



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

**PLANNING COMMISSION AGENDA**  
**JULY 18, 2019 – 6:30 P.M.**

- 1. *Call to Order***
- 2. *Approval of Meeting Minutes – June 20, 2019***
- 3. *Old Business***
  - A. *La Vista City Centre Theater Preliminary Plat***
    - i. Staff Report – Chris Solberg
    - ii. Applicant Presentation
    - iii. Recommendation
- 4. *New Business***
  - A. *La Vista City Centre – Replat 3***
    - i. Staff Report – Chris Solberg
    - ii. Applicant Presentation
    - iii. Recommendation
  - B. *Comprehensive Plan Amendment – Future Land Use Map***
    - i. Staff Report – Chris Solberg
    - ii. Public Hearing
    - iii. Recommendation
  - C. *Capital Improvements Plan***
    - i. Staff Report – Jeff Calentine
    - ii. Public Hearing
    - iii. Recommendation
- 5. *Comments from the Floor***
- 6. *Comments from the Planning Commission***
- 7. *Comments from Staff***
- 8. *Adjournment***

*The public is welcome and encouraged to attend all meetings. If special accommodations are required please contact City Hall prior to the meeting at (402) 331-4343. A copy of the Open Meeting Act is posted in the Council Chamber. Citizens may address the Planning Commission about items not on the agenda under “comments from the floor”. Comments should be limited to five minutes. We ask for your cooperation in order to provide for an organized meeting.*



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

**PLANNING COMMISSION MINUTES**  
**JUNE 20, 2019 6:30 P.M.**

The City of La Vista Planning Commission held a meeting on Thursday, June 20h, 2019 in the Harold "Andy" Anderson Council Chamber at La Vista City Hall, 8116 Park View Boulevard. Chairman Tom Miller called the meeting to order at 7:00 p.m. with the following members present: Gayle Malmquist, Kevin Wetuski, Kathleen Alexander, John Gahan, Tom Miller, and Harold Sargus. Members absent were: Jason Dale, Mike Krzywicki, and Mike Circo. Also in attendance were Chris Solberg, Senior Planner; Rachel Carl, Deputy City Clerk; Cale Brodersen, Assistant Planner; Pat Dowse, City Engineer; and John Kottmann, City Engineer.

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

**1. Call to Order**

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

**2. Approval of Meeting Minutes – May 16, 2019**

*Malmquist* moved, seconded by *Sargus*, to approve the May 16th minutes. **Ayes: Alexander, Gahan, Wetuski, Sargus, Miller, and Malmquist. Nays: None. Abstain: None. Absent: Dale, Krzywicki and Circo. Motion Carried, (6-0)**

**3. Old Business**

*None.*

**4. New Business**

**A. La Vista City Centre Theater Preliminary Plat**

- i. **Staff Report – Chris Solberg:** Solberg stated that they are requesting Planning Commission to table this item to the July 18<sup>th</sup> Planning Commission meeting as the application was not prepared to be presented to commission.
- ii. **Recommendation:** *Malmquist* moved, seconded by *Alexander* to table La Vista City Centre Theater Preliminary Plat to the July meeting. **Ayes: Alexander, Gahan, Wetuski, Sargus, Miller, and Malmquist. Nays: None. Abstain: None. Absent: Dale, Krzywicki and Circo. Motion Carried, (6-0)**

**B. Zoning Ordinance Amendment – Sections 7.01-7.04 (Signs)**

i. **Staff Report – Chris Solberg:** Solberg stated that upon staff review of Sections 7.01-7.04 (Signs) it was concluded an update to the regulations was warranted. The proposed changes to Sections 7.01-7.04 adds Directional Signs as a sign type, simplifies and clarifies the language of signage plans, and incorporates wording and formatting changes for better clarification of the regulations. Staff recommends approval of the proposed amendments.

ii. **Public Hearing: Miller opened the public hearing.**

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

Malmquist asked if there had never been any regulations regarding directionals.

Solberg said no, but they have been trying to shoehorn them underneath incidental signs in the past and it just doesn't work. He said that creating a separate sign type as directional signs will make them more legal with the regulations.

Malmquist verified that they had originally just been included in incidental signs, which some don't need permits.

Solberg said that they do require incidental signs to have permits, but some of the regulations within the incidental signs don't really allow for directional signs in the way they discuss it.

iii. **Recommendation:** Gahan moved, seconded by Wetuski that item 4B, the Zoning Ordinance Amendment Sections 7.01-7.04 (Signs) be approved to recommend approval to the city council. **Ayes: Alexander, Gahan, Wetuski, Sargus, Miller, and Malmquist. Nays: None. Abstain: None. Absent: Dale, Krzywicki and Circo. Motion Carried, (6-0)**

**5. Comments from the Floor:**

Cale Brodersen, the new Assistant City Planner, came up and introduced himself.

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

**None.**

**7. Comments from Staff:**

Solberg mentioned that Brodersen has already been thrown into several different aspects and that he's tackled a lot of them really head on. He mentioned that they will see some of his stuff coming forward eventually to the planning commission to where he'll provide a presentation, so he'll be fully incorporated into our planning processes throughout.

**8. Adjournment**

Miller adjourned the meeting at 6:40 p.m.

Reviewed by Planning Commission:

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Planning Commission Secretary

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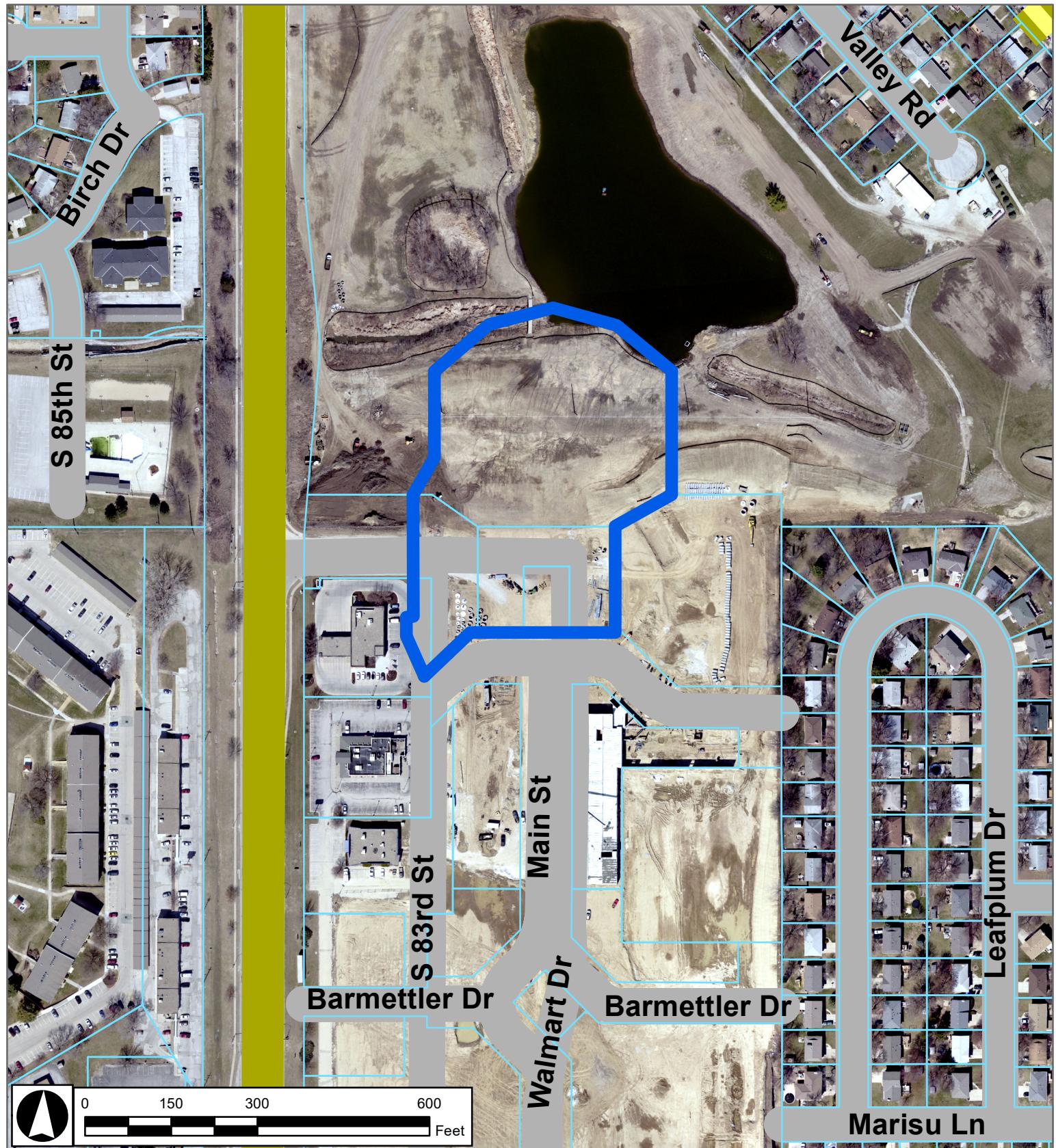
Planning Commission Chair

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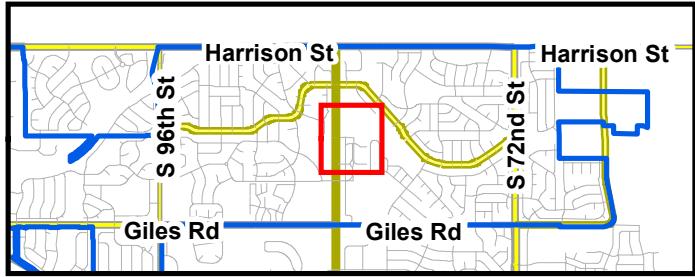
Date

## **AGENDA ITEM 3A**

**La Vista City Centre Theater Preliminary Plat**



## Project Vicinity Map



## La Vista City Centre Theater Preliminary Plat

6/10/2019

CAS





CITY OF LA VISTA  
PLANNING DIVISION

RECOMMENDATION REPORT

CASE NUMBER: PSPP 19-0001

FOR HEARING OF: July 18, 2019  
Report Prepared on: July 11, 2019

**I. GENERAL INFORMATION**

**A. APPLICANT:**

La Vista City Centre LLC  
P.O. Box 428  
Boys Town, NE 68010

**B. PROPERTY OWNERS:**

Lots 1, 11, & 12 La Vista City Centre Replat Three and Lot 13 La Vista City Centre:

La Vista City Centre LLC  
222 S. 15<sup>th</sup> Street, Suite 1404S  
Omaha, NE 68102

Outlot A La Vista City Centre and PT of Tax Lot 12, 14-14-12:

City of La Vista  
8116 Park View Blvd.  
La Vista, NE 68128

**C. LOCATION:** North of the intersection of Main Street and City Centre Drive.

**D. LEGAL DESCRIPTION:** Lots 11-13 and Outlot A La Vista City Centre, and portions of Tax Lot 12 14-14-12

**E. REQUESTED ACTION(S):** Preliminary Plat for proposed Lots 1-3 La Vista City Centre Theater and the dedication of associated right-of-way for the purpose of redevelopment.

**F. EXISTING ZONING AND LAND USE:**

MU-CC, Mixed Use City Centre District, R-1, Single-Family Residential, and FF/FW Flood Plain District (Overlay District); vacant. (proposed to be rezoned to entirely MU-CC, Mixed Use City Centre District).

**G. PURPOSE OF REQUEST:**

1. Preliminary plat to replat the lots listed in the request into 3 lots and the dedication of associated right-of-way for the purpose of redevelopment.

**H. SIZE OF SITE:** 4.635 Acres

## **II. BACKGROUND INFORMATION**

- A. EXISTING CONDITION OF SITE:** The land is generally flat with a gradual downward slope generally north and east, with a significantly increasing downward slope to the north.
- B. GENERAL NEIGHBORHOOD/AREA ZONING AND LAND USES:**
  - 1. North:** La Vista Civic Centre Park, R-1 Single-Family Residential with a Gateway Corridor Overlay (Overlay District) and a FF/FW Flood Plain District (Overlay District); Open Recreation Space
  - 2. East:** La Vista City Centre; MU-CC, Mixed Use City Centre District; Mixed Use development.
  - 3. South:** La Vista City Centre; MU-CC, Mixed Use City Centre District; Mixed Use development.
  - 4. West:** Brentwood Plaza; C-1 Shopping Center Commercial with a Gateway Corridor District (Overlay District); Strip center commercial development.
- C. RELEVANT CASE HISTORY:**
  - 1. The final plat for La Vista City Centre was originally approved by City Council on July 19, 2016.
- D. APPLICABLE REGULATIONS:**
  - 1. Section 5.06 of the Zoning Regulations – R-1 Single-Family Residential
  - 2. Section 5.18 of the Zoning Regulations – FF/FW Flood Plain District (Overlay District)
  - 3. Section 5.19 of the Zoning Regulations – MU-CC Mixed Use City Centre District
  - 4. Section 3.03 of the Subdivision Regulations – Preliminary Plats

## **III. ANALYSIS**

- A. COMPREHENSIVE PLAN:** The Future Land Use Map of the Comprehensive Plan designates areas within the existing La Vista City Centre plat area as Mixed Use. The areas north of the existing La Vista City Centre plat area are currently designated as Parks and Recreation and will need to be redesignated for Mixed Use prior to redevelopment.
- B. OTHER PLANS:** This area was identified in *A Vision Plan for 84<sup>th</sup> Street* as a possible location for an amphitheater that adjoins into Civic Center park, “a regional destination for the entire community.” This area has also been designated as blighted and substandard and in need of redevelopment. An amendment to the *84<sup>th</sup> Street Redevelopment Plan* to add the northern portion of the La Vista City Centre Theater plat to the specific redevelopment area is anticipated.

**C. TRAFFIC AND ACCESS:**

1. The Preliminary Plat includes the dedication of additional right-of-way along City Centre Drive.
2. The access point at 84<sup>th</sup> Street and Summer Drive has been converted to a temporary construction entrance. Existing access to City Centre Drive is from Main Street, with connections to 84<sup>th</sup> Street and Giles Road through the internal road system. The development plan also proposes the connection of City Center Drive to 84<sup>th</sup> Street in the near future.

Sidewalk and trail connections will be made at the time of development for each of the parcels involved in the plat.

3. A technical memorandum regarding traffic has been provided to update the previous traffic impact study performed by Olsson in August 2016 for the La Vista City Centre project. This memorandum was compiled to assess the traffic impacts associated with the proposed land use change on the north end of the La Vista City Centre project.

Staff review of the technical memorandum concluded that the infrastructure that exists and that has been designed and nearing completion in La Vista City Centre is sufficient for the smaller entertainment events. That is based on the prediction in the memo that up to 400 persons in 200 vehicles would be arriving during the PM peak hour, which will overlap with the typical PM peak demand of the corridor.

For the large outdoor events (estimated at 10 per year) and the larger indoor events (estimated at 15 per year), an event traffic management plan needs to be prepared and needs to be part of the Conditional Use Permit for the proposed event center. If the anticipated traffic for events overlapping with peak hour traffic on 84th Street is greater than the predicted in the technical memorandum, then the conditional use permit will need a provision allowing for starting times to be delayed as to offset traffic demand from the peak hour in the corridor.

**D. UTILITIES:**

1. The properties have access to water, sanitary sewer, gas, power and communication utilities.

**IV. REVIEW COMMENTS:**

1. Applicant intends to develop the proposed Lot 1 with an Event Center use. Development of such use will require the rezoning of portions of the property north of the existing La Vista City Centre

plat boundary within this Preliminary Plat to the MU-CC, Mixed Use-City Center zoning district. Areas already zoned FF/FW Flood Plain District (Overlay District) would remain zoned with that overlay.

To complete the rezoning, a Comprehensive Plan amendment will be necessary to re-designate the areas of this Preliminary Plat that are north of the original La Vista City Center plat area from Parks and Recreation to Mixed Use prior to City Council review of the rezoning request.

As the proposed event center use is only allowed within the Mixed-Use City Centre zoning district as a conditional use, the applicant will need to obtain a conditional use permit to allow the use.

2. The land swap areas identified on the Preliminary Plat will require the exchange of deeds as part of the subdivision or redevelopment agreements and that process would need to be completed prior to the final plat being recorded.
3. An existing sanitary and an existing storm sewer easement will be released as part of this plat. New easements are shown and will be dedicated as separate instruments in conjunction with the plat.
4. A portion of Lot 2, as proposed, will fall within the FF/FW Flood Plain District (Overlay District). A Floodplain Development Permit will most likely need to be obtained as to ensure flood hazards are analyzed as to satisfy the conditions of the zoning ordinance.
5. An amendment to the Subdivision Agreement will be needed to address public infrastructure installation and expenditures prior to City Council consideration of the replat. There will also be a need for some form of development agreement to address shared, common-area improvements between the lots. Such an agreement could affect the configuration of the boundary between proposed Lots 1 and 2.
6. The overall disturbed area will exceed five acres. Notations indicate that sediment traps/basins, silt fences, and inlet filters will be utilized for sediment control at a minimum. Dependent on which entity undertakes the site preparation grading for these lots will identify which erosion control permit needs to be modified in Permix to include this area.

**V. STAFF RECOMMENDATION – Preliminary Plat:**

Staff recommends approval of La Vista City Centre Theater Preliminary Plat, subject to satisfaction of all applicable requirements, including without limitation, notice, hearing, and approval of an amendment to the Redevelopment Plan and approval and recording of final replat, redevelopment agreement amendment, subdivision agreement amendment, and applicable property conveyances.

**VI. ATTACHMENTS TO REPORT:**

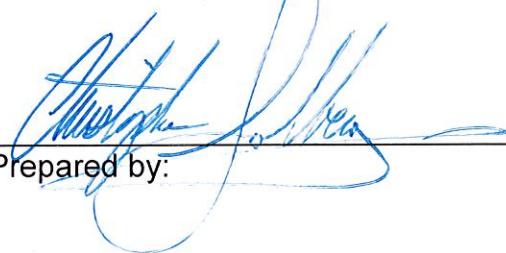
1. Vicinity Map
2. Staff Review Letter and Applicant Response Letter
3. Preliminary Plat Map set

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

1. Eric Williams, Olsson Associates Inc.
2. Chris Erickson, La Vista City Centre, LLC
3. Public Upon Request

Prepared by:

Community Development Director



7/15/19

Date



May 22, 2019

Chris Erickson  
La Vista City Centre, LLC  
PO Box 428  
Boys Town NE, 68010

RE: Preliminary Plat – Initial Review  
La Vista City Centre Theater

Mr. Erickson,

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

Preliminary Plat Review

1. Article 3.03.02: Due to the nature of this preliminary plat please include proposed floor elevations on Lot 14 and on Lot 1. This should include the main floor elevation on Lot 14 and the bottom floor, stage and upper floor elevations on Lot 1.
2. Article 3.03.06: Please provide a legal description of the area being platted, including acreage of the proposed development.
3. Article 3.03.07: The location of the existing edge of normal water surface in the Civic Center Park lake needs to be shown as this affects the boundary of proposed Lot 2. The location of the relocated sanitary outfall sewer north of Lots 1 and 2 should be shown. Both of these can be based on the TD2 topographic survey of the "interface" area dated January 31, 2019. If Olsson does not already have a copy of this survey, the City will make arrangements for Olsson to receive it.
4. Article 3.03.09: The proposed lot areas should be identified in square footage and not acres since appraisals and negotiations will need the areas in square feet.
5. Article 3.03.10: An easement for the public sanitary sewer through Lots 1 and 2 to the outfall sewer needs to be shown. Any storm sewer easements (public or private) proposed over Lots 1 through 3 need to be shown. There should be notations in regards to any proposed blanket easements for ingress and egress amongst the lots and for public benefit.

**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

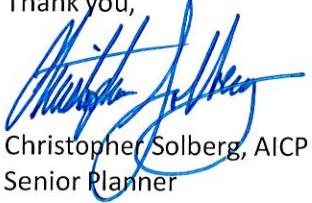
6. Article 3.03.12: It appears that an existing sanitary sewer easement and an existing storm sewer easement will need to be released. Please add notations indicating the intent in regards to these easements.
7. Article 3.03.13: Please provide any established floodplain overlay lines. Per Zoning Ordinance Section 5.18, the development's proximity to the delineated Zone A Floodplain will most likely require a Floodplain Development Permit be obtained as to ensure flood hazards are analyzed as to satisfy the conditions of the aforementioned zoning ordinance.
8. Article 3.03.15: An amendment to Subdivision Agreement will be needed to address public infrastructure installation and expenditures prior to City Council consideration of the replat. There will also be a need for some form of development agreement to address shared, common-area improvements between the lots. Such an agreement could affect the configuration of the boundary between Lots 1 and 2.
9. Article 3.03.16: On Sheet C3.1 some notations or illustrations are needed to address this requirement. The overall disturbed area will exceed five acres and add notations that sediment traps/basins, silt fences, and inlet filters will be utilized for sediment control at a minimum. Dependent on which entity undertakes the site preparation grading for these lots will identify which erosion control permit needs to be modified in Permix to include this area.
10. Article 3.03.19: To verify that the previous traffic impact study is still adequate, please provide an update on the proposed theater capacity and peak hour parking needs. This would need to identify the time of day for the peak hour events.
11. Article 3.03.20:
  - a. Per Item 2 above, show the sanitary outfall sewer.
  - b. The storm drainage plan (Sheet C3.1) needs to include conceptual information for proposed water quality treatment. The 2-year peak runoff increase can be addressed in the storm water detention facility in Civic Center Park.
  - c. Information concerning a PCSMP plan needs to be provided on Sheet C3.1. This would include reference to the current plan for PCSMP No. 20170324-3736P and particularly Note 2 on Exhibit "B". Notations as to how runoff from the proposed truck dock and bus parking aprons will be treated are needed at a minimum. These locations have the most potential for pollutants that could affect the lake.
12. A full metes and bounds description of each piece of property proposed to change hands through this process will need to be provided to allow for the commencement of an appraisal process.

In addition to the comments provided above, additional redline comments have been provided in the attached document.

Please submit 4 full size copies (along with electronic copies) of the revised documents for final review.

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

Thank you,

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

Christopher Solberg, AICP  
Senior Planner

Attachment

cc:      John Kottmann, City Engineer  
          Pat Dowse, City Engineer  
          Eric Williams, Olsson Associates

## **Comment Response: Preliminary Plat-Final Plat Theater**

### **Preliminary Plat Review**

1. Article 3.03.02: Due to the nature of this preliminary plat please include proposed floor elevations on Lot 14 and on Lot 1. This should include the main floor elevation on Lot 14 and the bottom floor, stage and upper floor elevations on Lot 1. **Response: Elevations have been provided.**
2. Article 3.03.06: Please provide a legal description of the area being platted, including acreage of the proposed development. **Response: Legal description has been provided.**
3. Article 3.03.07: The location of the existing edge of normal water surface in the Civic Center Park lake needs to be shown as this affects the boundary of proposed Lot 2. The location of the relocated sanitary outfall sewer north of Lots 1 and 2 should be shown. Both of these can be based on the TD2 topographic survey of the "interface" area dated January 31, 2019. If Olsson does not already have a copy of this survey, the City will make arrangements for Olsson to receive it. **Response: This was coordinated with TD2 and the boundary has been revised to accommodate the edge of waterway. Relocated sanitary sewer has also been provided.**
4. Article 3.03.09: The proposed lot areas should be identified in square footage and not acres since appraisals and negotiations will need the areas in square feet. **Response: This has been updated**
5. Article 3.03.10: An easement for the public sanitary sewer through Lots 1 and 2 to the outfall sewer needs to be shown. Any storm sewer easements (public or private) proposed over Lots 1 through 3 need to be shown. There should be notations in regards to any proposed blanket easements for ingress and egress amongst the lots and for public benefit. **Response: This easement has been added for the existing line through the lot.**
6. Article 3.03.12: It appears that an existing sanitary sewer easement and an existing storm sewer easement will need to be released. Please add notations indicating the intent in regards to these easements. **Response: This will be shown as released on the preliminary plat.**
7. Article 3.03.13: Please provide any established floodplain overlay lines. Per Zoning Ordinance Section 5.18, the development's proximity to the delineated Zone A Floodplain will most likely require a Floodplain Development Permit be obtained as to ensure flood hazards are analyzed as to satisfy the conditions of the aforementioned zoning ordinance. **Response: Floodplain line has been shown. If permitting is needed, this will be provided with the construction plans.**
8. Article 3.03.15: An amendment to Subdivision Agreement will be needed to address public infrastructure installation and expenditures prior to City Council consideration of the replat. There will also be a need for some form of development agreement to address shared, common-area improvement5 between the lots. Such an agreement could affect the configuration of the boundary between Lots 1 and 2. **Response: This will be provided.**

9. Article 3.03.16: On Sheet C3.1 some notations or illustrations are needed to address this requirement. The overall disturbed area will exceed five acres and add notations that sediment traps/basins, silt fences, and inlet filters will be utilized for sediment control at a minimum. Dependent on which entity undertakes the site preparation grading for these lots will identify which erosion control permit needs to be modified in Permix to include this area. **Response: Note has been added.**
10. Article 3.03.19: To verify that the previous traffic impact study is still adequate, please provide an update on the proposed theater capacity and peak hour parking needs. This would need to identify the time of day for the peak hour events. **Response:**
11. Article 3.03.20:
  - a. Per Item 2 above, show the sanitary outfall sewer. **Response: Provided.**
  - b. The storm drainage plan (Sheet C3.1) needs to include conceptual information for proposed water quality treatment. The 2-year peak runoff increase can be addressed in the storm water detention facility in Civic Center Park. **Response: Storm quality structure has been provided.**
  - c. Information concerning a PCSMP plan needs to be provided on Sheet C3.1. This would include reference to the current plan for PCSMP No. 20170324- 3736P and particularly Note 2 on Exhibit "B". Notations as to how runoff from the proposed truck dock and bus parking aprons will be treated are needed at a minimum. These locations have the most potential for pollutants that could affect the lake. **Response: PCSMP information has been added to sheet C3.1 and PCSMP # has been added. A trench drain has been added along the front of the truck dock and will tie in before the vortex system.**
12. A full metes and bounds description of each piece of property proposed to change hands through this process will need to be provided to allow for the commencement of an appraisal process. **Response: This has been provided with the submittal for the requested areas at the theater.**



# TECHNICAL MEMORANDUM

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**Date:** July 10, 2019  
**To:** John Kottmann, PE  
Pat Dowse, PE  
Christopher Solberg, AICP  
**From:** Dan Bellizzi, PE, PTOE  
Michael Piernicky, PE, PTOE  
**RE:** City Centre Lot 13 Music Venue Memorandum  
**Project #:** 016-0546  
**Cc:** File

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This memorandum is intended to serve as an update to the approved traffic impact study performed by Olsson in August 2016 (*Olsson 2016*) for the La Vista City Centre project located on the northeast quadrant of 84<sup>th</sup> Street & Brentwood Drive. This memorandum documents the results of traffic impacts associated with the proposed land use update on Lot 13 of the previously approved La Vista City Centre project.

