

**CITY OF LA VISTA  
PLANNING DIVISION**

**RECOMMENDATION REPORT**

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CASE NUMBER: 4A

FOR HEARING OF: July 17, 2008  
Report Prepared on July 8, 2007

**I. GENERAL INFORMATION**

- A. APPLICANT:** SPW Partners, LLC, Dennis Hoth
- B. PROPERTY OWNER:** SPW Partners, LLC, Dennis Hoth
- C. LOCATION:** NW intersection of Westport Parkway and West Giles Rd.
- D. LEGAL DESCRIPTION:** Lots 1-3, Southport West
- E. REQUESTED ACTION(S):** Replat and Preliminary PUD
- F. EXISTING ZONING AND LAND USE:**  
C-3, Highway Commercial / Office Park District; PUD-1, Planned Unit Development; and Gateway Corridor District.
- G. PURPOSE OF REQUEST:** The proposal is to build an office park comprised of 2-3 story buildings within a seven lot, planned unit development. This would be the 5<sup>th</sup> replat of Southport West.
- H. SIZE OF SITE:** 32.1 acres

**II. BACKGROUND INFORMATION**

- A. EXISTING CONDITION OF SITE:** Vacant lots
- B. GENERAL NEIGHBORHOOD/AREA LAND USES AND ZONING:**
  - 1. North:** C-3, Interstate 80 and Southport West
  - 2. East:** C-3, Southport West, Westport Parkway
  - 3. South:** I-2, Claas Inc., West Giles Road
  - 4. West:** I-1, Centech Business Park, Interstate 80
- C. RELEVANT CASE HISTORY:** Southport West
- D. APPLICABLE REGULATIONS:**
  - 1. Section 5.12, Zoning Ordinance, regarding C-3 Zoning District
  - 2. Section 5.17, Zoning Ordinance, regarding Gateway Corridor Dist
  - 3. Southport Development PUD Plan: Architectural and Site Design Guidelines

### **III. ANALYSIS**

- A. COMPREHENSIVE PLAN:** The Future Land Use Map of the Comprehensive Plan designates this property for commercial uses in the gateway corridor.
- B. OTHER PLANS:** Southport Development PUD Plan
- C. TRAFFIC AND ACCESS:**
  - 1. Unrestricted accesses are proposed to Westport Parkway and to West Giles Road. Outlot "A" would contain the private drive to access the seven proposed lots from the main public roads. This outlot would be owned and maintained by the property owners association.
  - 2. No traffic study has been required by the City Engineer as part of this application.
  - 3. A traffic light will be warranted at the intersection of West Giles Road and Westport Parkway as Southport West continues to build out.
  - 4. Pedestrian sidewalks will be required along Westport Parkway. These sidewalks are shown in the PUD plan along with sidewalks along the private drive. Sidewalk connections to the proposed buildings should also be made.
  - 5. A common area maintenance agreement needs to be reviewed by the City Attorney prior to approving the final plat and subdivision agreement. The common area maintenance agreement needs to determine the rights and obligations of the property owners in maintaining shared private access road and street lighting.
- D. PARKING:**
  - 1. Existing Southport West PUD requires 4.5 parking spaces per 1,000 square feet of gross leasable floor area. The PUD plans for 785 total parking spaces for 168,000 sq. ft. of office space. In total, this meets the minimum requirement, and each lot meets the minimum parking ratio as well.
- E. UTILITIES:**
  - 1. Utilities are available at the perimeter of the site. However, each of the proposed lots does not have direct access to existing lines. The extension of these public improvements will be through easements held by the property owners association, so these are common area improvements that should be addressed in the Subdivision Agreement.
  - 2. A stormwater detention pond is planned for construction within Outlot "B". This outlot would be owned and maintained by the property owners association.
  - 3. Alternative access to the outfall sanitary sewer will need to be figured out as the grading changes proposed for the re-alignment of West Giles Road will affect the proposed design.

**IV. REVIEW COMMENTS:**

1. Each lot meets or exceeds the minimum 25% open space standard.
2. Each lot meets or exceeds the minimum parking ratio.
3. Each building design will need to be reviewed by the City of La Vista's design review architect prior to obtaining building permits.
4. The applicant needs to share the costs of creating a "quiet zone" for the railroad crossings in the area. The quiet zone would be a direct benefit to future offices located in this proposed development. An amendment to the subdivision agreement regarding this issue will need to be made prior to City Council review.
5. All FAA regulations will apply to this proposed development and proper permits will need to be obtained prior to construction.
6. Corner landscape features need to be installed at the intersection identified for future location. This would be at the northwest corner of West Giles Road and Westport Parkway.
7. Street names and addresses need to be assigned by Sarpy County and the City of La Vista.
8. The use of bio-swales, permeable pavement, rain gardens or other Best Management Practices related to Low Impact Development could reduce the size or the need for the detention ponds.
9. Final PUD plans will need to be reviewed and approved by Planning Commission and City Council for each development that is not in substantial compliance with the Preliminary PUD Plan.
10. Landscaping shall comply with Southport West PUD requirements.
11. Project directory signs or center identification signs need to be constructed at each entrance to the office park. Details for construction of these signs are in the Southport West PUD requirements.

