LA VISTA, NEBRASKA

84TH STREETSCAPE
SCHEMATIC DESIGN PACKAGE

PREPARED FOR THE CITY OF LA VISTA
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DESIGNWORKSHOP



ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

PURPOSE

The 84th Streetscape is one of many ongoing efforts comprising *Corridor 84*, an initiative borne out of *A Vision Plan for 84th Street* which imagines the street as La Vista's "central city core, with a memorable and distinct identity, a vibrant mix of land uses, a sense of community and a high quality of life for residents."

Design Workshop was retained by the City of La Vista to lead the design of the right-of-way improvements along the 84th Street corridor. The task was to enhance the visual quality and appearance of the street for both pedestrians and drivers as well as create a sense of identity and arrival entering the city. The consultant team was led by Design Workshop and included Schemmer Engineering, LSC Transportation Consultants, Clanton & Associates (lighting), and WaterCentric (irrigation).

BACKGROUND AND POSITIONING

La Vista's mile-long section of 84th Street was once a thriving commercial corridor but has suffered from neglect as a result of a changing business climate. Part of the state highway system, 84th Street is designed primarily for automobiles. The street lacks identity, pedestrian amenities, signage and wayfinding, well defined crosswalks and consistent planting.

With the building of the La Vista City Centre mixed-use development and Civic Center Park currently underway, 84th Street is positioned to be an integral component of Corridor 84 and a catalyst to realize the vision for 84th Street as the central city core.

The City is currently in conversations with the Nebraska Department of Transportation (NDOT) regarding the relinquishment of La Vista's portion of 84th Street from the state highway system that would allow for a much greater degree of flexibility in the proposed design.

DESIGN PROCESS AND TIME LINE

Over the course of a six month design and planning period, the City and consultant team received input from three public meetings, community advisory group and youth council meetings, and two online surveys.

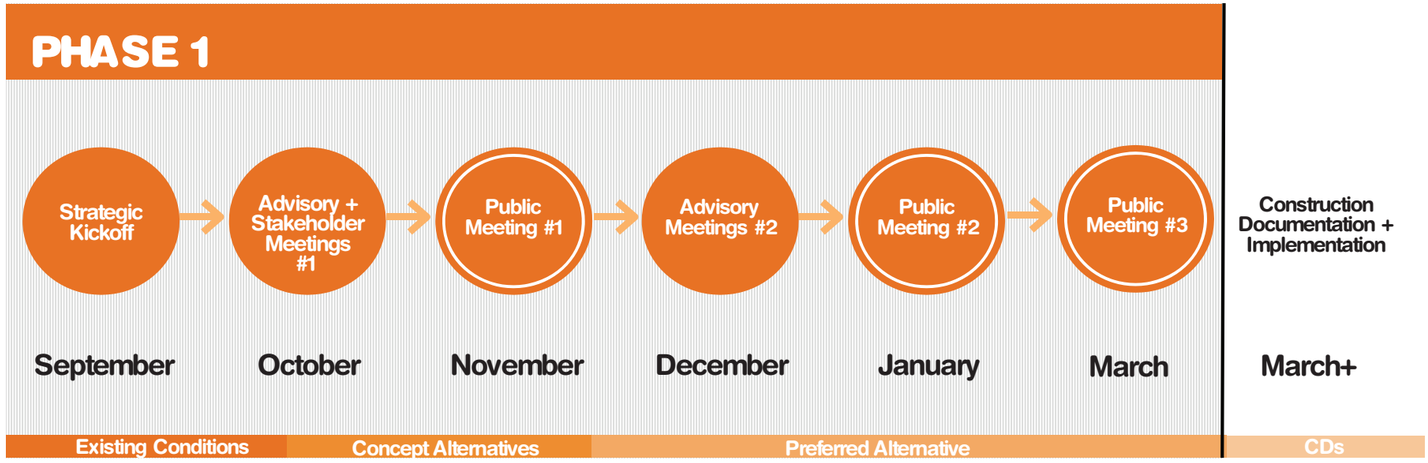
The conceptual design focused on improvements to the right-of-way for La Vista's 84th Street, including:

- Identity elements (bridge icon at Thompson Creek, signage and wayfinding, gateway identification)
- Pedestrian improvements (road noise attenuation, multi-use trails, plazas)
- Accessibility (pedestrian connections to adjacent neighborhoods, crosswalks, curb ramps)
- Lighting improvements (pedestrian and vehicular poles and fixtures)
- Landscape planting (street trees, shrub and ornamental grass and perennial planting)
- Street furniture (benches and trash receptacles)
- Transportation accommodations (dedicated bus pull-outs)
- Stormwater quality

The process was organized into three major tasks: (existing context, conceptual illustrative plan, and selection of preferred streetscape plan). An illustrative animation, plans, sections, and three-dimensional vignettes of the proposed concepts were developed to convey the design ideas. An opinion of probable construction costs was developed for the preferred plan.

The design effort included coordination with the following governing agencies:

- La Vista Planning Department
- La Vista Public Works Department
- La Vista Parks Department
- Nebraska Department of Transportation
- Local utilities
- Metro Area Transit
- Metropolitan Area Planning Agency (MAPA)



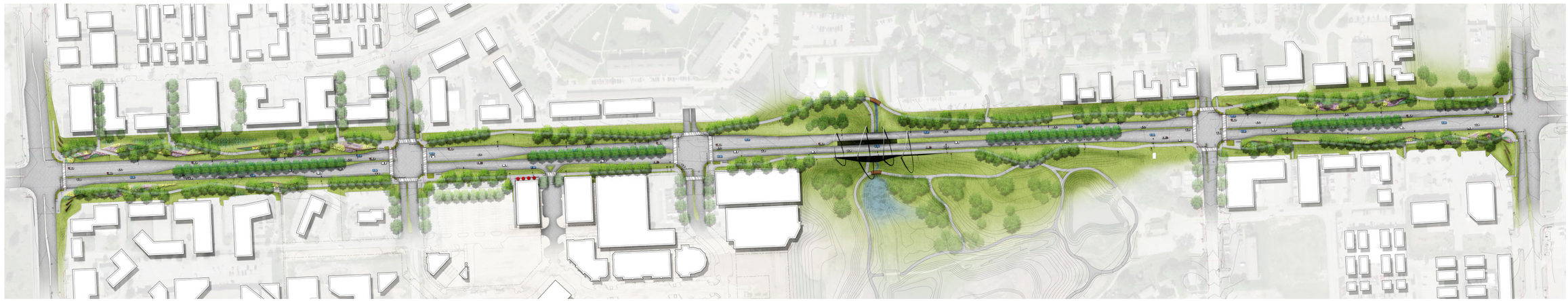
PREFERRED PLAN

Based on input from the public, Design Workshop synthesized and presented concepts for the preferred plan of the corridor. Because of the unique conditions created by the constant topographic change, there is no solution that can be applied to the entire corridor. The preferred plan recognizes and celebrates the nuance of grading, the demands of adjacent land use, and future opportunities that may come to the street frontage.

NEXT STEPS

The first phase of the design process outlined herein illustrates the design intent for the corridor improvements. The steps to follow will include:

1. Design development of corridor improvements
2. Estimates and phasing
3. Construction documentation of phase I improvements
4. Bidding and negotiations
5. Construction of phase I improvements



PREFERRED MASTER PLAN



INTRODUCTION

Once known as the “Golden Mile”, the extent of La Vista’s 84th Street contained a wealth of thriving commercial property and served as a magnet for surrounding communities. The last few decades, however, have seen an 84th Street subject to changing market conditions that no longer robustly support development patterns common to the middle part of the 20th Century. In 2010, La Vista completed a visioning document to undergo a restructuring that could foster a more resilient future for the corridor at a critical moment in La Vista’s history. The intent of this study is to rethink the right-of-way as a crucial component of that vision, now called Corridor 84.

INTRODUCTION

LEGACY DESIGN

The design team worked with the client group early on to define the critical challenges of the 84th Streetscape project using Design Workshop's DW Legacy Design® process. This process emphasizes a deliberate approach that seeks comprehensive, sustainable design solutions to project challenges. In the initial stages, strategic meetings helped discover the project vision, dilemma, thesis, and critical success factors. These identify the major challenges that have to be overcome in order for the project to be a success, outcomes of the project that will be tested and resolved through the design team's investigation, and features or results that must be accomplished in order for the project to be considered a success. These help lead to a foundational story that establishes achievable, measurable goals without limiting creativity and innovation. Each goal fits into one of Design Workshop's legacy categories of environment, community, art and economics.

PROJECT VISION

84th Street must complement the vision to establish a central city core, with a memorable and distinct identity, a vibrant mix of land uses, a sense of community, and a high quality of life for residents. The design of the street should appropriately respond to diverse and changing land use patterns. The street should also adapt to unique grading challenges, promote sustainable stormwater management, preserve existing specimen trees, accomodate varied traffic movements, promote pedestrian amenities and safety, connect to existing and proposed park space, preserve long views and provide community identification.

PROJECT DILEMMA

The project area includes a one mile section of one of southwest Omaha Metro Area's most important north/south connectors. While the street is partially maintained by the City of La Vista, it is part of Nebraska's state highway system. This means the right-of-way features are designed and built to accommodate large volumes of traffic at high speeds. With the promise of new development anticipated with the Corridor 84 initiative, the street will need to anticipate changing land use patterns, what is now a completely automobile-oriented corridor will need to accommodate an increased demand for safe, secure, and comfortable means for alternative modes of travel.

PROJECT THESIS

As a key component of the success of the vision for La Vista's emerging central city core, 84th Street will be distinguished by its memorable and welcoming design, comprehensive access and connection to existing and emerging developments, use of current technologies and practices, and by its provision for a harmonious coexistence of pedestrians, bicyclists, transit, and automobiles.

CRITICAL SUCCESS FACTORS (CSFs)

These critical success factors are the project results that must be accomplished in order for 84th Street to be considered a success. The CSFs were established early in the design process and refined during the public engagement and feedback period. A successful 84th Street will:

- Enhance the visual quality and appearance of the streetscape and contribute to the aesthetic feel of the street for both pedestrians and drivers
- Acknowledge the needs and interests of a wide range of community members and other stakeholders
- Be bold and imaginative
- Increase safety and security
- Increase the number of pedestrians using the right-of-way
- Improve stormwater quality in the open drainage features

PROJECT GOALS

Project goals for 84th Street were evaluated throughout the process and identify achievable, measurable goals in the four legacy categories of economics, environment, community, and art. This process identifies benefits, risks, method of measurement, and, most importantly, strategies to achieve the goals. Core goals and strategies are outlined here.

Economics

LEVERAGE PROPOSED DEVELOPMENT

STRATEGIES

- Encourage private improvement and investment along the corridor
- Activate City-owned land as part of a comprehensive programing strategy
- Catalyze adjacent development opportunities

IMPROVE LOCAL ECONOMICS

STRATEGIES

- Encourage local-serving uses
- Diversify commercial offerings
- Design public activation nodes

MINIMIZE OVERALL OPERATING COSTS

STRATEGIES

- Use LED fixtures to minimize life cycle and operating costs
- Use native and adapted plant material to minimize irrigation demand
- Work with the City to develop an efficient operations and maintenance plan for proposed design elements

DESIGN FOR AN EXPERIENCE THAT LASTS

STRATEGIES

- Maximize average product lifespan
- Select materials and systems with life cycle costs in mind
- Utilize proven regional construction detailing means and methods

Environment

INCREASE THE ENVIRONMENTAL QUALITY OF THE CORRIDOR

STRATEGIES

- Increase urban tree canopy and species diversity
- Naturalize the drainage systems to promote a diverse habitat offering
- Minimize use of harmful pesticides and herbicides

IMPROVE STORMWATER QUALITY

STRATEGIES

- Direct stormwater to rain gardens to slow flows and improve quality
- Utilize porous pavement at pedestrian plaza spaces
- Treat stormwater to help improve the quality of the lakes in Civic Center Park

Community

ENCOURAGE A COMMUNITY-LED PROCESS THAT IS A SOURCE OF PRIDE FOR THE RESIDENTS OF LA VISTA

STRATEGIES

- Fully engage all advisory and stakeholder groups in the formation of goals, issues, concerns throughout a transparent process
- Conduct engaging and participatory public meetings

PROMOTE ACTIVE USES

STRATEGIES

- Increase pedestrian use at all hours, especially daytime
- Provide robust seasonally-based programming

CREATE A COMFORTABLE PEDESTRIAN EXPERIENCE

STRATEGIES

- Reduce traffic speeds
- Increase sidewalk widths
- Provide improved lighting
- Provide shorter crosswalk distances
- Provide shaded walkways through the use of a continuous tree canopy
- Provide horizontal and vertical separation between pedestrian and vehicles
- Improve accessibility from development to the street
- Connect under 84th at Civic Center Park

INCREASE MOBILITY OPTIONS

STRATEGIES

- Provide multi-use paths for bicycle use
- Provide improved transit facilities
- Provide pedestrian lighting, signage, and wayfinding

Art

CREATE A MEMORABLE IDENTITY DISTINCTIVE TO LA VISTA

STRATEGIES

- Coordinate design of all street elements
- Ensure design is rooted in community values and priorities
- Celebrate the local culture and heritage
- Establish signature gateways at major intersections and pedestrian nodes

CREATE A STREET THAT CAN STAND THE TEST OF TIME

STRATEGIES

- Utilize a flexible framework of elements that can be modified as the community continues to grow

BALANCE THE ART AND FUNCTION OF NATURAL SYSTEMS

STRATEGIES

- Celebrate the ephemeral nature of water quality features
- Provide rich habitat which encourages species diversity
- Provide interpretation of features through interactive signage and wayfinding elements

IMPROVE THE OVERALL BEAUTY OF THE AREA

STRATEGIES

- Utilize materials and designs that reflect the local character
- Create a sense of consistency and clarity
- Establish a uniform and coordinated street and pedestrian lighting scheme
- Improve and expand landscape areas
- Coordinate planting design to provide seasonal interest

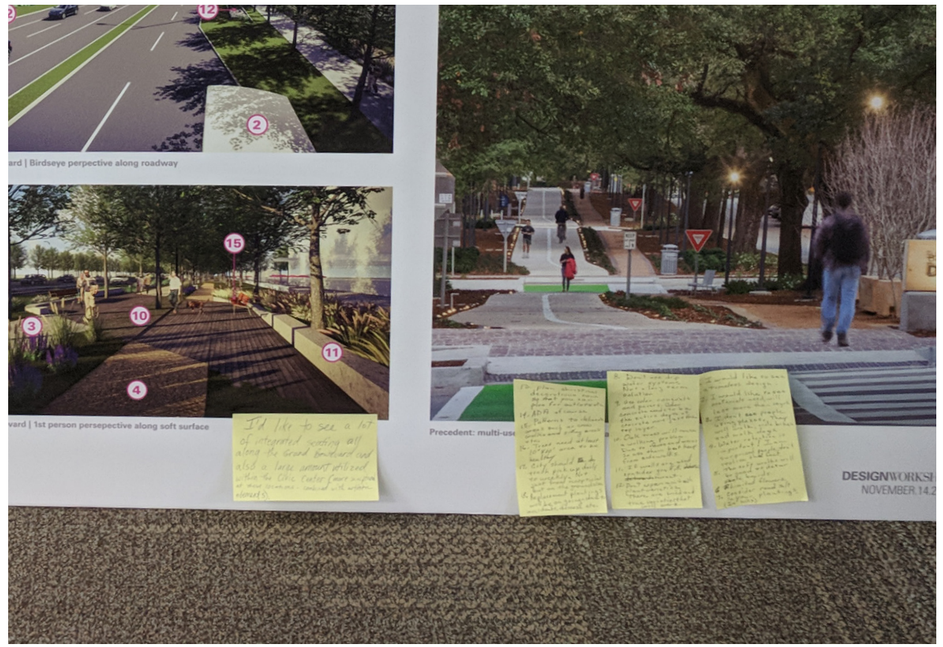
COMMUNITY PARTICIPATION

LA VISTA-LED DESIGN

Throughout the schematic design process, the design team used several methods to gather community feedback regarding the design of the streetscape plan. The principle efforts to gather feedback included public meetings, advisory and stakeholder meetings, engagement of the youth leadership council and online surveys. Information gathered through these efforts had a direct impact on the design of the preferred plan.



SITE WALK FOLLOWING STRATEGIC KICKOFF MEETING



COMMUNITY FEEDBACK POST-ITS



PUBLIC MEETING #1



LA VISTA-OPOLY EXERCISE WITH LA VISTA MAYOR'S YOUTH COUNCIL



PUBLIC MEETINGS

MEETINGS OPEN TO THE PUBLIC

A total of three public meetings were held during the schematic design process. The first meeting introduced the opportunities and constraints of the existing conditions and concept alternatives, the second meeting presented options for specific streetscape elements. The first two meetings provided a platform for live community feedback via keypad polling devices and the third meeting presented the preferred plan. All three meetings were recorded and made available on the project website.

FEEDBACK STRATEGIES

Keypad polling, question & answer, red dot/green dot exercise



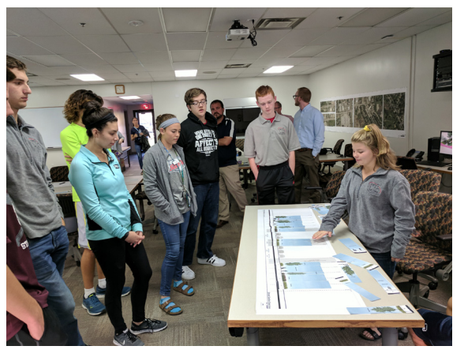
ADVISORY AND STAKEHOLDER MEETINGS

MEETINGS WITH COMMUNITY AND REGULATORY GROUPS

Stakeholders were heavily involved throughout the planning and design process. These meetings gathered targeted feedback from city departments, regulatory agencies, and assembled representation from various community groups to play an active roll in developing key aspects of the project. A total of 17 advisory and stakeholder group meetings were held throughout the process.

