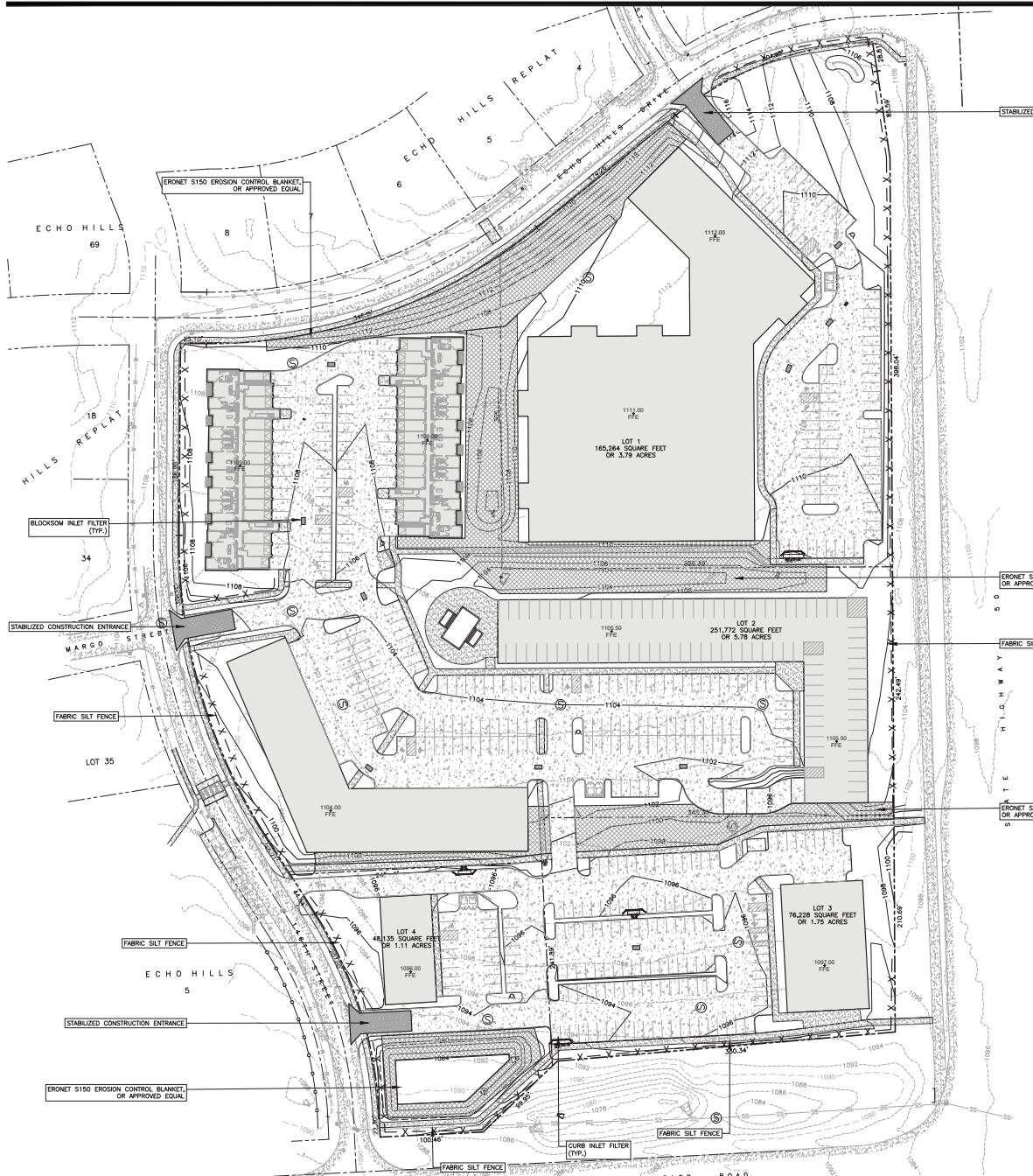
Project Name  
Echo Hills Replat 4  
Lots 1 - 4

Client Name  
West Management  
L.L.C.

Professional Seal

Notation Dates

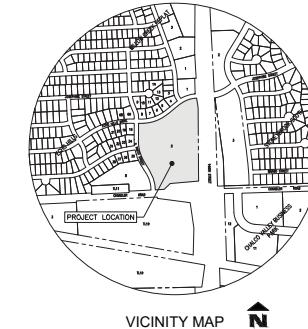
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# ECHO HILLS REPLAT 4

## LOTS 1 THRU 4

SARPY COUNTY, NEBRASKA



VICINITY MAP

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PHONE: 402-342-9164

### SUBDIVIDER

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PHONE: 402-437-3686

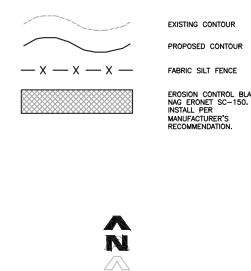
### ENGINEER

THOMPSON, DREESSEN & DORNER  
10836 OLD MILL ROAD  
OMAHA, NE 68154  
PHONE: 402-330-8860

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### LEGEND



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p.402.330.8860 www.td2co.com

Project Name

Echo Hills Replat 4  
Lots 1 - 4

Client Name  
West Management  
L.L.C.

Professional Seal

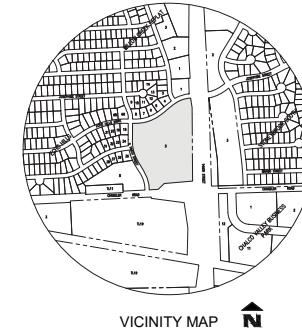
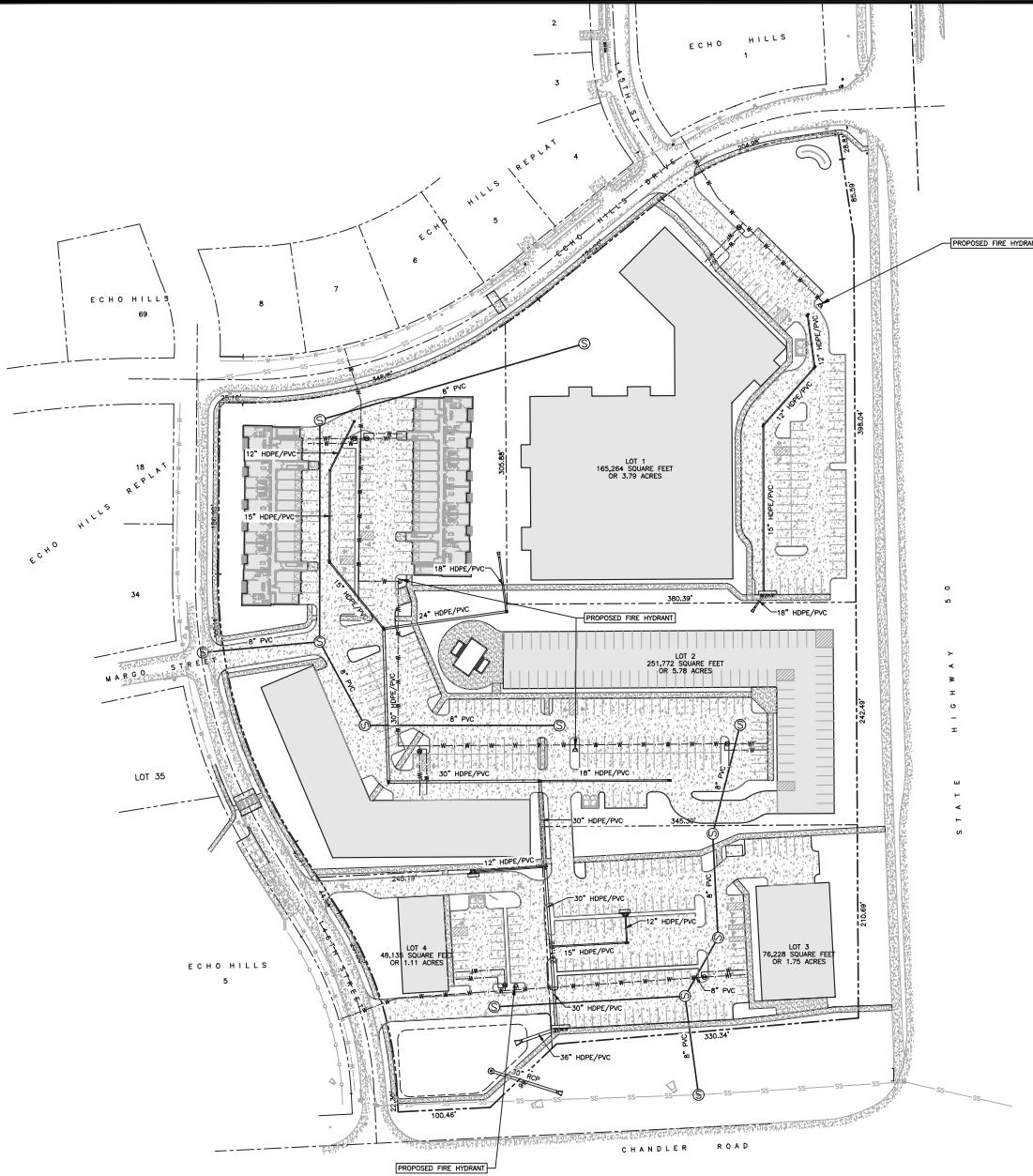
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# ECHO HILLS REPLAT 4

## LOTS 1 THRU 4

SARPY COUNTY, NEBRASKA



VICINITY MAP

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PHONE: 402-437-3685

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- PROPOSED PIV VALVE
- EXISTING FIRE HYDRANT



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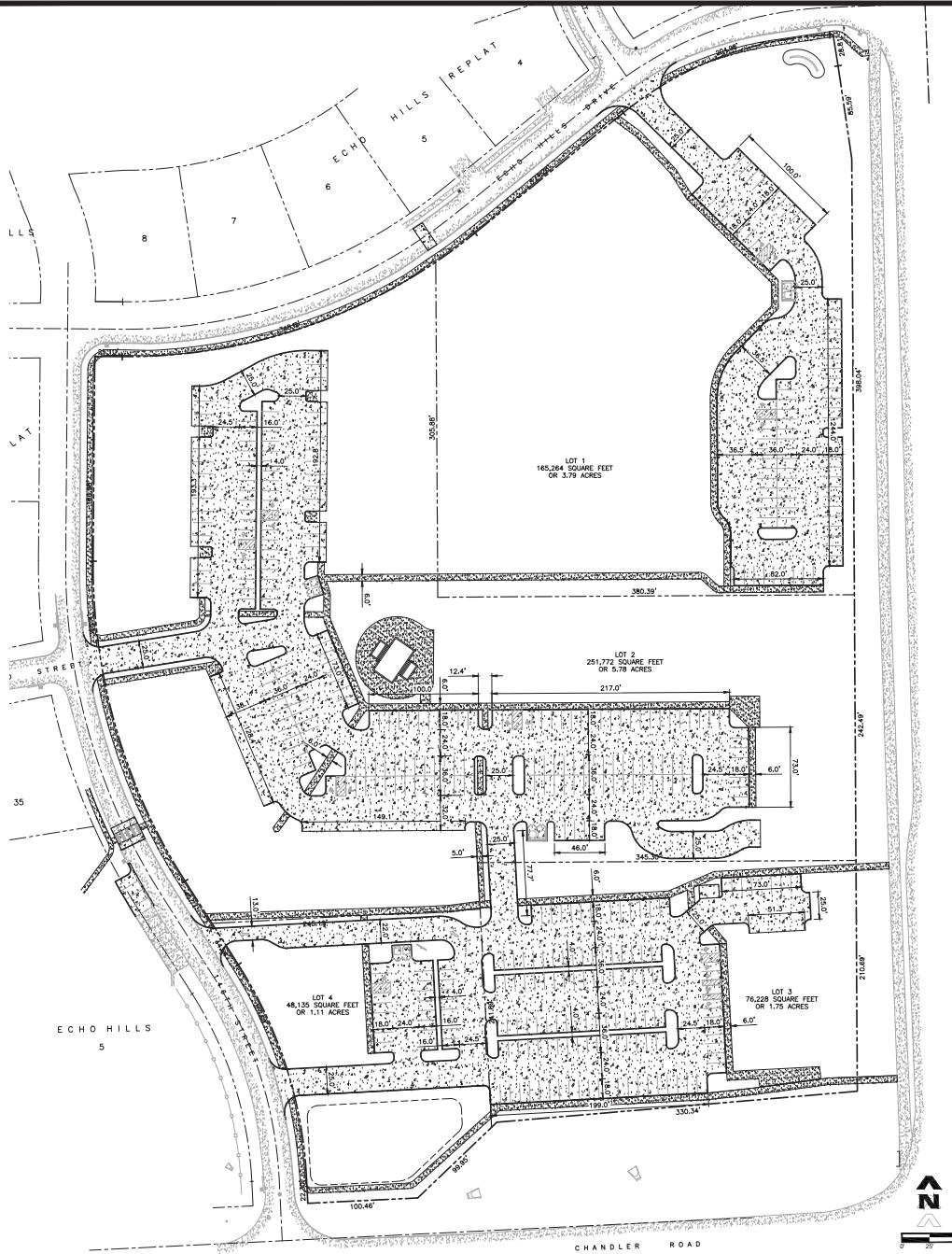
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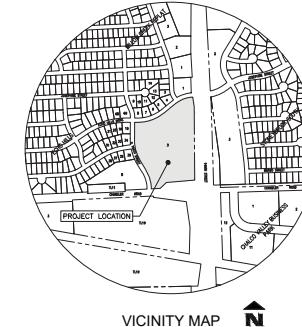
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## ECHO HILLS REPLAT 4

## LOTS 1 THRU 4

## SARPY COUNTY, NEBRASKA



## VICINITY MAP

Project Name

thompson, dreessen & dorner, inc.  
10836 Old Mill Rd  
Omaha, NE 68154  
p.402.330.8860 [www.td2co.com](http://www.td2co.com)

Project Name

## **Echo Hills Replat 4 Lots 1 - 4**

Client Name

## NOTES

1. EXISTING ZONING IS GENERAL COMMERCIAL (C1 - GATEWAY CORRIDOR). PROPOSED ZONING IS R-3 PUD GATEWAY CORRIDOR AND C-1 PUD GATEWAY CORRIDOR.
2. EXISTING AND PROPOSED CONTOURS ARE SHOWN AT 2 FT. INTERVALS.
3. WATER SHALL BE PROVIDED BY METROPOLITAN UTILITIES DISTRICT.
4. GAS SHALL BE PROVIDED BY THE BLACK HILLS ENERGY.
5. POWER SHALL BE PROVIDED FROM THE OMAHA PUBLIC POWER DISTRICT.
6. TYPICAL UTILITY EASEMENTS WILL BE DEDICATED WITH THE FINAL PLAT.