**V. STAFF RECOMMENDATION: Approval of Southport West Replat 5 and Preliminary PUD subject to addressing the items noted in the staff report.**

**VI. ATTACHMENTS TO REPORT:**

1. Vicinity Map
2. Southport West Replat 5 Preliminary PUD Plan
3. Southport West Replat 5 Final Plat
4. Southport West Replat 5 Master Landscape Plan
5. City Engineer's comments

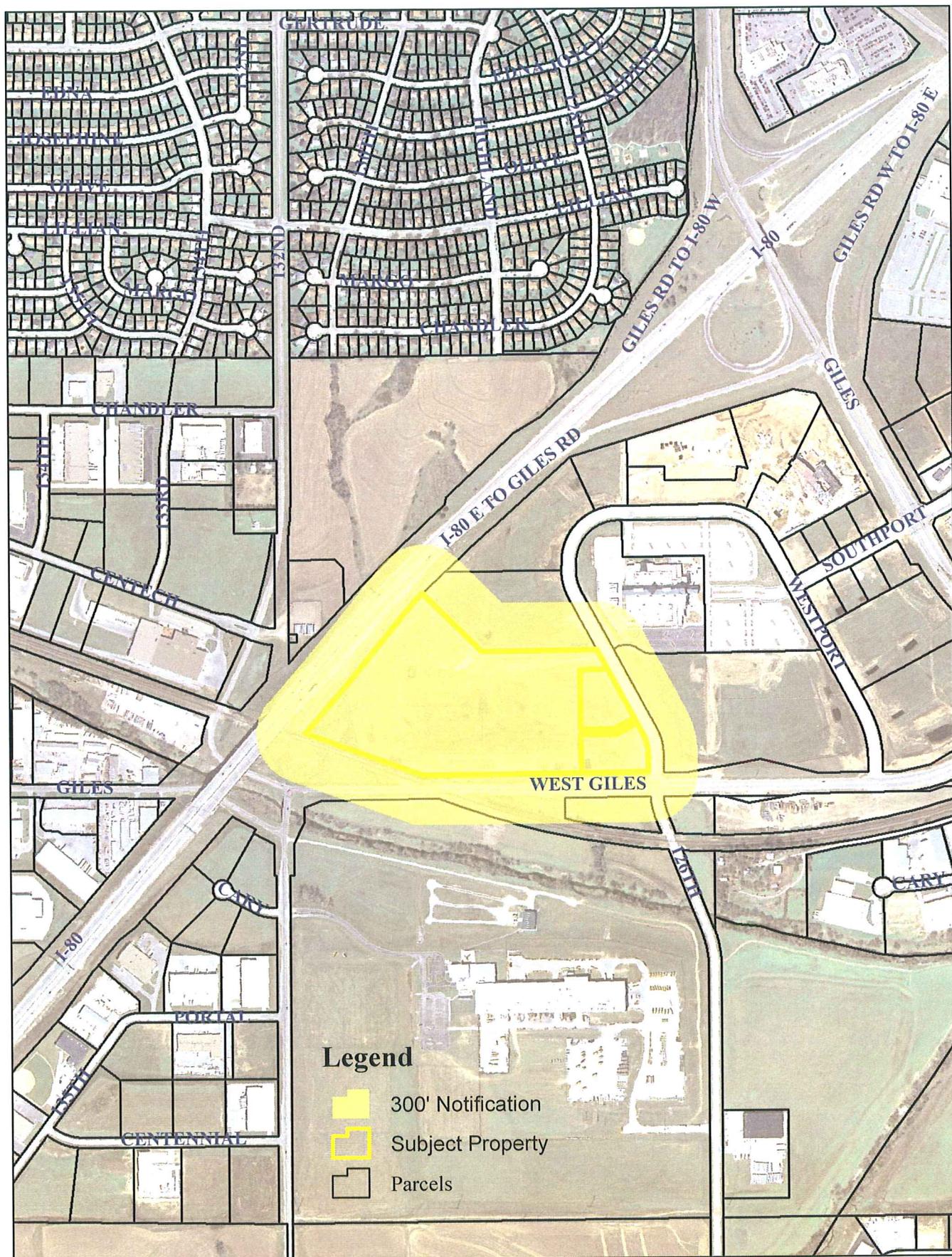
**VII. COPIES OF REPORT TO:**

1. Dennis Hoth, Applicant
2. Brad Weckerlin, E&A Consulting
3. Public upon request

1 Mar 3h  
Prepared by:

Am Fndi 7-10-08  
Community Development Director Date

# Vicinity Map

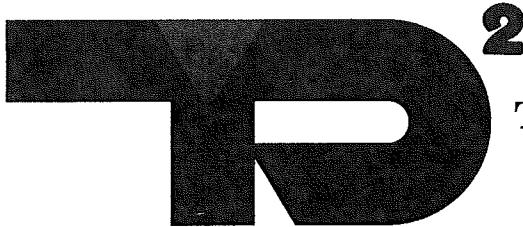


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# THOMPSON, DREESSEN & DORNER, INC.

## Consulting Engineers & Land Surveyors

June 18, 2008

Mr. Marcus Baker  
City Planner  
City of La Vista  
8116 Park View Boulevard  
La Vista, NE 68128

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RE: Southport West Replat Five  
Initial Review of Replat & Preliminary PUD Submittal  
TD<sup>2</sup> File No. 171-356.3

Marcus:

I have reviewed the proposed minor plat and application that I received with your transmittal dated June 5, 2008. I offer the following comments:

### TRAFFIC & ACCESS

1. The subject property was included in a traffic study undertaken with the rezoning of this property from I-2 to C-3 in 2006. That study anticipated the use of the property to be retail with up to 250,000 square feet of retail space. The current submittal proposes that about half of the subject property will be used for offices instead of retail. The remaining half of the subject property does not have a proposed use identified and it could be developed as retail. Under this scenario there will be less trip generation than was estimated in the traffic impact study that was performed in 2006. Therefore, I do not recommend that an updated traffic study be undertaken. The intersection of Westport Parkway/West Giles Road/126<sup>th</sup> Street was anticipated to warrant a traffic signal as development occurs in the Southport West subdivision and that is not changed by this development proposal. It will be necessary to continue to monitor this intersection and plan to install a traffic signal when it is warranted.
2. The preliminary PUD plan and the final plat illustrate the vehicular access points that were agreed upon with the original platting. These documents indicate the intent to continue to use the existing access point onto West Giles Road. However, the two existing access points onto Westport Parkway are proposed to be consolidated into one new access location. The proposed location is acceptable. The final plat needs to include a note identifying that the two existing access points onto Westport Parkway are being relinquished as part of this replatting process.
