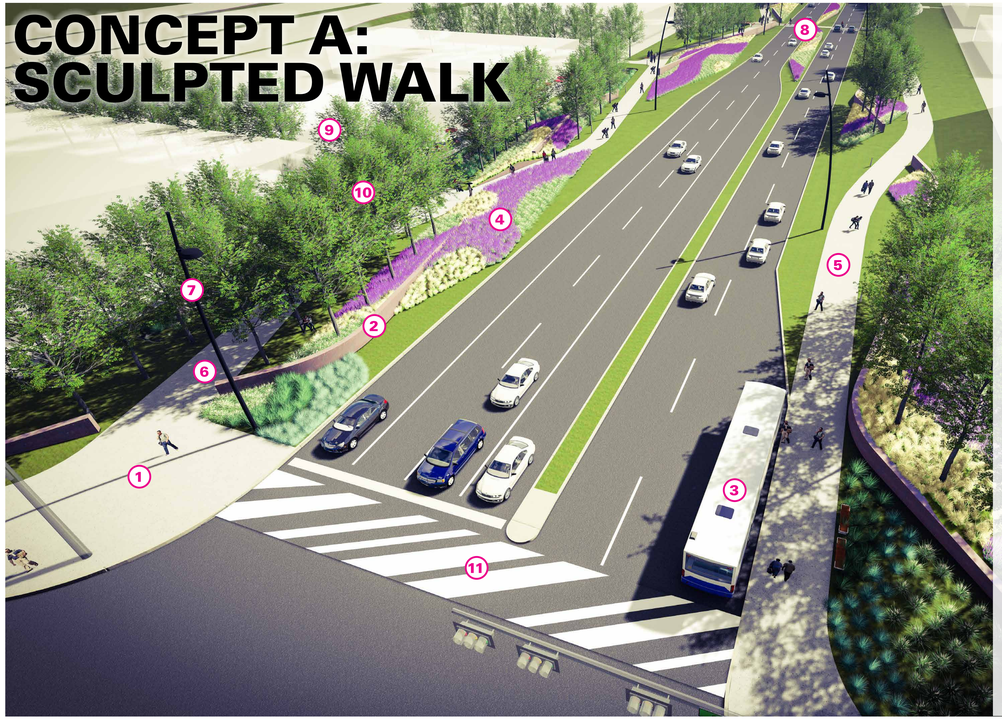
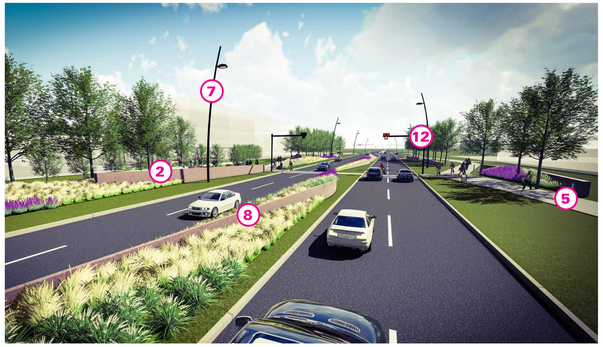
CONCEPT A: SCULPTED WALK



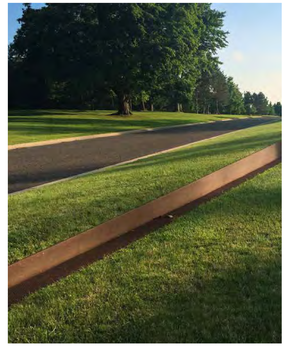
1. Reduced radius at intersections shortens crossing distances and provides enlarged receiving/ gathering areas
2. 4' high feature walls provide visual barriers and define space
3. Dedicated roadway for buses keeps traffic flowing at intersections
4. Mass planting 'drifts' are highly visible in a vehicle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

