

AGENDA ITEM 4A

**Planned Unit Development — Lot 2 Southport East
Replat Two—CPM-SFI Southport, LLC**



CITY OF LA VISTA
PLANNING DIVISION

RECOMMENDATION REPORT

CASE NUMBERS: PPUD20-0001;

FOR HEARING OF: JUNE 18, 2020
REPORT PREPARED ON: JUNE 10, 2020

I. GENERAL INFORMATION

A. APPLICANT:

CPM-SFI Southport, LLC
Attn: Jamie Saldi
6910 N 102nd Circle
Omaha, NE 68122

B. PROPERTY OWNER:

CPM-SFI Southport, LLC
6910 N 102nd Circle
Omaha, NE 68122

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

D. LEGAL DESCRIPTION: Lot 2 Southport East Replat Two.

E. REQUESTED ACTION(S): Approval of a Planned Unit Development Site Plan Amendment.

F. EXISTING ZONING AND LAND USE: C-3 – Highway Commercial/Office Park District, Gateway Corridor District (Overlay District), and Planned Unit Development; Lot 2 Southport East Replat Two is currently vacant, aside from some paved parking that currently services the adjacent Hampton Inn hotel.

G. PURPOSE OF REQUEST: Development including a fast-food restaurant with a drive-thru, and a sit-down restaurant with a drive-thru.

H. SIZE OF SITE: Approximately 1.8 acres.

II. BACKGROUND INFORMATION

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

B. GENERAL NEIGHBORHOOD/AREA LAND USES AND ZONING:

<u>Direction From Subject Property</u>	<u>Future Land Use Designation</u>	<u>Current Zoning Designation</u>	<u>Surrounding Development</u>
North	Commercial	C-3 Highway Commercial/Office Park District, Gateway Corridor Overlay District, PUD	Pinnacle Bank
East	Commercial	C-3 Highway Commercial/Office Park District, Gateway Corridor Overlay District, PUD	Hampton Inn & Suites Hotel
South	Commercial	C-3 Highway Commercial/Office Park District, Gateway Corridor Overlay District, PUD	Amigos/Kings Classic Restaurant
West	Commercial	C-3 Highway Commercial/Office Park District, Gateway Corridor Overlay District, PUD	Vacant Lots/Southport West

C. RELEVANT CASE HISTORY:

1. The initial Planned Unit Development Ordinance that covers this property was approved on December 20, 2005 (Ordinance No. 976).
2. An amendment to the PUD site plan for this lot was approved on November 15, 2016 (Resolution No.16-151), but the development concept has since changed which is why this amendment has been requested.

D. APPLICABLE REGULATIONS:

1. Section 5.12 of the Zoning Regulations – C-3 Highway Commercial/Office Park District
2. Section 5.15 of the Zoning Regulations – PUD Planned Unit Development (Overlay District)
3. Section 5.17 of the Zoning Regulations - Gateway Corridor District (Overlay District)

III. ANALYSIS

A. COMPREHENSIVE PLAN:

1. This proposal is consistent with the Future Land Use Map of the Comprehensive Plan, which designates Lot 2 Southport East Replat Two for commercial development.

B. OTHER PLANS: N/A.

C. TRAFFIC AND ACCESS:

1. This site can be accessed through the right-in only access off of Southport Parkway, McDermott Plaza from the southeast, and through the entrance to the adjacent hotel

parking lot off of S 123rd Plaza. McDermott Plaza is a private easement road with no dedicated public right-of-way.

2. A traffic queueing analysis for the development has been prepared by Felsburg, Holt & Ullevig (FHU), and suggests that the proposed site plan will adequately accommodate traffic demand for the proposed site development. The City Engineer has reviewed the analysis and finds it reasonable. The analysis performed by FHU dated June 1, 2020, is attached.
3. Through the development review process, the applicant worked with City staff to produce an alternative site plan that reduces the likelihood that cars in the drive-thru for the proposed phase 1 restaurant would stack out onto Southport Parkway. Significant changes were also made to the site plan to improve pedestrian connections to surrounding development (including the hotel to the east, and other developments to the southeast).

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 issuance.

E. PARKING REQUIREMENTS:

1. The parking stall requirements for the proposed development, per the La Vista Zoning Ordinance, are:

<u>Lot #</u>	<u>Use</u>	<u>Required Stalls</u>	<u>Provided Stalls</u>
Lot 2	Restaurant w/ Drive-Thru	43 (1 space per 150 Sq. Ft)	80

The amount of parking provided with the proposed development substantially exceeds the amount required by the La Vista Zoning Ordinance. Additionally, there is a cross-parking agreement in place with the adjacent hotel, which provides for additional parking capacity.

F. LANDSCAPING:

1. The landscaping plan is currently under review by the City's Design Review Architect as part of the overall building and site design package.

IV. REVIEW COMMENTS:

- A. The site plan as proposed will be developed in two phases. The first phase will include the fast food restaurant with a drive-thru on the northwest side of the Lot. This phasing line is represented on

the attached PUD site plan. The second phase of development will include the second restaurant, remaining parking, and pedestrian connections. Financial guarantees will be required upon approval of the PUD to assure completion of the public improvements and pedestrian connections that are to be developed as part of phase 2.

- B. Before the applicant may apply for building permits for either of the proposed buildings, the building design must achieve substantial completion through the City's Design Review process, as required by the *Architectural and Site Design Guidelines – Southport Development* within the Southport East subdivision agreement.
- C. The applicant has proposed a Project Directory sign for the site that can advertise all tenants. It is challenging for the applicant to meet the 20-foot setback requirement for the Project Directory sign without having a large impact to the site plan. Per Section 5.15.04 of the La Vista Zoning Ordinance, the setback requirements can be reduced as part of a Planned Unit Development. The applicant is requesting an adjustment of the setback requirement for the Project Directory sign from 20 feet down to 10 feet as part of the Planned Unit Development, for the sign located along Giles Road (as displayed in the attached PUD Site Plan). Staff finds this request to be reasonable.
- D. The applicant met with the ownership of the adjacent Hampton Inn hotel on 6/5/2020 to discuss the site plan as proposed.

V. STAFF RECOMMENDATION – PUD SITE PLAN:

Staff recommends approval of the Planned Unit Development Site Plan Amendment for Lot 2 Southport East Replat Two, as the request is consistent with La Vista's Comprehensive Plan and Zoning Ordinance.