FEEDBACK STRATEGIES

Mind mapping exercise, comment cards, question and answer



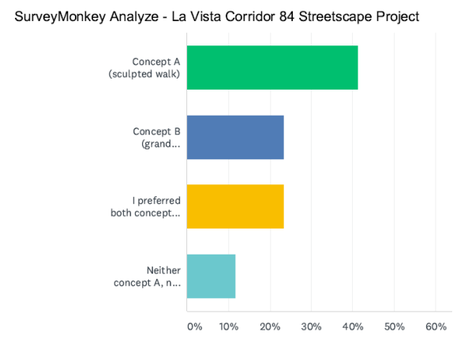
YOUTH LEADERSHIP COUNCIL MEETINGS

ENGAGING LA VISTA'S YOUTH

A special opportunity for the 84th Street design project was the willing and active involvement of the La Vista Mayor's Youth Leadership Council. The focus of the youth council is to engage youth in civic life through participation in local government and volunteerism. Over the course of the schematic design, the design team met with the youth council and facilitated feedback on the makeup of the street right-of-way and the prioritization of improvements from a budgetary perspective. Participants in the youth council presented their conclusions at the first two public meetings.

FEEDBACK STRATEGIES

'Dress the Street' exercise, 'La Vista-opoly' exercise



ONLINE SURVEYS

TARGETED ONLINE FEEDBACK

For members of the community that could not attend the public meetings, two online surveys were provided to gather additional public feedback. The questions listed mirrored those asked during the keypad polling that took place at the first two public meetings.

FEEDBACK STRATEGIES

Multiple choice, short answer question and answer

OUTREACH EFFORTS AT A GLANCE

48
COMMENT CARDS RECEIVED

5
WEB PAGES ON THE LA VISTA CITY WEBSITE DEDICATED TO THE PROJECT

23,550
POSTCARDS MAILED TO NOTIFY OF PUBLIC MEETINGS

8,100
VIEWS OF '5 THINGS YOU NEED TO KNOW ABOUT 84TH STREETSCAPE'

21,736
PEOPLE REACHED ON FACEBOOK

3
NEWSLETTER AND NEWSPAPER ARTICLES

17
ADVISORY AND STAKEHOLDER MEETINGS HELD

390
RESPONSES TO TWO ONLINE COMMUNITY SURVEYS


EXIT 448
84th Street
EXIT ONLY

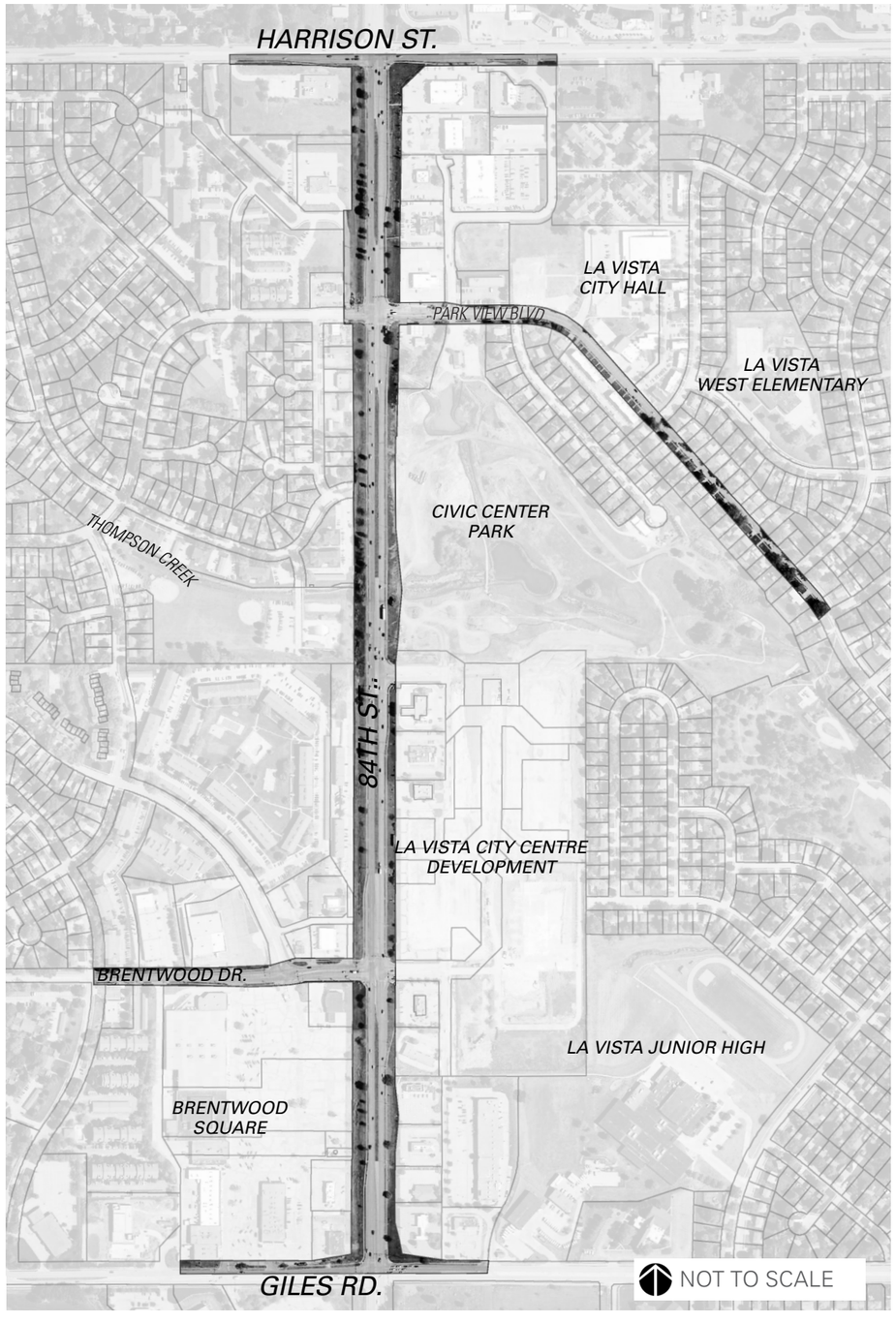
EXISTING FRAMEWORK

PROJECT AREA

SITE PHYSICAL FEATURES AND EXISTING CONDITIONS

La Vista's portion of 84th Street from Harrison Street to Giles Road is not unlike many of the arterial commuter streets in the region. The street was designed to rapidly convey automobiles, resulting in a neglected pedestrian experience. Narrow sidewalks, limited lighting, an inconsistent tree canopy, no street furnishings, and minimal accommodations for transit send a message that people shouldn't occupy the space. Commercial pole signage dominates views for the automobile experience and detracts from the incredible views towards the Thompson Creek basin and proposed Civic Center Park. There is currently little rhythm or cadence to signify a special experience.

The ample right-of-way, open drainage channels, minimal overhead utilities, and rolling grade changes are features that many roads do not have that can be better emphasized.



STUDY AREA BOUNDARY



EXISTING 4' DETACHED SIDEWALK IN POOR CONDITION



HIGHLY VISIBLE UTILITY VAULTS



MINIMAL BUS ACCOMMODATIONS



MINIMAL COMMUNITY SIGNAGE AND WAYFINDING



DOMINANCE OF LARGE COMMERCIAL POLE SIGNAGE



SATURATED AREAS WITHIN DRAINAGE CHANNELS



LARGE AUTOMOBILE-SCALED RIGHT-OF-WAY



CONSTRUCTION OF PARK UNDERWAY



DRAINAGE SLOPES: STEEP SLOPE



OPEN DRAINAGE CHANNEL WITH SEVERE EROSION



THOMPSON CREEK EXTENDS ACROSS 84TH STREET



CONSTRUCTION OF LA VISTA CITY CENTRE UNDERWAY



DRAINAGE SLOPES: LOW SLOPE



LARGE UNDEFINED AREAS OF RIGHT-OF-WAY



STEEP GRADING IN AREAS



OPEN CHANNELS CONVEY STORMWATER AND ARE CONSIDERABLY LOWER THAN THE ROADWAY

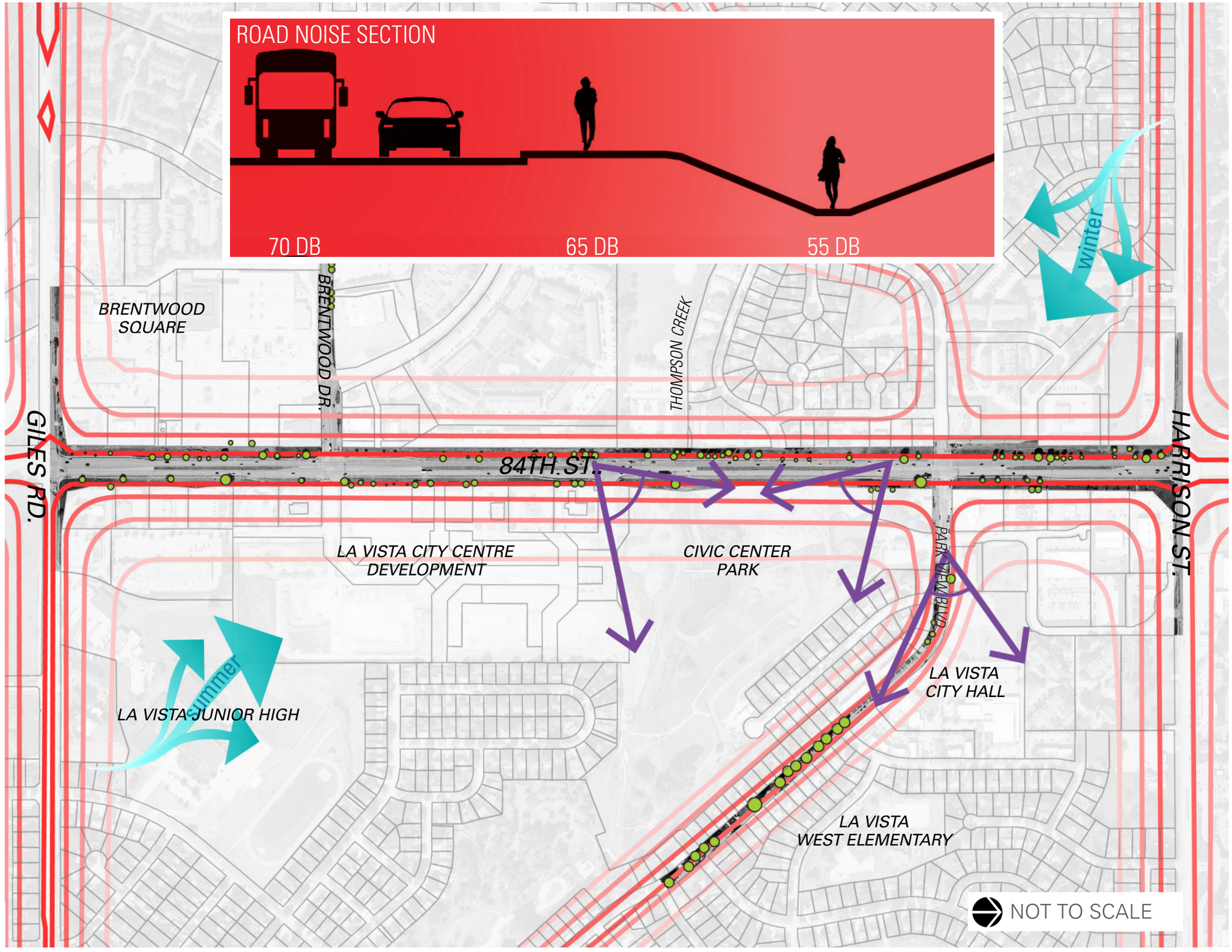


DRAINAGE SLOPES: MARGINAL

SITE FRAMEWORK

HUMAN COMFORT ALONG 84TH

Road noise levels along 84th Street reach nearly 70 decibels (dB), which is about the level of a vacuum cleaner--enough to make phone conversation difficult. On site, the design team observed a 10 dB difference between the sidewalk next to the street and the drainage ditch below. Trees are planted sporadically through the site and many do not have the best habit/form for a street tree application. Currently only about 7% of the walks are shaded.



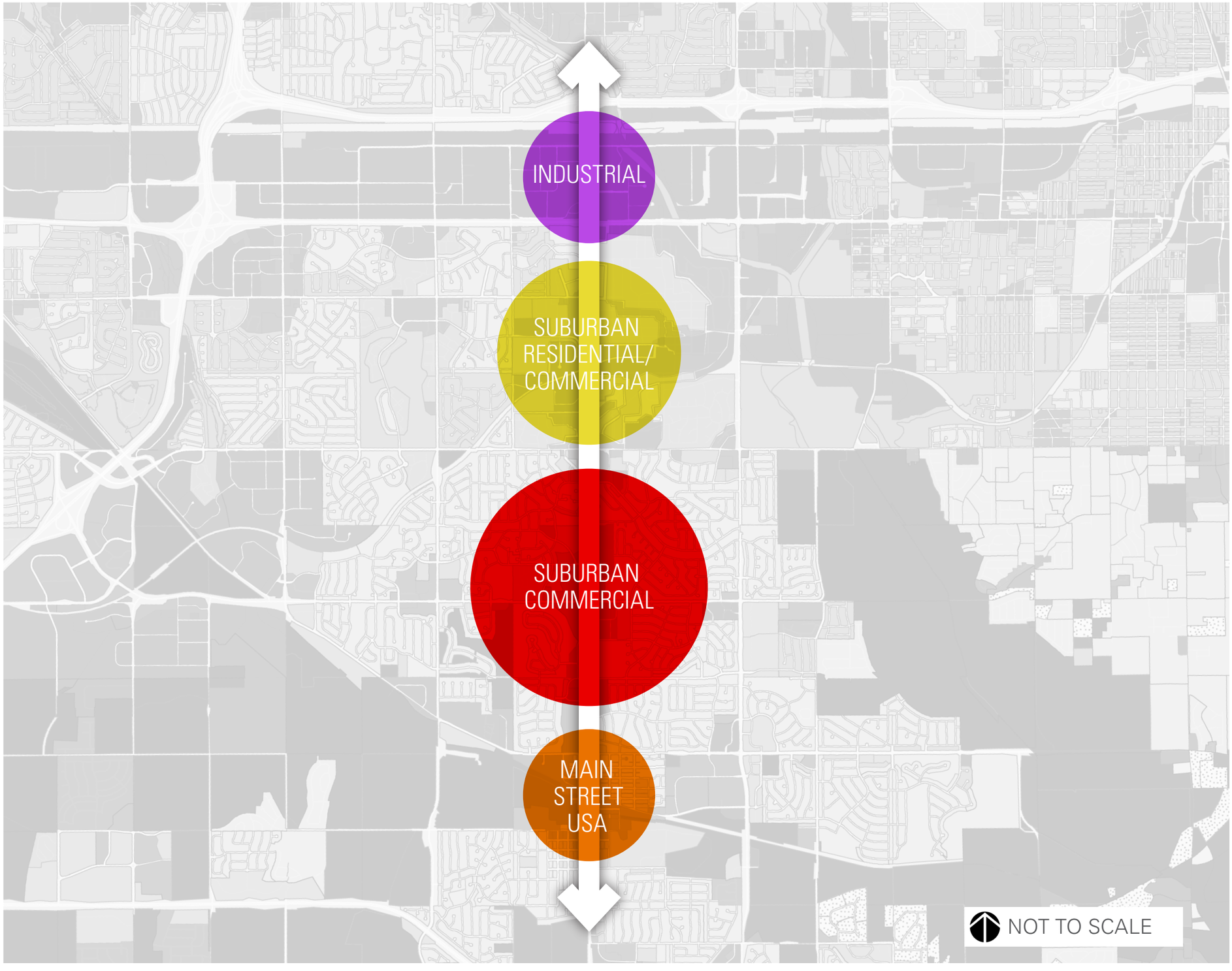
LEGEND

- 25-35 dB
- 35-45 dB
- 45-55 dB
- 55-70 dB
- Existing Tree
- Key Views
- Prevailing Winds

REGIONAL CHARACTER ZONES

84TH AS PART OF A LARGER SYSTEM

The zoning along 84th Street suggests a procession of changing character throughout the corridor. Directly south of the I-80 corridor is dominated by industrial uses. Crossing L Street (State Highway 92), however, the character changes with Bethel cemetery signifying a more calming atmosphere. While some businesses flank intersections in this area, low-density residential, either fronting the street or buffered from the street, is a dominant land use pattern. Entering La Vista, suburban commercial pad development with deep setbacks and large parking lots are most common. This character zone continues through the project area to north Papillion. The historic Main Street to the south, built along Papillion Creek begins a district reminiscent of many historic districts throughout the country complete with shopfronts, on-street parking and attached sidewalks.







