

**AGENDA ITEM 4B**

**Planned Unit Development Site Plan – Lots 1-3  
Southport West – Southport West 32, LLC**

**&**

**AGENDA ITEM 4C**

**Preliminary Plat - Southport West Replat 10 –  
Southport West 32, LLC**





**CITY OF LA VISTA  
PLANNING DIVISION  
RECOMMENDATION REPORT**

CASE NUMBERS: PSPP25-0001;  
PPUD25-0002

FOR HEARING OF: JANUARY 8, 2026  
REPORT PREPARED ON: DECEMBER 29, 2025

**I. GENERAL INFORMATION**

**A. APPLICANT:**

Southport West 32, LLC  
21008 Cumberland Dr, Ste 106  
Elkhorn, NE 68022

**B. PROPERTY OWNER:**

Southport West 32, LLC  
21008 Cumberland Dr, Ste 106  
Elkhorn, NE 68022

**C. LOCATION:** Northwest of the intersection of Westport Parkway and West Giles Road.

**D. LEGAL DESCRIPTION:** Lots 1-3 Southport West.

**E. REQUESTED ACTION(S):** Preliminary Plat and PUD Site Plan Amendment to allow for a mixed-use development with shared parking.

**F. EXISTING ZONING AND LAND USE:** C-3 Highway Commercial/Office Park District, Gateway Corridor District (Overlay District), and Southport West PUD District (Overlay District); the properties are currently vacant.

**G. PURPOSE OF REQUEST:** Authorize a Preliminary Plat and PUD Site Plan Amendment with shared parking to allow for commercial and residential development as part of a horizontally integrated mixed-use development.

**H. SIZE OF SITE:** Approximately 32.15 acres.

**II. BACKGROUND INFORMATION**

**A. EXISTING CONDITION OF SITE:** The existing site is vacant ground. The property slopes downward to the south.

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

<u>Direction From Subject Property</u>	<u>Future Land Use Designation</u>	<u>Current Zoning Designation</u>	<u>Surrounding Development</u>
North	Commercial	C-3 PUD Highway Commercial / Office Park District with a Planned Unit Development Overlay (Overlay District) and a Gateway Corridor Overlay (Overlay District);	Alamo Drafthouse and two commercial strip centers.
East	Commercial	C-3 PUD Highway Commercial / Office Park District with a Planned Unit Development Overlay (Overlay District) and a Gateway Corridor Overlay (Overlay District);	Costco
South	Commercial	I-2 Heavy Industrial and a Gateway Corridor Overlay (Overlay District);	Claas Omaha
West	Commercial	R-3 High-Density Residential with a Planned Unit Development Overlay (Overlay District) and a Gateway Corridor Overlay (Overlay District); and I-1 Light Industrial	Interstate 80 / Andover Pointe / Centech Business Park

**C. RELEVANT CASE HISTORY:**

1. The PUD Plan and Ordinance for Southport West was originally approved on December 21, 2004.
2. The PUD Ordinance for Southport West was last amended on February 16, 2016.
3. The Final Plat for Southport West was approved by the City on November 1, 2004.

**D. APPLICABLE REGULATIONS:**

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

### III. ANALYSIS

#### A. **COMPREHENSIVE PLAN:**

1. The Future Land Use Map of the Comprehensive Plan designates the area as Regional Commercial. The La Vista Future Land Use Update (2022) allows for mixed-use residential as part of an overall development, but commercial uses are required to be the dominant use.
2. The Opportunities section of the Future Land Use Update discusses three principles for development on this site:
  - a. Mixed-use environment. A mixed-use environment that includes residential, retail/commercial, and possible office sites.
  - b. Connection to the rest of the Southport Development Area. It also discusses the need for vehicular and pedestrian connections to the rest of Southport West from developments on this site. These connections have been provided as depicted within the PUD Plan Set.
  - c. Urban housing options. This principle discusses the provision of a variety of housing unit types. The developer is proposing a mix of apartment units and townhouses.

#### B. **OTHER PLANS: N/A.**

#### C. **TRAFFIC AND ACCESS:**

1. Primary access to the site will be at an intersection at Westside Parkway and Portside Parkway. Two alternate access points will be available through a right-in/right-out access off West Giles Road and a direct connection to the private road serving the development to the north. These access points are depicted within the conceptual PUD Site Plan map set.
2. Access within the development will be provided through three roadways, S 129<sup>th</sup> Plaza, Portside Parkway, and S 127<sup>th</sup> Street, all constructed in the first phase of the overall development's construction. Upon completion, Portside Parkway will be dedicated to the City. Details of this dedication will be handled through the subdivision agreement.
3. Applicant has provided a traffic impact analysis (TIA) in relation to the development of this project. The study, dated December 1, 2025, finds that traffic is generally anticipated to operate with acceptable delay. City staff are working with the applicant to refine this study. A finalized and approved TIA is required prior to the presentation of the Final Plat and Subdivision Agreement to City Council.
4. According to the current draft of the TIA, a traffic signal is warranted at the intersection of Westport Parkway and West Giles Road, due in part to the construction of this



development. The signal, and related intersection improvements, will need to be constructed in conjunction with this project.

5. Applicant shall install all access and signage improvements as recommended in the revised Traffic Impact Analysis.

**D. UTILITIES:**

1. The property has access to sanitary sewer, water, gas, power, and communication utilities.

**E. PARKING REQUIREMENTS:**

1. The parking stall numbers as proposed exceed La Vista's minimum requirements. Parking will be further reviewed and addressed through the PUD Site Plan amendments for the various development sites within the area of the PUD Site Plan.

**F. LANDSCAPING:**

1. The landscaping for any developments on this site will need to comply with the requirements of the Zoning Ordinance and of the Southport West Design Guidelines.

**IV. REVIEW COMMENTS:**

- A. The development consists of four lots, three commercial in character and one residential. A 41,000 sq.ft. indoor recreation facility has been proposed on Lot 1. Lot 2 will include two apartment buildings housing 76 units each, with parking constructed on the bottom floor. This lot will also include seven townhome structures housing 40 units with garages.
- B. The design of the buildings and the overall site will be reviewed through the City's Architectural Design Review process and must be substantially complete prior to the application of any building permits.
- C. Applicant has been made aware that developments on this property will require FAA approval prior to the issuance of a building permit due to the proximity of the Millard Airport.
- D. The development will be required to meet the requirements for a Post Construction Storm Water Management Plan as per City regulations.
- E. A subdivision agreement, outlining necessary public improvements, will need to be finalized before the final plat application is reviewed by the City Council.
- F. After the approval of the PUD Site Plan Amendment and the Preliminary Plat, the Final Plat will be brought to the Planning Commission for review. It will then be presented to the City Council, along with the draft Subdivision Agreement.
- G. The Subdivision Agreement will include a contingency requiring the issuance of a building permit for the entertainment venue on Lot 1

Southport West Replat 10 prior to the issuance of a building permit for the residential development.

**V. STAFF RECOMMENDATION – PUD SITE PLAN AMENDMENT FOR SOUTHPORT WEST REPLAT TEN:**

Approval of the PUD Site Plan Amendment for Southport West Replat Ten, contingent upon the approval of the PUD Ordinance amendment, and the satisfactory resolution of the issues stated within the staff report prior to City Council approval, as the PUD Site Plan Amendment request is consistent with the Comprehensive Plan and the Subdivision Regulations.

**VI. STAFF RECOMMENDATION – PRELIMINARY PLAT FOR SOUTHPORT WEST REPLAT TEN:**

Approval of the Preliminary Plat for Southport West Replat Ten, contingent upon the approval of the PUD Ordinance amendment, and the satisfactory resolution of the issues stated within the staff report prior to City Council approval, as the Preliminary Plat request is consistent with the Comprehensive Plan and the Subdivision Regulations.

**VII. ATTACHMENTS TO REPORT:**

- A. Vicinity Map
- B. Review and Response Letters
- C. Draft PUD Site Plan map set
- D. Draft Preliminary Plat

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

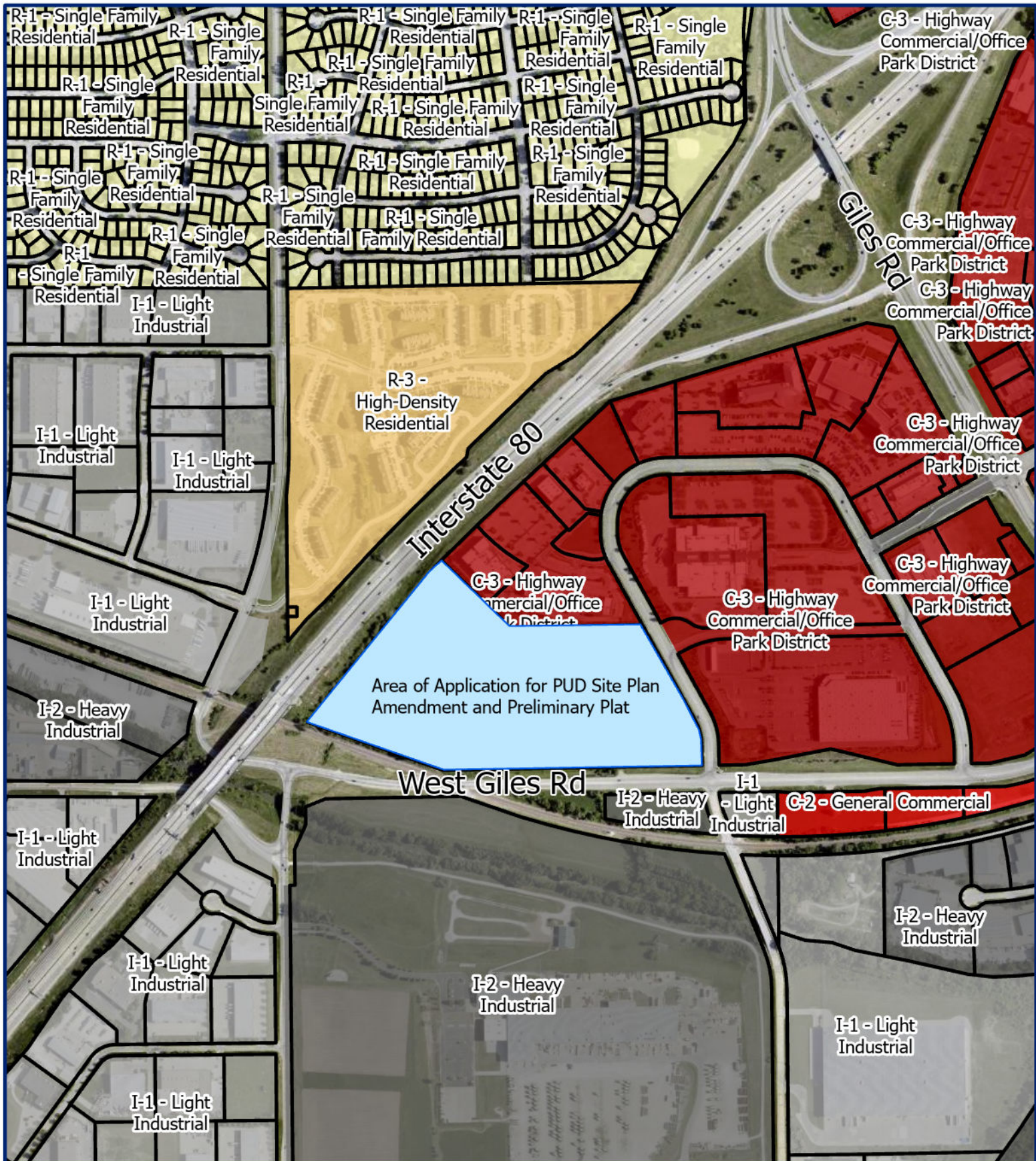
- A. Willie Douglas, Southport West 32 LLC
- B. Kyle Haase, E&A Consulting Group, Inc
- C. Kyle Vohl, E&A Consulting Group, Inc
- D. Public Upon Request

  
\_\_\_\_\_  
Prepared by: Deputy Community Development Director

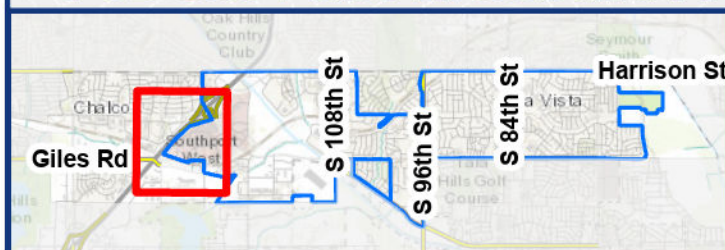
  
\_\_\_\_\_  
Community Development Director

12/31/25  
\_\_\_\_\_  
Date





## PUD Site Plan Amend. and Prelim. Plat - Southport West Replat 10



### Legend

Property Lines







September 11, 2025

Kyle Vohl  
E & A Consulting Group, Inc.  
10909 Mill Valley Rd, Suite 100  
Omaha, NE 68154

RE: Planned Unit Development, Preliminary Plat, and Final Plat – Initial Review  
Southport West Replat 10

Mr. Vohl,

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

**Planned Unit Development Site Plan Amendment:**

1. Section 5.15.04.01 – Please submit a schedule of construction for further review.
2. Section 5.15.04.02 – If the development is proposed to be constructed in phases, assurances will need to be made at the onset regarding the public improvements and/or shared improvements as to ensure performance. Such assurances will be required through the subdivision agreement.
3. Section 5.15.04.02 – If the project is phased, the site will need to be accessible from public and/or private roads that are adequate to carry the traffic imposed on them and provide suitable emergency vehicle access in the interim until all phases have been completed.
4. Section 5.15.04.03 – Please provide the proposed financial disposition of the public improvements, including proposed bond, escrow, or other financial arrangements ensuring the design, construction and/or maintenance of the proposed public improvements in case of project abandonment.
5. Section 5.15.04.04 – The draft Traffic Impact Analysis is currently in review by the City's third-party reviewer. Additional comments may be forthcoming regarding this review.
6. Section 5.15.04.04 and 5.15.04.05 – Please elaborate on the connection of proposed Street A (as identified in the Street Profiles Exhibit) to Lot 3 Southport West Replat 5. It would appear that proposed Street A is to be considered a public road, however, traffic is being sent onto private property. This will likely be problematic with traffic flow, and with snow/ice maintenance of proposed Street A. Further discussion, in general, is necessary regarding whether the roads within the development remain private or are dedicated to the public.

Construction of the connection from the end of Street A at the property line to the internal road on Lot 3 Southport West Replat 5 is required to be completed by the adjoining property owner at the time of

**City Hall**  
8116 Park View Blvd.  
La Vista, NE 68128-2198  
402.331.4343 P  
402.331.4375 F

**Community Development**  
8116 Park View Blvd.  
402.593.6400 P  
402.593.6445 F

**Library**  
9110 Giles Rd.  
402.537.3900 P  
402.537.3902 F

**Police**  
7701 S. 96th St.  
402.331.1582 P  
402.331.7210 F

**Public Works**  
9900 Portal Rd.  
402.331.8927 P  
402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F



development. Discussions need to be conducted with the adjoining property owner about the design of this connection in order to ensure the proper design and alignment of the improvements.

7. Section 5.15.04.05 – The PUD Plan Set is being reviewed by the Papillion Fire Reviewer. Additional comments from that review may be forthcoming.
8. Section 5.15.04.06 – Please confirm if the entire area proposed for the Planned Unit Development is under single ownership.
9. Section 5.15.04.08 - Adequate parking shall be provided for each building and use. For the multi-family buildings, including the townhomes, this requirement is 1 stall per bedroom. The PUD site plan demonstrates the multi-family property meeting this requirement. Regarding Lots 1, 3, and 4 and the proposed commercial developments on those properties, the Southport West PUD Ordinance requires a ratio of 4.5 off-street parking spaces per 1,000 square feet of gross leasable floor area. The proposed development on Lot 1 does not meet this required minimum. However, Lots 3 and 4 have an excess of parking above this required minimum. In order to accommodate the required parking for Lot 1, staff propose a cross-parking and access easement over the commercial properties, which will satisfy the requirement through the PUD. Such additional parking on Lot 4 would need to be constructed along with the development on Lot 1 in order to supply the minimum parking required.
10. Section 5.15.04.10 – As depicted within Article 2 of the Zoning Ordinance, the property line along Westport Parkway is considered a Front Yard. Also, the northern lot line is considered a Side Yard. Setback deviations can be authorized as per Section 8B of the Southport West PUD Ordinance. However, allowances need to be requested with adequate reasoning and depicted within the PUD Site Plan map set.
11. Section 5.15.04.11 – Maximum lot coverage varies based on the proposed use (60% for commercial, 40% for residential). Please revise the site note on PUD Site Plan accordingly.
12. Section 5.15.04.13 – Please provide any provisions for the maintenance and care of common areas as are reasonably necessary to ensure the continuity, care, conservation and maintenance, and to ensure remedial measures will be available to City Council if said common areas fall into deterioration.
13. Section 5.15.04.16 and 5.15.05.02 Subsection 4 – Ensure pedestrian walkways for internal circulation and connections to the perimeter sidewalk are adequate. No sidewalk connections are depicted from the front doors of the townhomes to the sidewalks within the development. Likewise, connections from the apartment buildings to the sidewalks within the rest of the development lack sufficient connectivity. Additionally, a sidewalk connection from the development to the north lot line between the apartment buildings has been removed since the last preliminary version of this site plan. This connection needs to be added back in, in addition to the necessary internal sidewalk connectivity on Lot 2 for the multi-family and townhome development, and a central connection from the multi-family development to the commercial development to the south.  
  
Pedestrian connectivity as a whole needs to be reviewed in relation to the policies set forth within the Comprehensive Plan, the 2022 Land Use Plan Update, and the Active Mobility Plan.
14. Section 5.15.04.18-22 – The City is considering amendments to the Southport West PUD Ordinance, including the Southport West Design Guidelines. A draft of the amended Guidelines will be presented to the Planning Commission on September 18<sup>th</sup> for discussion purposes only.

The overall site and landscape plans are currently under review by the City's Design Review Architect. A separate design review letter will be forwarded once the initial review has been completed. However, resubmittals to address the comments of this letter should not wait for comments from the Design Review Architect prior to resubmitting.

Separate design review processes will be required for each building phase at the time of development. Building and landscaping design for each phase will be reviewed in relation to each specific building/addition. The PUD Landscape Plan will serve as a general plan for the overall site that will be refined through the design review process for each specific building.

15. Section 5.15.05.01 – Townhouses and multiple-family dwellings are not allowed within the underlying C-3 Highway Commercial/Office Park District. For the use to be allowed within the proposed area, an amendment to the Southport West PUD Ordinance will need to be prepared to allow for the uses. This amendment will need to be approved by the City Council prior to the approval of the PUD Site Plan Amendment, Preliminary Plat, or Final Plat. All staff recommendation reports will note this as a recommended contingency of any approval.

Staff is drafting potential amendments to the Southport West PUD Ordinance that would allow for the uses within the area depicted as Lot 2 of Southport West Replat 10. A draft of these amendments will be provided when the proposed changes have been completed and reviewed internally.

16. Section 5.15.05.02 Subsection 2 – The proposed height of each structure needs to be provided on the site plan. Please be aware that developments on this property will require FAA approval prior to issuance of a building permit due to proximity to the Millard Airport.
17. Section 5.15.05.02 Subsection 3 – Although a dumpster enclosure is depicted for the development on Lot 1 Southport West Replat 10, no other dumpster enclosures are depicted within the PUD Site Plan map set. Please add sufficient enclosures to handle the waste anticipated. Additionally, please propose an alternative location for the dumpster enclosure on Lot 1 to ensure that it is not located along Westport Parkway.
18. General Comment - This development will abide by the Southport West PUD Ordinance (as revised) and the design guidelines adopted therein.
19. General Comment – Please provide proof of an agreement between the developer and the entertainment venue to be developed as shown on Lot 1.

**Preliminary Plat:**

- 1) Section 3.03.10 – Side and rear lot easement for Lots 1, 2, and 3 Southport West will need to be released prior to the recording of the final plat for Southport West Replat 10.
- 2) Section 3.03.10 – Confirm the uses and signage for the proposed Lot 3 Southport West Replat 10 do not conflict with the Control of Outdoor Advertising Easement to the State of Nebraska.
- 3) Section 3.03.10, Section 3.03.11 – As stated in your Engineer's Submittal Letter, confirm the Permanent Drainage and Wetlands Mitigation Easement in the southwest corner of Lot 3 Replat 10 can be released.



- 4) Section 3.03.10 - The intersection of proposed Street C and West Giles Road notes the Unrestricted Full Access Easement, which is proposed to be modified per the submitted draft Traffic Impact Analysis. This easement will need to be modified to state that access is to be limited.
- 5) Section 3.03.11 - Per the draft Drainage Report, the Applicant Engineer is to complete a full wetlands delineation. Please provide a copy of said delineation once completed.
- 6) Section 3.03.15 – Please provide itemized cost estimates for infrastructure improvements with proposed allocations for costs between sources of funding. Include a draft Subdivision Agreement with provisions of stormwater fees, sewer connections fees, and cost shares of public and/or private improvements. Staff will provide a template for this agreement.
- 7) Section 3.03.16 – Please provide a copy of the erosion control plan.
- 8) Section 3.03.19 – The Traffic Impact Analysis is being reviewed by the City's 3<sup>rd</sup> Party Reviewer. Additional comments from that review may be forthcoming.
- 9) Section 3.03.20.4 – A complete Post Construction Storm Water Management Plan (PCSMP), inclusive of a Maintenance Agreement, will be required prior to the issuance of a building permit.
- 10) General – Street Profile Sheets – Please provide the design speed for the proposed Street Profiles.
- 11) Section 4.09 and Section 4.13 – Street Profile Sheet 1 of 3 – Proposed Street A appears to head into the private roadway in Lot 3 Southport West Replat 5. If proposed Street A is proposed as a public street, there will likely need to be a cul-de-sac or other means to ensure operations and maintenance, such as snow and ice removal, or other means to ensure safe, efficient, and legal means of maintenance.
- 12) Section 4.09 – Street Profile Sheet 1 of 3 – the west and south legs of the roundabout appear to transition for public right of way to the private lots with tight geometry that would make maintenance operations, such as snow and ice removal, prohibitive to the Public Works Department. The Subdivision Agreement will need to detail/delineate the maintenance limits of the City and the Applicant.
- 13) General – Street Profile Sheet 2 of 3 – Proposed Street A appears to have an approximately 20+ vertical feet of fill. Please provide the Geotechnical Report, inclusive of any settlement and/or surcharge recommendations.
- 14) General – Street Profile Sheet 2 of 3 – Proposed Street C shows an ultimate profile near STA18+32.00 of a potential fill of nearly 5.5 feet. Please provide the reference profile of West Giles Road to estimate said grade raise. In the ultimate profile, how will drainage and/or fill of approximately 5.5 feet be accounted for into the edge of ROW? Are retaining walls anticipated along Street A and/or West Giles Road?
- 15) General – Paving Exhibit Sheet – Please provide a typical cross section, inclusive of pavement thickness, cross slope, area of prepared subgrade, sidewalks, ROW lines, and/or any other pertinent information.
- 16) General, Paving Exhibit Sheet – Please provide design speed, geometry, details and/or other pertinent measurement details within the roundabout as to ascertain operational and maintenance characteristics of the roundabout.

- 17) Section 4.02 – Paving Exhibit Sheet – Per Section 4.24 of the Subdivision Regulations, Commercial land uses shall have an 8-inch minimum paving thickness.
- 18) Section 4.02 – Paving Exhibit Sheet – Confirm the 6" concrete apron thickness is consistent with Commercial land uses.
- 19) General – Paving Exhibit Sheet – Please provide signage/traffic control proposed in advance and/or within the roundabout.
- 20) General – Paving Exhibit Sheet – There appears to be a raised channelized median in the west leg of the proposed Street B and Westport Parkway intersection. Please provide striping, geometry, and/or measurements to ascertain the west leg of the intersection, and how it related to the east leg of the intersection.
- 21) Section 3.07.07, Section 4.18, and Section 4.19 – Utilities Exhibit – Existing storm sewer and sanitary sewer in the vicinity and/or are proposed to be points of connection are not shown on the exhibit. Please include.
- 22) Section 4.18 – Utilities Exhibit, PCSMP Exhibit – PCSMP Draft Plan proposes three (3) Basin PCSMP BMPs that will likely act as regional detention for multiple lots. Please elaborate on the disposition of the basins, and who will be responsible for the upkeep and maintenance of the basins into perpetuity. These items, likely held as common area maintenance items, will need to be provisioned in the Subdivision Agreement.
- 23) Section 4.19 – Utilities Exhibit – The cross pipe to the north of the roundabout proposes a 36" RCP pipe, which likely means the proposed single on-grade inlet in each curb is not adequate in capacity.
- 24) Section 4.19 – Utilities Exhibit – The proposed sanitary sewer alignment, deflections, materials, slopes, and serviceability requirements will need to be consistent with the current edition of the City of Omaha Wastewater Collection Systems Design Manual.
- 25) Section 4.19 – Utilities Exhibit – Please elaborate on the disposition of the proposed sanitary sewer that connects Proposed Lot 3 to the existing sanitary sewer line that crosses under West Giles Road.
- 26) General Comment – Utilities Exhibit – Comments provided by OPPD:
  - a. Owner/developer to discuss with OPPD Utility Coordinator to understand the timeline and design on electrical backbone for the subdivision. No electrical utilities currently exist within lots of property. Please reach out to a Utility Coordinator prior to start of any construction to understand time it will take to install power for future buildings.
  - b. An OPPD 161kV transmission line runs E/W along W. Giles Rd Right-of-Way.
- 27) Section 5.05.04 – Fire Hydrant spacing appears to be greater than 450 feet. Please confirm that the hydrant placement is consistent with Metropolitan Utilities District and/or NFPA standards.
- 28) General Comment – PCSMP Exhibit – Dry Detention Basin General Notes – Note 1 – Makes reference to the City of Papillion.



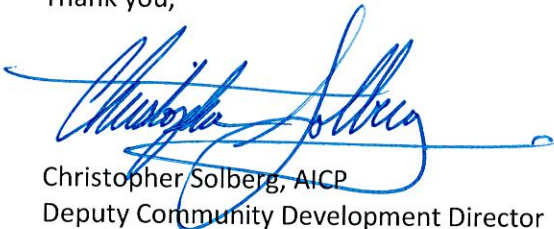
**Final Plat:**

- 1) The plat documents are being reviewed by the Sarpy County Surveyor's office. Additional comments from that review may be forthcoming.
- 2) Section 3.05.11– Please include a notarized dedication signed and acknowledged by all parties having titled interest in or lien upon the land to be subdivided, consenting to the final plat including dedication of parts of the land for streets, easements, and other purposes as per Section 10.01. If there are no mortgage holders, please provide a statement to that effect from a title company.
- 3) Section 3.05.18 – Please provide a block for the approval of the lending institutions per section 10.10, if applicable.
- 4) Section 3.05. – Please provide a copy of any private restrictions or covenants affecting the subdivision or any part thereof, if applicable.

Please submit revised electronic copies of the PUD Site Plan map set, the plat, and related documents to the City for further review. A timeline for review by the Planning Commission and City Council will be determined based on the timing of the resubmittal and the extent to which the issues noted in this review have been sufficiently addressed.

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

Thank you,



Christopher Solberg, AICP  
Deputy Community Development Director

cc:

Kyle Haase, E & A Consulting Group, Inc.  
Willie Douglas, Southport West 32 LLC  
Bruce Fountain, Community Development Director  
Pat Dowse, City Engineer  
Tom McKeon, City Attorney

September 24, 2025

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

RE: Southport West Replat 10 – PUD Design Review Letter #1

Dear Chris:

This letter shall provide recommendations and/or corrections for the Applicant's submittal containing drawings received on 8/25/2025. For tracking purposes, I have noted deficiencies in the submittal package below, and where appropriate, the corresponding requirements outlined in the Southport West Design Guidelines.

**General:**

1. The following drawings were submitted:
  - a. 1 of 3 - PUD Site Plan
  - b. 2 of 3 - PUD Emergency Vehicle Plan
  - c. 3 of 3 - PUD Landscaping Plan
  - d. 1 of 1 – Grading Exhibit
2. Additional reviews regarding landscaping will take place at the time of Design Review Submission for each building within this PUD with regard to specific requirements regarding the softening of areas around dumpster enclosures, screening of utilities, screening of mechanical equipment, etc.

**Drawings:**

1. Landscaping
  - i. Landscaping along West Giles Road is missing tags for some of the landscaping shown.
  - ii. Berming is noted as part of enlarged details. Berming is required in this district but will be reviewed as part of the Design Review for each building project.
  - iii. Per 6.I.A, the portions of serpentine sidewalk along Westport Parkway that are within 6 feet of the curb are required to be at approximately 150-foot intervals. Please revise.
  - iv. Per 6.I.B, green spaces along Interstate I-80 and West Giles Road shall be bermed and landscaped per the City of LaVista's Gateway Corridor landscape requirements. The Gateway Corridor landscape requirements reference compliance with the City of LaVista Zoning Ordinance. Section 7.17.03.02 of the City of LaVista Zoning Ordinance requires one tree for every forty lineal feet. Tree Species shall be selected from Exhibit C of the Southport West Guidelines. Straight-line planting is not allowed as well. Please revise.
  - v. Plants D, E, F, H, J, K, and L are not approved for use in the Southport West Guidelines. All plant selections must be in compliance with Exhibit C.

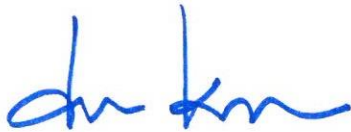
Please notify the Applicant of the review comments above and request clarification and/or resubmittal as the case may be. Please remind the Applicant to properly date all resubmittals.

Please feel free to contact me regarding additional clarifications or questions.

(402) 431-6377 direct  
dkerns@schemmer.com

Sincerely,

THE SCHEMMER ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'dkerns', is positioned below the typed name.

Dan Kerns, AIA, NCARB  
Principal  
Executive Manager, Architecture  
Commercial Market Leader





E & A CONSULTING GROUP, INC.

Engineering Answers

10909 Mill Valley Rd, Ste 100 | Omaha, NE 68154  
402.895.4700  
eacg.com

October 3, 2025

Chris Solberg, Deputy Director  
City of La Vista, Nebraska  
8116 Park View Boulevard  
La Vista, NE 68128

RE: Southport West Replat 10 – Preliminary Plat, Final Plat, and PUD Amendment Resubmittal  
E&A File: 2000.030.171

Dear Chris,

On behalf of our client, Southport West 32, LLC, we hereby submit the above referenced project. This submittal is in response to the September 11, 2025, City of La Vista Initial Review Letter. All documents included in this submittal are listed on the attached transmittal. Each of the comments are listed, with our response following it shown in *italics*.

Planned Unit Development Site Plan Amendment:

1. Section 5.15.04.01 – Please submit a schedule of construction for further review.  
*Response: Below is our proposed schedule of construction for the public infrastructure:*  
*Mass Grading – Fall 2025 into Spring 2026 (Entire Site)*  
*Sanitary – Spring 2026*  
*Storm – Spring 2026*  
*Paving – Summer 2026*  
*Water and Gas - Fall 2026*  
*Power – Fall 2026*
2. Section 5.15.04.02 – If the development is proposed to be constructed in phases, assurances will need to be made at the onset regarding the public improvements and/or shared improvements as to ensure performance. Such assurances will be required through the subdivision agreement.  
*Response: Understood. The public improvements of the proposed development will be constructed in a single phase. We will work with the City staff regarding adding assurances in the subdivision agreement.*
3. Section 5.15.04.02 – If the project is phased, the site will need to be accessible from public and/or private roads that are adequate to carry the traffic imposed on them and provide suitable emergency vehicle access until all phases have been completed.  
*Response: The public improvements of the proposed development will be constructed in a single phase.*

4. Section 5.15.04.03 – Please provide the proposed financial disposition of the public improvements, including proposed bond, escrow, or other financial arrangements ensuring the design, construction and/or maintenance of the proposed public improvements in case of project abandonment.  
*Response: The project is being funded privately. We will work with City staff regarding an acceptable financial disposition such as a bond.*
5. Section 5.15.04.04 – The draft Traffic Impact Analysis is currently in review by the City's third-party reviewer. Additional comments may be forthcoming regarding this review.  
*Response: The third-party comments on the Traffic Impact Analysis on September 23, 2025. Based on those comments, the TIA needs to include the latest data from the Metropolitan Area Planning Agency (MAPA). To our knowledge, the MAPA data will not be released until later this year, at which time E&A will provide an updated TIA.*
6. Section 5.15.04.04 and 5.15.04.05 – Please elaborate on the connection of proposed Street A (as identified in the Street Profiles Exhibit) to Lot 3 Southport West Replat 5. It would appear that proposed Street A is to be considered a public road, however, traffic is being sent onto private property. This will likely be problematic with traffic flow, and with snow/ice maintenance of proposed Street A. Further discussion, in general, is necessary regarding whether the roads within the development remain private or are dedicated to the public.
- Construction of the connection from the end of Street A at the property line to the internal road on Lot 3 Southport West Replat 5 is required to be completed by the adjoining property owner at the time of development. Discussions need to be conducted with the adjoining property owner about the design of this connection in order to ensure the proper design and alignment of the improvements.  
*Response: The north leg of the roundabout connection to Lot 3 Southport West Replat 5 has been converted to a private access road. The development team will continue to work with City staff and the adjacent property owner regarding the connection and design elements.*
7. Section 5.15.04.05 – The PUD Plan Set is being reviewed by the Papillion Fire Reviewer. Additional comments from that review may be forthcoming.  
*Response: Understood. We will review and update their comments once provided.*
8. Section 5.15.04.06 – Please confirm if the entire area proposed for the Planned Unit Development is under single ownership.  
*Response: The PUD amendment related to Lots 1 through 3, Southport West, is owned by a single owner. The deed of the property has been provided with this submittal.*
9. Section 5.15.04.08 – Adequate parking shall be provided for each building and use. For the multi-family buildings, including the townhomes, this requirement is 1 stall per bedroom. The PUD site plan demonstrates the multi-family property meeting this requirement. Regarding Lots 1, 3, and 4 and the proposed commercial developments on those properties, the Southport West PUD Ordinance requires a ratio of 4.5 off-street parking spaces per 1,000 square feet of gross leasable floor area. The proposed development in Lot 1 does not meet this required minimum. However, Lots 3 and 4 have an excess of parking above this required minimum. In order to accommodate the required parking for Lot 1, staff propose a cross-parking and access easement over the commercial properties, which will satisfy the requirement through the PUD. Such additional parking on Lot 4 would need to be constructed along the development on Lot 1 in order to supply the minimum parking required.  
*Response: A Cross Parking Easement note has been added to the Plat and the PUD Site Plan.*

10. Section 5.15.04.10 – As depicted within Article 2 of the Zoning Ordinance, the property along Westport Parkway is considered a Front Yard. Also the northern lot line is considered a Side Yard. Setback deviations can be authorized as per Section 8B of the Southport West PUD Ordinance. However, allowances need to be requested with adequate reasoning and depicted within the PUD Site Plan map set.

*Response: The setback notes have been updated on the PUD Site Plan, and a waiver is being requested to reduce the front yard setback along Westport Parkway. This reduction, for Lot One and the building's placement, is intended to improve pedestrian access to the building from both Portside Parkway and Westport Parkway.*

11. Section 5.15.04.11 – Maximum lot coverage varies based on the proposed use (60% for commercial, 40% for residential). Please revise the site note on PUD Site Plan accordingly.

*Response: The note has been added to the PUD Site Plan.*

12. Section 5.15.04.13 – Please provide any provisions for the maintenance and care of common areas as are reasonably necessary to ensure the continuity, care, conservation, and maintenance, and to ensure remedial measures will be available to City Council if said common areas fall into deterioration.

*Response: Understood. We will work with City staff regarding acceptable language to address maintenance and care of the common areas. The developer is planning to establish an Association for maintenance.*

13. Section 5.15.04.16 and 5.15.05.02 Subsection 4 – Ensure pedestrian walkways for internal circulation and connections to the perimeter sidewalk are adequate. No sidewalk connections are depicted from the front doors of the townhomes to the sidewalks within the development. Likewise, connections from the apartment buildings to the sidewalks within the rest of the development lack sufficient connectivity. Additionally, a sidewalk connection from the development to the north lot line between the apartment buildings has been removed since the last preliminary version of this site plan. This connection needs to be added back in, in addition to the necessary internal sidewalk connectivity on Lot 2 for the multi-family and townhome development, and a central connection from the multi-family development to the commercial development to the south.

Pedestrian connectivity as a whole needs to be reviewed in relation to the policies set forth within the Comprehensive Plan, the 2022 Land Use Plan Update, and the Active Mobility Plan.

*Response: Additional sidewalks and connectivity have been added to the PUD Site Plan.*

14. Section 5.15.04.18-22 – The City is considering amendments to the Southport West PUD Ordinance, including the Southport West Design Guidelines. A draft of the amended Guidelines will be presented to the Planning Commission on September 18th for discussion purposes only.

The overall site and landscape plans are currently under review by the City's Design Review Architect. A separate design review letter will be forwarded once the initial review has been completed. However, resubmittals to address the comments of this letter should not wait for comments from the Design Review Architect prior to resubmitting.

Separate design review processes will be required for each building phase at the time of development. Building and landscaping design for each phase will be reviewed in relation to each specific building/addition. The PUD Landscape Plan will serve as a general plan for the overall site that will be refined through the design review process for each specific building.

*Response: Understood. We received comments from Dan Kerns with Schemmer Associates, Inc. on September 24. Those comments and responses are listed at the end of this letter. (See Page 9)*

15. Section 5.15.05.01 – Townhouses and multiple-family dwellings are not allowed within the underlying C-3 Highway Commercial/Office Park District. For the use to be allowed within the proposed area, an amendment to the Southport West PUD Ordinance will need to be prepared to allow for the uses. This amendment will need to be approved by the City Council prior to the approval of the PUD Site Plan Amendment, Preliminary Plat, or Final Plat. All staff recommendations reports will note this as a recommended contingency of any approval.  
Staff is drafting potential amendments to the Southport West PUD Ordinance that would allow for the uses within the area depicted as Lot 2 of Southport West Replat 10. A draft of these amendments will be provided when the proposed changes have been completed and reviewed internally.  
*Response: Understood.*
16. Section 5.15.05.02 Subsection 2 – The proposed height of each structure needs to be provided on the site plan. Please be aware that developments on this property will require FAA approval prior to issuance of a building permit due to proximity to the Millard Airport.  
*Response: Understood. We are in the preliminary stages of coordination with the FAA. However, due to the federal shutdown, responses have been delayed. The building heights are included in the Site Plan table and also in the elevations.*
17. Section 5.15.05.02 Subsection 3 – Although a dumpster enclosure is depicted for the development on Lot 1 Southport West Replat 10, no other dumpster enclosures are depicted within the PUD Site Plan map set. Please add sufficient enclosures to handle the waste anticipated. Additionally, please propose an alternative location for the dumpster enclosure on Lot 1 to ensure that it is not located along Westport Parkway.  
*Response: Dumpster locations for each lot have been provided on the PUD Site Plan, and the enclosure location has been moved on Lot 1 away from Westport Parkway.*
18. General Comment – This development will abide by the Southport West PUD Ordinance (as revised) and the design guidelines adopted therein.  
*Response: Understood.*
19. General Comment – Please provide proof of an agreement between the developer and the entertainment venue to be developed as shown on Lot 1.  
*Response: Included with this submittal is a copy of the agreement with the Lot 1 user.*

Preliminary Plat:

1. Section 3.03.10 – Side and rear lot easement for Lots 1, 2, and 3 Southport West will need to be released prior to the recording of the final plat for Southport West Replat 10.  
*Response: Based on previous requests with the utility companies, each utility company will wait to release its rights until after Replat 10 has been filed with the County. We will work with each company to get their release as quickly as possible.*
2. Section 3.03.10 – Confirm the uses and signage for the proposed Lot 3 Southport West Replat 10 do not conflict with the Control of Outdoor Advertising Easement to the State of Nebraska.  
*Response: The easement only restricts the usage of outdoor advertising signage. NDOT allows signage for specific users within the development. We will work with NDOT as specific user signage is developed.*



3. Section 3.03.10, Section 3.03.11 – As stated in your Engineer's Submittal Letter, confirm the Permanent Drainage and Wetlands Mitigation Easement in the southwest corner of Lot 3 Replat 10 can be released.  
*Response: We are working with the proper agencies to get formal confirmation. However, due to the Federal Government shutdown, receiving a response might be slightly delayed.*
4. Section 3.03.10 – The intersection of proposed Street C and West Giles Road notes the Unrestricted Full Access Easement, which is proposed to be modified per the submitted draft Traffic Impact Analysis. This easement will need to be modified to state that access is to be limited.  
*Response: We will work with both the City of La Vista and Sarpy County regarding modifying the easement. The original easement dedication was only applied to the plat with no separate document recording or notice of who controls the restriction.*
5. Section 3.03.11 – Per the draft Drainage Report, the Applicant Engineer is to complete a full wetlands delineation. Please provide a copy of said delineation once completed.  
*Response: Understood. We are working on completing a full wetlands delineation and will provide it once completed.*
6. Section 3.03.15 – Please provide itemized cost estimates for infrastructure improvements with proposed allocations for costs between sources of funding. Include a draft Subdivision Agreement with provisions of stormwater fees, sewer connections fees, and cost shares of public and/or private improvements. Staff will provide a template for this agreement.  
*Response: Included with this submittal is a cost estimate for the infrastructure improvements.*
7. Section 3.03.16 – Please provide a copy of the erosion control plan.  
*Response: Included with the resubmittal is the erosion control plan.*
8. Section 3.03.19 – The Traffic Impact Analysis is being reviewed by the City's 3rd Party Reviewer. Additional comments from that review may be forthcoming.  
*Response: The third-party comments on the Traffic Impact Analysis on September 23, 2025. Based on those comments, the TIA needs to include the latest data from the Metropolitan Area Planning Agency (MAPA). To our knowledge, the MAPA data will not be released until later this year, at which time E&A will provide an updated TIA.*
9. Section 3.03.20.4 – A complete Post Construction Storm Water Management Plan (PCSMP), inclusive of a Maintenance Agreement, will be required prior to the issuance of a building permit.  
*Response: Understood. A maintenance agreement will be recorded as soon as the PCMSMP has been approved by the City and the plat has been recorded.*
10. General – Street Profile Sheets – Please provide the design speed for the proposed Street Profiles.  
*Response: The profiles have been updated to include the design speed.*
11. Section 4.09 and Section 4.13 – Street Profile Sheet 1 of 3 – Proposed Street A appears to head into a private roadway in Lot 3 Southport West Replat 5. If proposed Street A is proposed as a public street, there will likely need to be a cul-de-sac or other means to ensure operations and maintenance, such as snow and ice removal, or other means to ensure safe, efficient, and legal means of maintenance.  
*Response: The north leg of the roundabout has been converted to a private drive. In its place is an access easement reserved for the adjacent lots and Lot 3, Southport West Replat 5.*

12. Section 4.09 – Street Profile Sheet 1 of 3 – the west and south legs of the roundabout appear to transition for public right of way to the private lots with tight geometry that would make maintenance operations, such as snow and ice removal, prohibitive to the Public Works Department. The Subdivision Agreement will need to detail/delineate the maintenance limits of the City and the Applicant.  
*Response: A Roundabout Exhibit has been included with this submittal.*
13. General – Street Profile Sheet 2 of 3 – Proposed Street A appears to have an approximately 20+ vertical feet of fill. Please provide the Geotechnical Report, inclusive of any settlement and/or surcharge recommendations.  
*Response: The Geotechnical Report will be completed before mass grading and the design of the public improvements.*
14. General – Street Profile Sheet 2 of 3 – Proposed Street C shows an ultimate profile near STA18+32.00 of a potential fill of nearly 5.5 feet. Please provide the reference profile of West Giles Road to estimate said grade raise. In the ultimate profile, how will drainage and/or fill of approximately 5.5 be accounted for into the edge of ROW? Are retaining walls anticipated along Street A and/or West Giles Road?  
*Response: Giles Road Ultimate Plan and Profile has been provided with this submittal. This development sits higher than the existing Giles Road. We do not anticipate the need for retaining walls.*
15. General – Paving Exhibit Sheet – Please provide a typical cross section, inclusive of pavement thickness, cross slope, area of prepared subgrade, sidewalks, ROW lines, and/or any other pertinent information.  
*Response: 25' Street and ROW typical section has been added to the Paving Exhibit.*
16. General, Paving Exhibit Sheet – Please provide design speed, geometry, details and or other pertinent measurement details within the roundabout as to ascertain operational and maintenance characteristics of the roundabout.  
*Response: A Roundabout Exhibit has been provided with this submittal.*
17. Section 4.02 – Paving Exhibit Sheet – Per Section 4.24 of the Subdivision Regulations, Commercial land uses shall have an 8-inch minimum paving thickness.  
*Response: Paving thickness has been updated.*
18. Section 4.02 – Paving Exhibit Sheet – Confirm the 6" concrete apron thickness is consistent with Commercial land uses.  
*Response: Concrete apron thickness has been updated to 8" to match the roundabout paving thickness.*
19. General – Paving Exhibit Sheet – Please provide signage/traffic control proposed in advance and/or within the roundabout.  
*Response: Roundabout signage has been included on the Roundabout Exhibit.*
20. General – Paving Exhibit Sheet – There appears to be a raised channelized median in the west leg of the proposed Street B and Westport Parkway intersection. Please provide striping, geometry, and/or measurements to ascertain the west leg of the intersection, and how it relates to the east leg of the intersection.  
*Response: The median has been eliminated.*

21. Section 3.07.07, Section 4.18, and Section 4.19 – Utilities Exhibit – Existing storm sewer and sanitary sewer in the vicinity and/or are proposed to be points of connection are not shown on the exhibit. Please include.  
*Response: Existing infrastructure adjacent to the project is shown.*
22. Section 4.18 – Utilities Exhibit, PCSMP Exhibit – PCSMP Draft Plan proposes three (3) Basin PCSMP BMPs that will likely act as regional detention for multiple lots. Please elaborate on the disposition of the basins, and who will be responsible for the upkeep and maintenance of the basins into perpetuity. These items, likely held as common area maintenance items, will need to be provisioned in the Subdivision Agreement.  
*Response: Lots 1 and 3 will be served by a private basin shown on the exhibits. These basins will be designed with the site improvement plans and will be maintained by the property owner. Lots 2, 4, and the public right-of-way will be served by the basin located in Outlot A.*
23. Section 4.19 – Utilities Exhibit – The cross pipe to the north of the roundabout proposes a 36" RCP pipe, which likely means the proposed single on-grade inlet in each curb is not adequate in capacity.  
*Response: This storm sewer was sized to take runoff from the apartments in addition to the runoff in S 129<sup>th</sup> Plaza. The 36" sizing is being driven by the apartments and not the runoff in the street.*
24. Section 4.19 – Utilities Exhibit – The proposed sanitary sewer alignment, deflections, materials, slopes, and serviceability requirements will need to be consistent with the current edition of the City of Omaha Wastewater Collection Systems Design Manual.  
*Response: Understood.*
25. Section 4.19 – Utilities Exhibit – Please elaborate on the disposition of the proposed sanitary sewer that connects Proposed Lot 3 to the existing sanitary sewer line that crosses under West Giles Road.  
*Response: This sewer line is needed to serve Lot 3. Due to the grades on site, the sewer in Portside Parkway will be too high to effectively serve Lot 3.*
26. General Comment – Utilities Exhibit – Comments provided by OPPD:
- Owner/developer to discuss with OPPD Utility Coordinator to understand the timeline and design on electrical backbone for the subdivision. No electrical utilities currently exist within lots of property. Please reach out to a Utility Coordinator prior to start of any construction to understand time it will take to install power for future buildings.
  - An OPPD 161kV transmission line runs E/W along W. Giles Rd Right-of-Way.
- Response: Understood. We will coordinate with OPPD regarding the construction timeline.*
27. Section 5.05.04 – Fire Hydrant spacing appears to be greater than 450 feet. Please confirm that the hydrant placement is consistent with Metropolitan Utilities District and/or NFPA standards.  
*Response: Fire hydrant spacing has been updated and we will continue to coordinate with MUD regarding the design.*
28. General Comment – PCSMP Exhibit – Dry Detention Basin General Notes – Note 1 – Makes reference to the City of Papillion.  
*Response: Note 1 updated on the exhibit.*

Final Plat:

1. The plat documents are being reviewed by the Sarpy County Surveyor's office. Additional comments from that review may be forthcoming.