In the *Olsson 2016* study, Lot 13 was proposed to only contain an outdoor music venue and green space; and it was assumed site traffic would be isolated to weekend or off-peak hours. Based on an updated site plan, Lot 13 is proposed to include an indoor amphitheater in addition to the outdoor music venue. The operating times of the indoor venue provided by the owner suggest a portion of site traffic for this use will occur during the typical weekday PM peak period. The dates of the shows will vary based on the availability of musicians. The indoor amphitheater is intended to hold 150 concerts per year. Of the 150 concerts, it is estimated 15 will be at-capacity events. A separate special event traffic and parking plan should be prepared for these at-capacity and outdoor amphitheater events.

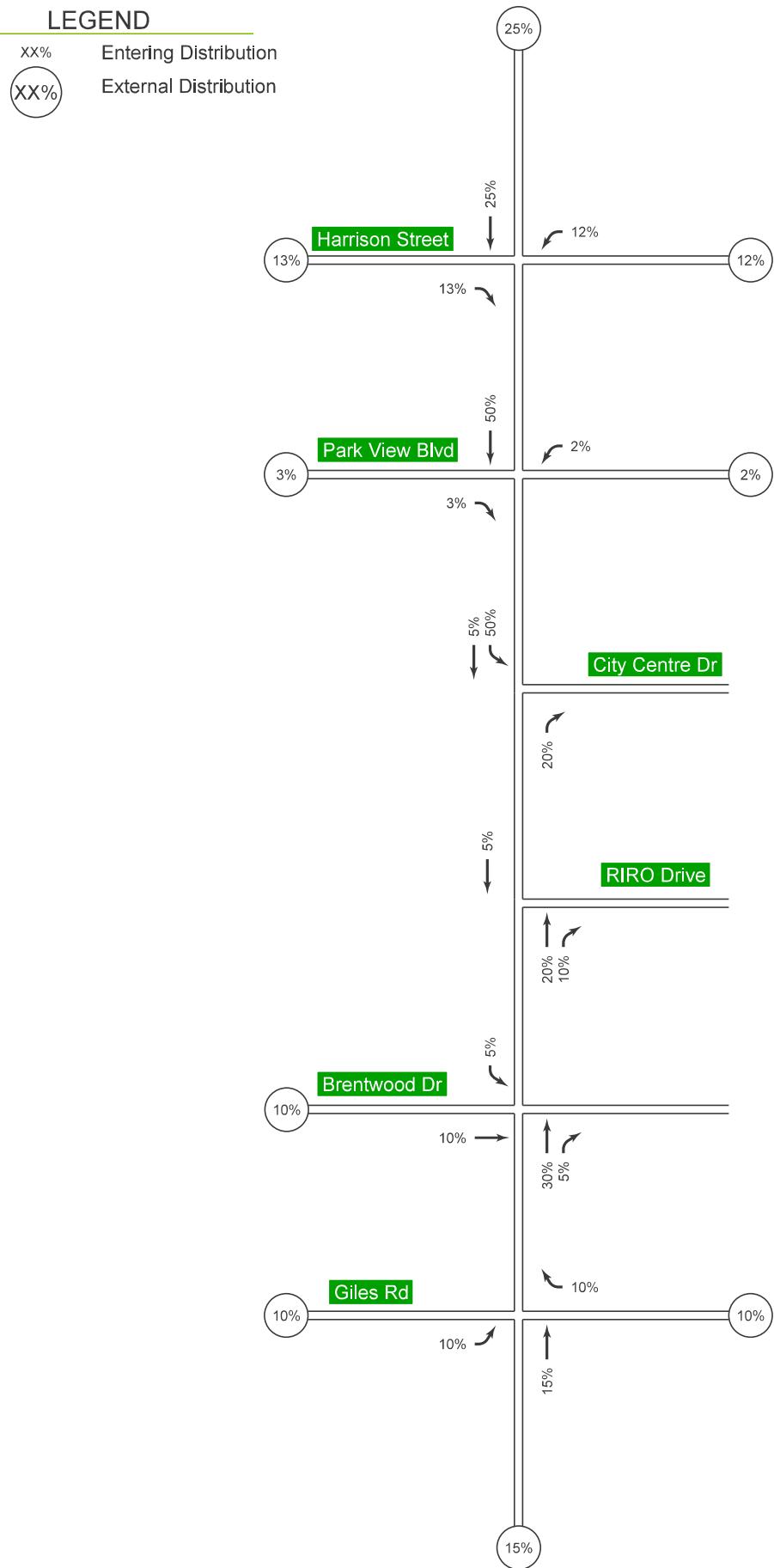
Based on conversations with the City of La Vista, the remaining 135 events are anticipated to generate 400 attendees arriving in the PM peak hour. It is assumed there will be two attendees per vehicle, resulting in 200 arriving vehicles in the PM peak period. These 200 entering vehicles were distributed throughout the network using the external trip distribution provided in the approved *Olsson 2016* study. The trip distribution and site trips for the indoor amphitheater are illustrated in **Figure A** and **Figure B** at the end of this memorandum.

Both opening day and long-range plus site volume scenarios were updated to include music venue traffic. A capacity analysis was performed for all intersections included in the Olsson report for opening day and long-range scenarios. Updated Opening Day (2020) and 2040 plus Site traffic volumes and capacity analysis summaries are shown in **Figures C-F** at the end of this memorandum.

Protected-permitted phasing for the southbound left-turning movement at 84<sup>th</sup> Street & City Centre Drive was included in both capacity analyses.

Results of the capacity analyses indicate signalized intersections and their respective turning movements are generally anticipated to operate similar to those shown in the *Olsson 2016* report with the addition of anticipated typical music venue site trips during weekday PM peak periods. The signal and individual turning movements at 84<sup>th</sup> Street & City Centre Drive are anticipated to operate at acceptable levels of service (LOS D or better) in the PM peak hour for both future year scenarios. The 95<sup>th</sup> percentile queue length for the southbound left-turning movements at this intersection is anticipated to be approximately 225 feet in the PM peak hour. This is an increase of approximately 100 feet from the queue reported in the *Olsson 2016* study. The available storage for this movement will be approximately 500 feet on opening day.

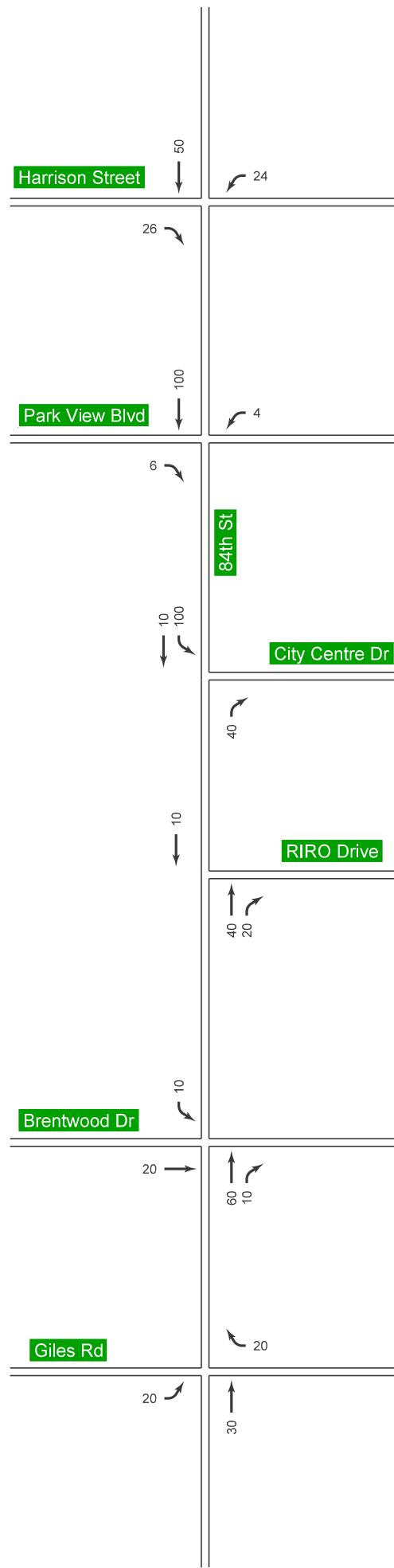
Based on the results of the updated analyses, it is recommended that a special event traffic and parking plan be developed for at-capacity music events. There are no additional recommended public roadway improvements as part of the proposed Lot 13 land use update.



**FIGURE A**  
Trip Distribution

**LEGEND**

XX PM Entering Trips

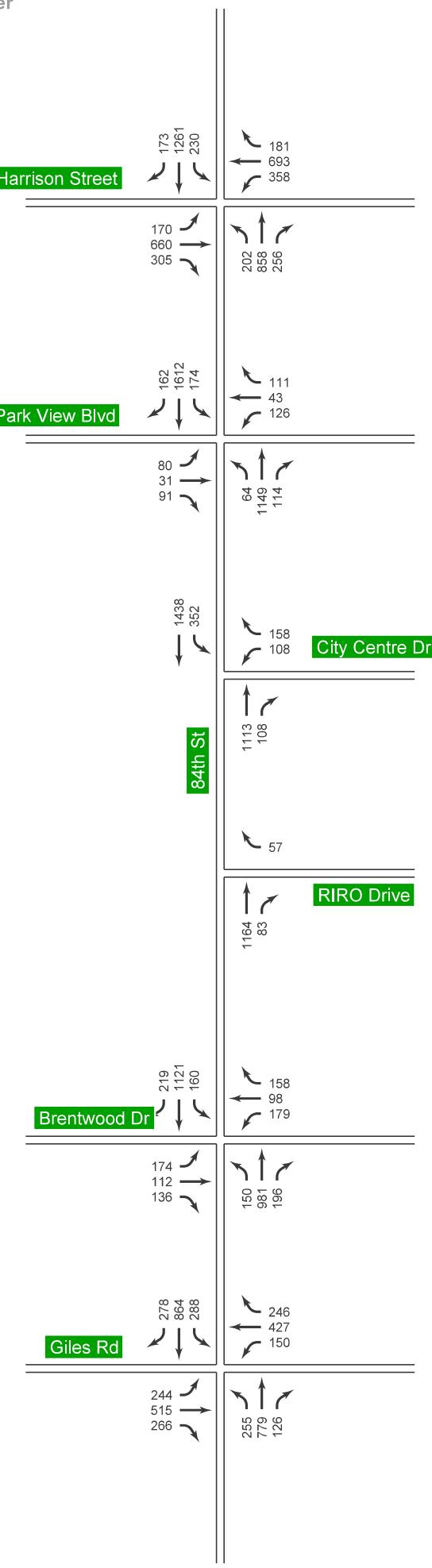


**FIGURE B**

Primary  
Site Trips

LEGEND

xx PM Peak Hour Volume

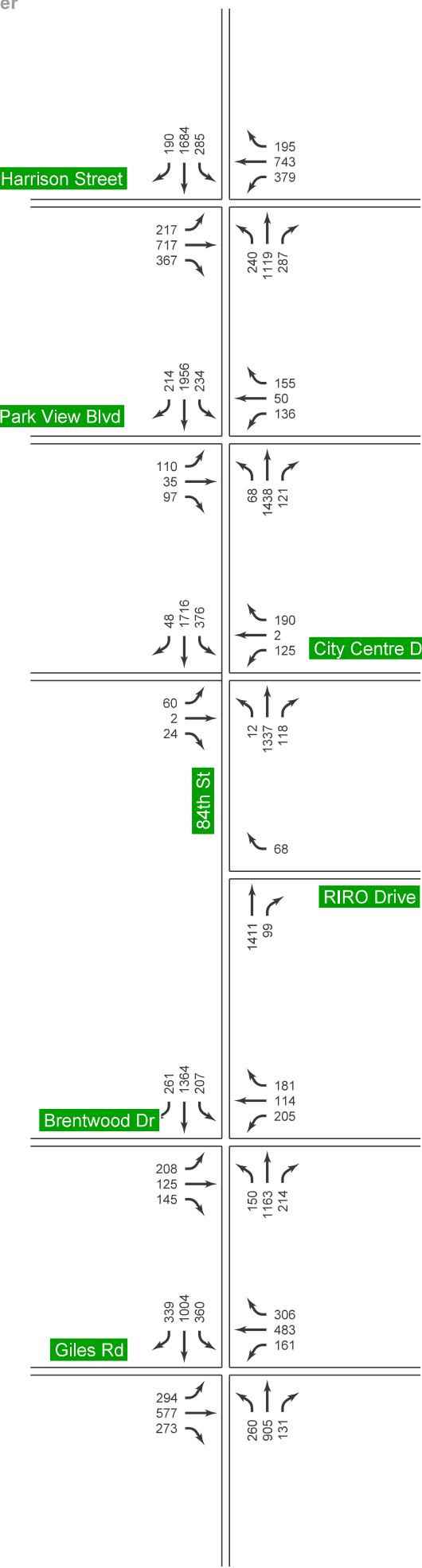


**FIGURE C**

Opening Day  
Traffic Volumes  
PM Peak Hour

LEGEND

xx PM Peak Hour Volume

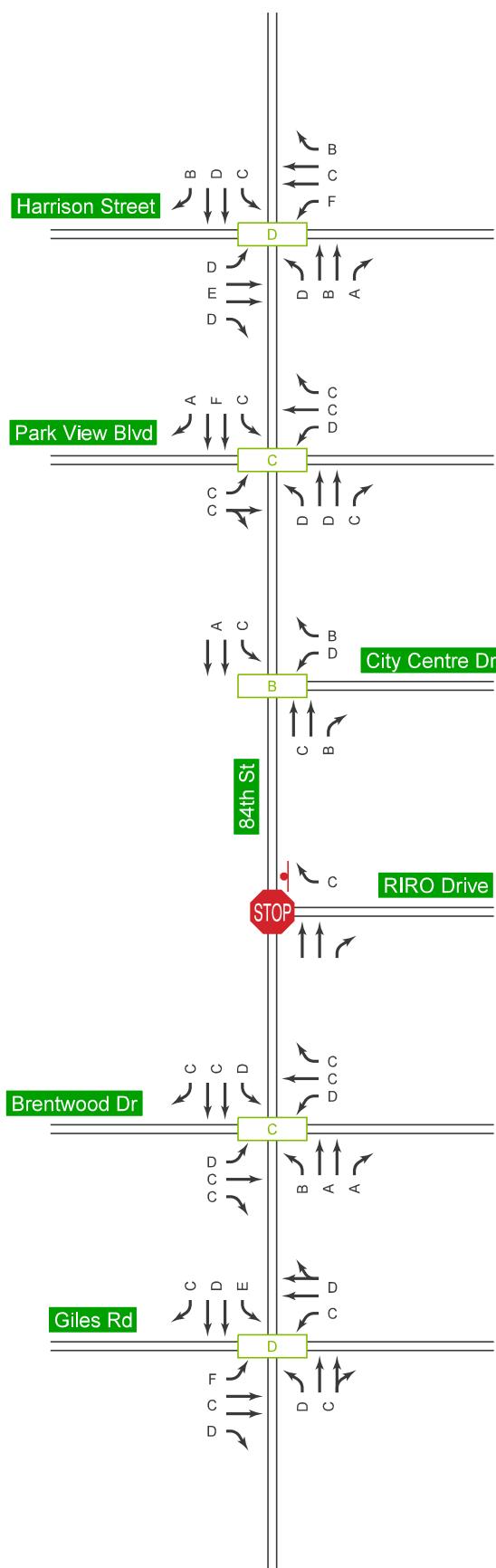


**FIGURE D**

2040 Plus Site  
Traffic Volumes  
PM Peak Hour

LEGEND

- X PM Signalized Intersection LOS
- x PM Movement LOS
- STOP Stop Controlled Intersection
- Stop Sign
- Lane Geometry

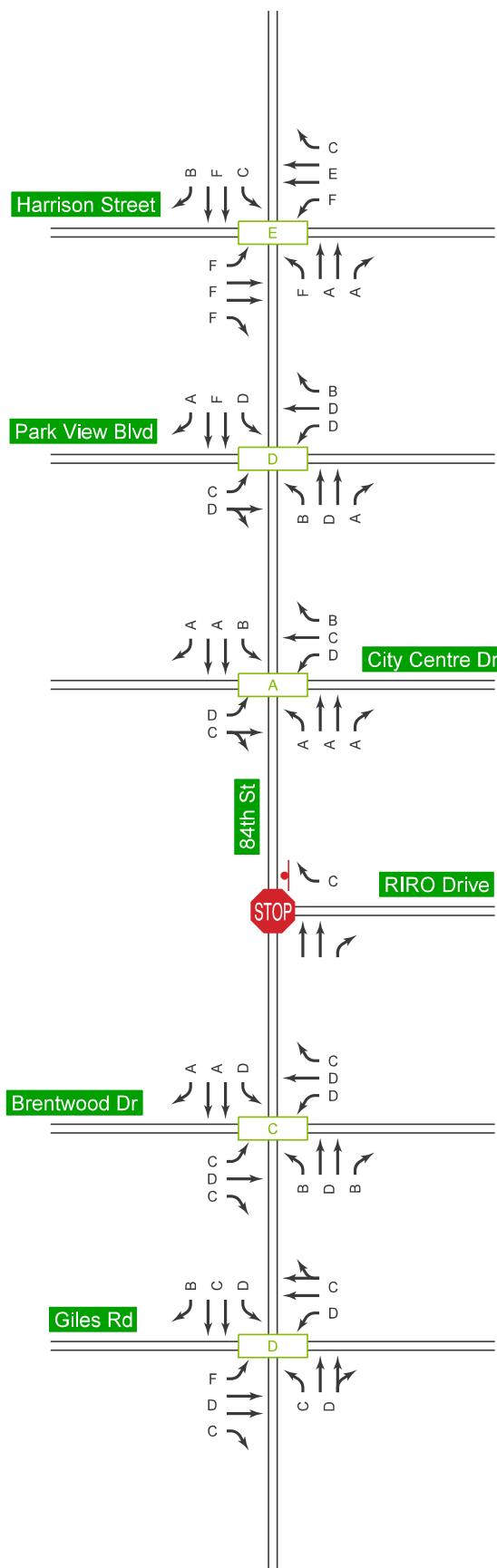


**FIGURE E**

Opening Day  
Capacity Analysis  
PM Peak Hour

LEGEND

- X PM Signalized Intersection LOS
- X PM Movement LOS
- STOP Stop Controlled Intersection
- Stop Sign
- Lane Geometry



**FIGURE F**

2040 Plus Site  
Capacity Analysis  
PM Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations						
Traffic Vol, veh/h	0	57	1164	83	0	1546
Future Vol, veh/h	0	57	1164	83	0	1546
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	63	1293	92	0	1718

Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	-	647	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	414	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	414	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
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HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
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Capacity (veh/h)	-	-	414	-
HCM Lane V/C Ratio	-	-	0.153	-
HCM Control Delay (s)	-	-	15.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.5	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	189	733	339	398	770	201	224	953	284	256	1401	192
v/c Ratio	0.80	0.98	0.54	1.14	0.78	0.27	0.91	0.73	0.30	0.85	0.94	0.21
Control Delay	47.6	65.4	17.3	114.9	36.7	10.5	64.8	13.0	1.9	43.8	38.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	65.4	17.3	114.9	36.7	10.5	64.8	13.0	1.9	43.8	38.3	5.1
Queue Length 50th (ft)	71	219	85	~208	212	42	83	42	0	86	390	21
Queue Length 95th (ft)	#155	#340	170	#387	281	86	m#174	142	m9	#217	#543	52
Internal Link Dist (ft)		1058			583			1057			815	
Turn Bay Length (ft)	250		160	180		110	180		500	210		150
Base Capacity (vph)	235	747	624	350	983	760	246	1303	947	305	1494	927
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.98	0.54	1.14	0.78	0.26	0.91	0.73	0.30	0.84	0.94	0.21

## Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

## HCM 6th Signalized Intersection Summary

8: 84th St. &amp; Harrison

07/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Volume (veh/h)	170	660	305	358	693	181	202	858	256	230	1261	173
Future Volume (veh/h)	170	660	305	358	693	181	202	858	256	230	1261	173
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	733	339	398	770	201	224	953	284	256	1401	192
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	750	440	337	987	613	253	1349	831	373	1500	793
Arrive On Green	0.08	0.21	0.20	0.14	0.28	0.27	0.18	0.76	0.74	0.11	0.42	0.41
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	189	733	339	398	770	201	224	953	284	256	1401	192
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.0	18.5	17.7	13.0	18.0	8.0	7.3	12.5	5.0	7.7	33.8	6.2
Cycle Q Clear(g_c), s	7.0	18.5	17.7	13.0	18.0	8.0	7.3	12.5	5.0	7.7	33.8	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	750	440	337	987	613	253	1349	831	373	1500	793
V/C Ratio(X)	0.75	0.98	0.77	1.18	0.78	0.33	0.88	0.71	0.34	0.69	0.93	0.24
Avail Cap(c_a), veh/h	251	750	440	337	987	613	253	1349	831	396	1500	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	35.3	29.9	25.5	30.0	19.4	18.9	8.2	4.7	16.4	24.8	12.8
Incr Delay (d2), s/veh	12.1	27.1	8.1	107.4	4.1	0.3	21.5	2.1	0.8	4.6	12.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.0	10.3	7.2	15.3	7.7	2.8	3.7	2.9	1.2	3.2	15.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.7	62.4	38.0	132.9	34.0	19.7	40.5	10.4	5.5	21.0	36.8	13.5
LnGrp LOS	D	E	D	F	C	B	D	B	A	C	D	B
Approach Vol, veh/h		1261			1369			1461			1849	
Approach Delay, s/veh		52.7			60.7			14.0			32.2	
Approach LOS		D			E			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R <sub>c</sub> ), s	16.0	23.0	9.0	42.0	10.0	29.0	12.8	38.2				
Change Period (Y+R <sub>c</sub> ), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0				
Max Green Setting (Gmax), s	13.0	17.0	6.0	36.0	7.0	23.0	11.0	31.0				
Max Q Clear Time (g_c+l1), s	15.0	20.5	9.3	35.8	9.0	20.0	9.7	14.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	1.4	0.1	5.4				
Intersection Summary												
HCM 6th Ctrl Delay			38.7									
HCM 6th LOS			D									

## Queues

12: 84th St. &amp; Parkview Blvd

07/10/2019



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	135	140	48	123	71	1277	127	193	1791	181
v/c Ratio	0.37	0.33	0.73	0.13	0.29	0.42	0.74	0.15	0.43	0.82	0.18
Control Delay	35.3	11.5	56.0	28.1	6.2	31.1	27.4	10.6	17.1	13.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	11.5	56.0	28.1	6.2	31.1	27.4	10.6	17.1	13.4	4.8
Queue Length 50th (ft)	45	16	76	23	0	41	405	36	38	216	7
Queue Length 95th (ft)	83	58	131	48	36	m58	481	m64	m52	m#354	m20
Internal Link Dist (ft)		619		685			1678			1057	
Turn Bay Length (ft)	200		150		50	200		125	200		100
Base Capacity (vph)	330	515	261	496	519	189	1730	823	446	2171	1001
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.26	0.54	0.10	0.24	0.38	0.74	0.15	0.43	0.82	0.18