Concept A Rendering: Sculpted Walk | intersection birdseye view

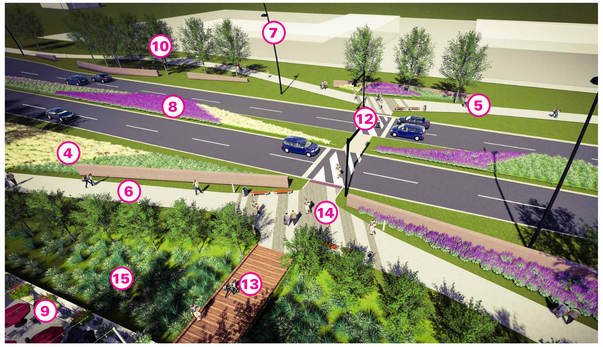


Concept A Rendering: Sculpted Walk | 1st person perspective along

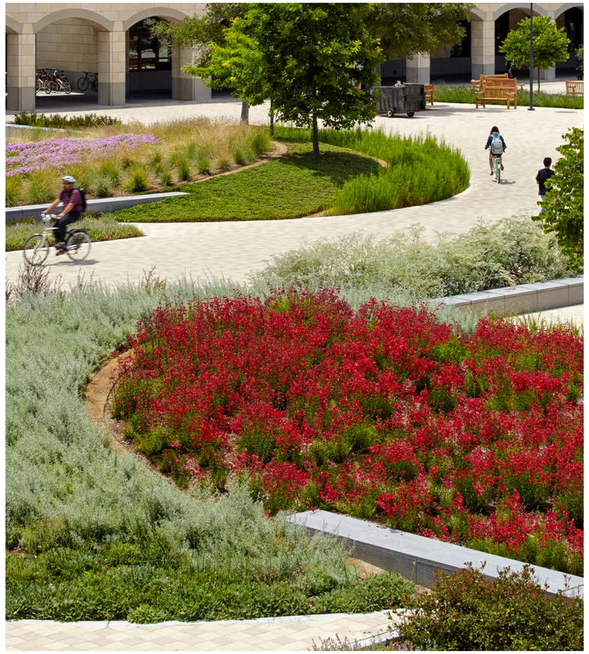
Precedent: landform



Precedent: landform/ median wall



Concept A Rendering: Sculpted Walk | birdseye at mid-block crossing

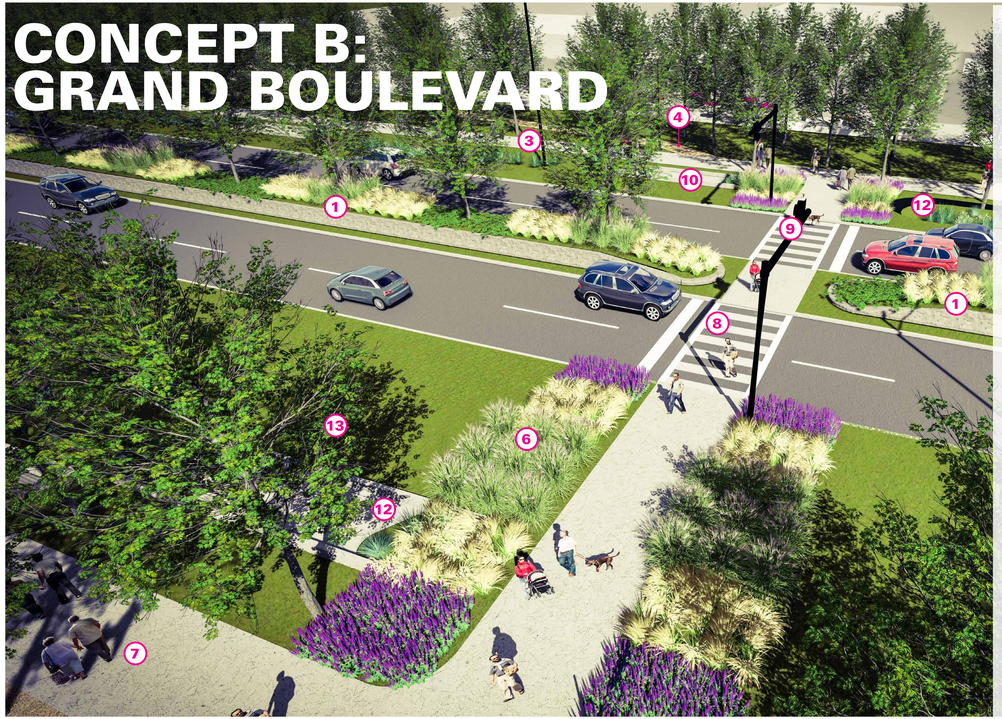


Precedent: landform, planting and walls

Precedents: lighting and furnishings

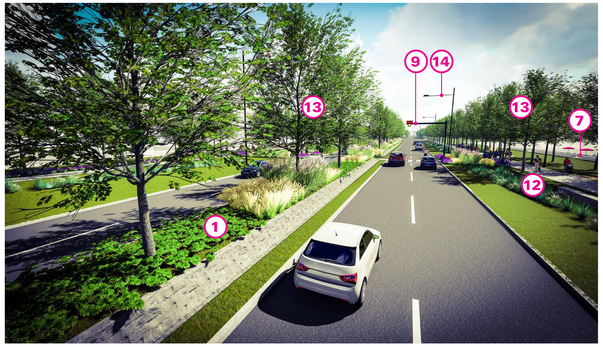
Concept A Rendering: Sculpted Walk | 1st person perspective on multi-use path

CONCEPT B: GRAND BOULEVARD



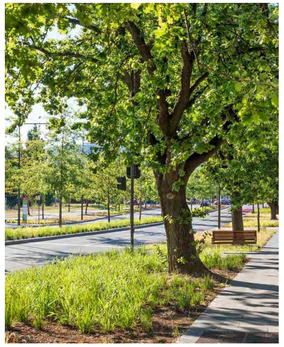