*Response: The final plat has been updated to reflect the comments provided by the Sarpy County Surveyor. We will continue to work with the County Surveyor to address any additional comments he may have.*

2. Section 3.05.11 – Please include a notarized dedication signed and acknowledged by all parties having titled interest in or lien upon the land to be subdivided, consenting to the final plat including dedication of parts of the land for streets, easements, and other purposes as per Section 10.01. If there are no mortgage holders, please provide a statement to that effect from a title company.

*Response: To our knowledge, there are no mortgage holders on the property. We are working with a title company to provide a statement. Once received, we will provide.*

3. Section 3.05.018 – Please provide a block for the approval of the lending institutions per section 10.10, if applicable.

*Response: Understood.*

4. Section 3.05 – Please provide a copy of any private restrictions or covenants affecting the subdivision or any part thereof, if applicable.

*Response: The applicant is working on a draft covenants of the development. Once the draft document is completed, we will provide a copy to the City for their review.*



E&A also received a letter dated September 24, 2025, from Dan Kerns with Schemmer Associates, Inc. This letter provided recommendations and corrections with regard to the Design Review Submission. Each of the comments are listed, with our response following it shown in *italics*.

**General:**

1. The following drawings were submitted:
  - a. 1 of 3 – PUD Site Plan
  - b. 2 of 3 – PUD Emergency Vehicle Plan
  - c. 3 of 3 – PUD Landscaping Plan
  - d. 1 of 1 – Grading Exhibit

*Response: Understood.*

2. Additional reviews regarding landscaping will take place at the time of Design Review Submission for each building within this PUD with regard to specific requirements regarding the softening of areas around dumpster enclosures, screening of utilities, screening of mechanical equipment, etc.

*Response: Understood.*

**Drawings:**

1. Landscaping
  - i. Landscaping shown along West Giles Road is missing tags for some of the landscaping shown.  
*Response: Understood. Additional notes have been added to the Landscape Plan referencing the streetscape details. Those details have all tags included.*
  - ii. Berming is noted as part of enlarged details. Berming is required in this district but will be reviewed as part of the Design Review for each building project.  
*Response: Understood.*
  - iii. Per 6.I.A., the portions of serpentine sidewalk along Westport Parkway that are within 6 feet of the curb are required to be at approximately 150-foot intervals. Please revise.  
*Response: The sidewalk along Westport Parkway has been revised and additional landscaping included in those areas.*
  - iv. Per 6.I.B, green spaces along Interstate I-80 and West Giles Road shall be bermed and landscaped per the City of LaVista's Gateway Corridor landscape requirements. The Gateway Corridor landscape requirements reference compliance with the City of LaVista Zoning Ordinance. Section 7.17.03.02 of the LaVista Zoning Ordinance requires one tree for every forty lineal feet. Tree Species shall be selected from Exhibit C of the Southport West Guidelines. Straight-line planting is not allowed as well. Please revise.  
*Response: Understood. Due to an existing utility easement along I-80, some berming and tree planting may have some limitations. We will continue to work with City staff to come to an agreeable solution regarding meeting Section 7.17.03.02.*
  - v. Plants D, E, F, H, J, and L are not approved for use in the Southport West Guidelines. All plant selections must be in compliance with Exhibit C.  
*Response: Understood. The updated plant selections have been revised to meet the Southport West Guidelines.*

If you have any questions regarding the application, please contact me at 402-895-4700.

Sincerely,  
E & A Consulting Group, Inc.

A handwritten signature in blue ink, appearing to read 'J. Stoll', with a long horizontal flourish extending to the right.

Jeff Stoll,  
Platting Services Assistant Manager

(This is a legally binding contract. If not understood, seek legal advice.)

## UNIFORM COMMERCIAL PURCHASE AGREEMENT

NAI NP Dodge

August 8, 2025

The undersigned Buyer, (whether one or more) agrees to purchase the Property described as follows:

1. **Address:** A to-be-assigned address on a new parcel of land to be platted from a replat of Lots 1, 2 and 3, Southport West, La Vista, Nebraska.
2. **Property Description:** An approximately 173,151 sq. ft. (3.975 acres) parcel of land which includes all of Lot 2, Southport West (approximately 2.281 acres), a large portion of Lot 3, Southport West, and a small portion of Lot 1, Southport West, La Vista, Nebraska as illustrated on **Exhibit "A"** and defined within this Purchase Agreement ("Property"). Complete legal description to be on the revised title commitment before closing and the administrative lot split or replat.
3. **Personal Property:** The only personal property included is as follows: None.
4. **Conveyance:** Seller represents that it has good, valid and marketable title, in fee simple, and agrees to convey title to Property to Buyer or his nominee by warranty deed only free and clear of all liens, encumbrances or special taxes levied or assessed, except none, subject to all building and use restrictions, utility easements and covenants of record at closing.
5. **Assessments:** Seller agrees to pay any assessments for public improvements previously constructed, or ordered or required to be constructed by the public authority, but not yet assessed. Seller is not aware of any public improvements ordered or required to be constructed but not yet constructed.
6. **Purchase Price:** Buyer agrees to pay \$ [REDACTED] on the following terms: [REDACTED] ("Escrow Agent") to be deposited directly at TitleCore National, 8701 West Dodge Road, Suite 150, Omaha, NE 68114, Attn: Beth Bucklin, (402) 934-4174 ("Escrow Agent") within three (3) business days after Seller's acceptance of this Purchase Agreement. In the event of refusal or failure of the Buyer to consummate the purchase, the Seller shall, as its only option and remedy, retain the Deposit as liquidated damages for failure to carry out the agreement of sale. Balance to be paid in immediately available funds at closing of the sale.
7. **Urban Taxes:** All consolidated real estate taxes which become delinquent in the year in which closing takes place shall be treated as though all are current taxes, and those taxes shall be prorated as of date of closing, and all prior years' taxes, interest, and other charges, if any, will be paid by Seller.
8. **Conveyance of Title and Closing:** Escrow Agent shall furnish a current title insurance commitment ("Commitment") to Buyer within thirty (30) days following the date this Agreement is fully executed ("Effective Date"). Within thirty (30) days following delivery of the Commitment, Buyer shall notify Seller of any objections to any conditions or title defects ("Defects") in the Commitment. If Defects are timely identified, Seller shall have the option to cure such Defects within thirty (30) days following Buyer's notice ("Cure Period"). If Defects are not cured, or are not in process of being cured in a reasonable timeframe, Buyer may rescind this agreement and the Deposit shall be refunded, or Buyer may accept such Defects as permitted encumbrances. The parties acknowledge the parcel of land which will become the Property is subject to a future recorded replat of the parcels included in Section 1 above; therefore, Buyer reserves the right to submit objections to an updated version of the Commitment after the replat is recorded so long as such objections are submitted within ten (10) days after receipt of such Commitment and Seller shall have the option to cure such Defects within thirty (30) days following Buyer's notice ("Final Cure Period"). Approximate closing date ("Closing Date" or "Closing") to be a mutually agreeable date but no later than ten (10) days after all Seller's Improvements are completed (defined below in Section 10 below), subject to Section 9 below. However, if Seller's Improvements are not completed on or before December 15, 2025, Buyer shall have the option to delay Closing to a mutually-agreeable date but in no event shall such Closing Date be later than the latter of (a) April 25, 2026 or (b) ten (10) days after all Seller's Improvements are completed. Possession shall be delivered at closing. The cost of an Owner's title insurance policy shall be equally divided between Buyer and Seller.
9. **Zoning & Use:** The parties acknowledge Buyer's intended use of the Property is a Slick City franchise location which qualifies as "indoor recreation" or other use assigned by the City of La Vista which will likely require an amendment to the current Planned Unit Development ("P.U.D.") for Southport West from the City of La Vista Planning Department ("City Planning"). Within ten (10) business days after the Effective Date, Seller shall contact City Planning and determine the necessary process to amend the P.U.D. for the intended use of the Property. If rezoning, zoning amendment and/or a conditional use permit ("C.U.P.") is required (collectively, "Zoning"), in a expeditious manner, Buyer shall assist Seller with any applications and documents requested by City Planning or Seller. If the required Zoning and recorded plat including the lot for the Property are not obtained prior to the Closing Date in accordance with this Agreement, the Closing Date shall be extended to a mutually agreeable date but no later than ten (10) business days after all of the following three (3) items are completed: (1) City Planning has approved and recorded the required Zoning and (2) the recordation of the Amended P.U.D. and (3) the plat which includes the Property is recorded as a separate lot. If such Zoning has not been obtained within one hundred eighty (180) days after the Effective Date, Buyer may cause this Purchase Agreement to be terminated and of no effect at any time thereafter upon delivering written notice to Seller and Escrow Agent and the Deposit shall be immediately be returned to Buyer. This paragraph shall survive Closing.
10. **Amendment to P.U.D., Replat, Survey and Seller's Improvements:** The parties shall work together expeditiously in order to obtain an Amendment to the current P.U.D. and administrative lot split or replat, whichever is necessary, in order to create the parcel as illustrated on Exhibit "A." The parties shall mutually agree in writing on the final dimensions, location and size of the Property prior to the plat being approved and recorded. Should the ultimate size of the Property materially changes, which is not expected, the parties shall work together to consider a reasonable corresponding adjustment of the Purchase Price. Seller shall be responsible for all costs related to the Zoning, P.U.D. amendment and replatting. The cost of an ALTA Survey in the names of both Buyer and Seller shall be split equally between Buyer and Seller, cost to Buyer not to exceed \$5,000. The ALTA Survey shall be completed as soon as practical along with the administrative lot split or replat. Seller shall be responsible for all costs associated with the design, engineering, installation and completion of the streets, storm and sanitary sewer and all utilities (water, sewer, electrical and gas) to the property line, street lighting and other required improvements in accordance with the standards stipulated by the Southport West Architectural Design Site Guidelines, the City of La Vista and Sarpy County ("Seller's Improvements"). Seller shall work diligently in completing all of Seller's Improvements which shall be completed prior to the Closing Date. Notwithstanding the foregoing



and at Buyer's sole option upon its written notice to Seller and Escrow Agent, Buyer may elect to set a Closing Date prior to the completion of Seller's Improvements in order to start construction of Buyer's improvements. If Buyer delivers such notice, the Escrow Agent shall hold back an amount of \$100,000.00 of Seller's proceeds through an escrow agreement agreeable to both parties until the Seller's Improvements are completed as evidenced by Seller's written notice to the Escrow Agent and the parties. Should Seller's Improvements not be completed within ninety (90) days after the Closing Date ("Seller's Improvements Deadline"), Escrow Agent shall deliver Ten Thousand and No/100 Dollars (\$10,000.00) out of such escrow amount directly to Buyer as a penalty for Seller's nonperformance ("Improvements Delay Penalty") starting thirty (30) days after Seller's Improvements Deadline and after each additional thirty (30) day period until the Seller's Improvements are completed. Seller shall provide access to the Property from Westport Parkway and/or the new roads upon the Closing Date for Buyer's commencement of grading, installation of its building foundation etc. Seller shall provide temporary electrical service to the Property at a mutually agreeable location if permanent electrical service is not completed to the Property when necessary for construction of Buyer's Improvements. Notwithstanding the foregoing, if an early Closing Date is elected by Buyer, and due to weather, time of year or anticipated City approval or utility timing a 90-day completion timeframe is not reasonably achievable, Buyer and Seller shall mutually agree in writing on a reasonable Seller's Improvement Deadline in light of such circumstances. This paragraph shall survive Closing.

**11. Documents:** Within five (5) business days following the Effective Date, Seller or its agent shall deliver to Buyer a copy of all documents in Seller's possession or control that would help Buyer in its review of the Property, including but not limited to, inspection reports, surveys, operating statements, leases and environmental reports.

**12. Escrow Closing:** Buyer and Seller acknowledge and understand that the closing of the sale may be handled by an Escrow Agent and that the Broker is authorized to transfer the Deposit or any other funds it receives to said Escrow Agent. After said transfer, Broker shall have no further responsibility or liability to Buyer or Seller for the accounting for said funds. Escrow Agent's charge for the escrow closing shall be equally divided between Buyer and Seller.

**13. State Documentary Tax:** The State Documentary Tax on the deed shall be paid by the Seller.

**14. Insurance:** Any risk of loss to the Property shall be borne by the Seller until title has been conveyed to the Buyer. In the event, prior to closing, the structures on the Property are materially damaged by fire, explosion or any other cause, Buyer shall have the right to rescind this agreement, and Seller shall then refund the Deposit to Buyer. Buyer agrees to provide his own hazard insurance and any other necessary coverages upon commencement of its improvements to the Property.

**15. Condition of Property:** Seller represents to the best of the Seller's knowledge, information and belief, there are no latent defects in the property. Seller agrees to maintain the heating, air conditioning, water heater, sewer, plumbing, electrical systems and any built-in appliances in working condition until delivery of possession.

**16. Environmental:** Seller represents to the best of Seller's knowledge, information and belief, there are no conditions present or existing with respect to the Property which may give rise to or create Environmental Hazards or Liabilities and there are no enforcement actions pending or threatened with respect thereto.

**17. Inspection:** Buyer shall, at its expense and not later than one hundred twenty (120) days after the Effective Date, obtain any and all inspections and reports it may deem necessary or desirable ("Inspection Period"), including, but not limited to, an inspection by one or more qualified experts relating to:

1. Obtaining an amendment to the current Planned Unit Development (P.U.D.) for Buyer's intended use;
2. Review of the Southport West Landowners Association bylaws, as amended;
3. Architectural Design and Site Guidelines for the Southport West Development;
4. Approval from the Southport West Architectural Review Committee;
5. Confirmation the road on the west side of the Property with access to the Property and West Giles Road has been approved by the City of La Vista and all governing bodies.
6. Analysis of the Property to be converted for Buyer's intended use; and
7. The easements, covenants and restrictions which are of record.

To the extent any such items related to necessary governmental approvals cannot be obtained during the Inspection Period, in Inspection Period may be extended for a mutually agreeable reasonable time period for those remaining governmental approval items only. In the event that any such inspections or reports reveal defects which the Buyer deems in its sole judgment and discretion to be unsatisfactory, or if in its sole judgment and discretion it is determined that the cost of remedying any such defects exceeds the amounts reasonably to be anticipated which are of such magnitude that the purchase is no longer financially feasible or desirable to the Buyer, then the Buyer shall give notice of same, in writing, to the Seller on or before the expiration of the Inspection Period and this Agreement shall be null and void and of no legal effect, and the Deposit will promptly be refunded.

**18. Assignment of Warranties:** Seller agrees to assign all guarantees and warranties in its possession including, but not limited to, roof, and HVAC systems, to Buyer at no cost at closing.

**19. Assignment of the Purchase Agreement:** Buyer may not assign or transfer all or any portion of its interests, rights or obligations under this Agreement to any other individual, entity or person without the prior written consent thereto by Seller. However, Buyer may, without the consent of Seller, (i) designate one or more affiliates as its nominee or designee to accept title to the Property or portions thereof, or (ii) assign its rights under this Agreement to one or more affiliates of Buyer or an entity formed by the principals of Buyer for the purpose of owning and developing the Property. No assignment by Buyer of its rights under this Agreement shall relieve Buyer of its obligations under this Agreement. No oral representations of any kind shall be binding upon either party unless fully set forth herein or in any such amendment.

**20. Offer Expiration:** This offer to purchase is subject to acceptance by Seller on or before Wednesday, August 13, 2025, at 5:00 o'clock P.M. CST.

**21. Agency:** The real estate agents involved in this transaction are:

Trenton B. Magid of NA! NP Dodge is agent for Buyer.  
William J. Douglas of Berkshire Hathaway Homeservices is agent for Seller.

**22. Broker Compensation:** Seller agrees to pay a commission equal to three percent (3.0%) of the Purchase Price at Closing to NAI NP Dodge.

**23. License Disclosure:** The parties acknowledge William J. Douglas and other members of Southport West 32 LLC, the Seller entity, have Nebraska real estate license

**24. Electronic Signatures & Counterpart:** This Purchase Agreement may be executed with electronic signatures and/or by e-mail as well as by identical counterparts and will be deemed to be an original and binding on both parties.

**25. Time of Essence.** The parties agree that time is an essential element to the performance of their respective obligations hereunder; provided, however, if the final date of any period set forth herein falls on a Saturday, Sunday or legal holiday under the laws of the State of Nebraska or the United States of America, the final date of such period shall be extended to the next day that is not a Saturday, Sunday or legal holiday.

**26. 1031 Exchange Cooperation Provision:** Each party acknowledges that the other party may buy, sell, and/or exchange the real estate in like-kind exchange pursuant to Section 1031 of the Internal Revenue Code of 1986 and the Regulations issued there under. The non-exchanging party shall cooperate with exchanging party in effectuating such exchange, provided the same is at no cost, expense or liability to the non-exchanging party. The exchanging party shall be entitled to assign its rights under this Agreement to a "qualified intermediary" which assignment shall not relieve the exchanging party of its obligations under this Agreement.

**27. Development Monument Signage:** The parties acknowledge Seller is currently the owner of approximately 32 acres of land which includes Lots 1, 2 and 3, Southport West, La Vista, Nebraska ("Development Area") and Seller, as the master developer, is in the process of creating a mixed-use development. If Seller or its related entity installs a monument or other sign for the Development Area near Interstate 80, Buyer and its successors shall be allowed a portion of such sign on all sides (if it has signage on multiple sides) if the sign has static panels on it. If the sign also has video board(s), Buyer or its successors shall be allowed to have its signage as part of the rotation of signs of users within the Development Area. Seller shall determine the sign specifications, location and the actual costs associated with the construction, installation, maintenance and operation of the sign. Once the estimated costs of the signage are delivered to Buyer, unless Buyer opts to not be part of such signage in writing to Seller within fourteen (14) days of receipt, Buyer or its successors shall participate in such costs based on a predetermined percentage of Buyer's signage time based on a mutually-agreeable written agreement between the parties. The Section shall survive Closing.

**Buyer:**

**Smart Slides Omaha LLC, a North Dakota limited liability company or Assigns**

DocuSigned by:  
By: Daniel Bryant  
Daniel Bryant  
Managing Member

ADDRESS: 1102 76<sup>th</sup> Avenue S, Fargo, ND 58104-8030

**ACCEPTANCE**

August 11<sup>th</sup>, 2025

The Seller accepts the foregoing proposition on the terms stated and agrees to convey title to the Property, deliver possession, and perform all the terms and conditions set forth, and acknowledges receipt of an executed copy of this agreement.

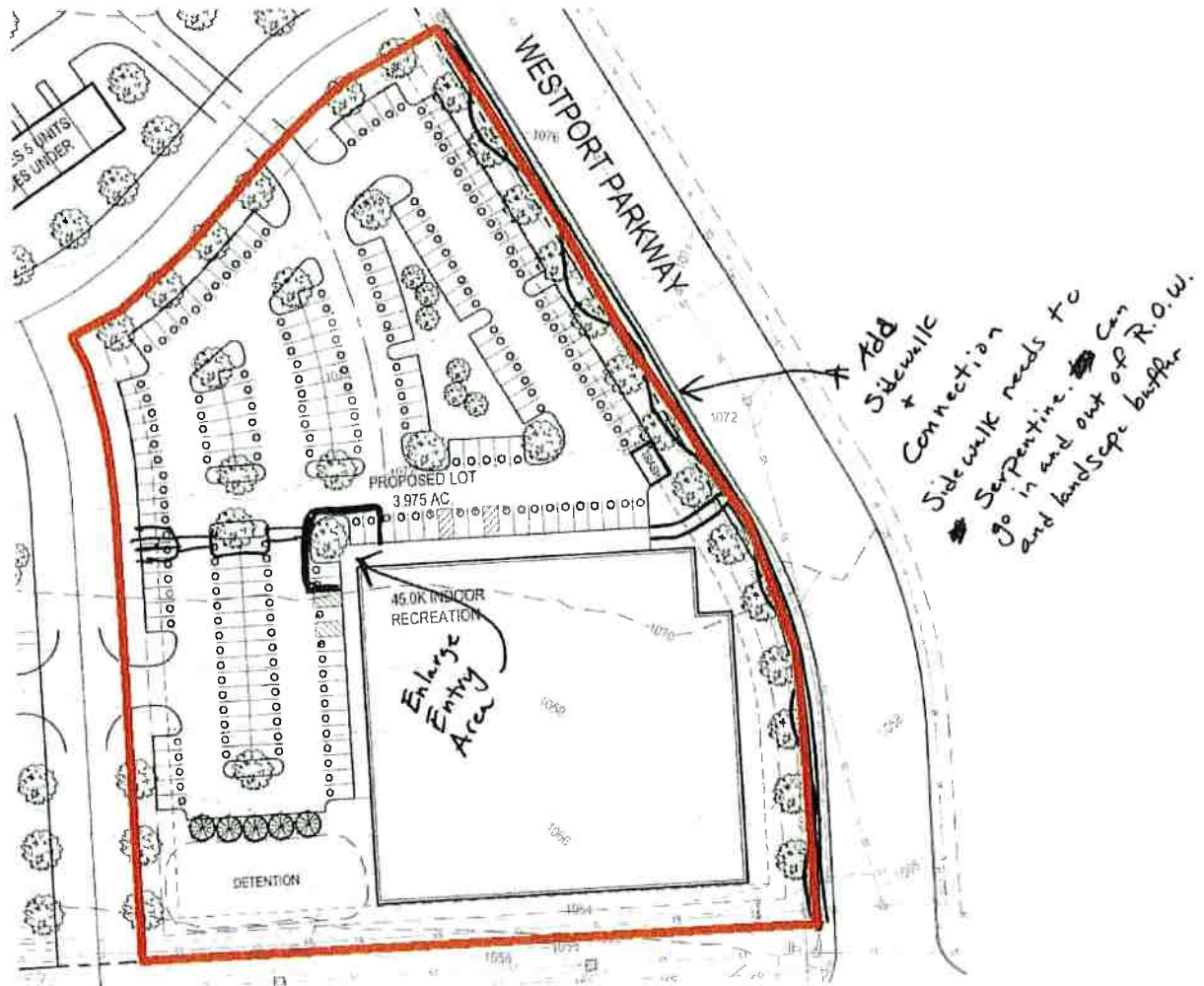
**Seller:**

**Southport West 32 LLC, a Nebraska limited liability company or Assigns**

By: William J. Douglas  
William J. Douglas,  
Managing Member

ADDRESS: 21008 Cumberland Drive, Suite 106, Elkhorn NE 68022

EXHIBIT "A"  
THE PROPERTY



**NOTE: This Exhibit illustrates the location and size of the Property only and not the building and improvements. However, the final dimensions of the Property will be in accordance with the terms of this Purchase Agreement.**





November 4, 2025

Kyle Vohl  
E & A Consulting Group, Inc.  
10909 Mill Valley Rd, Suite 100  
Omaha, NE 68154

RE: Planned Unit Development, Preliminary Plat, and Final Plat – 2nd Review  
Southport West Replat 10

Mr. Vohl,

We have reviewed the revised documents submitted for the above-referenced application. Based on the elements for consideration set forth in the applicable sections of the Zoning Ordinance and Subdivision Regulations, the City has provided additional comments noted within this letter. Please note that the format of this letter is based on the response letter provided within the resubmittal dated October 3, 2025.

**Planned Unit Development Site Plan Amendment:**

1. With the anticipated timeline for the PUD approval possibly culminating with a final approval sometime in January, please adjust the construction timeline accordingly. Also, please add general timelines for the construction of the developments on Lots 1 and 2.
2. Acknowledged.
3. Acknowledged.
4. Acknowledged.
5. City will await the updated TIA after the release of the updated MAPA data. The review will need to be completed prior to review by Planning Commission.
6. The Paving Exhibit Sheet appears to show the typical sections of S 127th St and Portside Parkway (50' wide ROW, 5' sidewalks 6.5' behind curb on both sides). Please show the typical cross-section of S 129th Plaza as to convey the side slopes/benches outside of the back of curb on both sides.

Construction of the connection from the end of Street A at the property line to the internal road on Lot 3 Southport West Replat 5 is required to be completed by the adjoining property owner at the time of development. Discussions need to be conducted with the adjoining property owner about the design of this connection in order to ensure the proper design and alignment of the improvements.

7. The Papillion Fire Reviewer requests the addition of fire hydrants to the PUD plan set to complete her review of the documents.
8. Acknowledged.

**City Hall**  
8116 Park View Blvd.  
La Vista, NE 68128-2198  
402.331.4343 P  
402.331.4375 F

**Community Development**  
8116 Park View Blvd.  
402.593.6400 P  
402.593.6445 F

**Library**  
9110 Giles Rd.  
402.537.3900 P  
402.537.3902 F

**Police**  
7701 S. 96th St.  
402.331.1582 P  
402.331.7210 F

**Public Works**  
9900 Portal Rd.  
402.331.8927 P  
402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F

9. Acknowledged.
10. Acknowledged.
11. Acknowledged.
12. Details regarding the maintenance of the proposed roundabout will need to be provided within the Subdivision Agreement. City crews will need to be able to provide maintenance operations in a safe and efficient manner, and therefore, a portion of the roundabout within right-of-way will need to be maintained by the applicant. Review and approval of the provisions within the subdivision agreement will need to be completed prior to approval of the agreement by City Council.
13. It appears that the western sidewalk connection to the property to the north lines up with an existing trash enclosure. Additionally, consideration needs to be made for sidewalk connections across Portside Parkway between S 127<sup>th</sup> Street and S 129<sup>th</sup> Plaza. Staff recommends a mid-block connection that avoids vehicle turning movements and provides a safe route for pedestrians to navigate from the multi-family development to the commercial development. Please investigate if a mid-block crossing can be designed to MUTCD standards and included.
14. The City is finalizing amendments to the Southport West PUD Ordinance, including the Southport West Design Guidelines. A draft of the amended Guidelines was recently presented to the Planning Commission and City Council for discussion purposes. Both the Commission and the Council noted a need for access to recreational amenities if the City were to allow residential uses in Southport West.  
  
The revised PUD plan set is currently under review by the City's Design Review Architect. A separate design review letter will be forwarded once the review of the most recent plan set has been completed. However, resubmittals to address the comments of this letter should not wait for comments from the Design Review Architect prior to resubmitting.  
  
As noted previously, separate design review processes will be required for each building phase at the time of development. Building and landscaping design for each phase will be reviewed in relation to each specific building/addition. Please note that the PUD plan set is currently being reviewed against the existing design guidelines. Changes may be needed at the building phase due to the changes in the Southport West Design Guidelines as adopted through this process.
15. As noted in the previous review letter, staff is drafting potential amendments to the Southport West PUD Ordinance that would allow for the uses within the area depicted as Lot 2 of Southport West Replat 10. A final version of these amendments will be provided in the near future.
16. The PUD plan set now depicts structure heights for each parcel in a tabular format. However, the heights of the two different structure types on the proposed Lot 2 of the development should be broken out separately.
17. Acknowledged.
18. No response necessary.
19. Received.

**Preliminary Plat:**

1. Acknowledged. Preference is to have existing easements released concurrent with the time of replatting in order to ensure there are no encumbrance issues on the replatted lots.
2. Acknowledged. Understanding further coordinating with the NDOT is ongoing.
3. Acknowledged. USACE coordination is likely disrupted due to the ongoing federal lapse in funding appropriations. The review will need to be completed prior to review by Planning Commission.
4. Acknowledged. City is anticipating further coordination/work to modify the access to ¾. The review will need to be completed prior to review by Planning Commission. Proposed interim improvements will need to be proposed.
5. Acknowledged. Wetlands Delineation to be submitted by the applicant at a future date. The review will need to be completed prior to City Council review.
6. City Staff is awaiting the draft Subdivision Agreement from the applicant. The review will need to be completed prior to review by City Council.
7. Please confirm erosion control measures are adequate for a site of this magnitude. Additional BMPs may be warranted to ensure silt remains onsite.
8. Acknowledged. City will await updated TIA after release of updated MAPA data. Review will need to be completed prior to review by Planning Commission.
9. Section 3.03.20.4 – A complete Post Construction Storm Water Management Plan (PCSMP), inclusive of a Maintenance Agreement, will be required prior to the issuance of a building permit.
10. Please include posted speed limit (assumed to be 25 MPH).
11. Details regarding the maintenance of the proposed roundabout will need to be provided within the Subdivision Agreement. City crews will need to be able to provide maintenance operations in a safe and efficient manner, and therefore, a portion of the roundabout within right-of-way will need to be maintained by the applicant. Review and approval of the provisions within the subdivision agreement will need to be completed prior to review of the agreement by City Council.
12. Acknowledged.
13. Acknowledged. Review of the Geotechnical Report will need to be completed prior to the issuance of a grading permit and/or construction of public improvements.
14. Acknowledged.
15. Please provide a cross-section of the private, S 129<sup>th</sup> Plaza. The cross-section shows the typical through proposed ROW portion of the project, assumed to be S 127<sup>th</sup> Street and/or Portside Plaza. The review will need to be completed prior to review by Planning Commission.
16. City Staff are awaiting the draft Subdivision Agreement from the applicant. The review will need to be completed prior to review by City Council.
17. Correction noted.

18. Acknowledged.
19. Please provide all applicable proposed traffic control devices and/or striping with the roadway network. Please confirm the roundabout signage is consistent with the current addition of the MUTCD. The review will need to be completed prior to review by Planning Commission.
20. Acknowledged.
21. Please provide clearly labeled existing utility information, inclusive of sanitary sewers, storm sewers, and/or other private utilities as necessary to ensure proper deposition of the proposed utilities within the plat. Also, confirm stormwater ditch conveyances along the south end of the project.
22. Please confirm the maintenance responsibilities of the basin located in proposed Outlot A.
23. Acknowledged.
24. No response necessary.
25. Acknowledged.
26. No response necessary.
27. Acknowledged. Hydrant spacing, disposition, and applicable performance provisions will need to be confirmed prior to the issuance of a building permit.
28. Correction noted.

**Final Plat:**

1. The Sarpy County Surveyor's office has notified the City that they have no further comments.
2. Acknowledged. Please provide Title Search once completed. Documents will need to be reviewed prior to review by the Planning Commission.
3. The block for the approval of lending institutions per Section 10.10 has not been added.
4. Section 3.05. – Please provide a copy of any private restrictions or covenants affecting the subdivision or any part thereof, if applicable.

**General:**

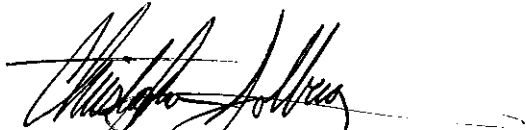
Please note that the subdivision agreement for the proposed development will provide statements that require the issuance of a building permit for the proposed entertainment venue prior to the issuance of building permits related to the multi-family development.

Please submit revised electronic copies (paper copies are not necessary) of the PUD Site Plan map set, the plat, and related documents to the City for further review. A timeline for review by the Planning Commission and City Council will be determined based on the timing of the resubmittal and the extent to which the issues noted in this review have been sufficiently addressed.



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

Thank you,

A handwritten signature in black ink, appearing to read "Christopher Solberg", written over a horizontal line.

Christopher Solberg, AICP  
Deputy Community Development Director

cc:

Kyle Haase, E & A Consulting Group, Inc.  
Willie Douglas, Southport West 32 LLC  
Bruce Fountain, Community Development Director  
Pat Dowse, City Engineer  
Tom McKeon, City Attorney



Design with Purpose. Build with Confidence.

November 11, 2025

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

RE: Southport West Replat 10 – PUD Design Review Letter #2

Dear Chris:

This letter shall provide recommendations and/or corrections for the Applicant's resubmittal containing drawings received on 10/21/2025. For tracking purposes, I have noted deficiencies in the submittal package below, and where appropriate, the corresponding requirements outlined in the Southport West Design Guidelines.

**General:**

1. The following drawings were submitted:
  - a. 1 of 3 - PUD Site Plan
  - b. 2 of 3 - PUD Emergency Vehicle Plan
  - c. 3 of 3 - PUD Landscaping Plan
2. Additional reviews regarding landscaping will take place at the time of Design Review Submission for each building within this PUD with regard to specific requirements regarding the softening of areas around dumpster enclosures, screening of utilities, screening of mechanical equipment, etc.
3. Berming is noted as part of enlarged details. Berming is required in this district but will be reviewed as part of the Design Review for each building project.

**Drawings:**

1. Landscaping
  - a. Trees are not shown on the Landscape Plan along I-80 but the Exterior Property Line Plantings Detail indicates trees. Trees are required along the I-80. Please revise the Landscape Plan to add these trees.
  - b. Per 6.I.B, green spaces along Interstate I-80 and West Giles Road shall be bermed and landscaped per the City of LaVista's Gateway Corridor landscape requirements. The Gateway Corridor landscape requirements reference compliance with the City of LaVista Zoning Ordinance. Section 7.17.03.02 of the City of LaVista Zoning Ordinance requires one tree for every forty lineal feet. Giles Road has 2,133 lineal feet of frontage and 54 trees are required. I-80 has 1,112 lineal feet of frontage and 28 trees are required. Tree Species shall be selected from Exhibit C of the Southport West Guidelines. Please revise.

Please notify the Applicant of the review comments above and request clarification and/or resubmittal as the case may be. Please remind the Applicant to properly date all resubmittals.

PHONE 402.493.4800  
FAX 402.493.7951

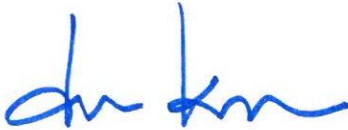
1044 North 115th Street, Suite 300  
Omaha, Nebraska 68154-4436

Please feel free to contact me regarding additional clarifications or questions.

(402) 431-6377 direct  
dkerns@schemmer.com

Sincerely,

THE SCHEMMER ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'dkerns', is positioned below the company name.

Dan Kerns, AIA, NCARB  
Principal  
Executive Manager, Architecture  
Commercial Market Leader



E & A CONSULTING GROUP, INC.

Engineering Answers

10909 Mill Valley Rd, Ste 100 | Omaha, NE 68154  
402.895.4700  
eacg.com

December 2, 2025

Chris Solberg, Deputy Director  
City of La Vista, Nebraska  
8116 Park View Boulevard  
La Vista, NE 68128

RE: Southport West Replat 10 – Preliminary Plat, Final Plat, and PUD Amendment Resubmittal  
E&A File: 2000.030.171

Dear Chris,

On behalf of our client, Southport West 32, LLC, we hereby submit the above referenced project. This submittal is in response to the November 10, 2025, City of La Vista Initial Review Letter. All documents included in this submittal are listed on the attached transmittal. To provide better context to the latest round of comments, included in this submittal lists each comment dating back to the first round of City comments. The original comment is from the City letter dated September 11, the first E&A response is in *blue* from our October 6 resubmittal, then the City response from November 10 is in *red*, and finally the responses in *green* represent our current responses. Any City comment from November 10 that lists some version of Acknowledged or noted is considered complete at this point and E&A did not response to that comment.

Planned Unit Development Site Plan Amendment:

1. Section 5.15.04.01 – Please submit a schedule of construction for further review.

*E&A Response: Below is our proposed schedule of construction for the public infrastructure:*

*Mass Grading – Fall 2025 into Spring 2026 (Entire Site)*

*Sanitary – Spring 2026*

*Storm – Spring 2026*

*Paving – Summer 2026*

*Water and Gas - Fall 2026*

*Power – Fall 2026*

*La Vista Response: With the anticipated timeline for the PUD approval possibly culminating with a final approval sometime in January, please adjust the construction timeline accordingly. Also, please add general timelines for the construction of the developments on Lots 1 and 2.*

*E&A Response:*

- *The proposed public infrastructure would slightly adjust if final approvals happen in early to mid Q1 2026. See below.*  
*Mass Grading – Spring 2026 (Entire Site)*  
*Sanitary – Summer 2026*  
*Storm and Paving – Late Summer 2026*  
*Water and Gas - Fall 2026*  
*Power – Late Fall 2026*



- *The lot level construction timeline for Lots 1 and 2 would begin likely in late 2026. Building permit plans would be submitted in Q3 of 2026.*

2. Section 5.15.04.02 – If the development is proposed to be constructed in phases, assurances will need to be made at the onset regarding the public improvements and/or shared improvements as to ensure performance. Such assurances will be required through the subdivision agreement.

*E&A Response: Understood. The public improvements of the proposed development will be constructed in a single phase. We will work with the City staff regarding adding assurances in the subdivision agreement.*

*La Vista Response: Acknowledged.*

3. Section 5.15.04.02 – If the project is phased, the site will need to be accessible from public and/or private roads that are adequate to carry the traffic imposed on them and provide suitable emergency vehicle access until all phases have been completed.

*E&A Response: The public improvements of the proposed development will be constructed in a single phase.*

*La Vista Response: Acknowledged.*

4. Section 5.15.04.03 – Please provide the proposed financial disposition of the public improvements, including proposed bond, escrow, or other financial arrangements ensuring the design, construction and/or maintenance of the proposed public improvements in case of project abandonment.

*E&A Response: The project is being funded privately. We will work with City staff regarding an acceptable financial disposition such as a bond.*

*La Vista Response: Acknowledged.*

5. Section 5.15.04.04 – The draft Traffic Impact Analysis is currently in review by the City's third-party reviewer. Additional comments may be forthcoming regarding this review.

*E&A Response: The third-party comments on the Traffic Impact Analysis on September 23, 2025. Based on those comments, the TIA needs to include the latest data from the Metropolitan Area Planning Agency (MAPA). To our knowledge, the MAPA data will not be released until later this year, at which time E&A will provide an updated TIA.*

*La Vista Response: City will await the updated TIA after the release of the updated MAPA data. The review will need to be completed prior to review by Planning Commission.*

*E&A Response: Included with this submittal is an updated TIA based on the latest MAPA data.*

6. Section 5.15.04.04 and 5.15.04.05 – Please elaborate on the connection of proposed Street A (as identified in the Street Profiles Exhibit) to Lot 3 Southport West Replat 5. It would appear that proposed Street A is to be considered a public road, however, traffic is being sent onto private property. This will likely be problematic with traffic flow, and with snow/ice maintenance of proposed Street A. Further discussion, in general, is necessary regarding whether the roads within the development remain private or are dedicated to the public.

Construction of the connection from the end of Street A at the property line to the internal road on Lot 3 Southport West Replat 5 is required to be completed by the adjoining property owner at the time of development. Discussions need to be conducted with the adjoining property owner about the design of this connection in order to ensure the proper design and alignment of the improvements.

*E&A Response: The north leg of the roundabout connection to Lot 3 Southport West Replat 5 has been converted to a private access road. The development team will continue to work with City staff and the adjacent property owner regarding the connection and design elements.*

*La Vista Response: The Paving Exhibit Sheet appears to show the typical sections of S 127th St and Portside Parkway (50' wide ROW, 5' sidewalks 6.5' behind curb on both sides). Please show the typical cross-section of S 129th Plaza as to convey the side slopes/benches outside of the back of curb on both sides.*

*Construction of the connection from the end of Street A at the property line to the internal road on Lot 3 Southport West Replat 5 is required to be completed by the adjoining property owner at the time of development. Discussions need to be conducted with the adjoining property owner about the design of this connection in order to ensure the proper design and alignment of the improvements.*

*E&A Response: Provided with this resubmittal is an updated Paving Exhibit and Street Profiles to show S 129<sup>th</sup> Plaza.*

7. Section 5.15.04.05 – The PUD Plan Set is being reviewed by the Papillion Fire Reviewer. Additional comments from that review may be forthcoming.

*E&A Response: Understood. We will review and update their comments once provided.*

*La Vista Response: The Papillion Fire Reviewer requests the addition of fire hydrants to the PUD plan set to complete her review of the documents.*

*E&A Response: Fire Hydrant locations have been added to the PUD Emergency Vehicle Plan. Final locations will be determined with Permit Plans.*

8. Section 5.15.04.06 – Please confirm if the entire area proposed for the Planned Unit Development is under single ownership.

*E&A Response: The PUD amendment related to Lots 1 through 3, Southport West, is owned by a single owner. The deed of the property has been provided with this submittal.*

*La Vista Response: Acknowledged.*

9. Section 5.15.04.08 – Adequate parking shall be provided for each building and use. For the multi-family buildings, including the townhomes, this requirement is 1 stall per bedroom. The PUD site plan demonstrates the multi-family property meeting this requirement. Regarding Lots 1, 3, and 4 and the proposed commercial developments on those properties, the Southport West PUD Ordinance requires a ratio of 4.5 off-street parking spaces per 1,000 square feet of gross leasable floor area. The proposed development in Lot 1 does not meet this required minimum. However, Lots 3 and 4 have an excess of parking above this required minimum. In order to accommodate the required parking for Lot 1, staff propose a cross-parking and access easement over the commercial properties, which will satisfy the requirement through the PUD. Such additional parking on Lot 4 would need to be constructed along the development on Lot 1 in order to supply the minimum parking required.

*E&A Response: A Cross Parking Easement note has been added to the Plat and the PUD Site Plan.*

*La Vista Response: Acknowledged.*

10. Section 5.15.04.10 – As depicted within Article 2 of the Zoning Ordinance, the property along Westport Parkway is considered a Front Yard. Also the northern lot line is considered a Side Yard. Setback deviations can be authorized as per Section 8B of the Southport West PUD Ordinance. However, allowances need to be requested with adequate reasoning and depicted within the PUD Site Plan map set.

*E&A Response: The setback notes have been updated on the PUD Site Plan, and a waiver is being requested to reduce the front yard setback along Westport Parkway. This reduction, for Lot One and the building's placement, is intended to improve pedestrian access to the building from both Portside Parkway and Westport Parkway.*

*La Vista Response: Acknowledged.*

11. Section 5.15.04.11 – Maximum lot coverage varies based on the proposed use (60% for commercial, 40% for residential). Please revise the site note on PUD Site Plan accordingly.

*E&A Response: The note has been added to the PUD Site Plan.*

*La Vista Response: Acknowledged.*

12. Section 5.15.04.13 – Please provide any provisions for the maintenance and care of common areas as are reasonably necessary to ensure the continuity, care, conservation, and maintenance, and to ensure remedial measures will be available to City Council if said common areas fall into deterioration.

*E&A Response: Understood. We will work with City staff regarding acceptable language to address maintenance and care of the common areas. The developer is planning to establish an Association for maintenance.*

*La Vista Response: Details regarding the maintenance of the proposed roundabout will need to be provided within the Subdivision Agreement. City crews will need to be able to provide maintenance operations in a safe and efficient manner, and therefore, a portion of the roundabout within right-of-way will need to be maintained by the applicant. Review and approval of the provisions within the subdivision agreement will need to be completed prior to approval of the agreement by City Council.*

*E&A Response: Understood. We will work with City staff regarding including language of the maintenance of the roundabout in the subdivision agreement. We would defer to the City to supply the 1<sup>st</sup> round of language.*

13. Section 5.15.04.16 and 5.15.05.02 Subsection 4 – Ensure pedestrian walkways for internal circulation and connections to the perimeter sidewalk are adequate. No sidewalk connections are depicted from the front doors of the townhomes to the sidewalks within the development. Likewise, connections from the apartment buildings to the sidewalks within the rest of the development lack sufficient connectivity. Additionally, a sidewalk connection from the development to the north lot line between the apartment buildings has been removed since the last preliminary version of this site plan. This connection needs to be added back in, in addition to the necessary internal sidewalk connectivity on Lot 2 for the multi-family and townhome development, and a central connection from the multi-family development to the commercial development to the south.

Pedestrian connectivity as a whole needs to be reviewed in relation to the policies set forth within the Comprehensive Plan, the 2022 Land Use Plan Update, and the Active Mobility Plan.

*E&A Response: Additional sidewalks and connectivity have been added to the PUD Site Plan.*

*La Vista Response: It appears that the western sidewalk connection to the property to the north lines up with an existing trash enclosure. Additionally, consideration needs to be made for sidewalk connections across Portside Parkway between S 127th Street and S 129th Plaza. Staff recommends a mid-block connection that avoids vehicle turning movements and provides a safe route for pedestrians to navigate from the multi-family development to the commercial development. Please investigate if a mid-block crossing can be designed to MUTCD standards and included.*

*E&A Response: An additional sidewalk connection has been included mid-block at the Clubhouse.*

14. Section 5.15.04.18-22 – The City is considering amendments to the Southport West PUD Ordinance, including the Southport West Design Guidelines. A draft of the amended Guidelines will be presented to the Planning Commission on September 18th for discussion purposes only.

The overall site and landscape plans are currently under review by the City's Design Review Architect. A separate design review letter will be forwarded once the initial review has been completed. However, resubmittals to address the comments of this letter should not wait for comments from the Design Review Architect prior to resubmitting.

Separate design review processes will be required for each building phase at the time of development. Building and landscaping design for each phase will be reviewed in relation to each specific building/addition. The PUD Landscape Plan will serve as a general plan for the overall site that will be refined through the design review process for each specific building.

*E&A Response: Understood. We received comments from Dan Kerns with Schemmer Associates, Inc. on September 24. Those comments and responses are listed at the end of this letter. (See Page 9)*

*La Vista Response: The City is finalizing amendments to the Southport West PUD Ordinance, including the Southport West Design Guidelines. A draft of the amended Guidelines was recently presented to the Planning Commission and City Council for discussion purposes. Both the Commission and the Council noted a need for access to recreational amenities if the City were to allow residential uses in Southport West.*

*The revised PUD plan set is currently under review by the City's Design Review Architect. A separate design review letter will be forwarded once the review of the most recent plan set has been completed. However, resubmittals to address the comments of this letter should not wait for comments from the Design Review Architect prior to resubmitting.*

*As noted previously, separate design review processes will be required for each building phase at the time of development. Building and landscaping design for each phase will be reviewed in relation to each specific building/addition. Please note that the PUD plan set is currently being reviewed against the existing design guidelines. Changes may be needed at the building phase due to the changes in the Southport West Design Guidelines as adopted through this process.*

*E&A Response: Understood. We will continue to work with City staff regarding any additional comments provided to us from the City's Design Review Architect.*

15. Section 5.15.05.01 – Townhouses and multiple-family dwellings are not allowed within the underlying C-3 Highway Commercial/Office Park District. For the use to be allowed within the proposed area, an amendment to the Southport West PUD Ordinance will need to be prepared to allow for the uses. This amendment will need to be approved by the City Council prior to the approval of the PUD Site Plan Amendment, Preliminary Plat, or Final Plat. All staff recommendations reports will note this as a recommended contingency of any approval.

Staff is drafting potential amendments to the Southport West PUD Ordinance that would allow for the uses within the area depicted as Lot 2 of Southport West Replat 10. A draft of these amendments will be provided when the proposed changes have been completed and reviewed internally.