**PROPERTY OWNER**

MATT DARLING  
3555 FARNAM STREET  
OMAHA, NE 68131  
PHONE: 402-342-9116

## SUBDIVIDE

WEST MANAGEMENT LLC  
2000 Q STREET  
LINCOLN, NE 68501  
PHONE: 402-437-3661

ENGINEER

---

THOMPSON, DREESSEN & DOP  
10636 OLD MILL ROAD  
OMAHA, NEBRASKA 68154  
PHONE: 402-330-8860

LEGAL DESCRIPTION

HO HILLS REPLAT 4, LOTS 1-4, BEING A REPLATTING OF  
3, ECHO HILLS, A SUBDIVISION IN SARPY COUNTY,  
NEBRASKA.

## LEGEND

The diagram illustrates three proposed paving options. The first option, 'PROPOSED 7' P.C.C. PAVEMENT', shows a solid rectangular area with a dashed line inside. The second option, 'PROPOSED 4' P.C.C. SIDEWALK', shows a smaller rectangular area with diagonal hatching. The third option, 'PROPOSED ACCESS EASEMENT', shows a dashed rectangular area with diagonal hatching.

Professional

Revision D

Drawn By: TDV Reviewed By: JAD  
Job No.: 2142-102 Date: 11.04.19

# Paving Improvements

1

## Ex. D

# ECHO HILLS REPLAT 4

**LOTS 1 THRU 4**

# SARPY COUNTY, NEBRASKA



Project Name

thompson, dreessen & dorner, inc.  
10836 Old Mill Rd  
Omaha, NE 68154  
p.402.330.8860 [www.td2co.com](http://www.td2co.com)

## **Echo Hills Replat 4 Lots 1 - 4**

Client Name

Professional

## NOTES

## SUBDIVIDER

## ENGINEER

---

THOMPSON, DREESSEN &  
10836 OLD MILL ROAD  
OMAHA, NEBRASKA 68154  
PHONE: 402-330-8860

**LEGAL DESCRIPTION**

HILLS REPLAT 4, LOTS 1-4, BEING A REPLATTING OF  
ECHO HILLS, A SUBDIVISION IN SARPY COUNTY,  
NEB.

Revision Dates		
No.	Description	MM-DD-Y
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Drawn By: TDV      Reviewed By: JAD  
Job No.: 2142-102      Date: 11.04.19

## Drainage Study

Ghost Name

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## **ECHO HILLS - LOT 3**

### TRAFFIC IMPACT ANALYSIS

**Prepared for:**

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FHU Reference No. 19-100-18

December 2, 2019

**DRAFT**

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## I. INTRODUCTION

This is a traffic impact analysis (TIA) for a proposed mixed-use development located in Sarpy County, NE. The project site is located on the northwest corner of Nebraska Highway 50 (N-50), locally named 144<sup>th</sup> Street, and Chandler Road. This analysis utilizes information from the Echo Hills - Lot 3 site plan for the proposed development provided to Felsburg Holt & Ullevig (FHU) by Thompson, Dreessen & Dorner, Inc., dated 10-31-2019, information provided by the Nebraska Department of Transportation (NDOT) and the City of La Vista. The location of the development site in relation to the surrounding roadway network is shown on **Figure 1**.

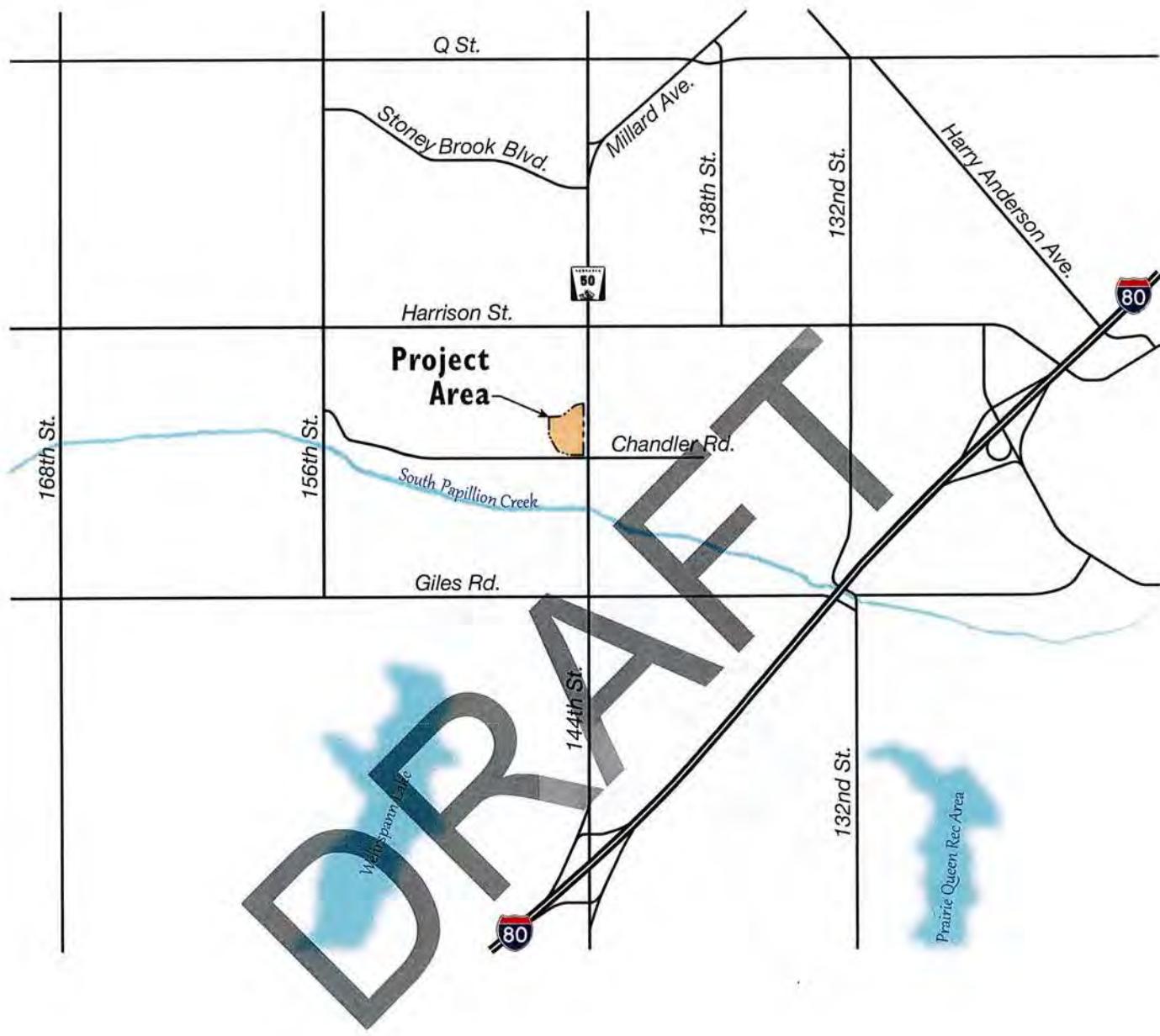
The proposed development sits on approximately 12.4 acres of land and is assumed to be complete in buildout year 2021. The site will consist of an 80-bed assisted living facility, 210-unit apartment complex, 4,200 square foot shopping center, 490 square foot drive through coffee shop, and a 9,600 square foot restaurant. Access to the site will be provided at one location onto N-50 (144<sup>th</sup> Street) via Echo Hills Drive and one location onto Chandler Road via 146<sup>th</sup> Street. Both are existing full access locations. The site plan for the proposed development is shown on **Figure 2**.

The purpose of this TIA is to determine the anticipated traffic operations at the intersections associated with the proposed development and the impact to the area roadway network. Included in this report is a signal warrant analysis and an auxiliary turn lane analysis for the access locations on to N-50/144<sup>th</sup> Street and Chandler Road. Additionally, a left-turn phasing analysis for the existing signalized intersection of N-50/144<sup>th</sup> Street with Chandler Road is included as well as a queueing analysis for all study intersections. The primary focus is on traffic operations at the following intersections:

- N-50 (144<sup>th</sup> Street) & Chandler Road
- N-50 (144<sup>th</sup> Street) & Echo Hills Drive
- 146th Street & Chandler Road

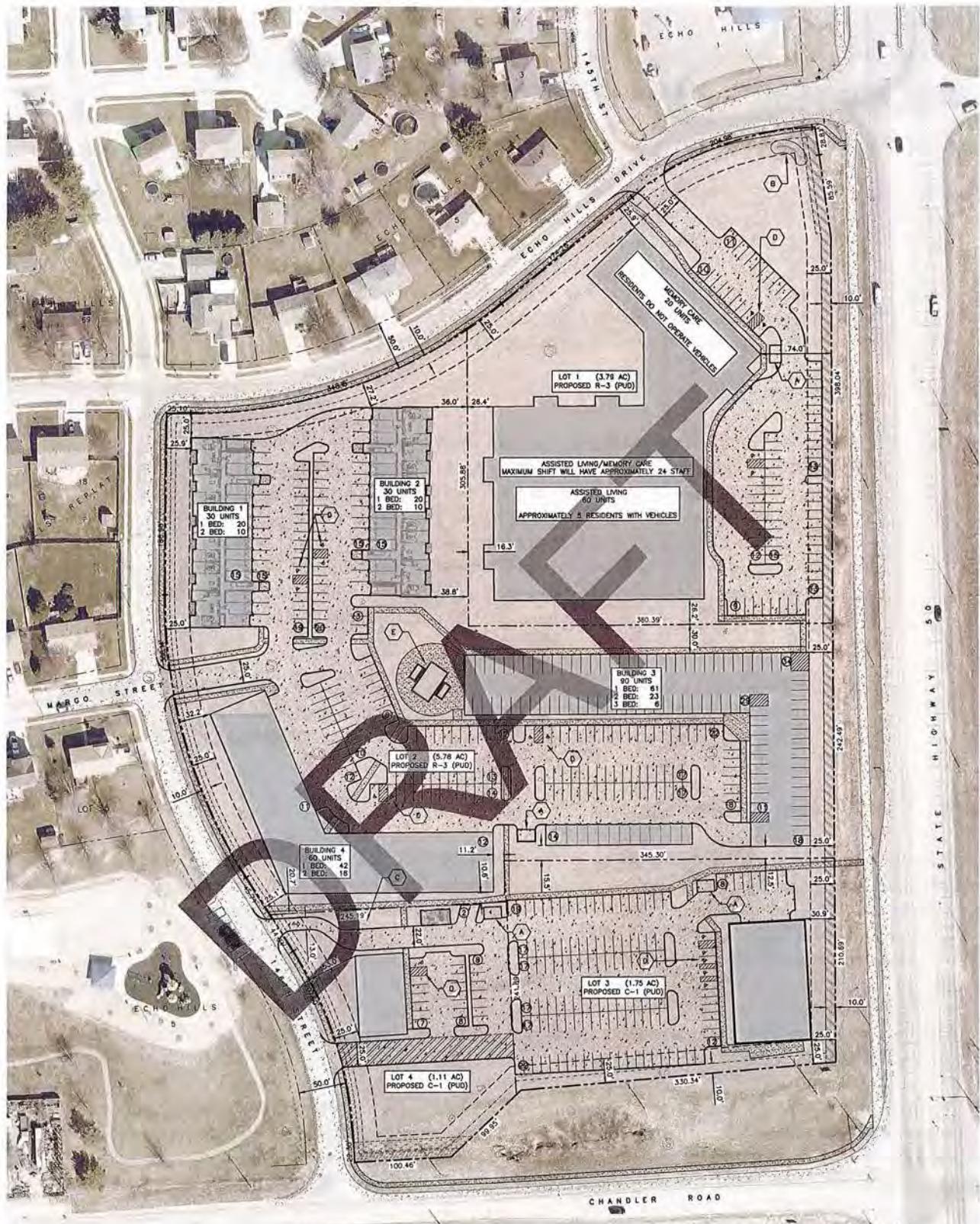
The study evaluates the following time periods:

- Existing year (2019) AM and PM weekday peak hours
- Buildout year (2021) of the development for the AM and PM weekday peak hours



NORTH

**FIGURE I**  
**Vicinity Map**



NORTH

**FIGURE 2**  
Site Plan

## II. 2019 EXISTING TRAFFIC CONDITIONS

### A. Surrounding Land Uses

The site of the proposed development is just outside of the southwest edge of the city of Omaha and just northwest of the City of La Vista. It is located along the west side of N-50 (144<sup>th</sup> Street) and north side of Chandler Road. Immediately north and west of the site is a residential development with some industrial facilities bordering the neighborhood. To the east is a self-storage facility outside of another residential development. Immediately south is an approximately 16-acre undeveloped tax lot. To the southwest is a business park and industrial land uses. The Chalco Hills Recreation Area is just over one-half mile to the southwest and Echo Hills Park is located just west of the site.