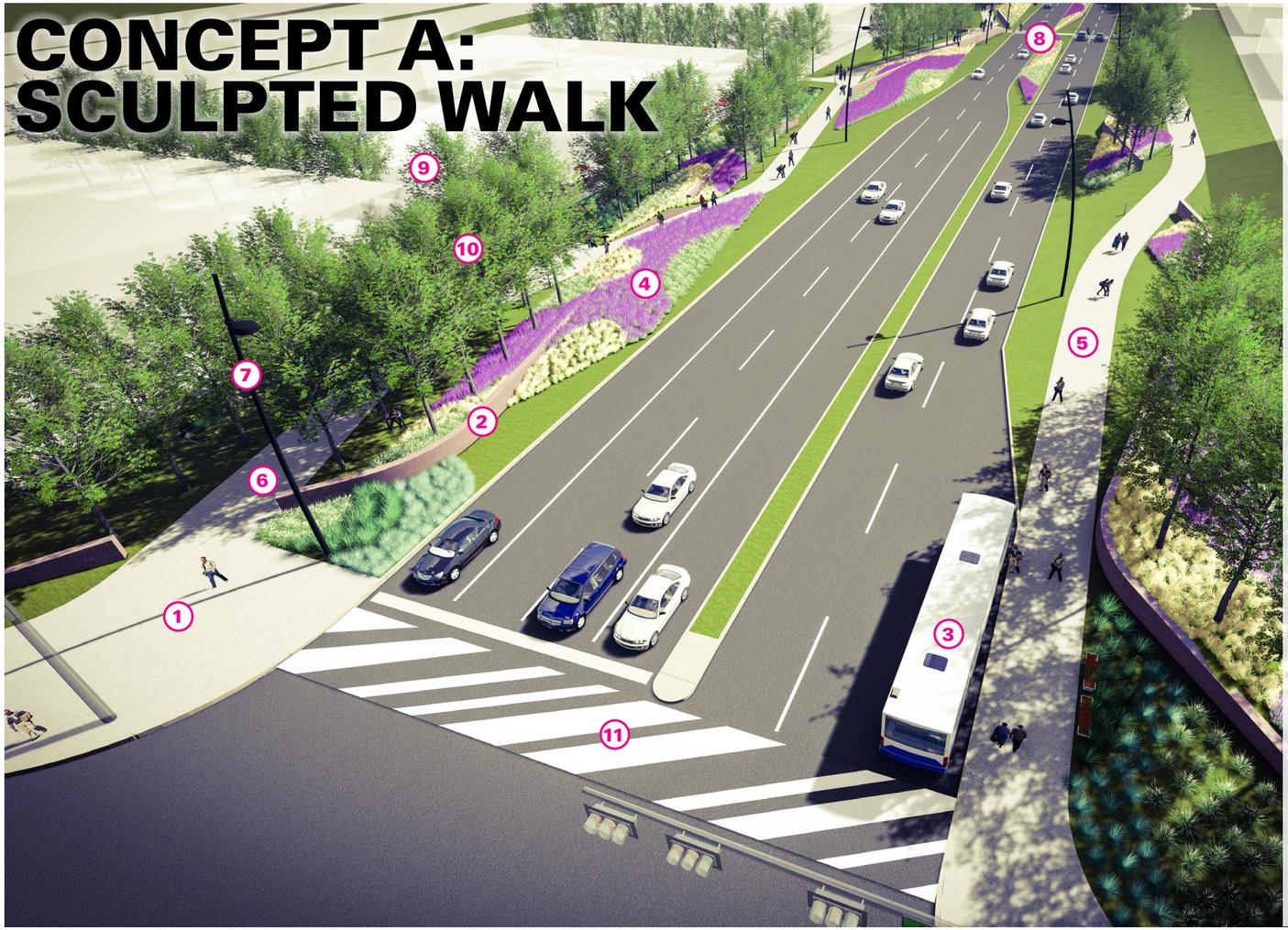
CONCEPT ALTERNATIVES

CONCEPT A
SCULPTED WALK

The design team initially developed three concept alternatives for the street. These alternatives were narrowed down to two that were presented at the first public meeting: Concept A (sculpted walk); and Concept B (grand boulevard). Both concepts held assumptions on the preservation of travel lanes and bus accommodations along the curb lane. Key differences occur within the landscape area along both sides of the roadway and within the median.

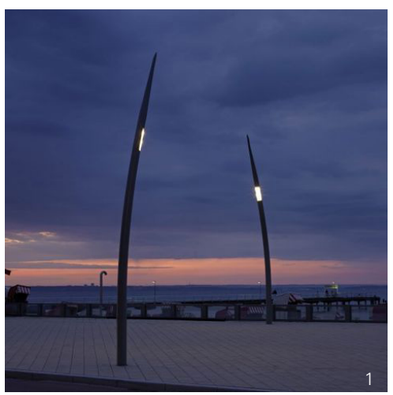
Concept A, Sculpted Walk relies on landform and signature walls to create a greater, purposeful separation of the pedestrian and vehicular experience. This is brought together by mass planting and trees in groups. The design language, as the name suggests, is sinuous and sculpted. These design ideas translate to all aspects of the concept from the geometry of the walls to the lighting and street furniture. This concept does not include trees in the median.

Many aspects of this concept, such as its flexibility, were preferred during the public feedback. In light of this, Concept A (Sculpted Walk) heavily informs the preferred alternative.

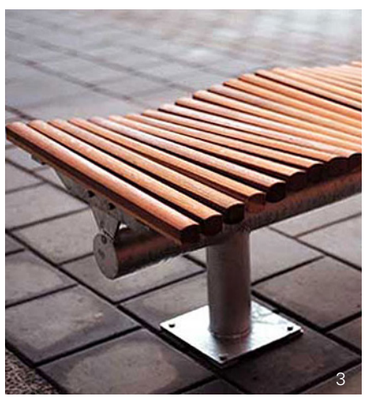


1. Reduced radius at intersections shortens crossing distances and provides enlarged receiving/ gathering areas
2. 4' high feature walls provide visual barriers and define space
3. Dedicated roadway for buses keeps traffic flowing at intersections
4. Mass planting 'drifts' are highly visible in a vehicle and appreciated at the pedestrian scale.
5. 12' multi-use path on east side
6. 8' multi-use path on west side
7. Sculptural character lighting
8. Planted median with feature wall
9. Pedestrian connections to potential adjacent development
10. Tree planting in groups/bosques
11. Crosswalk as graphic/art
12. Signal for mid-block crossing(s)
13. Boardwalk/bridge to adjacent development over stormwater retention ponds
14. Entry plaza
15. Retention ponds gather and filter water before discharging to Thompson Creek

Concept A, Sculpted Walk: Rendering Sculpted Walk | intersection bird's-eye view

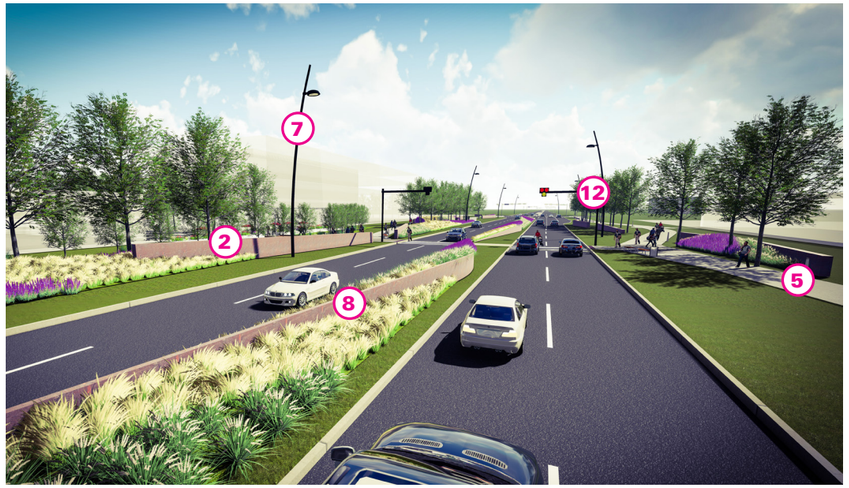








Precedents: lighting and furnishings



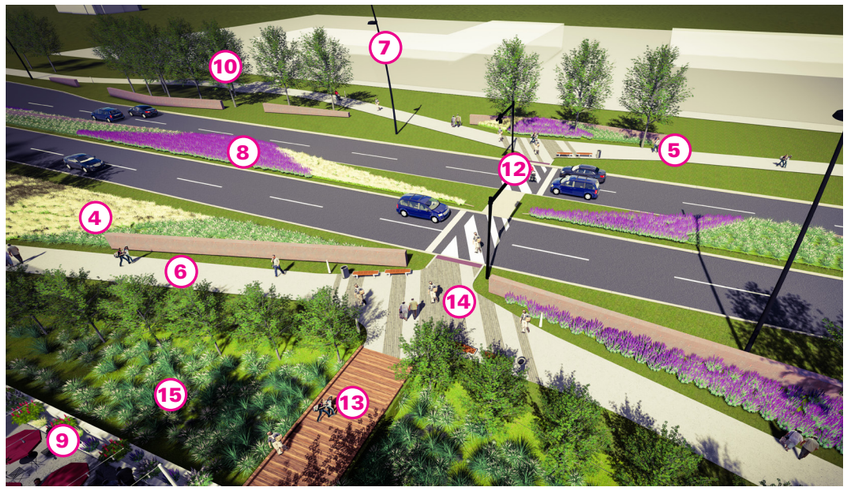
Concept A, Sculpted Walk: Rendering | 1st person perspective along 84th



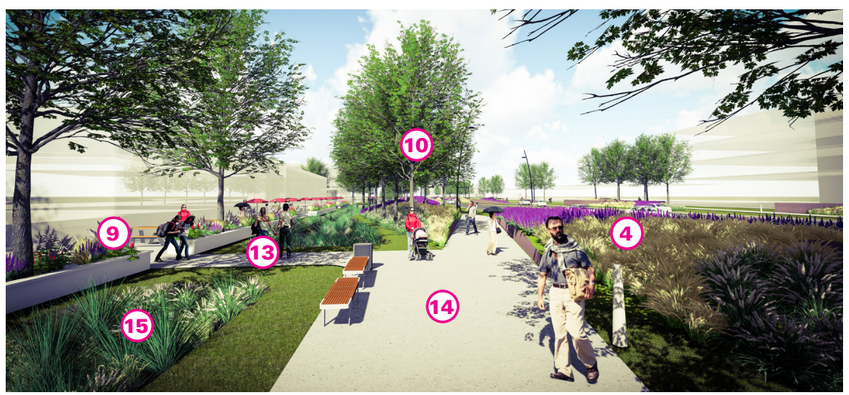
Precedent: landform



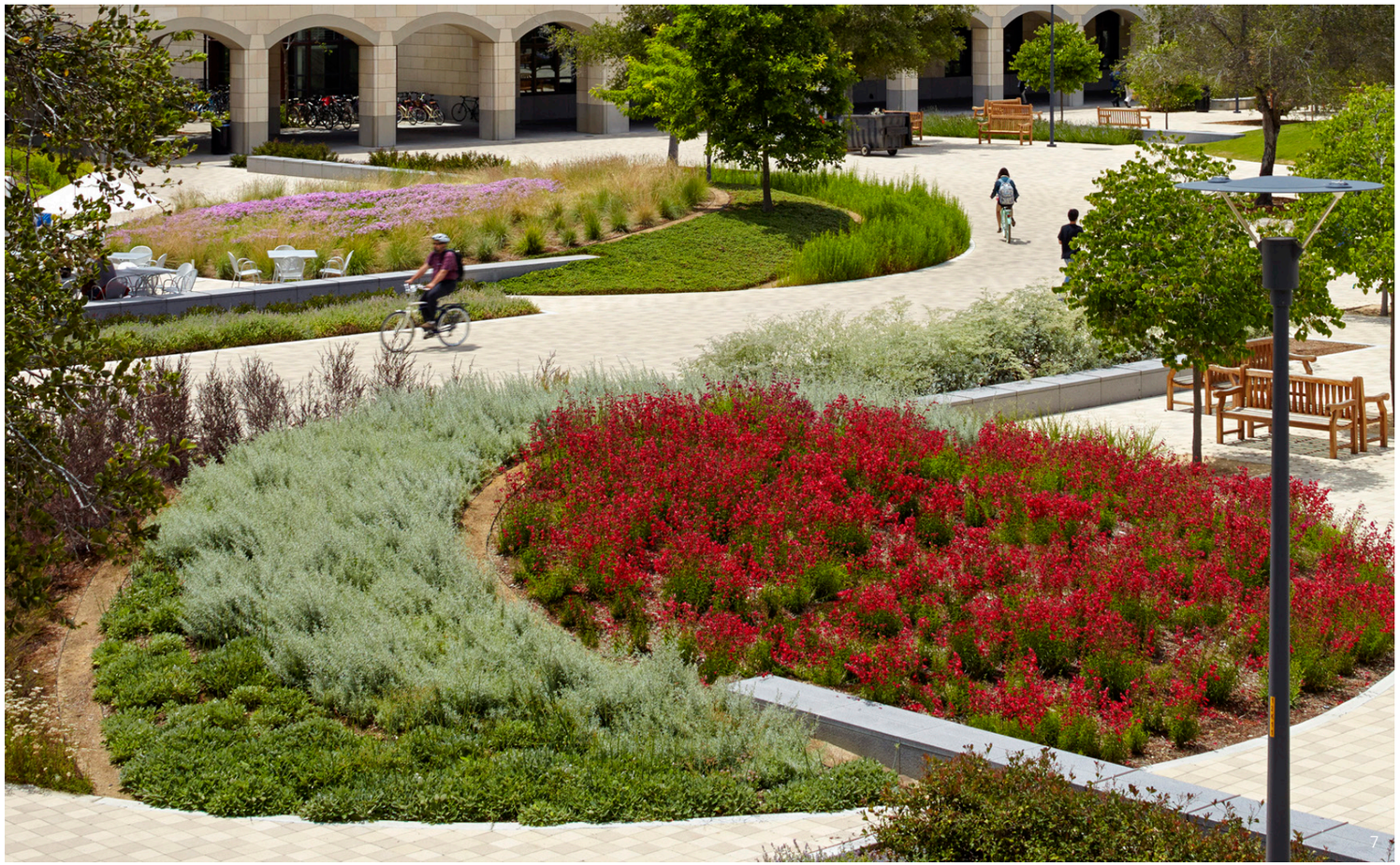
Precedent: landform + grade break



Concept A, Sculpted Walk: Rendering | bird's-eye at mid-block crossing



Concept A, Sculpted Walk: Rendering | first person perspective on multi-use path (west side)

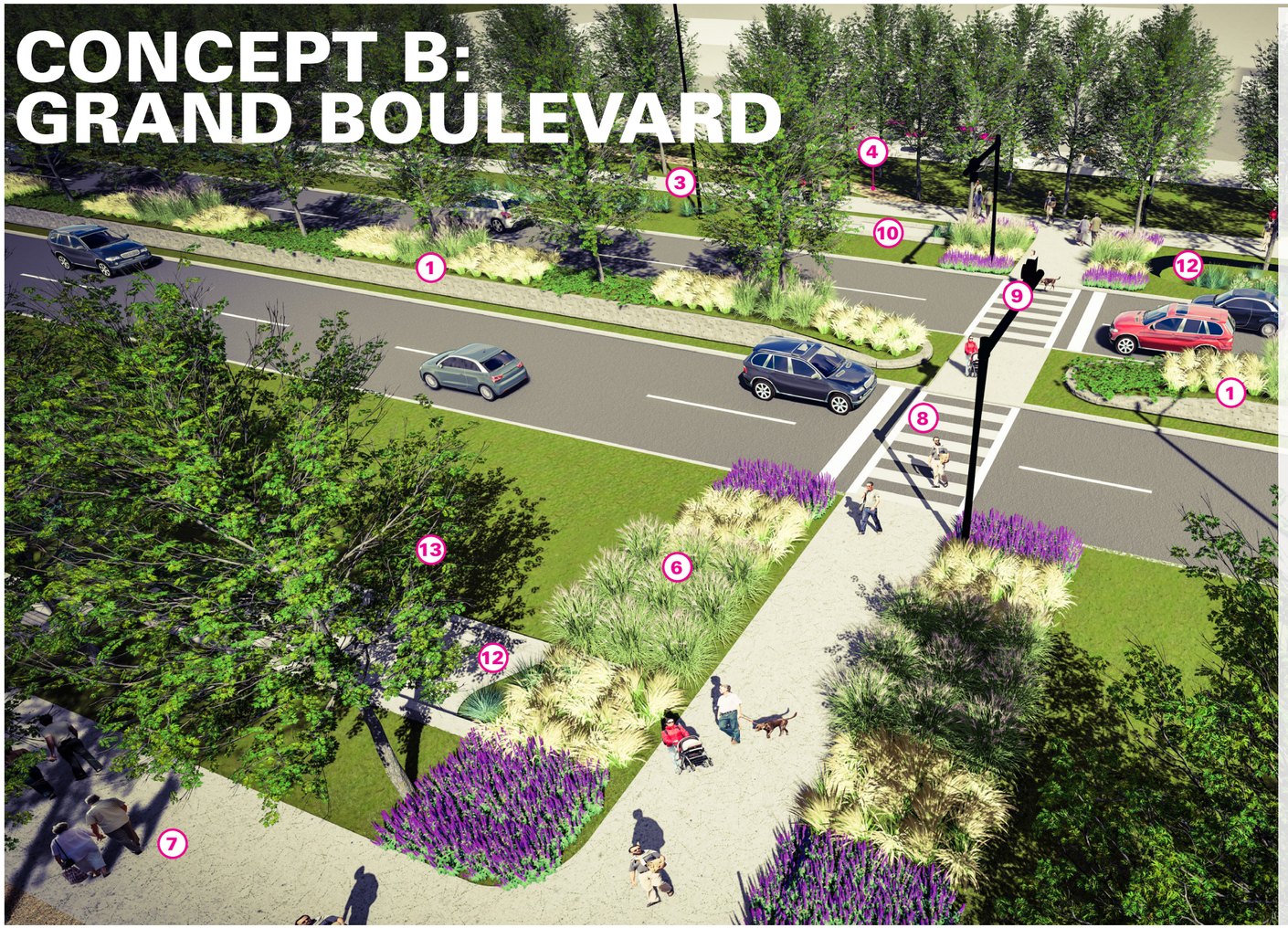


Precedent: landform, planting and walls

CONCEPT B
GRAND BOULEVARD

In contrast to concept A, the grand boulevard is very rigid and formal. In this concept, the components that make up the street are prescribed at regular intervals and help to create a very bold, distinctive statement. In this concept, trees form a colonnade on both sides of straight multi-use paths, soft surface jogging trails offer a more comfortable experience for the jogger. Water quality features and resting plazas make up the architecture of the pedestrian zones and ornamental planting is muted and restrained. In this option, trees are included in the median in raised planters that form a continuous canopy in the center of the roadway.