*E&A Response: Understood.*

*La Vista Response: As noted in the previous review letter, staff is drafting potential amendments to the Southport West PUD Ordinance that would allow for the uses within the area depicted as Lot 2 of Southport West Replat 10. A final version of these amendments will be provided in the near future.*

*E&A Response: Understood. We will wait for the final version when it becomes available.*



16. Section 5.15.05.02 Subsection 2 – The proposed height of each structure needs to be provided on the site plan. Please be aware that developments on this property will require FAA approval prior to issuance of a building permit due to proximity to the Millard Airport.  
*E&A Response: Understood. We are in the preliminary stages of coordination with the FAA. However, due to the federal shutdown, responses have been delayed. The building heights are included in the Site Plan table and also in the elevations.*  
*La Vista Response: The PUD plan set now depicts structure heights for each parcel in a tabular format. However, the heights of the two different structure types on the proposed Lot 2 of the development should be broken out separately.*  
*E&A Response: The building elevations include all heights. The Table on the PUD Site Plan has been updated to include the heights of each building as well.*
17. Section 5.15.05.02 Subsection 3 – Although a dumpster enclosure is depicted for the development on Lot 1 Southport West Replat 10, no other dumpster enclosures are depicted within the PUD Site Plan map set. Please add sufficient enclosures to handle the waste anticipated. Additionally, please propose an alternative location for the dumpster enclosure on Lot 1 to ensure that it is not located along Westport Parkway.  
*Response: Dumpster locations for each lot have been provided on the PUD Site Plan, and the enclosure location has been moved on Lot 1 away from Westport Parkway.*  
*La Vista Response: Acknowledged.*
18. General Comment – This development will abide by the Southport West PUD Ordinance (as revised) and the design guidelines adopted therein.  
*Response: Understood.*  
*La Vista Response: No response necessary.*
19. General Comment – Please provide proof of an agreement between the developer and the entertainment venue to be developed as shown on Lot 1.  
*E&A Response: Included with this submittal is a copy of the agreement with the Lot 1 user.*  
*La Vista Response: Received.*

Preliminary Plat:

1. Section 3.03.10 – Side and rear lot easement for Lots 1, 2, and 3 Southport West will need to be released prior to the recording of the final plat for Southport West Replat 10.  
*E&A Response: Based on previous requests with the utility companies, each utility company will wait to release its rights until after Replat 10 has been filed with the County. We will work with each company to get their release as quickly as possible.*  
*La Vista Response: Acknowledged. Preference is to have existing easements released concurrent with the time of replatting in order to ensure there are no encumbrance issues on the replatted lots.*  
*E&A Response: Agreed. We will work with the proper utility companies to release their rights as quickly as possible post plat recording.*

2. Section 3.03.10 – Confirm the uses and signage for the proposed Lot 3 Southport West Replat 10 do not conflict with the Control of Outdoor Advertising Easement to the State of Nebraska.  
*E&A Response: The easement only restricts the usage of outdoor advertising signage. NDOT allows signage for specific users within the development. We will work with NDOT as specific user signage is developed.*  
*La Vista Response: Acknowledged. Understanding further coordinating with the NDOT is ongoing.*
3. Section 3.03.10, Section 3.03.11 – As stated in your Engineer's Submittal Letter, confirm the Permanent Drainage and Wetlands Mitigation Easement in the southwest corner of Lot 3 Replat 10 can be released.  
*E&A Response: We are working with the proper agencies to get formal confirmation. However, due to the Federal Government shutdown, receiving a response might be slightly delayed.*  
*La Vista Response: Acknowledged. USACE coordination is likely disrupted due to the ongoing federal lapse in funding appropriations. The review will need to be completed prior to review by Planning Commission.*
4. Section 3.03.10 – The intersection of proposed Street C and West Giles Road notes the Unrestricted Full Access Easement, which is proposed to be modified per the submitted draft Traffic Impact Analysis. This easement will need to be modified to state that access is to be limited.  
*E&A Response: We will work with both the City of La Vista and Sarpy County regarding modifying the easement. The original easement dedication was only applied to the plat with no separate document recording or notice of who controls the restriction.*  
*La Vista Response: Acknowledged. City is anticipating further coordination/work to modify the access to ¾. The review will need to be completed prior to review by Planning Commission. Proposed interim improvements will need to be proposed.*  
*E&A Response: Understood. We will continue to coordinate with City staff regarding the interim improvements.*
5. Section 3.03.11 – Per the draft Drainage Report, the Applicant Engineer is to complete a full wetlands delineation. Please provide a copy of said delineation once completed.  
*E&A Response: Understood. We are working on completing a full wetlands delineation and will provide it once completed.*  
*La Vista Response: Acknowledged. Wetlands Delineation to be submitted by the applicant at a future date. The review will need to be completed prior to City Council review.*  
*E&A Response: The completed Wetland Delineation has been included in this submittal.*
6. Section 3.03.15 – Please provide itemized cost estimates for infrastructure improvements with proposed allocations for costs between sources of funding. Include a draft Subdivision Agreement with provisions of stormwater fees, sewer connections fees, and cost shares of public and/or private improvements. Staff will provide a template for this agreement.  
*E&A Response: Included with this submittal is a cost estimate for the infrastructure improvements.*  
*La Vista Response: City Staff is awaiting the draft Subdivision Agreement from the applicant. The review will need to be completed prior to review by City Council.*  
*E&A Response: Understood. We are working on completing the draft agreement.*

7. Section 3.03.16 – Please provide a copy of the erosion control plan.  
*E&A Response: Included with the resubmittal is the erosion control plan.*  
*La Vista Response: Please confirm erosion control measures are adequate for a site of this magnitude. Additional BMPs may be warranted to ensure silt remains onsite.*  
*E&A Response: Additional erosion control BMP's will be added/evaluated in conjunction with the mass grading design for the development.*
8. Section 3.03.19 – The Traffic Impact Analysis is being reviewed by the City's 3rd Party Reviewer. Additional comments from that review may be forthcoming.  
*E&A Response: The third-party comments on the Traffic Impact Analysis on September 23, 2025. Based on those comments, the TIA needs to include the latest data from the Metropolitan Area Planning Agency (MAPA). To our knowledge, the MAPA data will not be released until later this year, at which time E&A will provide an updated TIA.*  
*La Vista Response: Acknowledged. City will await updated TIA after release of updated MAPA data. Review will need to be completed prior to review by Planning Commission.*  
*E&A Response: Included with this submittal is the draft TIA with the updated MAPA data.*
9. Section 3.03.20.4 – A complete Post Construction Storm Water Management Plan (PCSMP), inclusive of a Maintenance Agreement, will be required prior to the issuance of a building permit.  
*E&A Response: Understood. A maintenance agreement will be recorded as soon as the PCMSMP has been approved by the City and the plat has been recorded.*  
*La Vista Response: Section 3.03.20.4 – A complete Post Construction Storm Water Management Plan (PCSMP), inclusive of a Maintenance Agreement, will be required prior to the issuance of a building permit.*  
*E&A Response: Understood.*
10. General – Street Profile Sheets – Please provide the design speed for the proposed Street Profiles.  
*E&A Response: The profiles have been updated to include the design speed.*  
*La Vista Response: Please include posted speed limit (assumed to be 25 MPH).*  
*E&A Response: 25 MPH design speed added to the profile sheets.*
11. Section 4.09 and Section 4.13 – Street Profile Sheet 1 of 3 – Proposed Street A appears to head into a private roadway in Lot 3 Southport West Replat 5. If proposed Street A is proposed as a public street, there will likely need to be a cul-de-sac or other means to ensure operations and maintenance, such as snow and ice removal, or other means to ensure safe, efficient, and legal means of maintenance.  
*E&A Response: The north leg of the roundabout has been converted to a private drive. In its place is an access easement reserved for the adjacent lots and Lot 3, Southport West Replat 5.*  
*La Vista Response: Details regarding the maintenance of the proposed roundabout will need to be provided within the Subdivision Agreement. City crews will need to be able to provide maintenance operations in a safe and efficient manner, and therefore, a portion of the roundabout within right-of-way will need to be maintained by the applicant. Review and approval of the provisions within the subdivision agreement will need to be completed prior to review of the agreement by City Council.*  
*E&A Response: Understood. We will continue to work with City staff regarding including language of the maintenance of the roundabout in the subdivision agreement. We would defer to the City to supply the 1<sup>st</sup> round of language.*

12. Section 4.09 – Street Profile Sheet 1 of 3 – the west and south legs of the roundabout appear to transition for public right of way to the private lots with tight geometry that would make maintenance operations, such as snow and ice removal, prohibitive to the Public Works Department. The Subdivision Agreement will need to detail/delineate the maintenance limits of the City and the Applicant.  
*E&A Response: A Roundabout Exhibit has been included with this submittal.*  
*La Vista Response: Acknowledged.*
13. General – Street Profile Sheet 2 of 3 – Proposed Street A appears to have an approximately 20+ vertical feet of fill. Please provide the Geotechnical Report, inclusive of any settlement and/or surcharge recommendations.  
*E&A Response: The Geotechnical Report will be completed before mass grading and the design of the public improvements.*  
*La Vista Response: Acknowledged. Review of the Geotechnical Report will need to be completed prior to the issuance of a grading permit and/or construction of public improvements.*  
*E&A Response: Understood*
14. General – Street Profile Sheet 2 of 3 – Proposed Street C shows an ultimate profile near STA18+32.00 of a potential fill of nearly 5.5 feet. Please provide the reference profile of West Giles Road to estimate said grade raise. In the ultimate profile, how will drainage and/or fill of approximately 5.5 be accounted for into the edge of ROW? Are retaining walls anticipated along Street A and/or West Giles Road?  
*E&A Response: Giles Road Ultimate Plan and Profile has been provided with this submittal. This development sits higher than the existing Giles Road. We do not anticipate the need for retaining walls.*  
*La Vista Response: Acknowledged.*
15. General – Paving Exhibit Sheet – Please provide a typical cross section, inclusive of pavement thickness, cross slope, area of prepared subgrade, sidewalks, ROW lines, and/or any other pertinent information.  
*E&A Response: 25' Street and ROW typical section has been added to the Paving Exhibit.*  
*La Vista Response: Please provide a cross-section of the private, S 129th Plaza. The cross-section shows the typical through proposed ROW portion of the project, assumed to be S 127th Street and/or Portside Plaza. The review will need to be completed prior to review by Planning Commission.*  
*E&A Response: A typical street section for S 129<sup>th</sup> Plaza has been added to the Paving Exhibit.*
16. General, Paving Exhibit Sheet – Please provide design speed, geometry, details and or other pertinent measurement details within the roundabout as to ascertain operational and maintenance characteristics of the roundabout.  
*E&A Response: A Roundabout Exhibit has been provided with this submittal.*  
*La Vista Response: City Staff are awaiting the draft Subdivision Agreement from the applicant. The review will need to be completed prior to review by City Council.*  
*E&A Response: Understood.*
17. Section 4.02 – Paving Exhibit Sheet – Per Section 4.24 of the Subdivision Regulations, Commercial land uses shall have an 8-inch minimum paving thickness.  
*E&A Response: Paving thickness has been updated.*  
*La Vista Response: Correction noted.*



18. Section 4.02 – Paving Exhibit Sheet – Confirm the 6” concrete apron thickness is consistent with Commercial land uses.  
*E&A Response: Concrete apron thickness has been updated to 8” to match the roundabout paving thickness.*  
*La Vista Response: Acknowledged.*
19. General – Paving Exhibit Sheet – Please provide signage/traffic control proposed in advance and/or within the roundabout.  
*E&A Response: Roundabout signage has been included on the Roundabout Exhibit.*  
*La Vista Response: Please provide all applicable proposed traffic control devices and/or striping with the roadway network. Please confirm the roundabout signage is consistent with the current addition of the MUTCD. The review will need to be completed prior to review by Planning Commission.*  
*E&A Response: Traffic control signage for the development has been added to Paving Exhibit and signage has been updated on the roundabout to conform to the MUTCD.*
20. General – Paving Exhibit Sheet – There appears to be a raised channelized median in the west leg of the proposed Street B and Westport Parkway intersection. Please provide striping, geometry, and/or measurements to ascertain the west leg of the intersection, and how it relates to the east leg of the intersection.  
*E&A Response: The median has been eliminated.*  
*La Vista Response: Acknowledged.*
21. Section 3.07.07, Section 4.18, and Section 4.19 – Utilities Exhibit – Existing storm sewer and sanitary sewer in the vicinity and/or are proposed to be points of connection are not shown on the exhibit. Please include.  
*E&A Response: Existing infrastructure adjacent to the project is shown.*  
*La Vista Response: Please provide clearly labeled existing utility information, inclusive of sanitary sewers, storm sewers, and/or other private utilities as necessary to ensure proper deposition of the proposed utilities within the plat. Also, confirm stormwater ditch conveyances along the south end of the project.*  
*E&A Response: Additional labels added to the existing utilities that the proposed development will connect/discharge to. Ditch conveyance calculations have been added to the drainage study.*
22. Section 4.18 – Utilities Exhibit, PCSMP Exhibit – PCSMP Draft Plan proposes three (3) Basin PCSMP BMPs that will likely act as regional detention for multiple lots. Please elaborate on the disposition of the basins, and who will be responsible for the upkeep and maintenance of the basins into perpetuity. These items, likely held as common area maintenance items, will need to be provisioned in the Subdivision Agreement.  
*E&A Response: Lots 1 and 3 will be served by a private basin shown on the exhibits. These basins will be designed with the site improvement plans and will be maintained by the property owner. Lots 2, 4, and the public right-of-way will be served by the basin located in Outlot A.*  
*La Vista Response: Please confirm the maintenance responsibilities of the basin located in proposed Outlot A.*  
*E&A Response: A business association is being formed and will responsible for maintaining the basin Outlot A.*

23. Section 4.19 – Utilities Exhibit – The cross pipe to the north of the roundabout proposes a 36” RCP pipe, which likely means the proposed single on-grade inlet in each curb is not adequate in capacity.  
*E&A Response: This storm sewer was sized to take runoff from the apartments in addition to the runoff in S 129<sup>th</sup> Plaza. The 36” sizing is being driven by the apartments and not the runoff in the street.*  
*La Vista Response: Acknowledged.*
24. Section 4.19 – Utilities Exhibit – The proposed sanitary sewer alignment, deflections, materials, slopes, and serviceability requirements will need to be consistent with the current edition of the City of Omaha Wastewater Collection Systems Design Manual.  
*E&A Response: Understood.*  
*La Vista Response: No response necessary.*
25. Section 4.19 – Utilities Exhibit – Please elaborate on the disposition of the proposed sanitary sewer that connects Proposed Lot 3 to the existing sanitary sewer line that crosses under West Giles Road.  
*E&A Response: This sewer line is needed to serve Lot 3. Due to the grades on site, the sewer in Portside Parkway will be too high to effectively serve Lot 3.*  
*La Vista Response: Acknowledged.*
26. General Comment – Utilities Exhibit – Comments provided by OPPD:  
a. Owner/developer to discuss with OPPD Utility Coordinator to understand the timeline and design on electrical backbone for the subdivision. No electrical utilities currently exist within lots of property. Please reach out to a Utility Coordinator prior to start of any construction to understand time it will take to install power for future buildings.  
b. An OPPD 161kV transmission line runs E/W along W. Giles Rd Right-of-Way.  
*E&A Response: Understood. We will coordinate with OPPD regarding the construction timeline.*  
*La Vista Response: No response necessary.*
27. Section 5.05.04 – Fire Hydrant spacing appears to be greater than 450 feet. Please confirm that the hydrant placement is consistent with Metropolitan Utilities District and/or NFPA standards.  
*E&A Response: Fire hydrant spacing has been updated and we will continue to coordinate with MUD regarding the design.*  
*La Vista Response: Acknowledged. Hydrant spacing, disposition, and applicable performance provisions will need to be confirmed prior to the issuance of a building permit.*  
*E&A Response: Understood.*
28. General Comment – PCSMP Exhibit – Dry Detention Basin General Notes – Note 1 – Makes reference to the City of Papillion.  
*E&A Response: Note 1 updated on the exhibit.*  
*La Vista Response: Correction noted.*

Final Plat:

1. The plat documents are being reviewed by the Sarpy County Surveyor's office. Additional comments from that review may be forthcoming.  
*E&A Response: The final plat has been updated to reflect the comments provided by the Sarpy County Surveyor. We will continue to work with the County Surveyor to address any additional comments he may have.*  
*La Vista Response: The Sarpy County Surveyor's office has notified the City that they have no further comments*  
*E&A Response: Understood.*
2. Section 3.05.11 – Please include a notarized dedication signed and acknowledged by all parties having titled interest in or lien upon the land to be subdivided, consenting to the final plat including dedication of parts of the land for streets, easements, and other purposes as per Section 10.01. If there are no mortgage holders, please provide a statement to that effect from a title company.  
*E&A Response: To our knowledge, there are no mortgage holders on the property. We are working with a title company to provide a statement. Once received, we will provide.*  
*La Vista Response: Acknowledged. Please provide Title Search once completed. Documents will need to be reviewed prior to review by the Planning Commission.*  
*E&A Response: A Title Search has been provided with this submittal that reflects no lending institution has a loan on the property.*
3. Section 3.05.018 – Please provide a block for the approval of the lending institutions per section 10.10, if applicable.  
*E&A Response: Understood.*  
*La Vista Response: The block for the approval of lending institutions per Section 10.10 has not been added.*  
*E&A Response: A Title Search has been provided with this submittal that reflects no lending institution has a loan on the property.*
4. Section 3.05 – Please provide a copy of any private restrictions or covenants affecting the subdivision or any part thereof, if applicable.  
*E&A Response: The applicant is working on a draft covenants of the development. Once the draft document is completed, we will provide a copy to the City for their review.*  
*La Vista Response: Section 3.05. – Please provide a copy of any private restrictions or covenants affecting the subdivision or any part thereof, if applicable.*  
*E&A Response: Provided with this resubmittal is a draft covenants.*

If you have any questions regarding the application, please contact me at 402-895-4700.

Sincerely,  
E & A Consulting Group, Inc.

A handwritten signature in blue ink, appearing to read 'J. Stoll', with a long horizontal flourish extending to the right.

Jeff Stoll,  
Platting Services Assistant Manager



(This is a legally binding contract. If not understood, seek legal advice.)

## UNIFORM COMMERCIAL PURCHASE AGREEMENT

NAI NP Dodge

August 8, 2025

The undersigned Buyer, (whether one or more) agrees to purchase the Property described as follows:

1. **Address:** A to-be-assigned address on a new parcel of land to be platted from a replat of Lots 1, 2 and 3, Southport West, La Vista, Nebraska.
2. **Property Description:** An approximately 173,151 sq. ft. (3.975 acres) parcel of land which includes all of Lot 2, Southport West (approximately 2.281 acres), a large portion of Lot 3, Southport West, and a small portion of Lot 1, Southport West, La Vista, Nebraska as illustrated on **Exhibit "A"** and defined within this Purchase Agreement ("Property"). Complete legal description to be on the revised title commitment before closing and the administrative lot split or replat.
3. **Personal Property:** The only personal property included is as follows: None.
4. **Conveyance:** Seller represents that it has good, valid and marketable title, in fee simple, and agrees to convey title to Property to Buyer or his nominee by warranty deed only free and clear of all liens, encumbrances or special taxes levied or assessed, except none, subject to all building and use restrictions, utility easements and covenants of record at closing.
5. **Assessments:** Seller agrees to pay any assessments for public improvements previously constructed, or ordered or required to be constructed by the public authority, but not yet assessed. Seller is not aware of any public improvements ordered or required to be constructed but not yet constructed.
6. **Purchase Price:** Buyer agrees to pay \$[REDACTED] on the following terms: [REDACTED] ("Escrow Agent") to be deposited directly at TitleCore National, 8701 West Dodge Road, Suite 150, Omaha, NE 68114, Attn: Beth Bucklin, (402) 934-4174 ("Escrow Agent") within three (3) business days after Seller's acceptance of this Purchase Agreement. In the event of refusal or failure of the Buyer to consummate the purchase, the Seller shall, as its only option and remedy, retain the Deposit as liquidated damages for failure to carry out the agreement of sale. Balance to be paid in immediately available funds at closing of the sale.
7. **Urban Taxes:** All consolidated real estate taxes which become delinquent in the year in which closing takes place shall be treated as though all are current taxes, and those taxes shall be prorated as of date of closing, and all prior years' taxes, interest, and other charges, if any, will be paid by Seller.
8. **Conveyance of Title and Closing:** Escrow Agent shall furnish a current title insurance commitment ("Commitment") to Buyer within thirty (30) days following the date this Agreement is fully executed ("Effective Date"). Within thirty (30) days following delivery of the Commitment, Buyer shall notify Seller of any objections to any conditions or title defects ("Defects") in the Commitment. If Defects are timely identified, Seller shall have the option to cure such Defects within thirty (30) days following Buyer's notice ("Cure Period"). If Defects are not cured, or are not in process of being cured in a reasonable timeframe, Buyer may rescind this agreement and the Deposit shall be refunded, or Buyer may accept such Defects as permitted encumbrances. The parties acknowledge the parcel of land which will become the Property is subject to a future recorded replat of the parcels included in Section 1 above; therefore, Buyer reserves the right to submit objections to an updated version of the Commitment after the replat is recorded so long as such objections are submitted within ten (10) days after receipt of such Commitment and Seller shall have the option to cure such Defects within thirty (30) days following Buyer's notice ("Final Cure Period"). Approximate closing date ("Closing Date" or "Closing") to be a mutually agreeable date but no later than ten (10) days after all Seller's Improvements are completed (defined below in Section 10 below), subject to Section 9 below. However, if Seller's Improvements are not completed on or before December 15, 2025, Buyer shall have the option to delay Closing to a mutually-agreeable date but in no event shall such Closing Date be later than the latter of (a) April 25, 2026 or (b) ten (10) days after all Seller's Improvements are completed. Possession shall be delivered at closing. The cost of an Owner's title insurance policy shall be equally divided between Buyer and Seller.
9. **Zoning & Use:** The parties acknowledge Buyer's intended use of the Property is a Slick City franchise location which qualifies as "indoor recreation" or other use assigned by the City of La Vista which will likely require an amendment to the current Planned Unit Development ("P.U.D.") for Southport West from the City of La Vista Planning Department ("City Planning"). Within ten (10) business days after the Effective Date, Seller shall contact City Planning and determine the necessary process to amend the P.U.D. for the intended use of the Property. If rezoning, zoning amendment and/or a conditional use permit ("C.U.P.") is required (collectively, "Zoning"), in a expeditious manner, Buyer shall assist Seller with any applications and documents requested by City Planning or Seller. If the required Zoning and recorded plat including the lot for the Property are not obtained prior to the Closing Date in accordance with this Agreement, the Closing Date shall be extended to a mutually agreeable date but no later than ten (10) business days after all of the following three (3) items are completed: (1) City Planning has approved and recorded the required Zoning and (2) the recordation of the Amended P.U.D. and (3) the plat which includes the Property is recorded as a separate lot. If such Zoning has not been obtained within one hundred eighty (180) days after the Effective Date, Buyer may cause this Purchase Agreement to be terminated and of no effect at any time thereafter upon delivering written notice to Seller and Escrow Agent and the Deposit shall be immediately be returned to Buyer. This paragraph shall survive Closing.
10. **Amendment to P.U.D., Replat, Survey and Seller's Improvements:** The parties shall work together expediently in order to obtain an Amendment to the current P.U.D. and administrative lot split or replat, whichever is necessary, in order to create the parcel as illustrated on Exhibit "A." The parties shall mutually agree in writing on the final dimensions, location and size of the Property prior to the plat being approved and recorded. Should the ultimate size of the Property materially changes, which is not expected, the parties shall work together to consider a reasonable corresponding adjustment of the Purchase Price. Seller shall be responsible for all costs related to the Zoning, P.U.D. amendment and replatting. The cost of an ALTA Survey in the names of both Buyer and Seller shall be split equally between Buyer and Seller, cost to Buyer not to exceed \$5,000. The ALTA Survey shall be completed as soon as practical along with the administrative lot split or replat. Seller shall be responsible for all costs associated with the design, engineering, installation and completion of the streets, storm and sanitary sewer and all utilities (water, sewer, electrical and gas) to the property line, street lighting and other required improvements in accordance with the standards stipulated by the Southport West Architectural Design Site Guidelines, the City of La Vista and Sarpy County ("Seller's Improvements"). Seller shall work diligently in completing all of Seller's Improvements which shall be completed prior to the Closing Date. Notwithstanding the foregoing

and at Buyer's sole option upon its written notice to Seller and Escrow Agent, Buyer may elect to set a Closing Date prior to the completion of Seller's Improvements in order to start construction of Buyer's improvements. If Buyer delivers such notice, the Escrow Agent shall hold back an amount of \$100,000.00 of Seller's proceeds through an escrow agreement agreeable to both parties until the Seller's Improvements are completed as evidenced by Seller's written notice to the Escrow Agent and the parties. Should Seller's Improvements not be completed within ninety (90) days after the Closing Date ("Seller's Improvements Deadline"), Escrow Agent shall deliver Ten Thousand and No/100 Dollars (\$10,000.00) out of such escrow amount directly to Buyer as a penalty for Seller's nonperformance ("Improvements Delay Penalty") starting thirty (30) days after Seller's Improvements Deadline and after each additional thirty (30) day period until the Seller's Improvements are completed. Seller shall provide access to the Property from Westport Parkway and/or the new roads upon the Closing Date for Buyer's commencement of grading, installation of its building foundation etc. Seller shall provide temporary electrical service to the Property at a mutually agreeable location if permanent electrical service is not completed to the Property when necessary for construction of Buyer's Improvements. Notwithstanding the foregoing, if an early Closing Date is elected by Buyer, and due to weather, time of year or anticipated City approval or utility timing a 90-day completion timeframe is not reasonably achievable, Buyer and Seller shall mutually agree in writing on a reasonable Seller's Improvement Deadline in light of such circumstances. This paragraph shall survive Closing.

**11. Documents:** Within five (5) business days following the Effective Date, Seller or its agent shall deliver to Buyer a copy of all documents in Seller's possession or control that would help Buyer in its review of the Property, including but not limited to, inspection reports, surveys, operating statements, leases and environmental reports.

**12. Escrow Closing:** Buyer and Seller acknowledge and understand that the closing of the sale may be handled by an Escrow Agent and that the Broker is authorized to transfer the Deposit or any other funds it receives to said Escrow Agent. After said transfer, Broker shall have no further responsibility or liability to Buyer or Seller for the accounting for said funds. Escrow Agent's charge for the escrow closing shall be equally divided between Buyer and Seller.

**13. State Documentary Tax:** The State Documentary Tax on the deed shall be paid by the Seller.

**14. Insurance:** Any risk of loss to the Property shall be borne by the Seller until title has been conveyed to the Buyer. In the event, prior to closing, the structures on the Property are materially damaged by fire, explosion or any other cause, Buyer shall have the right to rescind this agreement, and Seller shall then refund the Deposit to Buyer. Buyer agrees to provide his own hazard insurance and any other necessary coverages upon commencement of its improvements to the Property.

**15. Condition of Property:** Seller represents to the best of the Seller's knowledge, information and belief, there are no latent defects in the property. Seller agrees to maintain the heating, air conditioning, water heater, sewer, plumbing, electrical systems and any built-in appliances in working condition until delivery of possession.

**16. Environmental:** Seller represents to the best of Seller's knowledge, information and belief, there are no conditions present or existing with respect to the Property which may give rise to or create Environmental Hazards or Liabilities and there are no enforcement actions pending or threatened with respect thereto.

**17. Inspection:** Buyer shall, at its expense and not later than one hundred twenty (120) days after the Effective Date, obtain any and all inspections and reports it may deem necessary or desirable ("Inspection Period"), including, but not limited to, an inspection by one or more qualified experts relating to:

1. Obtaining an amendment to the current Planned Unit Development (P.U.D.) for Buyer's intended use;
2. Review of the Southport West Landowners Association bylaws, as amended;
3. Architectural Design and Site Guidelines for the Southport West Development;
4. Approval from the Southport West Architectural Review Committee;
5. Confirmation the road on the west side of the Property with access to the Property and West Giles Road has been approved by the City of La Vista and all governing bodies.
6. Analysis of the Property to be converted for Buyer's intended use; and
7. The easements, covenants and restrictions which are of record.

To the extent any such items related to necessary governmental approvals cannot be obtained during the Inspection Period, in Inspection Period may be extended for a mutually agreeable reasonable time period for those remaining governmental approval items only. In the event that any such inspections or reports reveal defects which the Buyer deems in its sole judgment and discretion to be unsatisfactory, or if in its sole judgment and discretion it is determined that the cost of remedying any such defects exceeds the amounts reasonably to be anticipated which are of such magnitude that the purchase is no longer financially feasible or desirable to the Buyer, then the Buyer shall give notice of same, in writing, to the Seller on or before the expiration of the Inspection Period and this Agreement shall be null and void and of no legal effect, and the Deposit will promptly be refunded.

**18. Assignment of Warranties:** Seller agrees to assign all guarantees and warranties in its possession including, but not limited to, roof, and HVAC systems, to Buyer at no cost at closing.

**19. Assignment of the Purchase Agreement:** Buyer may not assign or transfer all or any portion of its interests, rights or obligations under this Agreement to any other individual, entity or person without the prior written consent thereto by Seller. However, Buyer may, without the consent of Seller, (i) designate one or more affiliates as its nominee or designee to accept title to the Property or portions thereof, or (ii) assign its rights under this Agreement to one or more affiliates of Buyer or an entity formed by the principals of Buyer for the purpose of owning and developing the Property. No assignment by Buyer of its rights under this Agreement shall relieve Buyer of its obligations under this Agreement. No oral representations of any kind shall be binding upon either party unless fully set forth herein or in any such amendment.

**20. Offer Expiration:** This offer to purchase is subject to acceptance by Seller on or before Wednesday, August 13, 2025, at 5:00 o'clock P.M. CST.

**21. Agency:** The real estate agents involved in this transaction are:

Trenton B. Magid of NA! NP Dodge is agent for Buyer.  
William J. Douglas of Berkshire Hathaway Homeservices is agent for Seller.

**22. Broker Compensation:** Seller agrees to pay a commission equal to three percent (3.0%) of the Purchase Price at Closing to NAI NP Dodge.

**23. License Disclosure:** The parties acknowledge William J. Douglas and other members of Southport West 32 LLC, the Seller entity, have Nebraska real estate license

**24. Electronic Signatures & Counterpart:** This Purchase Agreement may be executed with electronic signatures and/or by e-mail as well as by identical counterparts and will be deemed to be an original and binding on both parties.

**25. Time of Essence.** The parties agree that time is an essential element to the performance of their respective obligations hereunder; provided, however, if the final date of any period set forth herein falls on a Saturday, Sunday or legal holiday under the laws of the State of Nebraska or the United States of America, the final date of such period shall be extended to the next day that is not a Saturday, Sunday or legal holiday.

**26. 1031 Exchange Cooperation Provision:** Each party acknowledges that the other party may buy, sell, and/or exchange the real estate in like-kind exchange pursuant to Section 1031 of the Internal Revenue Code of 1986 and the Regulations issued there under. The non-exchanging party shall cooperate with exchanging party in effectuating such exchange, provided the same is at no cost, expense or liability to the non-exchanging party. The exchanging party shall be entitled to assign its rights under this Agreement to a "qualified intermediary" which assignment shall not relieve the exchanging party of its obligations under this Agreement.

**27. Development Monument Signage:** The parties acknowledge Seller is currently the owner of approximately 32 acres of land which includes Lots 1, 2 and 3, Southport West, La Vista, Nebraska ("Development Area") and Seller, as the master developer, is in the process of creating a mixed-use development. If Seller or its related entity installs a monument or other sign for the Development Area near Interstate 80, Buyer and its successors shall be allowed a portion of such sign on all sides (if it has signage on multiple sides) if the sign has static panels on it. If the sign also has video board(s), Buyer or its successors shall be allowed to have its signage as part of the rotation of signs of users within the Development Area. Seller shall determine the sign specifications, location and the actual costs associated with the construction, installation, maintenance and operation of the sign. Once the estimated costs of the signage are delivered to Buyer, unless Buyer opts to not be part of such signage in writing to Seller within fourteen (14) days of receipt, Buyer or its successors shall participate in such costs based on a predetermined percentage of Buyer's signage time based on a mutually-agreeable written agreement between the parties. The Section shall survive Closing.

**Buyer:**

**Smart Slides Omaha LLC, a North Dakota limited liability company or Assigns**

DocuSigned by:  
By: Daniel Bryant  
Daniel Bryant  
Managing Member

ADDRESS: 1102 76<sup>th</sup> Avenue S, Fargo, ND 58104-8030

**ACCEPTANCE**

August 11<sup>th</sup>, 2025

The Seller accepts the foregoing proposition on the terms stated and agrees to convey title to the Property, deliver possession, and perform all the terms and conditions set forth, and acknowledges receipt of an executed copy of this agreement.

**Seller:**

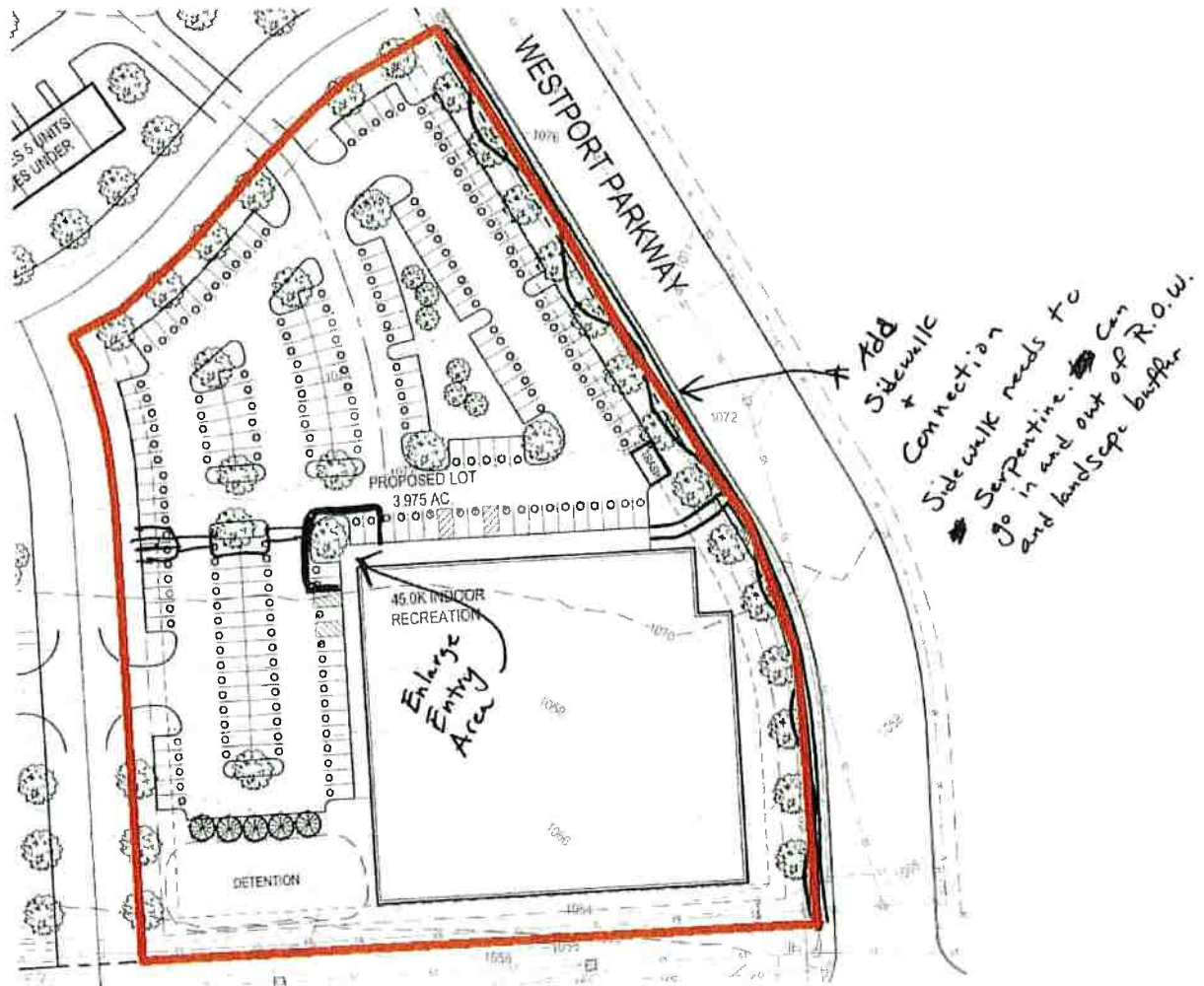
**Southport West 32 LLC, a Nebraska limited liability company or Assigns**

By: William J. Douglas  
William J. Douglas,  
Managing Member

ADDRESS: 21008 Cumberland Drive, Suite 106, Elkhorn NE 68022



EXHIBIT "A"  
THE PROPERTY



**NOTE: This Exhibit illustrates the location and size of the Property only and not the building and improvements. However, the final dimensions of the Property will be in accordance with the terms of this Purchase Agreement.**





December 31, 2025

Kyle Vohl  
E & A Consulting Group, Inc.  
10909 Mill Valley Rd, Suite 100  
Omaha, NE 68154

RE: Planned Unit Development, Preliminary Plat, and Final Plat – 3rd Review  
Southport West Replat 10

Mr. Vohl,

We have reviewed the revised documents submitted for the above-referenced application. Based on the elements for consideration set forth in the applicable sections of the Zoning Ordinance and Subdivision Regulations, the City has provided additional comments noted within this letter. Please note that due to the limited number of remaining issues, the comments within this review directly refer to those issues that remain. All review responses refer to comments as numbered within the letter provided within the resubmittal dated December 2, 2025.

**Planned Unit Development Site Plan Amendment:**

1. Comment #5: Comments from the City in response to the TIA were sent to the applicant on 12/22/25. The applicant's Engineer is working with Sarpy County Public Works to obtain traffic data for the intersection of 132<sup>nd</sup> Street and West Giles Road, in regard to a proposed intersection improvement project on behalf of Sarpy County. Traffic data is anticipated to be provided by mid-January. Data and further analysis of the updated TIS will need to be completed before off-site improvements can be finalized. As the TIA currently stands, there will be intersection improvements to the intersection of 126<sup>th</sup> Street and West Giles Road, inclusive of signalization, to which the applicant will be responsible for the cost share of the improvements with the City of La Vista. Costs, schedule, and/or other particulars will need to be finalized prior to City Council review of the subdivision agreement.
2. Comment #12: Attached is a ROUGH DRAFT of the maintenance exhibit in terms of the snow maintenance of the proposed roundabout at the intersection of 127<sup>th</sup> Plaza and Portside Parkway. Example language for the Subdivision Agreement, currently labeled as Article 13, Roundabout Maintenance, will need to incorporate a maintenance exhibit (potentially labeled Exhibit F), and clearly define the north, west, and south legs of the roundabout within public ROW will be maintained by the Developer as per the Common Area Maintenance Agreement, or as provisioned by the individual lots within the Covenants and/or Subdivision Agreement.

<b>City Hall</b>	<b>Community Development</b>	<b>Library</b>	<b>Police</b>	<b>Public Works</b>	<b>Recreation</b>
8116 Park View Blvd. La Vista, NE 68128-2198 402.331.4343 P 402.331.4375 F	8116 Park View Blvd. 402.593.6400 P 402.593.6445 F	9110 Giles Rd. 402.537.3900 P 402.537.3902 F	7701 S. 96th St. 402.331.1582 P 402.331.7210 F	9900 Portal Rd. 402.331.8927 P 402.331.1051 F	8116 Park View Blvd. 402.331.3455 P 402.331.0299 F

3. Comment #14: Attached is the third review letter from the City's Design Review Architect (DRA). Upon further discussion with the DRA, City Staff has compiled a redlined version of the landscaping plan that is included for review.

As a reminder, City Staff will enforce Landscape Note #7. Rock is not an acceptable substitution.

4. Comment #15: The draft of potential amendments to the Southport West PUD Ordinance was provided to SRE on December 16, 2025. The draft ordinance will be added to the same agendas for Planning Commission and City Council review as the PUD Site Plan Amendment and the Preliminary Plat.

**Preliminary Plat:**

1. Comment #3: Please provide an update as to the potential release and/or status of the Permanent Drainage and Wetlands Easement in the southwest corner of proposed Lot 3, Replat 10.
2. Comment #4: Interim improvements to the intersection of West Giles Road and proposed 127<sup>th</sup> Street will need to be included in the cost estimates and Subdivision Agreement, as well as all other offsite public improvements as required by the completed TIS. The City will continue to coordinate with the Applicant's engineer as the Subdivision Agreement is finalized.
3. Comment #6: Item is still outstanding; the Applicant's Engineer is working with the City to finalize provisions of the Subdivision Agreement.
4. Comment #8: See previous comments regarding the updated TIA.
5. Comments #9: The Preliminary Drainage Report suggests drainage for drainage basins in Outlot A and proposed Lot 1, Replat 10, route drainage to the existing dual 5'x4' concrete box culvert crossing of West Giles Road to the west of proposed 127<sup>th</sup> Street. However, the invert elevations, slopes and/or existing configuration of the concrete box culvert are not defined on the Utilities Exhibit. Please confirm within the drainage report that there is no net runoff increase in the pre-development and post-development conditions of the site impact points for the 2 Year, 10 Year, and 100 Year storm events, and confirm adequate capacity with the existing dual 5' x 4' concrete box culvert. Also, confirm the 100-Year flow paths within the development project to confirm adequate capacity for conveyance.
6. Comment #11: See previous comments regarding roundabout maintenance.
7. Comment #21: Please see previous comments regarding the preliminary Drainage Report. Please confirm positive drainage and size of the preliminarily proposed sanitary sewer system. Conceptually,

8. the sanitary sewer system appears to flow positive, but confirmation as to the proposed point of connection, invert elevations, and/or slopes would be beneficial to ensure connections provide proper flow characteristics.
9. Comment #26: Please provide an updated timeline for OPPD, if available.

**Final Plat:**

1. Comment #4: It appears that the Covenants are in draft form, to be further revised. Covenants will need to be completed prior to Subdivision Agreement approval.

**General:**

The draft subdivision agreement is currently under review by City staff. A redlined copy of the draft subdivision agreement will be provided once the review has been completed. However, the review cannot be completed without the draft exhibits to the agreement. At this time, we have not received the draft exhibits to the agreement. This will slow the review of the agreement and can have an impact on the approval timeline for the Final Plat and Subdivision Agreement.

Please remember that the draft PUD Ordinance needs to be reviewed by the Southport West Owners Association prior to the consideration of the amendments by City Council.

Please submit revised electronic copies (paper copies are not necessary) of the PUD Site Plan map set, the plat, and related documents to the City by Monday, January 5<sup>th</sup> for the preparation of Planning Commission packets. The PUD Site Plan Amendment and Preliminary Plat applications have been scheduled to be on the Planning Commission agenda for their January 8<sup>th</sup> meeting. Please have someone in attendance at that meeting to present the applications to the Commission and to answer questions as necessary. If you have any questions regarding these comments, please feel free to contact me at any time.

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

Thank you,



Christopher Solberg, AICP  
Deputy Community Development Director

cc:

Kyle Haase, E & A Consulting Group, Inc.  
Willie Douglas, Southport West 32 LLC  
Bruce Fountain, Community Development Director  
Pat Dowse, City Engineer  
Tom McKeon, City Attorney

## Christopher Solberg

---

**From:** Kyle Vohl <kvohl@eacg.com>  
**Sent:** Monday, December 29, 2025 8:26 AM  
**To:** John Diediker; Pat Dowse  
**Cc:** Jeff Stoll  
**Subject:** [EXT]FW: 132nd and Giles Traffic Information Request

John and Pat,

Sarpy County is working with FHU on an updated traffic study for 132<sup>nd</sup> and Giles per the email below. With FHU reviewing our Southport Traffic Study, they have the projected trip information for our Southport project. E&A will follow-up with FHU and await their findings.

Sincerely,

**Kyle G. Vohl, PE**  
E & A Consulting Group, Inc.  
402.895.4700 (o) • 402.506.5039 (d)

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**From:** Neal Sellers <nsellers@sarpy.gov>  
**Sent:** Monday, December 29, 2025 8:14 AM  
**To:** Kyle Vohl <kvohl@eacg.com>  
**Cc:** Gregg Nisotis <Nisotisg@sarpy.gov>; Zachary Hergenrader <zhergenrader@sarpy.gov>  
**Subject:** RE: 132nd and Giles Traffic Information Request

### **CAUTION - External Email**

Hi Kyle,

We are currently working with FHU on an updated traffic study and signal designs for the intersections at 132nd and Giles. We anticipate a mid-January progress meeting, and I can send over the requested information after that.

Thanks

Neal Sellers  
Project Manager  
Sarpy County Public Works  
(402) 537-6907  
[Nsellers@sarpy.gov](mailto:Nsellers@sarpy.gov)  
<https://www.connectsarpy.com/>

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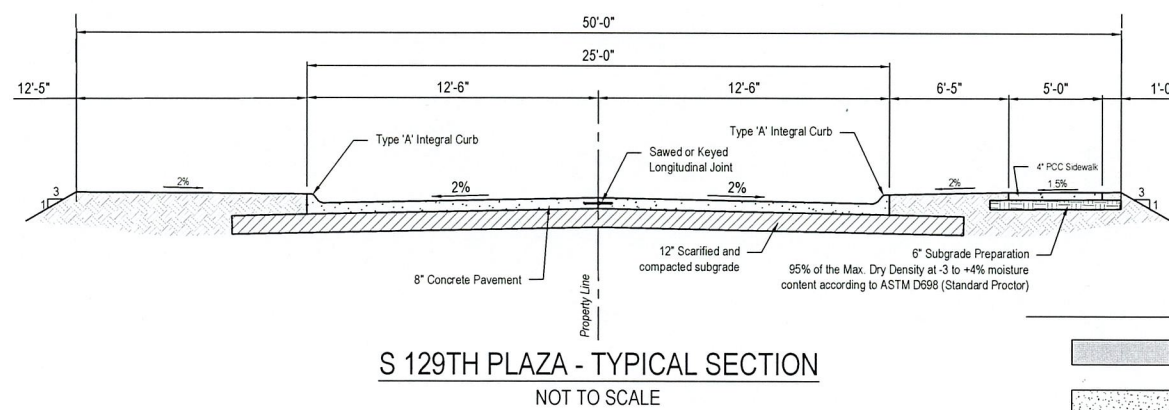
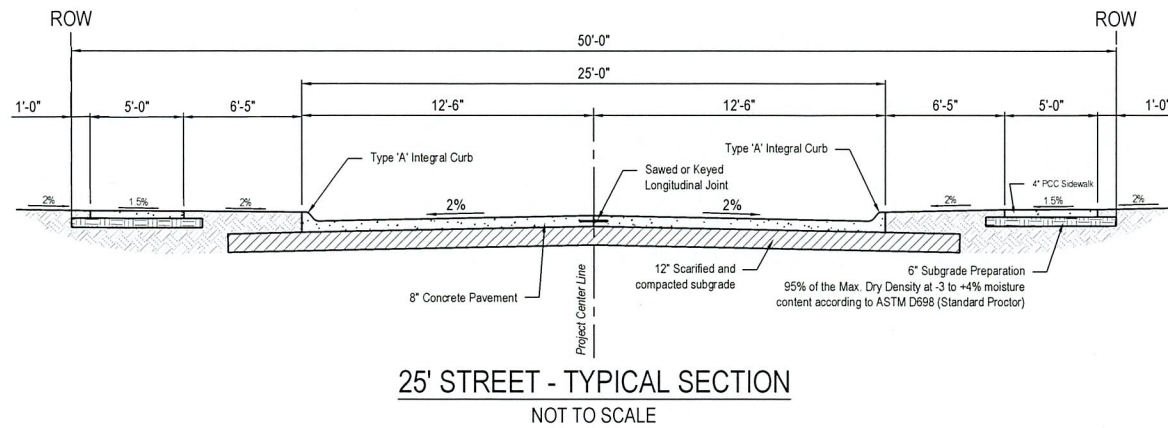
**From:** Gregg Nisotis <[Nisotisg@sarpy.gov](mailto:Nisotisg@sarpy.gov)>  
**Sent:** Wednesday, December 24, 2025 9:54 AM  
**To:** Neal Sellers <[nsellers@sarpy.gov](mailto:nsellers@sarpy.gov)>  
**Subject:** FW: 132nd and Giles Traffic Information Request

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**From:** Kyle Vohl <[kvohl@eacg.com](mailto:kvohl@eacg.com)>  
**Sent:** Wednesday, December 24, 2025 9:52 AM

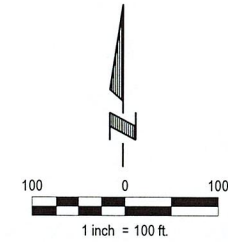


# PROPOSED SNOW OPERATIONS RESPONSIBILITIES - 12/29/25



## LEGEND

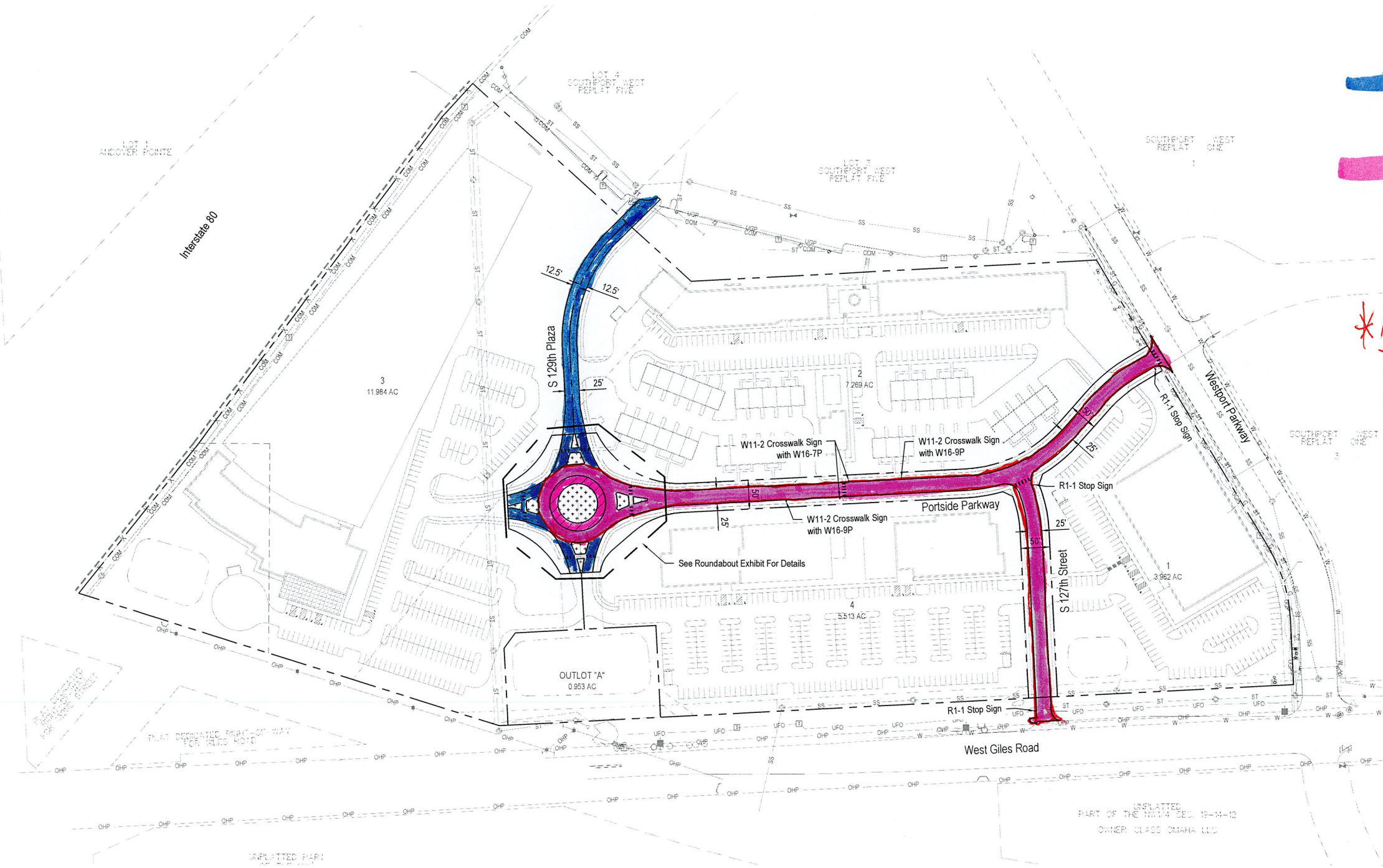
- 8" Pavement
- 8" Pavement (Private Street)
- 8" Roundabout Apron
- 6" Roundabout Median Surfacing



**COMMON AREA MAINTENANCE (PRIVATE)**

**CITY OF LA VISTA MAINTENANCE**

**\* ALL SIDEWALKS TO BE MAINTAINED BY ADJACENT PROPERTY OWNER AND/OR BY COMMON AREA MAINTENANCE**



**E & A CONSULTING GROUP, INC.**  
Engineering • Planning • Environmental & Field Services  
10309 Mill Valley Road, Suite 100 • Omaha, NE 68154  
Phone: 402.895.4700 • Fax: 402.895.3599  
www.eag.com  
State of NE Certificate of Authorization #CA0008



SOUTHPORT WEST REPLAT 10

PAVING EXHIBIT

Revisions	
Date	Description
10/3/2025	E&A
	E&A
	AS SHOWN
Sheet	1 of 1



Design with Purpose. Build with Confidence.