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

## HCM 6th Signalized Intersection Summary

12: 84th St. &amp; Parkview Blvd

07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Volume (veh/h)	80	31	91	126	43	111	64	1149	114	174	1612	163
Future Volume (veh/h)	80	31	91	126	43	111	64	1149	114	174	1612	163
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	34	101	140	48	123	71	1277	127	193	1791	181
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	95	281	251	426	361	115	1500	669	308	1726	770
Arrive On Green	0.21	0.23	0.22	0.21	0.23	0.23	0.02	0.14	0.14	0.24	0.97	0.97
Sat Flow, veh/h	1214	415	1233	1254	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	89	0	135	140	48	123	71	1277	127	193	1791	181
Grp Sat Flow(s), veh/h/ln	1214	0	1648	1254	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.8	0.0	6.2	9.8	1.8	5.8	3.6	31.6	6.4	3.6	43.7	0.4
Cycle Q Clear(g_c), s	7.6	0.0	6.2	16.0	1.8	5.8	3.6	31.6	6.4	3.6	43.7	0.4
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	0	376	251	426	361	115	1500	669	308	1726	770
V/C Ratio(X)	0.29	0.00	0.36	0.56	0.11	0.34	0.62	0.85	0.19	0.63	1.04	0.24
Avail Cap(c_a), veh/h	352	0	440	300	499	423	188	1560	696	407	1836	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69	0.29	0.29	0.29
Uniform Delay (d), s/veh	32.2	0.0	29.5	37.8	27.5	29.1	42.9	36.0	25.1	30.3	1.3	0.7
Incr Delay (d2), s/veh	0.5	0.0	0.6	1.9	0.1	0.6	3.7	4.4	0.4	0.6	23.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.7	0.0	2.5	3.1	0.8	2.3	1.7	15.7	2.4	3.2	6.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.7	0.0	30.1	39.7	27.6	29.6	46.6	40.4	25.6	30.9	24.3	0.7
LnGrp LOS	C	A	C	D	C	C	D	D	C	C	F	A
Approach Vol, veh/h		224			311			1475			2165	
Approach Delay, s/veh		31.2			33.9			39.4			22.9	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+R <sub>c</sub> ), s	8.8	48.6		24.0	15.9	41.5		24.0				
Change Period (Y+R <sub>c</sub> ), s	3.0	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	44.5		22.0	14.0	37.5		22.0				
Max Q Clear Time (g_c+l1), s	5.6	45.7		18.0	5.6	33.6		9.6				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.4	2.4		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			30.0									
HCM 6th LOS			C									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	120	176	1237	120	391	1598
v/c Ratio	0.49	0.24	0.73	0.15	0.72	0.57
Control Delay	43.6	13.2	23.3	5.7	20.9	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	13.2	23.3	5.7	20.9	1.5
Queue Length 50th (ft)	64	47	310	15	152	8
Queue Length 95th (ft)	119	90	394	43	m222	24
Internal Link Dist (ft)	401		425			1678
Turn Bay Length (ft)		100		150	250	
Base Capacity (vph)	246	747	1700	801	541	2812
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.24	0.73	0.15	0.72	0.57

#### Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	108	158	1113	108	352	1438
Future Volume (veh/h)	108	158	1113	108	352	1438
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1707	1885
Adj Flow Rate, veh/h	120	176	1237	120	391	1598
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	1	0	13	1
Cap, veh/h	241	658	1699	746	573	2826
Arrive On Green	0.13	0.13	0.32	0.31	0.28	0.79
Sat Flow, veh/h	1810	1610	3676	1610	1626	3676
Grp Volume(v), veh/h	120	176	1237	120	391	1598
Grp Sat Flow(s), veh/h/ln	1810	1610	1791	1610	1626	1791
Q Serve(g_s), s	5.5	0.0	27.6	4.9	11.5	15.3
Cycle Q Clear(g_c), s	5.5	0.0	27.6	4.9	11.5	15.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	241	658	1699	746	573	2826
V/C Ratio(X)	0.50	0.27	0.73	0.16	0.68	0.57
Avail Cap(c_a), veh/h	247	664	1699	746	577	2826
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.47	0.47
Uniform Delay (d), s/veh	36.2	17.7	25.5	18.3	25.3	3.6
Incr Delay (d2), s/veh	1.6	0.2	2.8	0.5	1.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.5	4.4	12.4	1.8	6.7	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.8	17.9	28.3	18.8	26.8	4.0
LnGrp LOS	D	B	C	B	C	A
Approach Vol, veh/h	296		1357		1989	
Approach Delay, s/veh	25.9		27.5		8.5	
Approach LOS	C		C		A	
Timer - Assigned Phs	2		4	5	6	
Phs Duration (G+Y+R <sub>c</sub> ), s	74.5		15.5	28.3	46.2	
Change Period (Y+R <sub>c</sub> ), s	5.5		5.5	5.5	* 5.5	
Max Green Setting (Gmax), s	68.7		10.3	23.0	* 41	
Max Q Clear Time (g_c+l1), s	17.3		7.5	13.5	29.6	
Green Ext Time (p_c), s	11.2		0.3	1.1	5.0	
Intersection Summary						
HCM 6th Ctrl Delay		17.0				
HCM 6th LOS		B				
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	193	124	151	199	109	176	167	1090	218	178	1246	243
v/c Ratio	0.71	0.27	0.30	0.77	0.24	0.39	0.54	0.49	0.19	0.70	0.63	0.25
Control Delay	46.6	27.7	5.8	52.3	27.1	14.3	9.3	7.4	2.1	38.2	22.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	27.7	5.8	52.3	27.1	14.3	9.3	7.4	2.1	38.2	22.0	5.7
Queue Length 50th (ft)	102	57	0	107	50	35	25	187	14	98	352	17
Queue Length 95th (ft)	161	94	41	169	84	81	m52	m252	m32	#218	444	95
Internal Link Dist (ft)		652			424				1210		503	
Turn Bay Length (ft)	150		150	100		100	100			150	250	
Base Capacity (vph)	366	601	609	348	601	569	321	2219	1171	255	1969	971
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.21	0.25	0.57	0.18	0.31	0.52	0.49	0.19	0.70	0.63	0.25

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

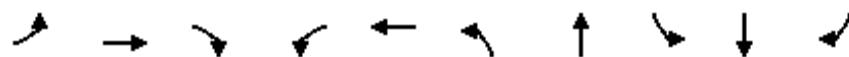
m Volume for 95th percentile queue is metered by upstream signal.

## HCM 6th Signalized Intersection Summary

20: 84th St. &amp; Brentwood Drive

07/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	174	112	136	179	98	158	150	981	196	160	1121	219
Future Volume (veh/h)	174	112	136	179	98	158	150	981	196	160	1121	219
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1900	1870	1900	1737	1900	1841	1870	1841
Adj Flow Rate, veh/h	193	124	151	199	109	176	167	1090	218	178	1246	243
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	1	0	0	2	0	11	0	4	2	4
Cap, veh/h	315	527	443	310	527	440	265	2128	1038	265	1951	857
Arrive On Green	0.26	0.28	0.28	0.26	0.28	0.28	0.06	0.64	0.64	0.17	0.18	0.18
Sat Flow, veh/h	1112	1900	1598	1122	1900	1585	1810	3300	1610	414	3554	1560
Grp Volume(v), veh/h	193	124	151	199	109	176	167	1090	218	178	1246	243
Grp Sat Flow(s), veh/h/ln	1112	1900	1598	1122	1900	1585	1810	1650	1610	414	1777	1560
Q Serve(g_s), s	14.9	4.5	6.8	15.4	4.0	8.1	3.6	15.8	5.0	38.4	29.2	12.1
Cycle Q Clear(g_c), s	18.9	4.5	6.8	20.0	4.0	8.1	3.6	15.8	5.0	45.6	29.2	12.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	527	443	310	527	440	265	2128	1038	265	1951	857
V/C Ratio(X)	0.61	0.24	0.34	0.64	0.21	0.40	0.63	0.51	0.21	0.67	0.64	0.28
Avail Cap(c_a), veh/h	358	602	506	354	602	502	324	2128	1038	265	1951	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	25.1	25.9	34.6	24.9	26.4	17.1	8.5	6.6	40.0	28.6	21.6
Incr Delay (d2), s/veh	2.5	0.2	0.5	3.2	0.2	0.6	1.5	0.5	0.3	12.8	1.6	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.2	2.1	2.6	4.4	1.8	3.1	1.7	4.5	1.4	5.1	14.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	25.4	26.4	37.8	25.1	27.0	18.6	9.0	6.8	52.7	30.2	22.4
LnGrp LOS	D	C	C	D	C	C	B	A	A	D	C	C
Approach Vol, veh/h		468			484			1475			1667	
Approach Delay, s/veh		30.2			31.0			9.8			31.5	
Approach LOS		C			C			A			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+R <sub>c</sub> ), s	8.6	52.9		28.5		61.5		28.5				
Change Period (Y+R <sub>c</sub> ), s	3.0	5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s	8.5	41.0		26.5		52.5		26.5				
Max Q Clear Time (g_c+l1), s	5.6	47.6		22.0		17.8		20.9				
Green Ext Time (p_c), s	0.1	0.0		1.0		7.3		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	271	572	296	167	747	283	1006	320	960	309
v/c Ratio	1.08	0.65	0.52	0.64	0.81	0.89	0.67	1.16	0.68	0.35
Control Delay	107.4	34.0	11.2	31.7	34.1	47.7	22.9	119.2	23.5	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.4	34.0	11.2	31.7	34.1	47.7	22.9	119.2	23.5	12.4
Queue Length 50th (ft)	~111	151	30	63	174	93	229	~149	278	126
Queue Length 95th (ft)	#267	206	102	#111	242	#245	298	#315	341	164
Internal Link Dist (ft)		704			836		3898		1210	
Turn Bay Length (ft)	200		150	100		325		300		300
Base Capacity (vph)	250	924	581	262	964	318	1496	277	1414	884
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.62	0.51	0.64	0.77	0.89	0.67	1.16	0.68	0.35

#### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

## HCM 6th Signalized Intersection Summary

23: 84th St. &amp; Giles Rd

07/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑		↑	↑↑		↑	↑↑	↑
Traffic Volume (veh/h)	244	515	266	150	427	246	255	779	126	288	864	278
Future Volume (veh/h)	244	515	266	150	427	246	255	779	126	288	864	278
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	572	296	167	474	273	283	866	140	320	960	309
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	911	406	297	558	320	330	1325	214	323	1418	738
Arrive On Green	0.09	0.26	0.26	0.09	0.26	0.25	0.11	0.43	0.42	0.03	0.13	0.12
Sat Flow, veh/h	1781	3554	1585	1781	2176	1247	1781	3063	495	1781	3554	1585
Grp Volume(v), veh/h	271	572	296	167	387	360	283	502	504	320	960	309
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1646	1781	1777	1781	1781	1777	1585
Q Serve(g_s), s	8.0	12.8	15.4	6.3	18.6	18.8	8.3	20.1	20.2	7.0	23.2	14.1
Cycle Q Clear(g_c), s	8.0	12.8	15.4	6.3	18.6	18.8	8.3	20.1	20.2	7.0	23.2	14.1
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	256	911	406	297	456	422	330	768	770	323	1418	738
V/C Ratio(X)	1.06	0.63	0.73	0.56	0.85	0.85	0.86	0.65	0.65	0.99	0.68	0.42
Avail Cap(c_a), veh/h	256	928	414	297	464	430	330	768	770	323	1418	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	29.4	29.7	30.6	24.0	31.8	32.2	19.0	20.2	20.3	26.5	33.5	23.3
Incr Delay (d2), s/veh	72.0	1.3	6.2	2.4	13.6	15.1	19.5	4.3	4.3	41.1	2.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	6.8	5.4	6.3	2.7	9.4	9.0	4.7	8.3	8.4	7.0	11.2	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	101.4	31.0	36.8	26.4	45.4	47.4	38.5	24.5	24.6	67.6	35.5	24.6
LnGrp LOS	F	C	D	C	D	D	C	C	E	D	C	
Approach Vol, veh/h	1139				914			1289			1589	
Approach Delay, s/veh	49.3				42.7			27.6			39.9	
Approach LOS	D				D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R <sub>c</sub> ), s	13.0	39.4	11.0	26.6	10.0	42.4	11.0	26.6				
Change Period (Y+R <sub>c</sub> ), s	3.0	5.5	3.0	5.5	3.0	5.5	3.0	5.5				
Max Green Setting (Gmax), s	10.0	33.5	8.0	21.5	7.0	36.5	8.0	21.5				
Max Q Clear Time (g_c+l1), s	10.3	25.2	8.3	17.4	9.0	22.2	10.0	20.8				
Green Ext Time (p_c), s	0.0	3.8	0.0	1.6	0.0	3.7	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay					39.4							
HCM 6th LOS					D							

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations						
Traffic Vol, veh/h	0	68	1411	99	0	1865
Future Vol, veh/h	0	68	1411	99	0	1865
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	76	1568	110	0	2072

Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	-	784	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	336	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	336	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
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HCM Control Delay, s	18.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
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Capacity (veh/h)	-	-	336	-
HCM Lane V/C Ratio	-	-	0.225	-
HCM Control Delay (s)	-	-	18.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.8	-

## Queues

8: 84th St. &amp; Harrison

07/10/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	241	797	408	421	826	217	267	1243	319	317	1871	211
v/c Ratio	1.11	1.19	0.71	1.44	1.00	0.31	1.18	0.83	0.33	1.04	1.08	0.21
Control Delay	122.7	135.3	25.5	239.7	67.5	13.0	133.5	18.5	1.0	85.9	71.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.7	135.3	25.5	239.7	67.5	13.0	133.5	18.5	1.0	85.9	71.6	4.3
Queue Length 50th (ft)	~118	~291	132	~271	~248	52	~135	143	0	~140	~632	22
Queue Length 95th (ft)	#240	#407	242	#454	#377	104	m#191	m228	m1	#305	#770	51
Internal Link Dist (ft)		1058			583			1057			815	
Turn Bay Length (ft)	250		160	180		110	180		500	210		150
Base Capacity (vph)	217	668	576	293	825	693	226	1494	977	305	1730	1009
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	1.19	0.71	1.44	1.00	0.31	1.18	0.83	0.33	1.04	1.08	0.21

## Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

## HCM 6th Signalized Intersection Summary

8: 84th St. &amp; Harrison

07/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Volume (veh/h)	217	717	367	379	743	195	240	1119	287	285	1684	190
Future Volume (veh/h)	217	717	367	379	743	195	240	1119	287	285	1684	190
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	241	797	408	421	826	217	267	1243	319	317	1871	211
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	671	387	278	829	562	219	1505	847	369	1737	881
Arrive On Green	0.07	0.19	0.18	0.11	0.23	0.22	0.16	0.85	0.82	0.12	0.49	0.48
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	241	797	408	421	826	217	267	1243	319	317	1871	211
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.0	17.0	16.0	10.0	20.9	9.2	7.0	16.0	4.2	8.9	44.0	6.1
Cycle Q Clear(g_c), s	6.0	17.0	16.0	10.0	20.9	9.2	7.0	16.0	4.2	8.9	44.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	671	387	278	829	562	219	1505	847	369	1737	881
V/C Ratio(X)	1.21	1.19	1.05	1.51	1.00	0.39	1.22	0.83	0.38	0.86	1.08	0.24
Avail Cap(c_a), veh/h	199	671	387	278	829	562	219	1505	847	371	1737	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	36.5	34.0	29.3	34.5	21.7	20.3	5.2	3.2	17.1	23.0	10.3
Incr Delay (d2), s/veh	132.8	98.8	60.3	249.4	30.2	0.4	117.5	2.5	0.6	17.9	45.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	8.6	16.1	14.4	23.8	11.9	3.2	9.3	2.5	1.0	4.8	26.6	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	167.1	135.3	94.3	278.7	64.7	22.2	137.8	7.7	3.8	35.0	68.6	10.9
LnGrp LOS	F	F	F	F	E	C	F	A	A	C	F	B
Approach Vol, veh/h		1446			1464			1829			2399	
Approach Delay, s/veh		129.0			119.9			26.0			59.1	
Approach LOS		F			F			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R <sub>c</sub> ), s	13.0	21.0	8.0	48.0	9.0	25.0	13.9	42.1				
Change Period (Y+R <sub>c</sub> ), s	3.0	6.0	3.0	6.0	3.0	6.0	3.0	6.0				
Max Green Setting (Gmax), s	10.0	15.0	5.0	42.0	6.0	19.0	11.0	36.0				
Max Q Clear Time (g_c+l1), s	12.0	19.0	9.0	46.0	8.0	22.9	10.9	18.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5				
Intersection Summary												
HCM 6th Ctrl Delay			77.3									
HCM 6th LOS			E									

## Queues

12: 84th St. &amp; Parkview Blvd

07/10/2019



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	147	151	56	172	76	1598	134	260	2173	238
v/c Ratio	0.41	0.47	0.65	0.19	0.32	0.34	0.91	0.15	0.88	1.08	0.25
Control Delay	32.5	17.5	43.0	36.8	7.5	11.5	27.2	2.7	30.4	55.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	17.5	43.0	36.8	7.5	11.5	27.2	2.7	30.4	55.6	3.5
Queue Length 50th (ft)	56	20	71	29	15	19	508	4	85	~751	12
Queue Length 95th (ft)	104	76	#141	65	53	m31	#603	m21	m79	m#517	m9
Internal Link Dist (ft)		619		685			1678			1057	
Turn Bay Length (ft)	200		150		50	200		125	200		100
Base Capacity (vph)	294	314	234	298	543	226	1781	875	297	2005	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.47	0.65	0.19	0.32	0.34	0.90	0.15	0.88	1.08	0.25

## Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

## HCM 6th Signalized Intersection Summary

12: 84th St. &amp; Parkview Blvd

07/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Volume (veh/h)	110	35	97	136	50	155	68	1438	121	234	1956	214
Future Volume (veh/h)	110	35	97	136	50	155	68	1438	121	234	1956	214
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	39	108	151	56	172	76	1598	134	260	2173	238
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	58	162	251	249	391	252	1775	792	286	1962	875
Arrive On Green	0.08	0.13	0.12	0.08	0.13	0.13	0.02	0.16	0.16	0.23	1.00	1.00
Sat Flow, veh/h	1781	438	1214	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	122	0	147	151	56	172	76	1598	134	260	2173	238
Grp Sat Flow(s), veh/h/ln	1781	0	1652	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.4	0.0	7.6	6.8	2.4	1.2	2.2	39.7	3.7	8.4	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	7.6	6.8	2.4	1.2	2.2	39.7	3.7	8.4	0.0	0.0
Prop In Lane	1.00		0.73	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	0	220	251	249	391	252	1775	792	286	1962	875
V/C Ratio(X)	0.39	0.00	0.67	0.60	0.22	0.44	0.30	0.90	0.17	0.91	1.11	0.27
Avail Cap(c_a), veh/h	316	0	220	251	249	391	273	1789	798	286	1962	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65	0.09	0.09	0.09
Uniform Delay (d), s/veh	31.8	0.0	37.5	32.7	34.8	14.1	14.1	35.4	6.7	32.7	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	7.5	4.0	0.5	0.8	0.4	5.3	0.3	4.4	49.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.4	0.0	3.6	3.2	1.1	2.1	0.8	19.8	2.4	4.9	13.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	0.0	44.9	36.7	35.3	14.8	14.5	40.7	7.0	37.2	49.2	0.0
LnGrp LOS	C	A	D	D	D	B	B	D	A	D	F	A
Approach Vol, veh/h	269				379			1808			2671	
Approach Delay, s/veh	39.3				26.6			37.1			43.6	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R <sub>c</sub> ), s	9.0	53.2	12.0	15.5	13.7	48.4	12.0	15.5				
Change Period (Y+R <sub>c</sub> ), s	3.0	5.5	5.0	5.5	5.5	5.5	5.0	5.5				
Max Green Setting (Gmax), s	7.0	47.0	7.0	10.0	8.2	43.3	7.0	10.0				
Max Q Clear Time (g_c+l1), s	4.2	2.0	7.4	4.4	10.4	41.7	8.8	9.6				
Green Ext Time (p_c), s	0.0	22.5	0.0	0.4	0.0	1.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			39.9									
HCM 6th LOS			D									

## Queues

17: 84th St. &amp; City Centre Dr

07/10/2019



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	67	29	139	2	211	13	1486	131	418	1907	53
v/c Ratio	0.38	0.13	0.65	0.01	0.33	0.16	0.77	0.14	1.05	0.69	0.04
Control Delay	43.0	16.1	51.6	34.0	18.2	14.2	11.0	3.1	61.3	2.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	16.1	51.6	34.0	18.2	14.2	11.0	3.1	61.3	2.4	0.0
Queue Length 50th (ft)	35	1	75	1	69	3	141	1	~224	5	1
Queue Length 95th (ft)	76	26	#152	8	125	m5	m207	m6	m#203	m6	m1
Internal Link Dist (ft)		358		401			425			1678	
Turn Bay Length (ft)	100		100		100	275		150	250		150
Base Capacity (vph)	180	228	218	248	640	82	1938	904	398	2772	1206
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.13	0.64	0.01	0.33	0.16	0.77	0.14	1.05	0.69	0.04

## Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
- Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

## HCM 6th Signalized Intersection Summary

17: 84th St. &amp; City Centre Dr

07/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Volume (veh/h)	60	2	24	125	2	190	12	1337	118	376	1716	48
Future Volume (veh/h)	60	2	24	125	2	190	12	1337	118	376	1716	48
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1900	1870	1885	1900	1707	1885	1870
Adj Flow Rate, veh/h	67	2	27	139	2	211	13	1486	131	418	1907	53
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	0	2	1	0	13	1	2
Cap, veh/h	234	15	198	275	249	843	179	1930	850	820	3388	1464
Arrive On Green	0.13	0.13	0.13	0.16	0.13	0.16	1.00	1.00	1.00	0.37	0.95	0.92
Sat Flow, veh/h	1168	110	1491	1403	1870	1610	224	3582	1610	1626	3582	1585
Grp Volume(v), veh/h	67	0	29	139	2	211	13	1486	131	418	1907	53
Grp Sat Flow(s), veh/h/ln	1168	0	1602	1403	1870	1610	224	1791	1610	1626	1791	1585
Q Serve(g_s), s	4.8	0.0	1.4	8.5	0.1	0.0	0.8	0.0	0.0	3.2	5.5	0.2
Cycle Q Clear(g_c), s	4.8	0.0	1.4	10.0	0.1	0.0	7.4	0.0	0.0	3.2	5.5	0.2
Prop In Lane	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	234	0	213	275	249	843	179	1930	850	820	3388	1464
V/C Ratio(X)	0.29	0.00	0.14	0.50	0.01	0.25	0.07	0.77	0.15	0.51	0.56	0.04
Avail Cap(c_a), veh/h	234	0	213	276	249	843	179	1930	850	820	3388	1464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	36.0	0.0	34.5	37.0	33.9	11.8	0.5	0.0	0.0	10.6	0.3	0.3
Incr Delay (d2), s/veh	0.7	0.0	0.3	1.5	0.0	0.2	0.8	3.0	0.4	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.4	0.0	0.6	3.0	0.0	2.3	0.0	0.8	0.1	5.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.6	0.0	34.7	38.5	33.9	11.9	1.3	3.0	0.4	10.7	0.3	0.3
LnGrp LOS	D	A	C	D	C	B	A	A	A	B	A	A
Approach Vol, veh/h						352			1630		2378	
Approach Delay, s/veh						22.5			2.8		2.2	
Approach LOS						C			A		A	
Timer - Assigned Phs	2		4	5	6			8				
Phs Duration (G+Y+Rc), s	89.1		17.5	37.1	52.0			17.5				
Change Period (Y+Rc), s	5.5		5.5	5.5	* 5.5			* 5.5				
Max Green Setting (Gmax), s	67.5		11.5	16.0	* 47			* 12				
Max Q Clear Time (g_c+l1), s	7.5		6.8	5.2	9.4			12.0				
Green Ext Time (p_c), s	16.8		0.1	1.3	11.0			0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			4.7									
HCM 6th LOS			A									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

## Queues

20: 84th St. &amp; Brentwood Drive

07/10/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	231	139	161	228	127	201	167	1292	238	230	1516	290
v/c Ratio	0.70	0.48	0.29	0.73	0.50	0.37	0.78	0.89	0.22	0.85	0.84	0.25
Control Delay	39.3	40.9	6.5	42.7	43.8	15.4	29.8	28.9	5.5	47.3	24.0	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	40.9	6.5	42.7	43.8	15.4	29.8	28.9	5.5	47.3	24.0	1.5
Queue Length 50th (ft)	106	73	4	104	68	46	35	375	34	106	280	2
Queue Length 95th (ft)	#184	131	49	#196	124	104	m#59	m#454	m46	m#194	361	26
Internal Link Dist (ft)		652			424				1210		503	
Turn Bay Length (ft)	150		150	100		100	100			150	250	250
Base Capacity (vph)	333	295	561	312	253	546	215	1459	1077	274	1808	1157
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.47	0.29	0.73	0.50	0.37	0.78	0.89	0.22	0.84	0.84	0.25