Although some aspects of this concept were favored by the public, ultimately the preference for a more responsive, less rigid concept appeared to better fit the needs of the community. The influence of furniture, lighting and the median tree planting in this concept, however, can be observed in the preferred plan.



1. Median tree planting with barrier wall creates linear rooms
2. Dedicated roadway for buses keeps traffic flowing at intersections
3. 10’ multi-use path on both sides of street
4. 6’ soft surface path interwoven with multi-use path
5. Architectural feature lighting
6. Regular, ordered shrub planting
7. Pedestrian connections to potential adjacent development
8. Standard ladder crosswalk
9. Signal for mid-block crossing(s)
10. Social spaces that connect hard and soft-surface trails
11. Integrated seating
12. Linear bioswales along roadway edge with concrete filter basins filter stormwater before discharging to Thompson Creek
13. Multiple rows of trees spaced at 30’ on center
14. Classic, refined site furnishings

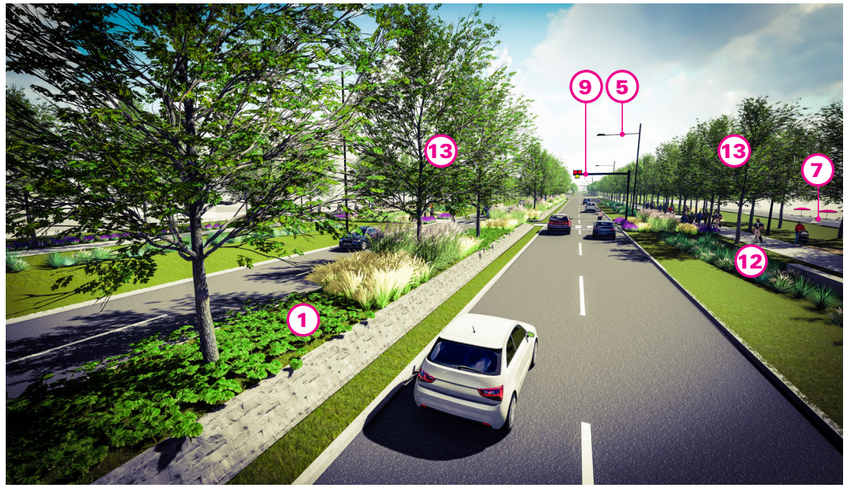
Concept B Rendering: Grand Boulevard | mid block bird’s-eye


8


9


10

Precedents: lighting and furnishings



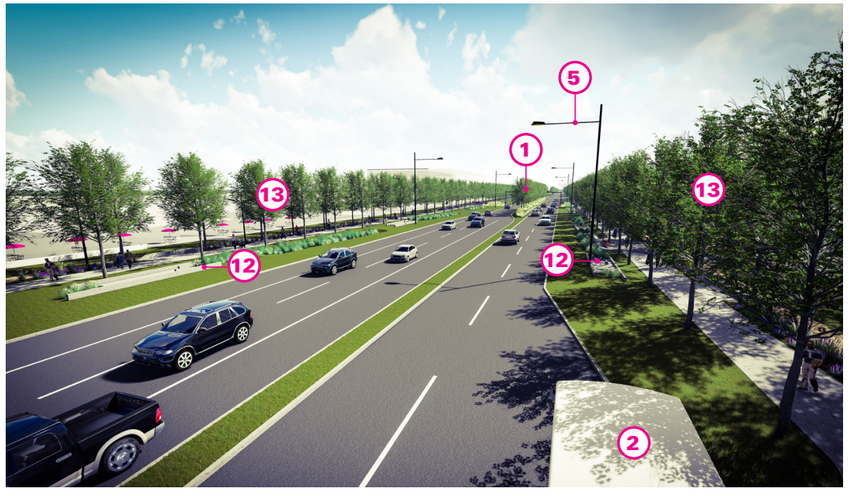
Concept B Rendering: Grand Boulevard | 1st person perspective along roadway



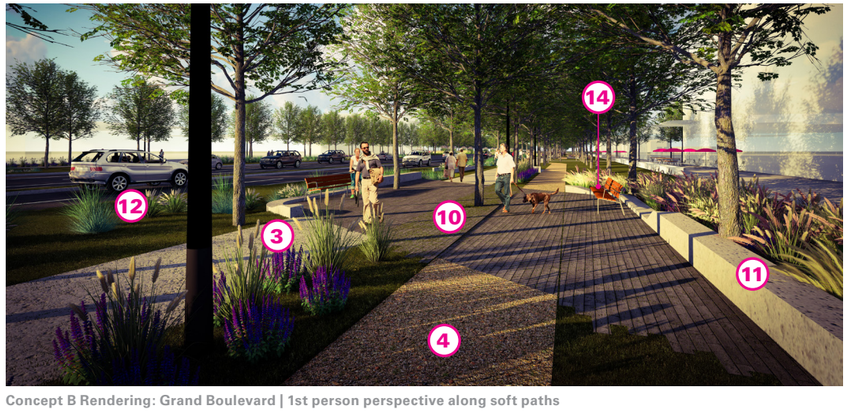
Precedent: bioswale stormwater



Precedent: boulevard with planted median



Concept B Rendering: Grand Boulevard | Bird's-eye perspective along road



Concept B Rendering: Grand Boulevard | 1st person perspective along soft paths



Precedent: multi-use paths and jogging paths


84TH
STREET
Bridge
0.5 miles
Crosswalk
0.3 miles
Civic Center Park
0.2 miles
City Centre
0.3 miles
Parking
0.5 miles
City Hall
0.7 miles

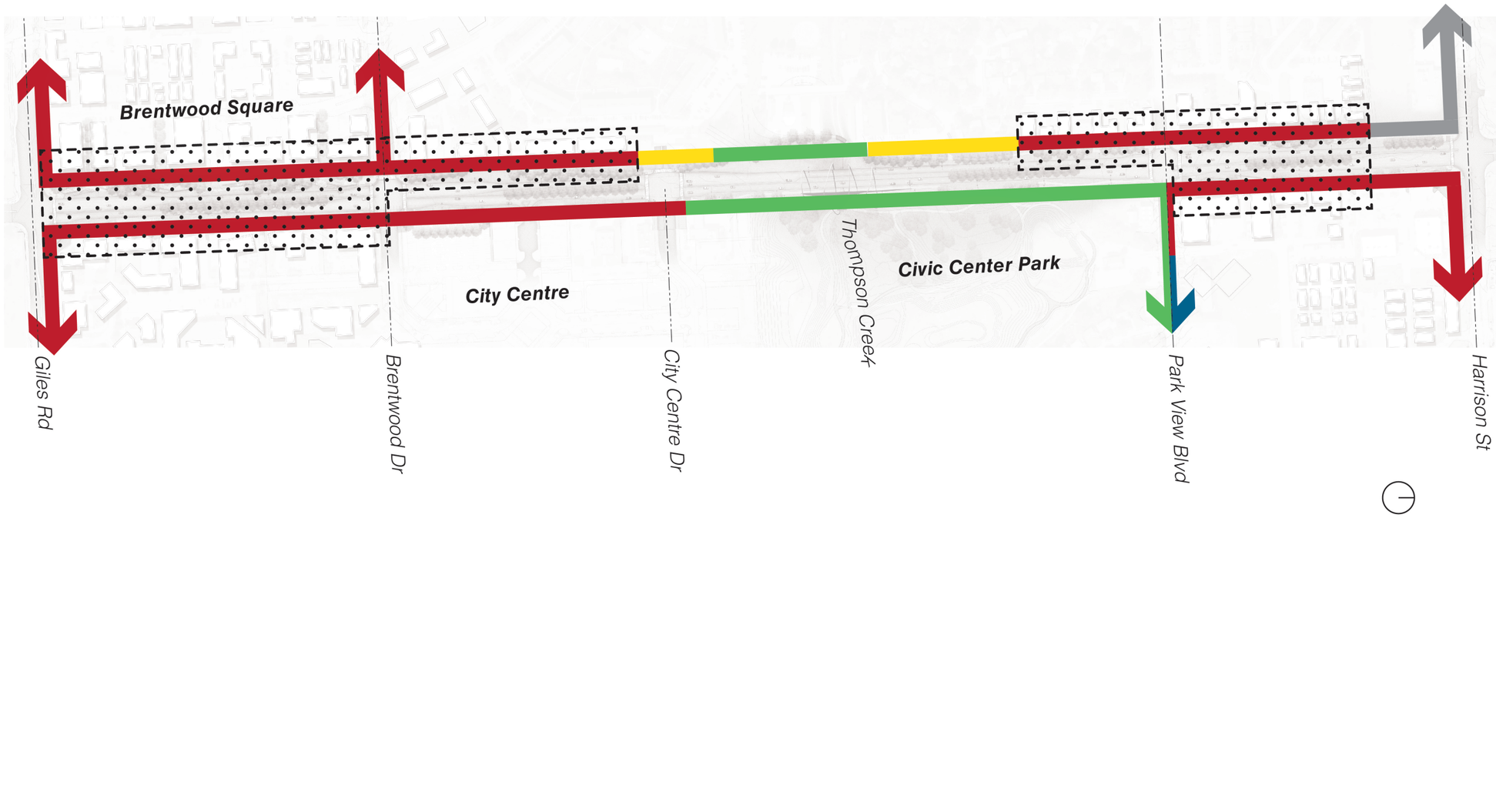
PREFERRED PLAN

OPPORTUNITY ZONES

The existing character along La Vista's 84th Street varies from one end to the other. With no one consistent condition that pervades. This variation is the result of changing topography as well as adjacent land use which has measurably informed the design along the 84th Street frontage.

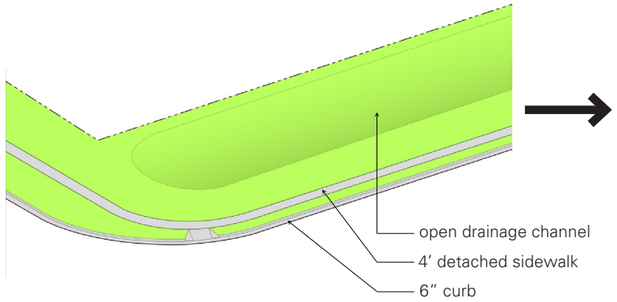
With the La Vista City Centre development and Civic Center Park underway, opportunity zones are identified here where development is anticipated along the 84th Street frontage. These opportunity zones will play a large role in the character of 84th Street in the future and can integrate the urban design to face and activate 84th Street.

Park
Residential
Commercial/ Mixed Use
Civic
Utility
Opportunity Zones

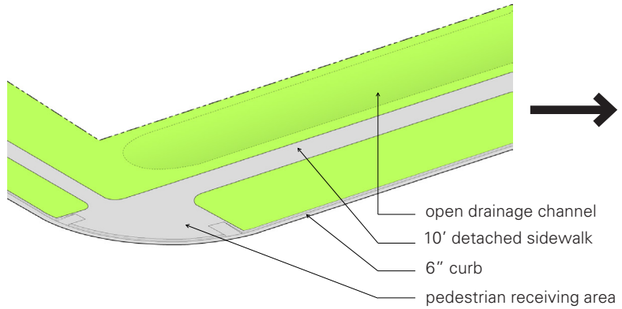


BUILDING THE STREET
ONE STEP AT A TIME

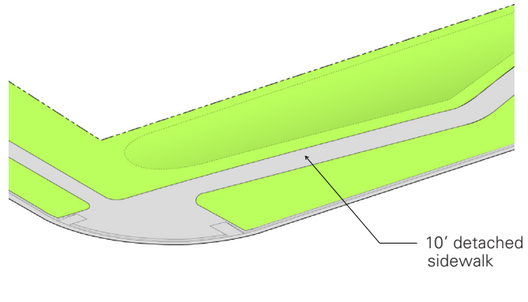
While there is no one street section, there are principles that apply to create a consistent design language that can extend through the corridor. The diagrams here show the building of a design language to create an ideal theme, and provides a starting point for the overall master plan of 84th Street.



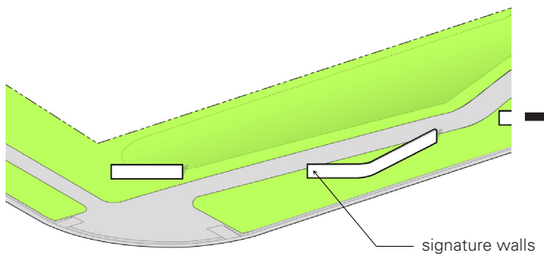
EXISTING
The existing landscape area along 84th Street is limited. It includes a 4’ sidewalk with minimal separation from the roadway and, in most areas, an open drainage channel along the right-of-way.



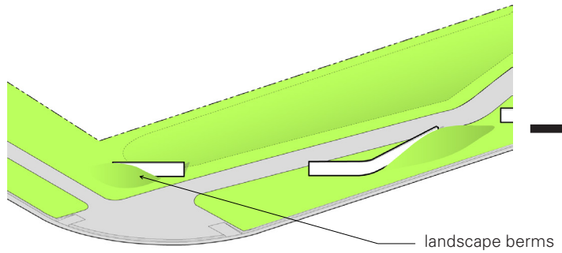
STEP 1 - MOVE AND WIDEN SIDEWALK
Moving the sidewalk away from the road edge encourages pedestrian and bicycle comfort and use. Additional paved space at corners and directional curb ramps provides a more accessible environment.



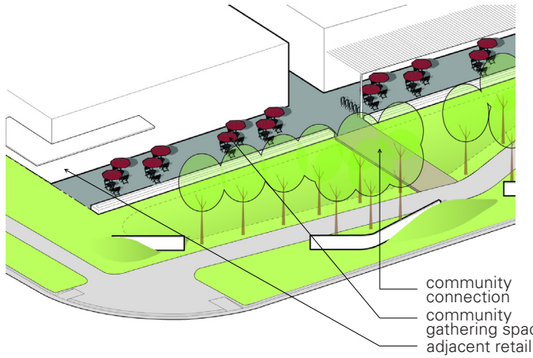
STEP 2 - MEANDER SIDEWALK
With the ample right of way, the multi-use path can comfortably meander without getting too close to the roadway. The meander provides opportunities to give more surface area to the water quality zones along the street frontage.



STEP 3 - SIGNATURE WALLS
Walls are added at key locations to provide a sense of architecture and enclosure along the corridor.

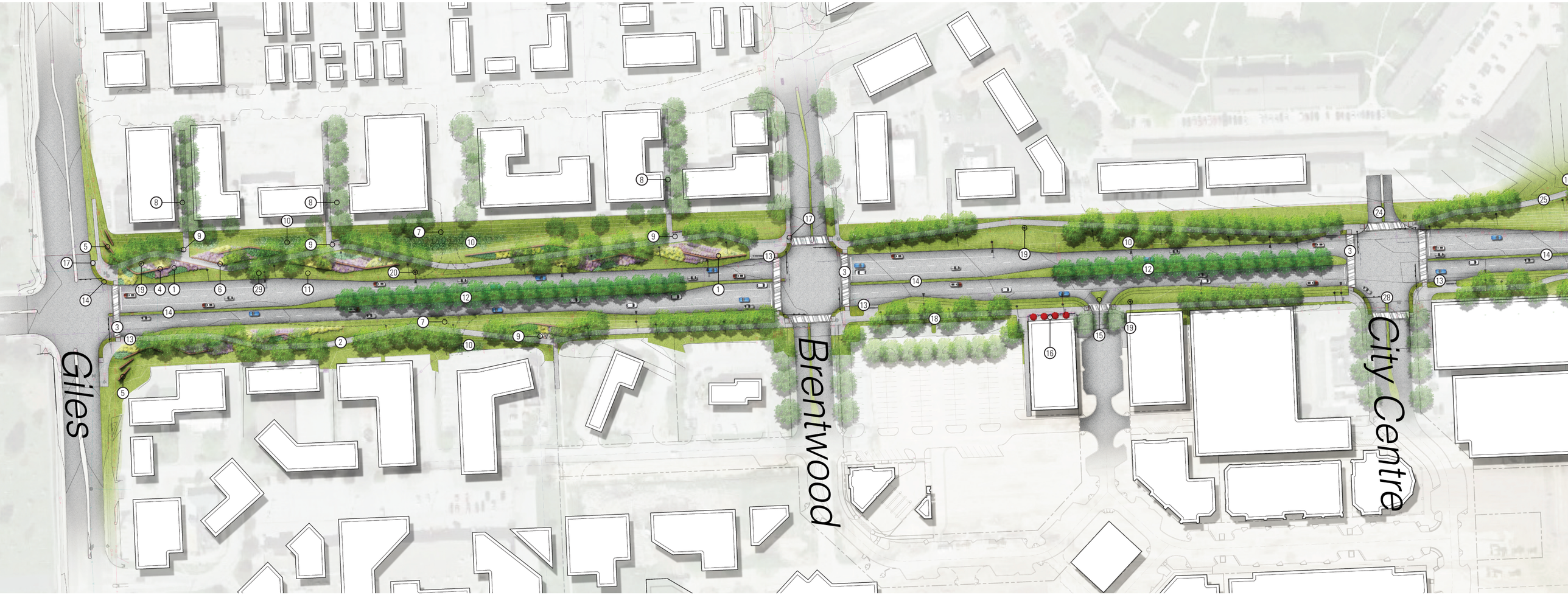


STEP 5 - COMPLEMENT WITH LANDFORM
Landform interplays with the signature walls to further separate pedestrians and vehicles, creating a more park-like environment by attenuating road noise and creating a visual separation.