VI. ATTACHMENTS TO REPORT:

- A. Vicinity Map
- B. Review Letters
- C. PUD Plan Set
- D. Traffic Queueing Analysis

VII. COPIES OF REPORT SENT TO:

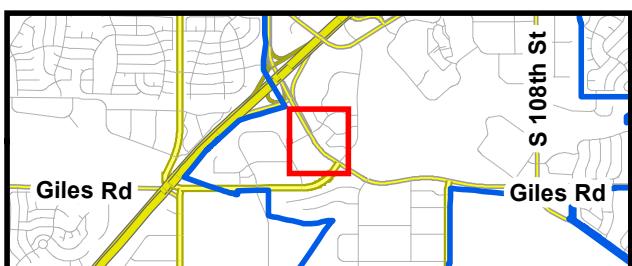
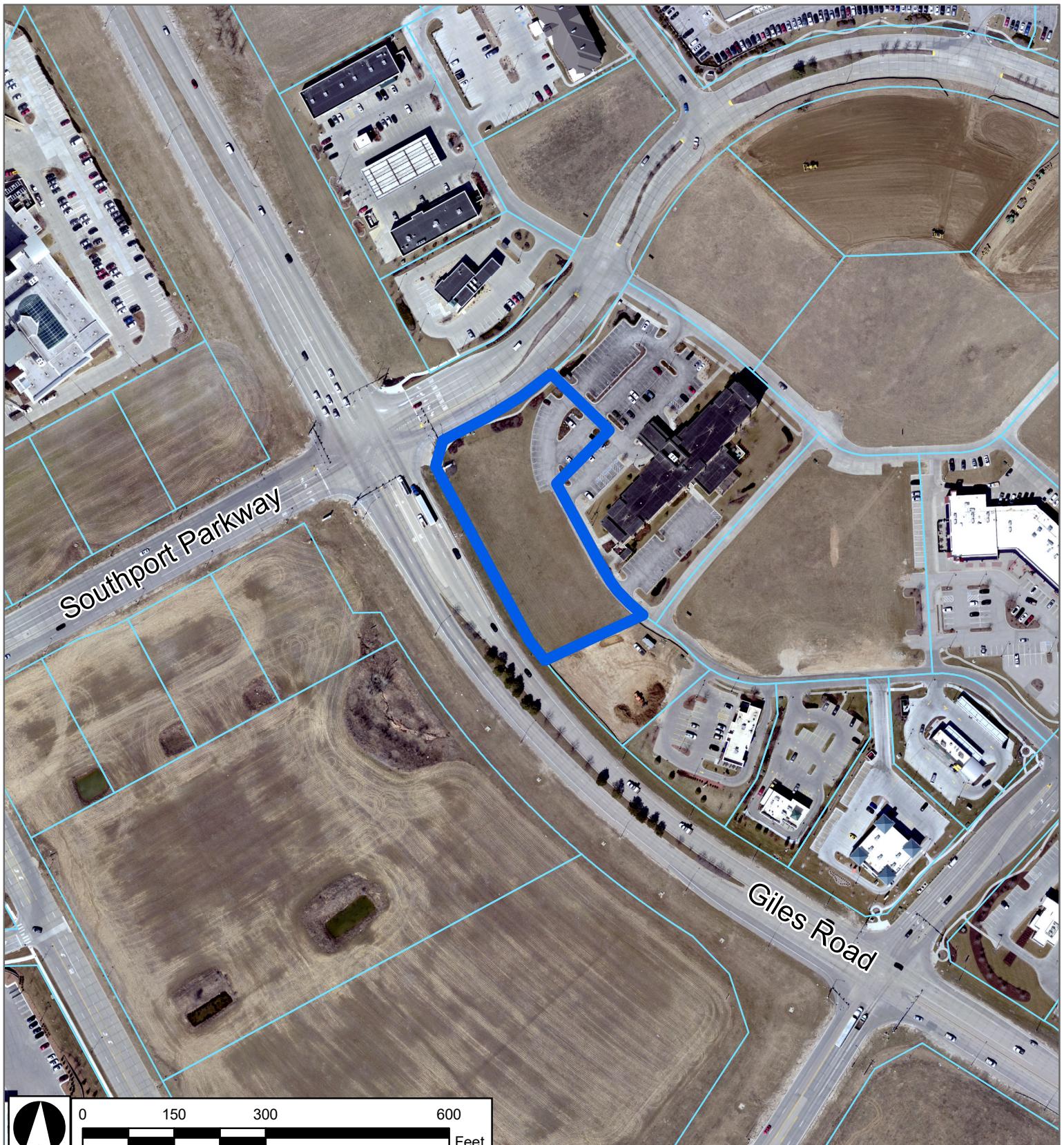
- A. Jamie Saldi, CPM-SFI Southport, LLC
- B. Philip Niewohner, Olsson
- C. Public Upon Request

Ale Bradsher

Prepared by: Assistant Planner

Bee Tala
Community Development Director

6/10/2020
Date



Vicinity Map - Planned Unit Development Lot 2 Southport East Replat Two

6/2/2020
CB





April 22, 2020

Philip Niewohner
Olsson Associates, Inc.
2111 S 67th Street, STE #200
Omaha, NE 68106

RE: Planned Unit Development – Initial Review Letter
Lot 2 Southport East Replat Two

Mr. Niewohner,

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

General Comments

- Please submit a schedule of construction, per Section 5.15.04.01. If project phasing is planned, phasing plan and schedule needs to be included. Since there are individual buildings that might be constructed separately, there needs to be information on phasing of construction so that common area elements such as drives, storm water facilities, utilities or other common area shared items can be addressed for maintenance. If appurtenances are not all built with first phase/first lot, then financial guarantees to assure completion will be needed as part of PUD approval.
- Per Section 5.15.04.06, please provide evidence of meeting and coordination with the hotel property owner regarding the PUD Site Plan and existing cross-parking easement. Any ingress/egress easements will need to be confirmed and/or recorded, and should be noted in the submittal.
- The building design will be reviewed as part of the design review process that is required for developments within Southport East and the Gateway Corridor District prior to building permit approval. The design review process will be conducted outside of the PUD approval process, with the exception of the review of the landscaping plan.

City Hall
8116 Park View Blvd.
La Vista, NE 68128-2198
p: 402-331-4343
f: 402-331-4375

Community Development
8116 Park View Blvd.
p: 402-331-4343
f: 402-331-4375

Fire
8110 Park View Blvd.
p: 402-331-4748
f: 402-331-0410

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

- Per Section D.ii.a.6 of the Southport East Design Guidelines, all light fixtures will need to meet the requirements of the Southport East Design Guidelines. Parking lot fixtures will need to conform to Appendix I of the Guidelines, whereas the corner feature light fixtures will need to conform to Appendix H of the Guidelines. Review of the proposed site lighting will be conducted at the time of the design review for the main structure.
- A Center ID sign already exists on Lot 2 Southport East Replat Two. Per Section 7.01.05.02 of the La Vista Zoning Ordinance, no two Center ID signs shall be allowed closer than 500 feet to each other on the same side of the street, making an additional one on this lot infeasible.
- Existing developments within 200' of the property should be shown on the plan set per Section 5.15.05.02.11

Traffic

- Please submit a signage plan that identifies directional signage to try to minimize congestion and wrong-way movements.
- The Traffic Impact Analysis should be updated as to address any potential congestion related to the increase in trips to the site. The uses and layout of the proposed project are significantly different from the 2016 submittal, and it appears vehicle circulation and pedestrian/vehicle interaction are of concern. The west most drive thru has a relatively short stacking length from the access to the ordering board, which has the potential to stack traffic into the right-in only access from Southport Parkway, and out onto Southport Parkway.