December 9, 2025

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

RE: Southport West Replat 10 – PUD Design Review Letter #3

Dear Chris:

This letter shall provide recommendations and/or corrections for the Applicant's resubmittal containing drawings received on 12/5/2025. For tracking purposes, I have noted deficiencies in the submittal package below, and where appropriate, the corresponding requirements outlined in the Southport West Design Guidelines.

**General:**

1. The following drawings were submitted:
  - a. 1 of 3 - PUD Site Plan
  - b. 2 of 3 - PUD Emergency Vehicle Plan
  - c. 3 of 3 - PUD Landscaping Plan
2. Additional reviews regarding landscaping will take place at the time of Design Review Submission for each building within this PUD with regard to specific requirements regarding the softening of areas around dumpster enclosures, screening of utilities, screening of mechanical equipment, etc.
3. Berming is noted as part of enlarged details. Berming is required in this district but will be reviewed as part of the Design Review for each building project.

**Drawings:**

1. Landscaping
  - a. Trees are not shown on the Landscape Plan along I-80 but the Exterior Property Line Plantings Detail indicates trees. Trees are required along the I-80. Please revise the Landscape Plan to add these trees.
  - b. Per 6.I.B, green spaces along Interstate I-80 shall be bermed and landscaped per the City of LaVista's Gateway Corridor landscape requirements. The Gateway Corridor landscape requirements reference compliance with the City of LaVista Zoning Ordinance. Section 7.17.03.02 of the City of LaVista Zoning Ordinance requires one tree for every forty lineal feet. I-80 has 1,112 lineal feet of frontage and 28 trees are required. Tree Species shall be selected from Exhibit C of the Southport West Guidelines. Please revise.

Please notify the Applicant of the review comments above and request clarification and/or resubmittal as the case may be. Please remind the Applicant to properly date all resubmittals.

PHONE 402.493.4800  
FAX 402.493.7951

1044 North 115th Street, Suite 300  
Omaha, Nebraska 68154-4436

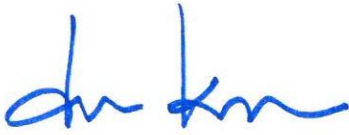
SCHEMMER.COM

Please feel free to contact me regarding additional clarifications or questions.

(402) 431-6377 direct  
dkerns@schemmer.com

Sincerely,

THE SCHEMMER ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'dkerns', is positioned below the company name.

Dan Kerns, AIA, NCARB  
Principal  
Executive Manager, Architecture  
Commercial Market Leader



Staff is in approval of not requiring tree plantings along the southern half of the western lot line due to the topographic changes between Interstate 80 and the property. However, a note needs to be added to the plan to formalize this allowance.

EXTERIOR PROPERTY LINE PLANTINGS, SEE DETAIL THIS SHEET (TYP.)

The depiction of the Exterior Property Line Plantings along the west property line does not match the detail.

The depiction should reflect the detail as shown elsewhere in the landscaping plan.

EXTERIOR PROPERTY LINE PLANTINGS, SEE DETAIL THIS SHEET (TYP.)

EXTERIOR PROPERTY LINE PLANTINGS, SEE DETAIL THIS SHEET (TYP.)

#### LANDSCAPE NOTES:

- Locate and verify the location of all underground utilities prior to the start of any construction. Care should be taken not to disturb any existing utilities during construction. Any damage to utilities or other improvements caused by the Contractor will be repaired at no cost to the Owner.
- All plant material shall be of good quality and sizes shall meet required size specifications.
- All plants are to be watered in immediately after planting and then watered once a week for a period of two months from time of planting.
- All plant material shall be guaranteed to be in a live and healthy growing condition for two full growing seasons (trees) and one full growing season (perennials & shrubs) after final project acceptance or shall be replaced free of charge with the same grade and species including labor.
- Verify all dimensions and conditions prior to starting construction. The location of plant material is critical and shall be installed as indicated on plans. Field adjustments may be necessary based on field conditions (i.e., root ball and drop inlet conflict). All adjustments must be approved by the landscape architect.
- The Landscape Contractor shall remove all construction debris and materials injurious to plant growth from planting pits and beds prior to backfilling with planting mix. All planting areas shall be free of weeds and debris prior to any work.
- Provide locally available shredded hardwood mulch on all trees and in all planting beds to a 3 inch minimum depth unless otherwise noted. Mulch ring to extend 1'-0" minimum beyond planting pit. Minor site grading to be included if needed.
- All trees are to be staked for a period of not less than one year from time of planting.
- Contractor to coordinate work with other amenities contractors.

#### IRRIGATION NOTES:

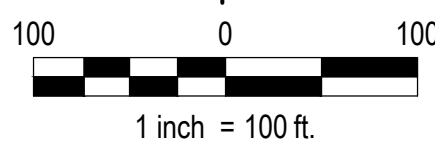
- Irrigation bid to include meter pit and city utility fees.
- Irrigate all sodded areas.
- Irrigation controller to be mounted in a steel utility box with hasp for pad lock.
- Irrigation system to be guaranteed for 1 year. Written guarantee to be supplied prior to final payment.
- Irrigation contractor responsible to winterize system one time.
- Irrigation contractor to furnish as built drawing of the system and catalogue cuts of the installed equipment prior to final payment.
- Irrigation contractor to provide owner and engineer an irrigation plan shop drawing and equipment catalog cuts for approval prior to installation.
- Contractor to coordinate work with other amenities contractors.

#### SEEDING NOTES:

- Seeding shall be Superturf II no rye (sod grower) lateral spread tall fescue kentucky bluegrass mixture from United Seeds, Inc. Planting method and seeding rate shall be 10 lbs per 1,000 sq ft. Seeding dates: March-June, dormant seeding; December-March.
- Matting shall be installed over all seeding areas (\$75 - NAG Single Net Straw Matting OR EQUIVALENT).
- Contractor to coordinate work with other amenities contractors.

#### SODDING NOTES:

- The contractor shall notify the architect at least forty-eight hours in advance of the time he intends to begin sodding and shall not proceed with such work until permission to do so have been granted. No frozen sod shall be placed. No sodding shall be done on frozen earth.
- Care shall be exercised at all times to retain the native soil on the roots of the sod during the process of transplanting. Dumping from vehicles will not be permitted. The sod shall be planted within eighteen (18) hours from the time it is harvested unless it is tightly rolled or stored roots-to-roots in a satisfactory manner. All sod in stacks shall be kept moist and shall be protected from exposure to the sun and from freezing. No storage longer than three (3) days will be permitted. Sod which becomes dried out or does not meet the specifications will be rejected.
- There shall be a minimum of six inches, after tamping, of topsoil under all sod. Excavations or trenching shall be made to a sufficient depth below the finished grade of the sod to accommodate the depth of topsoil as specified and the thickness of sod as specified. Fertilizer shall be applied at a rate to provide 100 pounds of nitrogen per acre unless fertilizer has been applied under another item in this contract to the topsoil in the sod bed. Fertilizer applied under this item shall be incorporated with the topsoil to a depth of at least two inches before the sod is laid, unless otherwise specified or approved. Incorporation shall be accomplished by disking, harrowing, drilling, raking or other approved means.
- The soil on which the sod is laid shall be reasonably moist and shall be watered, if so directed. The sod shall be laid smoothly, edge to edge, and all openings shall be plugged with sod. Immediately after the sod is laid, it shall be pressed firmly into contact with the sod bed by tamping, rolling, or by other approved methods so as to eliminate all air pockets, provide true and even surfaces, insure knitting and protect all exposed sod edges but without displacement of the sod or deformation of the surface of the sodded areas and watered at the rate of five gallons per square yard of sodded area unless otherwise directed.
- The contractor shall take care of the sodded areas until all work on the entire contract has been completed, and sod has been mowed twice and then accepted. Such care shall consist of providing protection against traffic by approved warning signs or barricades and the mowing of grass to the height of two inches when the growth attains a maximum height of four inches.
- Sod shall also be watered. When the sod is watered, sufficient water shall be applied to wet the sod at least two inches deep in the sod bed. Watering shall be done in a manner which will not cause erosion or other damage to the finished surfaces. Any surfaces which become gullied or otherwise damaged shall be repaired to reestablish the grade and conditions of the soil prior to sodding and shall then be re-fertilized and re-sodded as specified under this item.
- In drainage-ways or slopes, the sod shall be laid with their longest dimensions parallel to the contours. Such sodding shall begin at the base of slopes or grades and the sodding progress in continuous parallel rows working upward. Vertical joints between such sodding shall be staggered. All sod shall be laid to the grades specified and the grades formed with special care at the junction of drainage-ways.
- Sod shall be held in place by stakes in all drainage-ways, on all slopes steeper than 4:1 and elsewhere where specified or as directed. Pegging shall be done immediately after tamping. At least one stake shall be driven through each sod to be staked, and the stakes shall not be more than two feet apart. Stakes shall have their flat sides against the slope and be driven flush. Stakes for pegging sod shall be of wood, approximately one inch by two inches and of sufficient length to penetrate the sod, the topsoil and to a minimum depth of two inches of subsoil.
- The contractor shall keep all sodded areas thoroughly watered for a period of thirty (30) calendar days after the initial laying and as often as required thereafter until sod has been fully established (two mowings) and accepted by the engineer and owner. Contractor to use temporary irrigation for the watering of the sod. Contractor to supply all necessary hoses, fittings and sprinklers for all watering needs.
- All sod must be fully established (two mowings) and growing at the time of inspection and acceptance.



#### LEGEND

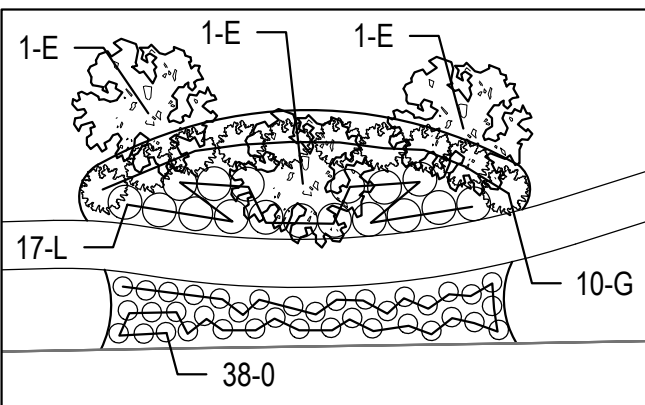
- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE
- BUFFERYARD
- SETBACK

#### NOTES:

- Landscape contractor shall coordinate with all utilities and general contractor to field verify all utility locations that may conflict with all proposed tree planting locations on the project site.
- All other internal landscaping & detailed plans to be completed with each lot's building permit or design review.

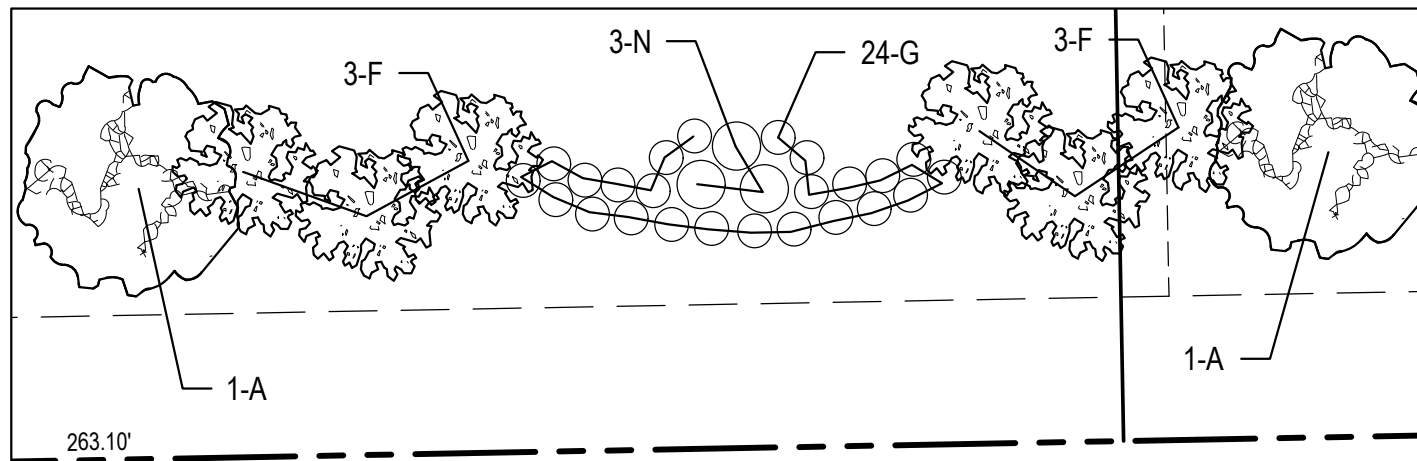
NON-CORNER STREETSCAPE, ALSO TO INCLUDE A MINIMUM OF 2.5' OF BERMING PER SOUTHPORT DESIGN GUIDELINES. SEE DETAIL THIS SHEET (TYP.)

WEST GILES ROAD



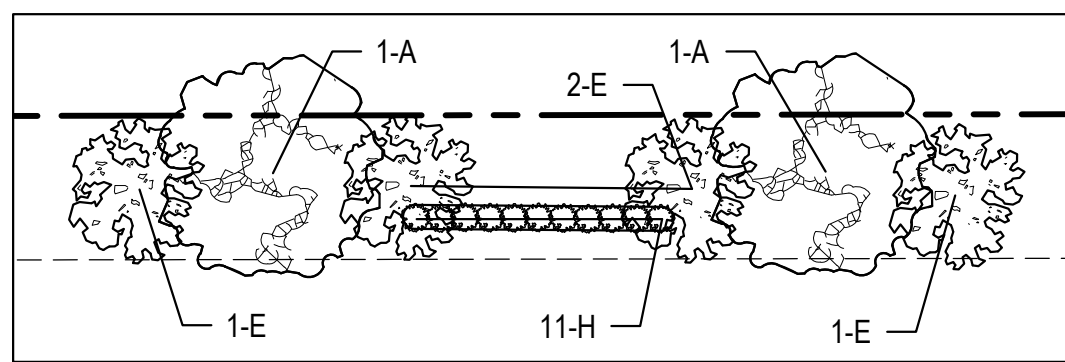
**NON-CORNER STREETSCAPE DETAIL**  
(PER SOUTHPORT DESIGN GUIDELINES - APPENDIX C)  
SCALE: 1" = 20'

NOTE: TO INCLUDE A MINIMUM OF 2.5' OF BERMING PER SOUTHPORT DESIGN GUIDELINES.



**EXTERIOR PROPERTY LINE PLANTINGS**  
(PER SOUTHPORT DESIGN GUIDELINES - APPENDIX D)  
SCALE: 1" = 20'

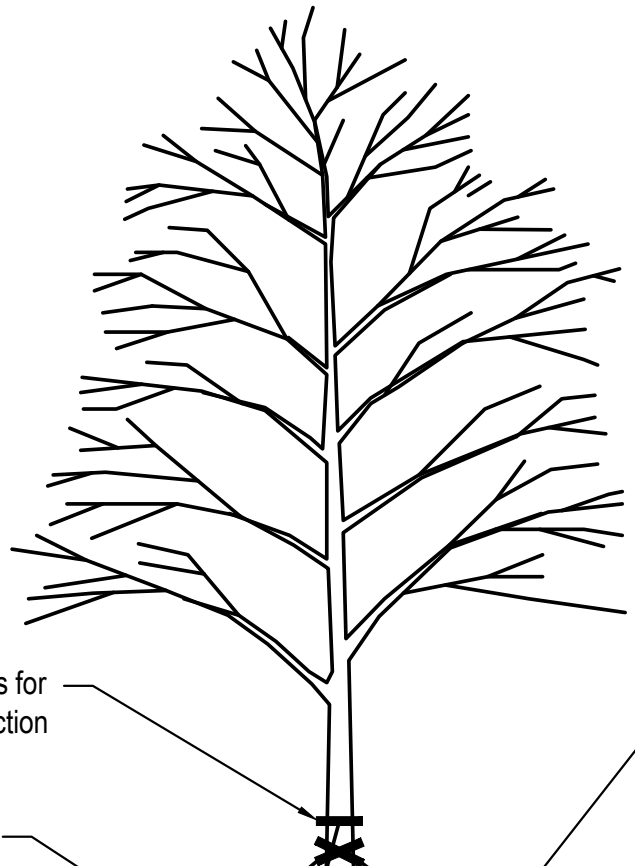
NOTE: TO INCLUDE A MINIMUM OF 2.5' OF BERMING PER SOUTHPORT DESIGN GUIDELINES.



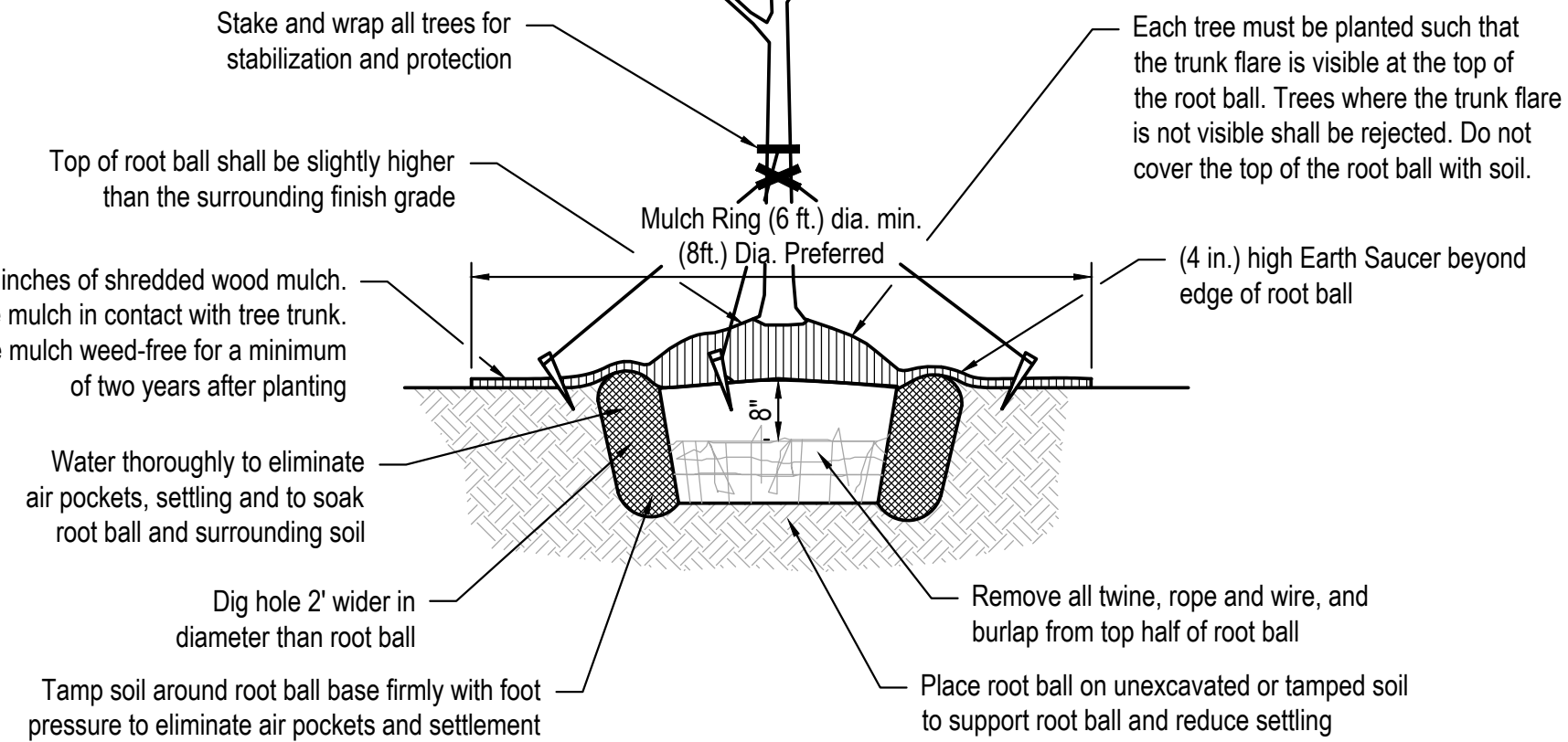
**INTERIOR PROPERTY LINE PLANTINGS**  
(PER SOUTHPORT DESIGN GUIDELINES - APPENDIX E)  
SCALE: 1" = 20'

## PLANT SCHEDULE

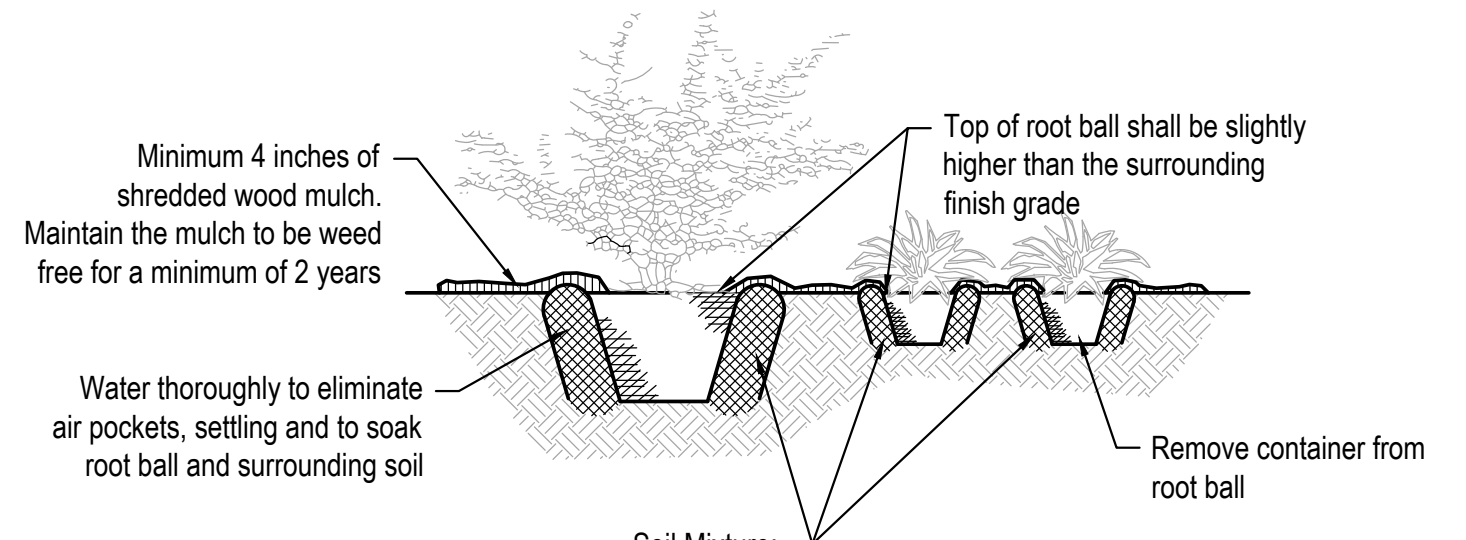
SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	TYPE
A	65	Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	3"	B&B
B	51	Acer rubrum 'Franksred'	Red Sunset Maple	3"	B&B
C	33	Picea pungens 'Glauca'	Colorado Blue Spruce	7'-8'	B&B
D	59	Crataegus crus-galli inermis	Thornless Cockspur Hawthorn	2 1/2"	B&B
E	47	Cercis canadensis	Eastern Redbud	2 1/2"	B&B
F	42	Amelanchier canadensis	Serviceberry	2 1/2"	B&B
G	362	Taxus x media 'Densiflora'	Dense Yew	5 Gal.	Cont
H	44	Philadelphus 'Dwarf Snowflake'	Miniature Snowflake Mockorange	5 Gal.	Cont.
I	119	Juniperus chinensis 'Seagreen'	Seagreen Juniper	5 Gal.	Cont
J	126	Viburnum trilobum	American Cranberrybush	5 Gal.	Cont
K	126	Viburnum plicatum	Doublefile Viburnum	5 Gal.	Cont
L	85	Spiraea albiflora	Japanese White Spirea	5 Gal.	Cont.
M	95	Rosa 'Knockout'	Knockout Rose	5 Gal.	Cont.
N	39	Rosa 'Nearly Wild'	Nearly Wild Rose	5 Gal.	Cont.
O	190	Hemerocallis 'Eenie Weenie'	Eenie Weenie Daylily	1 Gal.	Cont.



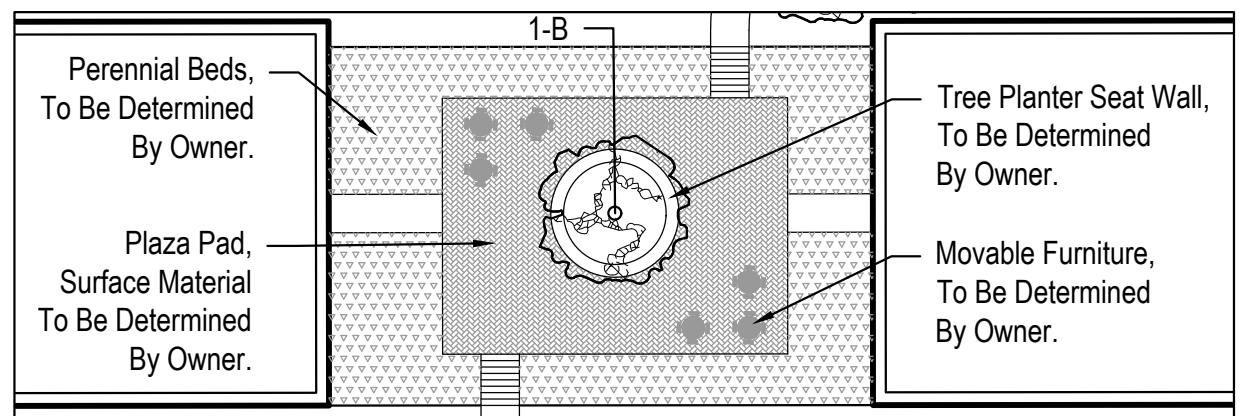
Do not heavily prune the tree at planting. Prune only crossover limbs, co-dominant leaders, and broken or dead branches. Some interior twigs and lateral branches may be pruned; however, do not remove the terminal buds of branches that extend to the edge of the crown



**TREE PLANTING DETAIL - B & B TREE**  
NOT TO SCALE



**SHRUB & PERENNIAL PLANTING DETAIL**  
NOT TO SCALE

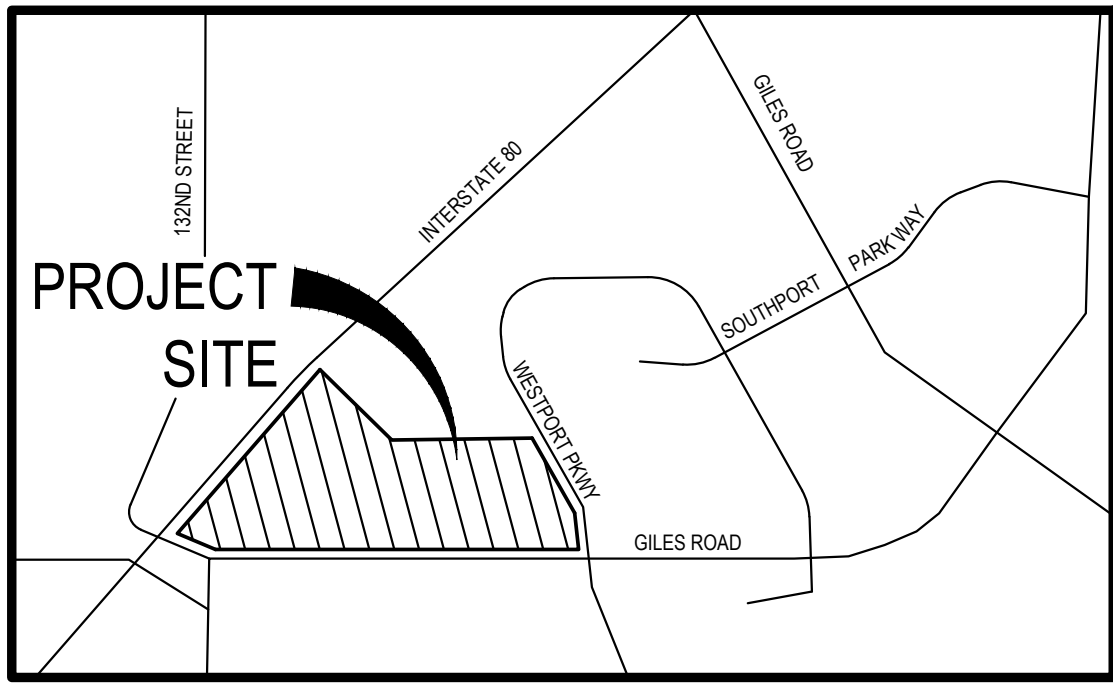


**PLAZA DETAIL**  
SCALE: 1" = 30'

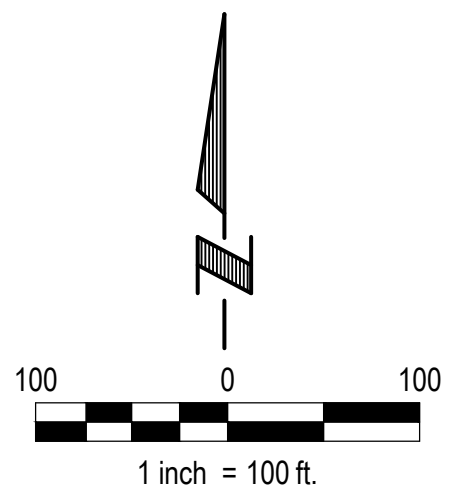


SITE STATISTICS TABLE							
LOT NO.	LOT SIZE		BUILDING COVERAGE	FLOOR AREA / F.A.R.	PAVING COVERAGE	IMPERVIOUS COVERAGE	OPEN SPACE
	S.F.	ACRES					
1	172,603	3.962	41,500 S.F. (24.0%)	41,500 S.F. (0.24)	62,781 S.F. (36.4%)	104,281 S.F. (60.4%)	68,276 S.F. (39.6%)
2	316,642	7.269	78,205 S.F. (24.7%)	269,320 S.F. (0.85)	106,351 S.F. (33.6%)	184,556 S.F. (58.3%)	113,852 S.F. (36.0%)
3	522,008	11.984	28,000 S.F. (5.36%)	28,000 S.F. (0.05)	196,250 S.F. (37.6%)	224,250 S.F. (43.0%)	215,870 S.F. (41.3%)
4	240,126	5.513	31,300 S.F. (13.0%)	31,300 S.F. (0.13)	114,947 S.F. (47.9%)	146,247 S.F. (60.9%)	70,050 S.F. (29.2%)
TOTAL	1,251,379	28.728					

PARKING STATISTICS TABLE						
LOT NO.	BUILDING TYPE	BUILDING SIZE	REQUIRED PARKING	PROVIDED PARKING	PARKING RATIO	ADA STALLS PROVIDED
1	INDOOR RECREATION	41,500 S.F.	187 STALLS	170 STALLS	4.1 STALLS / 1,000 S.F.	6 STALLS
2	MULTI FAMILY = (96) 1 BD, (40) 2 BD & (16) 3 BD TOWNHOMES = (40) 3 BD	152 UNITS 40 UNITS	224 STALLS 76 STALLS	116 SURFACE + 128 GARAGE = 244 STALLS 85 SURFACE + 80 GARAGE = 165 STALLS	1.6 STALLS / UNIT 2.2 STALLS / UNIT	10 STALLS
3	GOLF & INDOOR ACTIVITY CENTER	28,000 S.F.	127 STALLS	244 STALLS	8.7 STALLS / 1,000 S.F.	7 STALLS
4	BREWERY/ DOG PARK/ RESTAURANT	31,300 S.F.	141 STALLS	271 STALLS	8.8 STALLS / 1,000 S.F.	7 STALLS
TOTAL			755 STALLS	1,094 STALLS		



VICINITY MAP



LEGEND

- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE
- BUFFER/YARD
- SETBACK

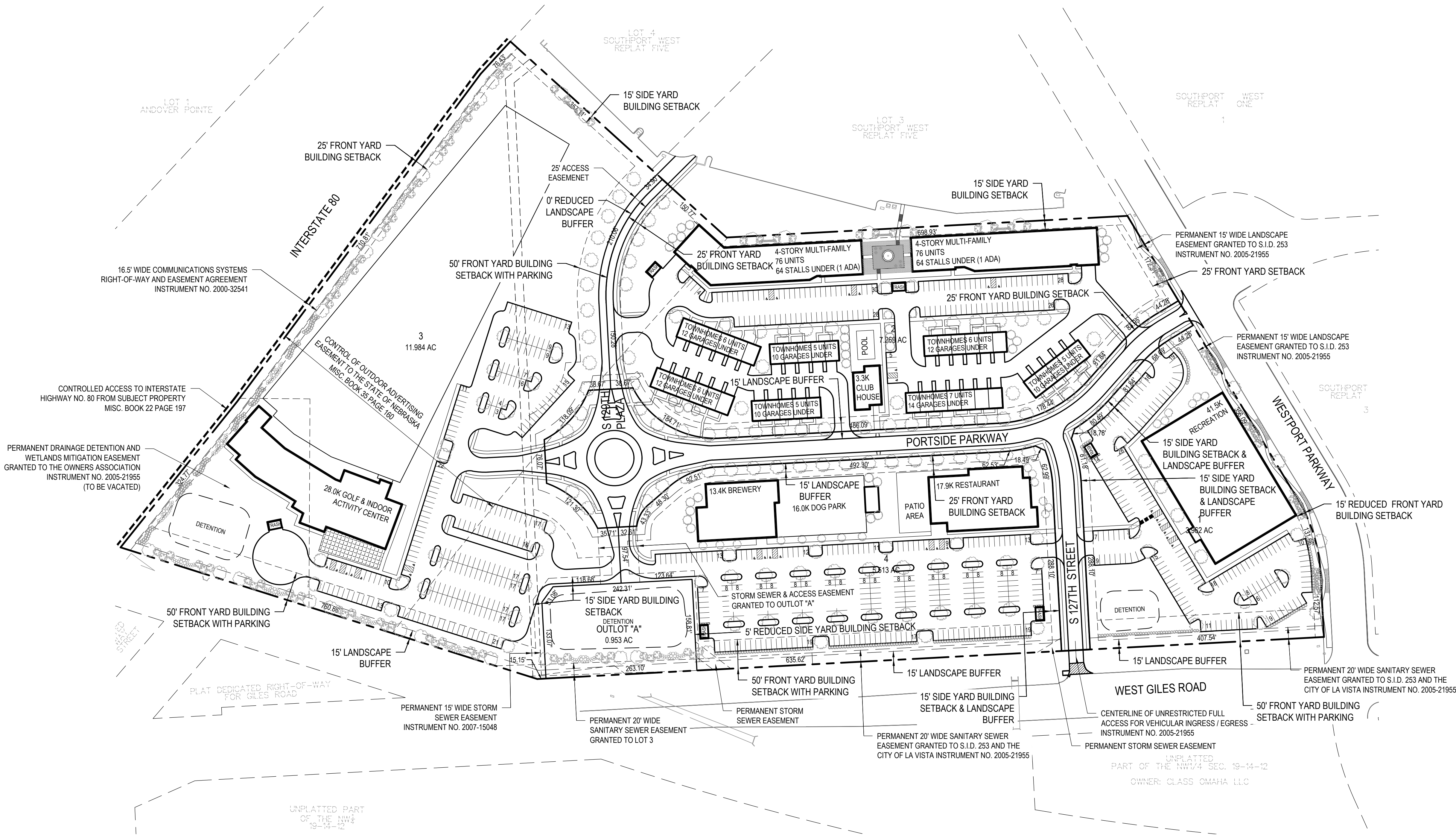
LEGAL DESCRIPTION  
SOUTHPORT WEST REPLAT TEN LOTS 1, 2, 3 & 4, & OUTLOT A

ZONING:  
C-3 PUD WITH A GATEWAY CORRIDOR OVERLAY

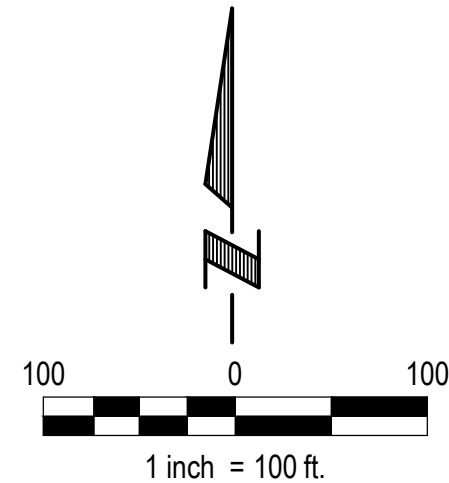
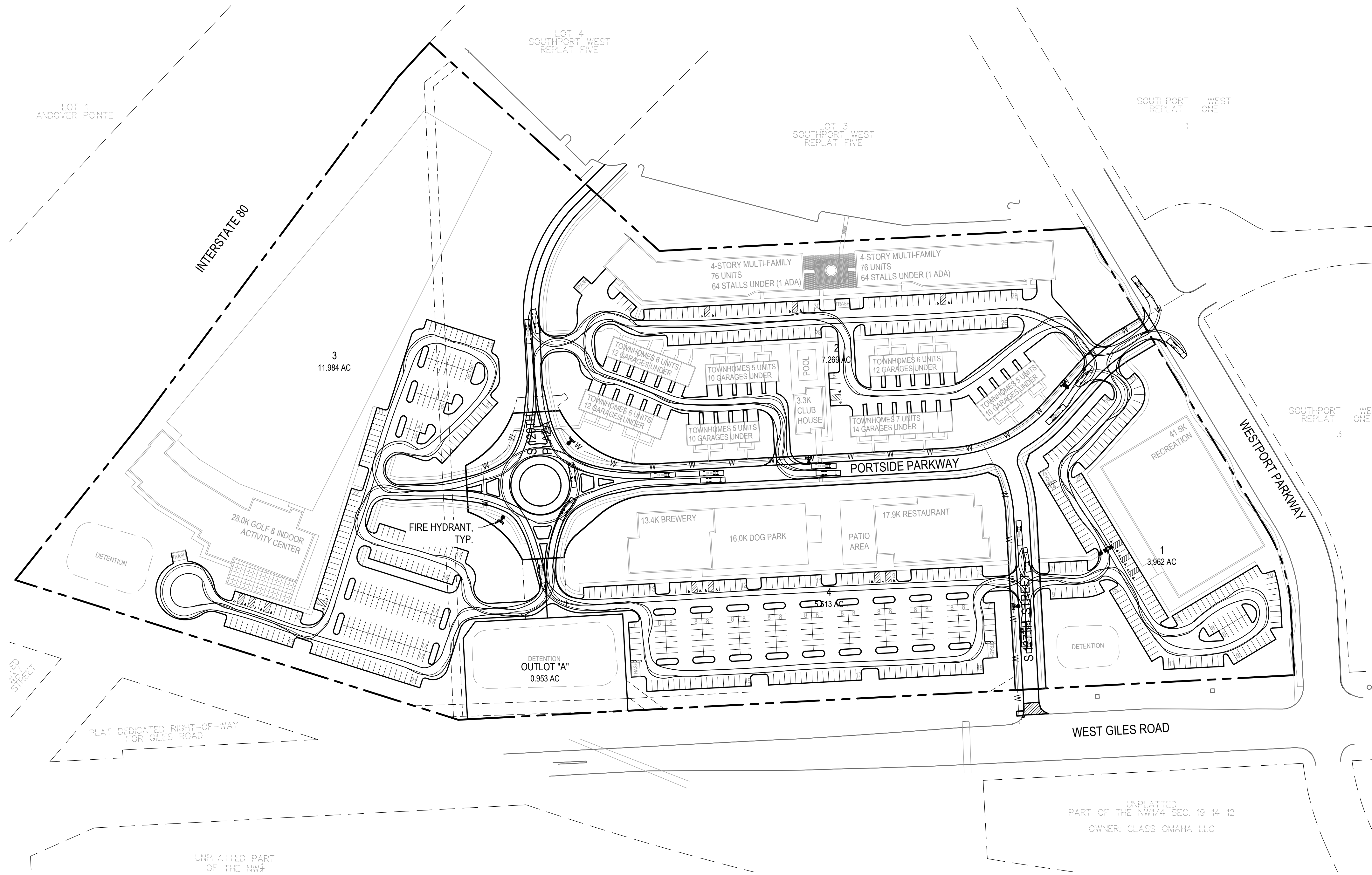
5.12.06 HEIGHT AND LOT REQUIREMENTS:

BUILDING SETBACKS:  
FRONT YARD.....25'  
SIDE YARD.....15'  
REAR YARD.....15'  
MAXIMUM BUILDING HEIGHT 90'  
MAXIMUM LOT COVERAGE 60% COMMERCIAL  
MAXIMUM LOT COVERAGE 40% RESIDENTIAL

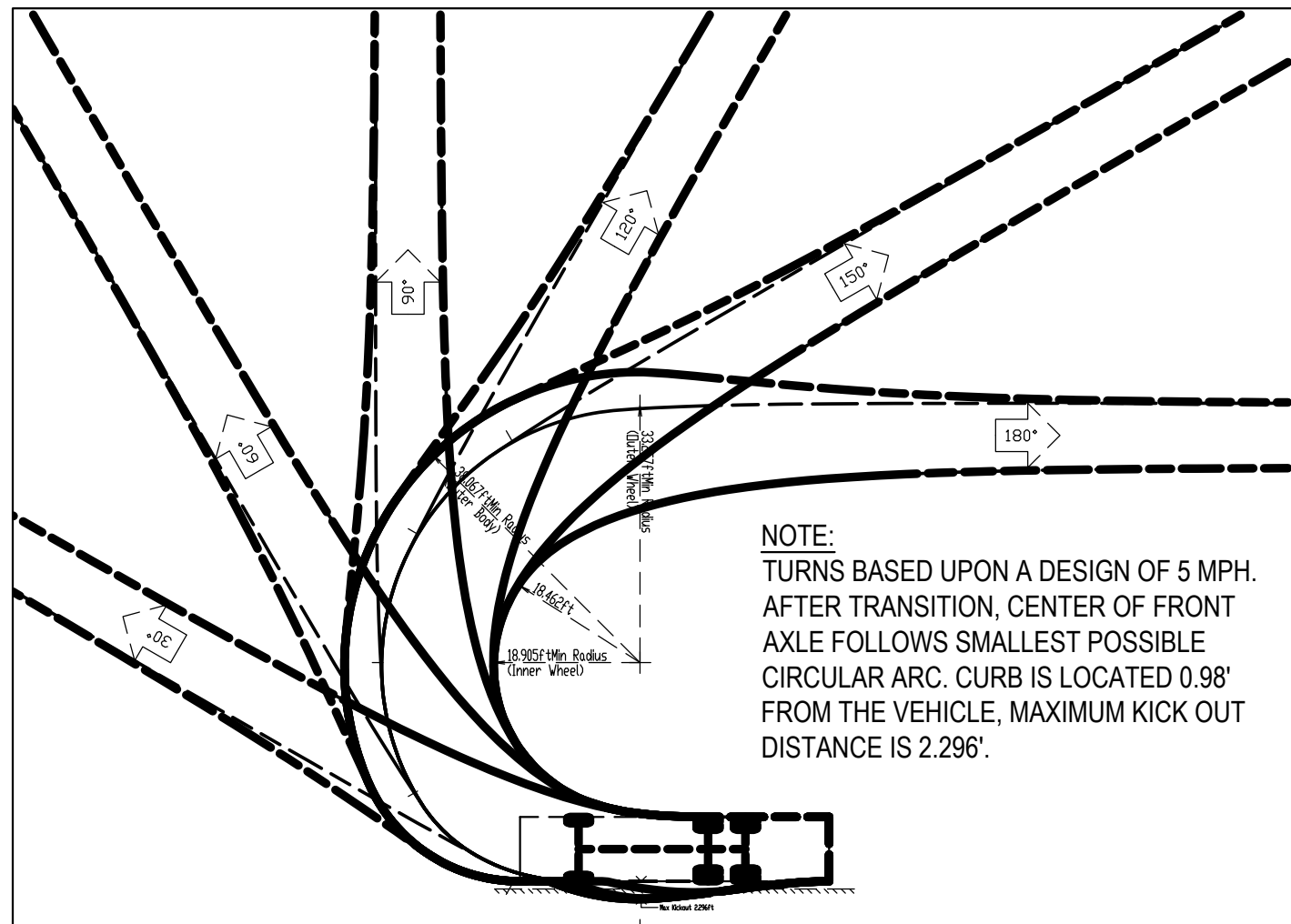
- 25' FRONT YARD SETBACK REQUIRED ONLY WHEN NO PARKING IS PRESENT IN THE FRONT YARD. IF PARKING IS LOCATED IN THE FRONT YARD THEN FRONT YARD SETBACK IS A MINIMUM OF FIFTY (50) FEET.
- ANY BUILDING WITHIN 100 FEET OF A RESIDENTIALLY ZONED DISTRICT SHALL NOT EXCEED 45 FEET IN HEIGHT. (ORDINANCE NO. 1082, 11-18-08)
- A PERMANENT CROSS PARKING EASEMENT IS GRANTED TO THE OWNERS OF LOTS 1 THRU 4 EXCEPT THOSE PARTS OF SAID LOTS 1 THRU 4 WHICH ARE OCCUPIED BY BUILDINGS AS CONSTRUCTED.