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

## HCM 6th Signalized Intersection Summary

20: 84th St. &amp; Brentwood Drive

07/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Volume (veh/h)	208	125	145	205	114	181	150	1163	214	207	1364	261
Future Volume (veh/h)	208	125	145	205	114	181	150	1163	214	207	1364	261
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1900	1870	1900	1737	1900	1841	1870	1841
Adj Flow Rate, veh/h	231	139	161	228	127	201	167	1292	238	230	1516	290
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	1	0	0	2	0	11	0	4	2	4
Cap, veh/h	354	296	391	334	253	397	317	1520	939	266	1816	1023
Arrive On Green	0.12	0.16	0.16	0.10	0.13	0.13	0.02	0.15	0.15	0.19	1.00	1.00
Sat Flow, veh/h	1810	1900	1598	1810	1900	1585	1810	3300	1610	1753	3554	1560
Grp Volume(v), veh/h	231	139	161	228	127	201	167	1292	238	230	1516	290
Grp Sat Flow(s), veh/h/ln	1810	1900	1598	1810	1900	1585	1810	1650	1610	1753	1777	1560
Q Serve(g_s), s	10.1	6.0	7.6	9.0	5.6	9.8	4.4	34.3	9.2	6.4	0.0	0.0
Cycle Q Clear(g_c), s	10.1	6.0	7.6	9.0	5.6	9.8	4.4	34.3	9.2	6.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	296	391	334	253	397	317	1520	939	266	1816	1023
V/C Ratio(X)	0.65	0.47	0.41	0.68	0.50	0.51	0.53	0.85	0.25	0.87	0.83	0.28
Avail Cap(c_a), veh/h	354	296	391	334	253	397	317	1520	939	294	1816	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	34.6	28.6	32.7	36.2	29.0	12.7	35.1	15.3	17.6	0.0	0.0
Incr Delay (d2), s/veh	4.3	1.2	0.7	5.6	1.5	1.0	0.8	3.1	0.3	21.4	4.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.8	2.9	3.0	5.0	2.7	3.8	1.8	15.5	3.9	3.4	1.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	35.8	29.3	38.3	37.8	30.0	13.5	38.3	15.6	38.9	4.7	0.7
LnGrp LOS	C	D	C	D	D	C	B	D	B	D	A	A
Approach Vol, veh/h		531			556			1697		2036		
Approach Delay, s/veh		33.4			35.2			32.7		8.0		
Approach LOS		C			D			C		A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R <sub>c</sub> ), s	9.0	49.5	16.0	15.5	13.5	45.0	14.0	17.5				
Change Period (Y+R <sub>c</sub> ), s	3.0	5.5	5.0	5.5	5.0	5.5	5.0	5.5				
Max Green Setting (Gmax), s	6.0	44.0	11.0	10.0	10.0	38.0	9.0	12.0				
Max Q Clear Time (g_c+l1), s	6.4	2.0	12.1	11.8	8.4	36.3	11.0	9.6				
Green Ext Time (p_c), s	0.0	12.4	0.0	0.0	0.1	1.2	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	327	641	303	179	537	340	289	1152	400	1116	377
v/c Ratio	0.99	0.78	0.42	0.83	0.92	0.51	0.87	0.84	1.05	0.75	0.39
Control Delay	75.2	40.5	15.6	57.0	61.0	17.7	46.0	31.4	73.5	17.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	40.5	15.6	57.0	61.0	17.7	46.0	31.4	73.5	17.7	8.2
Queue Length 50th (ft)	150	181	87	74	160	99	104	301	~185	282	106
Queue Length 95th (ft)	#296	244	155	#151	#257	180	#241	390	m#299	401	m137
Internal Link Dist (ft)		704			836			3898		1210	
Turn Bay Length (ft)	200		150	100		150	325		300		300
Base Capacity (vph)	331	817	728	216	581	667	344	1370	382	1483	970
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.78	0.42	0.83	0.92	0.51	0.84	0.84	1.05	0.75	0.39

#### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

## HCM 6th Signalized Intersection Summary

23: 84th St. &amp; Giles Rd

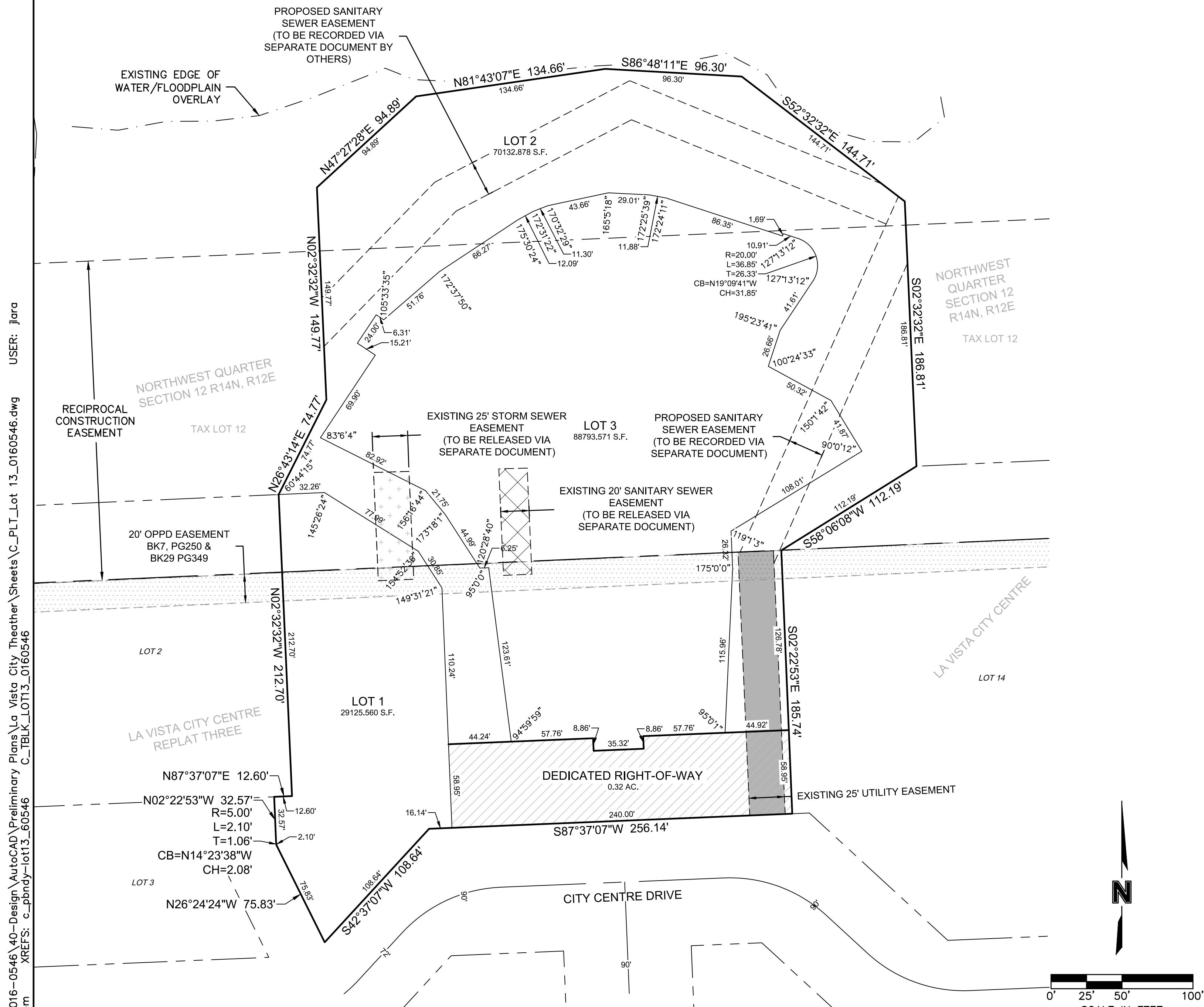
07/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Volume (veh/h)	294	577	273	161	483	306	260	905	131	360	1004	339
Future Volume (veh/h)	294	577	273	161	483	306	260	905	131	360	1004	339
Initial Q (Q <sub>b</sub> ), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	327	641	303	179	537	340	289	1006	146	400	1116	377
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	821	597	222	584	525	353	1218	177	415	1545	865
Arrive On Green	0.13	0.23	0.23	0.07	0.16	0.15	0.12	0.39	0.38	0.17	0.43	0.41
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3114	452	1781	3554	1585
Grp Volume(v), veh/h	327	641	303	179	537	340	289	574	578	400	1116	377
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1789	1781	1777	1585
Q Serve(g_s), s	12.0	15.2	13.3	6.0	13.4	13.8	8.9	26.1	26.2	14.0	23.3	12.8
Cycle Q Clear(g_c), s	12.0	15.2	13.3	6.0	13.4	13.8	8.9	26.1	26.2	14.0	23.3	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	318	821	597	222	584	525	353	695	700	415	1545	865
V/C Ratio(X)	1.03	0.78	0.51	0.81	0.92	0.65	0.82	0.83	0.83	0.96	0.72	0.44
Avail Cap(c_a), veh/h	318	821	597	222	584	525	391	695	700	415	1545	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	29.4	32.5	21.6	34.3	37.0	25.6	18.7	24.6	24.8	23.0	21.0	12.2
Incr Delay (d2), s/veh	58.4	4.9	0.7	19.1	19.8	2.8	11.8	10.8	10.8	23.7	1.6	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	10.7	6.8	4.8	2.1	7.2	6.3	4.3	11.9	12.1	7.8	8.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.9	37.3	22.3	53.4	56.8	28.4	30.5	35.4	35.6	46.7	22.6	13.0
LnGrp LOS	F	D	C	D	E	C	C	D	D	D	C	B
Approach Vol, veh/h		1271			1056			1441			1893	
Approach Delay, s/veh		46.8			47.1			34.5			25.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R <sub>c</sub> ), s	14.1	42.6	9.0	24.3	18.0	38.7	15.0	18.3				
Change Period (Y+R <sub>c</sub> ), s	3.0	5.5	3.0	5.5	3.0	5.5	3.0	5.5				
Max Green Setting (Gmax), s	13.0	35.2	6.0	18.8	15.0	33.2	12.0	12.8				
Max Q Clear Time (g_c+l1), s	10.9	25.3	8.0	17.2	16.0	28.2	14.0	15.8				
Green Ext Time (p_c), s	0.2	5.1	0.0	0.8	0.0	2.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				36.7								
HCM 6th LOS				D								

# LA VISTA CITY CENTRE THEATER

## LOTS 1 THRU 3

A REPLAT OF LOTS 13 AND OUTLOT A, LA VISTA CITY CENTRE, AND LOT 1, LA VISTA CITY CENTRE  
REPLAT THREE, SUBDIVISIONS, SURVEYED, PLATTED AND RECORDED IN THE SOUTHWEST  
QUARTER AND NORTHWEST QUARTER, TOGETHER WITH A PART OF TAX LOT 12 IN THE  
NORTHWEST QUARTER, ALL IN SECTION 14, TOWNSHIP 14 NORTH, RANGE 12 EAST OF THE 6TH  
P.M., CITY OF LA VISTA, SARPY COUNTY, NEBRASKA.



DWG: F:\2016\0501-1000\016-0546\40-Design\AutoCAD\Preliminary Plans\La Vista City Centre\Sheets\C\_PLT\_Lot 13\_0160546.dwg  
DATE: Jun 13, 2019 4:07pm  
XREFS: c\_pbrdy-lot3\_60546

SHEET INDEX	
C1.1	PRELIMINARY PLAT
C3.1	PRELIMINARY SITE AND UTILITY PLAN
C3.2	PRELIMINARY GRADING, DRAINAGE, & SWPPP

EXISTING ZONING		
LOTS 1 THRU 3	ZONING	DESC.

PROPOSED ZONING		
LOTS 1 THRU 3	ZONING	DESC.

DEVELOPER SURVEYOR ENGINEER

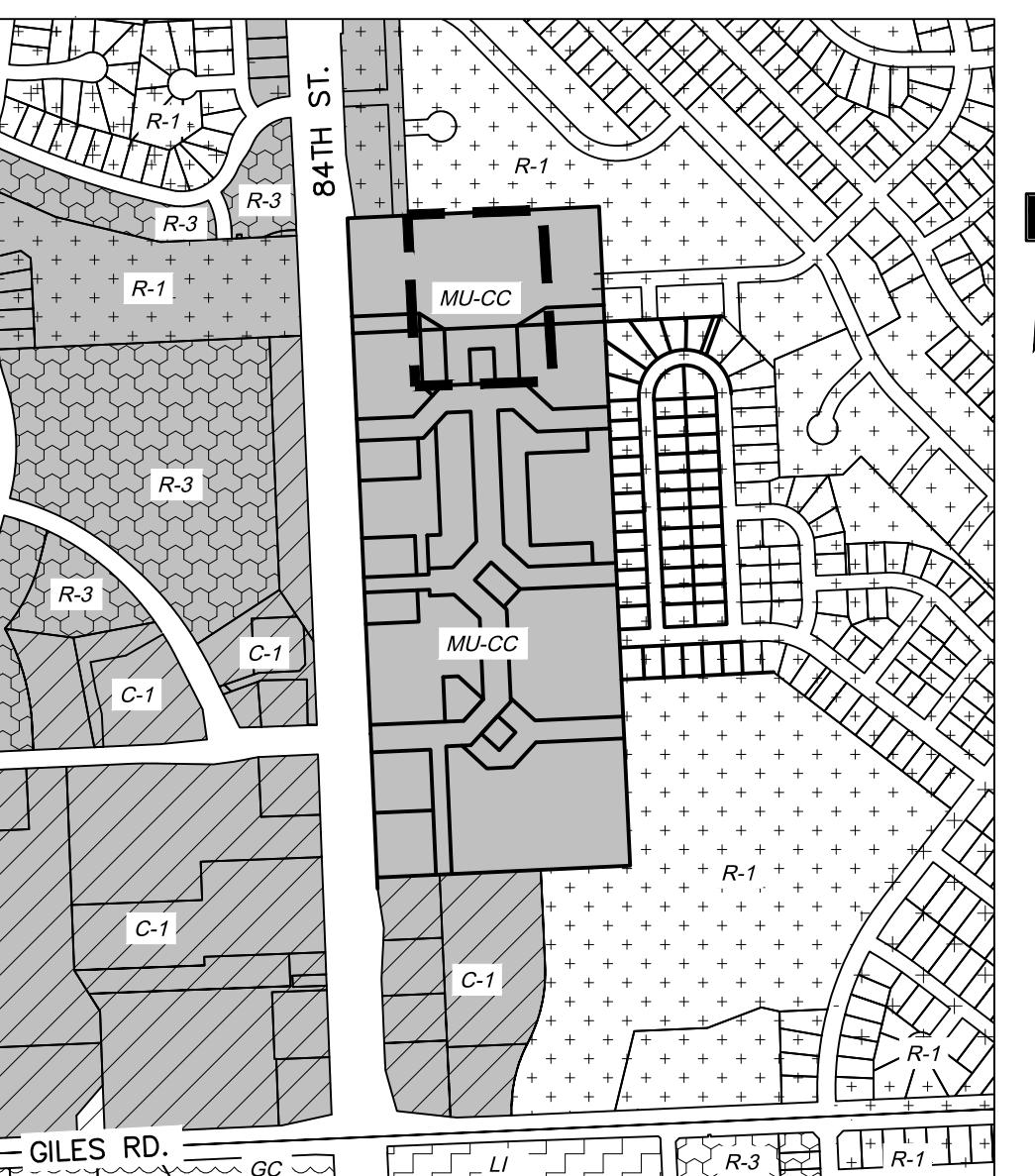
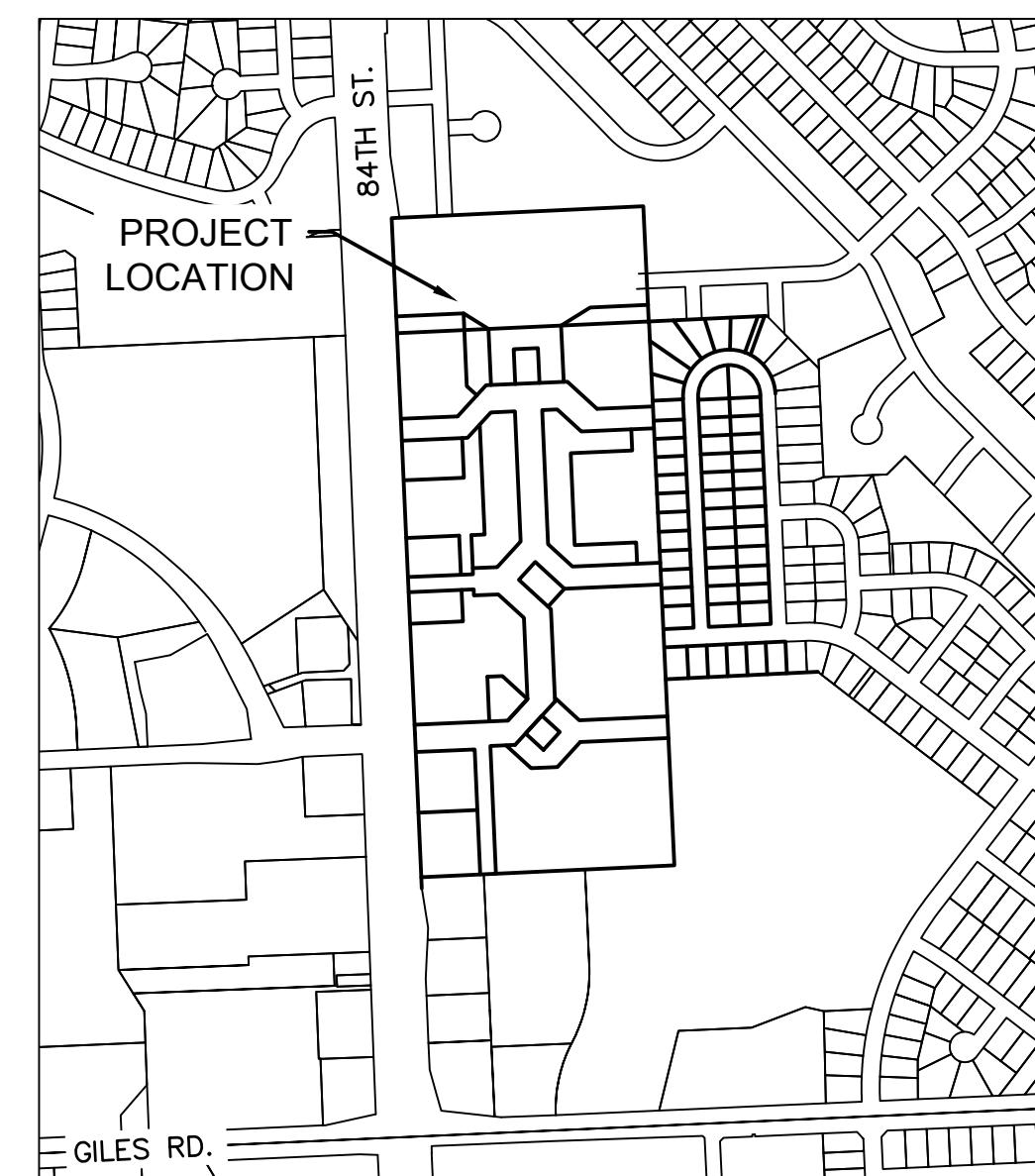
CHRISTOPHER ERICKSON TERRY ROTHANZL ERIC GALLEY  
LA VISTA CITY CENTRE, LLC OLSSON 2111 S. 67TH STREET,  
222 S. 15TH SUITE 14245 2111 S. 67TH STREET,  
OMAHA, NE 68102 SUITE 200 OMAHA, NE 68106  
OMAHA, NE 68106

SURVEY CERTIFICATION

TERRY ROTHANZL, L.S.

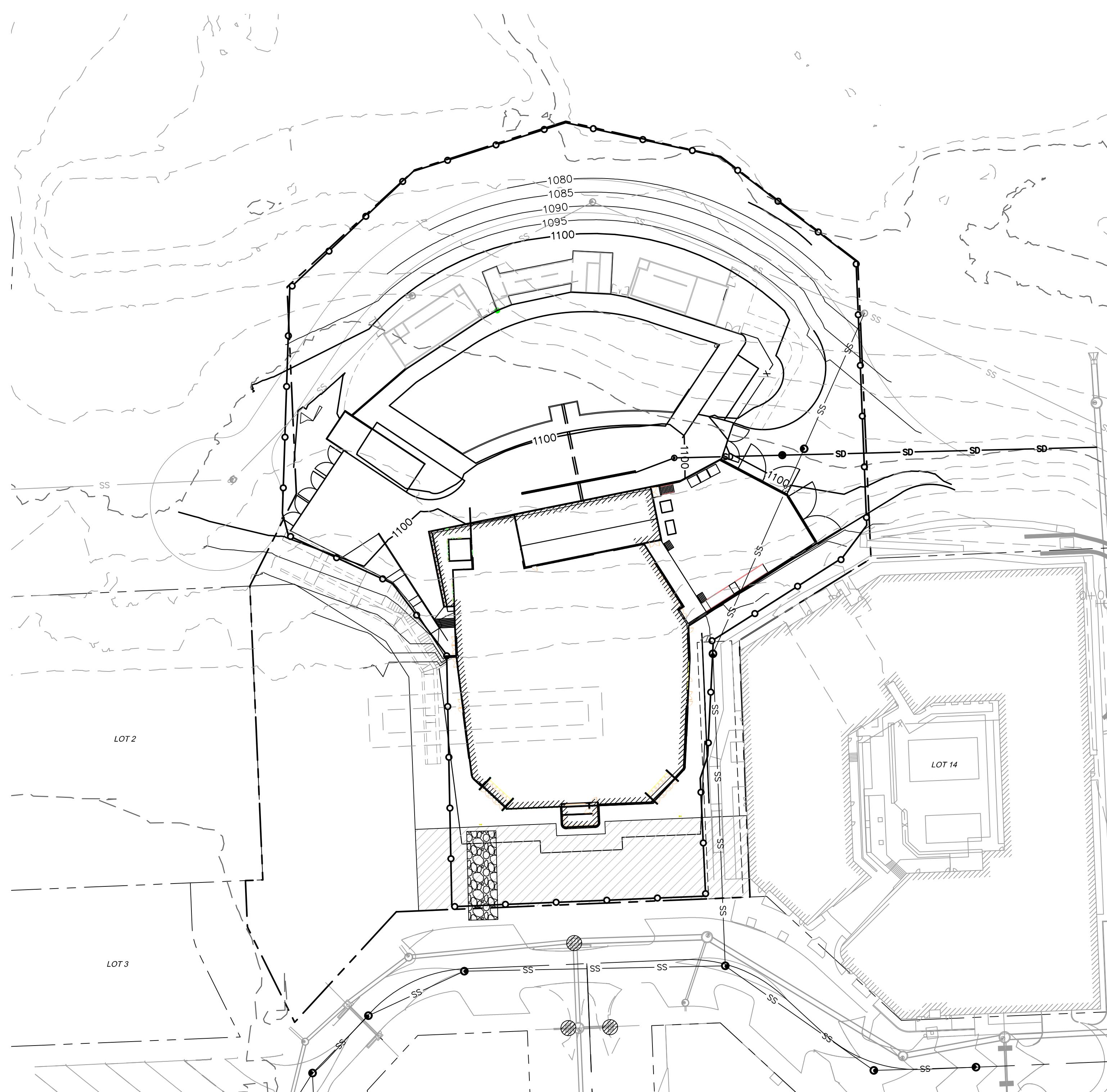
CITY OF LA VISTA PLAT APPROVAL

C-1 = SHOPPING CENTER DISTRICT  
CC = COMMUNITY COMMERCIAL DISTRICT  
MU = MIXED USED DISTRICT  
R-1 = SINGLE-FAMILY RESIDENTIAL DISTRICT  
R-2 = TWO-FAMILY RESIDENTIAL DISTRICT  
GC = GENERAL COMMERCIAL  
LI = LIGHT INDUSTRIAL DISTRICT  
GWAY = GATEWAY CORRIDOR OVERLAY DISTRICT



**Olsson**





## LEGEND

- P — BOUNDARY LINE
- S — SECTION LINE
- E — EXISTING PROPERTY LINE
- S — SILT FENCE
- C — CONSTRUCTION ENTRANCE
- I — INLET PROTECTION
- E — EXISTING MAJOR CONTOUR
- E — EXISTING MINOR CONTOUR
- P — PROPOSED MAJOR CONTOUR
- P — PROPOSED MINOR CONTOUR
- SD — SD — PROPOSED STORM SEWER INLET/MANHOLE

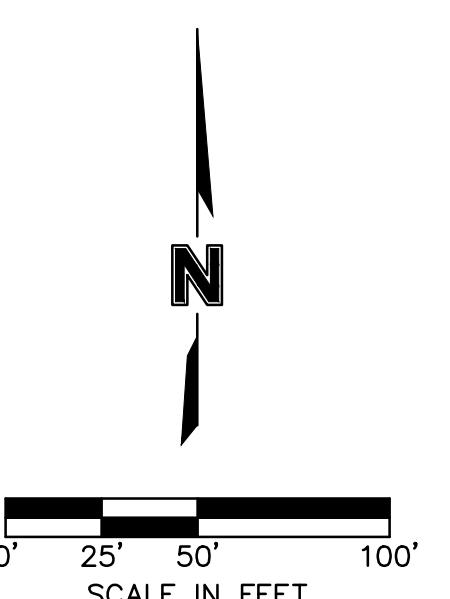
## NOTES:

1. CONTOURS SHOWN ARE AT 5' INTERVALS.
2. IT IS THE DEVELOPER'S INTENT TO DO ALL GRADING AND EROSION CONTROL UNDER ONE PERMIT.
3. THE OVERALL DISTURBED AREA WILL EXCEED FIVE ACRES AND ADD NOTATIONS THAT SEDIMENT TRAPS/BASINS, SILT FENCES, AND INLET FILTERS WILL BE UTILIZED FOR SEDIMENT CONTROL AT A MINIMUM, DEPENDENT ON WHICH ENTITY UNDERTAKES THE SITE PREPARATION GRADING FOR THESE LOTS WILL IDENTIFY WHICH EROSION CONTROL PERMIT NEEDS TO BE MODIFIED IN PERMIT TO INCLUDE THIS AREA.