1. Median tree planting with barrier wall creates linear rooms
2. Dedicated roadway for buses keeps traffic flowing at intersections
3. 10' multi-use path on both sides of street
4. 6' soft surface path interwoven with multi-use path
5. Architectural character lighting
6. Regular, ordered shrub planting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

Concept B Rendering: Grand Boulevard | mid block birdseye view

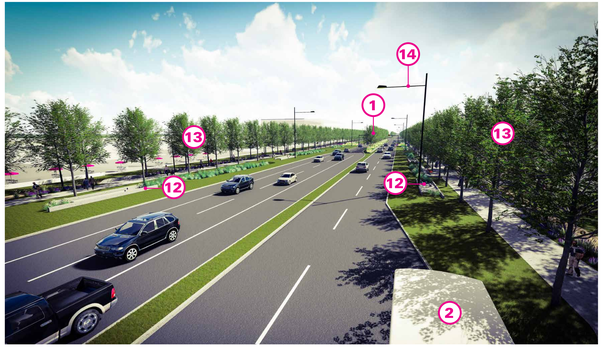


Concept B Rendering: Grand Boulevard | 1st person persepctive along roadway

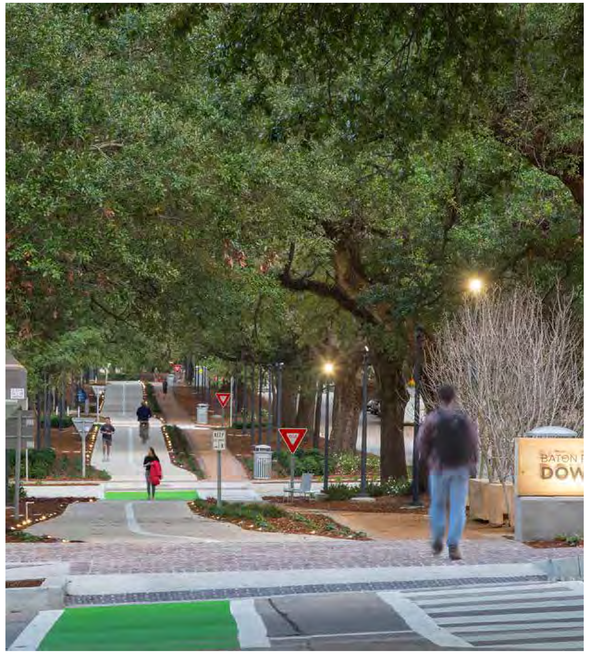
Precedent: bioswale stormwater filtration