- LEGEND
- BOUNDARY LINE
  - RIGHT OF WAY LINE
  - LOT LINE
  - BUFFERYARD
  - SETBACK
  - W WATER SERVICE
  - FIRE HYDRANT



**AUTOTRACK DETAIL**  
NOT TO SCALE

E & A CONSULTING GROUP, INC.

Engineering • Planning • Environmental & Field Services

10808 Mill Valley Road, Suite 100 • Omaha, NE 68154

Phone: 402.895.4700 • Fax: 402.895.3599

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Engineering Answers

SOUTHPORT WEST REPLAT 10

LA VISTA, NEBRASKA

PLANNED UNIT DEVELOPMENT

EMERGENCY VEHICLE PLAN

Revisions	
Date	Description
01/05/2026	

Designed By:	BY OTHERS
Drawn By:	NMN
Scale:	AS SHOWN
Sheet:	2 of 3

Proj No: P2000.030.171

Date: 01/05/2026

Drawn By: NMN

Scale: AS SHOWN

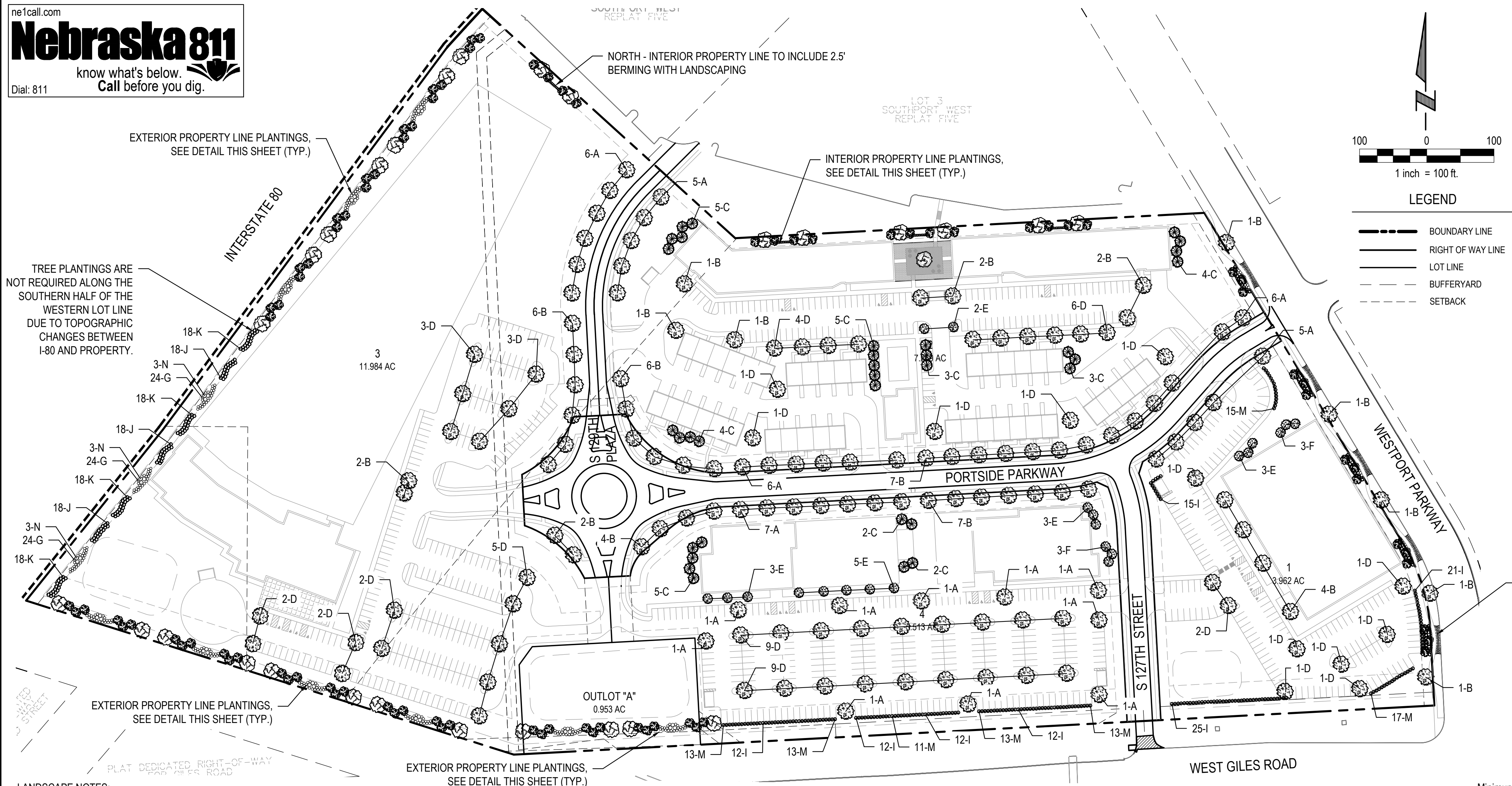
Sheet: 2 of 3

Nebraska

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**LANDSCAPE NOTES:**

- Locate and verify the location of all underground utilities prior to the start of any construction. Care should be taken not to disturb any existing utilities during construction. Any damage to utilities or other improvements caused by the Contractor will be repaired at no cost to the Owner.
- All plant material shall be of good quality and sizes shall meet required size specifications.
- All plants are to be watered in immediately after planting and then watered once a week for a period of two months from time of planting.
- All plant material shall be guaranteed to be in a live and healthy growing condition for two full growing seasons (trees) and one full growing season (perennials & shrubs) after final project acceptance or shall be replaced free of charge with the same grade and species including labor.
- Verify all dimensions and conditions prior to starting construction. The location of plant material is critical and shall be installed as indicated on plans. Field adjustments may be necessary based on field conditions (i.e., root ball and drop inlet conflict). All adjustments must be approved by the landscape architect.
- The Landscape Contractor shall remove all construction debris and materials injurious to plant growth from planting pits and beds prior to backfilling with planting mix. All planting areas shall be free of weeds and debris prior to any work.
- Provide locally available shredded hardwood mulch on all trees and in all planting beds to a 3 inch minimum depth unless otherwise noted. Mulch ring to extend 1'-0" minimum beyond planting pit. Minor site grading to be included if needed. Rock is not an acceptable substitution.
- All trees are to be staked for a period of not less than one year from time of planting.
- Contractor to coordinate work with other amenities contractors.

**IRRIGATION NOTES:**

- Irrigation bid to include meter pit and city utility fees.
- Irrigate all sodded areas.
- Irrigation controller to be mounted in a steel utility box with hasp for pad lock.
- Irrigation system to be guaranteed for 1 year. Written guarantee to be supplied prior to final payment.
- Irrigation contractor responsible to winterize system one time.
- Irrigation contractor to furnish as built drawing of the system and catalogue cuts of the installed equipment prior to final payment.
- Irrigation contractor to provide owner and engineer an irrigation plan shop drawing and equipment catalog cuts for approval prior to installation.
- Contractor to coordinate work with other amenities contractors.

**SEEDING NOTES:**

- Seeding shall be Superturf II no rye (sod grower) lateral spread tall fescue kentucky bluegrass mixture from United Seeds, Inc. Planting method and seeding rate shall be 10 lbs per 1,000 sq ft. Seeding dates: March-June, dormant seeding; December-March.
- Matting shall be installed over all seeding areas (\$75 - NAG Single Net Straw Matting OR EQUIVALENT).
- Contractor to coordinate work with other amenities contractors.

**SODDING NOTES:**

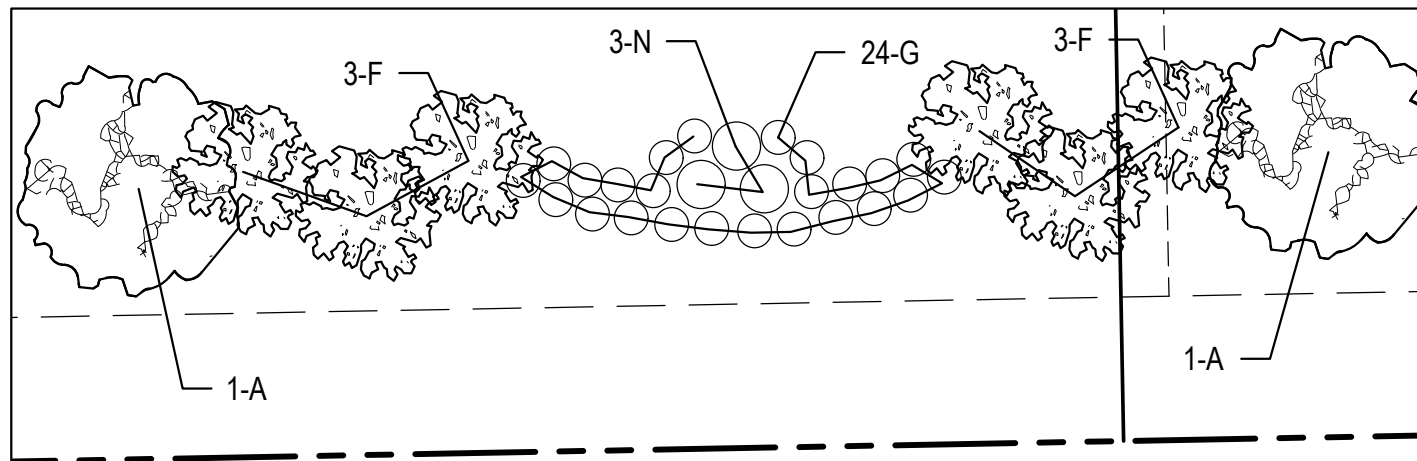
- The contractor shall notify the architect at least forty-eight hours in advance of the time he intends to begin sodding and shall not proceed with such work until permission to do so have been granted. No frozen sod shall be placed. No sodding shall be done on frozen earth.
- Care shall be exercised at all times to retain the native soil on the roots of the sod during the process of transplanting. Dumping from vehicles will not be permitted. The sod shall be planted within eighteen (18) hours from the time it is harvested unless it is tightly rolled or stored roots-to-roots in a satisfactory manner. All sod in stacks shall be kept moist and shall be protected from exposure to the sun and from freezing. No storage longer than three (3) days will be permitted. Sod which becomes dried out or does not meet the specifications will be rejected.
- There shall be a minimum of six inches, after tamping, of topsoil under all sod. Excavations or trenching shall be made to a sufficient depth below the finished grade of the sod to accommodate the depth of topsoil as specified and the thickness of sod as specified. Fertilizer shall be applied at a rate to provide 100 pounds of nitrogen per acre unless fertilizer has been applied under another item in this contract to the topsoil in the sod bed. Fertilizer applied under this item shall be incorporated with the topsoil to a depth of at least two inches before the sod is laid, unless otherwise specified or approved. Incorporation shall be accomplished by disking, harrowing, drilling, raking or other approved means.
- The soil on which the sod is laid shall be reasonably moist and shall be watered, if so directed. The sod shall be laid smoothly, edge to edge, and all openings shall be plugged with sod. Immediately after the sod is laid, it shall be pressed firmly into contact with the sod bed by tamping, rolling, or by other approved methods so as to eliminate all air pockets, provide true and even surfaces, insure knitting and protect all exposed sod edges but without displacement of the sod or deformation of the surface of the sodded areas and watered at the rate of five gallons per square yard of sodded area unless otherwise directed.
- The contractor shall take care of the sodded areas until all work on the entire contract has been completed, and sod has been mowed twice and then accepted. Such care shall consist of providing protection against traffic by approved warning signs or barricades and the mowing of grass to the height of two inches when the growth attains a maximum height of four inches.
- Sod shall also be watered. When the sod is watered, sufficient water shall be applied to wet the sod at least two inches deep in the sod bed. Watering shall be done in a manner which will not cause erosion or other damage to the finished surfaces. Any surfaces which become gullied or otherwise damaged shall be repaired to reestablish the grade and conditions of the soil prior to sodding and shall then be re-fertilized and re-sodded as specified under this item.
- In drainage-ways or slopes, the sod shall be laid with their longest dimensions parallel to the contours. Such sodding shall begin at the base of slopes or grades and the sodding progress in continuous parallel rows working upward. Vertical joints between such sodding shall be staggered. All sod shall be laid to the grades specified and the grades formed with special care at the junction of drainage-ways.
- Sod shall be held in place by stakes in all drainage-ways, on all slopes steeper than 4:1 and elsewhere where specified or as directed. Pegging shall be done immediately after tamping. At least one stake shall be driven through each sod to be staked, and the stakes shall not be more than two feet apart. Stakes shall have their flat sides against the slope and be driven flush. Stakes for pegging sod shall be of wood, approximately one inch by two inches and of sufficient length to penetrate the sod, the topsoil and to a minimum depth of two inches of subsoil.
- The contractor shall keep all sodded areas thoroughly watered for a period of thirty (30) calendar days after the initial laying and as often as required thereafter until sod has been fully established (two mowings) and accepted by the engineer and owner. Contractor to use temporary irrigation for the watering of the sod. Contractor to supply all necessary hoses, fittings and sprinklers for all watering needs.
- All sod must be fully established (two mowings) and growing at the time of inspection and acceptance.

**NON-CORNER STREETSCAPE DETAIL**

(PER SOUTHPORT DESIGN GUIDELINES - APPENDIX C)

SCALE: 1" = 20'

NOTE: TO INCLUDE A MINIMUM OF 2.5' OF BERMING PER SOUTHPORT DESIGN GUIDELINES.

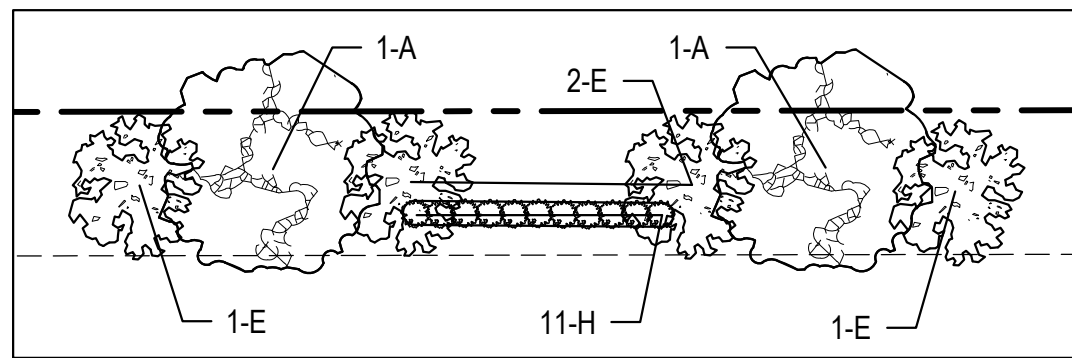


**EXTERIOR PROPERTY LINE PLANTINGS**

(PER SOUTHPORT DESIGN GUIDELINES - APPENDIX D)

SCALE: 1" = 20'

NOTE: TO INCLUDE A MINIMUM OF 2.5' OF BERMING PER SOUTHPORT DESIGN GUIDELINES.



**INTERIOR PROPERTY LINE PLANTINGS**

(PER SOUTHPORT DESIGN GUIDELINES - APPENDIX E)

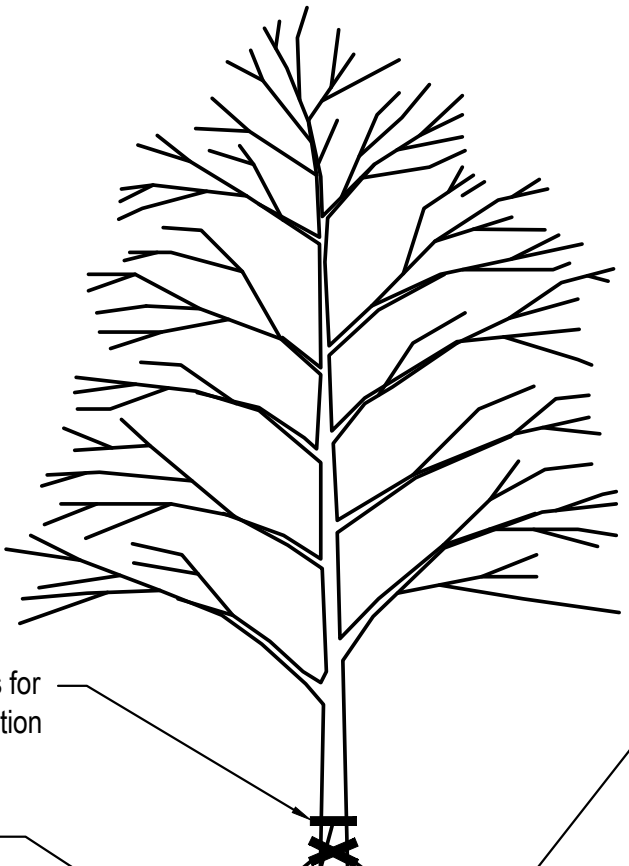
SCALE: 1" = 20'

**PLANT SCHEDULE**

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	TYPE
A	72	Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	3"	B&B
B	51	Acer rubrum 'Franksred'	Red Sunset Maple	3"	B&B
C	33	Picea pungens 'Glauca'	Colorado Blue Spruce	7'-8'	B&B
D	59	Crataegus crus-galli inermis	Thornless Cockspur Hawthorn	2 1/2"	B&B
E	47	Cercis canadensis	Eastern Redbud	2 1/2"	B&B
F	63	Amelanchier canadensis	Serviceberry	2 1/2"	B&B
G	338	Taxus x media 'Densiformis'	Dense Yew	5 Gal.	Cont.
H	44	Philadelphus 'Dwarf Snowflake'	Miniature Snowflake Mockorange	5 Gal.	Cont.
I	109	Juniperus chinensis 'Seagreen'	Seagreen Juniper	5 Gal.	Cont.
J	54	Viburnum trilobum	American Cranberrybush	5 Gal.	Cont.
K	72	Viburnum plicatum	Doublefile Viburnum	5 Gal.	Cont.
L	85	Spiraea albiflora	Japanese White Spirea	5 Gal.	Cont.
M	95	Rosa 'Knockout'	Knockout Rose	5 Gal.	Cont.
N	33	Rosa 'Nearly Wild'	Nearly Wild Rose	5 Gal.	Cont.
O	190	Hemerocallis 'Eenie Weenie'	Eenie Weenie Daylily	1 Gal.	Cont.

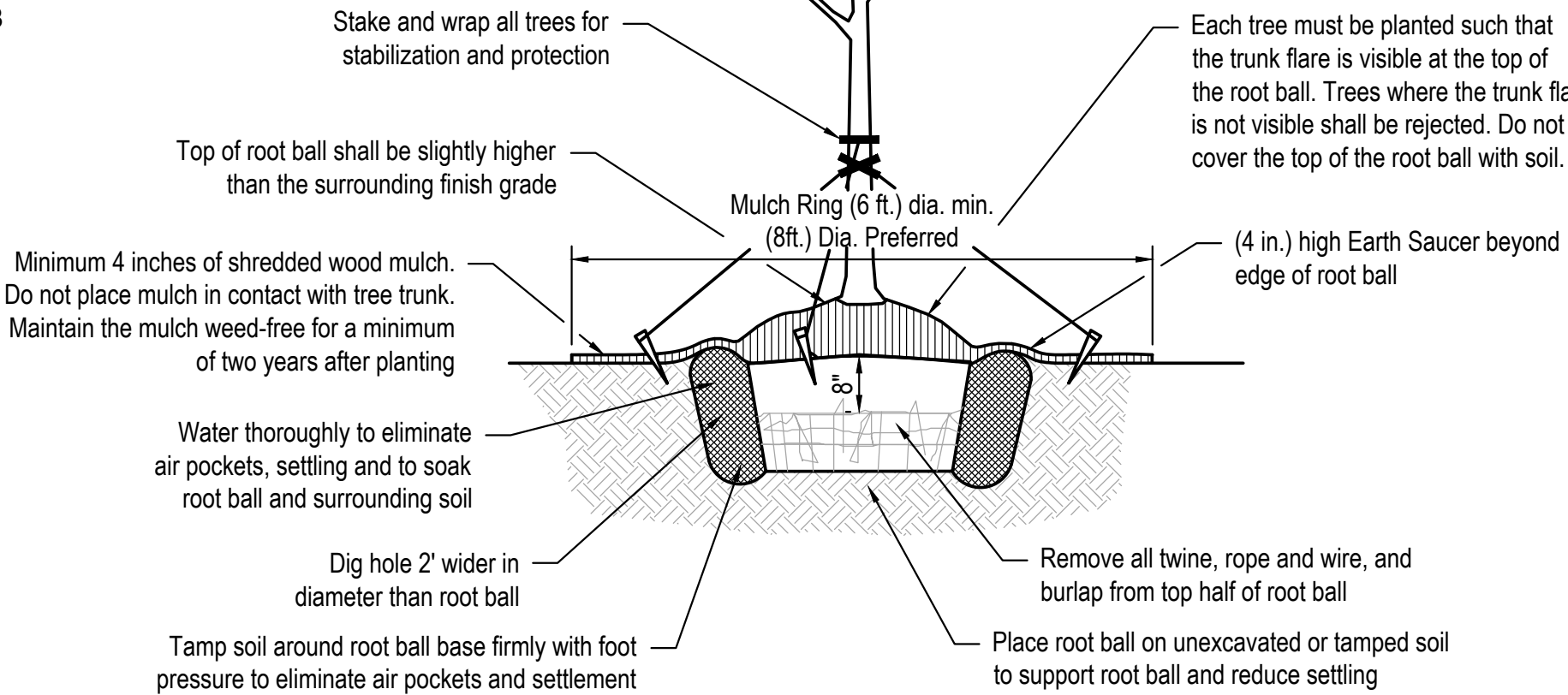
**NOTES:**

- Landscape contractor shall coordinate with all utilities and general contractor to field verify all utility locations that may conflict with all proposed tree planting locations on the project site.
- All other internal landscaping & detailed plans to be completed with each lot's building permit or design review.



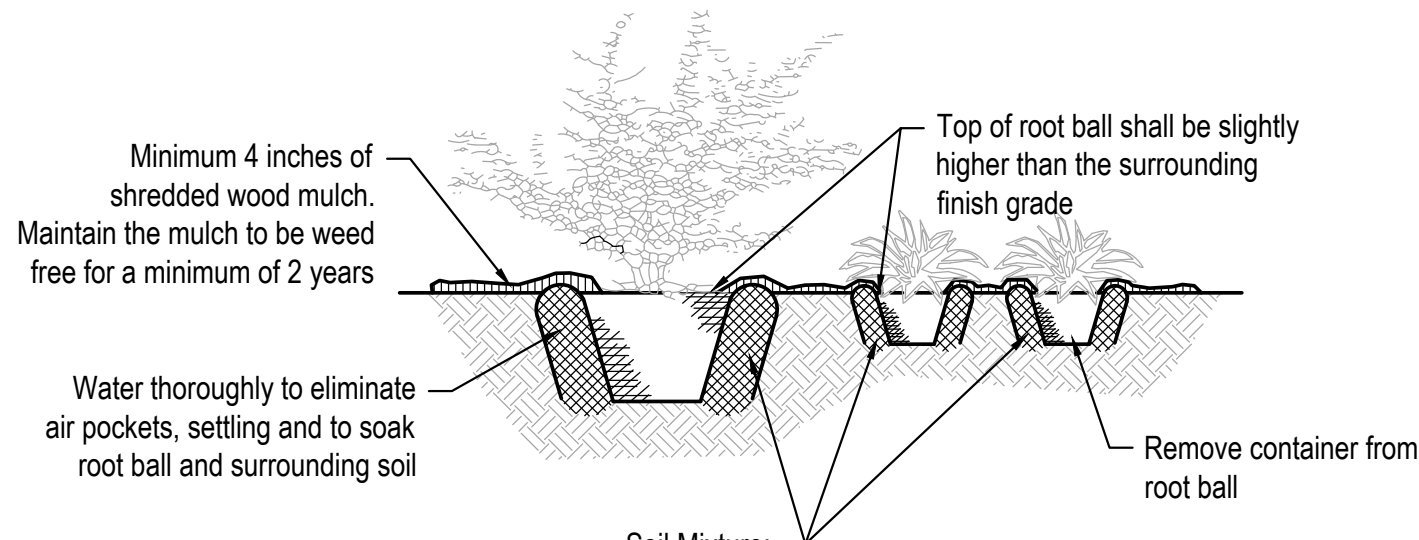
NON-CORNER STREETSCAPE, ALSO TO INCLUDE A MINIMUM OF 2.5' OF BERMING PER SOUTHPORT DESIGN GUIDELINES. SEE DETAIL THIS SHEET (TYP.)

Do not heavily prune the tree at planting. Prune only crossover limbs, co-dominant leaders, and broken or dead branches. Some interior twigs and lateral branches may be pruned; however, do not remove the terminal buds of branches that extend to the edge of the crown



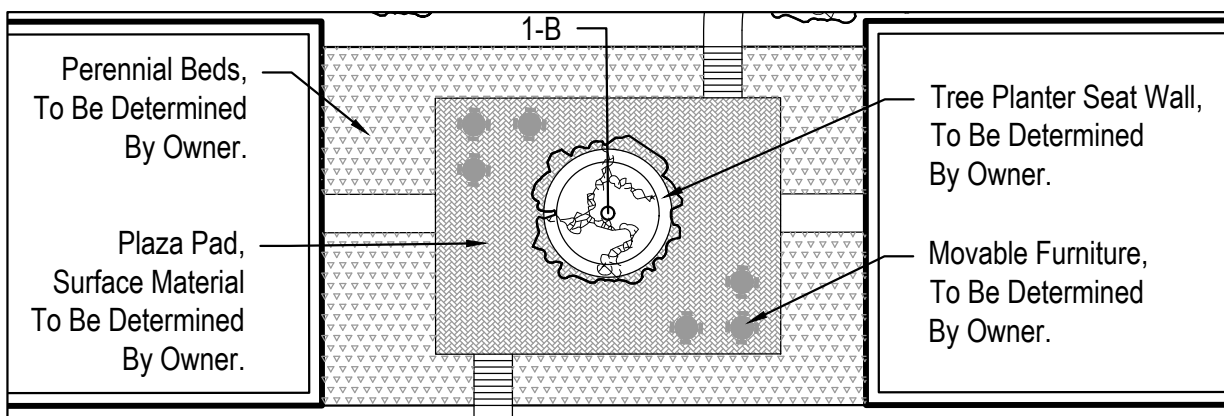
**TREE PLANTING DETAIL - B & B TREE**

NOT TO SCALE



**SHRUB & PERENNIAL PLANTING DETAIL**

NOT TO SCALE



**PLAZA DETAIL**

SCALE: 1" = 30'

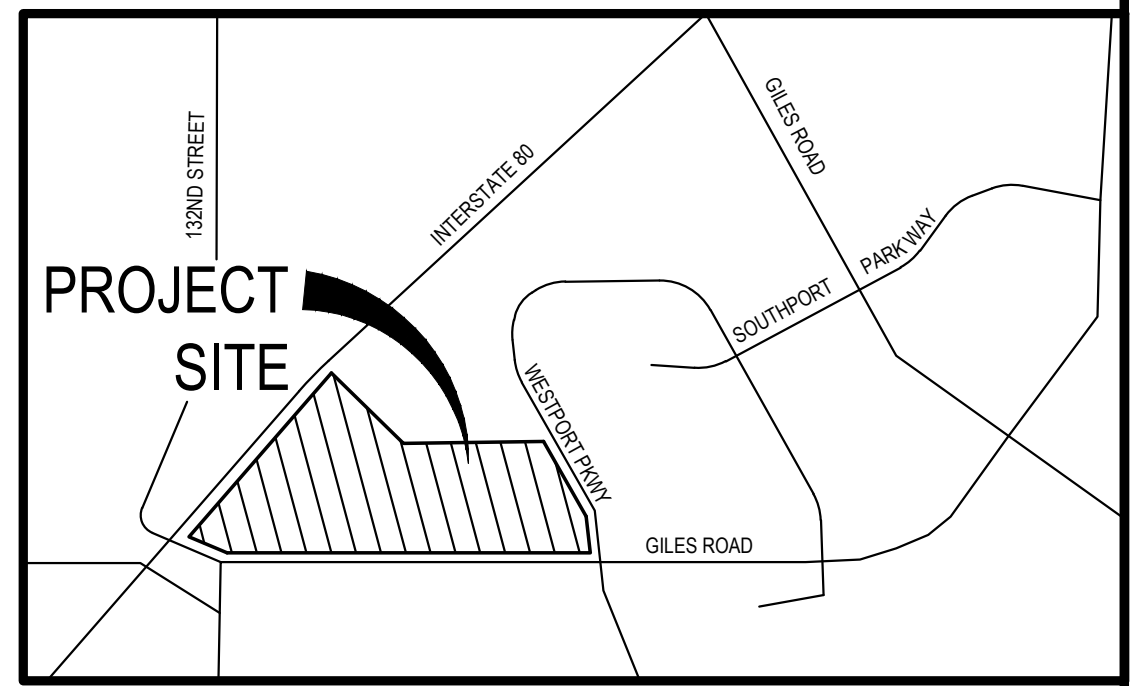
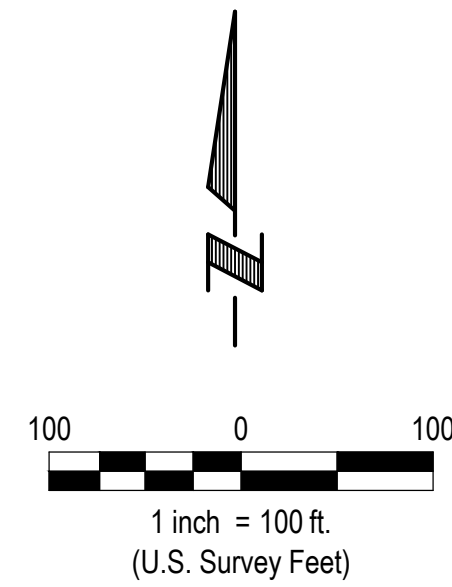
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2	AS SHOWN	01/05/2026
3	AS SHOWN	01/05/2026

Proj No: P2000.030.171  
Date: 01/05/2026  
Designed By: BY OTHERS  
Drawn By: NMIN  
Scale: AS SHOWN  
Sheet: 3 of 3  
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Nicoa Naveenda



# SOUTHPORT WEST REPLAT 10

LOTS 1 THRU 4 AND OUTLOT "A"  
A TRACT OF LAND BEING A REPLATTING OF LOTS 1 THRU 3 SOUTHPORT WEST, A SUBDIVISION LOCATED IN THE SW1/4 OF SECTION 18,  
TOWNSHIP 14 NORTH, RANGE 12 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.



VICINITY MAP

C-3 ZONING SETBACK TABLE	
FRONT YARD	25'
SIDE YARD	15'
STREET SIDE YARD	15'
REAR YARD	15'

CENTERLINE CURVE TABLE	
CURVE	RADIUS
1	250.00'
2	250.00'
3	225.00'

LOT AREAS	
LOT NO.	SQ. FOOTAGE
1	172,603
2	316,642
3	522,008
4	240,126

LEGEND	
BASIS OF BEARING:	DOUGLAS COUNTY LOW DISTORTION PROJECTION
---	BOUNDARY LINE
---	RIGHT OF WAY LINE
---	LOT LINE
---	EASEMENTS
---	ADJACENT PROPERTY LINE
[ ]	SETBACK LINE
[ ]	EXIST. BUILDING
-1120-	EXIST. MAJOR CONTOURS
-1122-	EXIST. MINOR CONTOURS
-X-X-	FENCE LINE
-W-W-	WATER LINE
-OHP-OHP-	POWER LINE (OVERHEAD)
-SS-SS-	SANITARY SEWER LINE
-ST-ST-	STORM SEWER LINE

## LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN PART SW1/4 AND SE1/4 OF THE SW1/4 OF SECTION 18, TOWNSHIP 14 NORTH, RANGE 12 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA.

SAID TRACT OF LAND CONTAINS 1,400,384.47 SQUARE FEET OR 32.148 ACRES, MORE OR LESS.

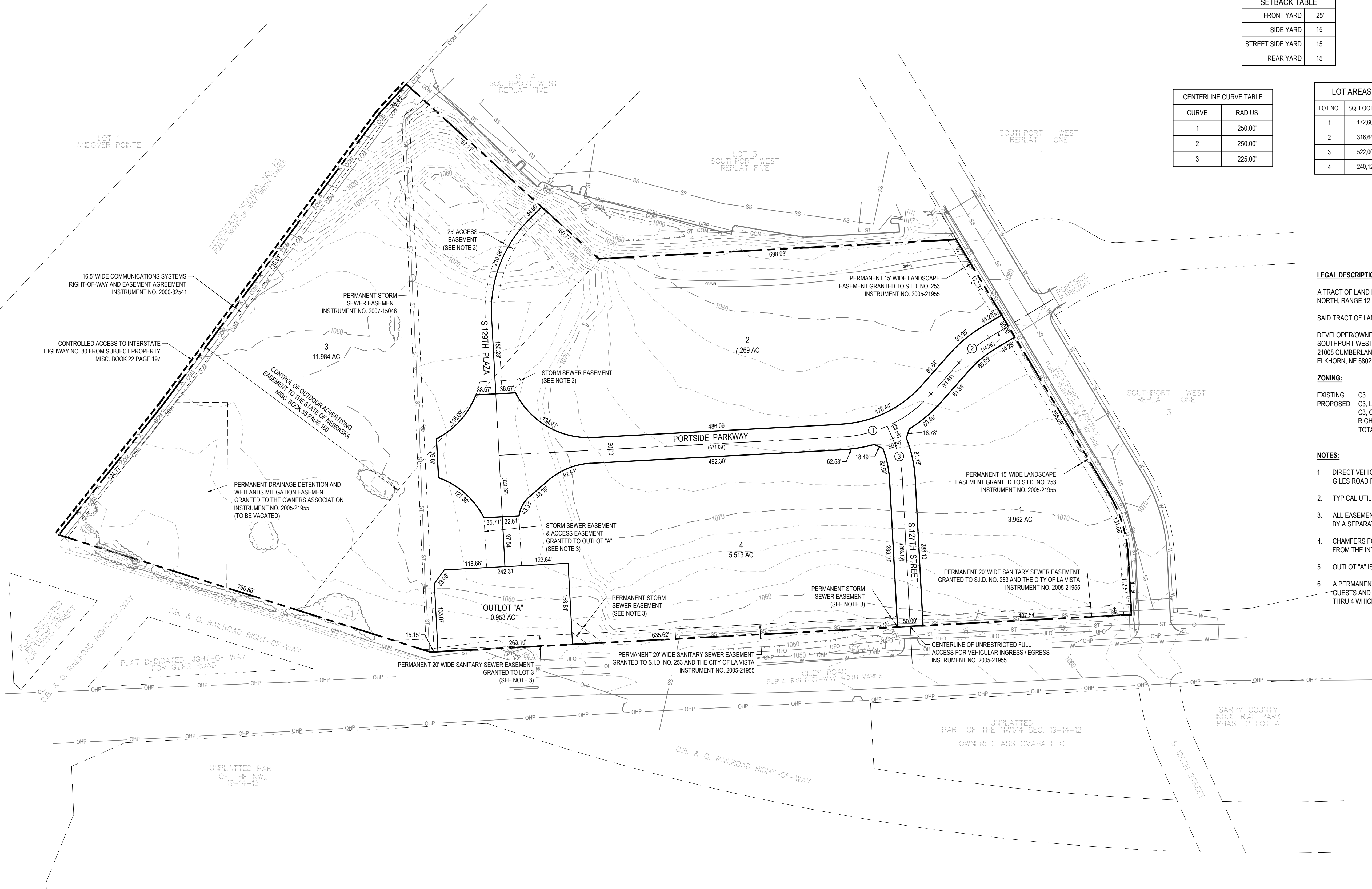
DEVELOPER/OWNER  
SOUTHPORT WEST 32 LLC  
21008 CUMBERLAND DR STE 106,  
ELKHORN, NE 68022

## ZONING:

EXISTING	C3	
PROPOSED:	C3, LOTS 1 THRU 4	28,261 AC
	C3, OUTLOT "A"	0.953 AC
	RIGHT-OF-WAY	2,935 AC
	TOTAL	32,149 AC

## NOTES:

- DIRECT VEHICULAR ACCESS WILL NOT BE ALLOWED TO INTERSTATE HIGHWAY NO. 80 FROM LOT 3, GILES ROAD FROM LOTS 1, 3 & 4, OR TO WESTPORT PARKWAY FROM LOTS 1 & 2.
- TYPICAL UTILITY EASEMENTS WILL BE DEDICATED WITH THE FINAL PLAT.
- ALL EASEMENTS THAT ARE NOT LABELED WITH ANY RECORDING INFORMATION WILL BE RECORDED BY A SEPARATE DOCUMENT.
- CHAMFERS FOR SIDEWALKS ON CORNER LOTS ARE SET AT TWELVE AND HALF FEET (12.5') RADII FROM THE INTERSECTION OF RIGHT-OF-WAY LINES.
- OUTLOT "A" IS FOR A PCSMP. OUTLOT "A" SHALL BE OWNED AND MAINTAINED BY THE ASSOCIATION.
- A PERMANENT CROSS PARKING EASEMENT IS GRANTED TO THE OWNERS OF LOTS 1 THRU 4 THEIR GUESTS AND INVITEES OVER ALL OF SAID LOTS 1 THRU 4 EXCEPT THOSE PARTS OF SAID LOTS 1 THRU 4 WHICH ARE OCCUPIED BY BUILDINGS AS CONSTRUCTED.



**E & A CONSULTING GROUP, INC.**  
Engineering • Planning • Environmental & Field Services  
10909 Mill Valley Road, Suite 100 • Omaha, NE 68154  
Phone: 402.895.4700 • Fax: 402.895.3599  
www.eag.com  
State of NE Certificate of Authorization #CA0008



SOUTHPORT WEST REPLAT 10  
LA VISTA, NEBRASKA

PRELIMINARY PLAT

Proj No.: P2000.030.171

Date: 10/03/2025

Designed By: NMM

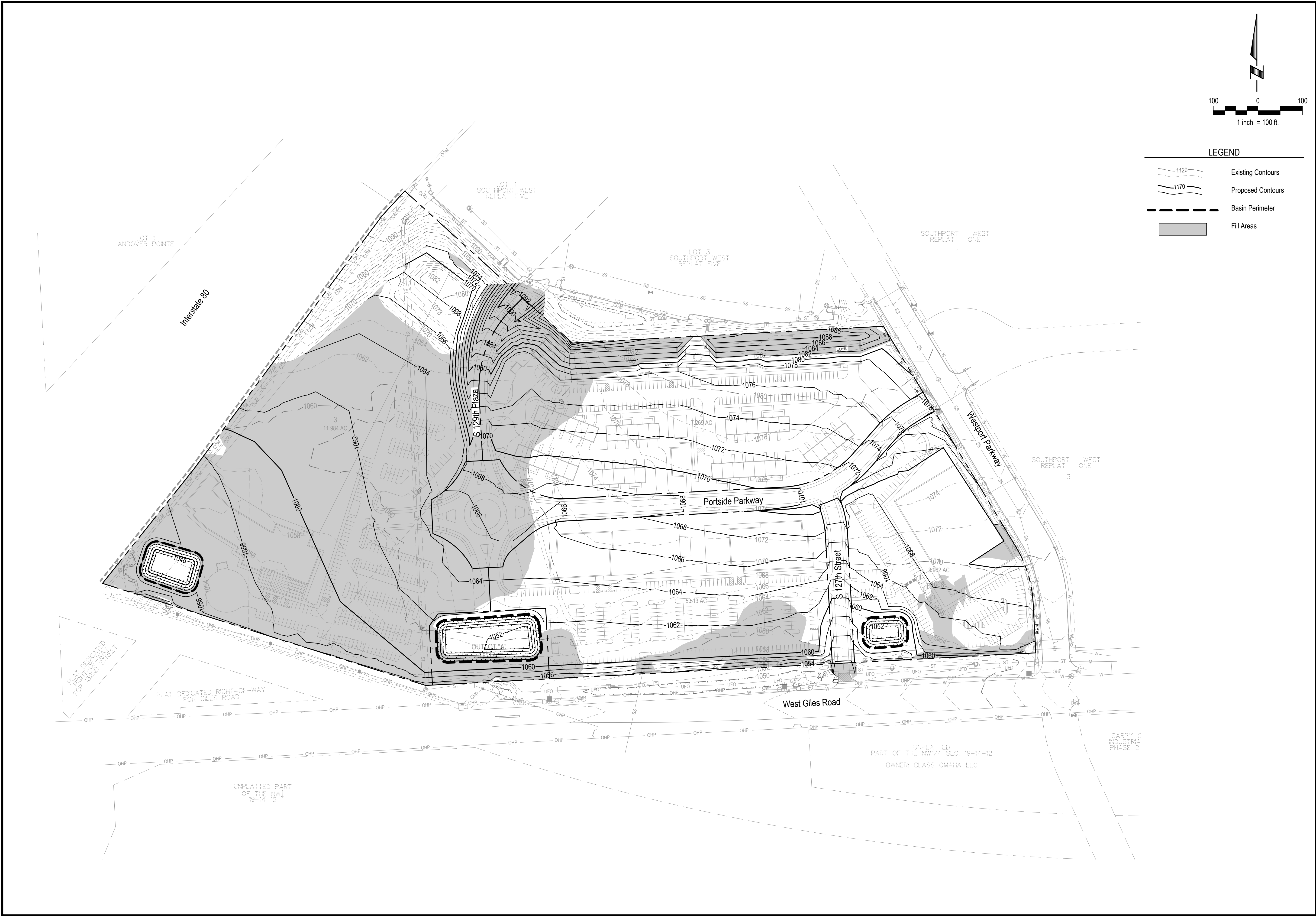
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Sheet: 1 of 1

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Proj No: P2000.030.171

Date: 10/3/2025

Designed By: E&A

Drawn By: E&A

Scale: AS SHOWN

Sheet: 1 of 1

Revisions

Δ	Date	Description
1	10/3/2025	Initial Design

GRADING EXHIBIT

SOUTHPORT WEST REPLAT 10

**E & A CONSULTING GROUP, INC.**

Engineering • Planning • Environmental & Field Services

**E & A CONSULTING GROUP, INC.**

Engineering Answers

10303 Mill Valley Road, Suite 100 • Omaha, NE 68154

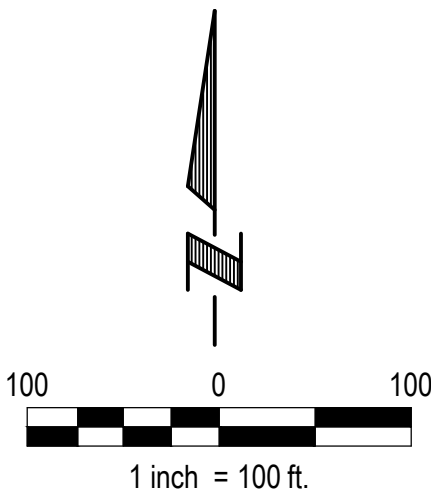
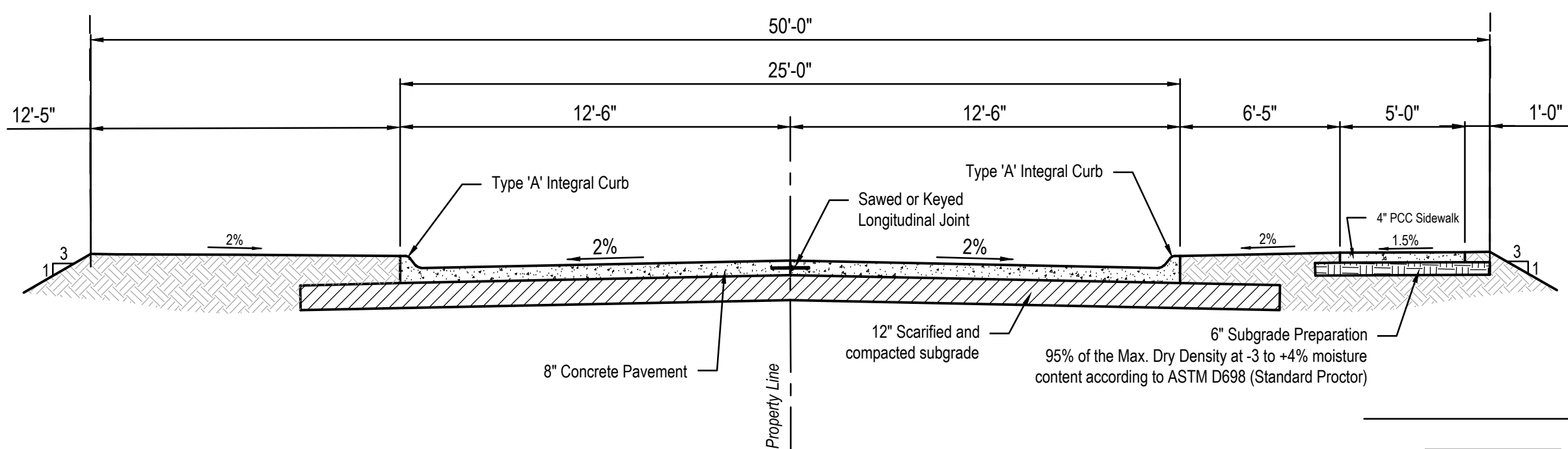
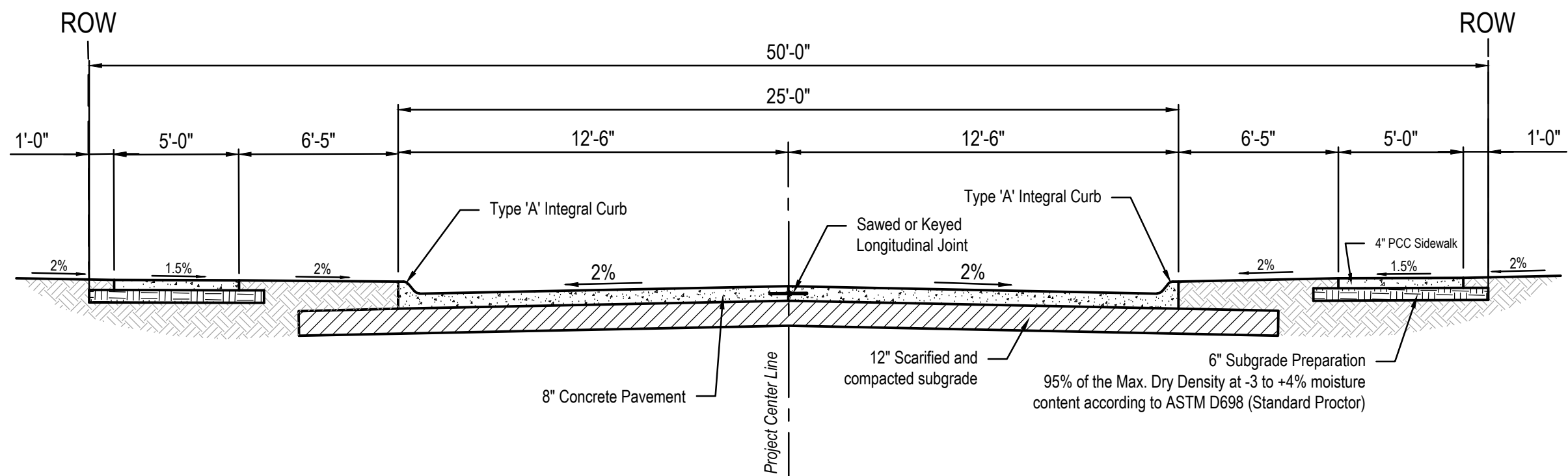
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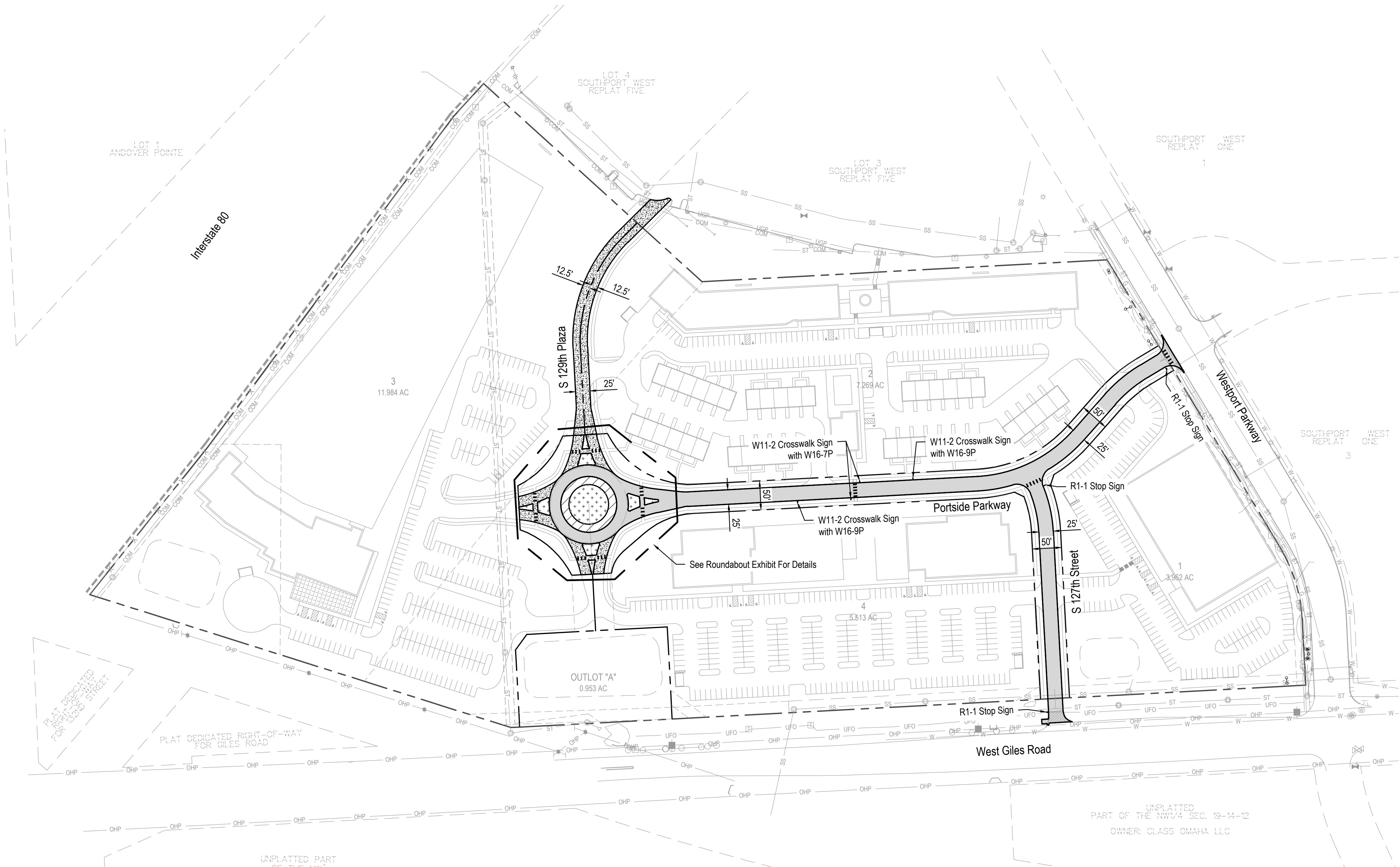
SOUTHPORT WEST REPLAT 10