Sheet C1.1

- Per Section 5.15.04.06, proposed site lighting locations need to be shown.
- In relation to Section 5.15.04.07: Parking counts depict four ADA parking spaces. However, only two are depicted with the "B" notation. Overall parking counts are in significant excess of the parking minimums set forth within the Zoning Ordinance. This should provide some flexibility in the amount of parking stalls provided in order to address circulation and pedestrian safety related issues.
- The Site Information Table lists the existing and proposed zoning as "C-3 PUD". Both should be listed as "C-3 PUD with a Gateway Corridor Overlay"
- Please note circulation aisle widths as to ensure sufficient width for circulation/turning movements.
- Building setbacks shall meet C-3 zoning unless otherwise approved by City Council as part of the final PUD. The setbacks in the site information table and on the map of

C1.1 need to depict the setbacks set forth within Section 5.12.06.01 of the Zoning Ordinance. Specifically,

Front Yard Setback:	25'
Front Yard Setback (when parking present in front yard):	50'
Side Yard Setback:	15'
Rear Yard Setback:	15'

The building setback dimension along Giles Road (where the line of parking is present) needs to be adjusted to 50 feet, 25 feet elsewhere along Southport Parkway and Giles.

- Article 5.15.04.15: Proposed sidewalk into the development from Southport Parkway needs to be not closer than 6 feet to back of curb. All sidewalks need to be 6 inches thick.

Walk connections to restaurants, hotel, and other parts of Southport East are in need of adjustments to improve pedestrian circulation and safety in the area. Redlines of proposed adjustments are attached for review. To provide for additional width in the eastern-most island for a sidewalk, the depth of parking on along Giles Road can be reduced by a foot or two through the use of an overhang for parking (as allowed by 7.09.01 of the Zoning Ordinance). The rest of the site would have to shift accordingly though.

- Proposed location for potential project directory sign needs to be called out, as well as all menu boards for drive through services.

Sheet C2.1

- Grading work will require a grading permit. Refer to the Master Fee Ordinance for details.
- Grading plan needs to address a conceptual design of water quality and 2-year peak flow detention, such as indication of bio-basins or under parking lot facilities.
- The grading plan submitted does not depict the required berming of the landscaped areas along Southport Parkway and Giles Road as per the Southport East Design Guidelines.
- Note #4 suggests the proposed grades are in 2' contours, whereas it appears the proposed contours are 1'. Please clarify.

Sheet C2.1

- Disposition of the sanitary sewer needs to be addressed, including any shared maintenance responsibilities.

Sheet L1.1

- Article 5.15.04.08: The proposed landscaping plan is currently under review by the City's third-party design review architect. Review comments will be provided when they are available.

Not all utility boxes are depicted along Southport Parkway. Please depict all boxes in the landscaping plan and related vegetative screening. Access doors to boxes cannot be blocked.

Landscaping plan does not depict the existing Center Identification Sign for the subdivision. Please provide depiction and adjust location of landscaping in relation.

It appears that a tree is planted within roughly a foot of what appears to be a proposed sign for the development. This can be problematic to either the tree or the sign foundation.

Please make any necessary adjustments to the Landscaping Plan that may result from the introduction of the light poles, as pointed out in the attached redlined plan set.

Berming is called out for landscaped areas along Southport Parkway. However, berming is not called out for landscaped areas along Giles Road. Berming should be reflected in the grading plan.

PCSMP

- The Post Construction Storm Water Management Plan is conceptual and more detailed information will be needed as the design is refined.
- The drainage report also needs to address the 10-year storm water quantitative requirement.
- Any shared maintenance responsibilities will need to be disclosed.
- It appears that drainage to the south building will drain east to the already-developed Lot 1. Hydrologic and hydraulic analyses will need to show that there are no adverse impacts to the downstream drainage system.
- It appears that drainage improvements on the north building and the grading of the west extents of the project will impact the drainage system within the Giles Road corridor. Systems will need to be evaluated to ensure that there are no adverse compacity and/or maintenance impacts.

The building, site design, and the landscape plan 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 needs to be substantially complete prior to proceeding through City Council approval process.

Note that the development will need to obtain FAA approval prior to the issuance of a building permit.

Please submit a digital copy of the updated plan set and related documents to the City for further review. In order to continue with the desired timeline with the Planning Commission public hearing date of May 21st, the issues outlined in this review letter need to be fully addressed/corrected and revised documents must be submitted by Friday, May 1st at noon. This is necessary as the City must submit the legal ad publication request for the public hearing on the following Monday morning. If you are unable to make the necessary revisions in that timeframe, the next Planning Commission meetings are June 4th and June 18th.

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

Thank you,



Christopher Solberg, AICP
Deputy Community Development Director
csolberg@cityoflavista.org
(402) 593-6400

Cc:

Jamie Saldi, CPM-SFI Southport, LLC
Bruce Fountain, Community Development Director, City of La Vista
Pat Dowse, City Engineer, City of La Vista
Cale Brodersen, Assistant Planner, City of La Vista

Enclosed

Comment Response: Lot 2 Southport East Replat Two

General Comments

- Please submit a schedule of construction, per Section 5.15.04.01. If project phasing is planned, phasing plan and schedule needs to be included. Since there are individual buildings that might be constructed separately, there needs to be information on phasing of construction so that common area elements such as drives, storm water facilities, utilities or other common area shared items can be addressed for maintenance. If appurtenances are not all built with first phase/first lot, then financial guarantees to assure completion will be needed as part of PUD approval.

Response: Schedule of construction will be provided by the owner. Shared maintenance agreement will be created to address concerns.

- Per Section 5.15.04.06, please provide evidence of meeting and coordination with the hotel property owner regarding the PUD Site Plan and existing cross- parking easement. Any ingress/egress easements will need to be confirmed and/or recorded, and should be noted in the submittal.

Response: The owner has been in contact with the hotel and will provide evidence of this coordination.

- The building design will be reviewed as part of the design review process that is required for developments within Southport East and the Gateway Corridor District prior to building permit approval. The design review process will be conducted outside of the PUD approval process, with the exception of the review of the landscaping plan.

Response: Noted.

- Per Section D.ii.a.6 of the Southport East Design Guidelines, all light fixtures will need to meet the requirements of the Southport East Design Guidelines. Parking lot fixtures will need to conform to Appendix I of the Guidelines, whereas the corner feature light fixtures will need to conform to Appendix H of the Guidelines. Review of the proposed site lighting will be conducted at the time of the design review for the main structure.

Response: Noted. Light fixture locations have been added to the plans.

- A Center ID sign already exists on Lot 2 Southport East Replat Two. Per Section 7.01.05.02 of the La Vista Zoning Ordinance, no two Center ID signs shall be allowed closer than 500 feet to each other on the same side of the street, making an additional one on this lot infeasible.

Response: Noted. Proposed sign locations kept on plans as further discussions are needed regarding signage.

- Existing developments within 200' of the property should be shown on the plan set per Section 5.15.05.02.11

Response: Additional developments have been added to the plans.

Traffic

- Please submit a signage plan that identifies directional signage to try to minimize congestion and wrong-way movements.

Response: Signage plan to be developed based on updated Traffic Impact Analysis.

- The Traffic Impact Analysis should be updated as to address any potential congestion related to the increase in trips to the site. The uses and layout of the proposed project are significantly different from the 2016 submittal, and it appears vehicle circulation and pedestrian/vehicle interaction are of concern. The west most drive thru has a relatively short stacking length from the access to the ordering board, which has the potential to stack traffic into the right-in only access from Southport Parkway, and out onto Southport Parkway.

Response: Owner to update Traffic Impact Analysis.

Sheet C1.1

- Per Section 5.15.04.06, proposed site lighting locations need to be shown.

Response: Light fixture locations have been added to the plans.