Revised Acreage Draining to Basins: 1.01 acres

Required Water Quality Treatment Volume: (Drainage Area) \* 1,815 CF/AC  
(1.01 AC) \* 1,815 CF/AC = 1,833 CF

Water Quality Treatment Volume to be Provided: 1,833 CF



PRELIMINARY SITE AND UTILITY PLAN  
LA VISTA CITY CENTRE THEATER  
LOTS 1 THRU 3

LA VISTA, NEBRASKA  
016-0546  
06.13.19  
drawn by: EW  
checked by: EW  
approved by: KH  
QA/CC by: KH  
project no.: 016-0546  
drawing no.: 016-0546  
date: 06.13.19  
olsson

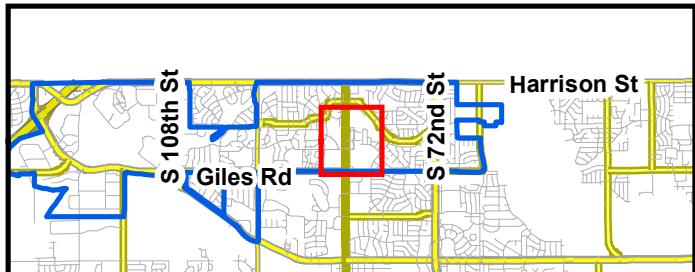
SHEET  
C3.1

## **AGENDA ITEM 4A**

**La Vista City Centre — Replat 3**



## Project Vicinity Map



## La Vista City Centre Replat 3

6/10/2019

CAS





CITY OF LA VISTA  
PLANNING DIVISION

RECOMMENDATION REPORT

CASE NUMBER: PRP 19-0002

FOR HEARING OF: July 18, 2019  
Report Prepared on: July 9, 2019

**I. GENERAL INFORMATION**

**A. APPLICANT:**

La Vista City Centre LLC  
222 S. 15<sup>th</sup> Street, Suite 1404S  
Omaha, NE 68102

**B. PROPERTY OWNERS:**

Lots 5, 6, 8-12 La Vista City Centre and Lot 1 La Vista City Centre  
Replat 1:

La Vista City Centre LLC  
222 S. 15<sup>th</sup> Street, Suite 1404S  
Omaha, NE 68102

Lot 7 La Vista City Centre:

City of La Vista  
8116 Park View Blvd.  
La Vista, NE 68128

**C. LOCATION:** East of the intersection of 84<sup>th</sup> Street and Barmettler Drive.

**D. LEGAL DESCRIPTION:** Lots 5-12 La Vista City Centre and Lot 1  
La Vista City Centre Replat 1

**E. REQUESTED ACTION(S):** Replat for proposed Lots 1-12 La Vista City Centre Replat 3.

**F. EXISTING ZONING AND LAND USE:**

MU-CC, Mixed Use City Centre District; vacant.

**G. PURPOSE OF REQUEST:**

1. Replat of properties listed in the request into 12 lots for the purpose of redevelopment.
2. Dedication of property for right-of-way.

**H. SIZE OF SITE:** 9.98 Acres

## II. **BACKGROUND INFORMATION**

**A. EXISTING CONDITION OF SITE:** The property is vacant. The land is generally flat with a gradual downward slope to the east.

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

1. **North:** La Vista Civic Centre Park, R-1 Single-Family Residential with a Gateway Corridor Overlay (Overlay District) and a Flood Plan; Open Recreation Space
2. **East:** La Vista City Centre; MU-CC, Mixed Use City Centre District; Mixed Use development.
3. **South:** La Vista City Centre; MU-CC, Mixed Use City Centre District; Mixed Use development.
4. **West:** Brentwood Plaza; C-1 Shopping Center Commercial with a Gateway Corridor Overlay; Strip cent development.

**C. RELEVANT CASE HISTORY:**

1. The final plat for La Vista City Centre was originally approved by City Council on July 19, 2016.

**D. APPLICABLE REGULATIONS:**

1. Section 5.19 of the Zoning Regulations – MU-CC Mixed Use City Centre District
2. Section 3.03 of the Subdivision Regulations – Preliminary Plats

## III. **ANALYSIS**

**A. COMPREHENSIVE PLAN:** The Future Land Use Map of the Comprehensive Plan designates the area for mixed uses.

**B. OTHER PLANS:** This site was identified in *A Vision Plan for 84<sup>th</sup> Street* as a mixed use city center. This site has also been designated as blighted and substandard and in need of redevelopment, and identified as the initial redevelopment project in the *84<sup>th</sup> Street Redevelopment Plan*.

**C. TRAFFIC AND ACCESS:**

1. The Replat includes the dedication of:
  - Right-of-way to extend City Centre Drive to 84<sup>th</sup> Street,
  - Additional right-of-way to widen the Barmettler Drive,
  - Right-of-way provide public access to planned public parking facilities on Lots 7 and 12 La Vista City Centre Replat 3.
2. Existing access points are at 84<sup>th</sup> Street and Barmettler Drive, 84<sup>th</sup> Street and Main Street, and an intersection currently under construction at 84<sup>th</sup> Street and City Centre Drive, approximately 275 feet south of the former intersection of 84<sup>th</sup> Street and Summer Drive.

Sidewalk connections into the development from 84<sup>th</sup> Street and through the development will be constructed at the time of development of each respective lot.

3. The City Engineer has concluded that this replat of the existing lots within La Vista City Centre will not have a substantial impact to the determinations made within the original traffic study for the original La Vista City Centre plat.

**D. UTILITIES:**

1. The properties have access to water, sanitary sewer, gas, power and communication utilities.

**IV. REVIEW COMMENTS:**

1. An amendment to Subdivision Agreement will be needed to address infrastructure installation and expenditures prior to City Council consideration of the Replat.
2. The land swap areas identified on the Replat will require the exchange of deeds as part of the subdivision or redevelopment agreements and that process would need to be completed prior to the final plat being recorded.
3. Easements have been proposed for access and utilities. The utility easement traversing Lot 12 has been added to accommodate the conduit and service panels.
4. Lot numbering has been revised from the initial draft to the current plan set at the desire of the applicant to match existing lot numbering as much as possible. The staff review letter comments refer to the initial lot numbering scheme. A copy of the initial draft of the final plat has been added after the staff review letter for reference purposes.
5. Based on discussions between the City, Papillion Fire Department, DLR Group, AGA Consulting, and Olsson Associates, the lot width of Lot 7 has been adjusted to meet the schematic design needs for a parking structure on this lot that was prepared in January of 2017.

**V. STAFF RECOMMENDATION – Replat:**

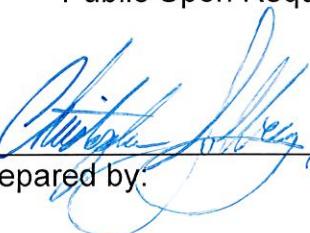
Approval of La Vista City Centre Replat as the Replat request is consistent with the Comprehensive Plan and the Subdivision Regulations.

**VI. ATTACHMENTS TO REPORT:**

1. Vicinity Map
2. Staff Review Letter and Applicant Response Letter
3. Replat Map set

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

1. Eric Williams, Olsson Associates Inc.
2. Chris Erickson, La Vista City Centre, LLC
3. Public Upon Request

  
\_\_\_\_\_  
Prepared by:

Community Development Director



Date



May 22, 2019

Chris Erickson  
La Vista City Centre, LLC  
PO Box 428  
Boys Town NE, 68010

RE: Replat – Initial Review  
La Vista City Centre – Replat 3

Mr. Erickson,

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

Preliminary Plat Review

1. Article 3.03.07: Provide clarification between existing (or soon to be existing) public sewers and water mains and proposed additional public sewers and water mains. This can be done with line types and should identify additional proposed public sewers and water mains beyond what is currently contracted for Phase 1 public improvements. The sanitary sewer layout shown on Sheet C2.1 is not correct and needs to be corrected to match the public improvement plans. The location of the relocated sanitary outfall sewer north of Lots 1 and 2 should be shown based on the TD2 topographic survey of the "interface" area dated January 31, 2019. If Olsson does not already have a copy of this survey, the City will make arrangements for Olsson to receive it.

2. Article 3.03.09: The proposed lot areas should be identified in square footage and not acres since appraisals and negotiations will need the areas in square feet. Lot 11 as proposed does not comply with the definition of "Lot" per Section 2.13 of the Zoning Regulations or Section 4.15 of the Subdivision Regulations.

Staff recommends converting Lot 11 to a flag lot fronting on Barmettler Drive to resolve this issue.

3. Article 3.03.10: In addition to comment on Article 3.03.07 identify in some manner (illustration or notation) proposed sidewalks to reach Lots 11, 5 and 2.

4. Article 3.03.12: Identify proposed easements for ingress/egress and utilities. Examples include sidewalk over edges of Lots 7 and 8 to reach Lot 5 as well as utility easement in the same area to provide communications to the second parking structure. Also, any easements needed to accommodate street lighting

**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

cables, conduit and service panels (such as over part of Lot 12) need to be addressed. Any blanket ingress/egress easements should be noted.

5. Article 3.03.15: An amendment to Subdivision Agreement will be needed to address infrastructure installation and expenditures prior to City Council consideration of the replat.
6. Article 3.03.19: The parking demands for Lots 9, 11 and 12 need to be identified and checked for quantity of available parking on-site and abutting the lots. This would include the First National Bank parking demands.
7. Article 3.03.20:
  - a. The proposed sanitary sewer layout needs to address how Lots 1, 2, 3, and 8 will access sanitary sewer. The layout shown on C2.1 does not match the public infrastructure plans in some locations.
  - b. A drainage plan is needed that identifies drainage areas and where they will connect to the infrastructure system. This pertains to Lots 1, 2, 5, 7 and 11 for example.
  - c. Information on a PCSMP plan needs to be provided on Sheet C3.1. This would include reference to the current plan for PCSMP No. 20170324-3736P and particularly Note 2 on Exhibit "B". Notations as to which lots will be expected to provide water quality devices in accordance with said Note 2 should be added to Sheet C3.1.

#### Final Plat Review

8. Article 3.05.02: Refer Item 2 above concerning Lot 11. Also, at the southwest corner of Lot 11 there appears to be an erroneous line type indicating a lot line that is believed to be a dimension line to tie down the location of Lot 11 and it is not intended to be a lot line.

There needs to be further discussion on the proposed configuration of Lot 5. A schematic design for a parking structure on this lot was prepared in January of 2017 by the team of DLR Group, AGA Consulting, and Olsson Associates. That schematic design proposed a dimension of 194.08 feet along 84th Street. The current plat proposal is 185.00 feet along 84th Street. This dimension will require some easement rights on adjacent lots for foundations extending past the proposed property line and will require some concurrence from the CBO and Fire Marshall as to fire separation requirements relative to easements versus lot lines. There is also a need for open air easements on lots adjacent to Lot 5 to avoid the parking garage being required to have mechanical ventilation systems.

Staff will be meeting internally to examine the options and requirements for configuration of this lot. A conclusion regarding this issue will be provided after the conclusion of this meeting.

9. Article 3.05.09: Identify the square footage of each lot, not the acreage.

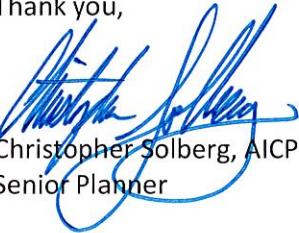
10. Article 3.05.15: In the Surveyor's Certification include a statement of the total acreage in the boundary of the plat.
11. Article 3.05.19: Revise the wording of the Surveyor's Certificate to be consistent with the language in Section I 0.02. The first sentence is missing.
12. Article 3.05.25: An amendment to Subdivision Agreement will be needed to address infrastructure installation and expenditures prior to City Council consideration of the replat.
13. A full metes and bounds description of each piece of property proposed to change hands through this process will need to be provided to allow for the commencement of an appraisal process.

In addition to the comments provided above, additional redline comments have been provided in the attached documents.

Please submit 4 full size copies (along with electronic copies) of the revised documents for final review.

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

Thank you,



Christopher Solberg, AICP  
Senior Planner

Attachment

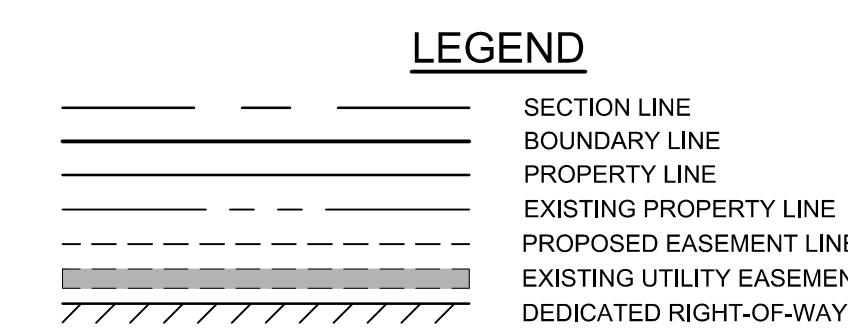
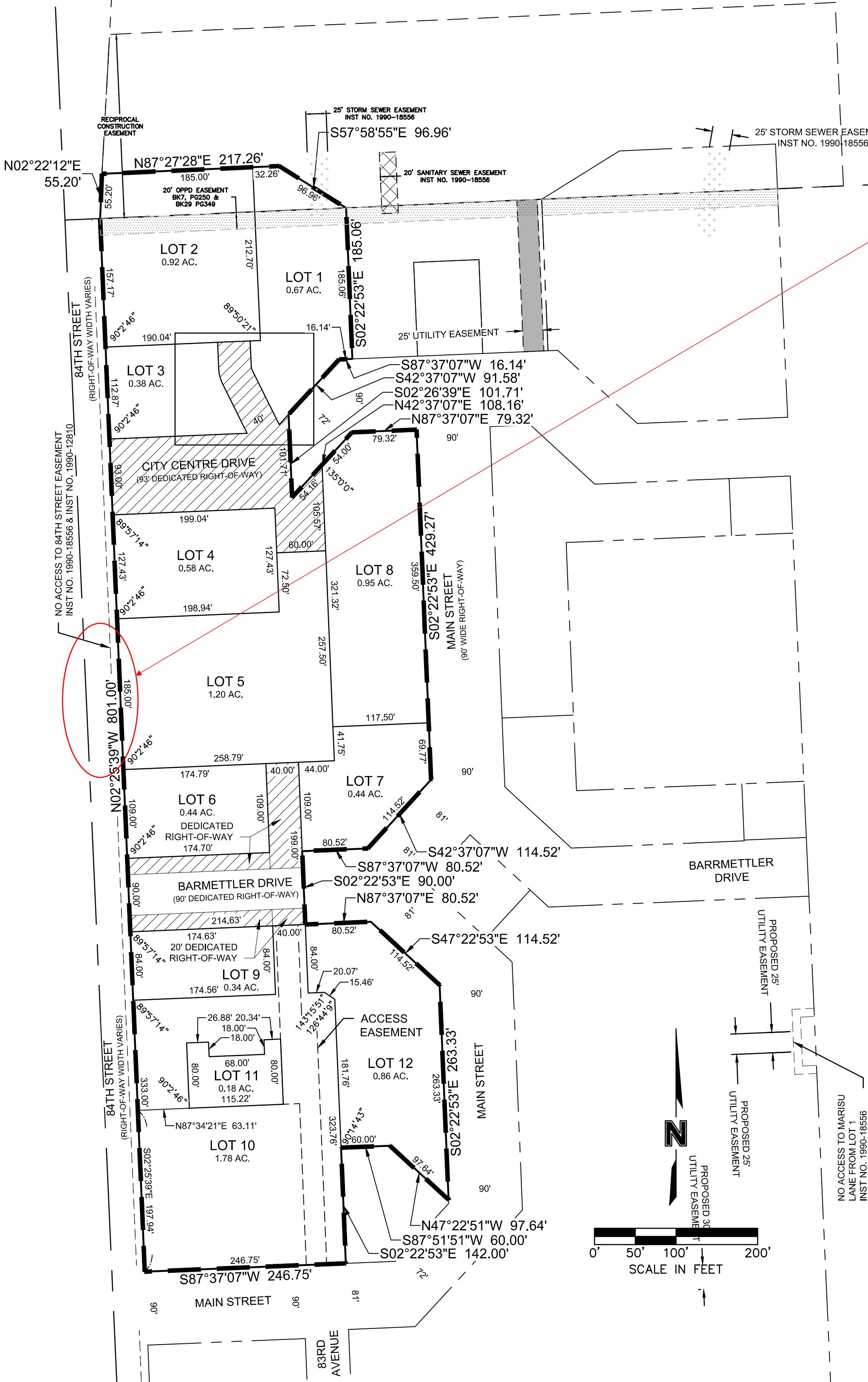
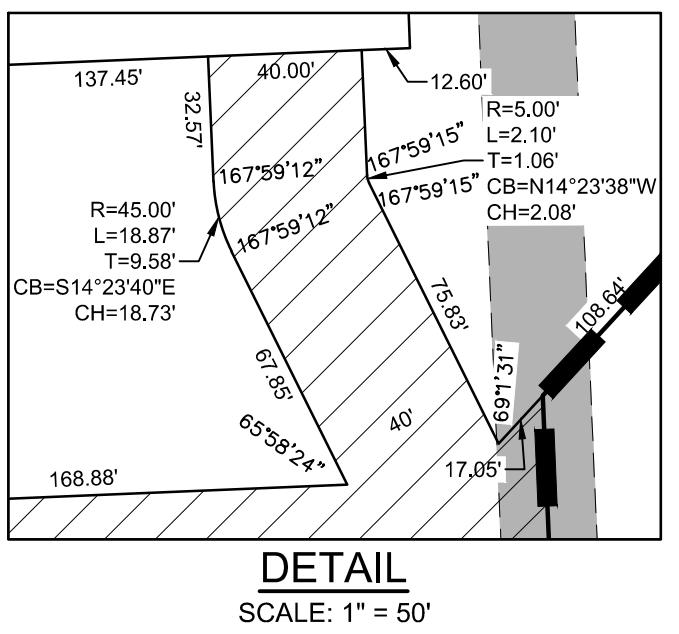
cc:     John Kottmann, City Engineer  
          Pat Dowse, City Engineer  
          Eric Williams, Olsson Associates

# LA VISTA CITY CENTRE REPLAT THREE

## LOTS 1 THRU 12

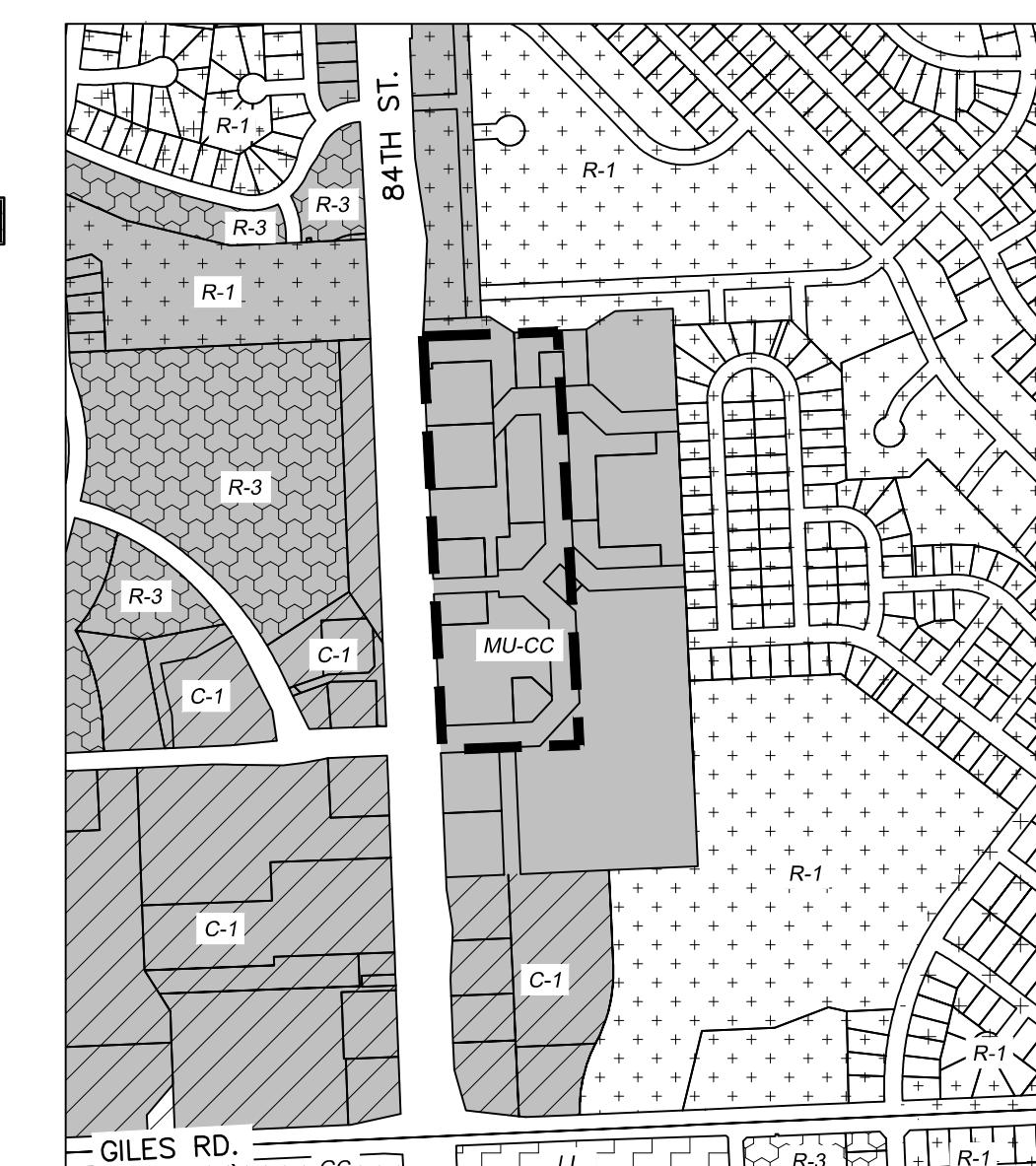
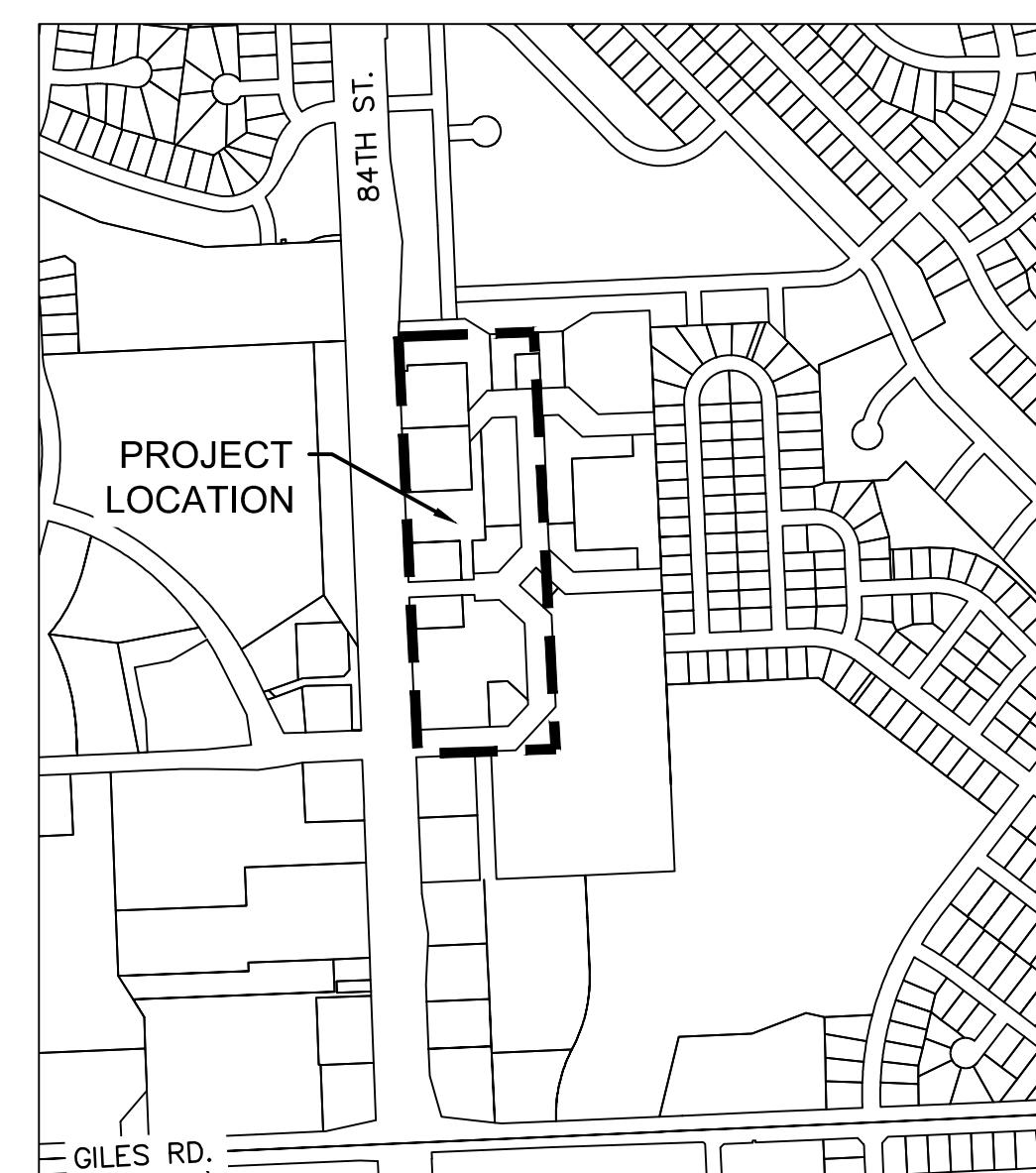
BEING A REPLAT OF LOTS 5 THRU 12, LA VISTA CITY CENTRE AND LOT 1, LA VISTA CITY CENTRE REPLAT 1, BOTH PLATTED AND RECORDED SUBDIVISIONS LOCATED IN THE WEST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 NORTH, RANGE 12 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA

DID NOT CLOSE. 490.09 SHORT ON THE WEST LINE ALONG 84TH ST. SAYS 801.00' NOT 1291.09'. NO LEGAL TO MATCH (REPLAT)  
5-8-2019  
TT  
REVIEWED BEFORE 5-7-2018 FOR LOTS 1-8



NOTE:

1. ALL INTERNAL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
2. REFERENCE EXISTING CONDITIONS PLAN FOR EASEMENT DETAILS.
3. SUBJECT PROPERTY CONTAINS A CALCULATED AREA OF 9.980 ACRES MORE OR LESS.