3. The City is currently working with Sarpy County and MAPA to develop a plan to construct improvements to the 132<sup>nd</sup> and West Giles intersection, which includes carrying West Giles Road over the BNSF railroad with a bridge. The conceptual plans at this time indicate that the access where Outlot A connects to West Giles Road may become a right-in/right-out in the future. There may also be some grade change at this intersection. It will be necessary to coordinate the development plan for this project with the best available information for the future West Giles Road improvements. It appears that the proposed grades at the right-of-way line for West Giles Road are at or above existing elevations, which is appropriate, and that the storm water detention area does not encroach onto the right of way. I will make a request to The Schemmer Associates for any information on proposed grades to coordinate with this project.

4. Perimeter sidewalks along Westport Parkway will be required as lots are built upon. Sidewalks are not required along West Giles Road.
5. The preliminary PUD layout shows that the individual lots do not have internal vehicular connections. I recommend that vehicular connections be provided between Lots 2 and 3, 5, and 6.
6. A proposed cul-de-sac is shown in an ingress/egress easement. I recommend that this cul-de-sac be included as part of Outlot "A". It would be preferable to have the private drive in a single ownership for maintenance and liability issues.
7. Several of the proposed lots will not have direct access to a public street and will have to utilize the private roadway in Outlot A to reach public streets. In order to allow for an orderly review of building plans as each lot develops and to assure that all lot owners will have sufficient and maintained access, it will be necessary to provide a plan for common area infrastructure including such shared private roadways. The shared access road should be paved with not less than 7-inch thick Portland cement concrete and proposed pavement widths need to be noted on the PUD plan. Further, a common area maintenance agreement needs to be prepared that sets forth the rights and obligations of all the benefited property owners. The Common Area Maintenance Agreement should be subject to the review of the City Attorney prior to approval of the final plat and amendment to subdivision agreement by the City Council.