- In relation to Section 5.15.04.07: Parking counts depict four ADA parking spaces. However, only two are depicted with the “8” notation. Overall parking counts are in significant excess of the parking minimums set forth within the Zoning Ordinance. This should provide some flexibility in the amount of parking stalls provided in order to address circulation and pedestrian safety related issues.

Response: Minimum requirements are noted; however, current parking configuration kept mostly as-is to maximize available stalls. ADA parking stalls have been more clearly identified.

- The Site Information Table lists the existing and proposed zoning as “C-3 PUD”. Both should be listed as “C-3 PUD with a Gateway Corridor Overlay”

Response: Information has been updated.

- Please note circulation aisle widths as to ensure sufficient width for circulation/turning movements.

Response: Additional dimensions have been added for clarity.

- Building setbacks shall meet C-3 zoning unless otherwise approved by City Council as part of the final PUD. The setbacks in the site information table and on the map of C1.1 need to depict the setbacks set forth within Section 5.12.06.01 of the Zoning Ordinance. Specifically,

Front Yard Setback: 25'

Front Yard Setback (when parking present in front yard): 50'

Side Yard Setback: 15'

Rear Yard Setback: 15'

The building setback dimension along Giles Road (where the line of parking is present) needs to be adjusted to 50 feet, 25 feet elsewhere along Southport Parkway and Giles.

Response: Setback Information and linework has been updated.

- Article 5.15.04.15: Proposed sidewalk into the development from Southport Parkway needs to be not closer than 6 feet to back of curb. All sidewalks need to be 6 inches thick.

Walk connections to restaurants, hotel, and other parts of Southport East are in need of adjustments to improve pedestrian circulation and safety in the area. Redlines of proposed adjustments are attached for review. To provide for additional width in the eastern-most island for a sidewalk, the depth of parking on along Giles Road can be reduced by a foot or two through the use of an overhang for parking (as allowed by 7.09.01 of the Zoning Ordinance). The rest of the site would have to shift accordingly though.

Response: Sidewalk layouts have been updated based on feedback. Sidewalk thickness has been increased to 6".

- Proposed location for potential project directory sign needs to be called out, as well as all menu boards for drive through services.

Response: Additional notation has been added identifying signage. As noted in a previous comment, further discussion regarding lot signage to be further discussed. Menu board locations to be provided by owner as Design Review progresses.

Sheet C2.1

- Grading work will require a grading permit. Refer to the Master Fee Ordinance for details.

Response: Noted.

- Grading plan needs to address a conceptual design of water quality and 2-year peak flow detention, such as indication of bio-basins or under parking lot facilities.

Response: Location of proposed underground detention is shown on sheet C3.1, which will address both water quantity and quality requirements.

- The grading plan submitted does not depict the required berthing of the landscaped areas along Southport Parkway and Giles Road as per the Southport East Design Guidelines.

Response: Berms are shown on C2.1, although may have been hard to see. Additional information has been added.

- Note #4 suggests the proposed grades are in 2' contours, whereas it appears the proposed contours are 1'. Please clarify.

Response: Note has been updated for clarity.

Sheet C3.1

- Disposition of the sanitary sewer needs to be addressed, including any shared maintenance responsibilities.

Response: Noted. Shared maintenance agreement will be created to address concerns.

Sheet L1.1

- Article 5.15.04.08: The proposed landscaping plan is currently under review by the City's third-party design review architect. Review comments will be provided when they are available.

Response: Noted.

Not all utility boxes are depicted along Southport Parkway. Please depict all boxes in the landscaping plan and related vegetative screening. Access doors to boxes cannot be blocked.

Response: Additional utility boxes have been shown, and landscaping adjusted accordingly.

Landscaping plan does not depict the existing Center Identification Sign for the subdivision. Please provide depiction and adjust location of landscaping in relation.

Response: Labels have been added to signage, and landscaping adjusted accordingly.

It appears that a tree is planted within roughly a foot of what appears to be a proposed sign for the development. This can be problematic to either the tree or the sign foundation.

Response: Noted. Tree location has been adjusted.

Please make any necessary adjustments to the Landscaping Plan that may result from the introduction of the light poles, as pointed out in the attached redlined plan set.

Response: Landscaping has been adjusted to fit with added lighting fixtures.

Berming is called out for landscaped areas along Southport Parkway. However, berming is not called out for landscaped areas along Giles Road. Berming should be reflected in the grading plan.

Response: Additional berming labels have been added.

PCSMP

- The Post Construction Storm Water Management Plan is conceptual and more detailed information will be needed as the design is refined.

Response: Noted.

- The drainage report also needs to address the 10-year storm water quantitative requirement.

Response: The final drainage report will address all stormwater requirements.

- Any shared maintenance responsibilities will need to be disclosed.

Response: Noted. Shared maintenance agreement will be created to address concerns.

- It appears that drainage to the south building will drain east to the already- developed Lot 1.

Hydrologic and hydraulic analyses will need to show that there are no adverse impacts to the downstream drainage system.

Response: Proposed grading directs drainage from building and drive thru lane back towards the parking lot, minimizing off-property drainage. Hydraulic analysis will be done as part of final drainage report.

- It appears that drainage improvements on the north building and the grading of the west extents of the project will impact the drainage system within the Giles Road corridor. Systems will need to be evaluated to ensure that there are no adverse compacity and/or maintenance impacts.

Response: Storm sewer system will be designed to ensure no adverse impact to the existing Giles Road drainage system.



May 4, 2020

Philip Niewohner
Olsson Associates, Inc.
2111 S 67th Street, STE #200
Omaha, NE 68106

RE: Planned Unit Development – Second Review Letter
Lot 2 Southport East Replat Two

We have reviewed your resubmittal from this past Friday, May 1st, and have several comments regarding issues which remain to be addressed. While many of the items outlined in the first review letter were adequately addressed, the following concerns remain:

- Please submit an updated Traffic Impact Analysis to address our concerns regarding vehicle congestion and the relatively short stacking length of the Taco Bell drive-thru from the access to the ordering board. We understand from your comments that the owner will be submitting this, but we have not received anything to date.
- Please submit a schedule of construction that denotes project phasing and addresses shared maintenance. We understand from your comments that the owner will be submitting this, but we have not received anything to date.
- Please submit evidence of coordination with the owner of the Hampton Inn regarding the PUD Site Plan and existing cross-parking easement. We understand from your comments that the owner will be submitting this, but we have not received anything to date.
- There are currently no ADA connections shown from this site to the adjacent Hampton Inn, which are necessary to ensure safe pedestrian movement between the hotel and the two proposed restaurants.
- The pedestrian crossing through the southern building's drive through should be short and direct. The parking stall directly across from the sidewalk from this building should be removed to improve this crossing. Additionally, the sidewalk from Lot 6 Southport East Replat Six needs to be accommodated for in the pedestrian plan for this site.

City Hall
8116 Park View Blvd.
La Vista, NE 68128-2198
p: 402-331-4343
f: 402-331-4375

Community Development
8116 Park View Blvd.
p: 402-331-4343
f: 402-331-4375

Fire
8110 Park View Blvd.
p: 402-331-4748
f: 402-331-0410

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

The ITE Parking Generation Manual, 4th Ed. is used as a guide to determine parking rates for various businesses. According to this code, the average peak period parking demand is 9.98 vehicles per 1,000 sq. ft. For the proposed project, this would correlate to 63 parking stalls during the peak hours of operation needed, whereas the site plan calls for 93 stalls to be constructed. Additionally, there is a cross-parking agreement with Hampton Inn who's parking lot is rarely full. Hence, the loss of a stall(s) to improve pedestrian safety is possible without having a significant impact on parking.