Precedent: boulevard with planted median

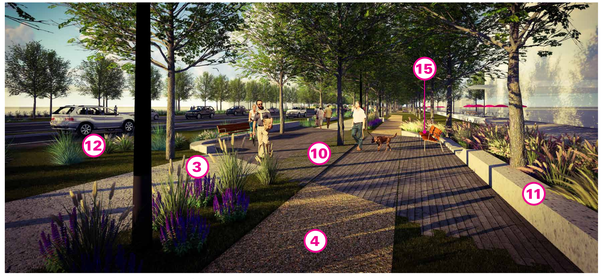


Concept B Rendering: Grand Boulevard | Birdseye perpective along roadway

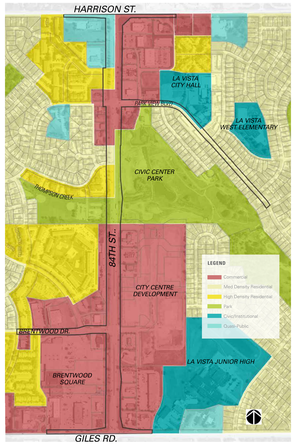


Precedent: multi-use paths and jogging paths

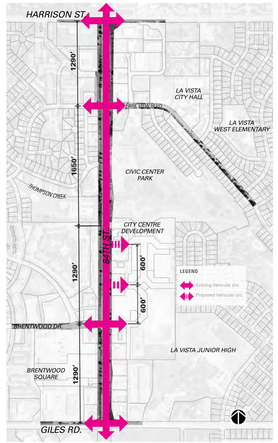
Precedents: lighting and furnishings



Concept B Rendering: Grand Boulevard | 1st person persepective along soft surface



Future land use
Vehicular connections to intersecting streets is limited which creates a large block length. This large block length reduces potential conflicts with intersecting streets however, it encourages a higher speed along 84th Street. Proposed development will include an additional access point with a right-in, right-out (RIRO) access points that reduce the block length in the City Centre development to 600'



Curb cuts and intersections
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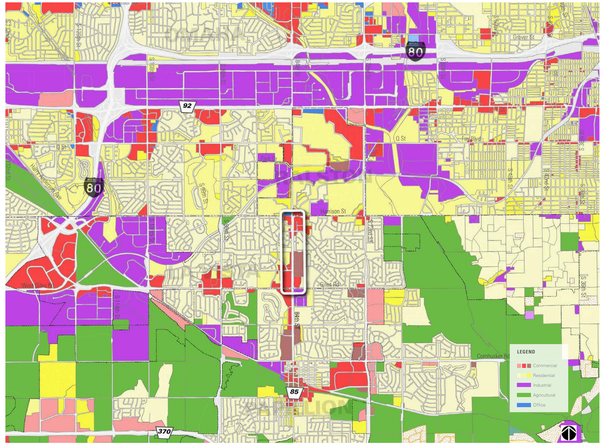
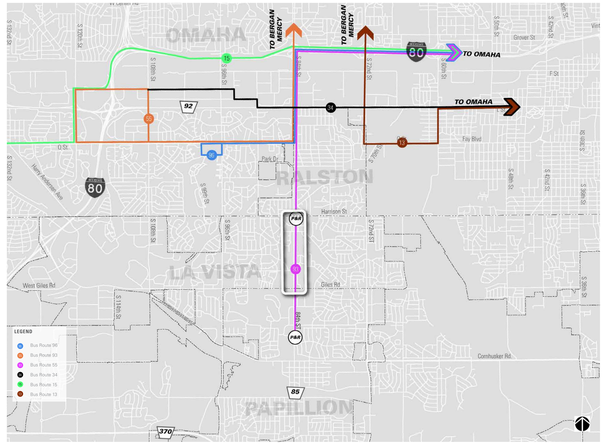
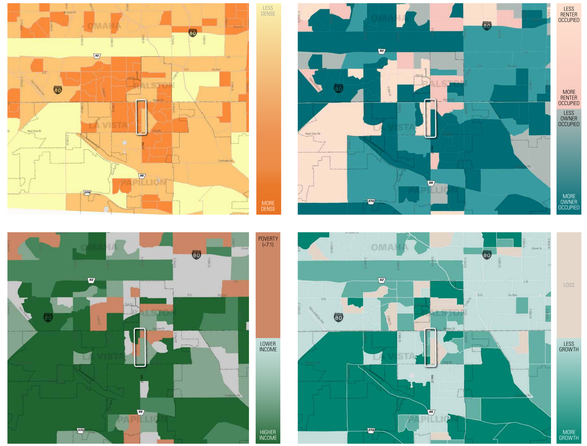