### B. Roadway Network

The existing roadway system in the study area includes the following primary facilities:

- **N-50 (144<sup>th</sup> Street)** runs north-south along the east side of the proposed development and throughout Douglas and Sarpy County. N-50 (144<sup>th</sup> Street) runs from State Street north of Omaha and continues south past Springfield where it curves west to cross the Platte River and becomes Nebraska Highway 1 south of the Platte River. In the study area the roadway is a four-lane divided roadway with curb and gutter. The posted speed limit on N-50 (144<sup>th</sup> Street) is 45 miles per hour (mph). N-50 (144<sup>th</sup> Street) has a federal functional classification of an Other Principal Arterial and an NDOT state functional classification of a Major Arterial in the study area.
- **Chandler Road** runs east-west along the south side of the proposed development and is a two-lane undivided roadway with curb and gutter. The posted speed limit is 35 mph in the study area. Chandler Road does not have a federal or state functional classification and is considered a Local Road in the study area.

### C. 2019 Existing Traffic Conditions

Eight-hour turning movement counts were conducted by MNRG, LLC at the intersection of N-50 (144<sup>th</sup> Street) with Echo Hills Drive and 146<sup>th</sup> Street with Chandler Road on Thursday, November 7, 2019. The NDOT provided three historical eight-hour turning movement counts conducted on Tuesday, October 25, 2016, Thursday, March 2, 2017, and Thursday, June 21, 2018. The three historical NDOT provided counts were reviewed and compared to the MNRG, LLC counts in 2019. Consideration was also given to the increased traffic volumes on Chandler Road from rerouted traffic due to the closure on Harrison Street between 147<sup>th</sup> Street and 150<sup>th</sup> Street for Phase 3 of the Harrison Street project. The peak hour turning movement counts were then normalized to provide an accurate analysis of the 2019 existing traffic conditions.

The study area AM peak hour was determined to be 7:15 AM to 8:15 AM and the PM peak hour was 4:45 PM to 5:45 PM. Trucks and buses were counted separately from passenger vehicles to develop truck percentages for the study area. Existing traffic volumes are summarized on **Figure 3**. A more detailed report of the traffic count data is provided in the **Appendix**.

Traffic operations were analyzed for the study intersections using procedures documented in the *Highway Capacity Manual (HCM) 6<sup>th</sup> Edition*, Transportation Research Board, 2016. From the analyses, a key measure or "level of service" rating of the traffic operational condition was obtained. In general, level of service (LOS) is a qualitative assessment of traffic operational conditions within a traffic stream

in terms of the average stopped delay per vehicle at a controlled intersection. Levels of service are described by a letter designation of either A, B, C, D, E or F, with LOS A representing essentially uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. Unsignalized, or stop sign controlled, intersection capacity analyses produce LOS results for each movement which must yield to conflicting traffic at the intersection. **Table I** summarizes LOS criteria for signalized and unsignalized (stop sign controlled) intersections.

**Table I. Level of Service (LOS) Criteria**

Level of Service	Average Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Stop Sign Controlled Intersections
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

*HCM 6<sup>th</sup> Edition, Exhibit 19-8 & Exhibit 20-2*

The Synchro traffic analysis software program was utilized to analyze traffic operations at the study intersections. **Figure 3** shows the lane geometry, traffic control, and levels of service for the 2019 existing traffic conditions. Capacity analysis worksheets for the 2019 existing traffic conditions are included in the **Appendix**. The following describe LOS results by intersection:

- **N-50 (144<sup>th</sup> Street) & Chandler Road** – Under traffic signal control, the intersection currently operates at LOS B during both the AM and PM peak hours.
- **N-50 (144<sup>th</sup> Street) & Echo Hills Drive** – Under two-way stop control, the eastbound and westbound left-turn movements operate at LOS F during both the AM and PM peak hours. The eastbound and westbound through/right-turn lane group operates at LOS D during the PM peak hour. However, it is not uncommon for unsignalized side street movements to operate at LOS D, E, or F during peak hours. The remaining movements currently operate at LOS C or better.
- **146<sup>th</sup> Street & Chandler Road** – Under two-way stop control, all movements at the intersection currently operate at LOS B or better both the AM and PM peak hours.

#### D. Auxiliary Right-Turn Lane Analysis

The National Cooperative Highway Research Program (NCHRP) has developed guidance to determine if an auxiliary right-turn is warranted on the major road of a two-way stop-controlled intersection. These guidelines are published in *NCHRP Report 457: Evaluating Intersection Improvements*. The methodologies are based on an evaluation of the operating and collision costs associated with the turning maneuver relative to the cost of constructing a turn lane. In addition, for right-turn lanes, *NCHRP Report 457* guidelines are based upon the following measures:

- Major road 85<sup>th</sup> percentile speed (posted speed can be used if data is unavailable)
- Major road peak hour approaching traffic volumes
- Right-turn traffic volumes

The AM and PM peak hour volumes for the 2019 existing traffic conditions were examined at the intersection of 146<sup>th</sup> Street with Chandler Road. Graphical results of the NCHRP Geometric Improvement Evaluation for an auxiliary right-turn lane are included in the **Appendix**. Per the *NCHRP Report 457* guidelines, the volume of right-turning traffic does not warrant the construction of a right-turn lane on the westbound approach of Chandler Road at 146<sup>th</sup> Street under 2019 existing traffic conditions.

#### **E. Auxiliary Left-Turn Lane Analysis**

*NCHRP Report 457* also provides guidance for determining if an auxiliary left-turn is warranted on the major road of a two-way stop-controlled intersection. For left-turn lanes, *NCHRP Report 457* guidelines are based upon the following measures:

- Major road 85<sup>th</sup> percentile speed (posted speed can be used if data is unavailable)
- Percent of left-turns in advancing volume
- Major road peak hour advancing and opposing traffic volumes

The AM and PM peak hour volumes for the 2019 existing traffic conditions were examined at the intersection of 146<sup>th</sup> Street with Chandler Road. Graphical results of the NCHRP Geometric Improvement Evaluation for an auxiliary left-turn lane are included in the **Appendix**. Per *NCHRP Report 457* guidelines, the volume of left-turning traffic does not warrant the construction of a left-turn lane on the eastbound approach of Chandler Road at 146<sup>th</sup> Street under 2019 existing traffic conditions.

#### **F. Minor Road Approach Analysis**

*NCHRP Report 457* also provides guidance on when to provide an additional approach lane on the minor leg of a two-way stop-controlled intersection. It is based on the need to provide the side street with an acceptable level of service. To determine the approach geometry, *NCHRP Report 457* guidelines are based upon the following measures:

- Major road peak hour traffic volumes (total of both directions)
- Minor road peak hour approaching traffic volumes
- Minor road right-turn traffic volumes
- Percentage of minor road right-turns

The AM and PM peak hour volumes for the 2019 existing traffic conditions were examined at the intersection of 146<sup>th</sup> Street with Chandler Road. Graphical results of the NCHRP Geometric Improvement Evaluation for the minor road approach are included in the **Appendix**. Per the *NCHRP Report 457* guidelines, the volumes do not warrant a two-lane approach on the southbound approach of 146<sup>th</sup> Street at Chandler Road under 2019 existing traffic conditions.

#### **G. MUTCD Control Device Warrant Analysis**

##### **N-50 (144<sup>th</sup> Street) & Echo Hills Drive**

A review was performed to determine if *Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, 2009 Edition* traffic signalization Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), or Warrant 7 (Crash Experience) are satisfied under 2019 existing traffic conditions at the intersection of N-50 (144<sup>th</sup> Street) with Echo Hills Drive / Josephine Street. The intersection was evaluated as an urban intersection with speed limits greater than 40 miles per hour and two or more approach lanes on the major street. The minor street was evaluated as having two lanes moving traffic with no right turn reduction. Using these parameters, the intersection does not satisfy Warrant 1, Warrant 2, or Warrant 7 under 2019 existing traffic volumes. MUTCD traffic signal worksheets for 2019 existing traffic conditions are included in the **Appendix**.

---

**146<sup>th</sup> Street & Chandler Road**

A review was performed to determine if MUTCD traffic signalization Warrant 1 (Eight-Hour Vehicular Volume) or Warrant 2 (Four-Hour Vehicular Volume) are satisfied under 2019 existing traffic conditions at the intersection of 146<sup>th</sup> Street with Chandler Road. The intersection was evaluated as an urban intersection with speed limits 40 miles per hour or less and one lane per approach on the major street. If a signal is constructed, an additional southbound lane would be required to provide a minimum two-lane approach per City of Omaha policy. Therefore, the minor street was evaluated as having one lane moving traffic with 100% right turn reduction. Using these parameters, the intersection does not satisfy Warrant 1 or Warrant 2 under 2019 existing traffic volumes. MUTCD traffic signal worksheets for 2019 existing traffic conditions are included in the **Appendix**.

***H. Left-turn Phasing Analysis***

The City of Omaha has established guidelines for when a left-turn movement at a signalized intersection should be permitted, protected / permitted, or protected only. Two of three warrants should be satisfied before considering protected / permitted phasing. The warrants for consideration are an accident warrant, capacity warrant, and delay warrant. All four approaches of the intersection of N-50 (144<sup>th</sup> Street) with Chandler Road were analyzed under 2019 existing traffic conditions to determine the appropriate phasing. Under 2019 existing traffic conditions, all four approaches should remain permitted only. However, to provide positive guidance to drivers and provide a consistent driving experience with the surrounding City of Omaha traffic signals, a three-section flashing yellow arrow traffic signal should be provided over the left-turn lane for each approach. Warrants for left-turn arrow installation under 2019 existing traffic conditions are included in the **Appendix**.

***I. Pedestrian and Bicycle Facilities***

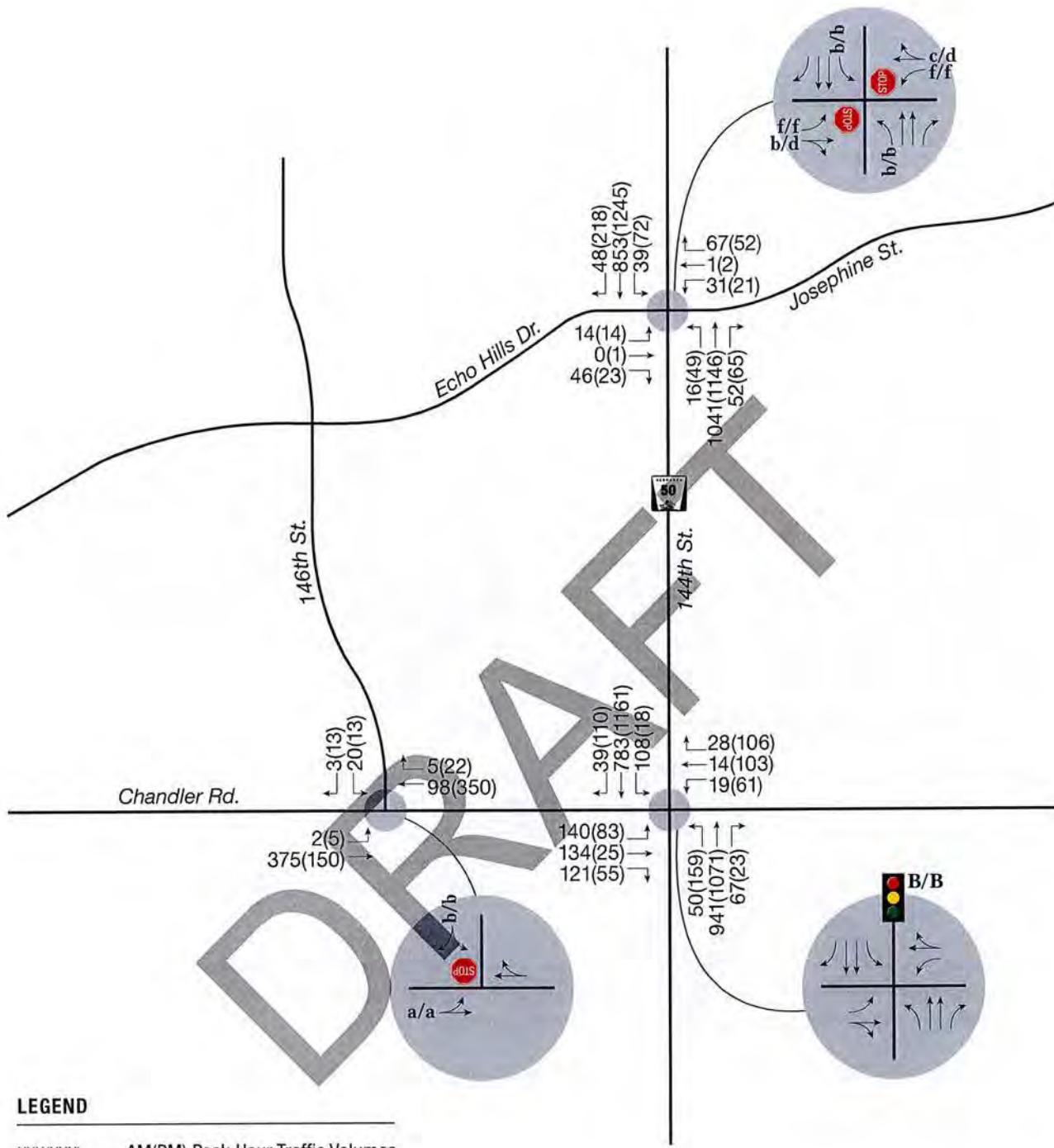
The 144<sup>th</sup> Street Trail is a 10-foot-wide trail provided on the west side of N-50 (144<sup>th</sup> Street) immediately adjacent to the proposed site. This trail connects to the Wehrspann Lake Trail in the Chalco Hills Recreation Area. The Wehrspann Trail is approximately 1 mile away via the 144<sup>th</sup> Street Trail. Pedestrian signal heads are provided for the northbound and southbound pedestrian crossings, crossing Chandler Road, at the traffic signal located at the intersection of N-50/144<sup>th</sup> Street with Chandler Road.