LA VISTA, NEBRASKA



- LEGEND
- 8" Pavement
  - 8" Pavement (Private Street)
  - 8" Roundabout Apron
  - 6" Roundabout Median Surfacing

Note: All Sidewalks to be Maintained by Adjacent Property Owner and/or by Common Area Maintenance



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State of NE Certificate of Authorization #CA0008



SOUTHPORT WEST REPLAT 10

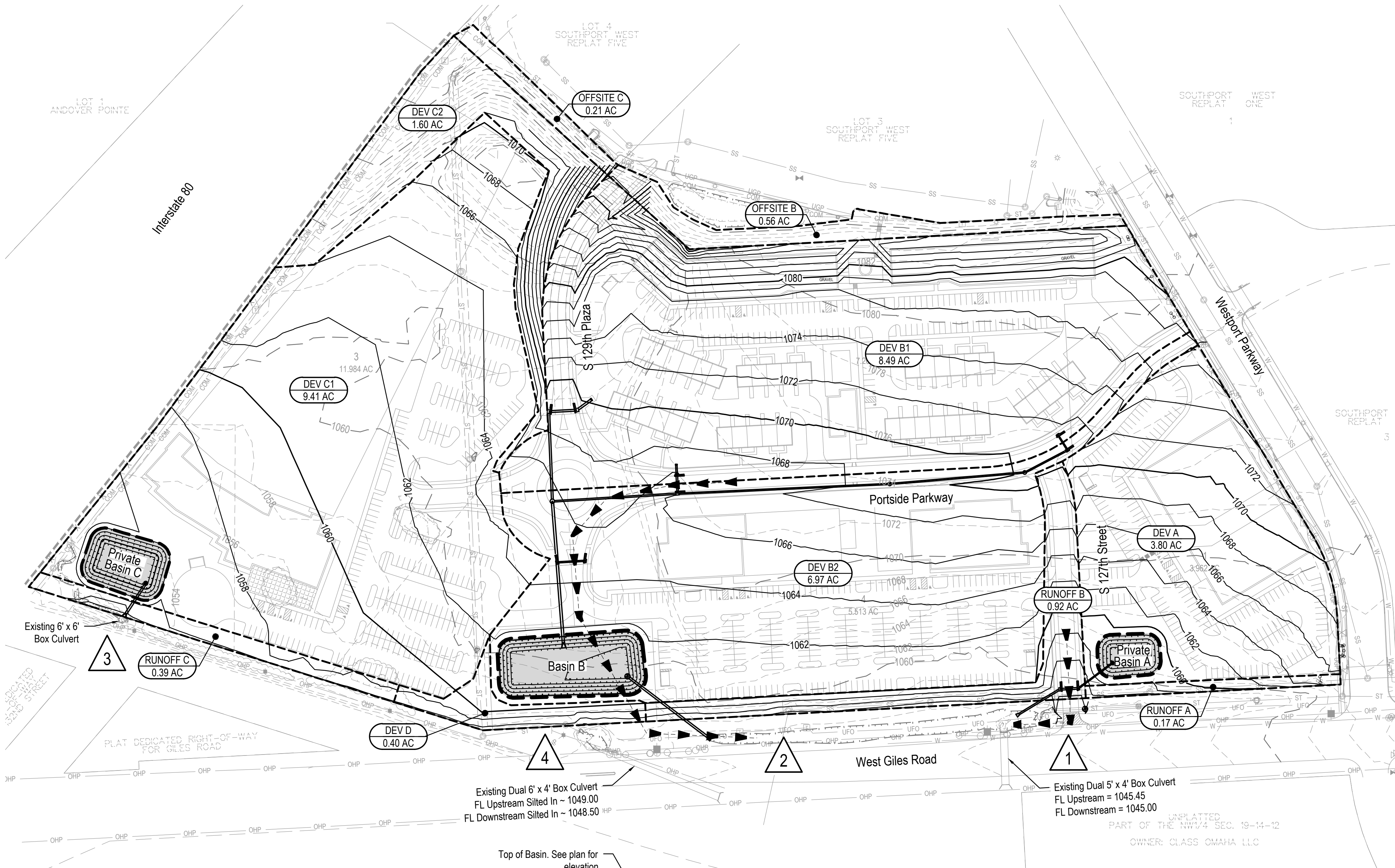
LA VISTA, NEBRASKA

PAVING EXHIBIT

Proj No:	Revisions	
	Description	Date
P2000.030.171		
Date:	11/25/2025	E&A
Designed By:	E&A	
Drawn By:	AS SHOWN	
Scale:	1 of 1	
Sheet:		

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LEGEND

Proposed Storm Sewer

Existing Contours

Proposed Contours

Proposed Drainage Area Boundary

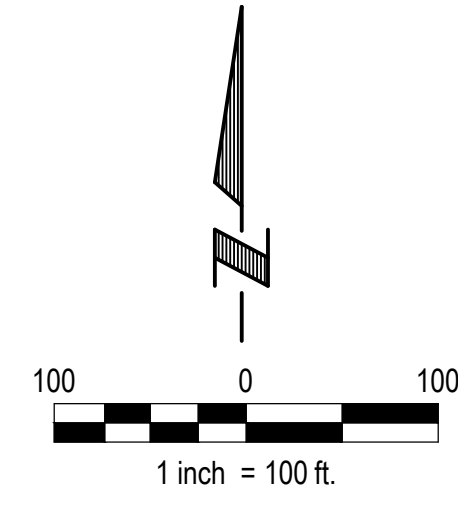
Proposed Basin Limits

Limits of Basin

Drainage Area Label

Impact Point Label

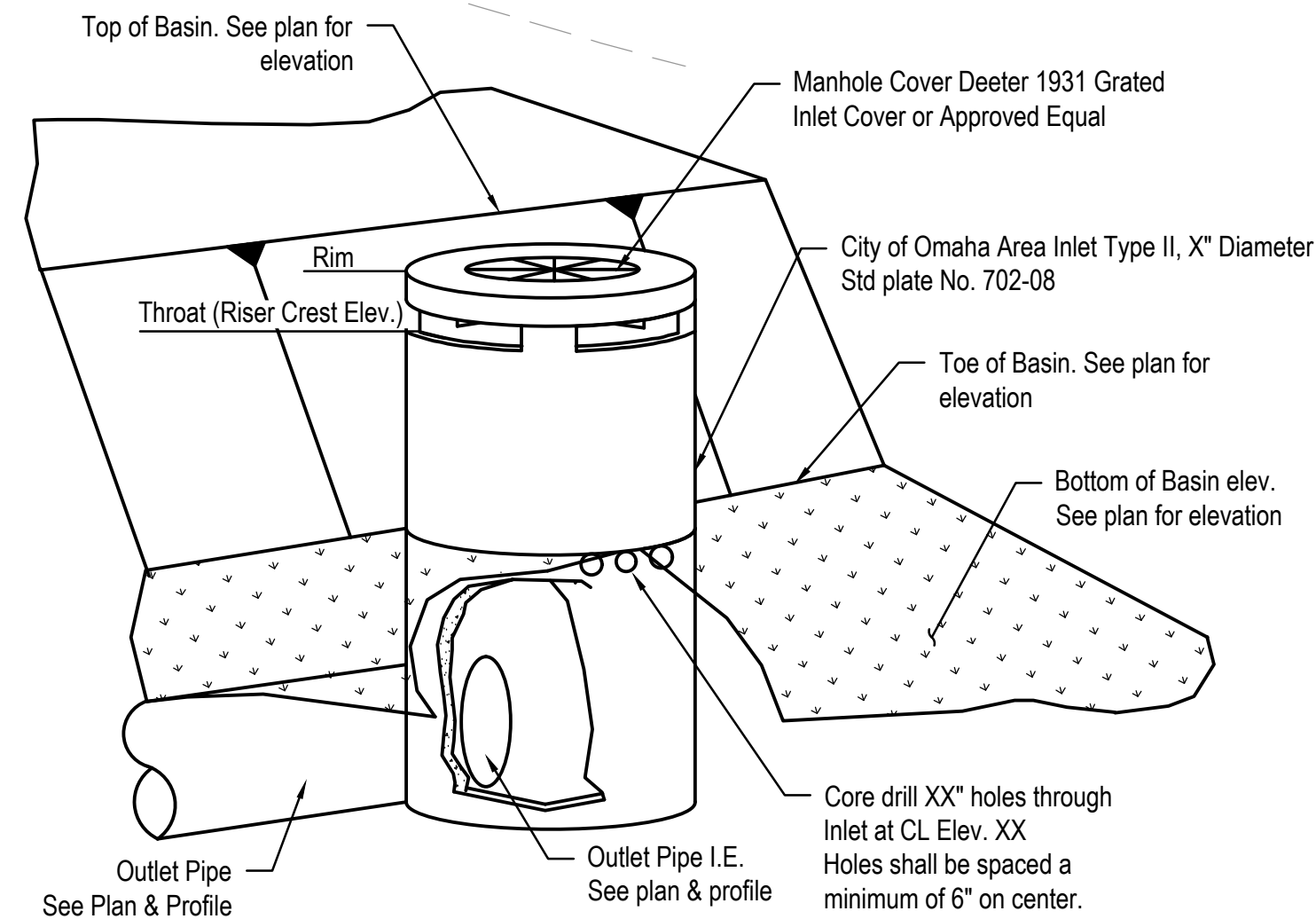
100-Year Flow Path



Extended Dry Detention Basin Maintenance Schedule	
Task	Schedule
Remove Trash and Debris	Monthly
Check and Repair any Eroded Areas	Monthly - Reseed as Necessary
Outlet/Inlet Inspection and Cleanout - Including Sediment Buildup at Office Plate	Monthly
Inspect for Ponding, Washed Out Areas	Monthly
Perimeter Mowing and Bank Mowing Above Riser	Monthly
Basin Inspection and Cleanout	Annually - Remove Sediment when 25% Storage Volume is Lost
Remove Woody Vegetation Along Embankment	Annually
Inspect for Structural Damage	Annually
Repair Broken Pipes and Flared End Sections	As Needed
Replace Riprap That is Choked with Sediment	As Needed
Security	As Needed

DRY DETENTION BASIN GENERAL NOTES

- The Contractor shall not remove temporary sediment basins or riser structures until a Grading Permit Modification has been approved by the City of La Vista and authorized by the Engineer.
- The Contractor shall not convert the temporary sediment basins to permanent detention basins until the entire site has been built out and stabilized with vegetation.
- The contractor shall work to minimize compaction by limiting construction traffic and equipment size within the limits of the basin.
- Bottom of basin seed mixture shall be United Rain Garden Mixture from United Seeds, Inc. Planting method and seeding rate shall be .25 to .50 lbs. per 1,000 sq. ft. Seeding dates: March - June, dormant seeding dates: December - March. Seed to be covered w/ matting, North American Green S75, or approved equal, installed per manufacture's recommendation.
- All remaining disturbed area seed mixture shall be Superturf II NO RYE (sod grower) lateral spread tall fescue KY Bluegrass Mixture from United Seeds, Inc. Planting method and seeding rate shall be 10 lbs per 1,000 sq. ft. Seeding dates: December - March. Seed to be covered w/ matting, North American Green S-150, or approved equal, installed per manufacturer's recommendation.
- Contractor to protect from overland silt and runoff during and after construction until fully stabilized (80% vegetative cover). (Subsidiary)

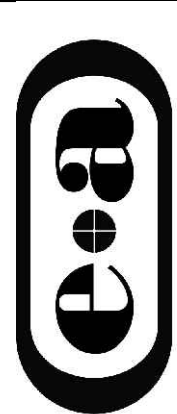


CITY OF OMAHA TYPE 2 AREA INLET  
WITHOUT ORIFICE PLATE - DIAMETER VARIES  
NOT TO SCALE

PCSMP Basin Summary			
Impact Point	Area (AC)	Water Quality Control Volume Required (CF)	Water Quality Control Volume Provided (CF)
BASIN A	3.80	6,897	15,452
RUNOFF A	0.17	309	0
BASIN B	15.46	28,060	45,127
RUNOFF B	0.92	1,670	0
BASIN C	11.01	19,983	27,978
RUNOFF C	0.39	708	0
RUNOFF D	0.40	726	0
TOTAL DEVELOPED AREA =	32.15	58,352	88,557

\*Offsite drainage areas are not included treatment calculations.  
Private Basin A serves Lot 1  
Basin B serves Lot 2 and Lot 4  
Private Basin C serves Lot 3

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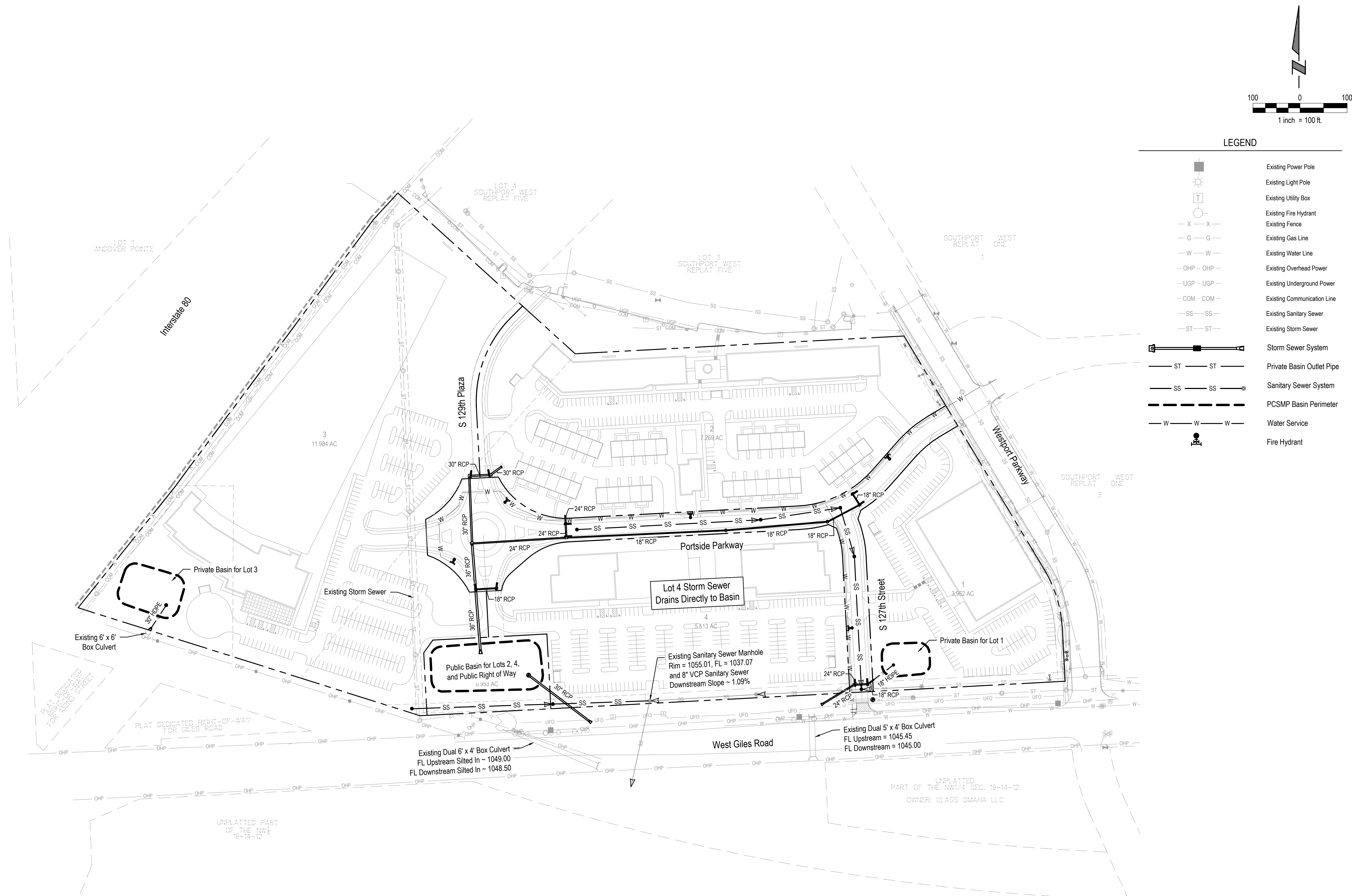
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SOUTHPORT WEST REPLAT 10

LA VISTA, NEBRASKA

PCSMP EXHIBIT

Proj No.	Revisions		Date	Description
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Date:	11/25/2025	E&A		
Designed By:		E&A		
Drawn By:		AS SHOWN		
Scale:		1 of 1		
Sheet:				



## LEGEND

- |  |                             |
|--|-----------------------------|
|  | Existing Power Pole         |
|  | Existing Light Pole         |
|  | Existing Utility Box        |
|  | Existing Fire Hydrant       |
|  | Existing Fence              |
|  | Existing Gas Line           |
|  | Existing Water Line         |
|  | Existing Overhead Power     |
|  | Existing Underground Power  |
|  | Existing Communication Line |
|  | Existing Sanitary Sewer     |
|  | Existing Storm Sewer        |
|  | Storm Sewer System          |
|  | Private Basin Outlet Pipe   |
|  | Sanitary Sewer System       |
|  | PCSMP Basin Perimeter       |
|  | Water Service               |
|  | Fire Hydrant                |

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SOUTHPORT WEST REPLAT 10

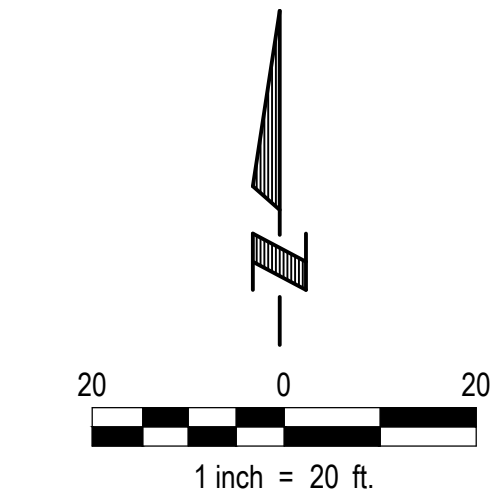
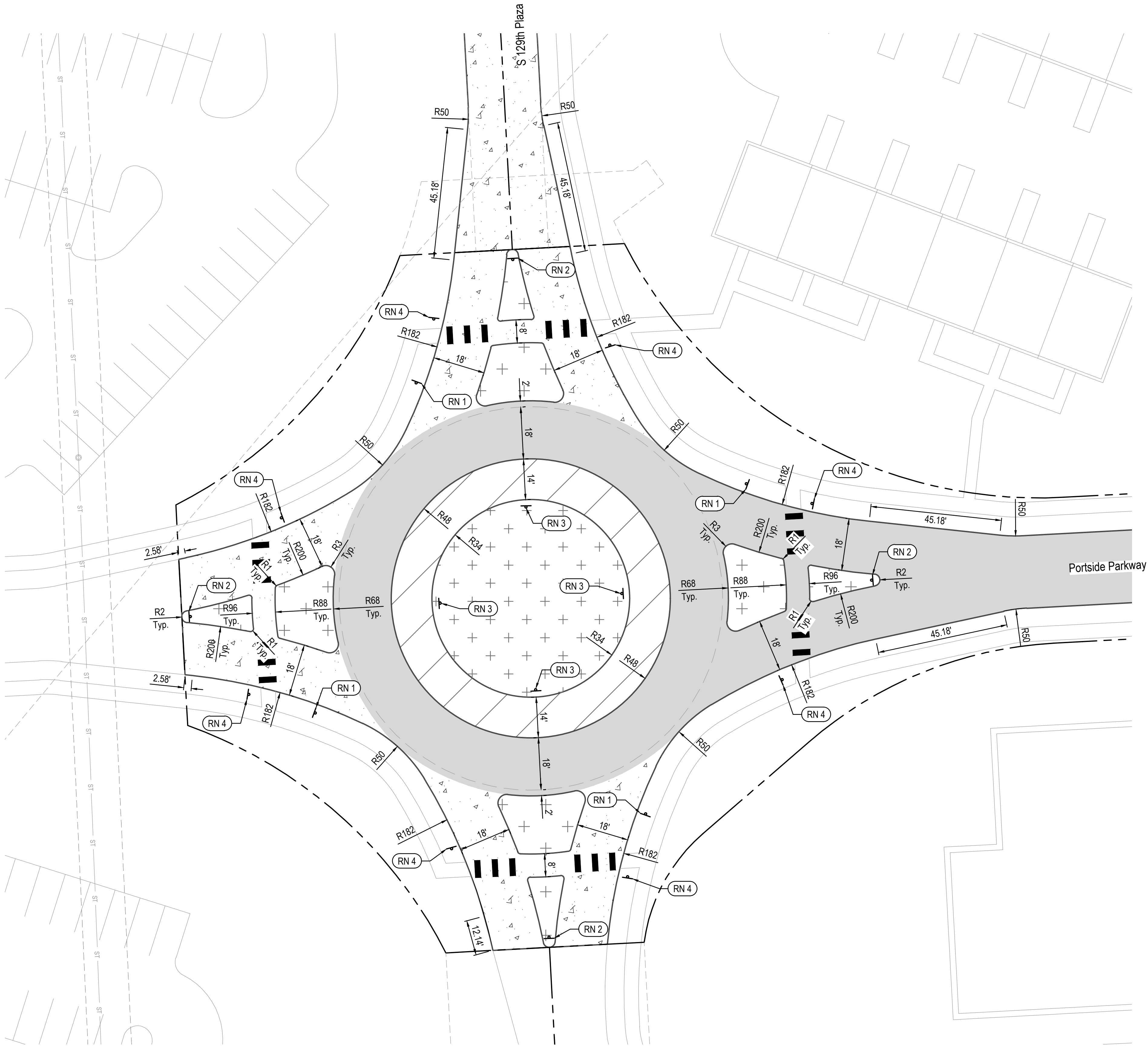
LA VISTA, NEBRASKA

## UTILITIES EXHIBIT

Proj No:	P2000.030.171
Date:	11/29/2025
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Sheet:	1 of 1

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LEGEND

- 8" Pavement
- 8" Pavement (Private Street)
- 8" Roundabout Apron
- 6" Roundabout Median Surfacing

REFERENCE NOTES

- RN 1 Yield Sign (R1-2, 36x36x36); optional: R6-56 30x30 below yield sign
- RN 2 Keep Right Sign (R4-7, 24x30)
- RN 3 One Way Sign (R6-2, 24x30); Min 4' from bottom of sign adjacent to travel way.
- RN 4 Crosswalk Sign (W11-2, 30x30); with R16-7P below crosswalk sign

NOTE: Design Speed = 25 mph



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SOUTHPORT WEST REPLAT 10

LA VISTA, NEBRASKA

ROUNDABOUT EXHIBIT

Proj No.	P2000.030.171	Revisions	
		Date	Description
Date:	11/25/2025		
Designed By:	E&A		
Drawn By:	E&A		
Scale:	AS SHOWN		
Sheet:	1 of 1		

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www.eacg.com

## TECHNICAL MEMORANDUM

To: Kyle Vohl, P.E.  
Cc:  
From: John Diediker, P.E., PTOE, RSP1  
Re: Southport Development  
Preliminary TIS  
La Vista, NE  
E&A Project: P2000.030.171  
Date: December 1, 2025

---

## INTRODUCTION

The Southport development is located in the northwest quadrant of 126<sup>th</sup> Street/Westport Parkway in La Vista, NE. This parcel falls within the jurisdiction of the City of La Vista. The current site includes 192 multi-family dwelling units, a dog park, a multi-level driving range, an indoor slide park, a restaurant, and brewery.

This technical memorandum provides baseline recommendations for review to begin the planning process as MAPA finishes an update to the Long-Range Transportation Plan (LRTP). This memo outlines expected improvements anticipated, but may be altered based on changes to the fiscally constrained model published for the public by MAPA.

## EXISTING

Turning movement counts (TMC) were collected on Tuesday, July 22, 2025 at the intersections of 126<sup>th</sup> Street/Westport Parkway & W Giles Road and Westport Parkway & Portside Parkway. Current geometrics and traffic control were collected and analyzed in the latest version of Synchro 11.

Multiple movements at the stop-controlled intersection of 126<sup>th</sup> Street/Westport Parkway & W Giles Road operate LOS E and LOS F in the AM, MD, and PM peak hours. All movements at the intersection of Westport Parkway & Portside Parkway operate at LOS B or better in all three peak hours.

## SIGNAL WARRANTS

Traffic signal warrant evaluations were conducted to determine the need for signalization at 126<sup>th</sup> Street/Westport Parkway & W Giles Road. The Manual of Uniform Traffic Control Devices, 11th Edition (MUTCD) provides nine signal warrants for evaluation of signalization at intersections. Signalization is warranted based on a complete review of traffic volume information including pedestrians, crash experience, and traffic progression. The intersections were evaluated for Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak Hour Vehicular Volume).

While analyzing for signal warrants, not all movements benefit from signalization as much from signalization on the minor street as others. To account for this, right-turn vehicles off the minor street approach were reduced by 100 percent for evaluation. Additionally, the MUTCD allows for the major left-turn to be used as the minor street and the opposing movements (only one approach opposite of the major left-turn) as the major street. The intersection does not satisfy traffic signal warrants for the existing conditions.



Warrant	Existing			Existing (EBL Minor)		
	1 (8-Hr)	2 (4-Hr)	3 (Peak)	1 (8-Hr)	2 (4-Hr)	3 (Peak)
126th/Westport & W Giles	No	No	No	No	No	No

## BACKGROUND CONDITIONS

The background 2050 conditions were evaluated for comparison purposes. This provides a baseline analysis. The recent update to the MAPA LRTP was released. Analysis is based on the latest release, which a previous version of this study was not.

Signal warrants for the 2050 Background conditions were analyzed for 126<sup>th</sup> Street/Westport parkway & Giles Road, as outlined previously. The intersection is anticipated to satisfy traffic signal warrants for the 2050 conditions.

Warrant	2050 Background			2050 Background (EBL Minor)		
	1 (8-Hr)	2 (4-Hr)	3 (Peak)	1 (8-Hr)	2 (4-Hr)	3 (Peak)
126th/Westport & W Giles	No	No	No	No	Yes	No

Based on the capacity analysis, the signalized intersection of 126th Street/Westport Parkway & W Giles Road is anticipated to operate at LOS B or better in both peak hours and individual movements are anticipated to operate at LOS C or better in both peak hours.

## SITE

Access to the site is anticipated to utilize three new drives: Drive 1 off W Giles Road (which currently has a westbound right-turn lane that is built deadheading into the site) which will operate as right-in-right-out, Drive 2 which is the west leg of Westport Parkway & Portside Parkway, and Drive 3 which will internally connect to the site to the north.

The Institute of Transportation Engineers (ITE) provides methods for estimating traffic volumes of common land uses in the Trip Generation Manual (11th Edition). The site is expected to generate 6,319 daily trips, 328 AM peak hour trips and 611 PM peak hour trips.

For trip distribution, Drive 3 internal connection was assumed to not have vehicle trips through the adjacent property for conservative analysis.

## EXISTING PLUS SITE

Signal warrants for the Existing plus Site conditions were analyzed for 126<sup>th</sup> Street/Westport parkway & Giles Road, as outlined previously. The intersection is anticipated to satisfy traffic signal warrants for the Existing plus Site conditions.

Warrant	Existing plus Site			Existing plus Site (EBL Minor)		
	1 (8-Hr)	2 (4-Hr)	3 (Peak)	1 (8-Hr)	2 (4-Hr)	3 (Peak)
126th/Westport & W Giles	No	No	No	No	Yes	No

Based on the capacity analysis, the signalized intersection of 126th Street/Westport Parkway & W Giles Road is anticipated to operate at LOS B or better in both peak hours and individual movements are anticipated to operate at LOS C or better in both peak hours.

## 2050 PLUS SITE

Based on the capacity analysis, the signalized intersection of 126th Street/Westport Parkway & W Giles Road is anticipated to operate at LOS B or better in both peak hours and individual movements are anticipated to operate at LOS C or better in both peak hours. Exceptions include the westbound left-turn movement at the intersection of Westport Parkway & Portside Parkway which is anticipated to operate at LOS E in the PM peak hour.

## RECOMMENDATIONS

Based on the analysis the following improvements are recommended.

### *Existing conditions:*

No improvements were identified.

### *2050 Background conditions:*

#### **126<sup>th</sup> Street/Westport Parkway & W Giles Road**

- Construct traffic signal.
- Construct a northbound left-turn lane.

### *Existing plus Site conditions:*

#### **Drive 1 & W Giles Road**

- Construct north leg.
  - Place STOP sign on southbound approach.
- Construct median to restrict southbound movement to right-out and remove existing eastbound left-turn lane.

#### **Westport Parkway & Portside Parkway**

- Construct west leg.
  - Place Stop sign on eastbound approach.
- Construct an eastbound left-turn lane.

#### **126<sup>th</sup> Street/Westport Parkway & W Giles Road**

- Construct traffic signal.
- Construct a northbound left-turn lane.

#### **Internal**

- Construct internal connection to parcel to the north.

### *2050 plus Site conditions:*

No improvements in addition to other previous conditions were identified.

## **ATTACHMENTS**



Exhibit "A" – Traffic Figures

# Figure 1

La Vista, Nebraska  
Vicinity Map



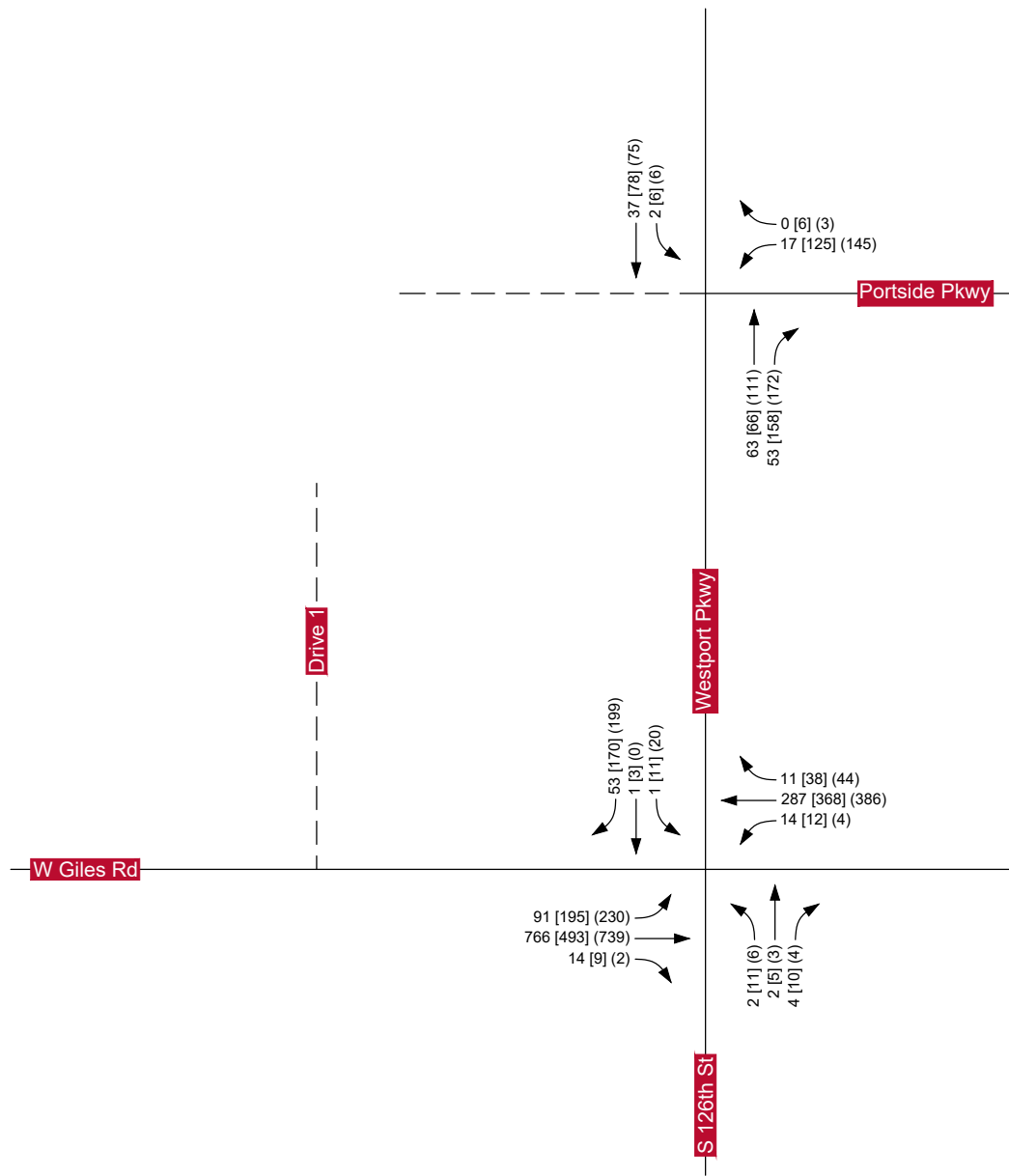
## LEGEND

-  Site of Proposed Development
-  Study Intersection



# Figure 2

Existing Conditions  
Peak Hour Volumes

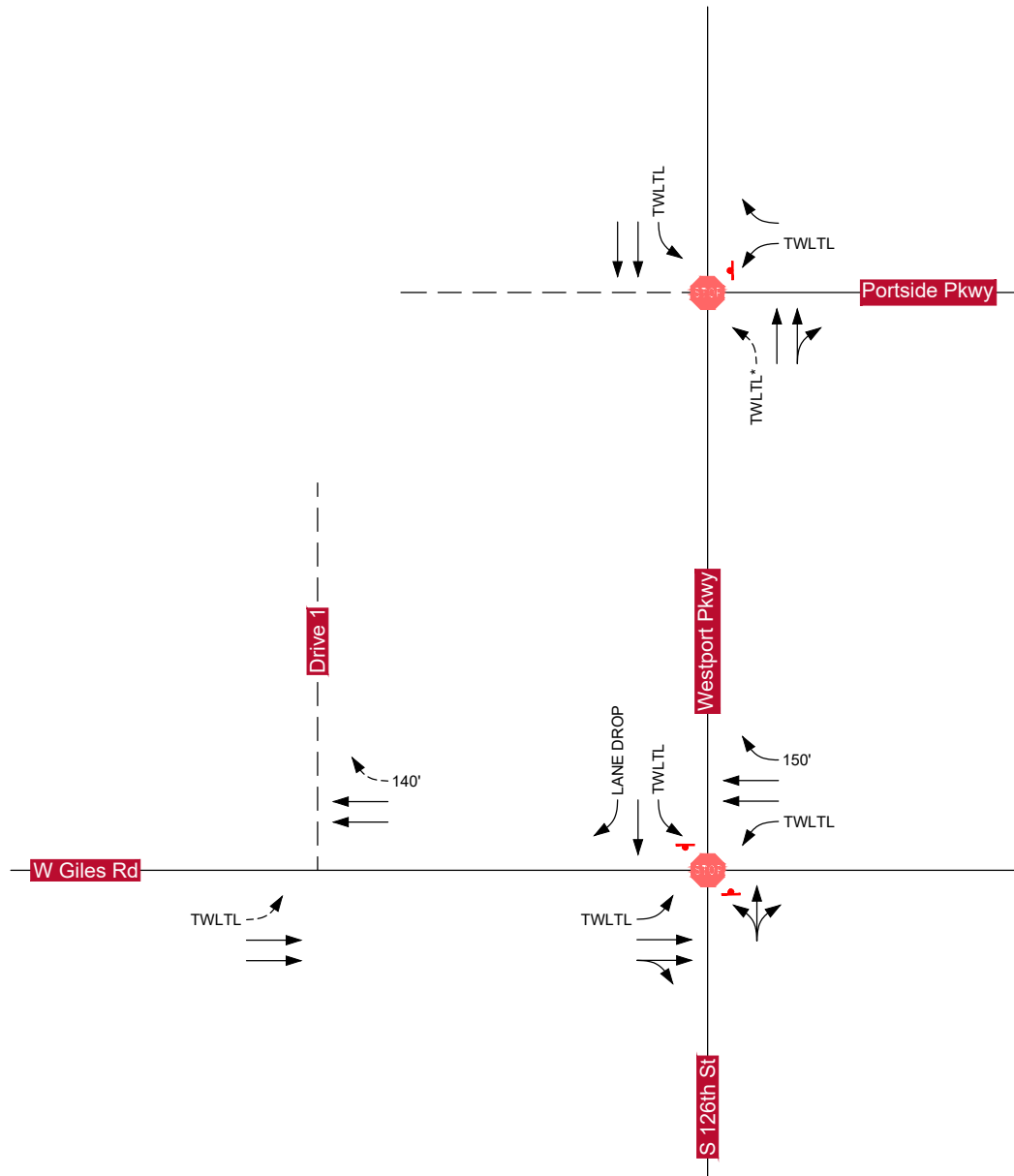


## LEGEND

← AM [MD] (PM) Peak Hour Volumes

# Figure 3

Existing Conditions  
Lane Configuration & Traffic Control



## LEGEND

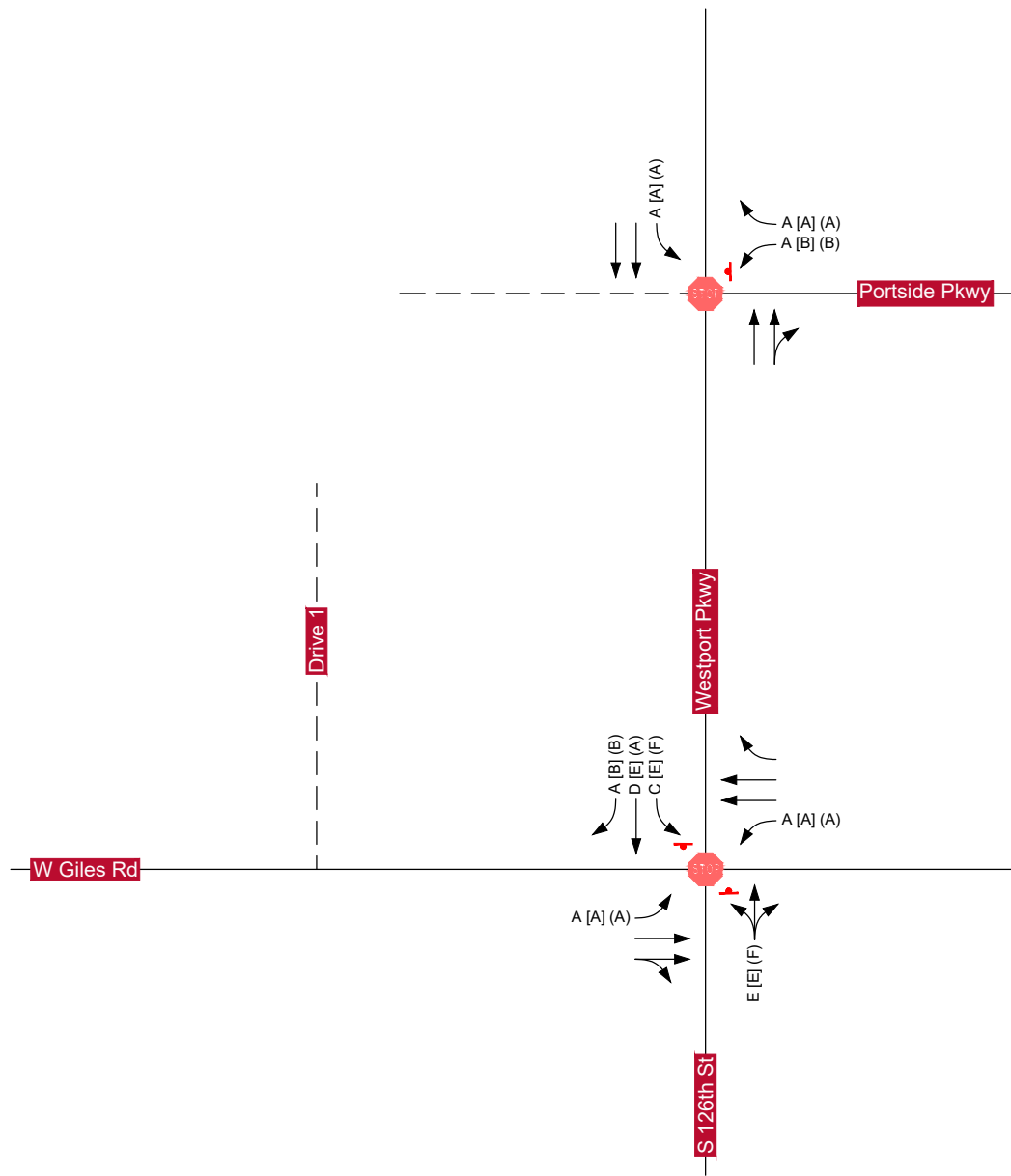
- xx' Lane Configuration & Storage Length
- - - xx' Lane Configuration & Storage Length (Existing Without Eligible Movement)
- ⬡ Stop Controlled Intersection
- ▲ Stop Sign



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# Figure 4

Existing Conditions  
Capacity Analysis



## LEGEND

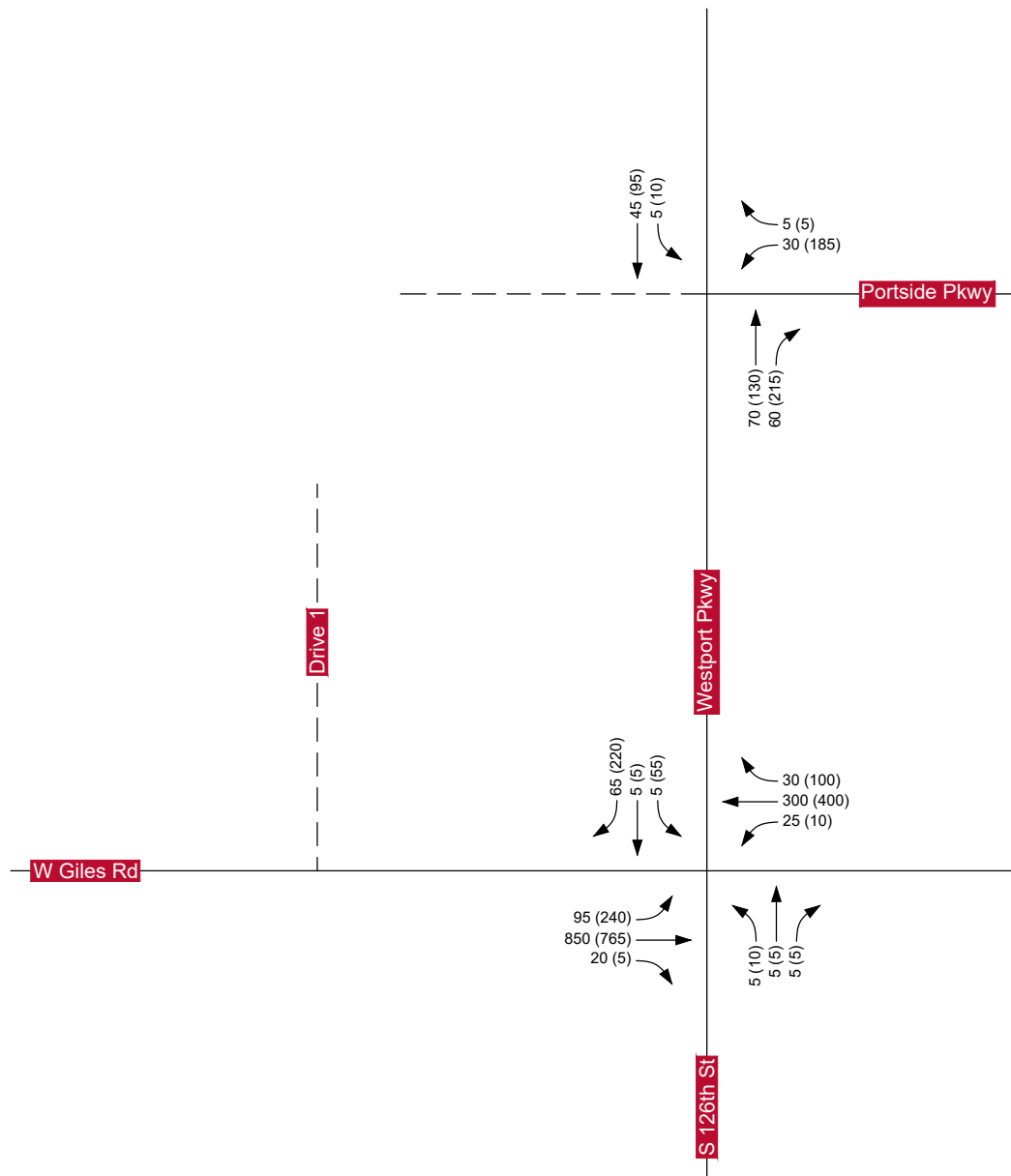
- ← AM [MD] (PM) Movement LOS
- ⬢ Stop Controlled Intersection
- ▲ Stop Sign