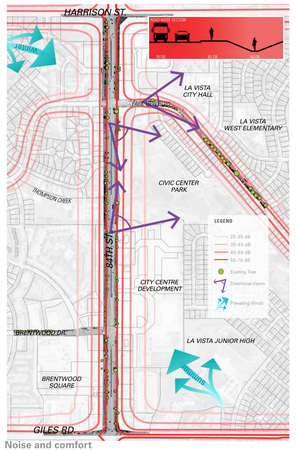
Zoning context
The current zoning for La Vista, Ralston, Omaha, and Papillion encourages development pattern that illustrates a neighborhood block where largely commercial land uses are concentrated along major arterial roads and intersections and the interior of the blocks are largely zoned for residential uses. Industrial zoning is scattered throughout the region and heavily concentrated along the south of the Interstate 80 corridor.



Existing transportation network
Omaha's metro service provides an express bus to La Vista on Route 93 twice in the morning and twice in the evening from Papillion to downtown Omaha via I-80. A reverse commute option from Omaha to Papillion is also available twice daily. While the ridership is low and the service is infrequent, it is the only route that serves La Vista and Papillion.

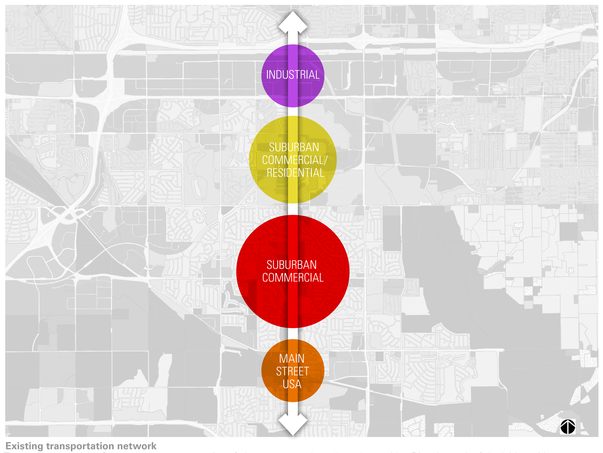


La Vista Demographics
Population density, renter occupancy poverty levels and anticipated growth are high on the west side of the 84th Street frontage. Although the Vision 84 plan suggests that a notable difference between east and west La Vista that takes place at 84th Street, this data suggests a notable change in demographic makeup along 84th Street. The immediate access suggests that 84th Street could be an amenity for underserved populations.

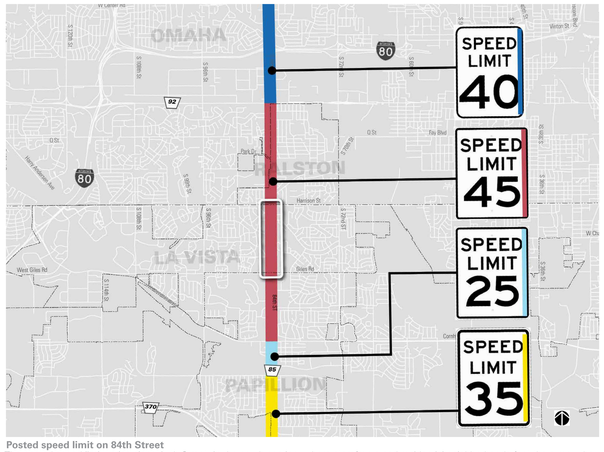


Noise and comfort
Noise levels along 84th reach nearly 70dB, or about the level of a vacuum cleaner--enough to make phone conversation difficult. On site, the design team observed a 10 decibel difference between the sidewalk next to the street and the drainage ditch below.