SHEET INDEX		
C1.1	PRELIMINARY PLAT	
C2.1	PRELIMINARY SITE AND UTILITY PLAN	
C3.1	PRELIMINARY GRADING, DRAINAGE, & SWPPP	

LOTS 1 THRU 12	ZONING	DESC.
LOTS 1 THRU 12	MU-CC	MIXED USE / CITY CENTRE

LOTS 1 THRU 12	ZONING	DESC.
LOTS 1 THRU 12	MU-CC	MIXED USE / CITY CENTRE

DEVELOPER	SURVEYOR	ENGINEER
CHRISTOPHER ERICKSON LA VISTA CITY CENTRE, LLC	TERRY ROTHANZL OLSSON 222 S. 15TH SUITE 14245 OMAHA, NE 68102	ERIC GALLEY OLSSON 2111 S. 67TH STREET, SUITE 200 OMAHA, NE 68106

SURVEY CERTIFICATION		
TERRY ROTHANZL, L.S.		

CITY OF LA VISTA PLAT APPROVAL		

C-1 = SHOPPING CENTER DISTRICT  
CC = COMMUNITY COMMERCIAL DISTRICT  
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R-1 = SINGLE-FAMILY RESIDENTIAL DISTRICT  
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GWAY = GATEWAY CORRIDOR OVERLAY DISTRICT

Olsson

2111 South 67th Street Suite 200  
Omaha, NE 68106  
TEL: 402-341-1116  
www.olsson.com

PRELIMINARY PLAT	REV. NO.	DATE	REVISIONS DESCRIPTION	REVISIONS
LA VISTA CITY CENTRE REPLAT THREE LOTS 1 THRU 12	2019			

drawn by: JLC  
checked by: EW  
approved by: ERG  
QA/QC by: ERG  
project no.: 016-0546  
drawing no.: 05.06.19  
date: 05.06.19

SHEET  
C1.1

# LA VISTA CITY CENTRE REPLAT THREE

## LOTS 1 THRU 12

LOT 12 OF LA VISTA CITY CENTRE  
IS ALSO IN THE NW 1/4 14-14-12

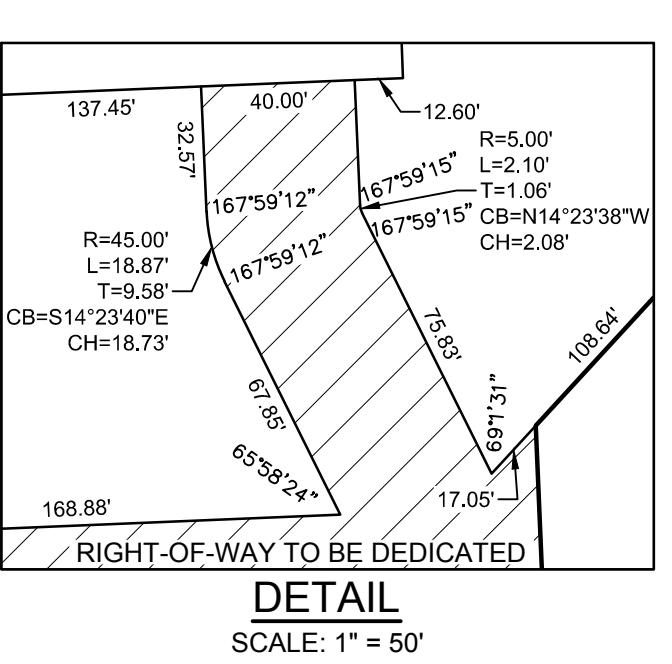
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QUARTER OF SECTION 14, TOWNSHIP 14 NORTH, RANGE 12 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA

USER: dhastings

DWG:

F:\2016\0501-1000\016-0546\40-Design\Survey\SRVY\Sheets\Final Plat\La Vista City Centre Replat Three\c\_FPT\_Replat Three - 60546.dwg

DATE: May 03, 2019 12:00pm



DETAIL  
SCALE: 1" = 50'

### LEGEND

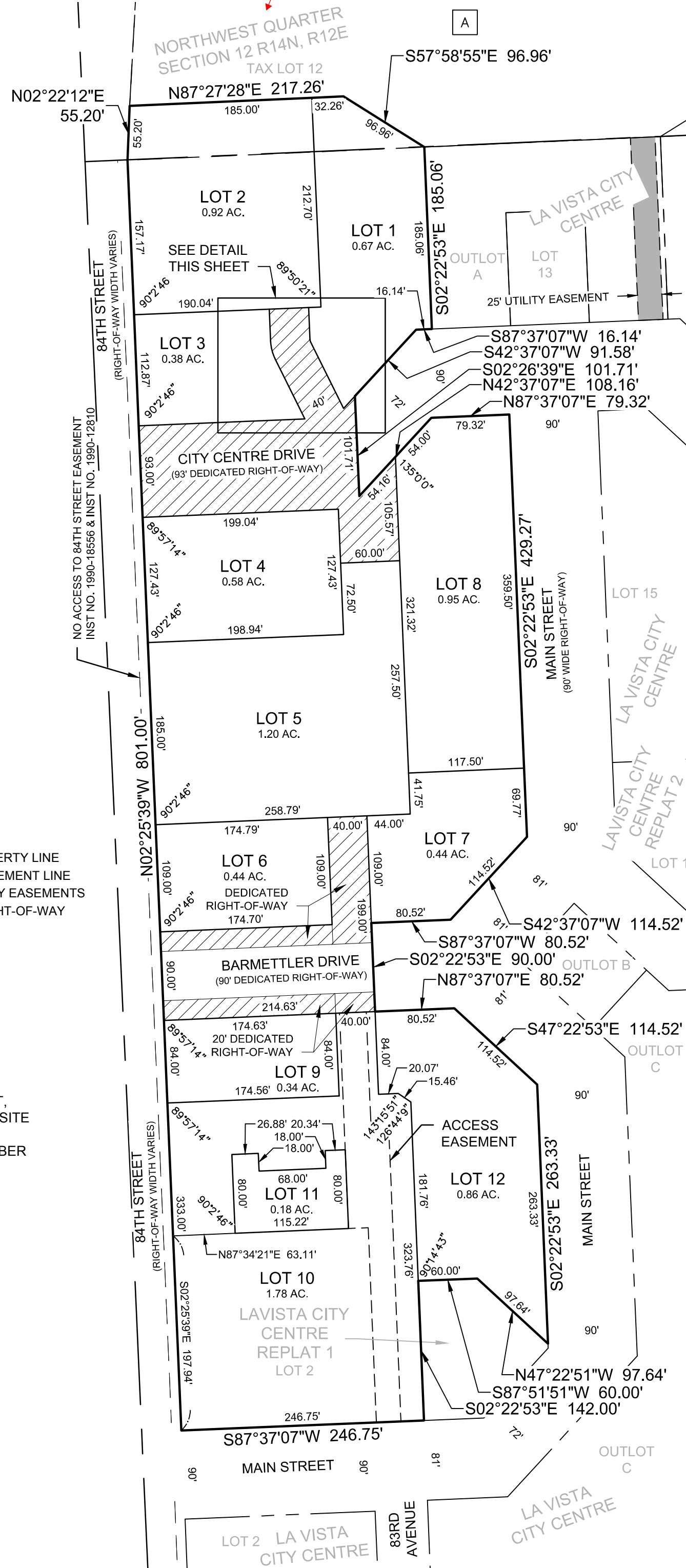
- SECTION LINE
- BOUNDARY LINE
- PROPERTY LINE
- EXISTING PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING UTILITY EASEMENTS
- DEDICATED RIGHT-OF-WAY

### EXISTING EASEMENTS

RECIPROCAL CONSTRUCTION EASEMENT,  
AND CONVEYANCE OF DEMOLITION AND SITE  
PREPARATION RIGHTS AND EASEMENT  
DATED DECEMBER 1, 2016, FILED DECEMBER  
2, 2016 AT INSTRUMENT NO. 2016-31250



0' 50' 100' 200'  
SCALE IN FEET



### OWNER'S CERTIFICATION

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LA VISTA CITY CENTRE, LLC  
CHRISTOPHER L. ERICKSON  
MANAGING MEMBER

### ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA )  
COUNTY OF \_\_\_\_\_ ) SS

ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, DULY COMMISSIONED AND QUALIFIED IN AFORESAID COUNTY PERSONALLY APPEARED CHRISTOPHER L. ERICKSON, KNOWN BY ME TO BE THE IDENTICAL PERSON WHOSE NAME IS AFFIXED TO THE DEDICATION ON THIS PLAT AND ACKNOWLEDGED THE EXECUTION THEREOF TO BE HIS/HER VOLUNTARY ACT AND DEED AS SAID LA VISTA CITY CENTRE, LLC.

WITNESS MY HAND AND NOTARIAL SEAL THE DAY AND YEAR LAST ABOVE MENTIONED.

NOTARY PUBLIC

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Douglas Kindig, Mayor

ATTEST: Pam Buethe, City Clerk

### SARPY COUNTY TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE RECORDS OF MY OFFICE SHOW NO REGULAR OR SPECIAL TAXES DUE OR DELINQUENT AGAINST THE LAND DESCRIBED IN THE SURVEYOR'S CERTIFICATE AS APPEARS ON THIS PLAT.

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

SARPY COUNTY TREASURER

PRINTED NAME

### REVIEW BY SARPY COUNTY PUBLIC WORKS

THIS PLAT OF LA VISTA CITY CENTRE REPLAT THREE, LOTS 1 THRU 12 WAS REVIEWED BY THE SARPY COUNTY SURVEYOR'S OFFICE THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

COUNTY SURVEYOR/ENGINEER

### NOTES

1. ALL INTERNAL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
2. NO DIRECT ACCESS SHALL BE PERMITTED ONTO 84TH STREET FROM LOTS 2, 3, 4, 5, 6, 9, AND 10.

### SUBDIVIDE

### LIEN HOLDER CONSENT

THE UNDERSIGNED HOLDER OF THAT CERTAIN LIEN AGAINST THE REAL PROPERTY DESCRIBED IN THE PLAT KNOWN AS LA VISTA CITY CENTRE REPLAT THREE (HEREAFTER "PLAT"), SAID LIEN BEING RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS OF SARPY COUNTY, NEBRASKA AS INSTRUMENT NO. 2016-31248 (HEREAFTER "LIEN"), DOES HEREBY CONSENT TO THE DEDICATION OF AND SUBORDINATE THE LIEN TO ANY UTILITY (SEWER, WATER, ELECTRIC, CABLE TV, TELEPHONE, NATURAL GAS) EASEMENTS, OR STREETS OR ROADS, PEDESTRIAN WAY EASEMENTS, AND ACCESS EASEMENTS AND RELINQUISHEMENTS OF ACCESS, DEDICATED TO THE PUBLIC, ALL AS SHOWN ON THE PLAT, BUT NOT OTHERWISE. THE UNDERSIGNED CONFIRMS THAT IT IS THE HOLDER OF THE LIEN AND HAS NOT ASSIGNED THE LIEN TO ANY OTHER PERSON.

DUNDEE BANK, A BRANCH OF SECURITY STATE BANK

BY: ADRIAN HERNANDEZ

TITLE: SENIOR VICE PRESIDENT

### ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA )  
COUNTY OF \_\_\_\_\_ ) SS

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NOTARY PUBLIC

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ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

John Kottmann, City Engineer

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Chairperson, La Vista Planning Commission

### ACCEPTANCE BY LA VISTA CITY COUNCIL

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ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

Pam Buethe, City Clerk Douglas Kindig, Mayor

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TERRY L. ROTHANZL  
NEBRASKA L.S. 607  
DATE



FINAL PLAT	REV. NO.	DATE	REVISIONS DESCRIPTION	REVISIONS
LA VISTA CITY CENTRE REPLAT THREE LOTS 1 THRU 12	2019			

SHEET  
1 of 1

olsson

# LA VISTA CITY CENTRE REPLAT THREE

## LOTS 1 THRU 12

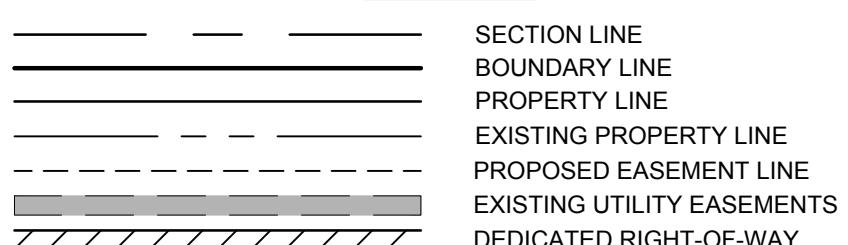
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USER: dhastings

DETAIL

SCALE: 1" = 50'

### LEGEND



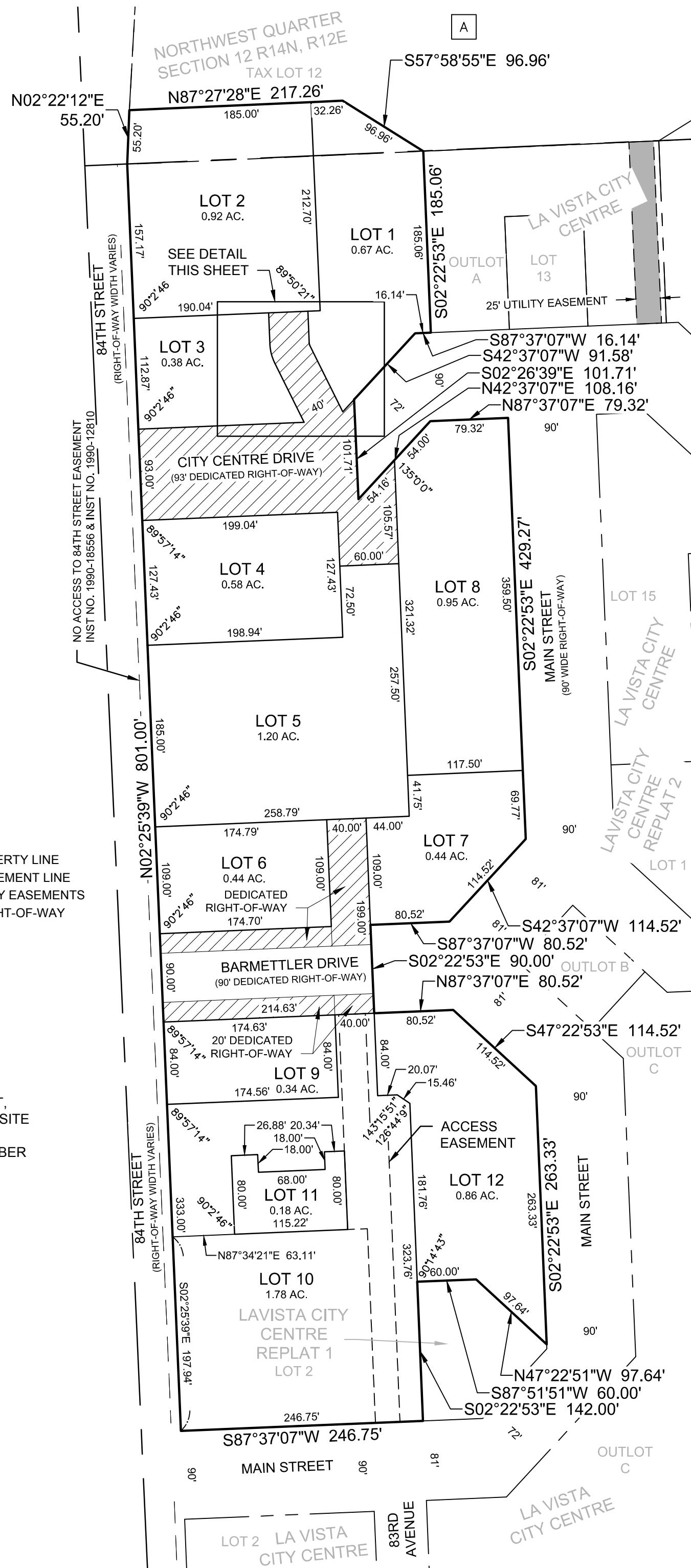
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PREPARATION RIGHTS AND EASEMENT  
DATED DECEMBER 1, 2016, FILED DECEMBER  
2, 2016 AT INSTRUMENT NO. 2016-31250



SCALE IN FEET

DWG: F:\2016\0501-1000\016-0546\40-Design\Survey\SRVY\Sheets\Final Plat\La Vista City Centre Replat Three\c\_FPT\_Replat Three.dwg  
DATE: May 03, 2019 12:00pm  
XREFS:



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LA VISTA CITY CENTRE, LLC  
CHRISTOPHER L. ERICKSON  
MANAGING MEMBER

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COUNTY OF \_\_\_\_\_ ) SS

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ATTEST: Pam Buethe, City Clerk

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PRINTED NAME

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COUNTY SURVEYOR/ENGINEER

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DUNDEE BANK, A BRANCH OF SECURITY STATE BANK

BY: Adrian Hernandez  
TITLE: SENIOR VICE PRESIDENT

### ACKNOWLEDGEMENT OF NOTARY

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COUNTY OF \_\_\_\_\_ ) SS

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NOTARY PUBLIC

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John Kottmann, City Engineer

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ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

Chairperson, La Vista Planning Commission

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Terry L. Rothanzl  
Nebraska L.S. 607  
DATE



olsson

2111 South 67th Street, Suite 200  
Omaha, NE 68106  
TEL 402.341.1116  
FAX 402.341.5895  
www.olsson.com

FINAL PLAT	REV. NO.	DATE	REVISIONS DESCRIPTION	REVISIONS
LA VISTA CITY CENTRE REPLAT THREE LOTS 1 THRU 12	2019			

1 of 1

## **Comment Response: Preliminary Plat-Final Plat Replat 3**

### **Preliminary Plat Review**

1. Article 3.03.07: Provide clarification between existing (or soon to be existing) public sewers and water mains and proposed additional public sewers and water mains. This can be done with line types and should identify additional proposed public sewers and water mains beyond what is currently contracted for Phase 1 public improvements. The sanitary sewer layout shown on Sheet C2.1 is not correct and needs to be corrected to match the public improvement plans. The location of the relocated sanitary outfall sewer north of Lots 1 and 2 should be shown based on the TD2 topographic survey of the "interface" area dated January 31, 2019. If Olsson does not already have a copy of this survey, the City will make arrangements for Olsson to receive it.  
**Response: Sanitary and storm mains for the development have been installed throughout the project and the plans have been updated to reflect what was installed with the public improvements including the stub locations for the lots. The outfall sewer north of the lots have been added and coordinated with TD2 and provided on the plans.**
2. Article 3.03.09: The proposed lot areas should be identified in square footage and not acres since appraisals and negotiations will need the areas in square feet. Lot 11 as proposed does not comply with the definition of "Lot" per Section 2.13 of the Zoning Regulations or Section 4.15 of the Subdivision Regulations.

Staff recommends *converting* Lot 11 to a flag lot *fronting on* Barmettler Drive to resolve this issue.

**Response: Areas have been changed to SF instead of acres. Lot 11 (now Lot 3) has been revised to a flag lot per the meeting with staff.**

3. Article 3.03.10: In addition to comment on Article 3.03.07 identify in some manner (illustration or notation) proposed sidewalks to reach Lots 11, 5 and 2. **Response: Sidewalks are shown as part of the future development configuration. These are subject to change depending on the final lot configurations.**
4. Article 3.03.12: Identify proposed easements for ingress/egress and utilities. Examples include sidewalk over edges of Lots 7 and 8 to reach Lot 5 as well as utility easement in the same area to provide communications to the second parking structure. Also, any easements needed to accommodate street lighting cables, conduit and service panels (such as over part of Lot 12) need to be addressed. Any blanket ingress/egress easements should be noted. **Response: Easements have been provided for access and utilities as well as ROW areas have been provided for the entrance to the garages to accommodate the planned sidewalks for these entries. Utility easement for Lot 12, has been added to accommodate the conduit and service panels.**
5. Article 3.03.15: An amendment to Subdivision Agreement will be needed to address infrastructure installation and expenditures prior to City Council consideration of the replat. **Response: An updated Subdivision Agreement will be provided.**
6. Article 3.03.19: The parking demands for Lots 9, 11 and 12 need to be identified and checked for quantity of available parking on-site and abutting the lots. This would include the First National Bank parking demands. **Response: A parking table has been provided on the plans for the lots.**

7. Article 3.03.20:

- a. The proposed sanitary sewer layout needs to address how Lots 1, 2, 3, and 8 will access sanitary sewer. The layout shown on C2.1 does not match the public infrastructure plans in some locations. **Response: The sanitary layout has been updated to ensure we are matching the public infrastructure layout. The stubs for the lots are shown for the lots.**
- b. A drainage plan is needed that identifies drainage areas and where they will connect to the infrastructure system. This pertains to Lots 1, 2, 5, 7 and 11 for example. **Response: The drainage for these lots are accommodated under the original drainage report for the overall development. Drainage for these lots are accommodated in the storm system running through the development and discharged to the north through the storm system.**
- c. Information on a PCSMP plan needs to be provided on Sheet C3.1. This would include reference to the current plan for PCSMP No. 20170324- 3736P and particularly Note 2 on Exhibit "8". Notations as to which lots will be expected to provide water quality devices in accordance with said Note 2 should be added to Sheet C3.1. **Response: Notes regarding the current PCSMP has been added. Reference to which lots are draining to specific pond and water quality areas per the original drainage report has been added to the plan.**

Final Plat Review

8. Article 3.05.02: Refer Item 2 above concerning Lot 11. Also, at the southwest corner of Lot 11 there appears to be an erroneous line type indicating a lot line that is believed to be a dimension line to tie down the location of Lot 11 and it is not intended to be a lot line.

There needs to be further discussion on the proposed configuration of Lot 5. A schematic design for a parking structure on this lot was prepared in January of 2017 by the team of DLR Group, AGA Consulting, and Olsson Associates. That schematic design proposed a dimension of 194.08 feet along 84th Street. The current plat proposal is 185.00 feet along 84th Street. This dimension will require some easement rights on adjacent lots for foundations extending past the proposed property line and will require some concurrence from the CBO and Fire Marshall as to fire separation requirements relative to easements versus lot lines. There is also a need for open air easements on lots adjacent to Lot 5 to avoid the parking garage being required to have mechanical ventilation systems.