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# Figure 5

Background Year 2050 Conditions  
Peak Hour Volumes



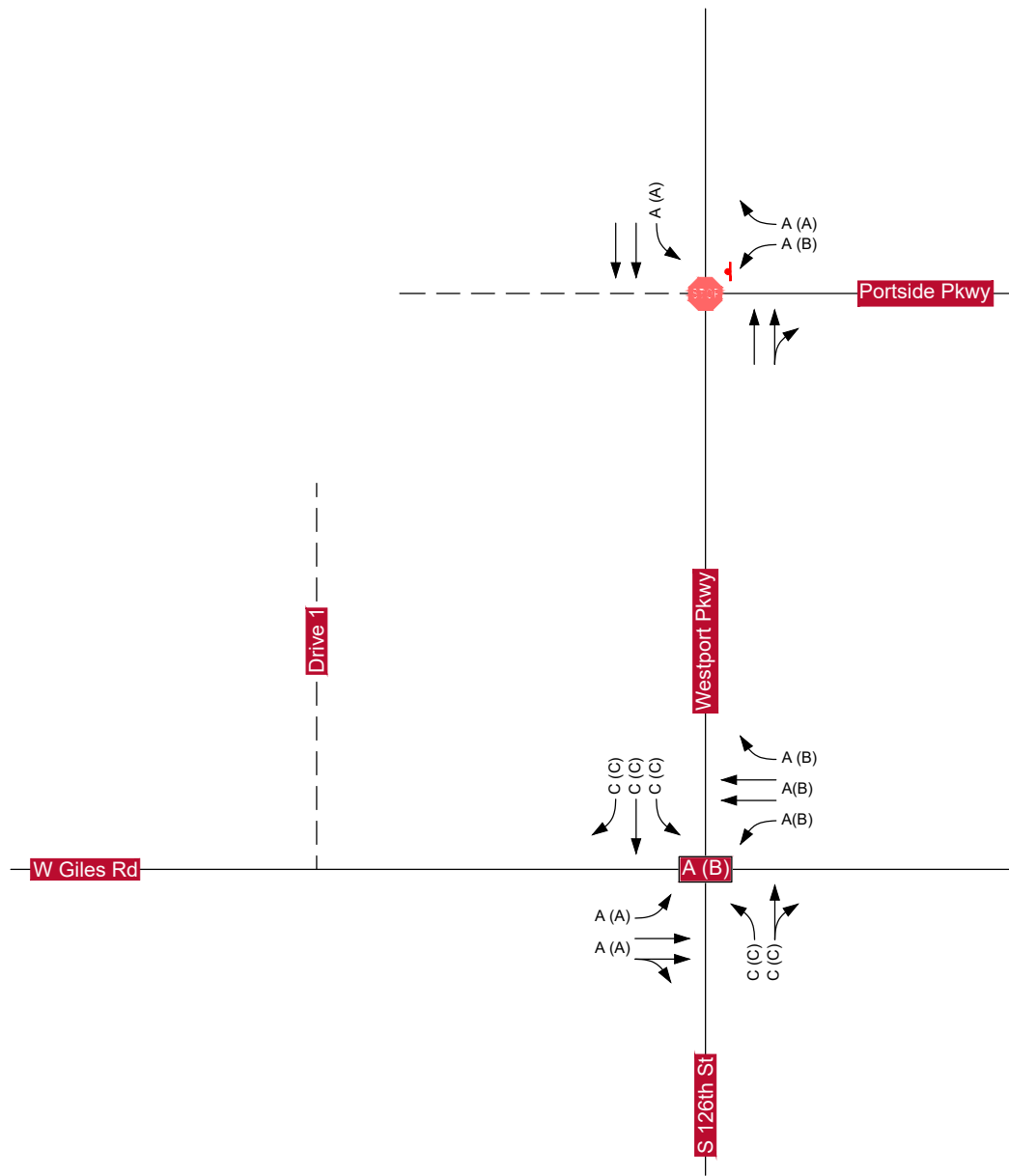
## LEGEND

← AM (PM) Peak Hour Volumes



# Figure 6

Background Year 2050 Conditions  
Capacity Analysis

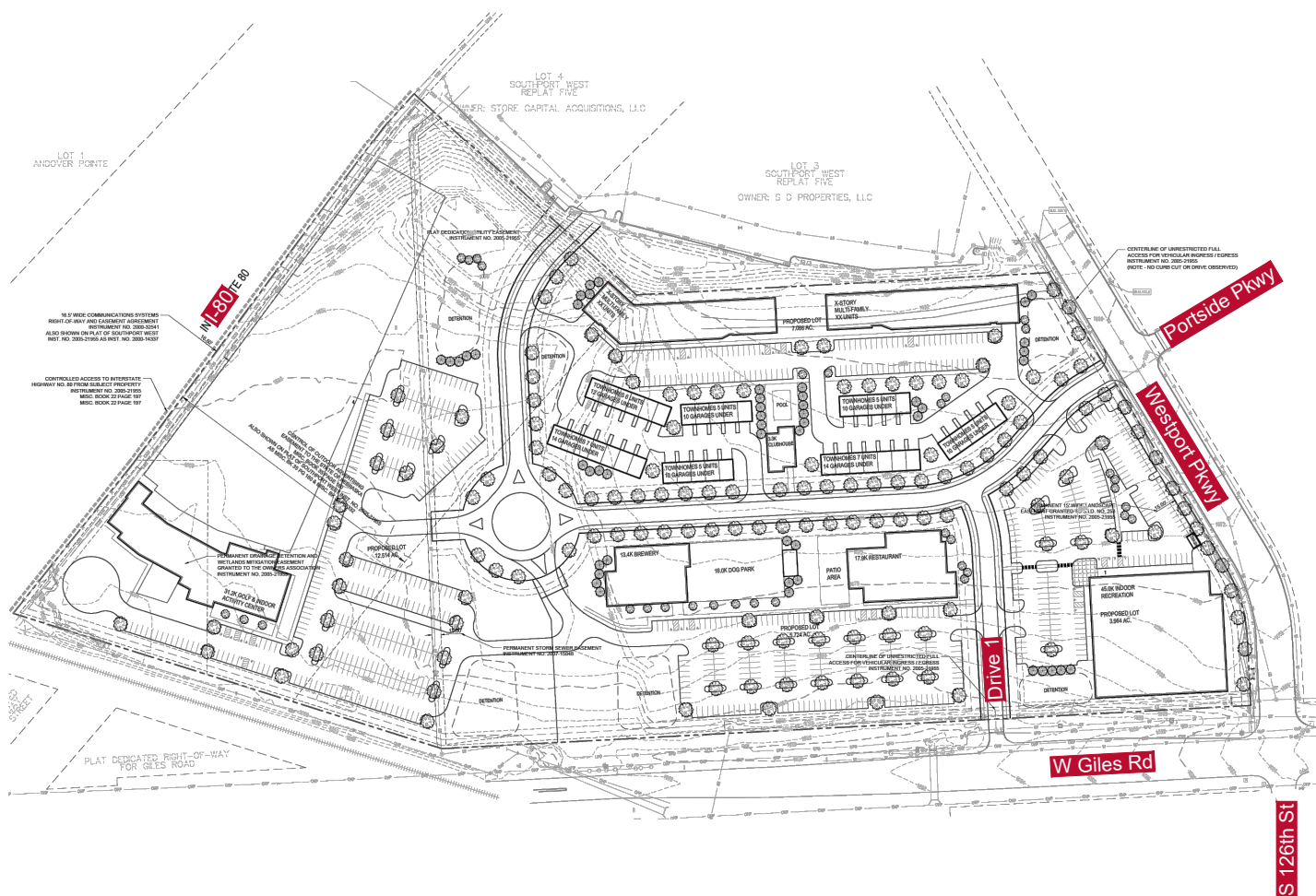


## LEGEND

- ← AM (PM) Movement LOS
- Stop Sign
- Stop Sign
- AM (PM) Signalized LOS

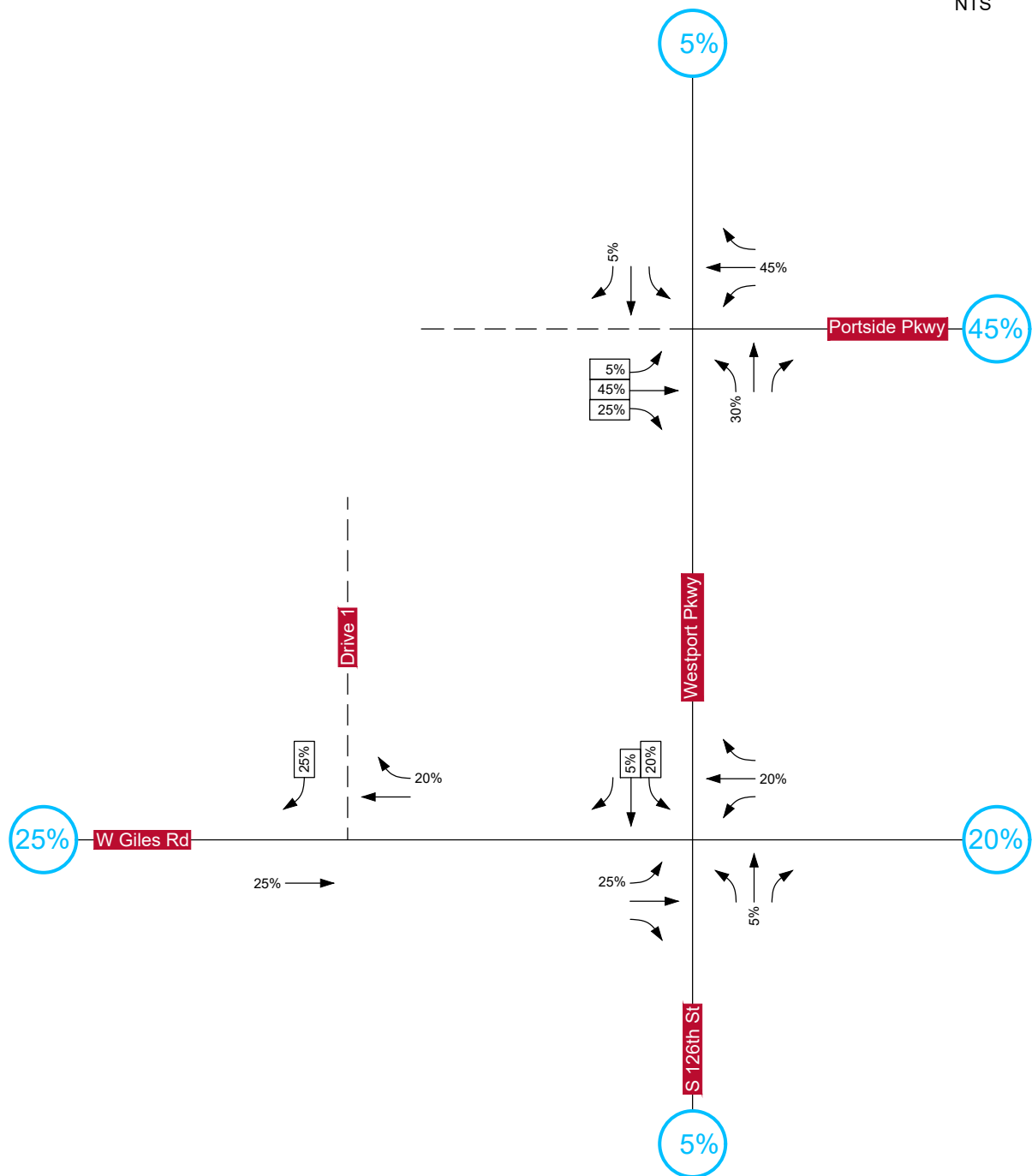
# Figure 7

## Site Plan



# Figure 8

Trip Distribution



## LEGEND

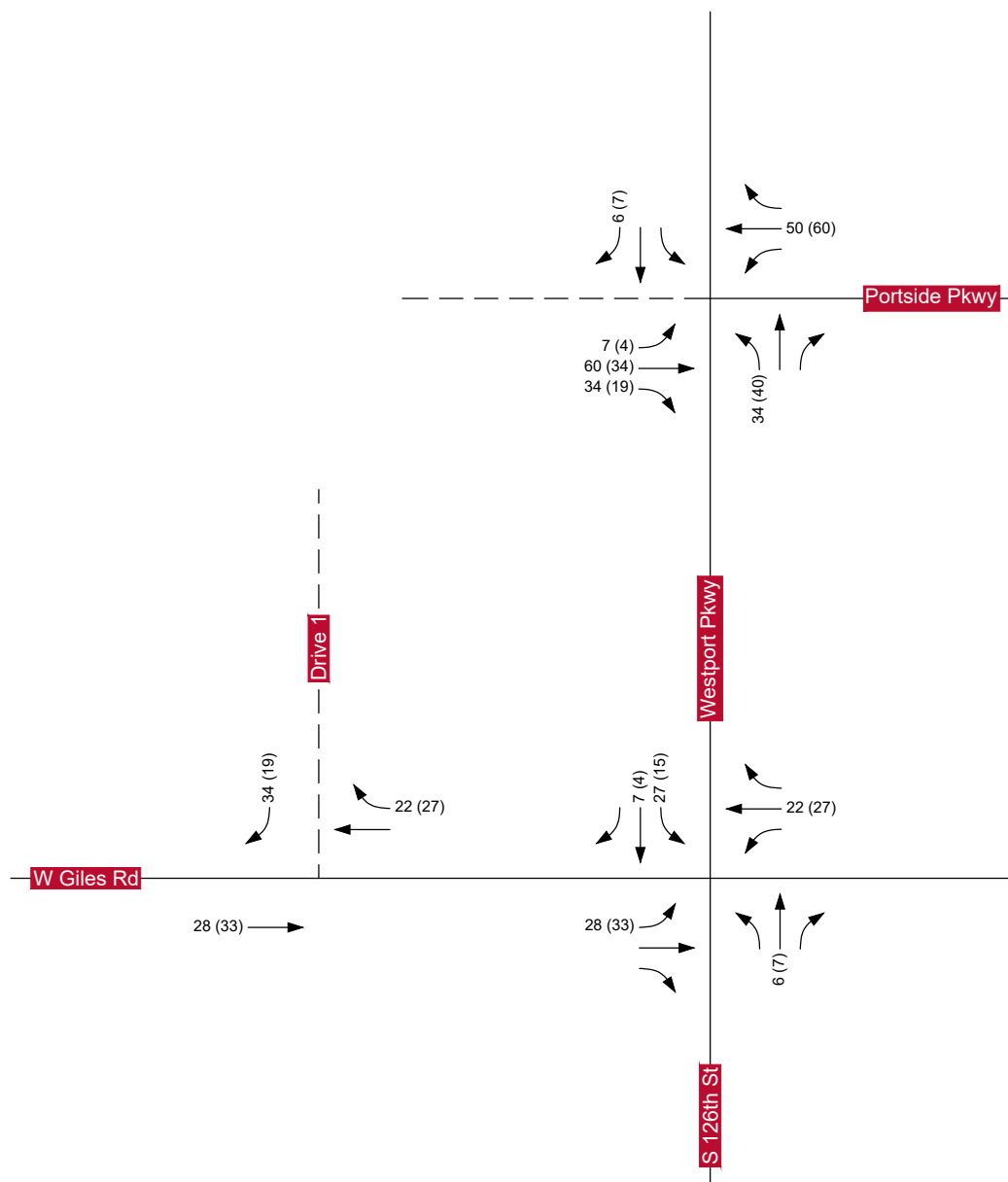
XX% Entering Trip Distribution

(XX%) Exiting Trip Distribution

XX% External Distribution

# Figure 9

Site Trips

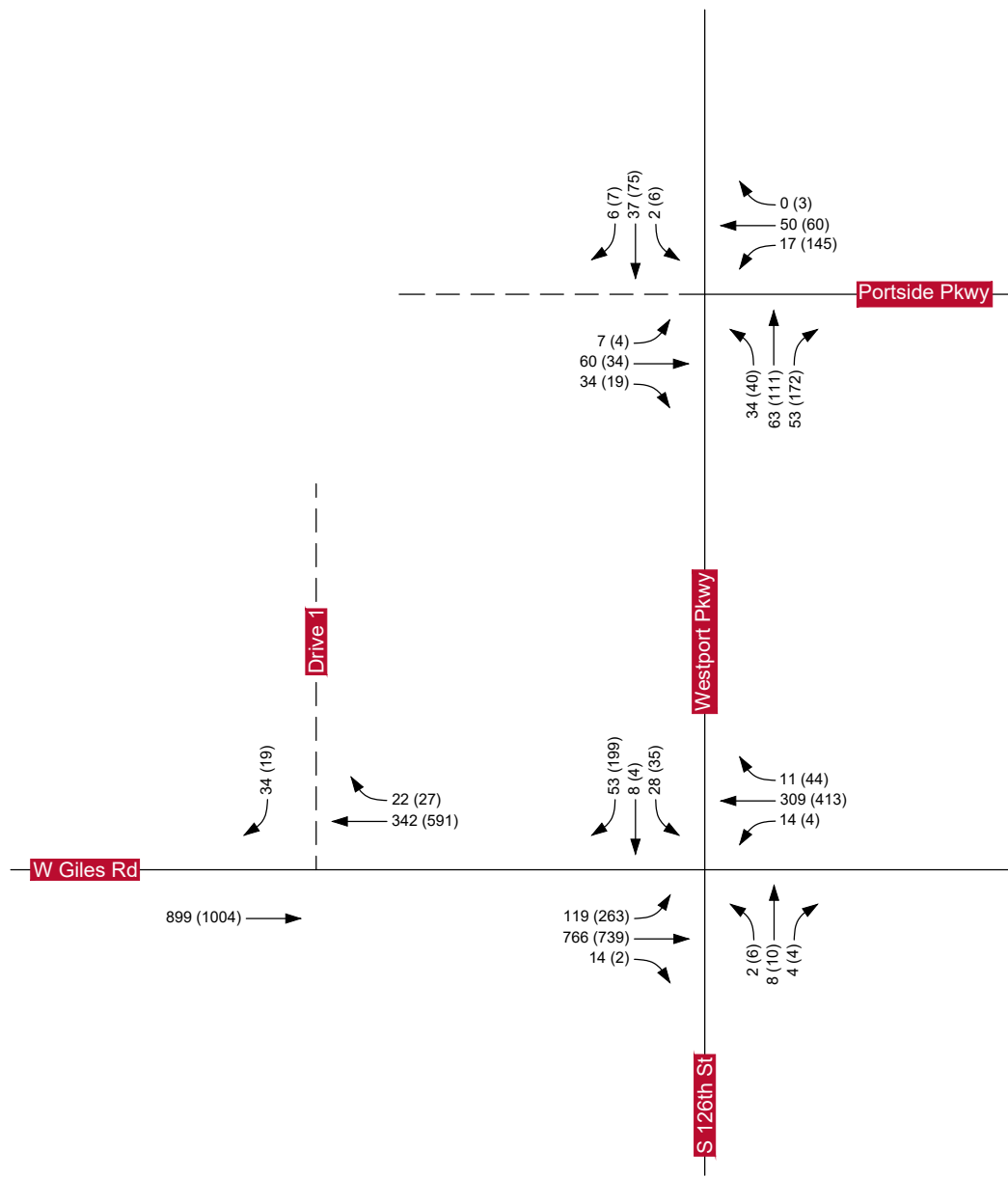


## LEGEND

← AM (PM) Peak Hour Volumes

# Figure 10

Existing Plus Site Conditions  
Peak Hour Volumes



## LEGEND

← AM (PM) Peak Hour Volumes



## Existing Plus Site Conditions Capacity Analysis

NTS

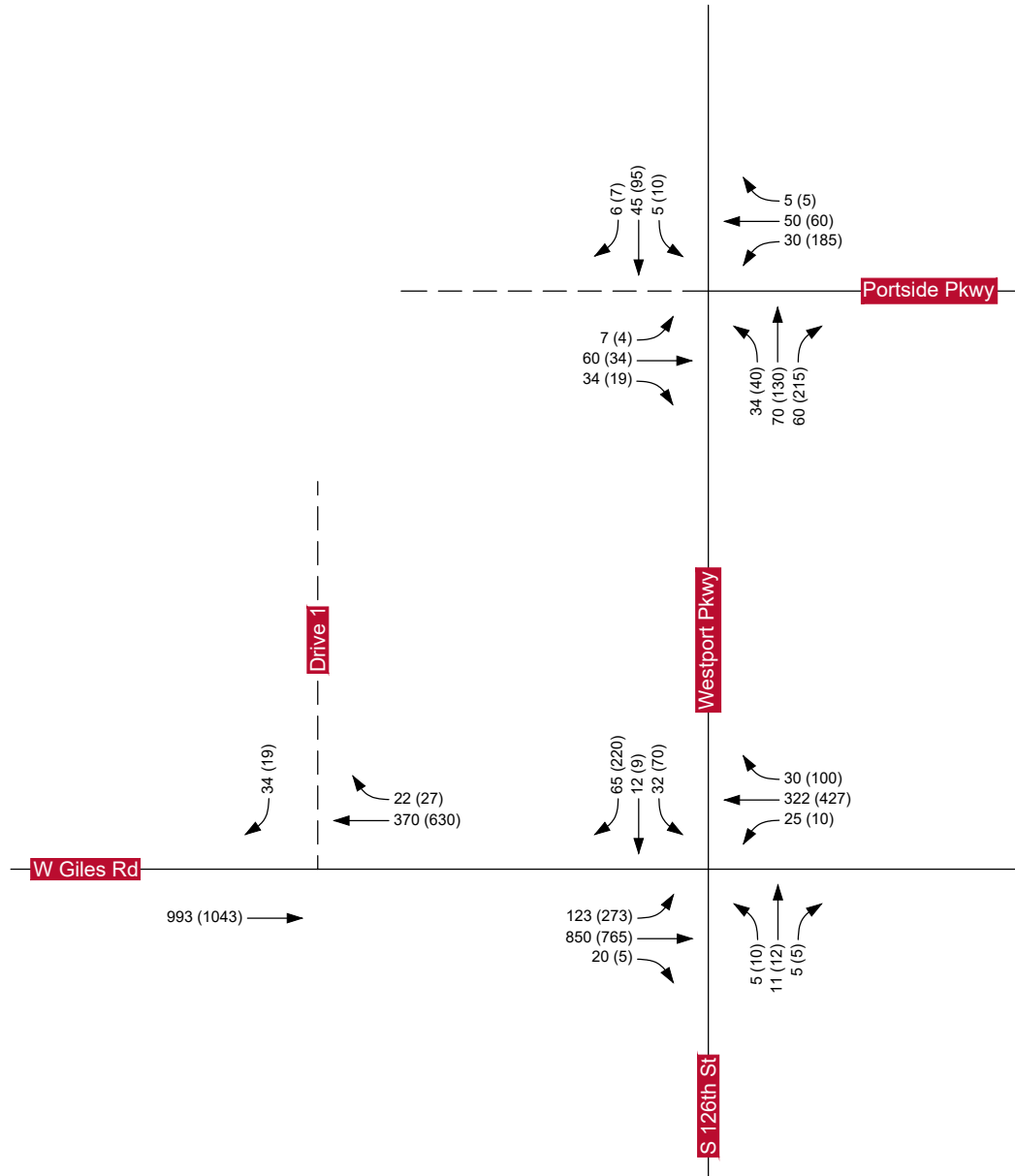


Signalized LOS



# Figure 12

2050 Plus Site Conditions  
Peak Hour Volumes



## LEGEND

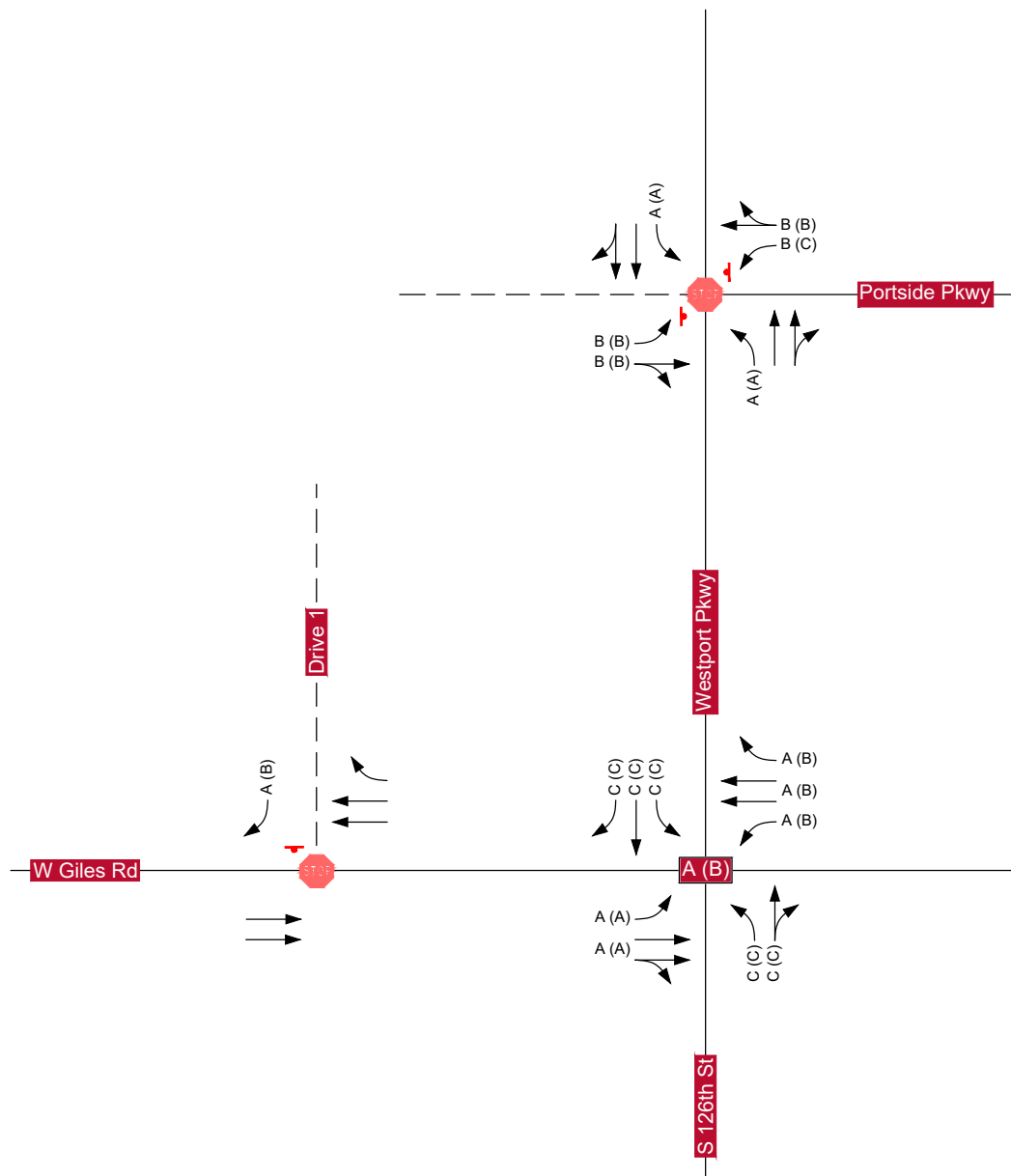
← AM (PM) Peak Hour Volumes



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# Figure 13

2050 Plus Site Conditions  
Capacity Analysis



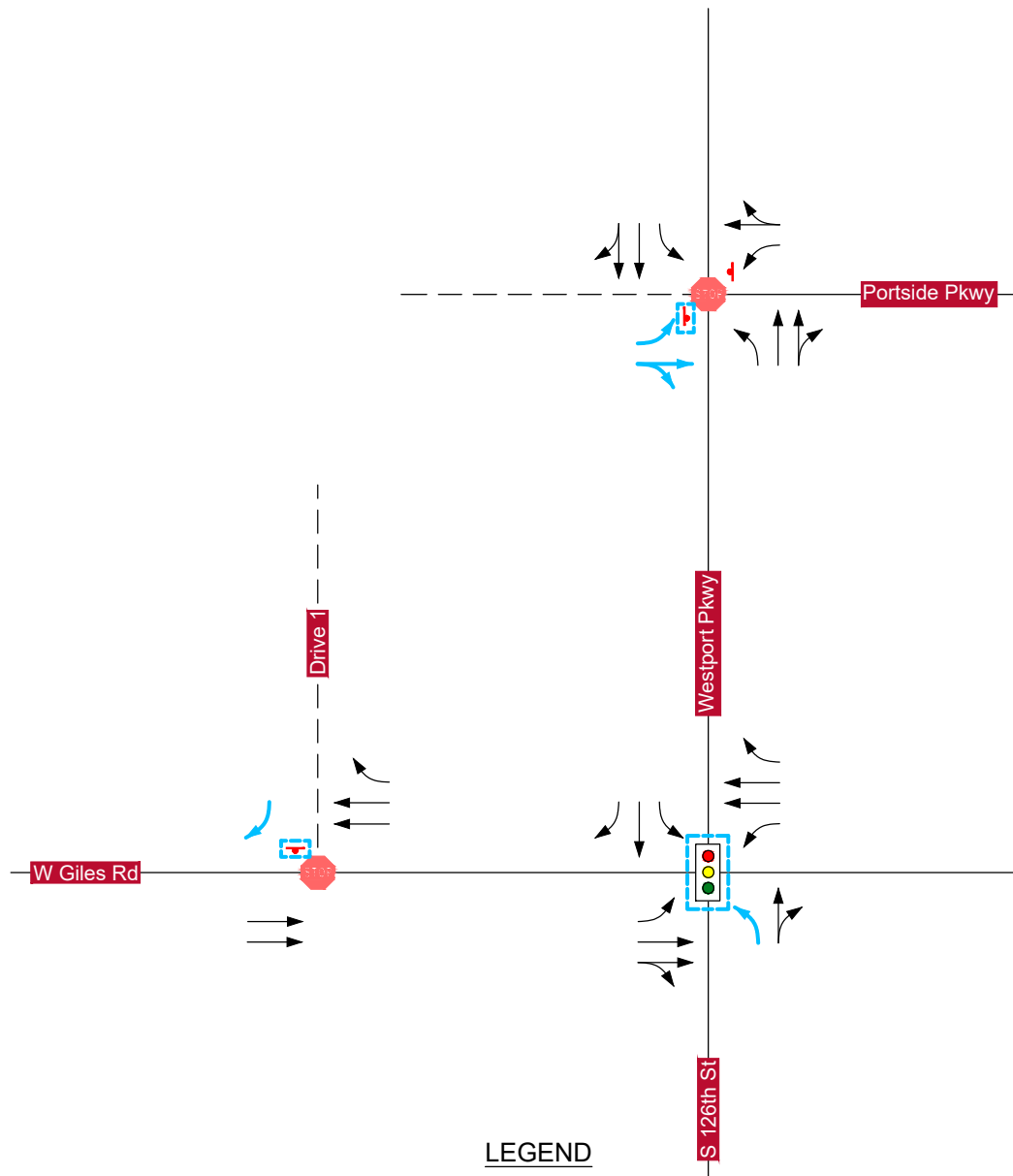
## LEGEND

- ← AM (PM) Movement LOS
- Stop Sign
- Stop Sign
- AM (PM) Signalized LOS




# Figure 14

Recommended Improvements



## LEGEND

-  Site Recommended Lane Configuration
-  Lane Configuration
-  Stop Controlled Intersection
-  Recommended Stop Sign
-  Stop Sign
-  Site Recommended Signal



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## Exhibit “B” – Warrants

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
 County: \_\_\_\_\_  
 District: \_\_\_\_\_

Engineer: **John P Diediker**  
 Date: **October 31, 2025**

Major Street: **W Giles Rd (Existing)**  
 Minor Street: **126th/Westport**

Lanes: **2** Major Approach Speed: **45**  
 Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ 70% ☒ 100%

**WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).

**Condition A - Minimum Vehicular Volume**

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☒ No  
 80% Satisfied: ☐ Yes ☒ No  
 70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	1,137	1,048	1,057	1,093	1,008	1,132	1,400	1,241
Minor	2	3	10	18	12	13	22	11

Existing Volumes



State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

### **Condition B - Interruption of Continuous Traffic**

*Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.*

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☐ Yes ☒ No

70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

*Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.*

Eight Highest Hours								
Street	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	1,137	1,048	1,057	1,093	1,008	1,132	1,400	1,241
Minor	2	3	10	18	12	13	22	11

**Existing Volumes**

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
 County:   
 District:

Engineer: **John P Diediker**  
 Date: **October 31, 2025**

Major Street: **W Giles Rd (Existing)**  
 Minor Street: **126th/Westport**

Lanes: **2** Major Approach Speed: **45**  
 Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ Yes ☐ No

**WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME**

*If all four points lie above the appropriate line, then the warrant is satisfied.*

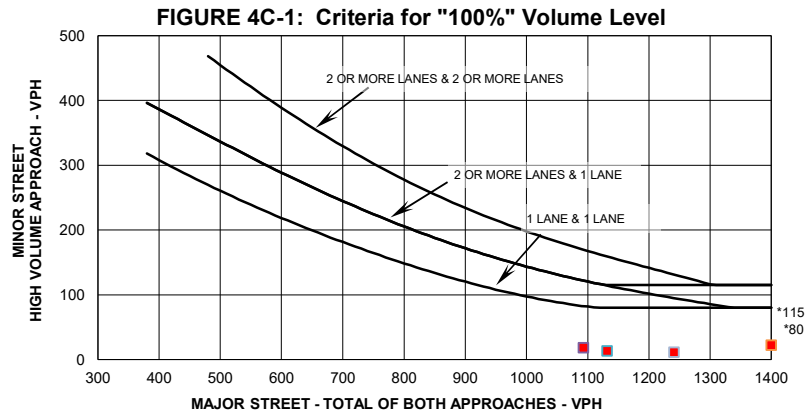
Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

*Plot four volume combinations on the applicable figure below.*

**100% Volume Level**

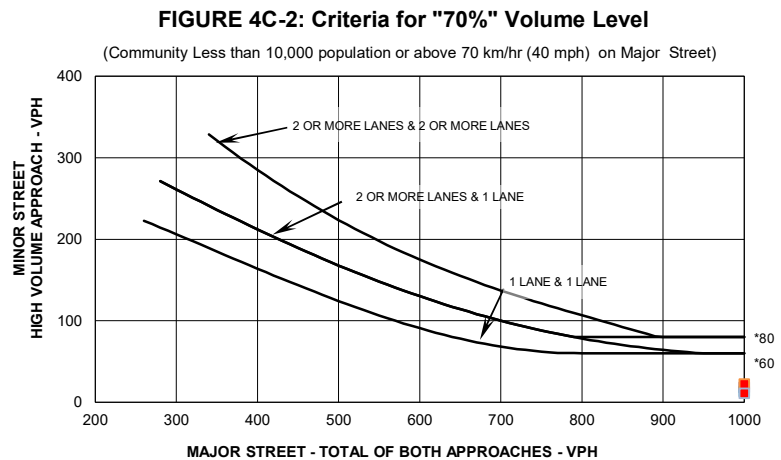
Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	1093	18
3-4 P.M.	1132	13
4-5 P.M.	1400	22
5-6 P.M.	1241	11



\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**70% Volume Level**

Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	1093	18
3-4 P.M.	1132	13
4-5 P.M.	1400	22
5-6 P.M.	1241	11



\* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd (Existing)**  
Minor Street: **126th/Westport**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
AM	1183	2

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
AM	1183	2

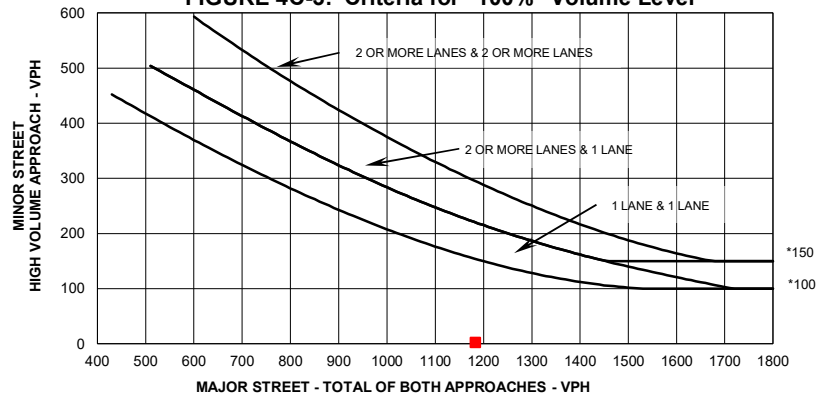
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

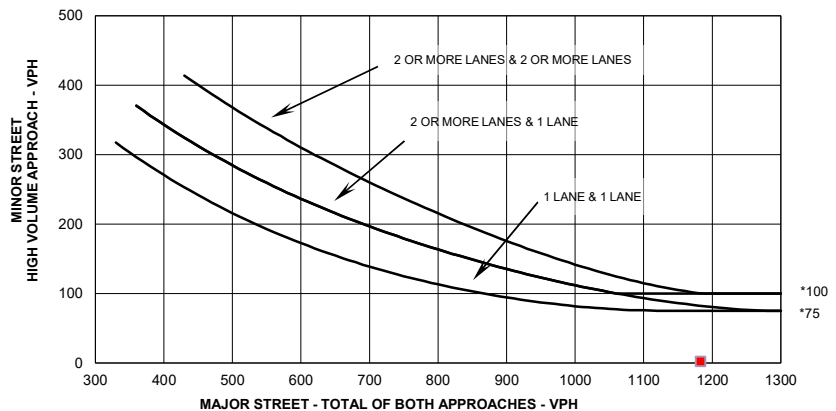
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd (Existing)**  
Minor Street: **126th/Westport**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

1

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
PM	1405	20

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
PM	1405	20

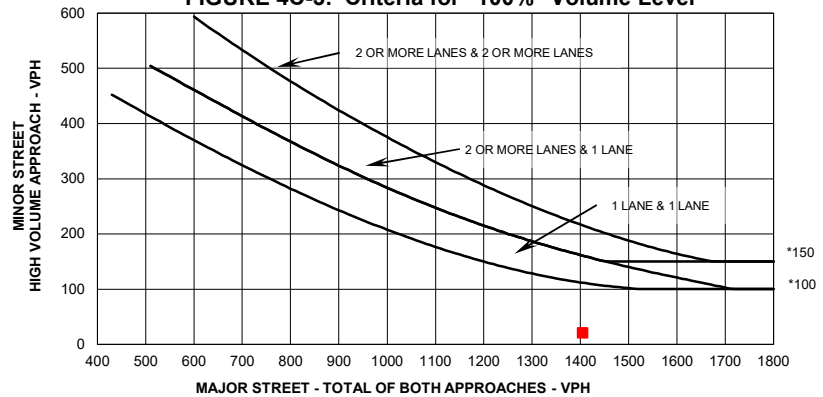
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

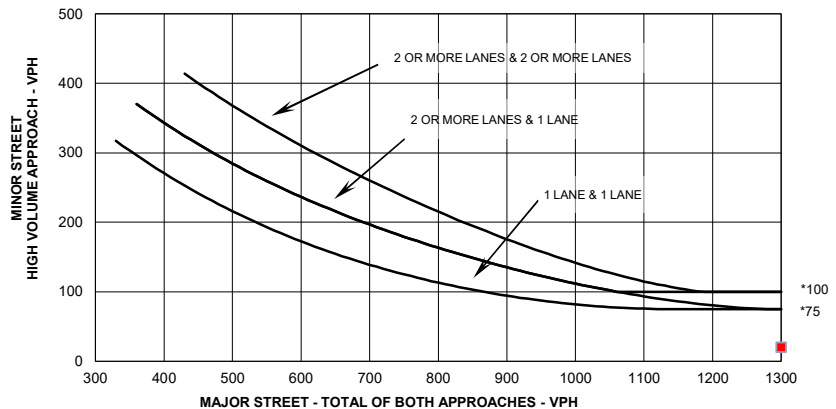
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

City: **La Vista**  
County: \_\_\_\_\_  
District: \_\_\_\_\_

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: <b>W Giles Rd WB (Existing)</b>	Lanes: <b>2</b>	Major Approach Speed: <b>45</b>
Minor Street: <b>W Giles Rd EBL</b>	Lanes: <b>1</b>	Minor Approach Speed: <b>45</b>

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

### Volume Level Criteria

- |  |  |
|--|--|
| 1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?                  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No              |
| 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No              |
| "70%" volume level <b>may</b> be used if Question 1 or 2 above is answered "Yes"               | <input checked="" type="checkbox"/> 70% <input checked="" type="checkbox"/> 100% |

### WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.*

*Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).*

#### Condition A - Minimum Vehicular Volume

*Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.*

100% Satisfied:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
80% Satisfied:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
70% Satisfied:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

*Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.*

Street	Eight Highest Hours							
	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
<b>Major</b>	306	323	365	418	410	383	413	409
<b>Minor</b>	76	96	186	188	160	185	228	220

**Existing Volumes**

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

### Condition B - Interruption of Continuous Traffic

*Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.*

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☐ Yes ☒ No

70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

*Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.*

Eight Highest Hours								
Street	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	306	323	365	418	410	383	413	409
Minor	76	96	186	188	160	185	228	220

Existing Volumes

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

City: **La Vista**  
County: \_\_\_\_\_  
District: \_\_\_\_\_

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd WB (Existing)** Lanes: **2** Major Approach Speed: **45**  
Minor Street: **W Giles Rd EBL** Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

### Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
  2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ Yes ☐ No

### WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

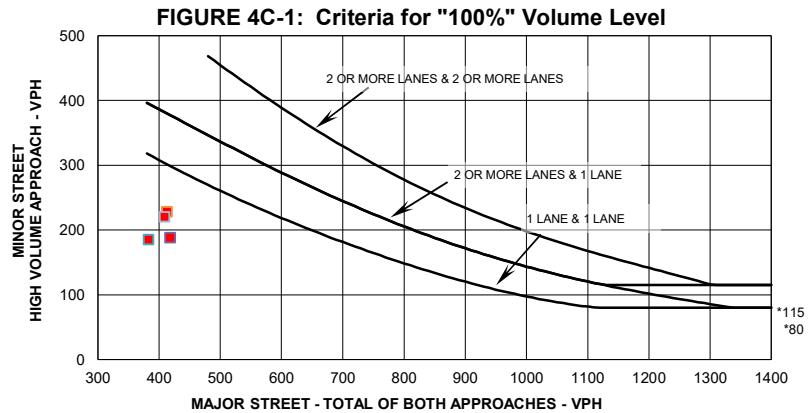
*If all four points lie above the appropriate line, then the warrant is satisfied.*

Applicable: ☒ Yes ☐ No  
Satisfied: ☐ Yes ☒ No

*Plot four volume combinations on the applicable figure below.*

#### 100% Volume Level

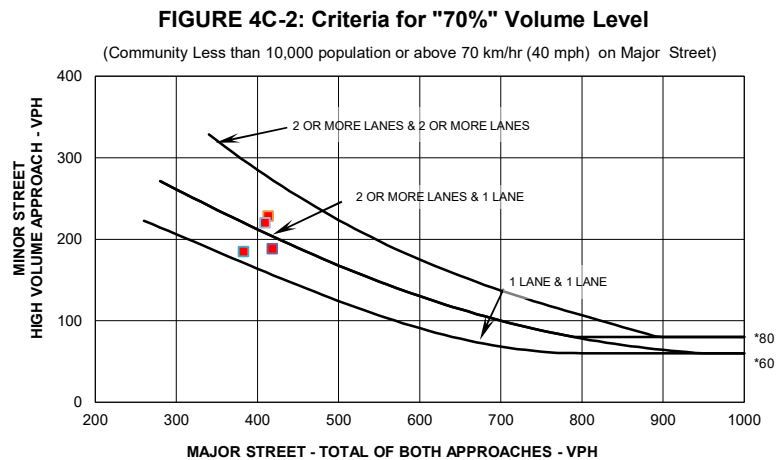
Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	418	188
3-4 P.M.	383	185
4-5 P.M.	413	228
5-6 P.M.	409	220



\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

#### 70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	418	188
3-4 P.M.	383	185
4-5 P.M.	413	228
5-6 P.M.	409	220



\* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd WB (Existing)**  
Minor Street: **W Giles Rd EBL**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
AM	312	91

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
AM	312	91

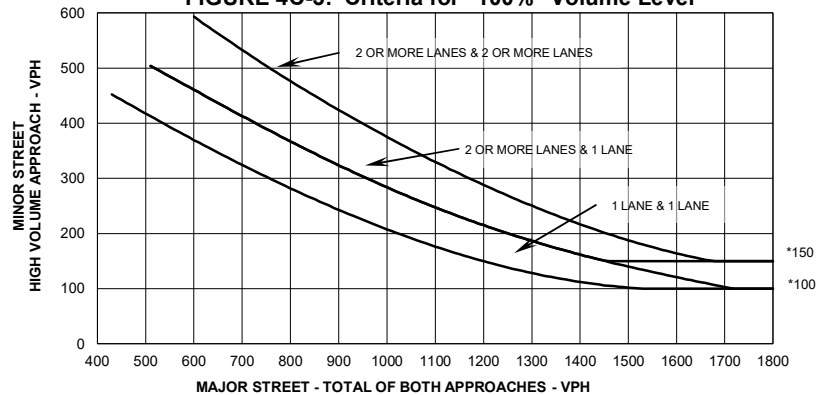
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

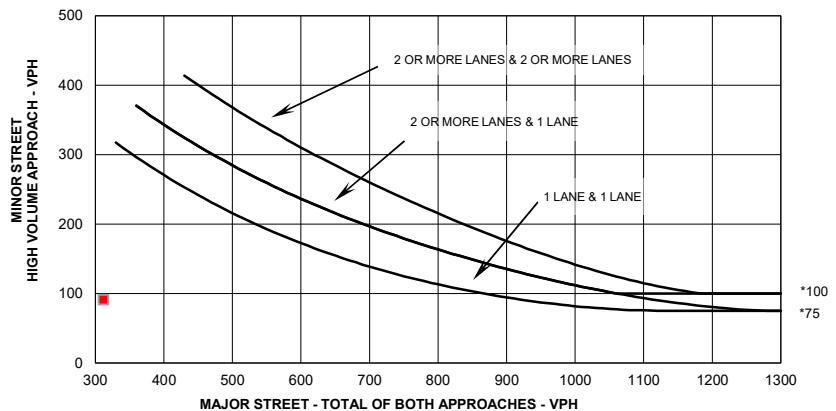
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd WB (Existing)**  
Minor Street: **W Giles Rd EBL**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
PM	434	230

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
PM	434	230

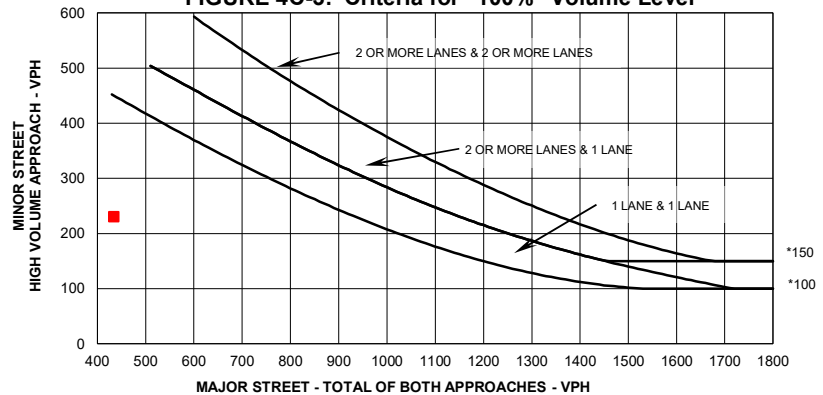
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