- Although screening of the parking lot with the proposed shrubs along McDermott Plaza would meet the aesthetic intents of the district, it doesn't appear that there's enough room in the island to accommodate the shrubs with the installation of the sidewalk. Please comment as to if there is enough room for the shrubs to survive long-term if they were to remain.
- Labels were added to the grading plan to denote either a 1' or 2' berm along the street frontages, however, the topographic lines do not reflect this berming. Please correct the plan's topographic lines to accurately reflect the berming.

The deadline to submit the legal ad publication request for a public hearing for the Planning Commission meeting on May 21st was today. Since not all items have been addressed and some remaining concerns have the potential to impact the site plan, we were not able to submit the legal ad request and this item will not be able to be considered at the May 21st Planning Commission meeting. The next Planning Commission meeting will be June 4th. The remaining concerns will need to be satisfactorily addressed by Friday, May 15th at noon in order to be considered for the June 4th Planning Commission meeting.

Let me know if you would like to schedule a meeting to discuss the site plan or any of the issues noted in this letter. Thanks,



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

2nd Round Comment Response: Lot 2 Southport East Replat Two

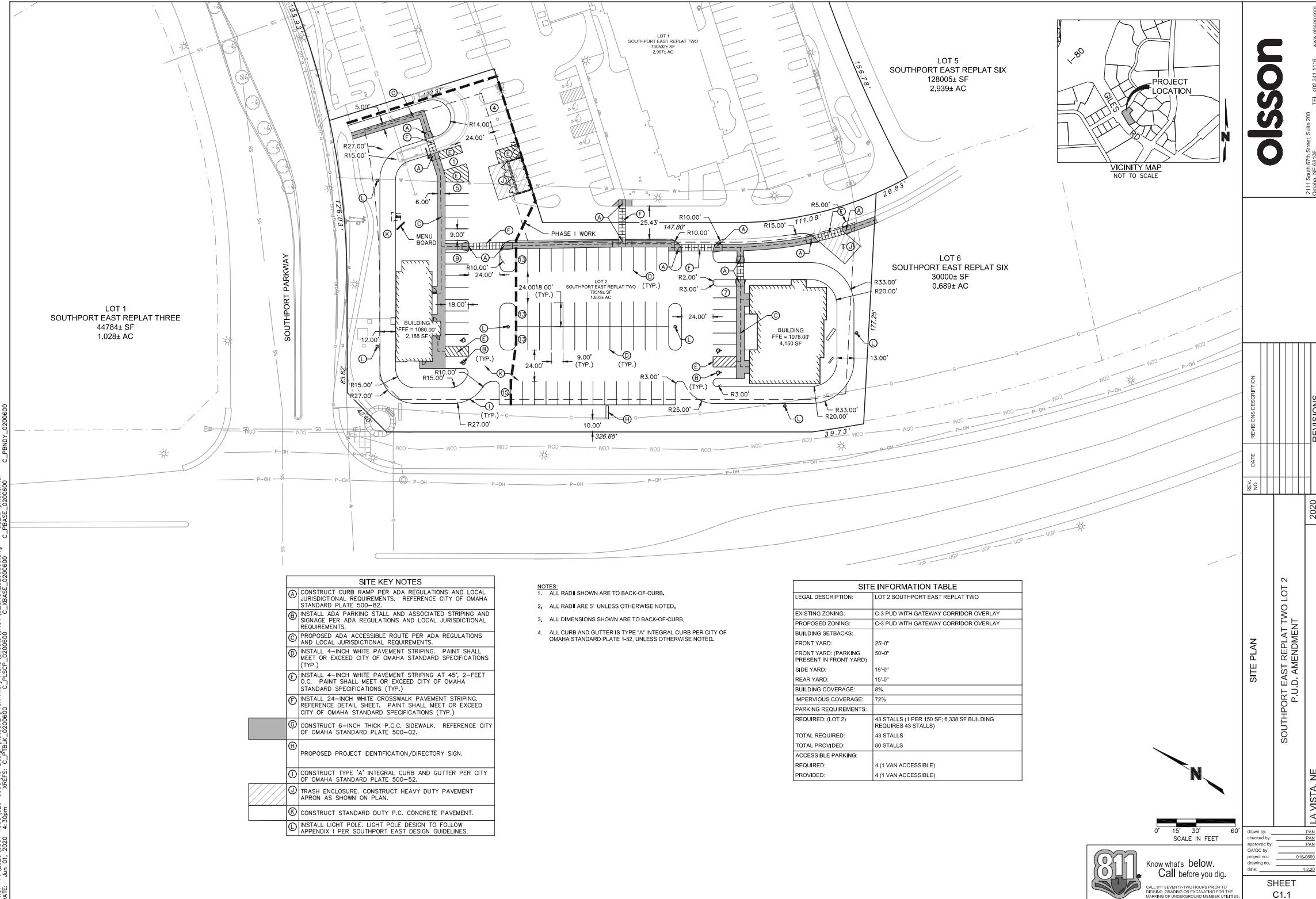
- Please submit an updated Traffic Impact Analysis to address our concerns regarding vehicle congestion and the relatively short stacking length of the Taco Bell drive-thru from the access to the ordering board. We understand from your comments that the owner will be submitting this, but we have not received anything to date.
Response: Based on the updated site plan included, stacking has been provided for eight (8) vehicles from drive thru window. Any separate or further traffic concerns will continue to be addressed through the entitlements process.
- Please submit a schedule of construction that denotes project phasing and addresses shared maintenance. We understand from your comments that the owner will be submitting this, but we have not received anything to date.
Response: Schedule & maintenance document are in progress and will be submitted prior to final approval.
- Please submit evidence of coordination with the owner of the Hampton Inn regarding the PUD Site Plan and existing cross-parking easement. We understand from your comments that the owner will be submitting this, but we have not received anything to date.
Response: Coordination with Hampton Inn to be submitted prior to final approval.
- There are currently no ADA connections shown from this site to the adjacent Hampton Inn, which are necessary to ensure safe pedestrian movement between the hotel and the two proposed restaurants.
Response: Crosswalks and curb ramps have been added for connectivity with the adjacent hotel.
- The pedestrian crossing through the southern building's drive through should be short and direct. The parking stall directly across from the sidewalk from this building should be removed to improve this crossing. Additionally, the sidewalk from Lot 6 Southport East Replat Six needs to be accommodated for in the pedestrian plan for this site.
The ITE Parking Generation Manual, 4th Ed. is used as a guide to determine parking rates for various businesses. According to this code, the average peak period parking demand is 9.98 vehicles per 1,000 sq. ft. For the proposed project, this would correlate to 63 parking stalls during the peak hours of operation needed, whereas the site plan calls for 93 stalls to be constructed. Additionally, there is a cross-parking agreement with Hampton Inn who's parking lot is rarely full. Hence, the loss of a stall(s) to improve pedestrian safety is possible without having a significant impact on parking.
Response: The pedestrian crossing through the proposed driveway will continue to be evaluated. Sidewalk connection from Lot 6 has been proposed to cross and connect with the existing Hampton Inn sidewalk for a small stretch to also allow proposed parking stalls to remain.