STEP 6 - PLANTING AND DEVELOPMENT
The canopy of trees and strategic connections to adjacent development will be a crucial part of the vibrancy of 84th. Within the opportunity zones, these areas could face the street and provide an active edge for businesses and patrons.

OVERALL MASTER PLAN



1. Landscape planting on earthen berms
2. 10’ multi use path
3. Graphic crosswalk
4. 4’ Feature wall (partially retaining + static elevation)
5. 4’-8’ Gateway wall (sloped)
6. Retaining feature wall (sloped)
7. Future potential right-in-right-out intsersection
8. Future potential pedestrian connection to development
9. Connection plaza with special paving, seating + trash receptacle
10. Drainage swale/retention
11. Turf restoration
12. Raised median with trees and native + adapted grasses/ shrubs
13. Bus pull out and plaza with seating
14. Low groundcover planting
15. Proposed right-in-right-out at city centre
16. Future potential cafe seating / active frontage



17 ADA accessible ramp
18 Parking lot screen (shrubs and 4’ wall)
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29 Deciduous street tree

BLOCK-BY-BLOCK
GILES TO BRENTWOOD

The design of 84th Street must adapt to the ever-changing conditions of each block. The following section illustrates the schematic design of each block in the preferred plan with a concise narrative of the key elements that define each block.

ICONS AND MESSAGING

The block between Giles and Brentwood defines the southern entrance to La Vista's 84th Street with gateway walls, berms and mass ornamental plantings.

A comprehensive wayfinding and signage strategy makes the corridor more legible.

PEDESTRIAN EXPERIENCE

Multi-use paths, 10' in width, meander through the network of berms and signature walls. The paths are shaded more comprehensively with street tree groupings. These paths will be part of a larger effort to connect to near and adjacent trail networks at Civic Center Park, north to Ralston, and south to Papillion.

Future potential development and existing neighborhoods are accessed via connection plazas along the corridor. These plazas provide a moment of respite for pedestrians and bicyclists.

Graphic crosswalks and directional curb ramps create safer, shorter crossings at intersections.

INFRASTRUCTURE

What was once a large ditch becomes a series of connected rain gardens on the west side along the Brentwood Square property. These act to slow down stormwater runoff that comes from the roadway and adjacent properties.

Bus pull-outs are provided at the far end of the intersection as development infills and demand for transit increases.

Future potential right-in/right-out intersections are anticipated on both sides of the street in the middle of the block.



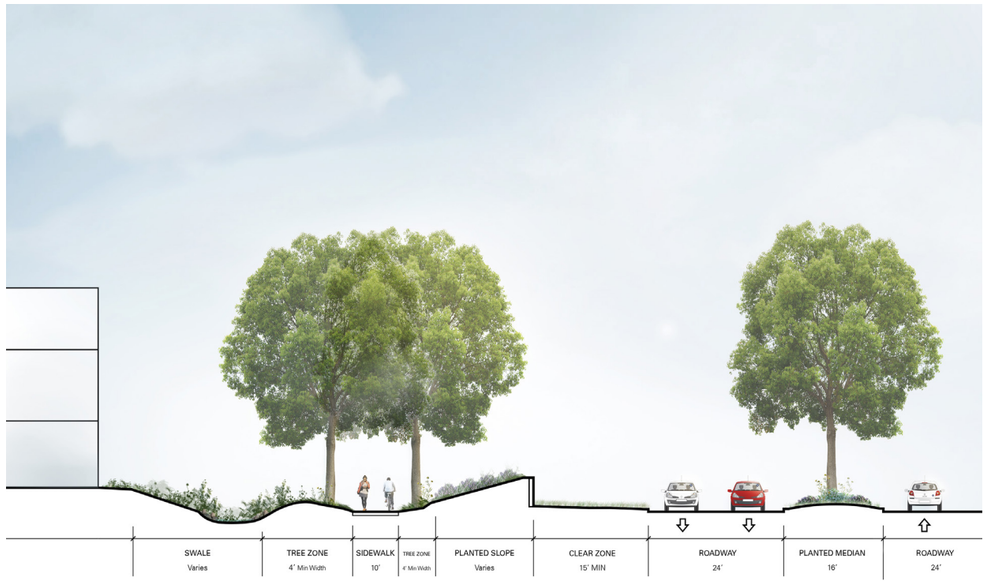
A *ILLUSTRATIVE BIRD'S-EYE RENDERING AT GILES*



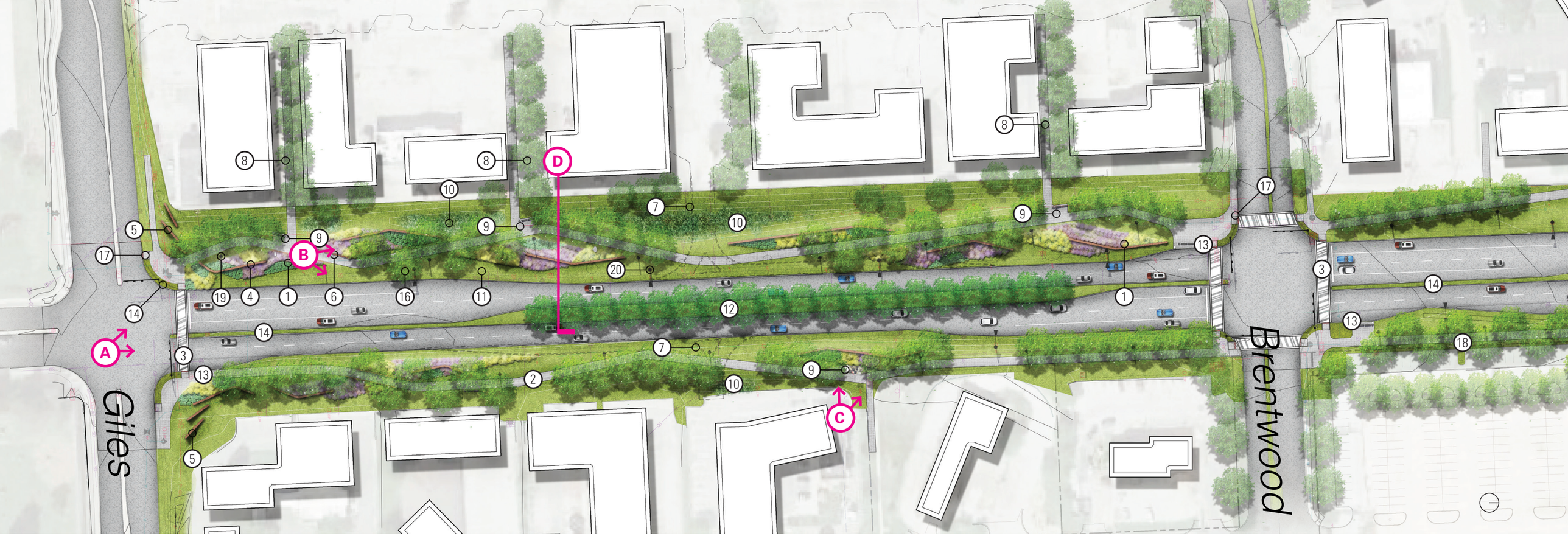
B *ILLUSTRATIVE RENDERING AT BRENTWOOD SQUARE CONNECTION PLAZA*



C *ILLUSTRATIVE RENDERING AT MIDDLE SCHOOL CONNECTION PLAZA*



D *ILLUSTRATIVE SECTION AT BRENTWOOD SQUARE*



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KEY MAP (NOT TO SCALE)

ICONS AND MESSAGING

The feature walls in this area exhibit a more regular geometry and function to screen the parking lots that abut the La Vista City Centre development frontage. Tree spacing is intended to ensure visibility toward new development.

PEDESTRIAN EXPERIENCE

Multi-use paths connect to prominent intersections at La Vista City Centre. These larger paved spaces provide the key interface between potential ground floor uses within La Vista City Centre and 84th Street.

INFRASTRUCTURE

Stormwater in this block remains largely underground to accommodate the more urban condition without the impediment of a grade change.

A potential (future) full-movement intersection is shown at the new La Vista City Centre Drive. This would provide vehicular access and connection to the west side of 84th Street where the La Vista Municipal Pool and Kelly McMahon fields are currently located.



A *ILLUSTRATIVE RENDERING LOOKING AT BRIDGE FROM LA VISTA CITY CENTRE*



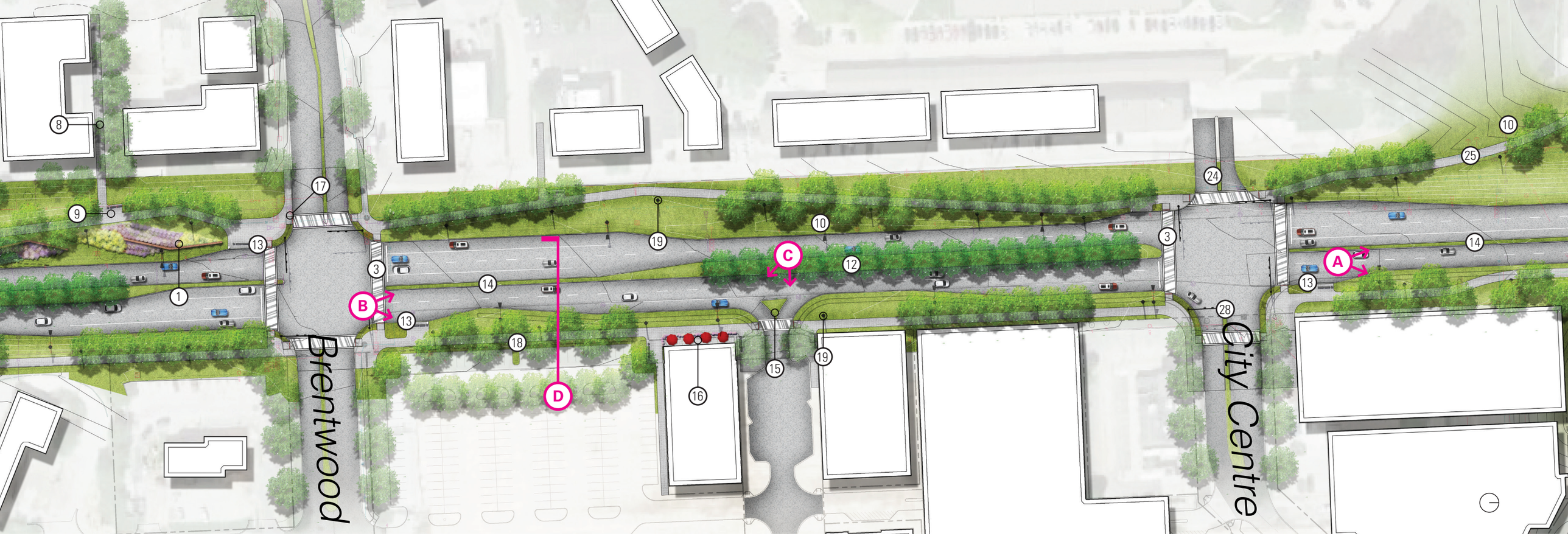
B *ILLUSTRATIVE RENDERING AT LA VISTA CITY CENTRE PARKING LOT*



C *ILLUSTRATIVE RENDERING AT COTTONWOOD ENTRANCE TO LA VISTA CITY CENTRE*



D *ILLUSTRATIVE SECTION AT LA VISTA CITY CENTRE PARKING LOT*



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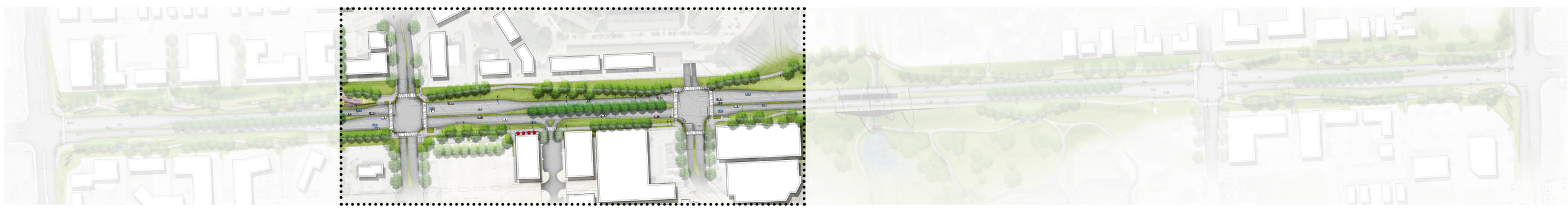


KEY MAP (NOT TO SCALE)

ICONS AND MESSAGING

As the entrance to La Vista from the north, the intersection at Harrison Street features a prominent bridge icon at Thompson Creek. This signifies a new pedestrian connection across 84th Street at the park level with an overhead structure that spans the roadway.

PEDESTRIAN EXPERIENCE

The multi-use path in this block meets with adjacent park uses. The path is removed from the roadway at its most dramatic degree and purposefully connects to the larger park trail network.

INFRASTRUCTURE

An open channel under 84th Street will carry the Thompson Creek flow along the path under the bridge. The bridge structure itself is shown here as a slab bridge with two separate bridge decks. The bridge type is still to be determined.

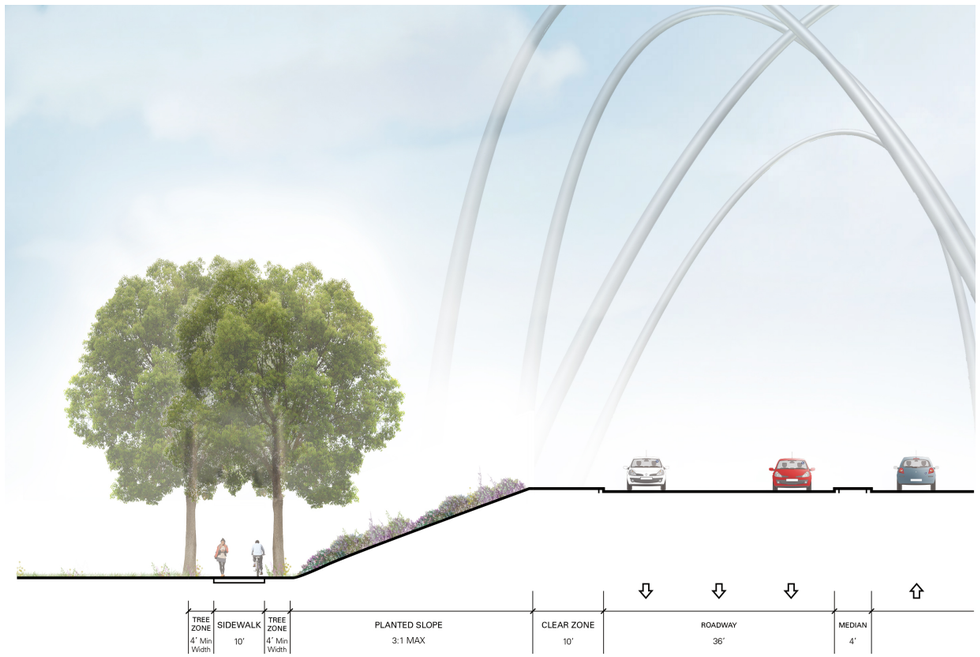
Where possible, stormwater is carried at the surface and weaves between the inside and outside of the multi-use path.