The surrounding neighborhoods provide 4-foot-wide sidewalks adjacent to each household. A pedestrian path is provided within the Echo Hills Park area. The path, however, is not currently connected to the surrounding neighborhood sidewalk system.

No pedestrian or bicycle facilities are currently provided along Chandler Road in the project area.

***J. Transit Facilities***

There are no transit facilities in the immediate project area. The nearest facility is Route 97, the Millard Express (Weekday Only), approximately 1.3 miles to the north. Route 97 provides service from 153<sup>rd</sup> Street to Downtown Omaha along Q Street via Interstate 80.



NORTH

FIGURE 3  
Existing (2019)  
Traffic Conditions

Echo Hills Lot 3 TIA 19-100-18 12/3/19

### III. TRAVEL DEMAND ANALYSIS

#### A. Site Trip Generation

Trip generation rates from the Institute of Transportation Engineers' *ITE Trip Generation Manual*, Tenth Edition, 2017, were utilized to estimate the traffic generated by the site. The development is proposed to have an 80-bed assisted living facility (ITE Code 254), 210-unit apartment complex (ITE Code 220), 4,200 square foot shopping center (ITE Code 820), 490 square foot drive through coffee shop (ITE Code 937), and a 9,600 square foot restaurant (ITE Code 931), assumed to be complete in 2021.

**Table 2** summarizes the estimated vehicle-trips that would be generated by the proposed development.

**Table 2. Site Trip Generation**

Lot	ITE Code	Land Use Description	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	254	Assisted Living	80	Beds	208	9	6	15	8	13	21
2	220	Multifamily Housing (Low Rise)	210	DU	1,538	22	75	97	74	44	118
3	931	Quality Restaurant	9.6	KSF	806	4	4	8	50	25	75
4	820	Shopping Center	4.20	KSF	160	2	2	4	8	8	16
	937	Coffee/Donut Shop w/ Drive-Through Window	0.49	KSF	402	22	22	44	11	11	22
<b>Total Trips Generated</b>						<b>3,114</b>	<b>59</b>	<b>109</b>	<b>168</b>	<b>151</b>	<b>252</b>

Average Rates Utilized DU=Dwelling Units KSF= 1,000 Square Feet

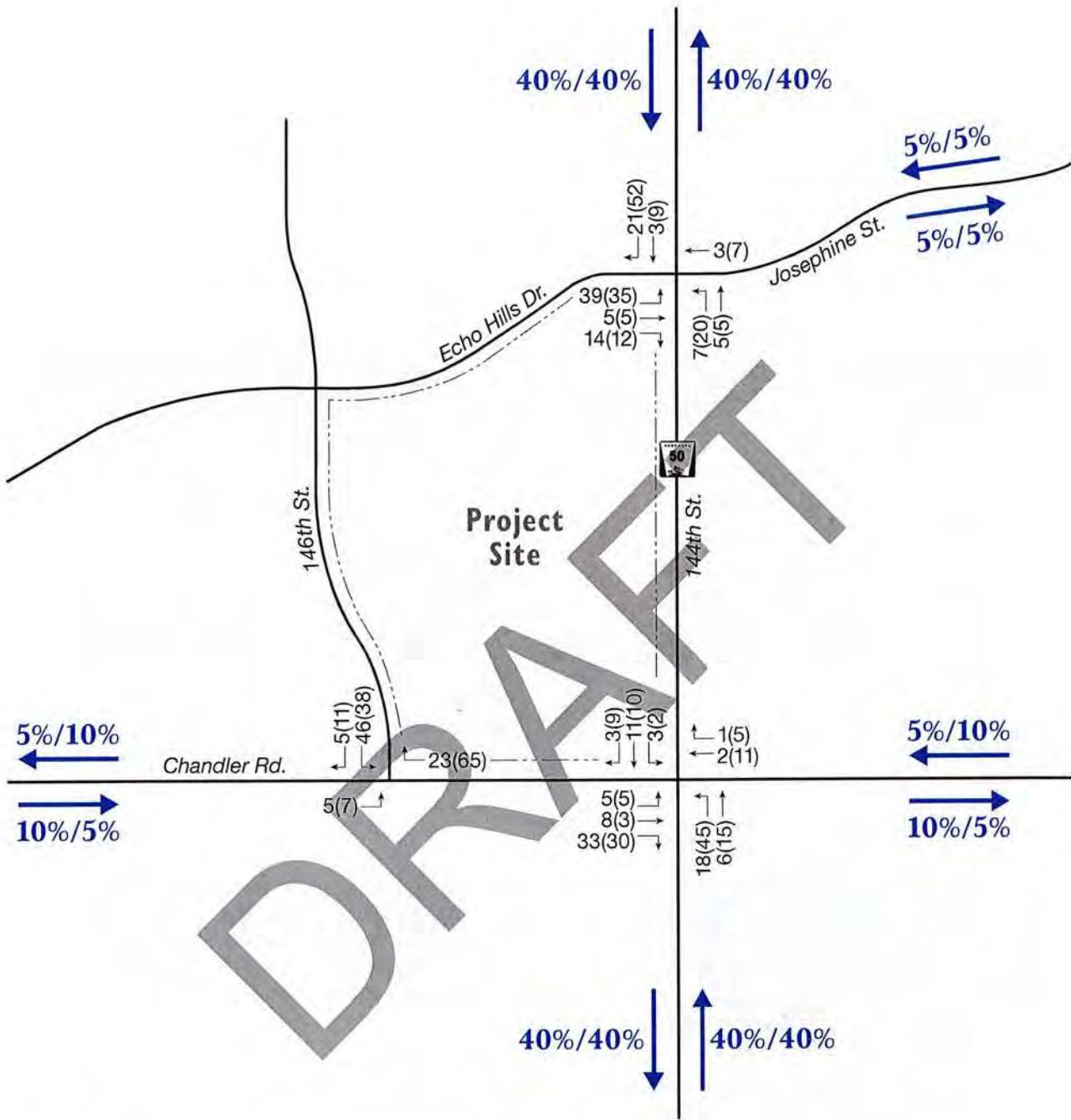
As shown in **Table 2**, based on the *ITE Trip Generation Manual*, the development is anticipated to generate approximately 3,114 daily weekday vehicle-trips, with 168 trips during the AM peak hour and 252 trips during the PM peak hour.

#### B. Trip Distribution and Traffic Assignment

The estimated distribution of site generated traffic was based upon existing traffic patterns, location of the site, and projected growth in the project area. Access to the site will be provided at one location onto N-50 (144<sup>th</sup> Street) via Echo Hills Drive and one location onto Chandler Road via 146<sup>th</sup> Street. Both are existing full access locations. The following distribution percentages were used to assign site generated vehicle-trips to the adjacent roadway network for both the AM and PM peak hours:

- 40% oriented to/from the south via N-50 (144<sup>th</sup> Street)
- 40% oriented to/from the north via N-50 (144<sup>th</sup> Street)
- 10% / 5% oriented to/from the west via Chandler Road (Varies by time of day)
- 10% / 5% oriented to/from the east via Chandler Road (Varies by time of day)
- 5% oriented to the east via Josephine Street (Echo Hills Drive)

The site-generated traffic volumes identified in **Table 2** were assigned to the study intersections according to these distribution patterns. The resulting total site generated traffic volumes for the development are shown on **Figure 4**.



NORTH  
**FIGURE 4**  
**Site Trip Generation and Distribution**

Echo Hills Lot 3 TIA 19-100-18 12/3/19

## IV. 2021 BUILDOUT TRAFFIC CONDITIONS

### A. 2021 Buildout Traffic Volumes

Full buildout of the development is anticipated to be completed by 2021. The site generated trips from **Figure 4** were added to the existing traffic volumes from **Figure 3** to obtain the 2021 buildout traffic assignment shown in **Figure 5**.

### B. Auxiliary Right-Turn Lane Analysis

The AM and PM peak hour volumes for the 2021 buildout traffic conditions were examined at the intersection of 146<sup>th</sup> Street with Chandler Road. Graphical results of the NCHRP Geometric Improvement Evaluation for an auxiliary right-turn lane are included in the **Appendix**. Per the NCHRP Report 457 guidelines, the volume of right-turning traffic does not warrant the construction of a right-turn lane on the westbound approach of Chandler Road at 146<sup>th</sup> Street under 2021 buildout traffic conditions.

### C. Auxiliary Left-Turn Lane Analysis

The AM and PM peak hour volumes for the 2021 buildout traffic conditions were examined at the intersection of 146<sup>th</sup> Street with Chandler Road. Graphical results of the NCHRP Geometric Improvement Evaluation for an auxiliary left-turn lane are included in the **Appendix**. Per NCHRP Report 457 guidelines, the volume of left-turning traffic does not warrant the construction of a left-turn lane on the eastbound approach of Chandler Road at 146<sup>th</sup> Street under 2021 buildout traffic conditions.

### D. Minor Road Approach Analysis

The AM and PM peak hour volumes for the 2021 buildout traffic conditions were examined at the intersection of 146<sup>th</sup> Street with Chandler Road. Graphical results of the NCHRP Geometric Improvement Evaluation for the minor road approach are included in the **Appendix**. Per the NCHRP Report 457 guidelines, the volumes do not warrant a two-lane approach on the southbound approach of 146<sup>th</sup> Street at Chandler Road under 2021 buildout traffic conditions.

### E. MUTCD Control Device Warrant Analysis

#### N-50 (144<sup>th</sup> Street) & Echo Hills Drive

A review was performed to determine if MUTCD traffic signalization Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), or Warrant 7 (Crash Experience) will be satisfied under 2021 buildout traffic conditions at the intersection of N-50 (144<sup>th</sup> Street) with Echo Hills Drive / Josephine Street. The intersection was evaluated as an urban intersection with speed limits greater than 40 miles per hour and two or more approach lanes on the major street. The minor street was evaluated as having two lanes moving traffic with no right turn reduction. Using these parameters, the intersection does not satisfy Warrant 1, Warrant 2, or Warrant 7 under 2021 buildout traffic volumes. MUTCD traffic signal worksheets for 2021 buildout traffic conditions are included in the **Appendix**.

#### 146<sup>th</sup> Street & Chandler Road

A review was performed to determine if MUTCD traffic signalization Warrant 1 (Eight-Hour Vehicular Volume) or Warrant 2 (Four-Hour Vehicular Volume) will be satisfied under 2021 buildout traffic conditions at the intersection of 146<sup>th</sup> Street with Chandler Road. The intersection was evaluated as an urban intersection with speed limits 40 miles per hour or less and one lane per approach on the major street. If a signal is constructed, an additional southbound lane would be required for the minimum two-

lane approach. Therefore, the minor street was evaluated as having one lane moving traffic with 100% right turn reduction. Using these parameters, the intersection does not satisfy Warrant 1 or Warrant 2 under 2021 buildout traffic volumes. MUTCD traffic signal worksheets for 2021 buildout traffic conditions are included in the **Appendix**.

#### F. Left-turn Phasing Analysis

All four approaches of the intersection of N-50 (144<sup>th</sup> Street) with Chandler Road were analyzed under 2021 buildout traffic conditions to determine the appropriate phasing. Under 2021 buildout traffic conditions, the northbound left-turn movement should be provided with a four-section head flashing yellow arrow signal indication to allow for protected / permitted phasing. The three other approaches should remain permitted only. However, to provide positive guidance to drivers and provide a consistent driving experience with the surrounding City of Omaha traffic signals, a three-section flashing yellow arrow traffic signal should be provided over the left-turn lane for each of the permitted only approaches. Warrants for left-turn arrow installation under 2021 buildout traffic conditions are included in the **Appendix**

#### G. Storage Length and Queueing Analysis

Queueing at all project intersections was evaluated under 2019 existing and 2021 buildout conditions. **Table 3** displays existing turn lane storage lengths and 95<sup>th</sup> percentile queue lengths for 2019 existing and 2021 buildout traffic operations. Consideration was given to queues either spilling out of turn lanes (spillback queue) or blocking traffic from entering an adjacent turn lane (starvation queue). Queues that would create either situation are highlighted in yellow. All stored lanes are anticipated to provide adequate storage length. However, a few approach lanes are anticipated to have queue lengths long enough to block traffic from entering the stored lanes during one or both peak hours.