#### UTILITIES & DRAINAGE

8. The property does have adequate public storm and sanitary sewers at the perimeter of the subdivision that were designed for the commercial or industrial use of the property. However, the proposed division of the property results in several lots that do not have direct access to such public improvements. The preliminary plat proposes to construct additional storm and sanitary sewers to serve the individual lots. These sewers will be located in the private outlot under private pavement. Therefore, these sewers should remain private and be part of the common area improvements. There are various notations on the preliminary PUD plan and final plat that indicate granting easement rights to the City of La Vista for the sewers in Outlots A and B. These notations need to be removed since the City will not be responsible for these sewers.
9. The City of La Vista will not be responsible for the maintenance of the storm water detention area in Outlot B since no public storm sewers drain into this proposed facility. Therefore, notations on the preliminary PUD plan and the final plat indicating access rights to the City of La Vista for maintenance of the detention basin need to be removed.
10. There are existing sanitary outfall sewer manholes that appear to conflict with the proposed grading for the storm water detention area. Details need to be developed on how these manholes will be coordinated with the detention cell and how access to these manholes will be provided. This existing outfall sewer is a public sewer and will be maintained by the City, so access to the manholes is needed. The future plans for West Giles Road may make access from West Giles Road paving difficult and alternative access will be needed.
11. The common area improvements need to include street lighting on the private road in Outlot A. An acceptable provision for the timing of the installation of such lighting needs to be included in the amendment to subdivision agreement.
12. The location of the discharge of the existing 60-inch CMP public storm sewer at the west side of the intersection of Outlot A and West Giles Road needs to be shown and coordinated with the proposed storm water detention basin. It may be necessary to move the proposed detention basin to the west of the existing box culvert under West Giles Road.

13. A preliminary storm water drainage study has been submitted that appears to meet or exceed the current PCWP requirement to limit runoff to existing conditions for up to 100-year storm events. There are various items in the preliminary study that will need to be corrected. The applicant's engineer should meet with the undersigned to discuss the preliminary drainage study.
14. The proposed sanitary sewer in Outlot A will need to be placed deep enough to serve the future development in proposed Lot 4.

#### PRELIMINARY PUD PLAN

15. The preliminary PUD plan needs to include a landscaping plan or needs to include notes incorporating the requirements of the current Southport West PUD plan so that when individual lots proceed to develop they are aware of the expectations for development.
16. Prior to the issuance on building permits on any individual lot a final PUD plan will need to be submitted in accordance with Section 5.15.06 of the Zoning Regulations.
17. The vicinity map on the preliminary PUD plan needs to be more current. It needs to show the existing streets in the Southport West and Southport East subdivision.
18. The Site Statistics data table needs to include a column that identifies the amount of green space proposed on the lots. The minimum required is 25 percent of the lot area.
19. The existing Southport West PUD requires parking in the amount of 4.5 stalls per 1,000 square feet of gross leasable floor area. The plans show gross building area of 168,000 square feet with a total of 785 stalls for Lots 1,2, 3, 5, 6, and 7. The composite average is 4.67 stalls per 1,000 square feet without knowledge of what portion of the total footage is gross leasable area. Some of the individual lots are shown with less than 4.5 stalls per 1,000 square feet. Since this is a PUD development, the parking can be shared. The sharing of parking needs to be clearly stated on the PUD plan so that all parties are aware of this requirement. Alternatively, each lot could be shown to comply with this requirement on its own.

#### MISCELLANEOUS

20. A grading and erosion control permit through the Papillion Creek Watershed Partnership website will be required for regrading of the site.
21. The common area improvements should be identified on the plat application and shown as privately funded.
22. The property is subject the Gateway Corridor Overlay District. All development will be required to comply with the applicable design guidelines.
23. The applicant needs to participate in the costs of creating a quiet zone for the railroad crossings in the vicinity of this project.
24. An amendment to the Subdivision Agreement will be needed. The issue of special assessments will need to be addressed. The subdivision agreement should identify by way of exhibits the extent of common area improvements and identify the responsibility for maintenance of such improvements.

Mr. Marcus Baker

June 18, 2008

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25. The applicant needs to provide information on the release of the wetlands mitigation easement that was originally placed on the southwest corner of existing Lot 1. If mitigation occurred off-site, then evidence that this was completed to the satisfaction of the Corps of Engineers should be submitted.
26. The applicant should be reminded of the need to comply with FAA regulations due to the regulated airspace for the Millard Airport affecting this property.
27. The individual lot areas on the final plat and PUD plan need to be rechecked. They do not add up to 32.148 acres.
28. A staking bond will be required prior to obtaining the Mayor's signature on the final plat mylars.

I recommend that the preliminary PUD plan and proposed replat be approved subject to addressing these comments prior to being considered by the City Council.

Please contact the undersigned with any questions about these comments.

Prepared by,

THOMPSON, DREESSEN & DORNER, INC.



John M. Kottmann, P.E.

JMK/jlf

cc: File