- Although screening of the parking lot with the proposed shrubs along McDermott Plaza would meet the aesthetic intents of the district, it doesn't appear that there's enough room in the island to accommodate the shrubs with the installation of the sidewalk. Please comment as to if there is enough room for the shrubs to survive long-term if they were to remain.

Response: The landscaping in question will continue to be evaluated and finalized prior to final Design Review approval.

- Labels were added to the grading plan to denote either a 1' or 2' berm along the street frontages, however, the topographic lines do not reflect this berming. Please correct the plan's topographic lines to accurately reflect the berming.

Response: Grading has been updated to more clearly reflect this berming.



REV. NO.	DATE	REVISIONS DESCRIPTION

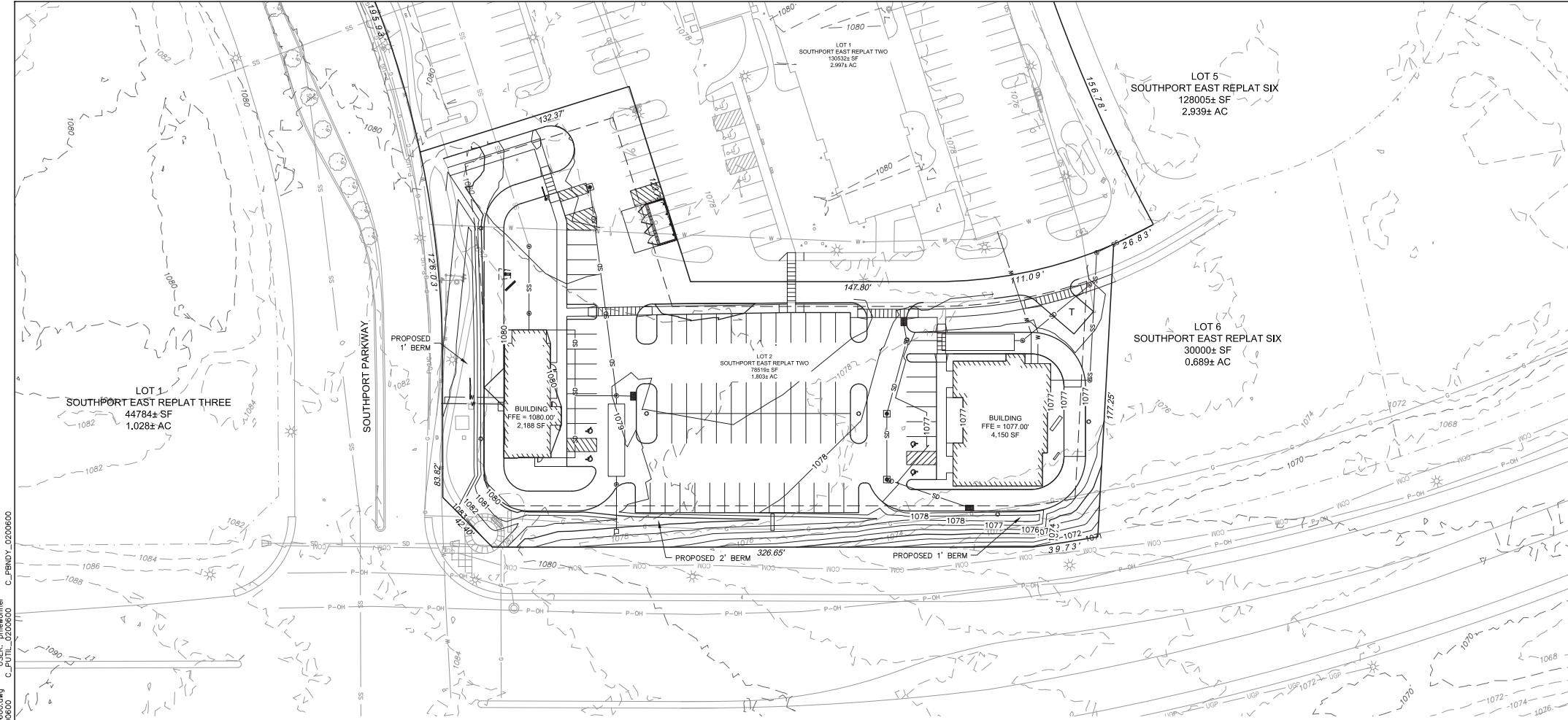
REVISIONS

GRADING PLAN	
SOUTHPORT EAST REPLAY TWO LOT 2 P.U.D. AMENDMENT	2020

LA VISTA, NE

drawn by:	PAN
checked by:	PAN
approved by:	PAN
QA/QC by:	
project no.:	016-0600
drawing no.:	
date:	4.2.20

SHEET
C2.1



GRADING INFORMATION TABLE		
AREA	CONTOURS REPRESENT	CONTRACTOR TO GRADE TO
STREETS/INTERNAL DRIVES	FINISHED GROUND (TOP OF SLAB)	SUBGRADE (REF. SITE PLANS FOR PAVEMENT THICKNESS)
PARKING LOT PAVED AREAS	FINISHED GROUND (TOP OF SLAB)	SUBGRADE (REF. SITE PLANS FOR PAVEMENT THICKNESS)
BUILDING AREAS	FINISHED GROUND (FINISHED FLOOR ELEV.)	SUBGRADE (REF. ARCHITECTURAL PLANS FOR FLOOR SLAB AND SUBBASE THICKNESS)
ALL OTHER NON-PAVED/ NON-BUILDING AREAS	FINISHED GROUND	6" BELOW CONTOURS (FOR TOPSOIL)*

* NOTE: AFTER COMPLETION AND APPROVAL OF MASS GRADING BY ENGINEER, ENTIRE SITE SHALL RECEIVE 6" MIN. OF TOPSOIL FOR FINAL SEEDING AND STABILIZATION.

NOTES:

1. CONTOURS REPRESENT TOP OF SLAB ELEVATION IN PAVED AREAS AND FINISHED GRADE ELEVATION IN NON-PAVED AREAS, UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDING AND GARAGE PAD AREAS AND PAVEMENTS.
3. REFER TO THE GRADING INFORMATION TABLE FOR CONTOUR INFORMATION.
4. CONTOURS ARE SHOWN AT 2' INTERVALS FOR EXISTING AND 1' INTERVALS FOR PROPOSED FOR CLARITY.