#### H. 2021 Buildout Traffic Conditions

**Figure 5** shows the lane geometry, traffic control, and levels of service for the 2021 buildout traffic conditions. Capacity analysis worksheets for the 2021 buildout traffic conditions are included in the **Appendix**. The following describe LOS results by intersection:

- **N-50 (144<sup>th</sup> Street) & Chandler Road** – Under traffic signal control with a protected / permitted northbound left-turn phase, the intersection is anticipated to continue to operate at LOS B during both the AM and PM peak hours.
- **N-50 (144<sup>th</sup> Street) & Echo Hills Drive** – Under two-way stop control, the eastbound and westbound left-turn movements are anticipated to continue to operate at LOS F during both the AM and PM peak hours. During the AM peak hour, the eastbound left-turn is anticipated to have a volume to capacity (V/C) ratio exceeding 1.0, meaning the volume has exceeded the capacity of the roadway. During the PM peak hour, the westbound left-turn and right-turn movements are anticipated to have a V/C ratio exceeding 1.0. The eastbound and westbound through/right-turn lane group is also anticipated to operate at LOS F during the AM peak hour. However, it is not uncommon for unsignalized side street movements to operate at LOS D, E, or F during peak hours. The remaining movements are anticipated to operate at LOS C or better. Should queues and delays become excessive on Echo Hills Drive it is anticipated that traffic would migrate to the traffic signal at Chandler Road.
- **146<sup>th</sup> Street & Chandler Road** – Under two-way stop control, all movements at the intersection are anticipated to continue to operate at LOS B or better both the AM and PM peak hours.

**Table 3. Turn Lane Storage and 95<sup>th</sup> percentile Queue Lengths**

Location	Critical Movements	Turn Lane Storage Length (ft)	95 <sup>th</sup> %ile Queue Length (ft)	
			2019 Existing (AM / PM)	2021 Buildout (AM / PM)
N-50 (144 <sup>th</sup> St) & Chandler Rd	EB Left-turn	175	129 / #110	125 / #127
	EB Through <sup>+</sup>	-	185 / 50	203 / 58
	NB Left-turn	275	30 / #192	37 / #107
	NB Through	-	201 / 196	227 / 200
	NB Right-turn	275	16 / 8	17 / 8
	WB Left-turn	-	29 / 69	28 / 69
	WB Through <sup>+</sup>	100	32 / 161	32 / 177
	SB Left-turn	275	79 / 12	#123 / 19
	SB Through	-	159 / 223	258 / 340
	SB Right-turn	275	12 / 16	7 / 25
N-50 (144 <sup>th</sup> St) & Echo Hills Dr / Josephine St	EB Left-turn	-	20 / 50	120 / 202.5
	EB Through <sup>+</sup>	75	8 / 10	23 / 55
	NB Left-turn	175	3 / 10	3 / 15
	NB Through	-	- / -	- / -
	NB Right-turn	175	- / -	- / -
	WB Left-turn	-	60 / 68	70 / 83
	WB Through <sup>+</sup>	-	15 / 30	25 / 133
	SB Left-turn	175	5 / 10	5 / 10
	SB Through	-	- / -	- / -
	SB Right-turn	175	- / -	- / -
N-50 (144 <sup>th</sup> St) & Chandler Rd	EB Through <sup>+</sup>	-	0 / 0	0 / 0
	WB Through <sup>+</sup>	-	- / -	- / -
	SB Left-turn <sup>+</sup>	-	5 / 5	15 / 18

\*shared lane

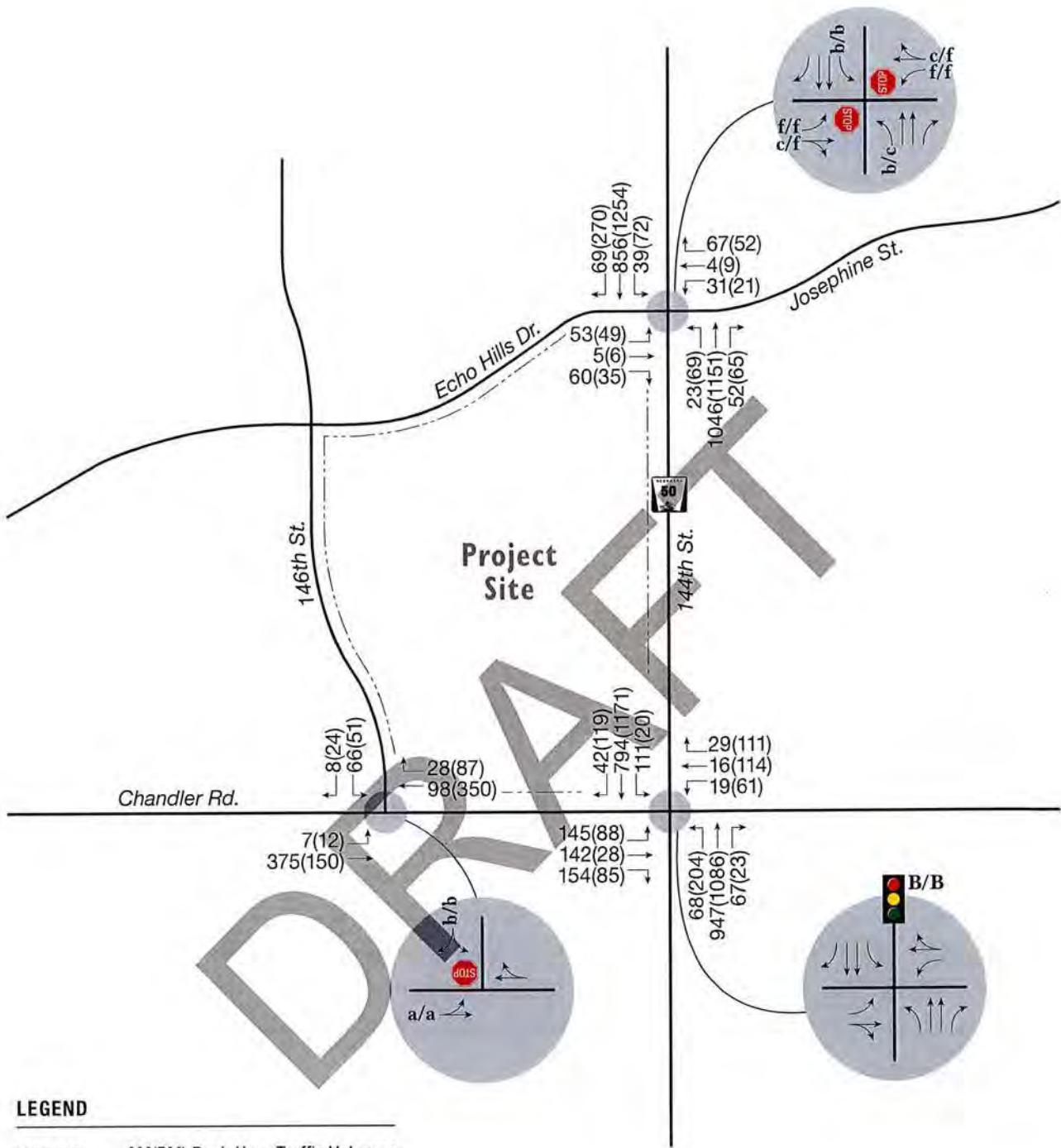
# - 95<sup>th</sup> percentile volume exceeds capacity, queues may be longerm - volume for 95<sup>th</sup> percentile queue is metered by upstream signal

# - spillback or starvation queue

Assumed vehicle length of 25 feet.

## I. Pedestrian and Bicycle Facilities

In order to provide system connectivity, a mid-block pedestrian crossing to cross 146<sup>th</sup> Street is recommended to provide access from the proposed development to Echo Hills Park. This crossing should be located on the north side of the parking lot for the park, approximately 210 feet south of Margo Street, and be marked and signed in accordance with the MUTCD. Advanced signage is recommended. Sidewalks should also be provided around the perimeter of the development site as well as internally. As a non-site related improvement, it is also recommended to connect the sidewalk on the west side of 146<sup>th</sup> Street from Margo Street to Echo Hills Park.



NORTH

**FIGURE 5**  
**Buildout (2021)**  
**Traffic Conditions**

Echo Hills Lot 3 TIA 19-100-18 12/3/19

## V. SUMMARY AND RECOMMENDATIONS

Based on the results of this analysis, the following summarizes the key findings and recommendations of this study.

- Based on the *ITE Trip Generation Manual*, the development is anticipated to generate approximately 3,114 daily weekday vehicle-trips, with 168 trips during the AM peak hour and 252 trips during the PM peak hour.
- According to *NCHRP Report 457*, auxiliary turn lanes are not warranted at the intersection of 146<sup>th</sup> Street with Chandler Road under 2021 buildout traffic conditions.
- MUTCD traffic signal warrants were not satisfied at the intersections of N-50 (144<sup>th</sup> Street) with Echo Hills Drive / Josephine Street or 146<sup>th</sup> Street with Chandler Road under 2019 existing or 2021 buildout traffic conditions. As the area surrounding the site continues to develop, these two intersections should be continually monitored to determine if signalization is warranted.
- Under 2021 buildout traffic conditions, the northbound left-turn movement should be provided with a four-section head flashing yellow arrow signal indication to allow for protected / permitted phasing. The three other approaches should remain permitted only. However, to provide positive guidance to drivers and provide a consistent driving experience with the surrounding City of Omaha traffic signals, a three-section flashing yellow arrow traffic signal should be provided over the left-turn lane for each of the permitted only approaches.
- All stored lanes provide adequate storage length. However, a few approach lanes are anticipated to have queue lengths long enough to block traffic from entering the stored lanes during one or both peak hours.
- Under 2021 buildout traffic conditions, with the intersection of N-50 (144<sup>th</sup> Street) with Chandler Road under traffic signal control with a protected / permitted northbound left-turn phase, the intersection is anticipated to continue to operate at LOS B during both the AM and PM peak hours.
- Under 2021 buildout traffic conditions, with the intersection of N-50 (144<sup>th</sup> Street) with Echo Hills Drive under two-way stop control, the eastbound and westbound left-turn movements are anticipated to continue to operate at LOS F during both the AM and PM peak hours. During the AM peak hour, the eastbound left-turn is anticipated to have a volume to capacity (V/C) ratio exceeding 1.0, meaning the volume has exceeded the capacity of the roadway. During the PM peak hour, the westbound left-turn and right-turn movements are anticipated to have a V/C ratio exceeding 1.0. The eastbound and westbound through/right-turn lane group is also anticipated to operate at LOS F during the AM peak hour. The remaining movements are anticipated to operate at LOS C or better.
- Under 2021 buildout traffic conditions, with the intersection of 146<sup>th</sup> Street with Chandler Road under two-way stop control, all movements at the intersection are anticipated to continue to operate at LOS B or better both the AM and PM peak hours.
- A mid-block pedestrian crossing to cross 146<sup>th</sup> Street is recommended to provide access from the proposed development to Echo Hills Park. This crossing should be marked and signed in accordance with the MUTCD. As a non-site related improvement, it is also recommended to connect the sidewalk on the west side of 146<sup>th</sup> Street from Margo Street to Echo Hills Park.



**CITY OF LA VISTA**  
**8116 PARK VIEW BOULEVARD**  
**LA VISTA, NE 68128**  
**P: (402) 331-4343**

**PLANNING COMMISSION MINUTES**  
**DECEMBER 12, 2019 6:30 P.M.**

The City of La Vista Planning Commission held a meeting on Thursday, December 12<sup>th</sup> in the Harold "Andy" Anderson Council Chamber at La Vista City Hall, 8116 Park View Boulevard. Chairman Kevin Wetuski called the meeting to order at 6:30 p.m. with the following members present: Gayle Malmquist, John Gahan, Jason Dale, Mike Krzywicki, Josh Frey, and Kevin Wetuski. Members absent were: Patrick Coughlan, Harold Sargus, Kathleen Alexander, and Mike Circo. Also, in attendance were Chris Solberg, Senior Planner; Cale Brodersen, Assistant Planner; Meghan Engberg, Permit Technician; and Pat Dowse, City Engineer.

Legal notice of the public meeting and hearing were posted, distributed and published according to Nebraska law. Notice was simultaneously given to all members of the Planning Commission. All proceedings shown were taken while the convened meeting was open to the attendance of the public.

**1. Call to Order**

The meeting was called to order by Chairman Wetuski at 6:30 p.m. Copies of the agenda and staff reports were made available to the public.

**2. Approval of Meeting Minutes – November 21, 2019**

*Malmquist moved, seconded by Krzywicki, to approve the November 21<sup>st</sup> minutes. Ayes: Gahan, Wetuski, Krzywicki, Frey, Dale, and Malmquist. Nays: None. Abstain: None. Absent: Coughlan, Sargus, Alexander, and Circo. Motion Carried, (6-0)*

**3. Old Business**

**None.**

**4. New Business**

**A. Conditional Use Permit – Casey's – Lot 3 Harrison Hills**

**i. Staff Report – Cale Brodersen:** Brodersen stated that the applicant, Casey's, is looking for a Conditional Use Permit to operate a convenience store with limited fuel sales. He said that the site is located approximately on Harrison and 118<sup>th</sup> Streets. He mentioned that the applicant will be giving a short presentation, but that he wanted to touch upon a few things before they came up. Brodersen said that a traffic impact analysis was completed for this project as well as one in conjunction with Streck to look at the combined impact of both locations. He said that the study showed that there may be some signal improvements required by the City of Omaha, so they put a condition in the CUP that any improvements to

the signals required by the City of Omaha must be made before the certificate of occupancy can be received. He then wanted to note that the site is within the Gateway Corridor District, so the development does have to follow the city's design review process, which is almost complete, but there are a few items that need to be addressed prior to having a building permit issued to them. Brodersen stated that staff recommends approval of the Conditional Use Permit, contingent on the finalization of the design review process, as the CUP request is consistent with the Comprehensive Plan and the Zoning Ordinance.

ii. **Applicant Presentation:** Rob Duvall, from Schemmer, came up and spoke on behalf of the applicant. He said that they are proposing the Conditional Use Permit for a 6,000 square foot convenient store on 118<sup>th</sup> and Harrison. He said that it will be a 24-hour store with 12 pumps. He stated that everything is designed per code and that he is there to show the site plan and answer any questions.

iii. **Public Hearing:** Wetuski opened the public hearing.