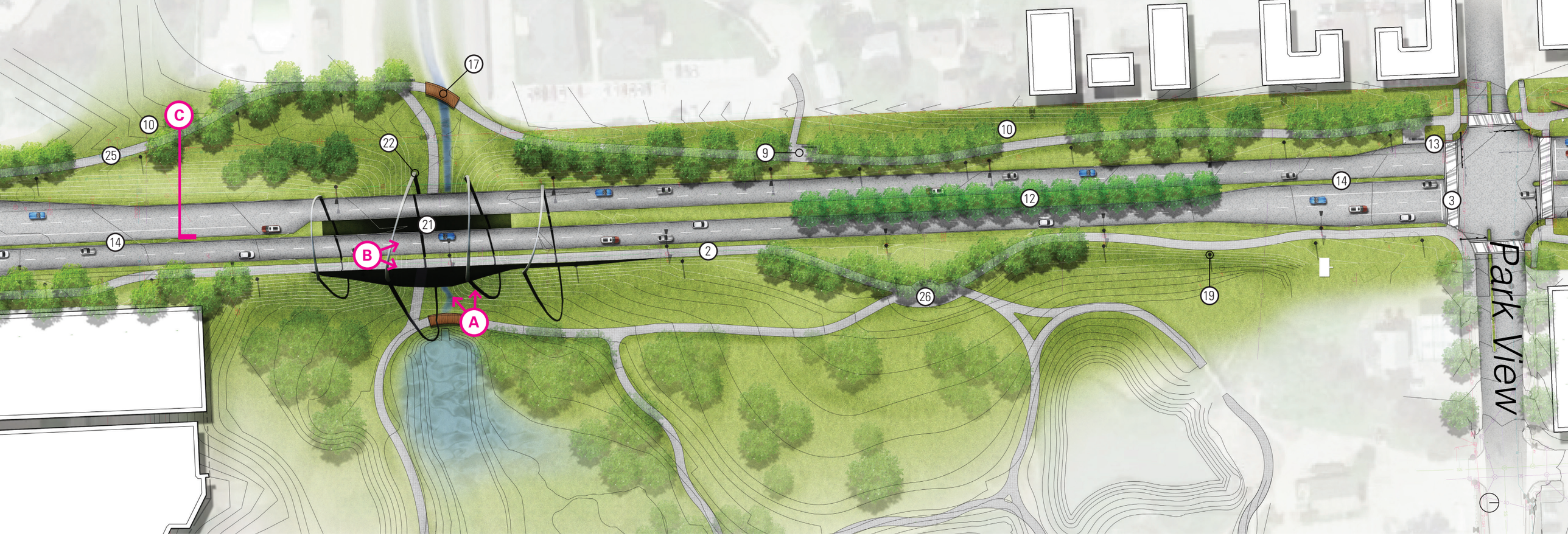
A *ILLUSTRATIVE RENDERING LOOKING TOWARD BRIDGE AT CIVIC CENTER PARK*



B *ILLUSTRATIVE RENDERING LOOKING TOWARD CIVIC CENTER PARK ON BRIDGE*



B *ILLUSTRATIVE SECTION*



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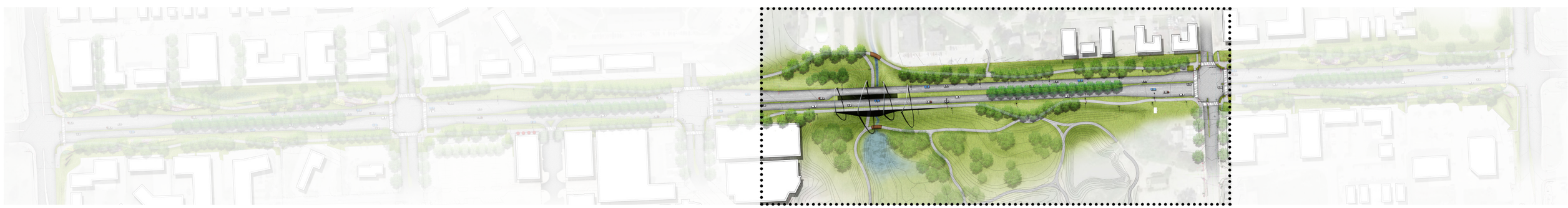

KEY MAP (NOT TO SCALE)

BLOCK-BY-BLOCK
PARK VIEW TO HARRISON

ICONS AND MESSAGING

As the entrance from the north, the intersection at Harrison features a prominent artistic gesture that builds on the design and arrangement of the signature walls that interplay with the landform on this block.

PEDESTRIAN EXPERIENCE

Like the block between Giles and Brentwood, multi-use paths meander through the network of berms and signature walls. A garden wall is suggested along existing surface parking lots as a strategy to partially shield pedestrians from the vehicular experience.

INFRASTRUCTURE

Due to the narrow right-of-way and grade constraints of the block, much of the stormwater is conveyed underground.



A *ILLUSTRATIVE RENDERING LOOKING AT BRIDGE FROM HARRISON*



B *ILLUSTRATIVE SECTION AT SLOPED PLANTING FACING DRIVE LANES*

1 Landscape planting on earthen berms
2 10' multi use path
3 Graphic crosswalk
4 4' Feature wall (partially retaining + static elevation)
5 4'-8' Gateway wall (sloped)
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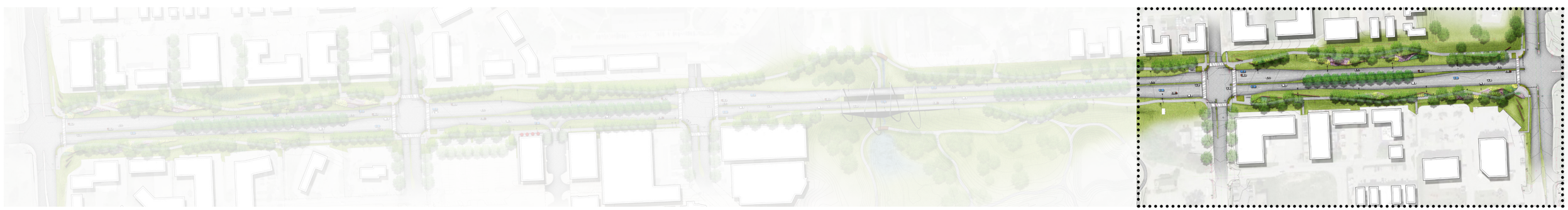
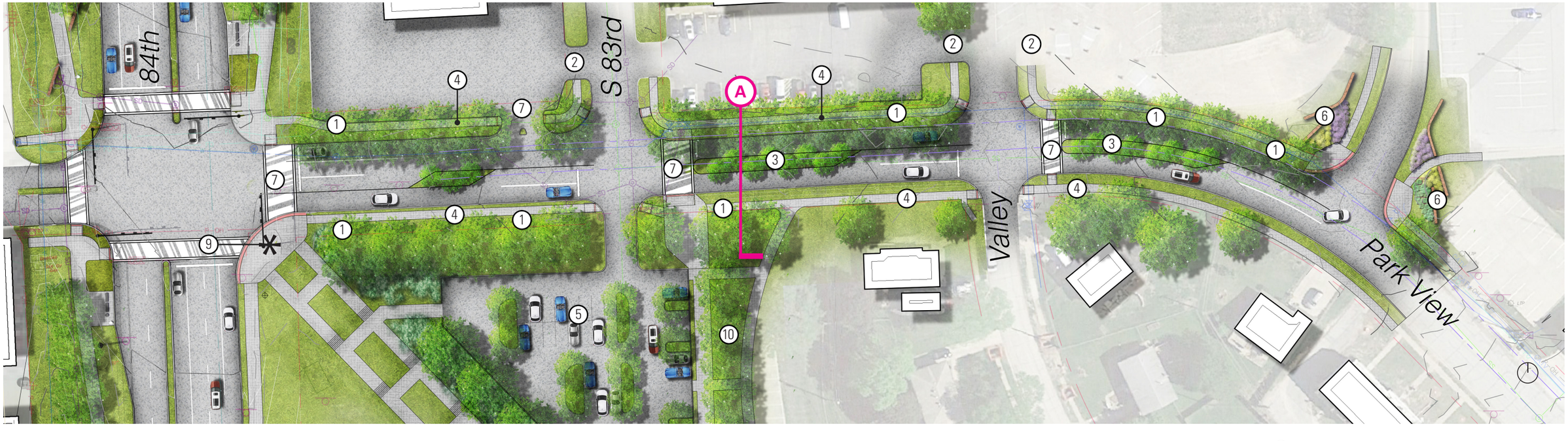


KEY MAP (NOT TO SCALE)



INTERSECTING STREETS

PARK VIEW BOULEVARD

Intersecting with 84th, Park View Boulevard and Brentwood Drive are opportunities to extend improvements to prominent corridors in La Vista's central city core.

ICONS AND MESSAGING

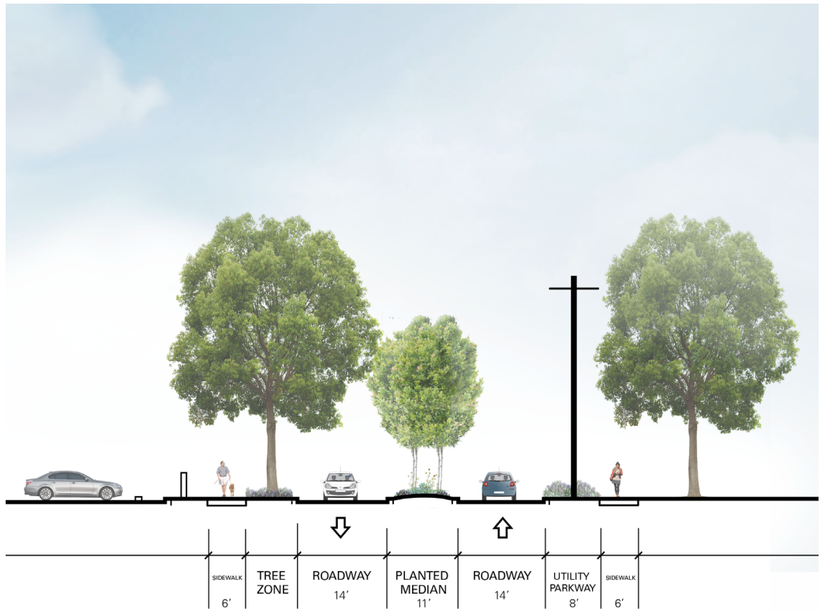
Entering from 84th Street, Park View Boulevard is the grand entrance to the civic and municipal hub of La Vista. Flanked by shade trees on both sides and a central median with ornamental planting, visitors are greeted with a new entry monument entering City Hall at Gertude.

PEDESTRIAN EXPERIENCE

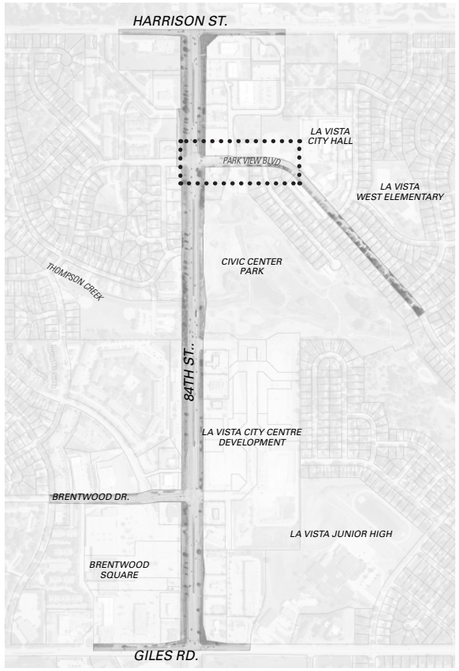
Sidewalks are widened to six feet. Where possible, trees are added between the detached sidewalk and the road. Along the Civic Center Park frontage, shade trees align at the back of sidewalk, avoiding utilities.

INFRASTRUCTURE

The section of Park View from 84th Street to City Hall is a complete reconstruction and includes major changes to the road alignment and control of driveway access.

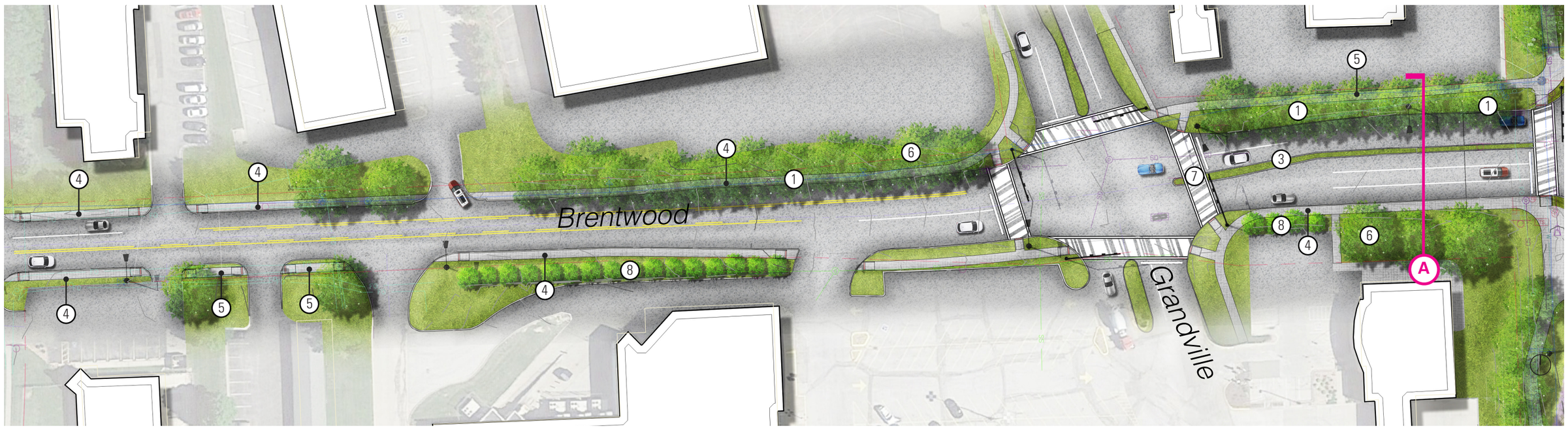


A ILLUSTRATIVE SECTION AT PARK VIEW BLVD



KEY MAP (NOT TO SCALE)

1. Vehicular access removed
2. Vehicular access provided
3. Landscape median with ornamental trees
4. 6' detached sidewalk
5. Future Civic Center Park parking lot
6. Entry monument/ feature walls
7. Graphic crosswalk
8. Right-in/right-out access
9. Icon monument at park
10. Garden connection to park



INTERSECTING STREETS

BRENTWOOD DRIVE

ICONS AND MESSAGING

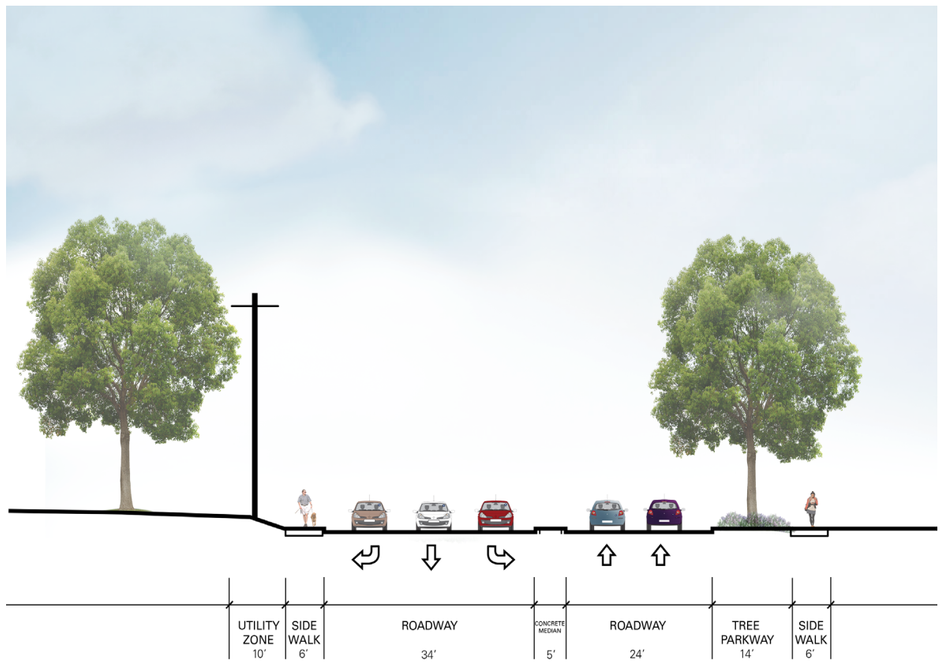
Brentwood Avenue is the future gateway to a potential new retail and mixed-use project at Brentwood Square.

PEDESTRIAN EXPERIENCE

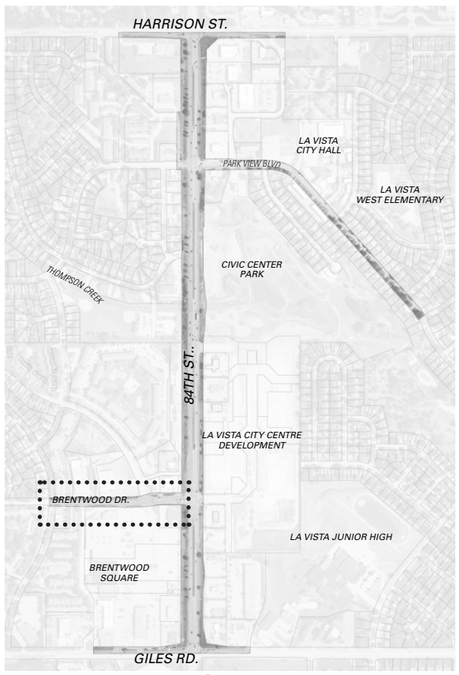
Because of the right-of-way available and location of existing overhead utilities, sidewalks are attached to the roadway and widened to six feet. Where possible, detached sidewalks with shade strees are provided. Ornamental trees are recommended on the adjacent properties.

INFRASTRUCTURE

The extent of improvements along Brentwood are largely limited to the back of curb. Driveway access to the street is managed in order to allow for a more consistent canopy of trees.



A ILLUSTRATIVE SECTION AT BRENTWOOD AVE



KEY MAP (NOT TO SCALE)

1. Vehicular access removed
2. Vehicular access provided
3. Grass median
4. 6' attached sidewalk
5. 6' detached sidewalk
6. Shade trees
7. Graphic Crosswalk
8. Ornamental screen trees

PLANTING PALETTE

NATIVE AND ADAPTED COMMUNITIES

During the feedback period, the community showed a preference for planting in mass monoculture blocks rather than more of a meadow look with a lot of variation.