LEGEND

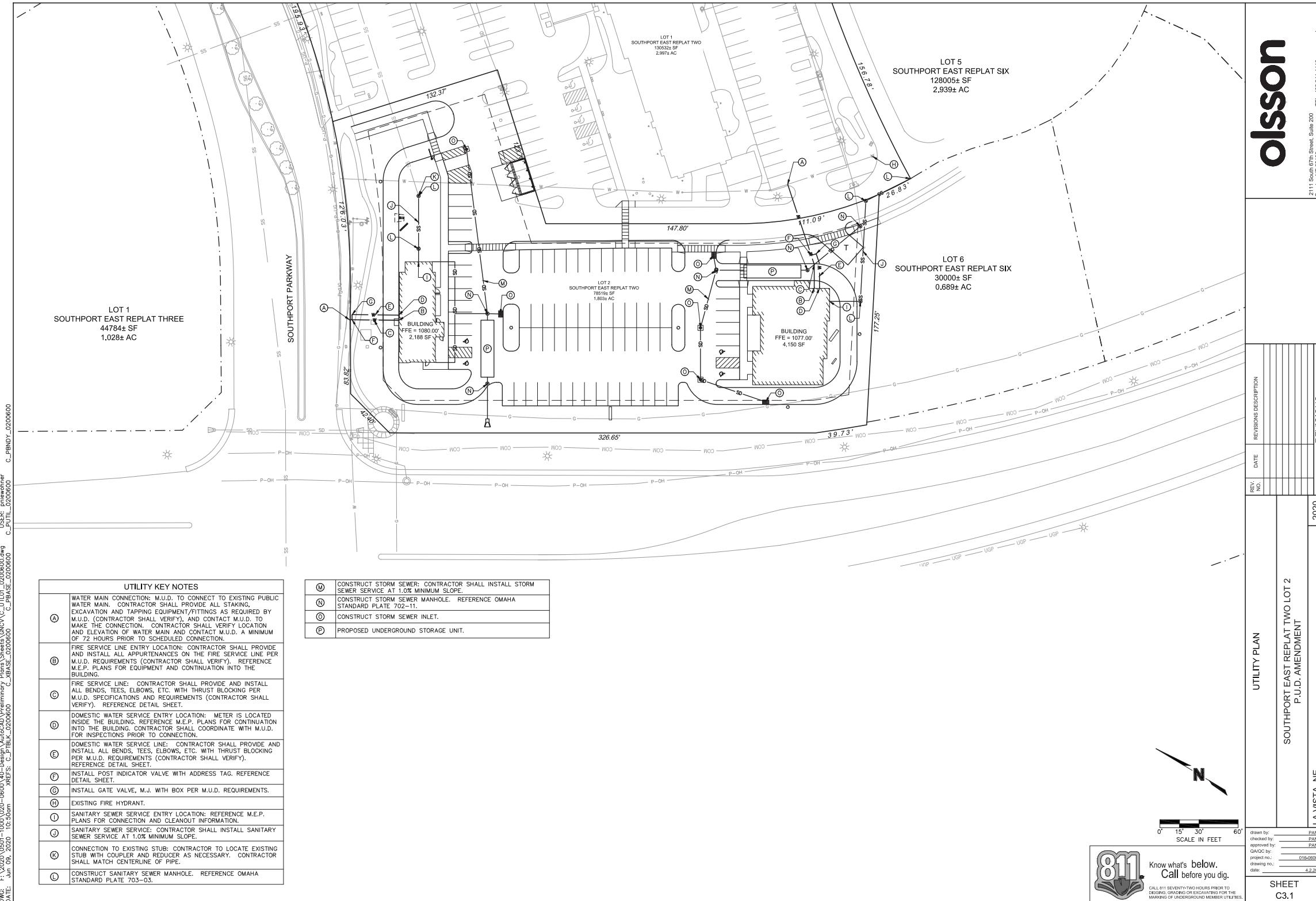
— 11XX —	EXISTING MAJOR CONTOUR
— 11XX —	EXISTING MINOR CONTOUR
— 11XX —	PROPOSED MAJOR CONTOUR
— 11XX —	PROPOSED MINOR CONTOUR

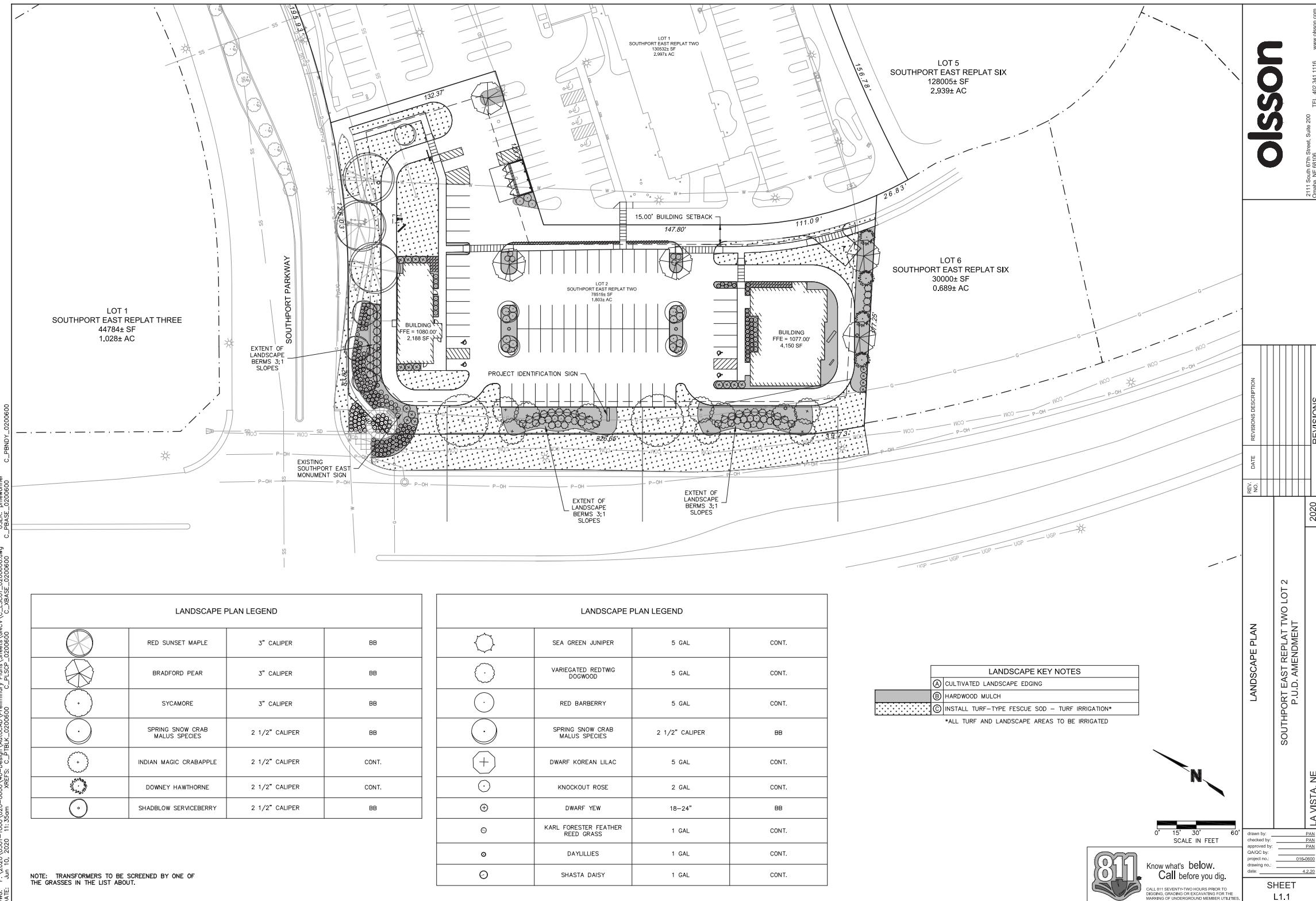
0 15' 30' 60'

SCALE IN FEET



Know what's below.
Call before you dig.
CALL 811 SEVENTY-TWO HOURS PRIOR TO
DESIGN, GRADING OR EXCAVATING FOR THE
MARKING OF UNDERGROUND MEMBER UTILITIES.