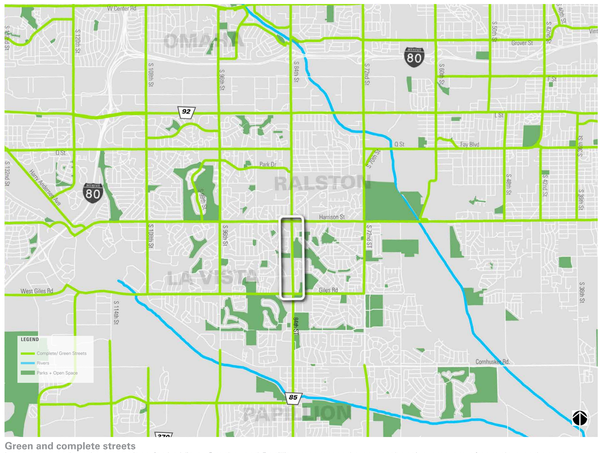
Noise and comfort
The current sidewalk system is continuous and runs the entire length of La Vista's 84th street. A complete network of detached sidewalks throughout adjacent subdivisions provides opportunities to comprehensively connect the pedestrian network. The close proximity of the narrow sidewalk (4 ft) to the street, however, poses compromises human comfort which is a deterrent for use.



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



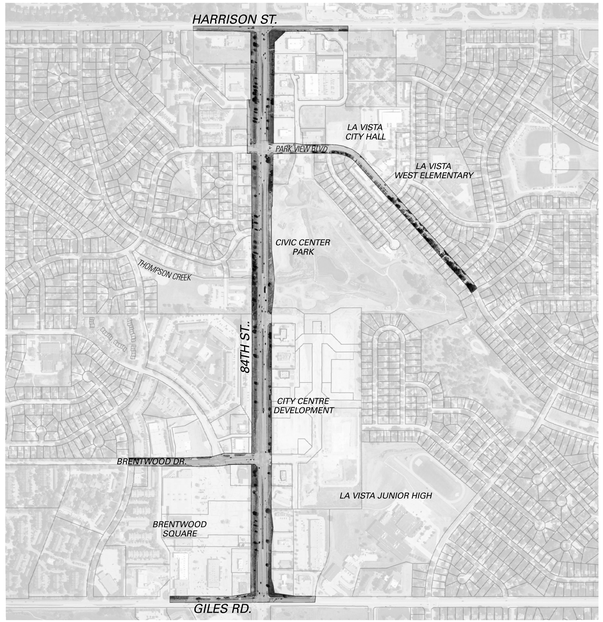
Posted speed limit on 84th Street
The posted speed limit varies along 84th Street. In the south section, where storefronts and residential neighborhoods font the street, the posted speed limit is 25MPH. For the majority of the street, including the study area, the speed limit increases to 45 MPH. At this speed, the total stopping distance for vehicles is 145 ft. This is important to consider as more pedestrians are present in the corridor as it urbanizes.



Green and complete streets
Long range park and streets plans for La Vista, Omaha, and Papillion recommend a comprehensive program of complete and green streets. The most continuous green/ complete street planned in the southwest Omaha metro is 84th Street.

84th STREETSCAPE
LA VISTA, NE • CITY OF LA VISTA

DESIGNWORKSHOP
NOVEMBER.14.2017



Site Physical Features
La Vista's portion of 84th Street from Harrison to Giles is not unlike many of the arterial commuter streets in the region. Because the street was designed to rapidly convey automobiles, the amenity zone and median largely neglect pedestrian experience. Narrow sidewalks, limited lighting, an inconsistent tree canopy, no street furnishings, and minimal accommodations for transit send a message that people shouldn't occupy the space. Commercial pole signage dominates views for the automobile experience and detracts from the incredible views towards the Thompson Creek basin and proposed Civic Center Park. There is little rhythm or cadence to signify a special experience. The ample right-of-way, open drainage channels, minimal overhead utilities, and rolling grade changes are features that many roads do not have. They are unique conditions that can be better emphasized .

washout in ditch bottom

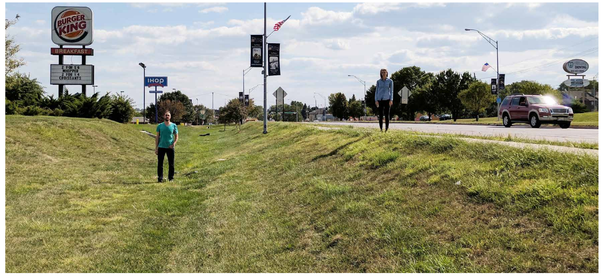
Drainage slopes: steep slope

Highly visible utility vaults

Minimal community signage and wayfinding

Drainage slopes: low slope

Existing 4' detached sidewalk in poor condition



Drainage ditch scale

Insersection at Harrison: large open land

Drainage slopes: marginal slope