Staff will be meeting internally to examine the options and requirements for configuration of this lot. A conclusion regarding this issue will be provided after the conclusion of this meeting. **Response: This lot has been revised based on coordination with DLR on the proposed parking garage drawings. The Lot (which is now labeled as Lot 7) has been increased in size from 184' to 205' to accommodate the open air/fire requirement along the garage.**

9. Article 3.05.09: Identify the square footage of each lot, not the acreage. **Response: Lot areas have been revised to SF as requested.**

Article 3.05.15: In the Surveyor's Certification include a statement of the total acreage in the boundary of the plat. **Response: This has been added.**

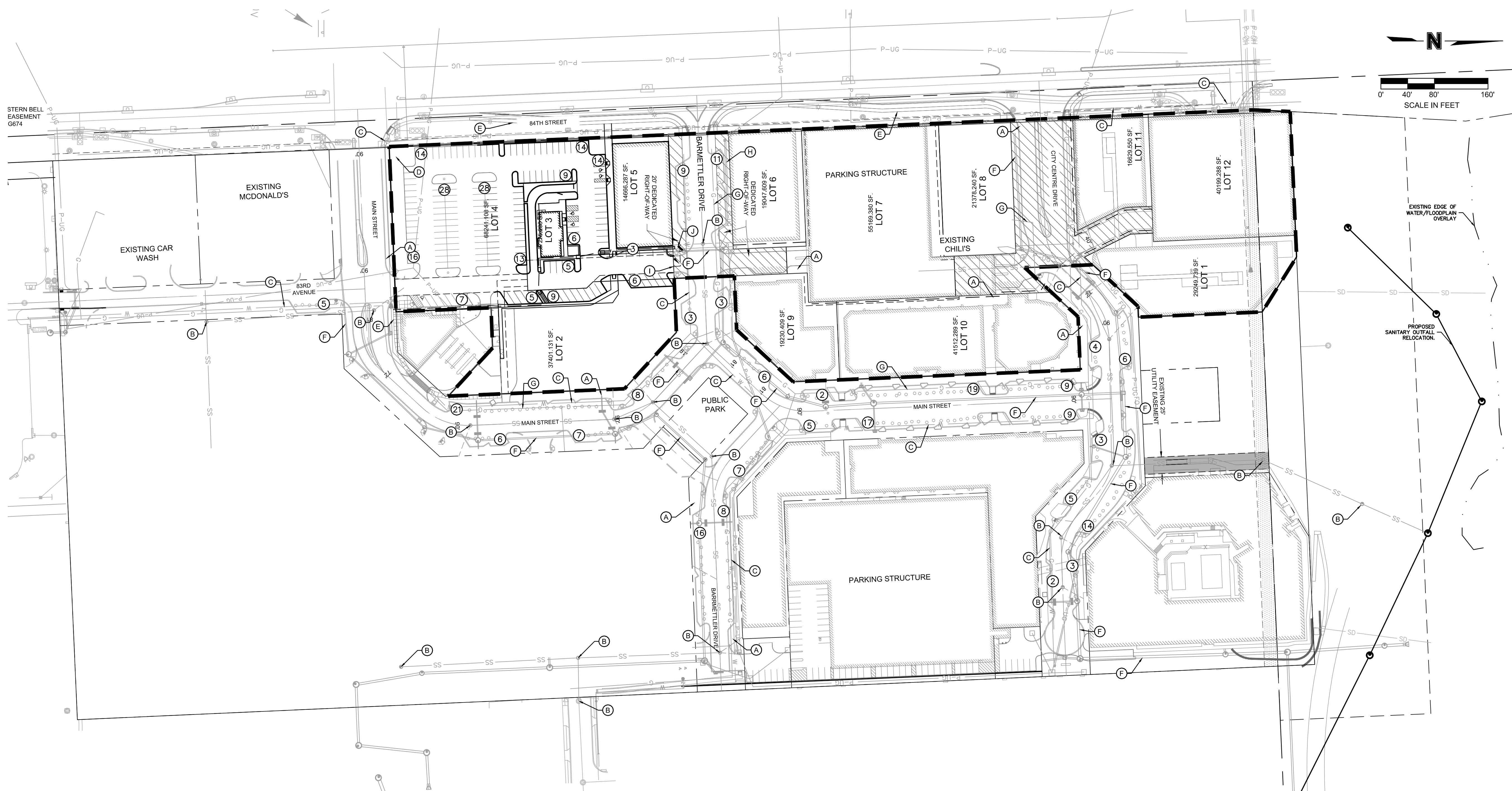
10. Article 3.05.19: Revise the wording of the Surveyor's Certificate to be consistent with the language in Section 1 0.02. The first sentence is missing. **Response: Language has been update as requested**

11. Article 3.05.25: An amendment to Subdivision Agreement will be needed to address infrastructure installation and expenditures prior to City Council consideration of the replat. **Response: A amendment to the agreement will be provided to the City prior to Council**

**consideration**

12. A full metes and bounds description of each piece of property proposed to change hands through this process will need to be provided to allow for the commencement of an appraisal process. **Response: Legals have been provided to the City and Kevin Koreger for coordination.**





PARKING TABLE	
LOT NUMBER	PARKING PROVIDED
LOT 2	55 STALLS
LOT 3	47 STALLS
LOT 4	79 STALLS
LOT 5	40 STALLS

KEY MAP	
(A)	FIRE HYDRANT
(B)	EXISTING SANITARY SEWER MANHOLE
(C)	EXISTING WATER LINE
(D)	MONUMENT SIGN
(E)	SIDEWALK
(F)	EXISTING STORM SEWER
(G)	EXISTING GAS LINE
(H)	EXISTING UNDERGROUND POWER LINE
(I)	PROPOSED SANITARY SEWER STUB
(J)	PROPOSED STORM SEWER STUB

LEGEND	
—	BOUNDARY LINE
—	SECTION LINE
—	EXISTING PROPERTY LINE
—	EXISTING SANITARY SEWER
—	EXISTING OVERHEAD POWER
—	EXISTING GAS LINE
—	EXISTING STORM SEWER
—	EXISTING WATER LINE
—	PROPOSED SANITARY SEWER LATERAL
—	PROPOSED STORM SEWER STUB
—	PUBLIC SIDEWALK CONNECTION

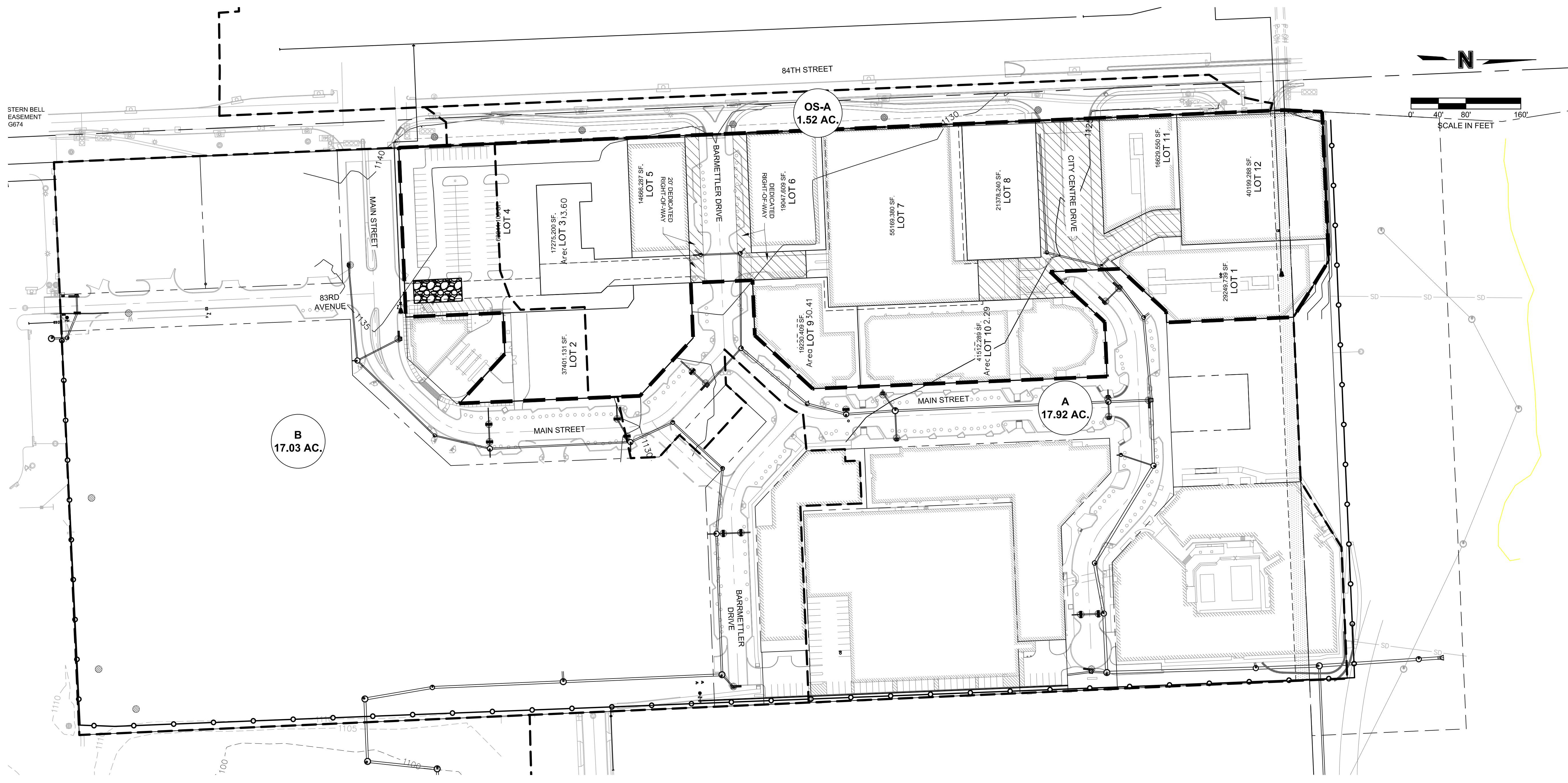
NOTES:

1. WATER PROVIDED BY M.U.D. GAS TO BE PROVIDED BY BLACK HILLS ENERGY.
2. POWER TO BE PROVIDED BY O.P.P.D.
3. TELEPHONE AND CABLE TO BE PROVIDED BY LOCAL SERVICE.
4. ALL DIMENSIONS ARE TO BACK OF CURB, UNLESS OTHERWISE NOTED.

PRELIMINARY SITE AND UTILITY PLAN	REV. NO.	DATE	REVISIONS DESCRIPTION	REVISIONS
LA VISTA CITY CENTRE REPLAT THREE LOTS 1 THRU 12	2019			

**Olsson**

LA VISTA, NEBRASKA

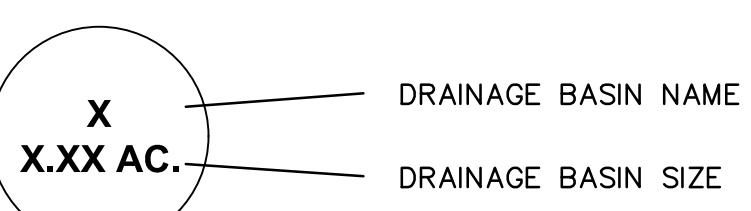


## NOTES

1. CONTOURS SHOWN ARE AT 5' INTERVALS.
2. IT IS THE DEVELOPER'S INTENT TO DO ALL GRADING AND EROSION CONTROL UNDER ONE PERMIT.
3. FOR LOTS 1, 3, 5, 6, 7, 8, 9, 10, 11, 12 AND PORTIONS OF LOT 2 AND LOT 4, WATER QUALITY IS PROVIDED IN WITHIN POND P1 PER THE ORIGINAL DRAINAGE REPORT. FOR PORTION OF LOTS 2 AND LOT 4, WATER QUALITY IS PROVIDED WITHIN POND P2 AS PER THE ORIGINAL DRAINGE REPORT.
4. AREA DRAIN A, B AND OS-A ARE PER APPROVED DRAINAGE REPORT.

## LEGEND

— - - — —	BOUNDARY LINE
— — — — —	SECTION LINE
— — — — —	EXISTING PROPERTY LINE
— — — — —	SILT FENCE
	CONSTRUCTION ENTRANCE
	INLET PROTECTION
— — — — — XXXX — — —	EXISTING MAJOR CONTOUR
— — — — — XXXX — — —	EXISTING MINOR CONTOUR
— — — — — XXXX — — —	PROPOSED MAJOR CONTOUR
— — — — — XXXX — — —	PROPOSED MINOR CONTOUR
	PROPOSED STORM SEWER INLET/MANHOLE



X DRAINAGE BASIN NAME  
X.XX AC. DRAINAGE BASIN SIZE

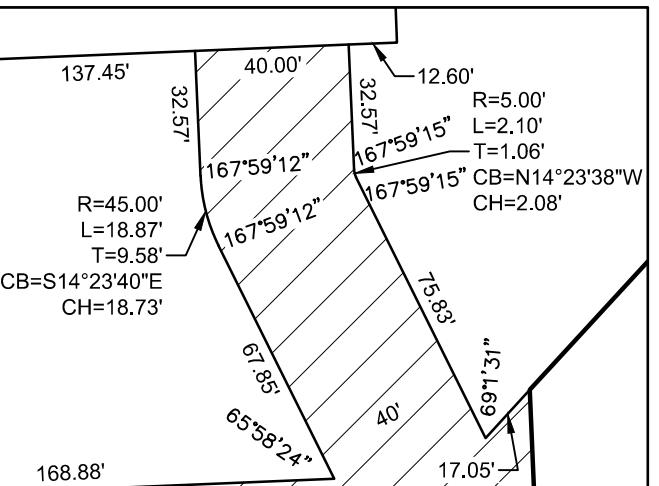
# LA VISTA CITY CENTRE REPLAT THREE

## LOTS 1 THRU 12

BEING A REPLAT OF LOTS 5 THRU 12, LA VISTA CITY CENTRE AND LOT 1, LA VISTA CITY CENTRE REPLAT 1, BOTH PLATTED AND RECORDED SUBDIVISIONS LOCATED IN THE WEST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER AND THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 14 NORTH, RANGE 12 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA

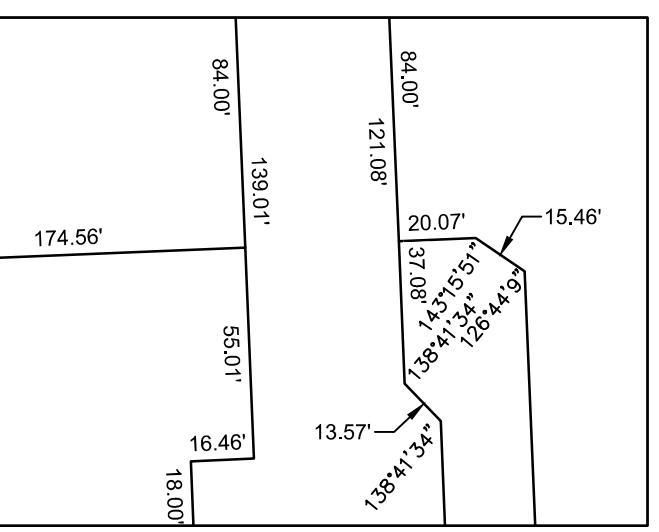
USER: dhastings

DWG: F:\2016\0501-1000\016-0546\40-Design\Survey\Survey\SRVY\Sheets\Final Plat\La Vista City Centre Replat Three\c\_FPT\_Replat Three.dwg  
DATE: Jul 08, 2019 12:20pm  
XREFS:



DETAIL "A"

SCALE: 1" = 50'



DETAIL "B"

SCALE: 1" = 50'

### LEGEND

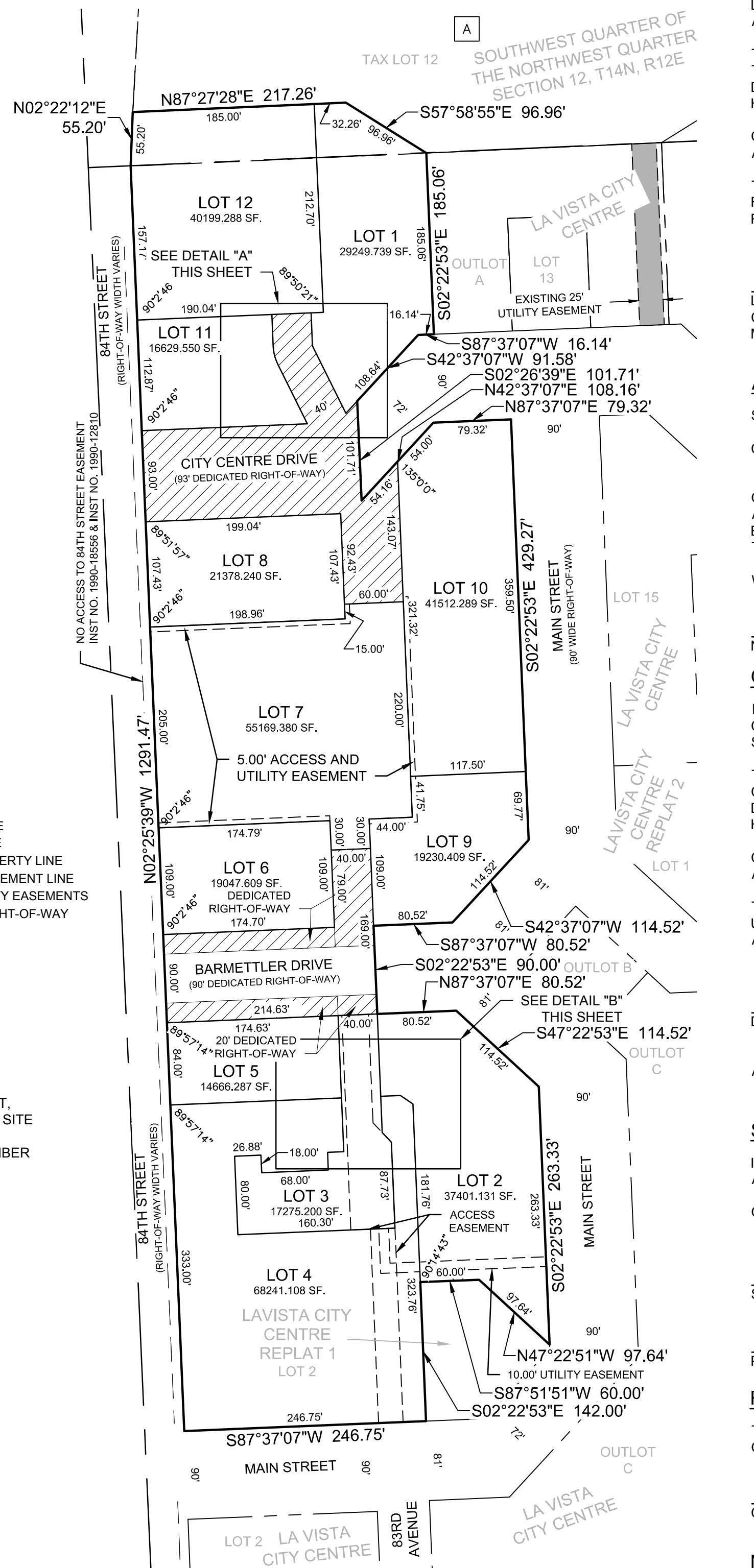
- SECTION LINE
- BOUNDARY LINE
- PROPERTY LINE
- EXISTING PROPERTY LINE
- PROPOSED EASEMENT LINE
- EXISTING UTILITY EASEMENTS
- DEDICATED RIGHT-OF-WAY

### EXISTING EASEMENTS

RECIPROCAL CONSTRUCTION EASEMENT, AND CONVEYANCE OF DEMOLITION AND SITE PREPARATION RIGHTS AND EASEMENT  
DATED DECEMBER 1, 2016, FILED DECEMBER 2, 2016 AT INSTRUMENT NO. 2016-31250



0' 50' 100' 200'  
SCALE IN FEET



### OWNER'S CERTIFICATION

I/WE THE UNDERSIGNED LA VISTA CITY CENTRE, LLC OWNER OF THE REAL ESTATE SHOWN AND CHRISTOPHER L. ERICKSON DESCRIBED HEREIN, DO HEREBY CERTIFY THAT I/WE HAVE LAID OUT, PLATTED AND SUBDIVIDED, AND DO HEREBY LAY OUT, PLAT AND SUBDIVIDE, SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT.

THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS LA VISTA CITY CENTRE REPLAT THREE. AN ADDITION TO THE CITY OF LA VISTA, NEBRASKA. ALL STREETS SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC UNLESS SPECIFICALLY NOTED HEREIN. OTHER PUBLIC LANDS SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY RESERVED FOR PUBLIC USE.

CLEAR TITLE TO THE LAND CONTAINED IN THIS PLAT IS GUARANTEED. ANY ENCUMBRANCES OR SPECIAL ASSESSMENTS ARE EXPLAINED AS FOLLOWS:

THERE ARE STRIPS OF GROUND SHOWN OR DESCRIBED ON THIS PLAT AND MARKED EASEMENT, RESERVED FOR THE USE OF PUBLIC UTILITIES AND SUBJECT TO THE PARAMOUNT RIGHT OF UTILITY OR CITY TO INSTALL, REPAIR, REPLACE AND MAINTAIN ITS INSTALLATIONS.

LA VISTA CITY CENTRE, LLC  
CHRISTOPHER L. ERICKSON  
MANAGING MEMBER

### ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA )  
COUNTY OF \_\_\_\_\_ ) SS

ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ 2019, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, DULY COMMISSIONED AND QUALIFIED IN AFORESAID COUNTY PERSONALLY APPEARED CHRISTOPHER L. ERICKSON, KNOWN BY ME TO BE THE IDENTICAL PERSON WHOSE NAME IS AFFIXED TO THE DEDICATION ON THIS PLAT AND ACKNOWLEDGED THE EXECUTION THEREOF TO BE HIS/HER VOLUNTARY ACT AND DEED AS SAID LA VISTA CITY CENTRE, LLC.

WITNESS MY HAND AND NOTARIAL SEAL THE DAY AND YEAR LAST ABOVE MENTIONED.

NOTARY PUBLIC

### OWNER'S CERTIFICATION

I/WE THE UNDERSIGNED CITY OF LA VISTA, A MUNICIPAL CORPORATION OWNER OF THE REAL ESTATE SHOWN AND CHRISTOPHER L. ERICKSON DESCRIBED HEREIN, DO HEREBY CERTIFY THAT I/WE HAVE LAID OUT, PLATTED AND SUBDIVIDED, AND DO HEREBY LAY OUT, PLAT AND SUBDIVIDE, SAID REAL ESTATE IN ACCORDANCE WITH THIS PLAT.

THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS LA VISTA CITY CENTRE REPLAT THREE. AN ADDITION TO THE CITY OF LA VISTA, NEBRASKA. ALL STREETS AND ALLEYS SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC UNLESS SPECIFICALLY NOTED HEREIN. OTHER PUBLIC LANDS SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY RESERVED FOR PUBLIC USE.

CLEAR TITLE TO THE LAND CONTAINED IN THIS PLAT IS GUARANTEED. ANY ENCUMBRANCES OR SPECIAL ASSESSMENTS ARE EXPLAINED AS FOLLOWS:

THERE ARE STRIPS OF GROUND SHOWN OR DESCRIBED ON THIS PLAT AND MARKED EASEMENT, RESERVED FOR THE USE OF PUBLIC UTILITIES AND SUBJECT TO THE PARAMOUNT RIGHT OF UTILITY OR CITY TO INSTALL, REPAIR, REPLACE AND MAINTAIN ITS INSTALLATIONS.

Douglas Kindig, Mayor

ATTEST: Pam Buethe, City Clerk

### SARPY COUNTY TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE RECORDS OF MY OFFICE SHOW NO REGULAR OR SPECIAL TAXES DUE OR DELINQUENT AGAINST THE LAND DESCRIBED IN THE SURVEYOR'S CERTIFICATE AS APPEARS ON THIS PLAT.

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

SARPY COUNTY TREASURER

PRINTED NAME

### REVIEW BY SARPY COUNTY PUBLIC WORKS

THIS PLAT OF LA VISTA CITY CENTRE REPLAT THREE, LOTS 1 THRU 12 WAS REVIEWED BY THE SARPY COUNTY SURVEYOR'S OFFICE THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

COUNTY SURVEYOR/ENGINEER

### NOTES

- ALL INTERNAL ANGLES ARE 90° UNLESS OTHERWISE NOTED.
- NO DIRECT ACCESS SHALL BE PERMITTED ONTO 84TH STREET FROM LOTS 4, 5, 6, 7, 8, 11, AND 12.

### LIEN HOLDER CONSENT

THE UNDERSIGNED HOLDER OF THAT CERTAIN LIEN AGAINST THE REAL PROPERTY DESCRIBED IN THE PLAT KNOWN AS LA VISTA CITY CENTRE REPLAT THREE (HEREINAFTER "PLAT"), SAID LIEN BEING RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS OF SARPY COUNTY, NEBRASKA AS INSTRUMENT NO. 2016-31248 (HEREINAFTER "LIEN"), DOES HEREBY CONSENT TO THE DEDICATION OF AND SUBORDINATE THE LIEN TO ANY UTILITY (SEWER, WATER, ELECTRIC, CABLE TV, TELEPHONE, NATURAL GAS) EASEMENTS, OR STREETS OR ROADS, PEDESTRIAN WAY EASEMENTS, AND ACCESS EASEMENTS AND RELINQUISHEMENTS OF ACCESS, DEDICATED TO THE PUBLIC, ALL AS SHOWN ON THE PLAT, BUT NOT OTHERWISE. THE UNDERSIGNED CONFIRMS THAT IT IS THE HOLDER OF THE LIEN AND HAS NOT ASSIGNED THE LIEN TO ANY OTHER PERSON.

DUNDEE BANK, A BRANCH OF SECURITY STATE BANK

BY: ADRIAN HERNANDEZ

TITLE: SENIOR VICE PRESIDENT

### ACKNOWLEDGEMENT OF NOTARY

STATE OF NEBRASKA )  
COUNTY OF \_\_\_\_\_ ) SS

ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ 2019, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, DULY COMMISSIONED AND QUALIFIED IN AFORESAID COUNTY PERSONALLY APPEARED ADRIAN HERNANDEZ, KNOWN BY ME TO BE THE IDENTICAL PERSON WHOSE NAME IS AFFIXED TO THE DEDICATION ON THIS PLAT AND ACKNOWLEDGED THE EXECUTION THEREOF TO BE HIS/HER VOLUNTARY ACT AND DEED AS SAID LA VISTA CITY CENTRE, LLC.

WITNESS MY HAND AND NOTARIAL SEAL THE DAY AND YEAR LAST ABOVE MENTIONED.

NOTARY PUBLIC

### APPROVAL BY LA VISTA CITY ENGINEER

THE PLAT OF LA VISTA CITY CENTRE REPLAT THREE, LOTS 1 THRU 12 WAS APPROVED BY THE LA VISTA CITY ENGINEER.

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

John Kottmann, City Engineer

### APPROVAL BY LA VISTA CITY PLANNING COMMISSION

THE PLAT OF LA VISTA CITY CENTRE REPLAT THREE, LOTS 1 THRU 12 WAS APPROVED BY THE LA VISTA CITY PLANNING COMMISSION.

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

Chairperson, La Vista Planning Commission

### ACCEPTANCE BY LA VISTA CITY COUNCIL

THE PLAT OF LA VISTA CITY CENTRE REPLAT THREE, LOTS 1 THRU 12 WAS APPROVED AND ACCEPTED BY THE LA VISTA CITY COUNCIL.

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

Pam Buethe, City Clerk

Douglas Kindig, Mayor

### SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, REGISTERED IN COMPLIANCE WITH THE LAWS OF THE STATE OF NEBRASKA, AND THAT THIS PLAT MEETS OR EXCEEDS THE "MINIMUM STANDARDS FOR SURVEYS" ADOPTED BY THE NEBRASKA STATE BOARD OF EXAMINERS FOR LAND SURVEYORS. I, TERRY L. ROTHANZL, DO HEREBY CERTIFY THAT I HAVE MADE A BOUNDARY SURVEY OF THE SUBDIVISION HEREIN AND THAT PERMANENT MONUMENTS AS NOTED HEREON WILL BE PLACED ON THE BOUNDARY OF THE PLAT AND AT ALL CORNERS, ANGLE POINTS, AND ENDS OF ALL CURVES ON THE BOUNDARY AND ON THE LOTS IN THE SUBDIVISION TO BE KNOWN AS LA VISTA CITY CENTRE REPLAT THREE, LOTS 1 THRU 12, BEING A REPLAT OF LOTS 5 THRU 12, LA VISTA CITY CENTRE AND LOT 1, LA VISTA CITY CENTRE REPLAT 1, BOTH SUBDIVISIONS, AS SURVEYED, PLATTED, AND RECORDED IN SARPY COUNTY, NEBRASKA. SAID FINAL PLAT CONTAINS A CALCULATED AREA OF 434,718.61 SQUARE FEET OR 9.980 ACRES.