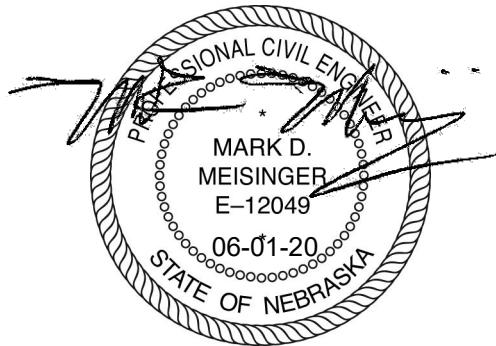
June 1, 2020

MEMORANDUM

TO: Mr. Tony Saldi and Mr. Jaime Saldi
CPM-SFI Southport / HAZA Bell of Nebraska
402.393.1967 / 402.871.4687
Tony.saldi@gmail.com / saldij@me.com

FROM: Mark Meisinger, PE, PTOE
Timothy Adams, EI
Felsburg Holt & Ullevig

SUBJECT: Southport Development Queueing Analysis
FHU Reference No. 20-100-08



Felsburg Holt & Ullevig (FHU) has completed a Queueing Analysis for CPM-SFI Southport / HAZA Bell of Nebraska evaluating the peak hour queuing of the drive-through lane at the proposed Taco Bell on the northeast corner of Giles Road with Southport Parkway in La Vista, NE. Average arrival rates and brand standard service times of the drive-through lane were provided to FHU by Taco Bell.

Study Area & Geometrics

To address peak hour queue lengths, the focus of this study was on the proposed drive-through. It is a concern of the City of La Vista that queueing at the Taco Bell may spill out of the drive-through lane and adjacent drive onto Southport Parkway. The study evaluated the lunch peak period from 11:00 AM to 2:00 PM and the dinner peak period from 5:00 PM to 8:00 PM.

In the study area, Southport Parkway is a four-lane median separated street with a posted speed limit of 25 miles per hour. The existing right-in (Entrance Only) driveway to the Hampton Inn & Suites, which the proposed Taco Bell will utilize, has an auxiliary right-turn bay from Southport Parkway that is approximately 85 feet in length. The proposed site plan is included in the **Appendix**.

Queueing Analysis

Queueing is a consequence of two variables, arrival rate and departure rate. The arrival rate is the average number of vehicles entering the queue over a given time period. The departure rate is the average number of vehicles exiting the queue over a given time period. The departure rate is also known as the processing rate. Using the arrival and departure rates, the expected number of vehicles within the queue can be calculated, as well as the probability of a given number of vehicles within the queue.

Arrival Rate

Based on Omaha area Taco Bells, there is an average lunch peak hour arrival of 93 cars between 11:00 AM and 2:00 PM and a dinner arrival of 77 cars between 5:00 PM and 8:00 PM. The 12:00 PM to 1:00 PM hour was identified as the busiest of the six hours; it was assumed that 50% of vehicles that arrive during the lunch period arrive during this peak hour. This equates to an arrival rate of 46.5 vehicles per hour.

Departure Rate

Taco Bell has a "brand standard" processing rate of 3.5 minutes (210 seconds) from the order board to pick-up window for order completion. The standard distance between the order board and payment/food window is 80 feet, as shown in the proposed site plan. It is assumed for this study that each vehicle

occupies 20 feet of space. This means that there are four vehicles within the 80 feet being processed every 3.5 minutes, equating to a processing rate of 52.5 seconds per vehicle or 68.6 vehicles per hour.

Expected Number of Vehicles in Queue

Based on the proposed site plan, included in the **Appendix**, the number of vehicles that can be queued at or in advance of the order board is four vehicles. It was assumed that the queueing would have uncapacitated M/M/1 (random arrival and random departure) characteristics. The following formula was used to calculate the expected number of vehicles in the queue during the peak hour.

$$\text{Expected Number of Vehicles in Queue} = \frac{\text{Arrival Rate}}{\text{Departure Rate} - \text{Arrival Rate}}$$

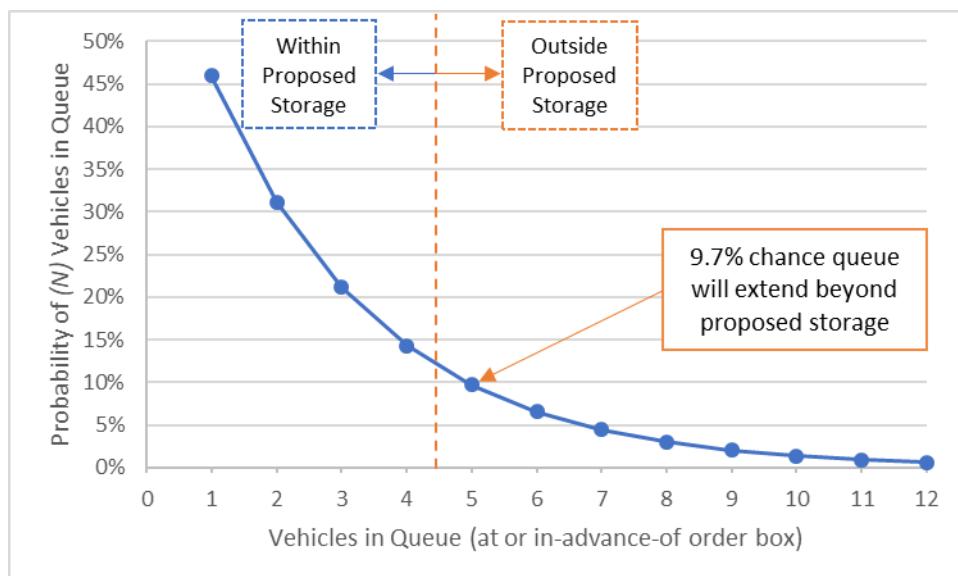
It is expected that the queue will have 2.1 vehicles queued at or in advance of the order board at any given time during the peak hour of 12:00 PM to 1:00 PM.

Probability of (N) Vehicles in Queue

Based on the same assumptions as above, the following formula was used to calculate the probability of (N) vehicles being present within the queue.

$$\text{Probability of (N) Vehicles in Queue} = \left(\frac{\text{Arrival Rate}}{\text{Departure Rate}} \right)^{N+1}$$

Based on the proposed site plan, included in the **Appendix**, four vehicles are able to queue at or in-advance-of the order board. The probability of five vehicles queued (in excess of the four-vehicle storage area) during the peak hour lunch period is 9.7%. The graph below shows the probability of a given number of vehicles queued.



Summary and Recommendations

Based the results of this study, we offer the following conclusions and recommendations:

- The expected number of vehicles within the queue beyond the order board during the 12:00 PM to 1:00 PM lunch peak hour is expected to be 2.1 vehicles.
- The probability of the queue length extending beyond the proposed site plan's storage area of four cars at or in-advance-of the order box is 9.7% during the lunch peak hour. The storage capacity could realistically accommodate a further two vehicles when considering additional capacity up to the entering lane from Southport, this would lower the probability of overflow to 4.5% during the lunch peak hour.
- **It is recommended** that proposed site plan as shown in the **Appendix** will adequately accommodate traffic demand for the proposed site development