**Wetuski closed the public hearing as no members of the public came forward.**

iv. **Recommendation:** Gahan moved, seconded by Malmquist to recommend approval of the Conditional Use Permit, contingent on the finalization of the design review process, as the CUP request is consistent with the Comprehensive Plan and the Zoning Ordinance. **Ayes: Gahan, Wetuski, Krzywicki, Frey, Dale, and Malmquist.** **Nays: None. Abstain: None. Absent: Coughlan, Sargus, Alexander, and Circo.** **Motion Carried, (6-0)**

**B. Comprehensive Plan Amendment: Future Land Use Map – West Management, LLC – Lot 3 Echo Hills**

- i. **Staff Report - Chris Solberg:** Solberg stated that the applicant, West Management, LLC, is requesting an amendment to the Future Land Use Map of the Comprehensive Plan for Echo Hills Lot 3, located generally northwest of the intersection of Chandler Road and 144<sup>th</sup> Street. The overall application includes the approval of an amendment to the Future Land Use Map of the Comprehensive Plan, Rezoning, PUD Site Plan, and a Preliminary Plat. Solberg stated that the intention for the space is for the development of an assisted living facility, memory care facility, multi-family housing, a restaurant, retail space, and drive-thru coffee shop. Staff recommends approval of the Comprehensive Plan Amendment, contingent on the satisfactory resolution of the issues stated within this staff report prior to City Council approval.
- ii. **Applicant Presentation:** Brett West came up and spoke on behalf of the applicant. He said that he has several partners in this project and they have been working on this project for a little while to find a good use for this location. He stated that they

have been working with the current land owner and have it under contract and that that what they are wanting to do is very similar to a project they did in Lincoln.

West then showed renderings to the commission and public of what their plans were for the site. The assisted living quarters would include 60 units of assisted living and 20 units of memory care. He said that the site is obviously larger than what they are needing for that, so as a development professional, he and his partners also thought this site would be good for an apartment complex as well. He then showed where the apartments and commercial building would be going as well.

He said that they have met with the DOT about the opportunity to access this site on 144<sup>th</sup> and/or Chandler Road and at this point, neither of those were options they could look at. He mentioned that there have been concerns about that, but they have met with the DOT. West mentioned that they did have a traffic study done, and largely the roads take the requirements that this would add to it from a traffic stand point. They will have to do some improvements on Chandler Rd. and are more than willing to do that.

**iii. Public Hearing: Wetuski opened the public hearing.**

Nicole Saathoff came up and spoke about the project. She said that her main concern is the increase in traffic that will be happening at 146<sup>th</sup> and Echo Hills Dr. She said that it is already a very busy intersection and people blow through the stop sign. She is concerned about what kind of traffic the apartment complex will bring in and is also concerned about the safety of the children that would be going to the park in that area.

Kathy Seymour came up and spoke about the project. She said that she agreed about the concerns of the increased traffic. She doesn't feel that the streets in the neighborhood will support the traffic. She mentioned that there has been a desire for a traffic light at 144<sup>th</sup> and Echo Hills Drive for years and feel that it is necessary due to the increased traffic. She stated that she is opposed to the new development coming in.

Robert Seymour came up and spoke about the project. He said that one of his concerns is how narrow the street is from Highway 50 going west on Echo Hills. He said that they already allow parking on one side, which people continually violate by parking on both sides of the street, which makes it very difficult to get through. He feels that there should not be any parking allowed on the street if this development were to happen and feels that there needs to be a light at Highway 50 and Echo Hills. Mr. Seymour then stated that he would like to see the light on Chandler Rd. stay,

but to see Chandler widened since it's also one of the proposed entrances for this site.

Jeremy Saathoff came up and spoke about the project. He said that he feels that traffic will increase and that as a SID they will be liable for repairs on the road. He mentioned that there are going to be an estimated 3100 cars daily driving through their streets now and wanted to know who is going to pay for street repairs. He then brought up that in the summer, spring, early fall, they get cars backed up from the park to his house. He brought up the traffic study and said that he didn't see anywhere that a study was done on 146<sup>th</sup> and Echo Hills Dr., which is the busiest intersection in that neighborhood.

Andre Steinbergs came up and spoke about the project. He said that he lives directly across that open field and that it has been kind of ideal having that there because they can see across and have privacy. He said that his main concern is privacy and accessibility. He is also concerned about traffic increase and people parking on both sides of the street. Steinbergs brought up that he is also concerned about what he will see when he looks out his front window. He is wanting to know if there is going to be some type of a fence or barrier or will he be looking at buildings and apartments. He also brought up the danger of the intersection at 144<sup>th</sup> and Echo Hills Dr.

John Warren came up and spoke about the project. He is also concerned about the accessibility, safety and increase in traffic. He mentioned that since they are a SID, they pay for the maintenance of the roads, the park and the mowing and asked who is going to pay for everything if this development comes in. He then asked if the county or the city will be plowing the streets.

Solberg said that since they are still a SID, they contract that [the plowing of the streets] out.

Warren asked if the meeting tonight was for approval to rezone this and asked how it's zoned now.

Solberg said that it is currently zoned C-1.

Warren asked if C-1 would allow this development to take place.

Solberg said that C-1 would allow for the commercial development that's being proposed. He said that we are here tonight to vote on the rezoning of the property.

Warren brought up that this lot has been vacant for over 30 years because of the price tag attached to it and because it's zoned commercial. It's not zoned for what the developer wants to do.

Bob Ireland came up and spoke about the project. He said that he is pleased to see interest in the property and said that from the looks of the renderings, they are beautiful buildings and that he appreciates that effort that has gone into doing the research for this project. He said that one of the interests that he had is in the safety of the kids with the increased traffic, especially by the park. He said that 146<sup>th</sup> is only designed for two-way traffic with no on-street parking, so trying to mitigate how that traffic flow will work, especially with the C-1 property, is a concern. He said that he is all for the coffee shop and having a restaurant but having it right in front of a park with a high amount of traffic flow that already exists and bringing in more needs to be taken into consideration. He mentioned that he wasn't there at the SID meeting and was unable to ask questions. Ireland brought up the tax incentives and property value that is being invested into this and asked if that will be invested back into the SID to help pay for some of the road repairs and other things.

West came back up to address the concerns and comments that were made by the public. He said that they did not make any suggested changes at this time. They requested some feedback from the SID because they understand the traffic issue. They had a traffic study done by a third party and what it suggested was to add a lighted left turn at the 144<sup>th</sup> and Chandler and stated that they agree with that. He said that it is a SID, so to clarify, this property would pay into the SID and would help cover any expenses related to that [road repairs]. He said that they did meet with the state and asked a lot of questions about access and unfortunately, that's the direction that they were given. They were "flat out" told "no" about creating an access off 144<sup>th</sup> St. and would have to purchase land from the DOT to be able to create an access off Chandler Rd. West said that they are there to be good neighbors. He then brought up the fact that the entire property is currently zoned C-1, so anything on a large-scale commercial side could go in there. They are downsizing the commercial from what could potentially go in there, which would have more of an impact on the traffic.

Malmquist asked if there had been any conversation with the DOT on a traffic signal at Echo Hills Dr.

West said yes and that the DOT is not in support of that because it's too close to their other light at 144<sup>th</sup> and Chandler.

Gahan verified that there is on-street parking on Echo Hills Dr. and 146<sup>th</sup> St.

West said there is.

Gahan asked if that was something that the city could address and make it so there is no parking on the street.

Solberg said that could be done through the SID's administrative actions.

Gahan verified that the SID could control that.

Solberg said yes.

Dale brought up the 4200 square feet of office/ retail space and asked if that is above where the pad for the restaurant would be.

West pointed out where the office/retail would be and the pointed out the restaurant. He said that no tenants have been confirmed since it's so early in the project, but the restaurant would more than likely be a sit-down establishment.

Krzywicki brought up the traffic control comparisons between C-1 and apartments trips per day and asked how long it took the apartments to reach the same amount of traffic in a day as C-1. He wanted to know which one was better from a traffic standpoint.

Solberg said that typically commercial has more traffic, however, apartments have more traffic during peak times.

Dowse said that along those lines, it really depends on what your use is. He did confirm that generally, commercial will have more traffic.

**Wetuski closed the public hearing.**

Krzywicki stated that one of the primary things that he heard is the traffic and the safety issue and that it's unfortunate that hands are tied with the state for improvements for traffic flow, safety, signalization, etc. He said that he hopes the developer will continue to work with whoever controls the intersections and that improvements can be made if the project continues to move forward.

Solberg reminded the planning commission that there are four different agenda items related to this.

- iv. **Recommendation:** Malmquist moved, seconded by Dale for approval of the Comprehensive Plan Amendment contingent on the satisfactory resolution of the

issues stated within this staff report prior to City Council approval. **Ayes: Gahan, Wetuski, Krzywicki, Frey, Dale, and Malmquist. Nays: None. Abstain: None. Absent: Coughlan, Sargus, Alexander, and Circo. Motion Carried, (6-0)**

### **C. Rezoning – West Management, LLC – Lot 3 Echo Hills**

- i.** **Staff Report – Chris Solberg;** Solberg stated that the applicant, West Management, LLC, is requesting an approval of a Zoning Map Amendment for Lot 3 Echo Hills for the purpose of developing an assisted living facility, memory care facility, multi-family housing, a restaurant, retail space, and drive-thru coffee shop generally located northwest at the intersection of 144<sup>th</sup> and Chandler. Staff recommends approval of the Rezoning of proposed Lots 3 and 4 Echo Hills Replat 4 from C-1 Shopping Center Commercial and Gateway Corridor Overlay to C-1 Shopping Center Commercial, Gateway Corridor Overlay, and Planned Unit Development, and staff recommends approval of the Rezoning of proposed Lots 1 and 2 Echo Hills Replat 4 from C-1 Shopping Center Commercial and Gateway Corridor Overlay, and Planned Unit Development, as depicted in the Zoning Map Amendment Exhibit, contingent on the satisfactory resolution of the issues stated within this staff report prior to City Council approval.
- ii.** **Applicant Presentation:** Applicant did not come forward as he had nothing else to add or speak on.
- iii.** **Public Hearing: Wetuski opened the public hearing.**  
  
**Wetuski closed the public hearing as no members of the public came forward.**
- iv.** **Recommendation:** Malmquist moved, seconded by Dale to recommend approval for the rezoning of proposed Lots approval of the Rezoning of proposed Lots 3 and 4 Echo Hills Replat 4 from C-1 Shopping Center Commercial and Gateway Corridor Overlay to C-1 Shopping Center Commercial, Gateway Corridor Overlay, and Planned Unit Development, and recommends approval of the Rezoning of proposed Lots 1 and 2 Echo Hills Replat 4 from C-1 Shopping Center Commercial and Gateway Corridor Overlay, and Planned Unit Development, as depicted in the Zoning Map Amendment Exhibit, contingent on the satisfactory resolution of the issues stated within this staff report prior to City Council approval. **Ayes: Gahan, Wetuski, Krzywicki, Frey, Dale, and Malmquist. Nays: None. Abstain: None. Absent: Coughlan, Sargus, Alexander, and Circo. Motion Carried, (6-0)**

**D. Planned Unit Development – West Management, LLC – Lot 3 Echo Hills**

- i. **Staff Report – Chris Solberg:** Solberg stated that the applicant, West Management, LLC, is requesting a Planned Unit Development approval for Lot 3 Echo Hills. Staff recommends approval of the Planned Unit Development, contingent on the satisfactory resolution of the issues stated within this staff report prior to City Council approval, as the PUD Site Plan request is consistent with the Comprehensive Plan (as amended) and the Zoning Ordinance.
- ii. **Applicant Presentation:** The applicant did not come forward as he had nothing to add or speak on.
- iii. **Public Hearing:** Wetuski opened the public hearing.  
  
Wetuski closed the public hearing as no members of the public came forward.
- iv. **Recommendation:** Gahan moved, seconded by Malmquist to recommend for approval item 4D, the approval of the Planned Unit Development, contingent on the satisfactory resolution of the issues stated within this staff report prior to City Council approval, as the PUD Site Plan request is consistent with the Comprehensive Plan (as amended) and the Zoning Ordinance. **Ayes: Gahan, Wetuski, Krzywicki, Frey, Dale, and Malmquist. Nays: None. Abstain: None. Absent: Coughlan, Sargus, Alexander, and Circo. Motion Carried, (6-0)**

**E. Preliminary Plat – West Management, LLC – Lot 3 Echo Hills**

- i. **Staff Report – Chris Solberg:** Solberg stated that the applicant, West Management, LLC, is requesting an approval of a Preliminary Plat for Lot 3 Echo Hills into 4 separate lots for development generally located Northwest of the intersection of 144<sup>th</sup> and Chandler. Staff recommends approval of the Preliminary Plat for Lot 3 Echo Hills, being replatted a Lots 1-4 Echo Hills Replat 4, contingent on the satisfactory resolution of the issues stated within this staff report prior to City Council approval. Solberg said that it is also noted to City Council that they will have to come back for final plat approval as well as Conditional Use Permit for the senior housing and apartments.
- ii. **Applicant Presentation:** Applicant did not come forward as he had nothing to add or speak on.