The approach to the 84th Street corridor planting design is to introduce a planting scheme that is high performing in roadway environments, provides year-round interest, and celebrates the ecology of Eastern Nebraska. This is accomplished with the definition of three essential planting zones along the corridor: the parkway canopy, the salt-tolerant rain garden, and the bunchgrass pollinator.

PARKWAY CANOPY

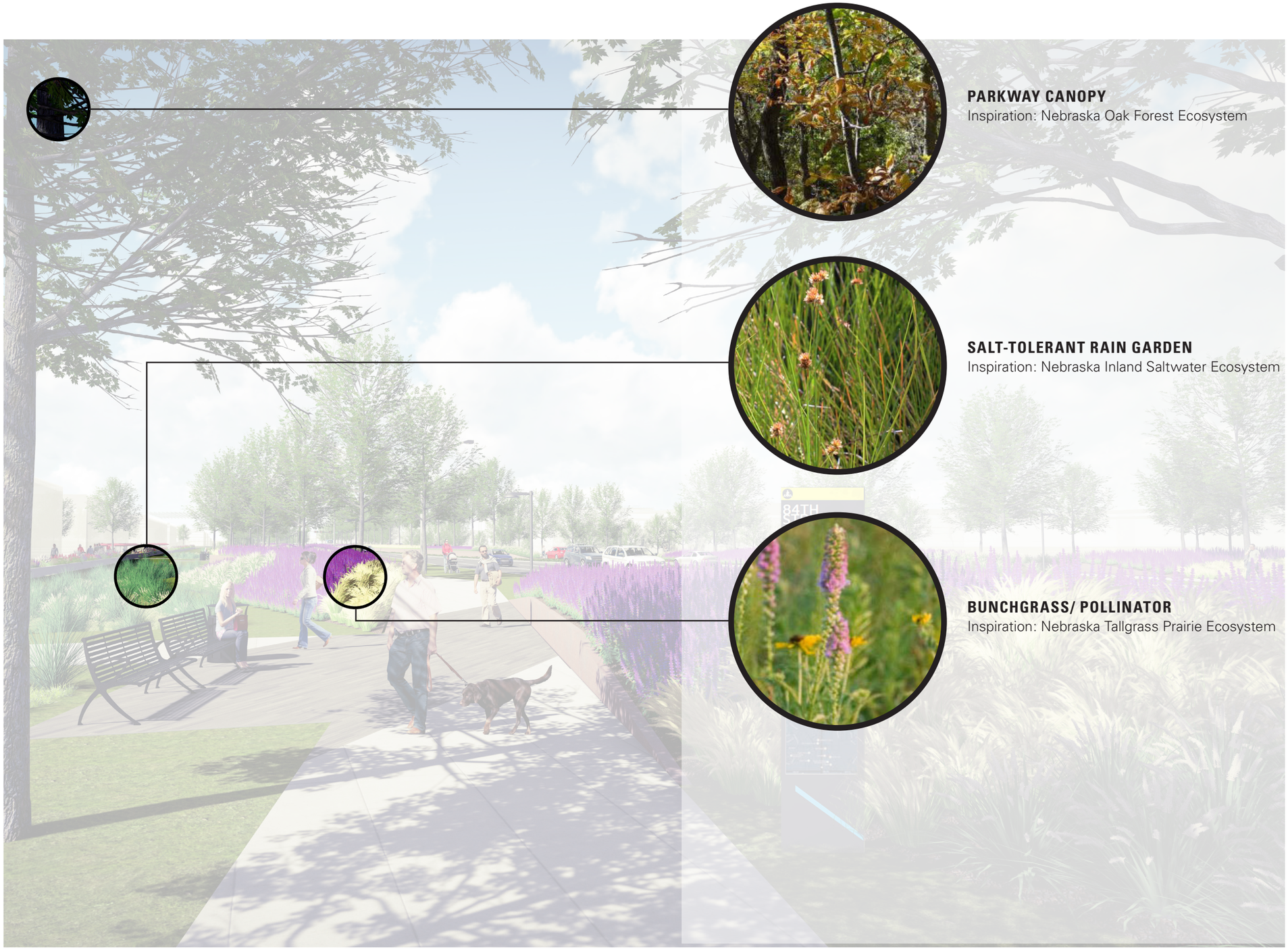
This zone forms the architecture of the street and gives meaning and form to the parkway. When we look up, we see native and adapted hard-working street trees. These communities of giants, reminiscent of Eastern Nebraska's forests, provide habitat for migrant birds, insect pollinators, cavity nesting birds, game birds, and small mammals.

SALT-TOLERANT RAIN GARDEN

This zone brings plant diversity to the reallocated open drainage channels along the parkway. Plants are chosen specifically to tolerate the soil toxicity of salts used to keep they roadway safe during the winter months. This scheme recalls plants of the rare, native inland salt wetlands of Nebraska as well as known salt-tolerant cultivated plants. Hydrophilic and mesic varieties echo the painterly approach of the bunchgrass/pollinator scheme.

BUNCHGRASS/POLLINATOR

This zone is characterized by discrete, colorful monoculture 'drifts'. Seasonal color bursts throughout the summer with a robust blooming program anchored by the pervasive architecture and year-round interest of ornamental grasses. This zone heavily borrows from the tallgrass prairie aesthetic that informs the composition and creates the ground plane of a reintroduced upland ecology.



PARKWAY CANOPY
Inspiration: Nebraska Oak Forest Ecosystem

SALT-TOLERANT RAIN GARDEN
Inspiration: Nebraska Inland Saltwater Ecosystem

BUNCHGRASS/ POLLINATOR
Inspiration: Nebraska Tallgrass Prairie Ecosystem



BUR OAK
quercus macrocarpa



HACKBERRY
celtis occidentalis



KENTUCKY COFFEE
celtis occidentalis



HONEY LOCUST
gleditsia triacanthos (cultivar)



FRONTIER ELM
ulmus ‘frontier’



FESCUE SEDGE
carex brevior



BIG BLUESTEM
celtis occidentalis



SHENANDOAH SWITCHGRASS
panicum virgatum ‘shenandoah’



DOGWOOD
cornus ‘arctic fire’



SIBERIAN IRIS
iris ‘caesar’s brother’



BLUE CARDINAL FLOWER
lobelia siphilitica



NODDING ONION
allium cernuum



HAMELIN FOUNTAIN GRASS
pennisetum alopecuroides



MAIDEN GRASS
miscanthus sinensis



FEATHER REED GRASS
calamogrostis brachyticha



NORTHWIND SWITCHGRASS
panicum virgatum ‘northwind’



YARROW
achellia millefolium



LITTLE JOE PIE
Eupatorium dubium ‘little joe’



RUSSIAN SAGE
perovskia atriplicifolia



LAVENDER
lavendula angustifolia



CATMINT
nepeta ‘walker’s low’









PRINCIPLE PLANTINGS

These hard-working plants anchor the planting scheme on the corridor. Each variety can be appreciated in multiple seasons throughout the year.

MATERIALS, FURNITURE, AND SIGNAGE

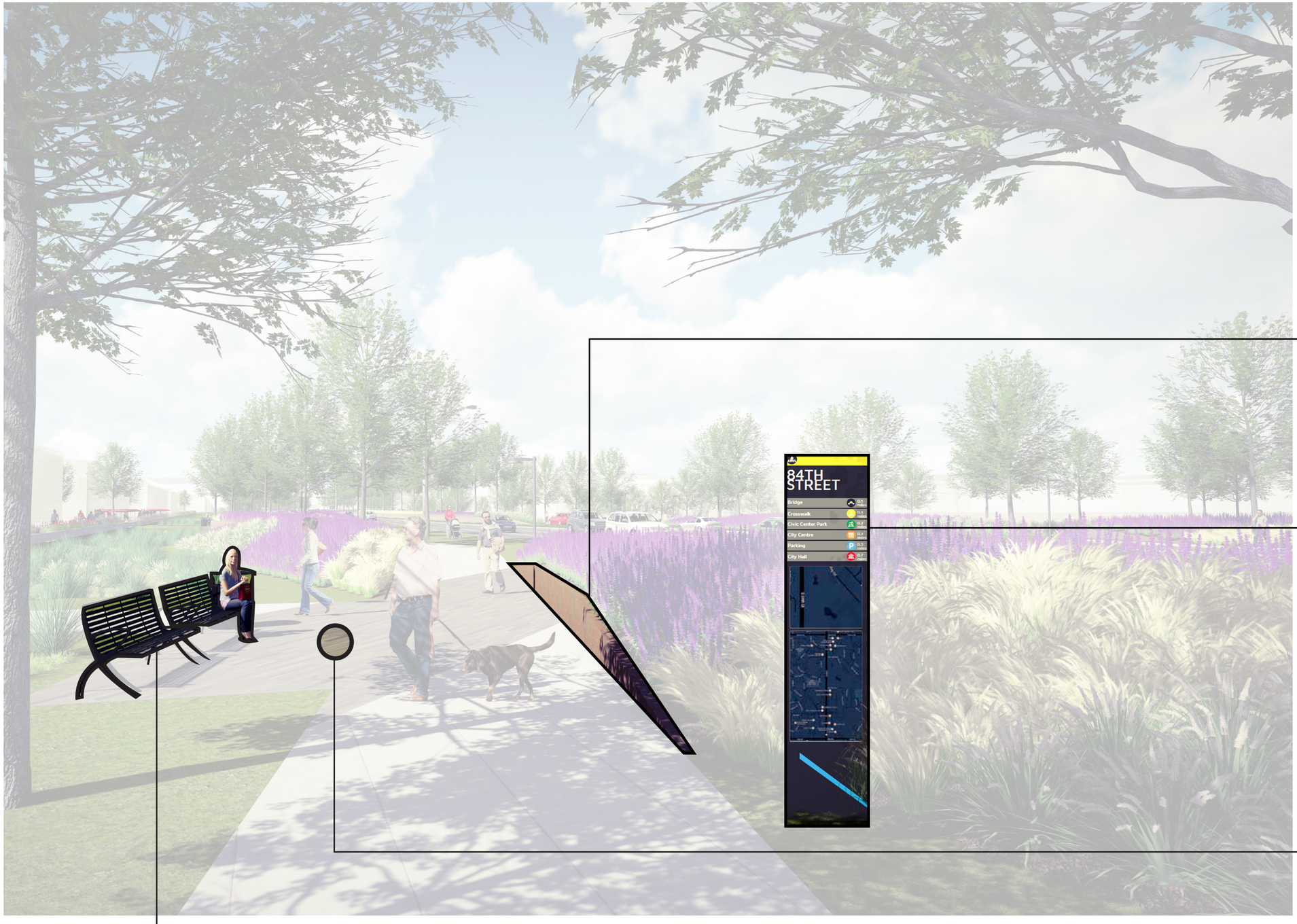
COMFORTABLE, NATURAL, TIMELESS

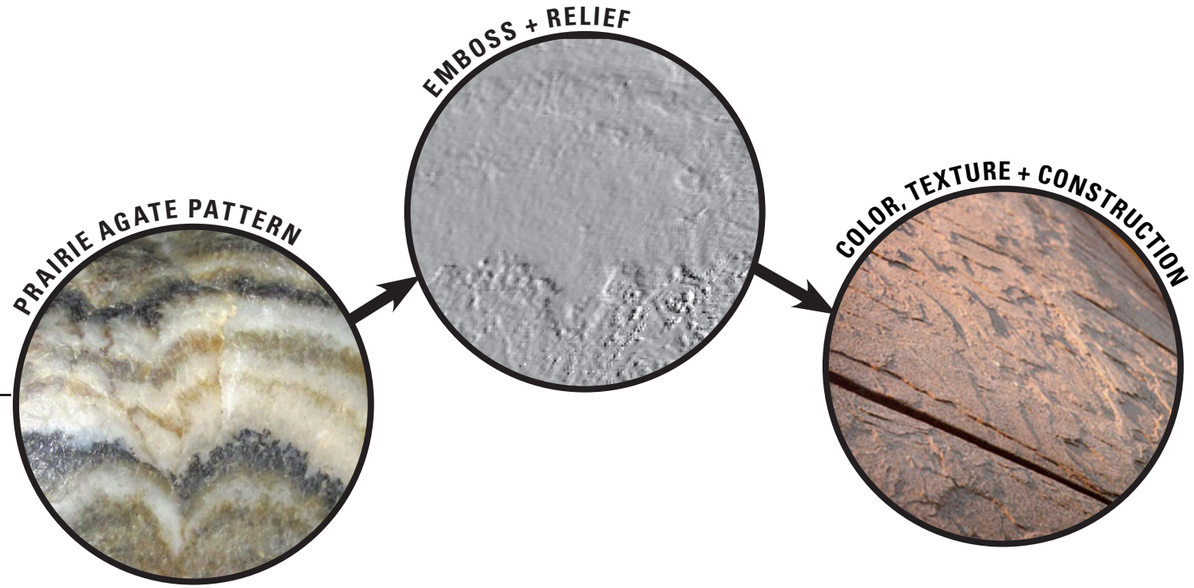
After receiving feedback from the second public meeting regarding material and stylistic choices for the finish of the corridor, it became evident the community preferred a timeless, comfortable aesthetic. This feedback informs the initial material, furnishing, and signage ideas presented here.

A new signage family that is compatible with all MUTCD-regulation signage and designed can complement the overall vision for 84th Street as the central city core. A new wayfinding family can serve as a key element to improve the user experience and city branding through 84th Street and to invite residents and visitors to engage with the mixed-use development along the street and throughout the city. This can be accomplished through design details such as color, material, finish, structure and forms. Illumination can be added to the system that will create an engaging atmosphere in the evening and at night. The following signage family contains the elements which are to be considered:

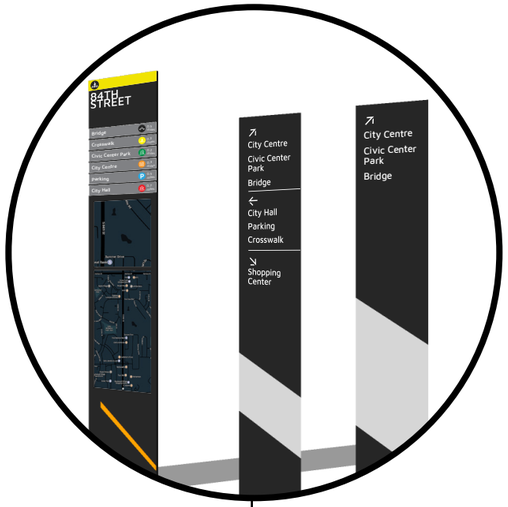
- City monument sign
- City landmark sign (city elements)
- Vehicular directional sign (retail and destinations)
- Pedestrian/cyclist directional sign
- Light pole banners (city event, culture, history, etc)
- Street information sign (speed limit, safety information, etc.)
- Bus/Metro station sign

Initial ideas are shown here, however, the actual wayfinding and signage will reflect the rebranding which is part of a larger City-wide effort outside the scope of the 84th Streetscape project.





WALL MATERIALS
Wall materials take inspiration from local geology while considering construct ability and durability. Form-lined concrete can have the appearance of natural stone at a fraction of the cost.

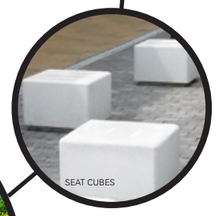


WAYFINDING + SIGNAGE
A unified concept for signage creates a much more legible environment for users.

DESIGN MOTIF
Thematic motifs established by a cohesive brand and message could tie street elements together.









FURNITURE
Timeless furniture and amenities bring a more comfortable pedestrian experience.