Terry L. Rothanzl  
Nebraska L.S. 607

DATE



SHEET  
1 of 1

olsson

2111 South 67th Street, Suite 200  
Omaha, NE 68106  
TEL 402.341.1116  
FAX 402.341.5895  
www.olsson.com

## **AGENDA ITEM 4B**

**Comprehensive Plan Amendment —  
Future Land Use Map**

# Memorandum



**To:** Planning Commission  
**From:** Christopher Solberg, City Planner  
**Date:** 7/15/2019  
**Re:** Public Hearing regarding Comprehensive Plan  
Amendment – Future Land Use Map

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The application for the Comprehensive Plan Amendment – Future Land Use Map is not ready for review by the Planning Commission at this time.

**STAFF RECOMMENDATION:**

Staff recommends opening and continuing the public hearing for Agenda Item 4B (Comprehensive Plan Amendment – Future Land Use Map) until the August 15<sup>th</sup> Planning Commission meeting.

## **AGENDA ITEM 4C**

### **Capital Improvements Plan**

# Memorandum

**To:** Members of the Planning Commission

**From:** Jeff Calentine, Deputy Public Works Director

**Date:** July 18, 2019

**Re:** 2020-2024 Capital Improvement Plan



On behalf of the City's management team, we are pleased to present the City of La Vista's Capital Improvement Plan for years 2020-2024. As you know, the purpose of the City's Capital Improvement Plan (CIP) is to identify, prioritize and address community needs through careful long-term capital planning and balanced public investment in supporting physical infrastructure. This document is intended to be a planning guide to help identify the critical components of the City's infrastructure needs while maintaining flexibility in determining project timeframes, project scope and possible funding sources. While the CIP attempts to identify known or perceived capital improvement needs, we understand that capital improvement planning is subject to the dynamics of community growth and political leadership and acknowledge that other unanticipated needs may take precedence over planned projects. Consequently, it is intended that the CIP be reviewed and updated on an annual basis to reflect the changing needs of the community and the availability of financial resources.

The City anticipates the completion of approximately \$12.4 million in capital projects during FY19. Relative to the City Centre project, streets, sewers, and a new intersection will be completed. Construction will also be finishing up on the first parking structure. In Civic Center Park the lake grading and Phase 2 improvements, which include initial trail installation, fire access to the City Centre development, water quality features in the lake, and electrical and irrigation infrastructure, will also be completed. The resurfacing of 84<sup>th</sup> St. and Parkview Blvd. are also notable projects to be completed in 2019.

Capital Improvement projects slated for FY20 total just over \$21 million. Projects related to the redevelopment of the 84<sup>th</sup> Street corridor account for approximately \$7 million of that total and include design work on a second public parking facility in City Centre, Civic Center Park Interface Improvements, 84<sup>th</sup> St. Underpass and 84<sup>th</sup> Street Corridor Streetscape improvements. Street improvement projects over the next two years total approximately \$5.8 million. Funding has also been included to begin the work associated with designing a new City pool.

The CIP is a planning document and does not authorize or fund projects. With recommendation from the Planning Commission the CIP will be presented to the City Council for final approval of FY20 projects within the Capital Fund.

**City of La Vista, Nebraska**  
***Capital Improvement Program***

2020 thru 2024

**PROJECTS BY YEAR**

<b>Project Name</b>	<b>Department</b>	<b>Project #</b>	<b>Priority</b>	<b>Project Cost</b>
<b>2020</b>				
City Hall Facility Improvements	Administration	ADM-15-002	1	150,000
City Centre - Parking Structure #1	Community Development	CD-17-005	1	500,000
City Centre - Intersections M376 (386)	Community Development	CD-18-001	1	150,000
City Centre - Parking Structure #2	Community Development	CD-18-002	1	350,000
City Centre - Building Demo	Community Development	CD-20-002	1	100,000
Library Exterior Facility Upgrades	Public Buildings	PB-19-002	2	375,000
Mini Park Plan Improvements	Public Works - Parks	PWP-17-001	2	70,000
Civic Center Park - OPPD Line Relocation	Public Works - Parks	PWP-17-004	1	2,100,000
Civic Center Park - Phase 3 - Park Improvements	Public Works - Parks	PWP-17-006	1	200,000
Civic Center Park - Interface Improvements	Public Works - Parks	PWP-18-001	1	3,200,000
Applewood Creek Trail M376 (376)	Public Works - Parks	PWP-19-001	2	35,000
West Papio Trail - Giles Rd. to Q St.	Public Works - Parks	PWP-19-002	2	250,000
City Park Parking Lot Improvements	Public Works - Parks	PWP-19-003	2	275,000
Thompson Creek Channel and Trail	Public Works - Parks	PWP-20-001	2	150,000
Swimming Pool	Public Works - Parks	PWP-20-002	1	500,000
Sports Complex Lighting Rehab	Public Works - Sports Complex	PWSC-11-002	2	85,000
Sports Complex Sidewalks	Public Works - Sports Complex	PWSC-20-001	2	53,000
132nd & West Giles Road M376 (190)	Public Works - Streets	PWST-08-001	1	300,000
84th Street Adaptive Signals M376 (220)	Public Works - Streets	PWST-13-011	2	60,000
City Parking Lot Service Road	Public Works - Streets	PWST-16-002	1	281,912
Multi-sports Complex - Public Infrast. M376 (382)	Public Works - Streets	PWST-16-003	1	3,000,000
Giles Road Widening M376 (230)	Public Works - Streets	PWST-17-003	1	512,000
West Leg Road Const. M376 (384)	Public Works - Streets	PWST-17-004	2	1,000,000
84th St. - Underpass	Public Works - Streets	PWST-17-005	1	500,000
Storm Sewer Inlet Top Repair M376 (229)	Public Works - Streets	PWST-19-001	2	150,000
117th and Giles Traffic Signal M376 (383)	Public Works - Streets	PWST-19-007	1	40,000
84th St. Corridor Streetscape	Public Works - Streets	PWST-19-008	1	2,500,000
Concrete Panel Replacement 96th St. M376 (390)	Public Works - Streets	PWST-20-001	1	1,100,000
Asphalt Overlay 108th St. M376 (391)	Public Works - Streets	PWST-20-002	1	2,400,000
Street Pavement Analysis	Public Works - Streets	PWST-20-003	1	100,000
Resurfacing Package #1 M376 (387)	Public Works - Streets	PWST-22-001	1	500,000
East La Vista Sewer/Pavement Rehab M376 (228)	Public Works - Streets/Sewer	PWSS-13-001	2	50,000
<b>Total for 2020</b>				21,036,912
<b>2021</b>				
City Hall Facility Improvements	Administration	ADM-15-002	1	2,000,000
Mini Park Plan Improvements	Public Works - Parks	PWP-17-001	2	50,000
Civic Center Park - Phase 3 - Park Improvements	Public Works - Parks	PWP-17-006	1	2,000,000
Civic Center Park - Interface Improvements	Public Works - Parks	PWP-18-001	1	2,000,000
Applewood Creek Trail M376 (376)	Public Works - Parks	PWP-19-001	2	333,500
West Papio Trail - Giles Rd. to Q St.	Public Works - Parks	PWP-19-002	2	250,000
Thompson Creek Channel and Trail	Public Works - Parks	PWP-20-001	2	1,600,000
Swimming Pool	Public Works - Parks	PWP-20-002	1	6,000,000
Pool Demolition	Public Works - Parks	PWP-21-001	2	300,000

Project Name	Department	Project #	Priority	Project Cost
Harrison Street Bridge M376 (202)	Public Works - Streets	PWST-13-006	2	121,000
66th St. Reconstruction M376 (379)	Public Works - Streets	PWST-17-002	2	829,600
Giles Road Widening M376 (230)	Public Works - Streets	PWST-17-003	1	2,484,000
West Leg Road Const. M376 (384)	Public Works - Streets	PWST-17-004	2	250,000
84th St. - Underpass	Public Works - Streets	PWST-17-005	1	2,000,000
Concrete Panel Replacement M376 (227)	Public Works - Streets	PWST-19-002	2	175,000
84th St. Corridor Streetscape	Public Works - Streets	PWST-19-008	1	2,500,000
Conc. Panel Replacement - Park View Blvd M376 (378)	Public Works - Streets	PWST-21-001	2	150,000
Civic Center Park Access M376 (392)	Public Works - Streets	PWST-21-002	2	250,000
Resurfacing Package #2 M376 (388)	Public Works - Streets	PWST-22-002	1	500,000
Resurface Edgewood Blvd. and 78th St. M376 (385)	Public Works - Streets	PWST-23-001	2	900,000
East La Vista Sewer/Pavement Rehab M376 (228)	Public Works - Streets/Sewer	PWSS-13-001	2	3,800,000
<b>Total for 2021</b>				28,493,100

## 2022

City Centre - Parking Structure #2	Community Development	CD-18-002	1	6,000,000
City Centre - Parking Structure #3	Community Development	CD-20-001	1	350,000
Mini Park Plan Improvements	Public Works - Parks	PWP-17-001	2	50,000
West Leg Road Const. M376 (384)	Public Works - Streets	PWST-17-004	2	1,000,000
84th St. - Underpass	Public Works - Streets	PWST-17-005	1	4,500,000
84th St. Corridor Streetscape	Public Works - Streets	PWST-19-008	1	2,500,000
Civic Center Park Access M376 (392)	Public Works - Streets	PWST-21-002	2	1,000,000
Resurfacing Package #3 M376 (393)	Public Works - Streets	PWST-22-003	1	500,000
<b>Total for 2022</b>				15,900,000

## 2023

City Centre - Parking Structure #3	Community Development	CD-20-001	1	6,000,000
Mini Park Plan Improvements	Public Works - Parks	PWP-17-001	2	50,000
Big Papio Sewer Siphon Replacement	Public Works - Sewer	PWSE-18-001	1	450,000
84th St. Corridor Streetscape	Public Works - Streets	PWST-19-008	1	2,500,000
Bridge Deck Maintenance M376 (389)	Public Works - Streets	PWST-23-002	2	900,000
Resurfacing Package #4 M376 (394)	Public Works - Streets	PWST-23-003	1	500,000
<b>Total for 2023</b>				10,400,000

## 2024

Community Center Facility Upgrades	Community Center	CC-24-001	2	1,000,000
84th St. Corridor Streetscape	Public Works - Streets	PWST-19-008	1	2,500,000
Resurfacing Package #5 M376 (395)	Public Works - Streets	PWST-24-001	1	500,000
City Parking Lot Light Pole Rehab	Public Works - Streets	PWST-24-002	2	60,000
<b>Total for 2024</b>				4,060,000

## GRAND TOTAL

79,890,012

City of La Vista, Nebraska  
*Capital Improvement Program*  
 2020 thru 2024

**PROJECTS BY FUNDING SOURCE**

Source	Project #	Priority	2020	2021	2022	2023	2024	Total
<b>Debt Service Fund</b>								
Applewood Creek Trail M376 (376)	PWP-19-001	2	35,000	333,500				368,500
West Papio Trail - Giles Rd. to Q St.	PWP-19-002	2	250,000	250,000				500,000
City Park Parking Lot Improvements	PWP-19-003	2	275,000					275,000
132nd & West Giles Road M376 (190)	PWST-08-001	1	300,000					300,000
Harrison Street Bridge M376 (202)	PWST-13-006	2		121,000				121,000
84th Street Adaptive Signals M376 (220)	PWST-13-011	2	60,000					60,000
City Parking Lot Service Road	PWST-16-002	1	281,912					281,912
Multi-sports Complex - Public Infrast. M376 (382)	PWST-16-003	1	3,000,000					3,000,000
66th St. Reconstruction M376 (379)	PWST-17-002	2		829,600				829,600
Giles Road Widening M376 (230)	PWST-17-003	1	512,000	2,484,000				2,996,000
Storm Sewer Inlet Top Repair M376 (229)	PWST-19-001	2	150,000					150,000
Concrete Panel Replacement M376 (227)	PWST-19-002	2		175,000				175,000
117th and Giles Traffic Signal M376 (383)	PWST-19-007	1	40,000					40,000
Concrete Panel Replacement 96th St. M376 (390)	PWST-20-001	1	1,100,000					1,100,000
Asphalt Overlay 108th St. M376 (391)	PWST-20-002	1	2,400,000					2,400,000
Street Pavement Analysis	PWST-20-003	1	100,000					100,000
Conc. Panel Replacement -Park View Blvd M376 (378)	PWST-21-001	2		150,000				150,000
Civic Center Park Access M376 (392)	PWST-21-002	2		250,000	1,000,000			1,250,000
Resurfacing Package #1 M376 (387)	PWST-22-001	1	500,000					500,000
Resurfacing Package #2 M376 (388)	PWST-22-002	1		500,000				500,000
Resurfacing Package #3 M376 (393)	PWST-22-003	1			500,000			500,000
Resurface Edgewood Blvd. and 78th St. M376 (385)	PWST-23-001	2		900,000				900,000
Bridge Deck Maintenance M376 (389)	PWST-23-002	2			900,000			900,000
Resurfacing Package #4 M376 (394)	PWST-23-003	1			500,000			500,000
Resurfacing Package #5 M376 (395)	PWST-24-001	1				500,000		500,000
<b>Debt Service Fund Total</b>			<b>9,003,912</b>	<b>5,993,100</b>	<b>1,500,000</b>	<b>1,400,000</b>	<b>500,000</b>	<b>18,397,012</b>
<b>G.O. Bonds</b>								
Community Center Facility Upgrades	CC-24-001	2					1,000,000	1,000,000
<b>G.O. Bonds Total</b>							<b>1,000,000</b>	<b>1,000,000</b>
<b>Lottery Fund</b>								
City Hall Facility Improvements	ADM-15-002	1	150,000	2,000,000				2,150,000
Library Exterior Facility Upgrades	PB-19-002	2	375,000					375,000
Mini Park Plan Improvements	PWP-17-001	2	70,000	50,000	50,000	50,000		220,000
Pool Demolition	PWP-21-001	2		300,000				300,000
Sports Complex Lighting Rehab	PWSC-11-002	2	85,000					85,000
Sports Complex Sidewalks	PWSC-20-001	2	53,000					53,000
City Parking Lot Light Pole Rehab	PWST-24-002	2					60,000	60,000

Source	Project #	Priority	2020	2021	2022	2023	2024	Total
<b>Lottery Fund Total</b>			<b>733,000</b>	<b>2,350,000</b>	<b>50,000</b>	<b>50,000</b>	<b>60,000</b>	<b>3,243,000</b>
<b>Lottery/Bond</b>								
Swimming Pool	PWP-20-002	1	500,000	6,000,000				6,500,000
<b>Lottery/Bond Total</b>			<b>500,000</b>	<b>6,000,000</b>				<b>6,500,000</b>
<b>Off Street Parking Fund</b>								
City Centre - Parking Structure #1	CD-17-005	1	500,000					500,000
City Centre - Parking Structure #2	CD-18-002	1	350,000	6,000,000				6,350,000
City Centre - Parking Structure #3	CD-20-001	1		350,000	6,000,000			6,350,000
<b>Off Street Parking Fund Total</b>			<b>850,000</b>		<b>6,350,000</b>	<b>6,000,000</b>		<b>13,200,000</b>
<b>Redevelopment Fund</b>								
City Centre - Intersections M376 (386)	CD-18-001	1	150,000					150,000
City Centre - Building Demo	CD-20-002	1	100,000					100,000
Civic Center Park - OPPD Line Relocation	PWP-17-004	1	2,100,000					2,100,000
Civic Center Park - Phase 3 - Park Improvements	PWP-17-006	1	200,000	2,000,000				2,200,000
Civic Center Park - Interface Improvements	PWP-18-001	1	3,200,000	2,000,000				5,200,000
Thompson Creek Channel and Trail	PWP-20-001	2	150,000	1,600,000				1,750,000
West Leg Road Const. M376 (384)	PWST-17-004	2	1,000,000	250,000	1,000,000			2,250,000
84th St. - Underpass	PWST-17-005	1	500,000	2,000,000	4,500,000			7,000,000
84th St. Corridor Streetscape	PWST-19-008	1	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000
<b>Redevelopment Fund Total</b>			<b>9,900,000</b>	<b>10,350,000</b>	<b>8,000,000</b>	<b>2,500,000</b>	<b>2,500,000</b>	<b>33,250,000</b>
<b>Sewer Fund</b>								
Big Papio Sewer Siphon Replacement	PWSE-18-001	1			450,000			450,000
East La Vista Sewer/Pavement Rehab M376 (228)	PWSS-13-001	2	50,000	3,800,000				3,850,000
<b>Sewer Fund Total</b>			<b>50,000</b>	<b>3,800,000</b>		<b>450,000</b>		<b>4,300,000</b>
<b>GRAND TOTAL</b>			<b>21,036,912</b>	<b>28,493,100</b>	<b>15,900,000</b>	<b>10,400,000</b>	<b>4,060,000</b>	<b>79,890,012</b>

City of La Vista, Nebraska  
*Capital Improvement Program*  
 2020 thru 2024

**PROJECTS & FUNDING SOURCES BY DEPARTMENT**

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
<b>Administration</b>								
City Hall Facility Improvements	ADM-15-002	1	150,000	2,000,000				2,150,000
				<b>150,000</b>	<b>2,000,000</b>			<b>2,150,000</b>
<b>Lottery Fund</b>								
			150,000	2,000,000				2,150,000
				<b>150,000</b>	<b>2,000,000</b>			<b>2,150,000</b>
<b>Community Center</b>								
Community Center Facility Upgrades	CC-24-001	2				1,000,000	1,000,000	
						<b>1,000,000</b>	<b>1,000,000</b>	
<b>G.O. Bonds</b>								
						1,000,000	1,000,000	
						<b>1,000,000</b>	<b>1,000,000</b>	
<b>Community Development</b>								
City Centre - Parking Structure #1	CD-17-005	1	500,000					500,000
City Centre - Intersections M376 (386)	CD-18-001	1	150,000					150,000
City Centre - Parking Structure #2	CD-18-002	1	350,000	6,000,000				6,350,000
City Centre - Parking Structure #3	CD-20-001	1		350,000	6,000,000			6,350,000
City Centre - Building Demo	CD-20-002	1	100,000					100,000
				<b>1,100,000</b>	<b>6,350,000</b>	<b>6,000,000</b>		<b>13,450,000</b>
<b>Off Street Parking Fund</b>								
			850,000		6,350,000	6,000,000		13,200,000
<b>Redevelopment Fund</b>								
			250,000					250,000
				<b>1,100,000</b>	<b>6,350,000</b>	<b>6,000,000</b>		<b>13,450,000</b>
<b>Public Buildings</b>								
Library Exterior Facility Upgrades	PB-19-002	2	375,000					375,000
				<b>375,000</b>				<b>375,000</b>
<b>Lottery Fund</b>								
			375,000					375,000
				<b>375,000</b>				<b>375,000</b>
<b>Public Works - Parks</b>								

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
Mini Park Plan Improvements	PWP-17-001	2	70,000	50,000	50,000	50,000		220,000
Civic Center Park - OPPD Line Relocation	PWP-17-004	1	2,100,000					2,100,000
Civic Center Park - Phase 3 - Park Improvements	PWP-17-006	1	200,000	2,000,000				2,200,000
Civic Center Park - Interface Improvements	PWP-18-001	1	3,200,000	2,000,000				5,200,000
Applewood Creek Trail M376 (376)	PWP-19-001	2	35,000	333,500				368,500
West Papio Trail - Giles Rd. to Q St.	PWP-19-002	2	250,000	250,000				500,000
City Park Parking Lot Improvements	PWP-19-003	2	275,000					275,000
Thompson Creek Channel and Trail	PWP-20-001	2	150,000	1,600,000				1,750,000
Swimming Pool	PWP-20-002	1	500,000	6,000,000				6,500,000
Pool Demolition	PWP-21-001	2		300,000				300,000
<b>Public Works - Parks Total</b>			<b>6,780,000</b>	<b>12,533,500</b>	<b>50,000</b>	<b>50,000</b>		<b>19,413,500</b>

<b>Debt Service Fund</b>	560,000	583,500		1,143,500
<b>Lottery Fund</b>	70,000	350,000	50,000	520,000
<b>Lottery/Bond</b>	500,000	6,000,000		6,500,000
<b>Redevelopment Fund</b>	5,650,000	5,600,000		11,250,000
<b>Public Works - Parks Total</b>	<b>6,780,000</b>	<b>12,533,500</b>	<b>50,000</b>	<b>19,413,500</b>

### Public Works - Sewer

Big Papio Sewer Siphon Replacement	PWSE-18-001	1		450,000	450,000
<b>Public Works - Sewer Total</b>				<b>450,000</b>	<b>450,000</b>

### Sewer Fund

<b>Public Works - Sewer Total</b>		<b>450,000</b>	<b>450,000</b>
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### Public Works - Sports Complex

Sports Complex Lighting Rehab	PWSC-11-002	2	85,000		85,000
Sports Complex Sidewalks	PWSC-20-001	2	53,000		53,000
<b>Public Works - Sports Complex Total</b>			<b>138,000</b>		<b>138,000</b>

### Lottery Fund

<b>Public Works - Sports Complex Total</b>		<b>138,000</b>	<b>138,000</b>
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### Public Works - Streets

132nd & West Giles Road M376 (190)	PWST-08-001	1	300,000		300,000
Harrison Street Bridge M376 (202)	PWST-13-006	2		121,000	121,000
84th Street Adaptive Signals M376 (220)	PWST-13-011	2	60,000		60,000
City Parking Lot Service Road	PWST-16-002	1	281,912		281,912
Multi-sports Complex - Public Infrast. M376 (382)	PWST-16-003	1	3,000,000		3,000,000
66th St. Reconstruction M376 (379)	PWST-17-002	2		829,600	829,600
Giles Road Widening M376 (230)	PWST-17-003	1	512,000	2,484,000	2,996,000
West Leg Road Const. M376 (384)	PWST-17-004	2	1,000,000	250,000	1,000,000
84th St. - Underpass	PWST-17-005	1	500,000	2,000,000	4,500,000
Storm Sewer Inlet Top Repair M376 (229)	PWST-19-001	2	150,000		150,000

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
Concrete Panel Replacement M376 (227)	PWST-19-002	2		175,000				175,000
117th and Giles Traffic Signal M376 (383)	PWST-19-007	1	40,000					40,000
84th St. Corridor Streetscape	PWST-19-008	1	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000
Concrete Panel Replacement 96th St. M376 (390)	PWST-20-001	1	1,100,000					1,100,000
Asphalt Overlay 108th St. M376 (391)	PWST-20-002	1	2,400,000					2,400,000
Street Pavement Analysis	PWST-20-003	1	100,000					100,000
Conc. Panel Replacement -Park View Blvd M376 (378)	PWST-21-001	2		150,000				150,000
Civic Center Park Access M376 (392)	PWST-21-002	2		250,000	1,000,000			1,250,000
Resurfacing Package #1 M376 (387)	PWST-22-001	1	500,000					500,000
Resurfacing Package #2 M376 (388)	PWST-22-002	1		500,000				500,000
Resurfacing Package #3 M376 (393)	PWST-22-003	1			500,000			500,000
Resurface Edgewood Blvd. and 78th St. M376 (385)	PWST-23-001	2		900,000				900,000
Bridge Deck Maintenance M376 (389)	PWST-23-002	2			900,000			900,000
Resurfacing Package #4 M376 (394)	PWST-23-003	1			500,000			500,000
Resurfacing Package #5 M376 (395)	PWST-24-001	1				500,000		500,000
City Parking Lot Light Pole Rehab	PWST-24-002	2				60,000		60,000
<b>Public Works - Streets Total</b>			<b>12,443,912</b>	<b>10,159,600</b>	<b>9,500,000</b>	<b>3,900,000</b>	<b>3,060,000</b>	<b>39,063,512</b>
<b>Debt Service Fund</b>			8,443,912	5,409,600	1,500,000	1,400,000	500,000	17,253,512
<b>Lottery Fund</b>							60,000	60,000
<b>Redevelopment Fund</b>			4,000,000	4,750,000	8,000,000	2,500,000	2,500,000	21,750,000
<b>Public Works - Streets Total</b>			<b>12,443,912</b>	<b>10,159,600</b>	<b>9,500,000</b>	<b>3,900,000</b>	<b>3,060,000</b>	<b>39,063,512</b>
<b>Public Works - Streets/Sewer</b>								
East La Vista Sewer/Pavement Rehab M376 (228)	PWSS-13-001	2	50,000	3,800,000				3,850,000
<b>Public Works - Streets/Sewer Total</b>			<b>50,000</b>	<b>3,800,000</b>				<b>3,850,000</b>
<b>Sewer Fund</b>			50,000	3,800,000				3,850,000
<b>Public Works - Streets/Sewer Total</b>			<b>50,000</b>	<b>3,800,000</b>				<b>3,850,000</b>
<b>Grand Total</b>			<b>21,036,912</b>	<b>28,493,100</b>	<b>15,900,000</b>	<b>10,400,000</b>	<b>4,060,000</b>	<b>79,890,012</b>