Krzywicki said that based on the Preliminary Plat that was presented if there is anything that the developer can do to modify and help mitigate some of the traffic concerns that the neighbors have voiced would be greatly appreciated.

*iii.* **Recommendation:** Malmquist moved, seconded by Gahan to recommend to City Council the approval of the Preliminary Plat for Lot 3 Echo Hills, being replatted as Lots 1-4 Echo Hills Replat 4, contingent on the satisfactory resolution of the issues stated within this staff report. **Ayes: Gahan, Wetuski, Krzywicki, Frey, Dale, and Malmquist. Nays: None. Abstain: None. Absent: Coughlan, Sargus, Alexander, and Circo. Motion Carried, (6-0)**

**5. Comments from the Floor:**

None.

**6. Comments from the Planning Commission:**

Gahan mentioned that the commission had voted 6 months ago on the 6:30 p.m. start and that they were going to readdress the start time in December to see if it was going to remain the same or change.

Solberg said that it is up for discussion.

Krzywicki asked how the 6 p.m. start time was working out for City Council and asked if it was better.

Solberg said that he hasn't heard any qualms about it and seemed perfectly fine with the start time. He said that it's completely up to them and what works best for the commission and making sure that there would be enough there for a quorum. Solberg said that it can be put on the January agenda. He also let them know that we will not be meeting on January 2<sup>nd</sup>.

**7. Comments from Staff**

Solberg said to be looking out for new developments that will be coming in future in planning commission meetings.

**8. Adjournment**

Wetuski adjourned the meeting at 7:26 p.m.

Reviewed by Planning Commission:

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Planning Commission Secretary

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Planning Commission Chair

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Date

## **1. Comprehensive Plan Amendment - Future Land Use Map**

ORDINANCE NO.

AN ORDINANCE TO AMEND SECTIONS 1 AND 2 OF ORDINANCE NO. 1367 CODIFIED IN MUNICIPAL CODE SECTIONS 151.01 AND 151.02 TO UPDATE THE COMPREHENSIVE DEVELOPMENT PLAN AND RELATED FUTURE LAND USE MAP; TO REPEAL SECTIONS 1 AND 2 OF ORDINANCE NO. 1367 CODIFIED IN MUNICIPAL CODE SECTIONS 151.01 AND 151.02 AND ANY OTHER CONFLICTING ORDINANCES AS PREVIOUSLY ENACTED, TO PROVIDE FOR SEVERABILITY AND TO PROVIDE FOR THE EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF LA VISTA, NEBRASKA, AS FOLLOWS:

WHEREAS, Ordinance No. 1367 dated September 17, 2019 amended the La Vista Comprehensive Plan, Updated December 2018, as codified in Municipal Code Sections 151.01 and 151.02; and

WHEREAS, the Mayor and City Council desire to amend Ordinance No. 1367 and the La Vista Comprehensive Plan ("La Vista Comprehensive Plan, Updated 2018, as amended February 4, 2020").

NOW THEREFORE, the following are approved, contingent on the approval and recording of the Final Plat and related Subdivision Agreement:

SECTION 1. Amendment of Sections 1 and 2 of Ordinance No. 1367 codified in Municipal Code Sections 151.01 and 151.02. Sections 1 and 2 of Ordinance No. 1367 codified in Municipal Code Sections 151.01 and 151.02 are hereby amended, repealed and replaced in their entirety with the following:

**"§ 151.01 COMPREHENSIVE PLAN ADOPTED.** In order to accommodate anticipated long-range future growth, the City of La Vista Comprehensive Plan, Updated December 2018, as amended February 4, 2020, and including and incorporating therein, without limitation, the Redevelopment Plan for the 84th Street Redevelopment Area and Amendment No. 1 to the Redevelopment Plan for the 84th Street Redevelopment Area as Appendices D and E, respectively, and further including and incorporating therein, without limitation, all other Appendices A, B, C, F, and G, as presented and on file with the City Clerk and as may from time to time be amended, is adopted as and shall constitute the comprehensive development plan of the City of La Vista. Three copies of the adopted plan and any amendments thereto shall be kept with enacting or amending ordinances on file with the City Clerk and available for inspection by any member of the public during office hours.

**§ 151.02 ADOPTION OF OFFICIAL LA VISTA COMPREHENSIVE PLAN**

**UPDATE.** The City of La Vista Comprehensive Plan, Updated December 2018, as amended February 4, 2020, received and recommended by the La Vista Planning Commission, and including and incorporating therein, without limitation, the Redevelopment Plan for the 84th Street Redevelopment Area and Amendment No. 1 to the Redevelopment Plan for the 84th Street Redevelopment Area as Appendices D and E, respectively, and further including and incorporating therein, without limitation, all other Appendices, A, B, C, F, and G, as presented and on file with the City Clerk and as may from time to time be amended, is hereby adopted, and shall constitute the official governing comprehensive development plan of the City and the successor and replacement of the Comprehensive Plan 2007 or any other previously adopted comprehensive development plan."

**SECTION 2. Recitals.** Recitals at the beginning of this Ordinance and all documents, exhibits and appendices referenced in this Ordinance are incorporated into this Ordinance by such reference as if fully set forth herein.

**SECTION 3. Repeal.** Sections 1 and 2 of Ordinance No. 1367 codified in Municipal Code Sections 151.01 and 151.02, and all other ordinances and any parts of

ordinances as previously enacted that are in conflict with this ordinance or any part hereof are hereby repealed.

**SECTION 4. Severability Clause.** If any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be unconstitutional or invalid, such unconstitutionality or invalidity shall not affect the validity of the remaining portions of this ordinance. The Mayor and City Council of the City of La Vista hereby declare that it would have passed this ordinance and each section, subsection, sentence clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional or invalid.

**SECTION 5. Effective Date.** This ordinance shall be in full force and effect from and after passage, approval and publication in book or pamphlet form or otherwise in accordance with applicable law.

PASSED AND APPROVED THIS 4TH DAY OF FEBRUARY, 2020.

CITY OF LA VISTA,

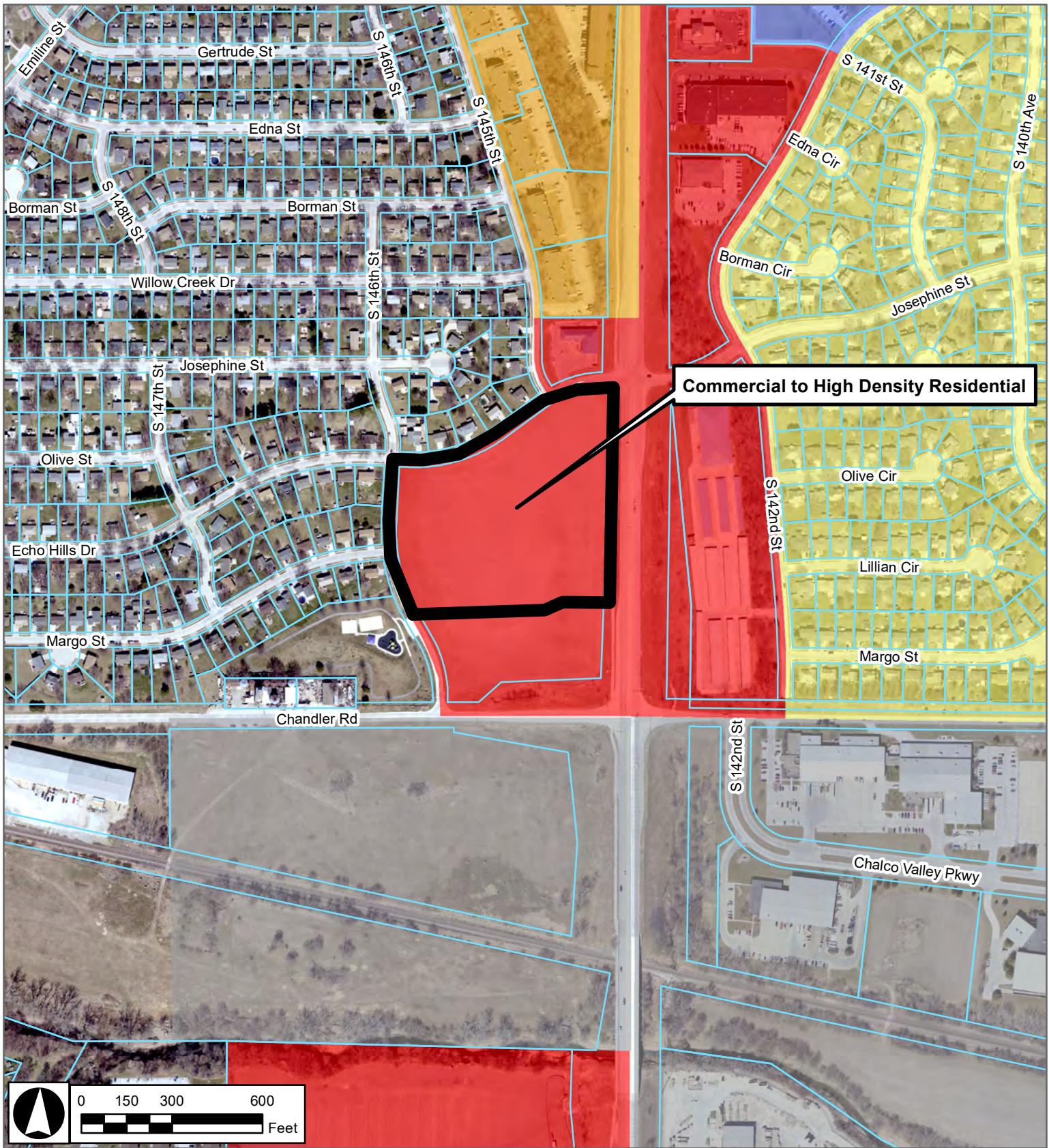
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Douglas Kindig, Mayor

Attest:

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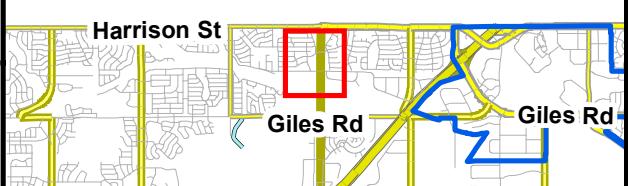
Pamela A. Buethe, CMC  
City Clerk



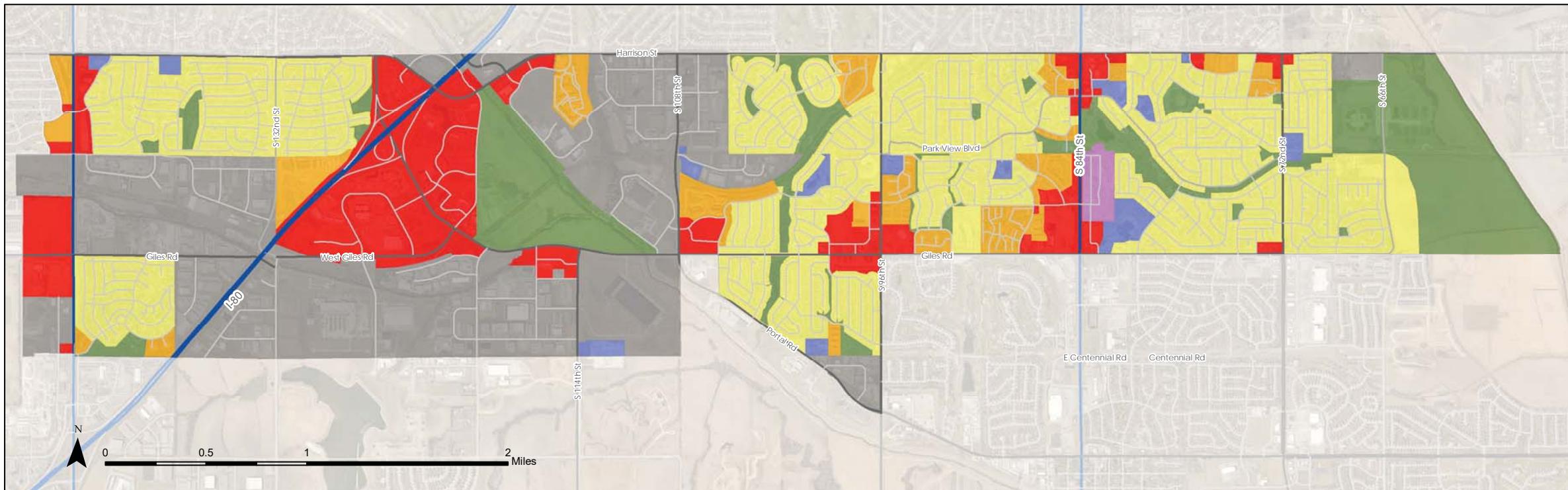
## Future Land Use Map Amendment Exhibit Comprehensive Plan Amendment Proposed Lots 1 & 2 Echo Hills Replat 4

12/6/2019

CB



# Future Land Use Map



## LEGEND

Medium Density Residential	Industrial
High Density Residential	Public
Mixed-Use	Parks and Recreation
Commercial	

Amended: 2/4/2020

THIS MAP WAS PREPARED USING INFORMATION FROM RECORD DRAWINGS SUPPLIED BY APPLICABLE CITY, COUNTY, STATE, FEDERAL, OR PUBLIC OR PRIVATE ENTITIES. THE ACCURACY OF THIS MAP CAN NOT BE GUARANTEED. THIS IS NOT A SCALED PLAT.