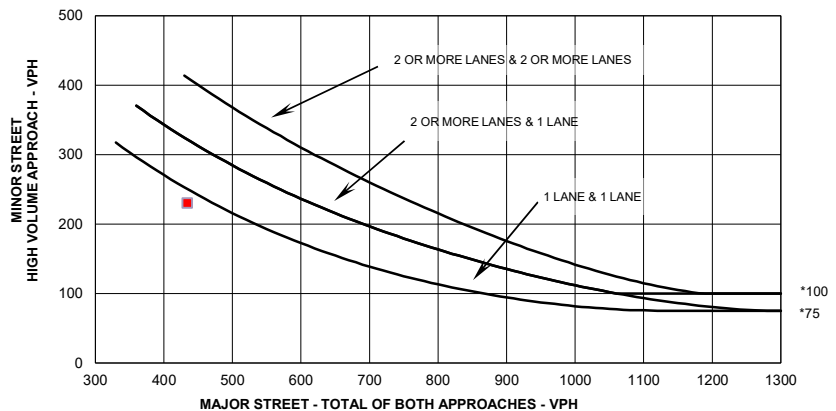
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
 County:   
 District:

Engineer: **John P Diediker**  
 Date: **October 31, 2025**

Major Street: **W Giles Rd (Existing plus Site)** Lanes: **2** Major Approach Speed: **45**  
 Minor Street: **126th/Westport** Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ 70% ☒ 100%

**WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).

**Condition A - Minimum Vehicular Volume**

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☒ No  
 80% Satisfied: ☐ Yes ☒ No  
 70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	1,187	1,098	1,112	1,148	1,063	1,192	1,460	1,301
Minor	36	37	37	45	39	32	41	30

Existing Volumes

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

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### **Condition B - Interruption of Continuous Traffic**

*Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.*

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☐ Yes ☒ No

70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

*Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.*

Eight Highest Hours								
Street	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	1,187	1,098	1,112	1,148	1,063	1,192	1,460	1,301
Minor	36	37	37	45	39	32	41	30

**Existing Volumes**

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

City: **La Vista**  
County: \_\_\_\_\_  
District: \_\_\_\_\_

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd (Existing plus Site)** Lanes: **2** Major Approach Speed: **45**  
Minor Street: **126th/Westport** Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

### Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
  2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ Yes ☐ No

### WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

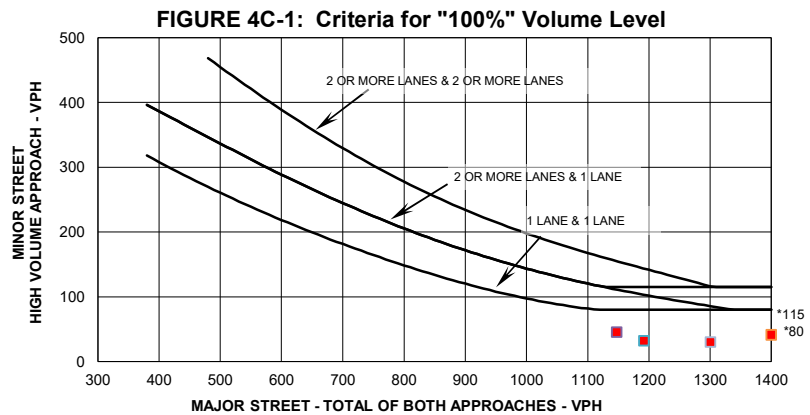
*If all four points lie above the appropriate line, then the warrant is satisfied.*

Applicable: ☒ Yes ☐ No  
Satisfied: ☐ Yes ☒ No

*Plot four volume combinations on the applicable figure below.*

#### 100% Volume Level

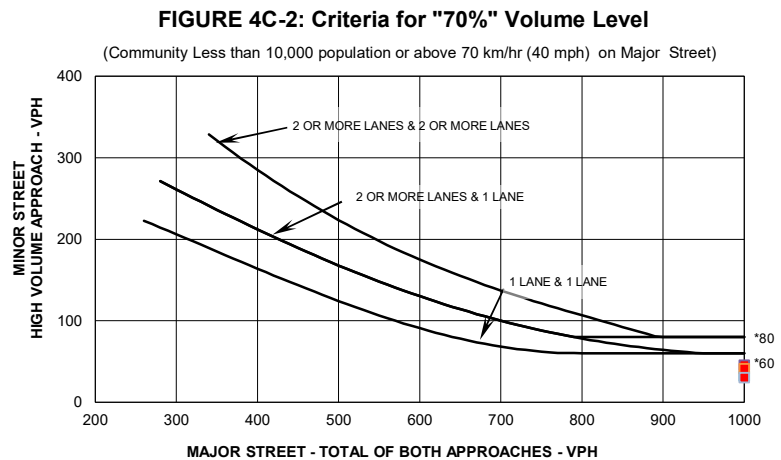
Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	1148	45
3-4 P.M.	1192	32
4-5 P.M.	1460	41
5-6 P.M.	1301	30



\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

#### 70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	1148	45
3-4 P.M.	1192	32
4-5 P.M.	1460	41
5-6 P.M.	1301	30



\* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd (Existing plus Site)**  
Minor Street: **126th/Westport**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
AM	1233	36

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
AM	1233	36

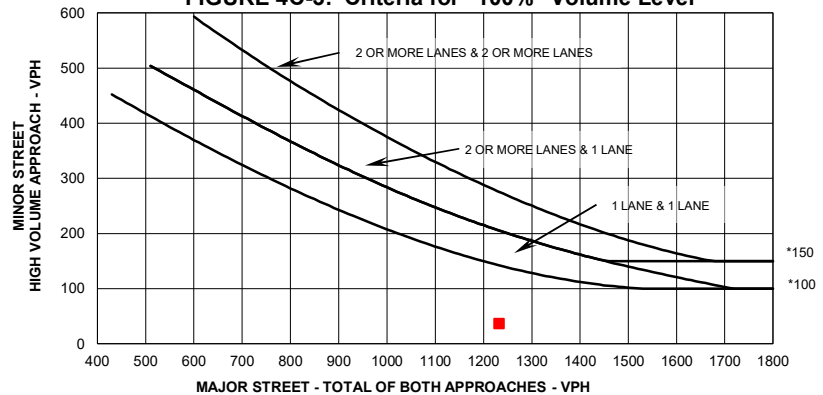
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

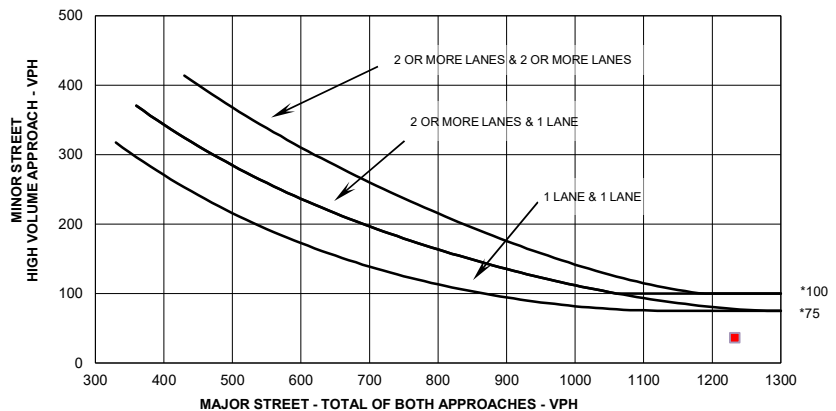
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd (Existing plus Site)**  
Minor Street: **126th/Westport**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

1

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
PM	1465	39

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
PM	1465	39

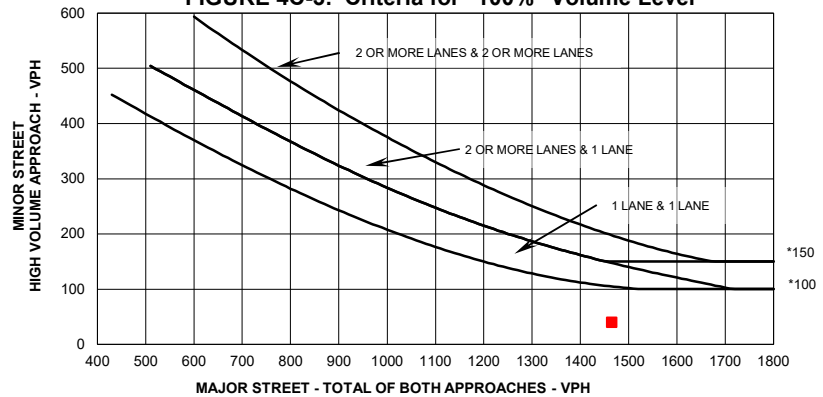
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

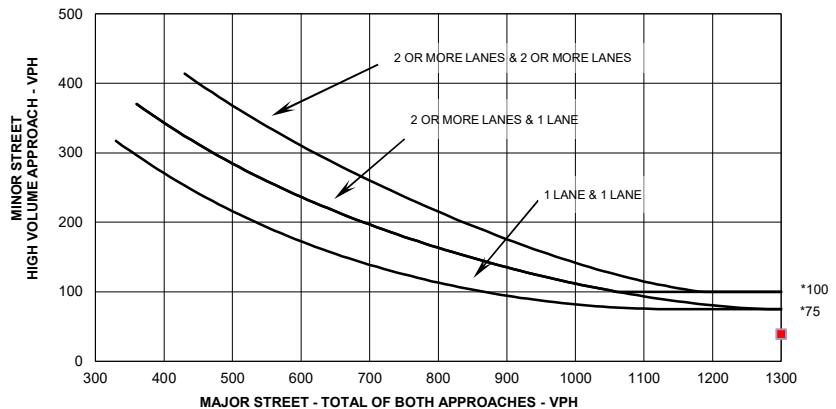
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
 County:   
 District:

Engineer: **John P Diediker**  
 Date: **October 31, 2025**

Major Street: **W Giles Rd WB (Existing plus Site)** Lanes: **2** Major Approach Speed: **45**  
 Minor Street: **W Giles Rd EBL** Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ 70% ☒ 100%

**WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).

**Condition A - Minimum Vehicular Volume**

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☒ No  
 80% Satisfied: ☐ Yes ☒ No  
 70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	328	345	390	443	435	410	440	436
Minor	104	124	216	218	190	218	261	253

Existing Volumes

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

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TRAFFIC ENGINEERING  
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### **Condition B - Interruption of Continuous Traffic**

*Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.*

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☐ Yes ☒ No

70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

*Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.*

Eight Highest Hours								
Street	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	328	345	390	443	435	410	440	436
Minor	104	124	216	218	190	218	261	253

**Existing Volumes**



**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
 County:  
 District:

Engineer: **John P Diediker**  
 Date: **October 31, 2025**

Major Street: **W Giles Rd WB (Existing plus Site)**  
 Minor Street: **W Giles Rd EBL**

Lanes: **2**  
 Lanes: **1**

Major Approach Speed: **45**  
 Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ Yes ☐ No

**WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME**

*If all four points lie above the appropriate line, then the warrant is satisfied.*

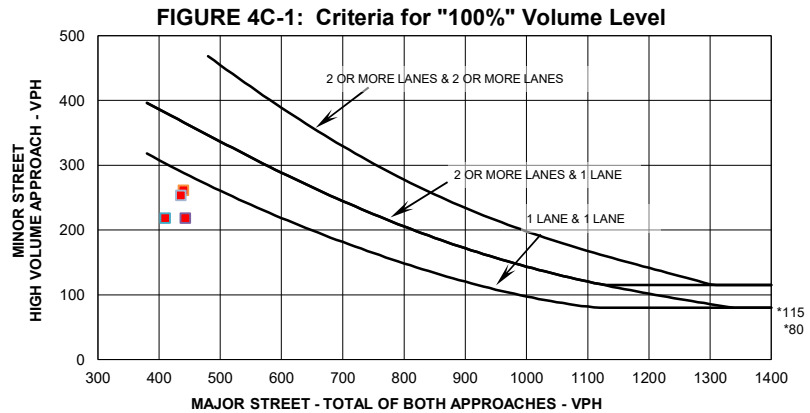
Applicable: ☒ Yes ☐ No

Satisfied: ☒ Yes ☐ No

*Plot four volume combinations on the applicable figure below.*

**100% Volume Level**

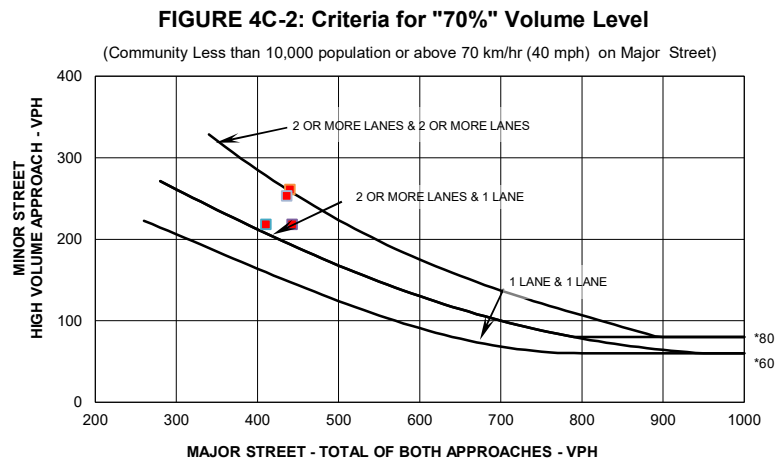
Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	443	218
3-4 P.M.	410	218
4-5 P.M.	440	261
5-6 P.M.	436	253



\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**70% Volume Level**

Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	443	218
3-4 P.M.	410	218
4-5 P.M.	440	261
5-6 P.M.	436	253



\* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd WB (Existing plus Site)**  
Minor Street: **W Giles Rd EBL**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
AM	334	119

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
AM	334	119

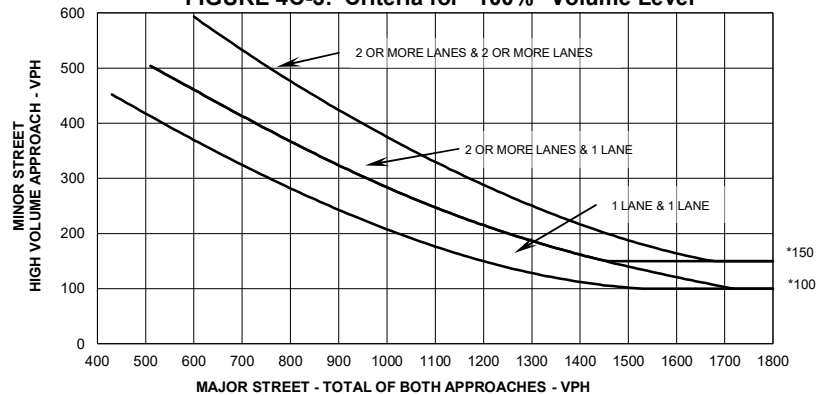
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

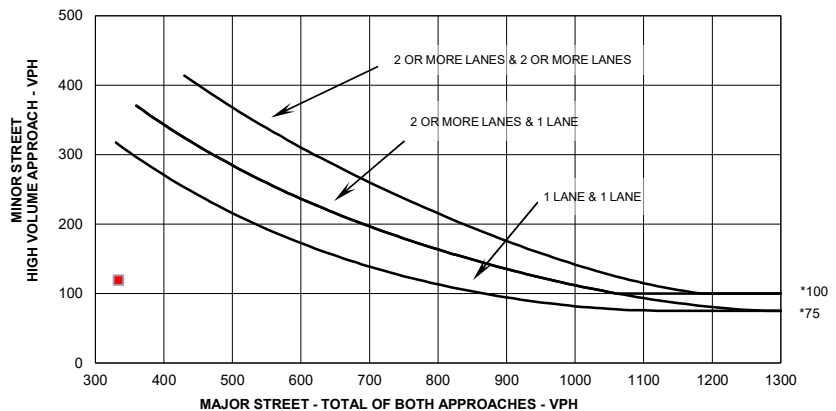
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

City: **La Vista**  
County:   
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd WB (Existing)**  
Minor Street: **W Giles Rd EBL**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

### Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

### WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
PM	461	263

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
PM	461	263

#### Criteria

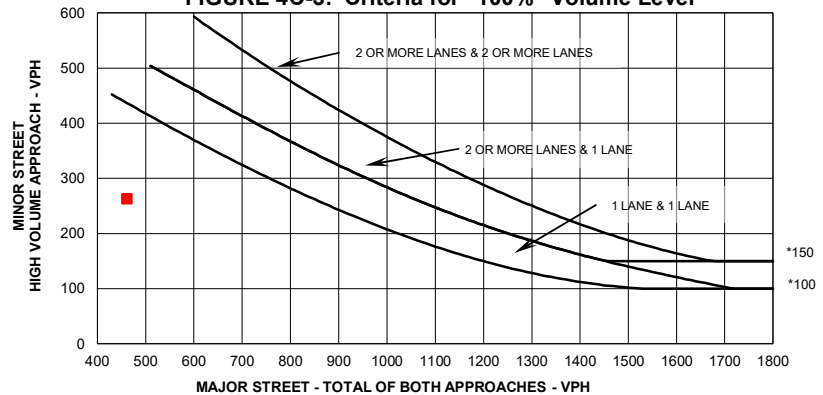
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Plot volume combination on the applicable figure below.

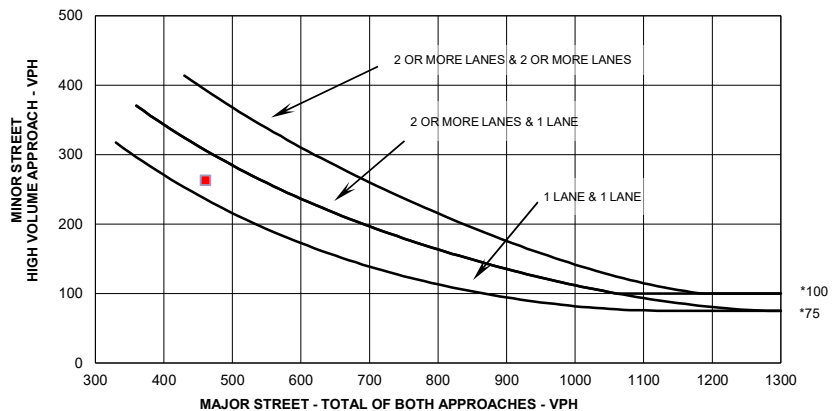
**FIGURE 4C-3: Criteria for "100%" Volume Level**



\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
 County:   
 District:

Engineer: **John P Diediker**  
 Date: **October 31, 2025**

Major Street: **W Giles Rd (2050 Background)** Lanes: **2** Major Approach Speed: **45**  
 Minor Street: **126th/Westport** Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes" ☒ 70% ☒ 100%

**WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).

**Condition A - Minimum Vehicular Volume**

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☒ No  
 80% Satisfied: ☐ Yes ☒ No  
 70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	1,268	1,169	1,163	1,202	1,109	1,223	1,512	1,340
Minor	12	13	35	43	37	53	62	51

Existing Volumes



State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

### **Condition B - Interruption of Continuous Traffic**

*Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.*

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☐ Yes ☒ No

70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

*Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.*

Eight Highest Hours								
Street	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	1,268	1,169	1,163	1,202	1,109	1,223	1,512	1,340
Minor	12	13	35	43	37	53	62	51

**Existing Volumes**

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

City: **La Vista**  
County: \_\_\_\_\_  
District: \_\_\_\_\_

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd (2050 Background)** Lanes: **2** Major Approach Speed: **45**  
Minor Street: **126th/Westport** Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

### Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
  2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ Yes ☐ No

### WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

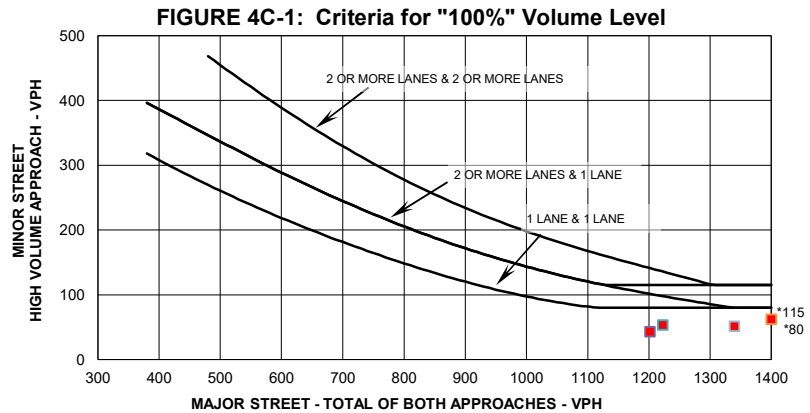
*If all four points lie above the appropriate line, then the warrant is satisfied.*

Applicable: ☒ Yes ☐ No  
Satisfied: ☐ Yes ☒ No

*Plot four volume combinations on the applicable figure below.*

#### 100% Volume Level

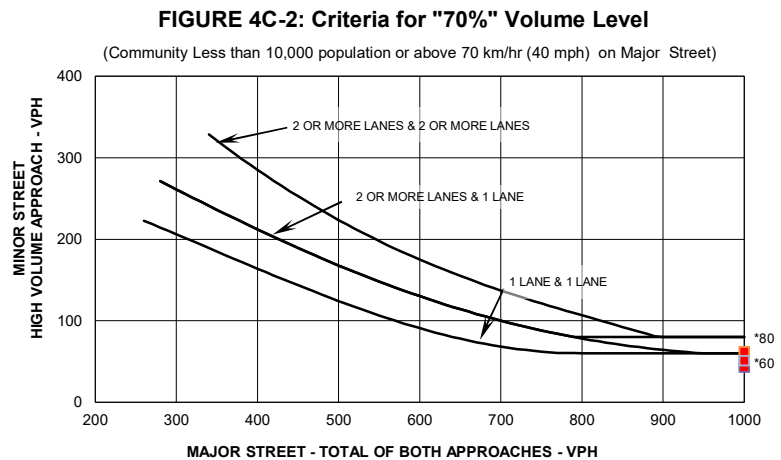
Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	1202	43
3-4 P.M.	1223	53
4-5 P.M.	1512	62
5-6 P.M.	1340	51



\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

#### 70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	1202	43
3-4 P.M.	1223	53
4-5 P.M.	1512	62
5-6 P.M.	1340	51



\* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd (2050 Background)**  
Minor Street: **126th/Westport**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
AM	1320	10

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
AM	1320	10

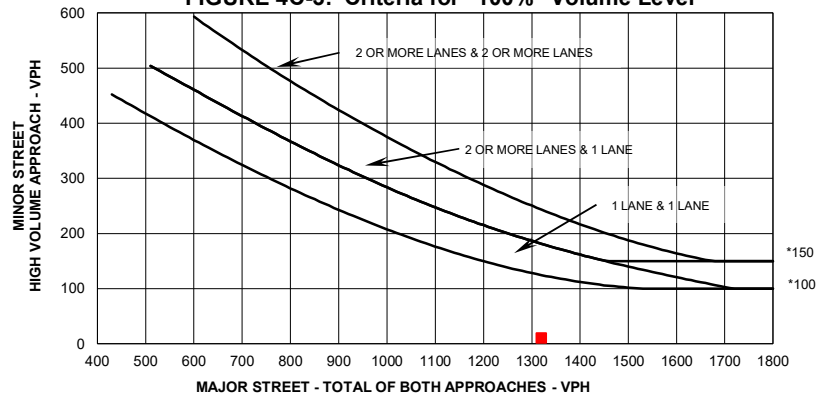
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

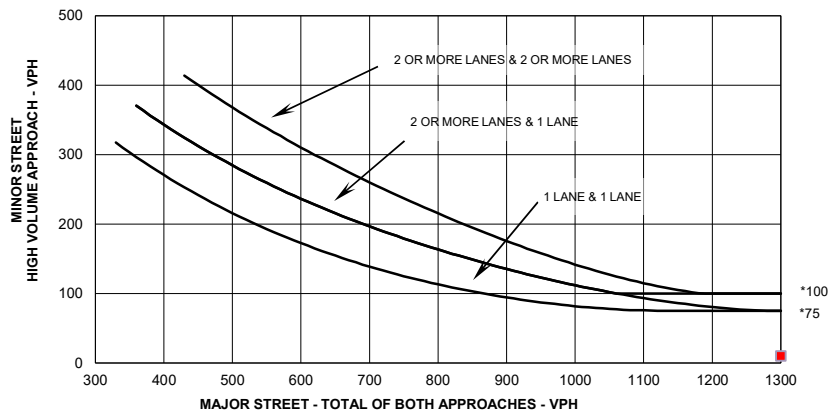
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd (2050 Background)**  
Minor Street: **126th/Westport**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

1

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
PM	1520	60

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
PM	1520	60

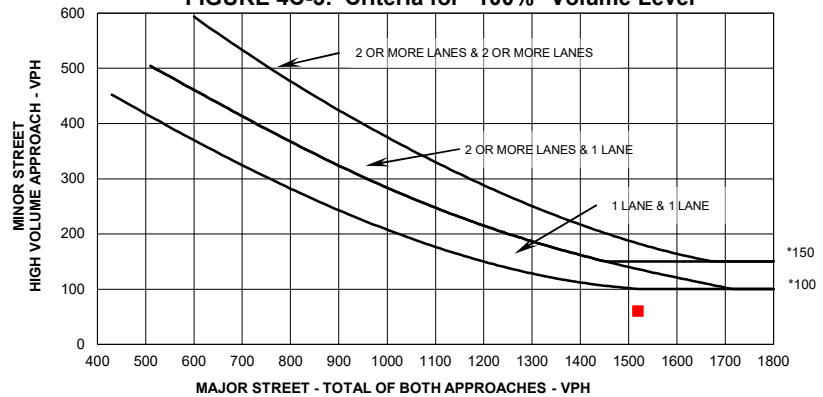
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

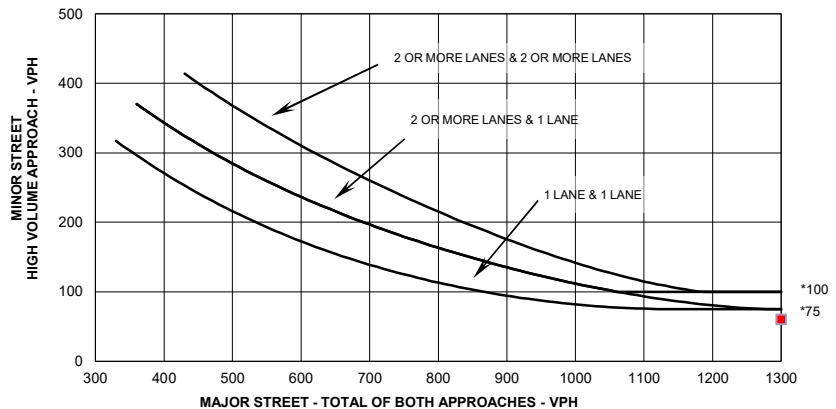
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
 County:   
 District:

Engineer: **John P Diediker**  
 Date: **October 31, 2025**

Major Street: **W Giles Rd WB (2050 Background)** Lanes: **2** Major Approach Speed: **45**  
 Minor Street: **W Giles Rd EBL** Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes" ☒ 70% ☒ 100%

**WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).

**Condition A - Minimum Vehicular Volume**

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☒ No  
 80% Satisfied: ☐ Yes ☒ No  
 70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	350	365	425	485	475	450	485	480
Minor	80	100	190	195	165	195	240	230

Existing Volumes

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

### **Condition B - Interruption of Continuous Traffic**

*Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.*

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☐ Yes ☒ No

70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

*Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.*

Eight Highest Hours								
Street	7-8 A.M.	8-9 A.M.	11 A.M.-12 P.M.	12-1 P.M.	1-2 P.M.	3-4 P.M.	4-5 P.M.	5-6 P.M.
Major	350	365	425	485	475	450	485	480
Minor	80	100	190	195	165	195	240	230

**Existing Volumes**

State of Florida Department of Transportation

## TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

City: **La Vista**  
County: \_\_\_\_\_  
District: \_\_\_\_\_

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: <b>W Giles Rd WB (2050 Background)</b>	Lanes: <b>2</b>	Major Approach Speed: <b>45</b>
Minor Street: <b>W Giles Rd EBL</b>	Lanes: <b>1</b>	Minor Approach Speed: <b>45</b>

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

### Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
  2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ Yes ☐ No

### WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

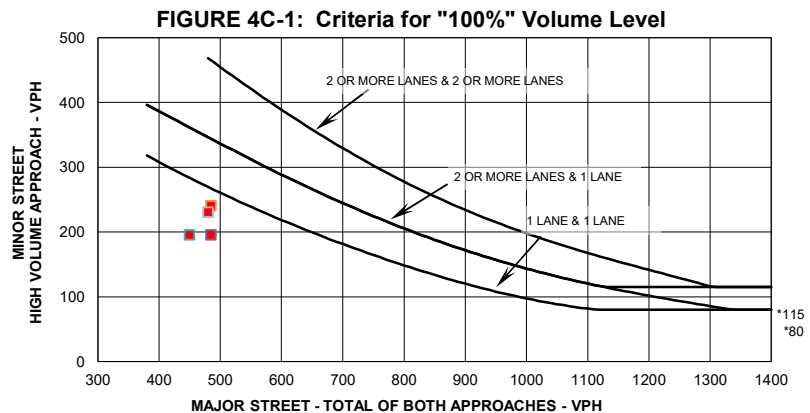
*If all four points lie above the appropriate line, then the warrant is satisfied.*

Applicable: ☒ Yes ☐ No  
Satisfied: ☒ Yes ☐ No

*Plot four volume combinations on the applicable figure below.*

#### 100% Volume Level

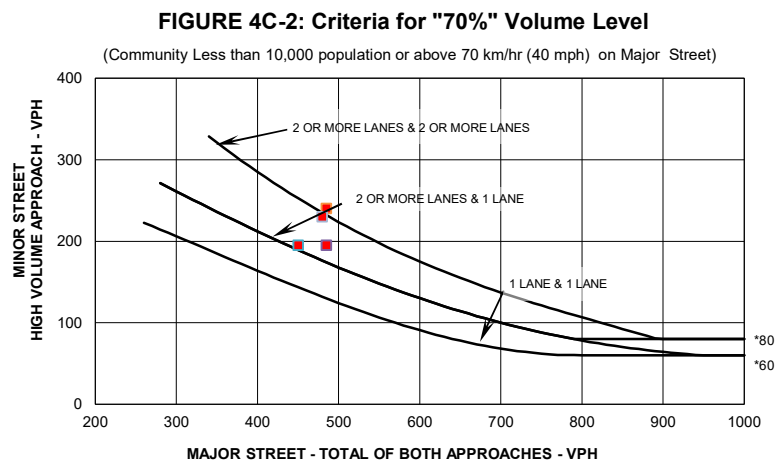
Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	485	195
3-4 P.M.	450	195
4-5 P.M.	485	240
5-6 P.M.	480	230



\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

#### 70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
12-1 P.M.	485	195
3-4 P.M.	450	195
4-5 P.M.	485	240
5-6 P.M.	480	230



\* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd WB (2050 Background)**  
Minor Street: **W Giles Rd EBL**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
AM	355	95

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
AM	355	95

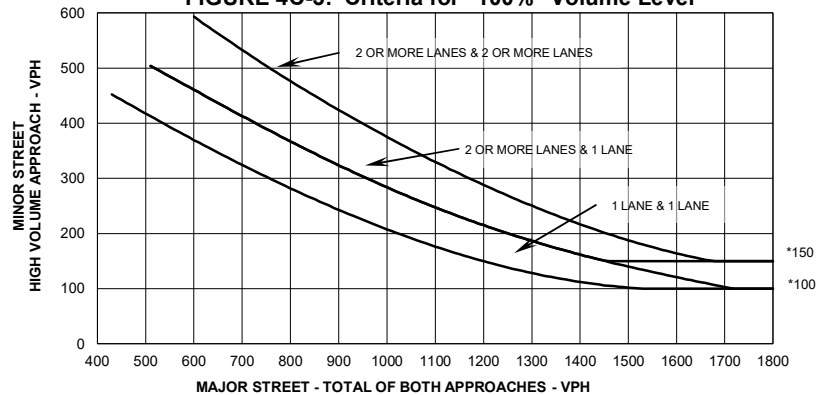
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

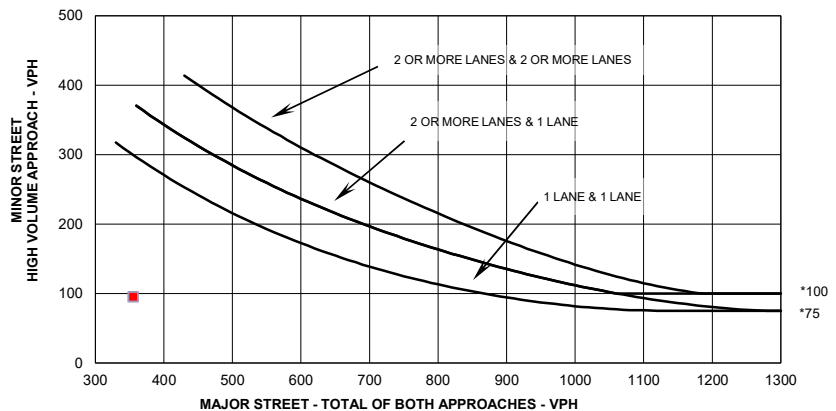
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



**TRAFFIC SIGNAL WARRANT SUMMARY**

City: **La Vista**  
County:  
District:

Engineer: **John P Diediker**  
Date: **October 31, 2025**

Major Street: **W Giles Rd WB (2050 Background)**  
Minor Street: **W Giles Rd EBL**

Lanes: **2** Major Approach Speed: **45**  
Lanes: **1** Minor Approach Speed: **45**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ 70% ☒ 100%

**WARRANT 3 - PEAK HOUR**

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
PM	510	240

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
PM	510	240

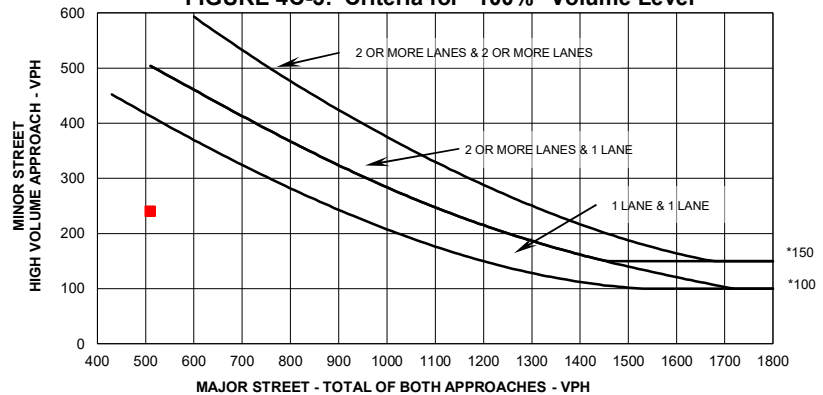
**Criteria**

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

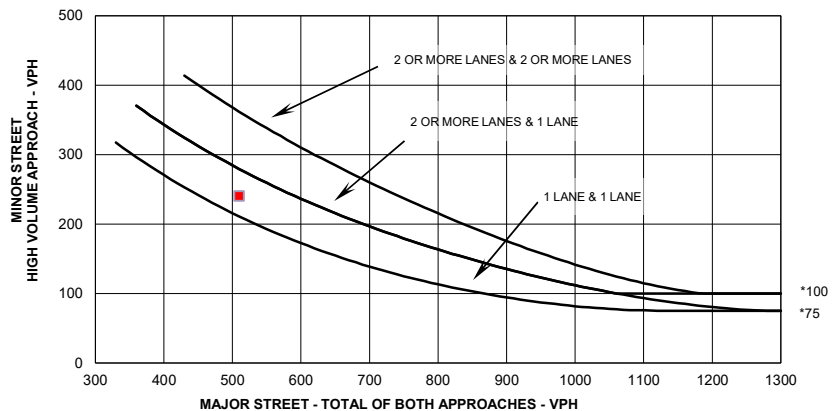
Plot volume combination on the applicable figure below.

**FIGURE 4C-3: Criteria for "100%" Volume Level**

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

**FIGURE 4C-4: Criteria for "70%" Volume Level**

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

September 22, 2025

RE: Southport West Replat 10 TIS Review  
FHU No. 115453-27

Mr. Pat Dowse, PE  
City Engineer  
City of La Vista  
9900 Portal Road  
La Vista, NE 68128

Dear Mr. Dowse:

We have completed our review of the Southport West Replat 10 Traffic Impact Study memo prepared by E&A Consulting Group, dated August 15, 2025. The Southport West development is located on the northwest quadrant of the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road in La Vista, Nebraska. Access to the site is proposed at three locations, a RIRO drive onto West Giles Road (Access Drive 1), a full access drive at the intersection of Westport Parkway with Portside Parkway (Access Drive 2), and an internal drive that connects north to an adjacent parcel (Access Drive 3). Three intersections have been included in the TIA analyses, Access Drives 1 and 2, and the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road.

Based upon our review of the information provided FHU offers the following comments:

1. Existing Section, Page 1, Figure 4: Several of the stop-controlled northbound and southbound movements at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road currently operate at LOS E or F during the study peak hours. LOS E or F operations are not uncommon for stop-controlled side street movements during peak hours.
2. Signal Warrants Section, Page 1, Figures 2-3: MUTCD Traffic Signal Warrants 1, 2, and 3 were analyzed at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road with Existing traffic volumes. The analysis was performed for two scenarios, with 100% of right turns and with 50% of right turns included. The MUTCD does allow for a reduction of right turns if signalization would not benefit those movements. For the southbound approach, the majority of traffic is right turns, and an exclusive right-turn lane is provided. Because an exclusive lane is provided, traffic signalization would have limited benefit to the southbound right-turn movement.

*The applicant should add a scenario which assumes a 100% reduction of southbound right turns at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road. A cursory review of traffic volumes indicates that MUTCD traffic signal warrants would not be satisfied for Existing conditions if southbound right turns are not considered in the traffic flow.*

3. Background Conditions Section, Page 2: The memo refers to a new update to the MAPA LRTP and that 2050 volumes should be updated once the LRTP is published.

*The applicant should update the traffic volumes used for projections once the MAPA LRTP is published and new baseline data is ready for use. Based on informal conversations with MAPA, that data is expected for use by November 2025.*

4. Site Section, Page 2, Figure 9: The memo refers to the ITE Trip Generation Manual 11<sup>th</sup> Edition and provides expected site trip generation volumes for daily and peak hour time periods.

*The applicant should provide a more detailed table of trip generation volumes. The total volumes appear reasonable, but a breakdown of trips by land use is typically provided in traffic impact studies for review.*

5. 2050 Plus Site Section, Page 2: The memo assumes a traffic signal is in place at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road for 2050 conditions analysis. As mentioned in comment #2, a cursory review of volumes indicates that a signal would not be warranted if right-turn volumes are reduced below 50%. Southbound right turns have an exclusive lane at the intersection and signalization would provide limited benefit to traffic operations.

*The applicant should add a scenario which assumes a 100% reduction of southbound right turns at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road. A cursory review of traffic volumes indicates that MUTCD traffic signal warrants may not be satisfied if southbound right turns are not considered in the traffic flow.*

6. Study scope: From conversations with the City of La Vista, there are a few other projects in the study area to consider. The City is currently working on improvement plans for the Giles Road corridor, including the addition of lanes at the intersection of Giles Road with West Giles Road. NDOT also has a current RFP to study the BNSF Railway corridor between Omaha and Lincoln, which includes the at-grade crossing with West Giles Road just to the west of this project. Previous plans for that crossing included a potential viaduct which could impact the study intersections with Access Drive 1 and 126<sup>th</sup> Street/Westport Parkway.

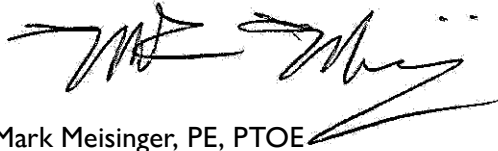
*The applicant should coordinate with the City of La Vista to identify study intersections for a revised TIS. A cursory review of site trips indicates that the volume of traffic expected from this development would not negatively impact the intersection of Giles Road with West Giles Road. The NDOT study of the BNSF corridor would need to evaluate impacts to the study area if nearby at-grade crossings were to be improved. Potential improvement concepts (either at-grade or grade separations) will need to consider development at this site and would include discussions with local public agencies.*

7. The DRAFT TIS memo was an internal E&A document from John Diediker to Kyle Vohl. A revised and final TIS memo should be signed and sealed by a Professional Engineer licensed to practice in the state of Nebraska.

If you have any questions regarding this review of the traffic study or if you would like to meet to discuss it in further detail, please email or give me a call at 402.402.4405.

Sincerely,

**FELSBURG HOLT & ULLEVIG**

A handwritten signature in black ink, appearing to read 'Mark Meisinger', written over a horizontal line.

Mark Meisinger, PE, PTOE  
Principal





January 22, 2025

Chris Solberg  
Deputy Community Development Director  
City of La Vista  
8116 Park View Boulevard  
La Vista, NE 68128

SENT VIA EMAIL

RE: Southport West Replat 10  
Revised TIS 12/1/25

Mr. Solberg,

In response to the resubmittal Preliminary TIS received on 12/4/25, I offer the following comments:

Felsburg, Holt & Ullevig (FHU) has reviewed the revised TIS, however, several comments from the September 22, 2025 comment letter were not addressed.

Comment Number 4, the Applicant's engineer has not provided a more detailed table of trip generation, specifically a breakdown of trips by land use. This information is needed in order to back check assumptions and methods.

Comment Number 6, I am not aware if the Applicant's engineer has discussed the intersections with the City of La Vista and/or Sarpy County that the TIS should evaluate as commented on by FHU. The intersection of Giles Road and West Giles Road as well as 132<sup>nd</sup> Street and Giles Road should also be evaluated to understand what impacts may be anticipated as a result of the proposed development. The City has preliminary plans for improvements at the intersection of West Giles Road and Giles Road and can provide them to the Applicant's Engineer. There are anticipated improvements to the West Giles Road corridor in conjunction with the Nebraska Department of Roads and Burlington Northern Santa Fe (BNSF) Railroad Crossing Safety Improvement Plan project, however, recommended improvements are likely many years from implementation, if feasible. In review of the current Sarpy County Public Works 1 and 6 Road Program, there are anticipated signal improvements to the intersection of 132<sup>nd</sup> Street and

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402.331.4375 F

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402.593.6400 P  
402.593.6445 F

**Library**  
9110 Giles Rd.  
402.537.3900 P  
402.537.3902 F

**Police**  
7701 S. 96th St.  
402.331.1582 P  
402.331.7210 F

**Public Works**  
9900 Portal Rd.  
402.331.8927 P  
402.331.1051 F

**Recreation**  
8116 Park View Blvd.  
402.331.3455 P  
402.331.0299 F



West Giles Road. Coordination and/or evaluation of this intersection for near term should be undertaken as to address traffic impacts to the intersection as a result of the proposed development.

Comment Number 7, the TIS still appears to be an internal memo, and not a formal TIS. TIS should be formalized, signed, and sealed by a registered Professional Engineer in the State of Nebraska.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patrick M. Dowse", is written over a horizontal line.

Patrick M. Dowse  
City Engineer

Enclosure

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September 22, 2025

RE: Southport West Replat 10 TIS Review  
FHU No. 115453-27

Mr. Pat Dowse, PE  
City Engineer  
City of La Vista  
9900 Portal Road  
La Vista, NE 68128

Dear Mr. Dowse:

We have completed our review of the Southport West Replat 10 Traffic Impact Study memo prepared by E&A Consulting Group, dated August 15, 2025. The Southport West development is located on the northwest quadrant of the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road in La Vista, Nebraska. Access to the site is proposed at three locations, a RIRO drive onto West Giles Road (Access Drive 1), a full access drive at the intersection of Westport Parkway with Portside Parkway (Access Drive 2), and an internal drive that connects north to an adjacent parcel (Access Drive 3). Three intersections have been included in the TIA analyses, Access Drives 1 and 2, and the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road.

Based upon our review of the information provided FHU offers the following comments:

1. Existing Section, Page 1, Figure 4: Several of the stop-controlled northbound and southbound movements at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road currently operate at LOS E or F during the study peak hours. LOS E or F operations are not uncommon for stop-controlled side street movements during peak hours.
2. Signal Warrants Section, Page 1, Figures 2-3: MUTCD Traffic Signal Warrants 1, 2, and 3 were analyzed at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road with Existing traffic volumes. The analysis was performed for two scenarios, with 100% of right turns and with 50% of right turns included. The MUTCD does allow for a reduction of right turns if signalization would not benefit those movements. For the southbound approach, the majority of traffic is right turns, and an exclusive right-turn lane is provided. Because an exclusive lane is provided, traffic signalization would have limited benefit to the southbound right-turn movement.

*The applicant should add a scenario which assumes a 100% reduction of southbound right turns at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road. A cursory review of traffic volumes indicates that MUTCD traffic signal warrants would not be satisfied for Existing conditions if southbound right turns are not considered in the traffic flow.*

3. Background Conditions Section, Page 2: The memo refers to a new update to the MAPA LRTP and that 2050 volumes should be updated once the LRTP is published.

*The applicant should update the traffic volumes used for projections once the MAPA LRTP is published and new baseline data is ready for use. Based on informal conversations with MAPA, that*

this was not  
completed

4. Site Section, Page 2, Figure 9: The memo refers to the ITE Trip Generation Manual 11<sup>th</sup> Edition and provides expected site trip generation volumes for daily and peak hour time periods.

*The applicant should provide a more detailed table of trip generation volumes. The total volumes appear reasonable, but a breakdown of trips by land use is typically provided in traffic impact studies for review.*

5. 2050 Plus Site Section, Page 2: The memo assumes a traffic signal is in place at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road for 2050 conditions analysis. As mentioned in comment #2, a cursory review of volumes indicates that a signal would not be warranted if right-turn volumes are reduced below 50%. Southbound right turns have an exclusive lane at the intersection and signalization would provide limited benefit to traffic operations.

E&A used EBL  
Minor condition to  
satisfy warrants

*The applicant should add a scenario which assumes a 100% reduction of southbound right turns at the intersection of 126<sup>th</sup> Street/Westport Parkway with West Giles Road. A cursory review of traffic volumes indicates that MUTCD traffic signal warrants may not be satisfied if southbound right turns are not considered in the traffic flow.*

6. Study scope: From conversations with the City of La Vista, there are a few other projects in the study area to consider. The City is currently working on improvement plans for the Giles Road corridor, including the addition of lanes at the intersection of Giles Road with West Giles Road. NDOT also has a current RFP to study the BNSF Railway corridor between Omaha and Lincoln, which includes the at-grade crossing with West Giles Road just to the west of this project. Previous plans for that crossing included a potential viaduct which could impact the study intersections with Access Drive 1 and 126<sup>th</sup> Street/Westport Parkway.

*The applicant should coordinate with the City of La Vista to identify study intersections for a revised TIS. A cursory review of site trips indicates that the volume of traffic expected from this development would not negatively impact the intersection of Giles Road with West Giles Road. The NDOT study of the BNSF corridor would need to evaluate impacts to the study area if nearby at-grade crossings were to be improved. Potential improvement concepts (either at-grade or grade separations) will need to consider development at this site and would include discussions with local public agencies.*



September 22, 2025

Southport West Replat 10 TIS Review

Page 3

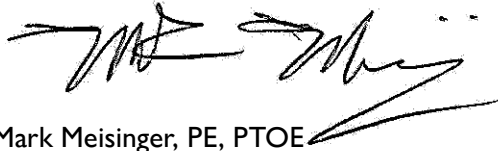
this was not  
completed

7. The DRAFT TIS memo was an internal E&A document from John Diediker to Kyle Vohl. A revised and final TIS memo should be signed and sealed by a Professional Engineer licensed to practice in the state of Nebraska.

If you have any questions regarding this review of the traffic study or if you would like to meet to discuss it in further detail, please email or give me a call at 402.402.4405.

Sincerely,

**FELSBURG HOLT & ULLEVIG**



Mark Meisinger, PE, PTOE

Principal

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