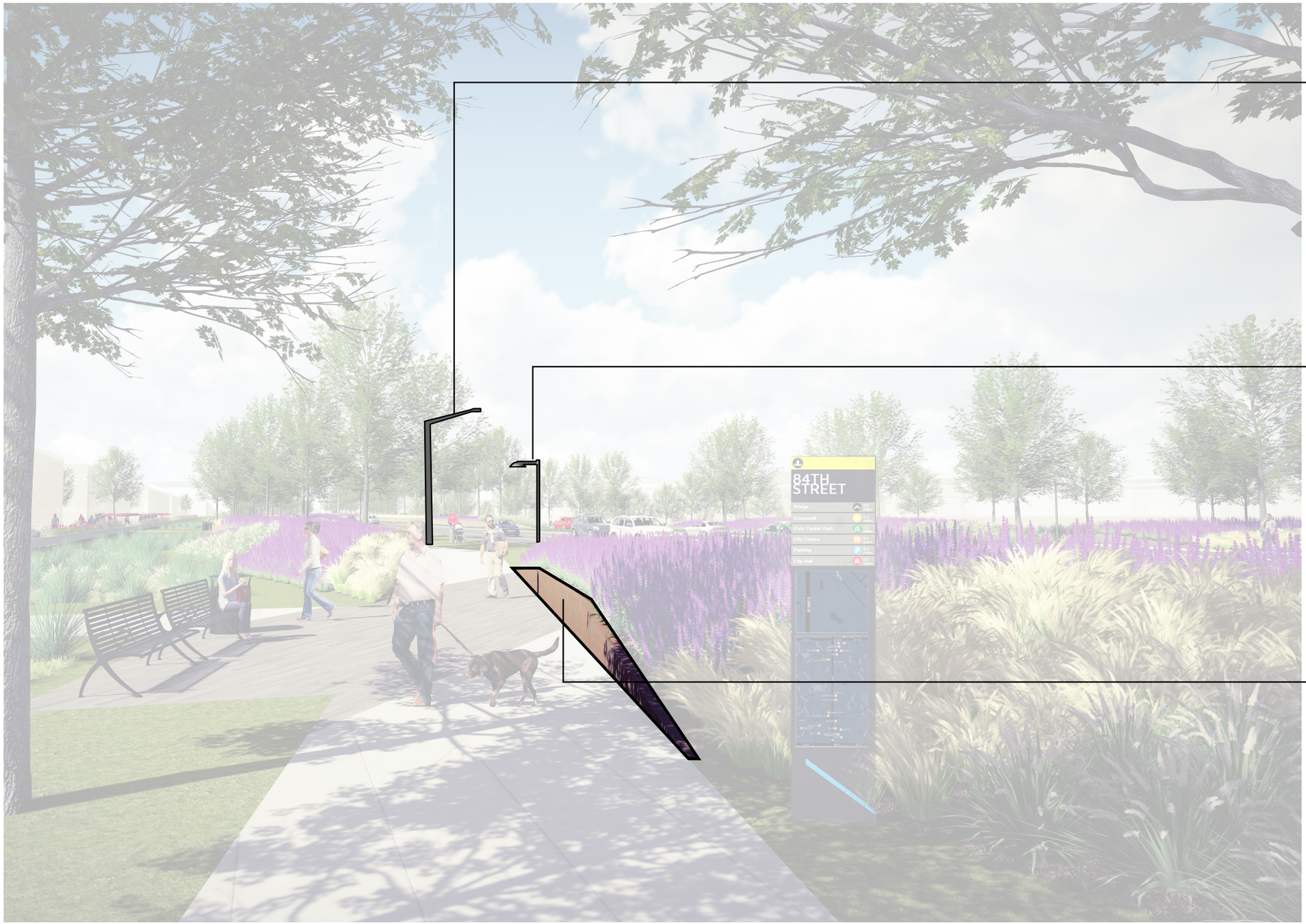
SPECIAL PAVING
Muted, refined paving subtly signifies plazas and gathering areas.

LIGHTING

SAFE, SECURE, COMFORTABLE

The lighting along 84th Street will be crucial to extending the use of the street into the evening. A cohesive lighting strategy will increase a sense of overall safety and security as well as complement the furnishing and materials to help add to a new civic identity.

Using the latest in high-efficiency LED technology in the streetscape reduces the amount of energy used and maintenance costs. Fixtures provide a warm, comfortable color temperature and minimize the amount of light spill and glare. Principles of good lighting design create an inviting atmosphere in the evening and include several strategies to provide multiple sources that acheive a more ambient lighting condition. Key strategies are oultined here.





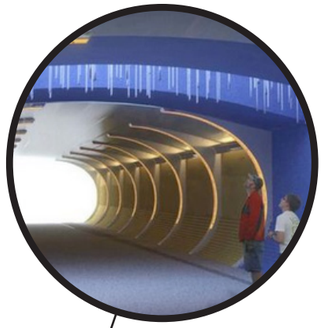
ROADWAY LIGHTING
Roadway lighting complements the pedestrian fixtures with a sleek architectural character. LED fixtures provide more even spread on the roadway with a particular focus on safety at intersections.



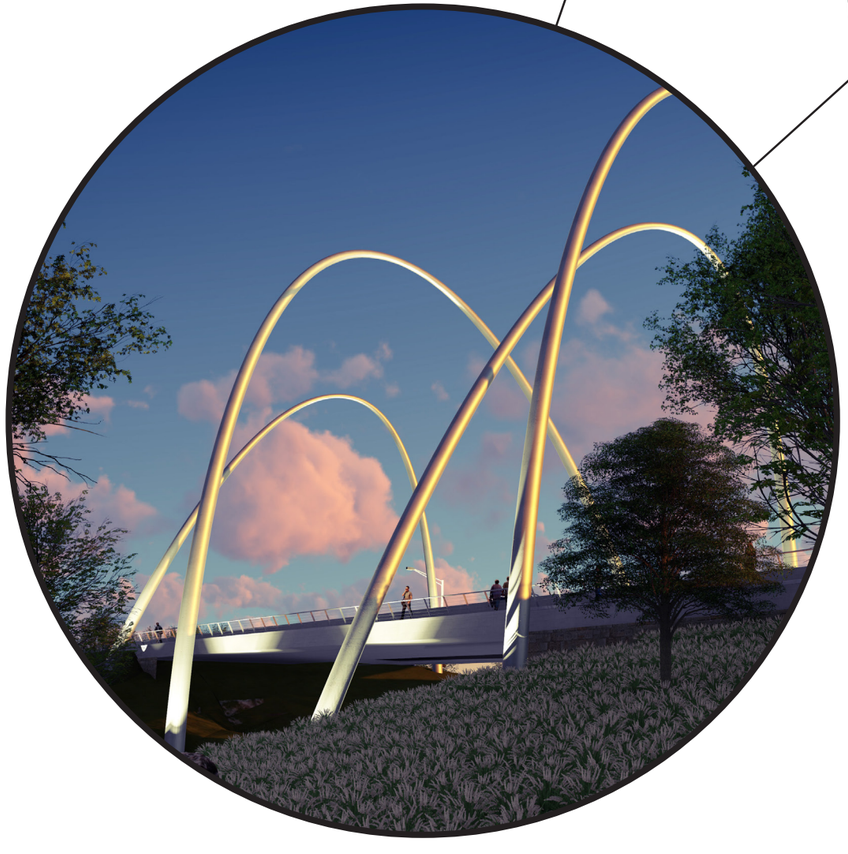
PEDESTRIAN LIGHTING
The pedestrian experience is enhanced along the parkway trail with strategically placed pedestrian poles and fixtures that provide a warm overhead glow.



WALL UPLIGHTING
The signature walls along the corridor are uplit by LED strip lighting. This highlights the architecture of the walls and provides a comforting, ambient glow from the sides of the path where the walls are present.







BRIDGE LIGHTING
Lighting of the deck and overhead icon capture the form and function of the bridge at Thompson Creek in the evening and at night. A comprehensive approach to the lighting underneath the bridge enhances the experience and ensures a safe and comfortable atmosphere for evening park users.

WATER QUALITY

The current drainage system along 84th Street is rudimentary. It carries water via open drainage channels along the corridor from the roadway and, in some cases, adjacent development. The stormwater contributes to the Big Papillion-Mosquito watershed.

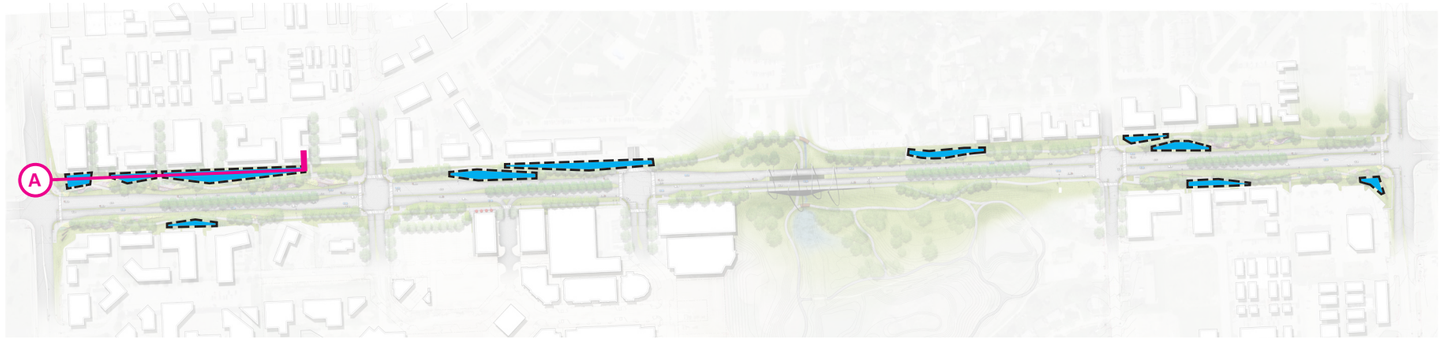
The vision of the proposed water quality design is to accommodate historic drainage patterns while providing infrastructure that encourages stormwater cleansing. To the extent possible, stormwater runoff is captured in a network of salt-tolerant rain gardens. The rain gardens are designed to temporarily hold and soak impervious stormwater runoff. As a best management practice, these rain gardens not only help clean stormwater runoff and add to the overall diversity of plant species within the corridor, they also help to reduce the effects of downstream washout and sedimentation.

In addition to the integration of rain gardens in the landscape design, the irrigation system also includes in-line fertilization systems that improve the soil conditions, specifically additives that help flush the salt from the soil. Plant nutrition and fertilizer is also introduced through the irrigation system to encourage plant growth and vitality.

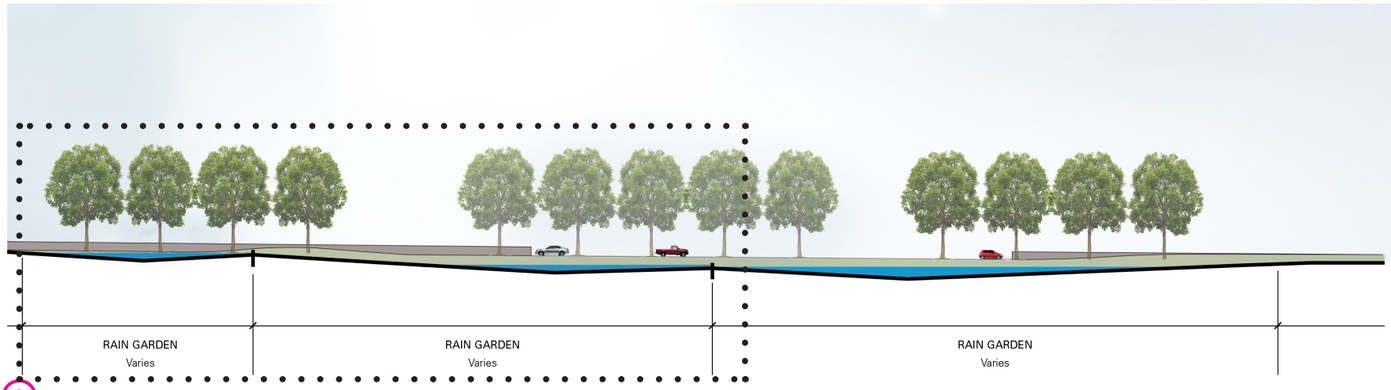
IRRIGATION SYSTEM

La Vista receives an average annual rainfall of 31” per year. This amount of rainfall is able to sustain a variety of plant life at maturity. Installation of efficient low water use drip irrigation systems within the project area help to protect the initial capital investment in plant materials as well as ease the burden of ongoing maintenance, both very important to the community.

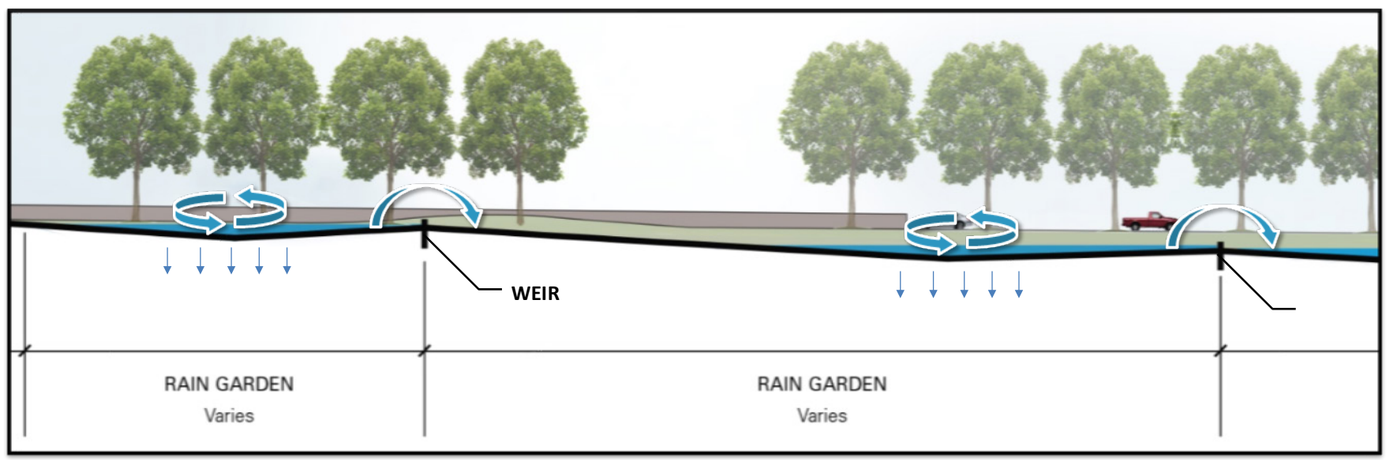
The proposed irrigation system design for the corridor is divided into four irrigation systems, separated by the major street crossings along 84th Street. Each system uses a potable tap sized to maintain an 8-hour per day watering window to minimize impact to the public use of the corridor amenities. Automatic, cloud connected irrigation controllers use local weather data to adjust the irrigation system run time in response to daily weather. Cloud connected capabilities allows maintenance staff to monitor the irrigation system performance from mobile and web based platforms. The controllers monitor the irrigation systems and alert staff of any mainline or lateral breaks, or other abnormal operating conditions to prevent water waste. Staff can also log repairs made and create irrigation based GIS maps for reference when locating equipment. Modeling and statistical features on each controller can build a history of water use to develop a baseline expected water use. Each system is protected by a master valve to prevent unrestricted flow in the case of a mainline break. Industry standard control valves, spray sprinklers, drip irrigation components and Class 200 PVC will be used in the construction of the system. In-line fertilization systems help to decrease salt bound in the soil as well as introduce nutrition for plant health. The irrigation system ensures that when natural precipitation is not adequate for the plant material it can provide additional water to protect the investment of the plant material.



RAIN GARDEN LOCATIONS



ILLUSTRATIVE LONGITUDINAL SECTION AT BRENTWOOD SQUARE



ILLUSTRATIVE LONGITUDINAL SECTION ENLARGEMENT AT BRENTWOOD SQUARE

PERFORMANCE METRICS

HOW DOES THE DESIGN OF 84TH STREET STACK UP?

Throughout the schematic design phase, the city and consultant team regularly referred to the initial goals of the project to ensure not only that they were being addressed, but that they produced tangible, quantifiable improvements to the corridor. Many of the recommended improvements have both environmental benefits while also benefiting the pedestrian experience. With a baseline (existing condition) that is currently focused almost exclusively on the conveyance of automobiles, the proposed design works harder to create a more comprehensive piece of infrastructure for the City of La Vista.

ANTICIPATED 84TH STREET PERFORMANCE METRICS

142
Opportunities to sit along the corridor

8
Additional neighborhood connections

11x
Shaded Sidewalk area at maturity

6x
Total tree canopy at maturity

15'
Average distance of path from street

250%
Increase in path width

1.2M
Gallons of stormwater intercepted each year

12hr
Average extended daily use

30%
Reduction of perception of road noise


Giles Rd

IMPLEMENTATION

COST OPINION

The table below illustrates and opinion of probable cost for the 84th Streetscape project, including portions of Brentwood Drive and Park View Boulevard as defined in the exhibits herein. The amounts below are subject to change.

84th Street Streetscape - 84th Street Right-of-Way Improvements

Opinion of Probable cost

Schematic Design - Opinion of Probable Cost	% RANGE	% USED	COST	
84th Street, Brentwood and Park View				
ROW Acquisition			$65,450	
Civil - roadway, grading and drainage improvements			$5,856,668	
Landscape, irrigation and lighting			$8,066,955	
Artistic overhead bridge structure			$2,500,000	
SUBTOTAL			**$16,489,074**	(A)
Additional Costs	% RANGE	% USED	COST	
survey, design and construction phase services	(8% to 12%) of (A)	8%	$1,319,126	(B)
utility removal, replacements, or relocations	(15% - 30%) of (A)	15%	$2,473,361	(C)
Misc Removals	(1-10%) of (C)	1%	$24,734	(D)
General contingencies	(5%) of (A)	5%	$824,454	(E)
SUBTOTAL (CONTINGENCIES)			**$4,641,674**	
Construction Cost Opinion (rounded):			**$21,100,000**	

Notes:

- all costs are provided as a rough order of magnitude to reflect a schematic design level of detail
- an appraisal and/or appraiser's opinion of ROW acquisition costs is recommended
- The artistic overhead bridge structure opinion of cost is an average cost based on other projects of similar nature and size . It is not based on engineering design research, but strictly publicized project costs. Establishing a budget and soliciting proposals is recommended.
- cost opinion assumes improvements within the ROW and easements only
- improvements to the roadway such as turn lanes, decel lanes, bus lanes, signals, or rehabilitation are not included
- all existing guardrail is assumed to remain in place
- all existing curb and gutter is assumed to remain in place, except where necessary to remove with proposed improvements
- all existing roadway asphalt assumed to remain in place, except where necessary to remove with proposed improvements

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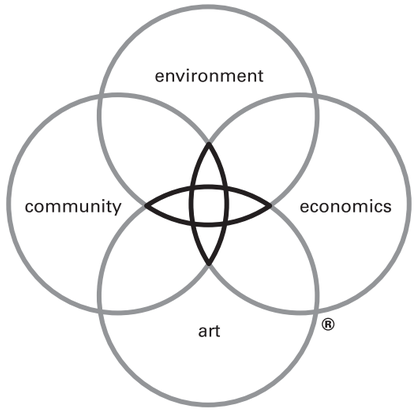

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