## **2. Zoning Ordinance Amendment - Rezoning**

## ORDINANCE NO.

AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF LA VISTA, SARPY COUNTY, NEBRASKA; AND TO PROVIDE FOR THE EFFECTIVE DATE HEREOF.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF LA VISTA, SARPY COUNTY, NEBRASKA:

Section 1. Approval of Rezoning. On December 12, 2019, the La Vista Planning Commission conducted a public hearing on the matter of rezoning Lot 3 Echo Hills, the tracts of land set forth in Section 2 of this ordinance, and reported to the City Council that it recommended approval of the zoning of said tracts be changed from "C-1" Shopping Center Commercial and Gateway Corridor District (Overlay District) to "C-1" Shopping Center Commercial, Gateway Corridor District (Overlay District) and Planned Unit Development District (Overlay District) for a portion of Lot 3 Echo Hills, otherwise known as Proposed Lots 3 and 4 Echo Hills Replat 4, and from "C-1" Shopping Center Commercial and Gateway Corridor District (Overlay District) to "R-3" High Density Residential, Gateway Corridor District (Overlay District), and Planned Unit Development District (Overlay District) for a portion of Lot 3 Echo Hills, otherwise known as Proposed Lots 1 and 2 Echo Hills Replat 4. On February 4, 2020, the City Council held a public hearing on said proposed change in zoning and found and determined that said proposed changes in zoning are advisable and in the best interests of the City. The City Council further found and determined that public hearings were duly held and notices, including published notice, written notice to adjacent property owners and notice posted at the properties, were duly given pursuant to Section 9.01 of the Zoning Ordinance. The City Council hereby approves said proposed changes in zoning as set forth in Section 2 of this ordinance.

Section 2. Amendment of the Official Zoning Map. Pursuant to Article 3 of the Zoning

Ordinance, a portion of Lot 3 Echo Hills otherwise known as Proposed Lots 3 and 4 Echo Hills Replat 4 in the SE ¼ of the NE ¼ of Section 14, Township 14, Range 11 East of the 6<sup>th</sup> P.M., Sarpy County, Nebraska, is hereby rezoned from "C-1" Shopping Center Commercial and Gateway Corridor District (Overlay District) to "C-1" Shopping Center Commercial, Gateway Corridor District (Overlay District), and PUD Planned Unit Development District (Overlay District), and a portion of Lot 3 Echo Hills otherwise known as Proposed Lots 1 and 2 Echo Hills Replat 4 in the SE ¼ of the NE ¼ of Section 14, Township 14, Range 11 East of the 6<sup>th</sup> P.M., Sarpy County, Nebraska, is hereby rezoned from "C-1" Shopping Center Commercial and Gateway Corridor District (Overlay District) to "R-3" High Density Residential, Gateway Corridor District (Overlay District), and Planned Unit Development District (Overlay District) and the Official Zoning Map of the City of La Vista is hereby amended to reflect the changes in zoning as described above and displayed in the attached Zoning Map Exhibit, hereby incorporated into this Ordinance by reference.

The amended version of the official zoning map of the City of La Vista is hereby adopted, contingent on the approval and recording of the Final Plat and related Subdivision Agreement, and shall be signed by the Mayor, attested to by the City Clerk and shall bear the seal of the City under the following words:

"This is to certify that this is the official zoning map referred to in Article 3  
Section 3.02 of Ordinance No. 848 of the City of La Vista, Nebraska"

and shall show the date of the adoption of that ordinance and this amendment.

Section 3. Effective Date. This ordinance shall be in full force and effect upon the date passage, approval and publication as provided by law.

PASSED AND APPROVED THIS 4TH DAY OF FEBRUARY 2020.

CITY OF LA VISTA

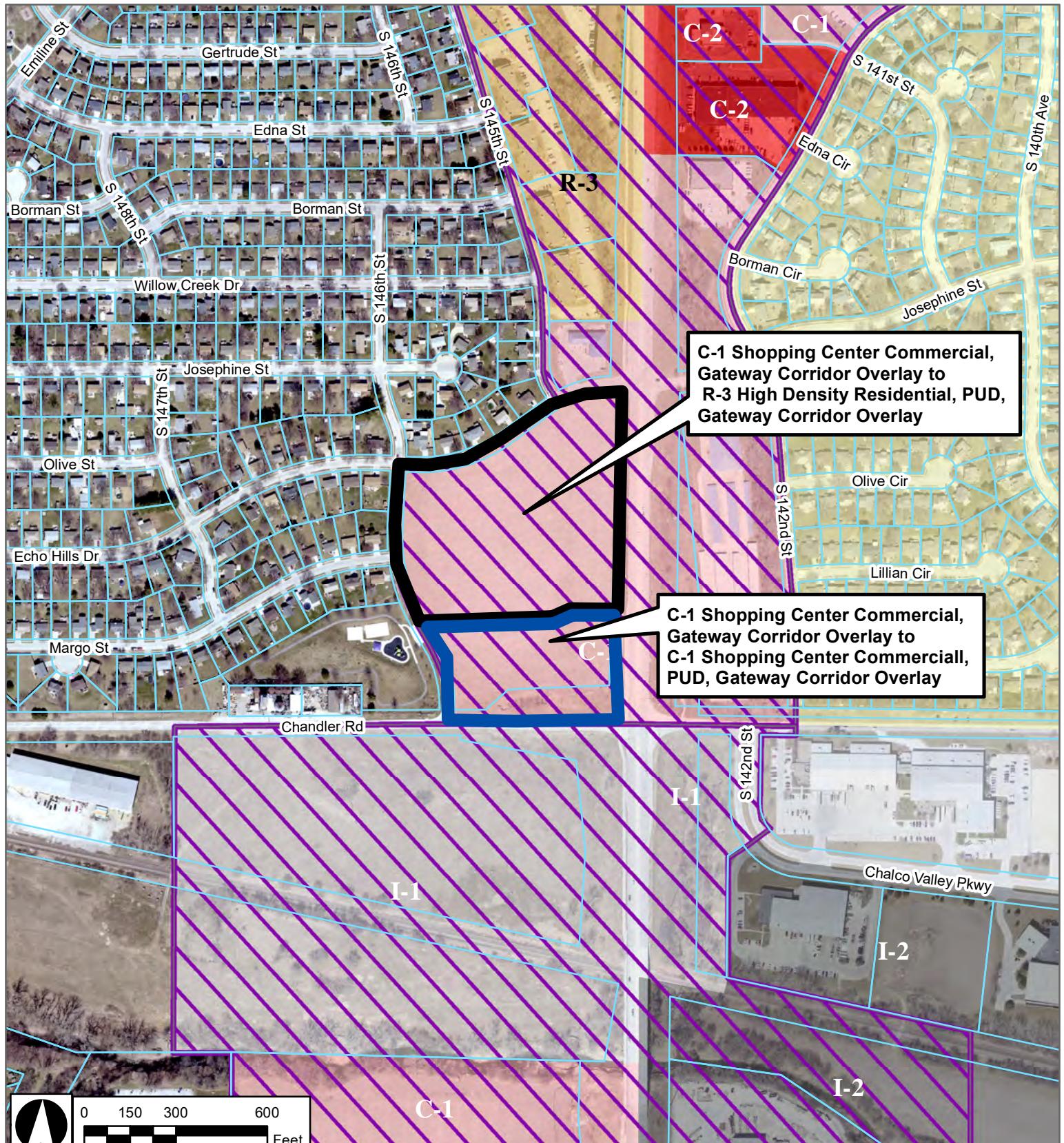
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Douglas Kindig, Mayor

ATTEST:

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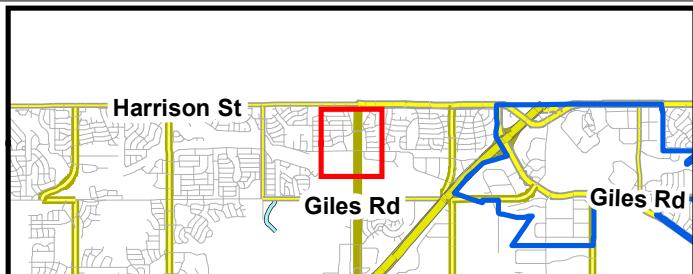
Pamela A. Buethe, CMC  
City Clerk



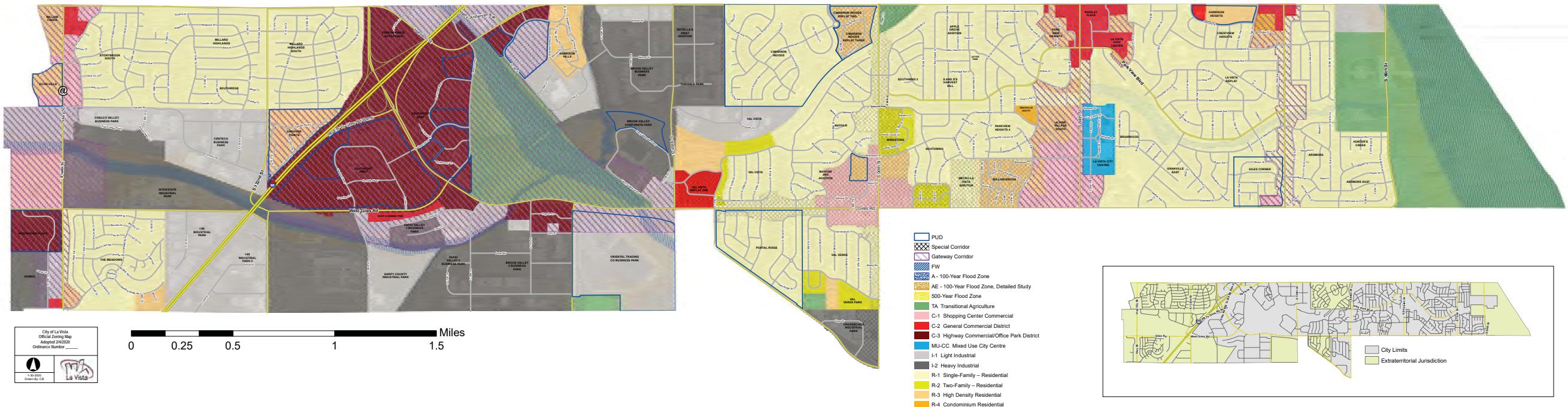
## Zoning Map Amendment Exhibit Lot 3 Echo Hills

12/6/2019

CB



City of La Vista  
Official Zoning Map - February 4, 2020



### **3. Planned Unit Development Site Plan**

**RESOLUTION NO.**

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF LA VISTA, NEBRASKA, DETERMINING CONDITIONS FOR APPROVAL OF A PLANNED UNIT DEVELOPMENT (PUD) SITE PLAN FOR LOT 3 ECHO HILLS, LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 14, T14, R11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

WHEREAS, the applicant, West Management, LLC has made an application for approval of a PUD site plan for Lot 3 Echo Hills; and

WHEREAS, the Planning Division and the City Engineer have reviewed the PUD site plan; and

WHEREAS, the La Vista Planning Commission reviewed the application on December 12, 2019 and recommends approval;

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of La Vista, Nebraska, that the PUD site plan for Lot 3 Echo Hills, located in the southeast 1/4 of the northeast 1/4 of Section 14, T14, R11E of the 6<sup>th</sup> P.M., Sarpy County, Nebraska, generally located northwest of the intersection of Chandler Road and 144<sup>th</sup> Streets be, and hereby is, approved contingent on the approval and recording of the Final Plat and related Subdivision Agreement.

PASSED AND APPROVED THIS 4TH DAY OF FEBRUARY, 2020.

CITY OF LA VISTA

ATTEST:

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Douglas Kindig, Mayor

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Pamela A. Buethe, CMC  
City Clerk

## **4. Preliminary Plat**

**RESOLUTION NO.**

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF LA VISTA, NEBRASKA, FOR APPROVAL OF THE PRELIMINARY PLAT FOR LOT 3 ECHO HILLS, TO BE REPLATTED AS LOTS 1-4 ECHO HILLS REPLAT 4, LOCATED IN THE SE 1/4 OF THE NE 1/4 OF SECTION 14, T14, R11 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

WHEREAS, the applicant, West Management, LLC on behalf of the owners of the above described pieces of property, and the City, have made application for approval of a preliminary plat as presented at this meeting for Lots 1-4 Echo Hills Replat 4 ("Preliminary Plat"), and

WHEREAS, the City Engineer has reviewed the Preliminary Plat; and

WHEREAS, on December 12, 2019, the La Vista Planning Commission reviewed the Preliminary Plat and recommended approval;

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of La Vista, Nebraska, that the Preliminary Plat for Lot 3 Echo Hills, to be replatted as Lots 1-4 Echo Hills Replat 4, located in the southeast  $\frac{1}{4}$  of the northeast  $\frac{1}{4}$  of Section 14, Township 14, Range 11E, generally located northwest of the intersection of Chandler Road and 144<sup>th</sup> Street be, and hereby is, approved, contingent on the approval and recording of the Final Plat and related Subdivision Agreement.

PASSED AND APPROVED THIS 4TH DAY OF FEBRUARY, 2020.

CITY OF LA VISTA

ATTEST:

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Douglas Kindig, Mayor

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Pamela A. Buethe, CMC  
City Clerk