

## Bellevue City Council Meeting \*\*\*Amended Agenda\*\*\*

Tuesday, November 19, 2024 6:00 PM

Bellevue City Hall

1500 Wall Street

Bellevue, NE 68005

1. PLEDGE OF ALLEGIANCE
2. INVOCATION - Pastor Chris Hemmelman, First City Church, 1908 Lloyd Street.
3. CALL TO ORDER AND ROLL CALL
4. OPEN MEETINGS ACT - Posted on the rear wall of the Council Chambers
5. APPROVAL OF AGENDA, CONSENT AGENDA, CLAIMS, AND ADVISORY COMMITTEE REPORTS:
  - a. Approval of the Agenda
  - b. Approval of the Consent Agenda (**Items marked with an (\*) are approved where this item is, unless otherwise removed**)
    1. (\*) Acknowledge receipt of October 24, 2024 Planning Commission Minutes.
    2. (\*) Approval of November 6th, 2024 City Council Minutes.
6. (\*) APPROVAL OF CLAIMS.
7. SPECIAL PRESENTATIONS: NONE
8. ORGANIZATIONAL MATTERS:
  - a. (\*) Recommend the appointment of Rob Klug as an Alternate to the Board of Adjustment to serve remaining term of Randall Lasenburg who resigned, with a term ending February 2025. (Mayor Hike)
  - b. (\*) Approve the cancellation of the January 7, 2025 City Council Meeting and authorize staff to pay bills that cannot be held over until the January 21, 2025 City Council Meeting.
9. APPROVED CITIZEN COMMUNICATION: NONE RECEIVED
10. LIQUOR LICENSES: NONE
11. ORDINANCES FOR ADOPTION (3rd reading):
  - a. Ordinance No. 4167: Request to rezone Lot 1, Southeast Plaza, from ML to BG for the purpose of commercial development. Applicant: Marathon Equity, LLC. General Location: 909 Fort Crook Road North. (Planning Director)
  - b. Ordinance No. 4168: Request to rezone Lots 1 and 2, Eastern Nebraska Community Action Partnership, being a platting of Tax lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1A2A, AND 15B1A3A, all located in the Southwest ¼ of Section 25, T14N, R13E of the 6th P.M., Sarpy County, Nebraska, from RS-84 to BG and RS-84 for the purpose of a food bank and existing school facilities. Applicant: Eastern Nebraska Community Action Partnership. General Location: 1003 Lincoln Road. (Planning Director)
    1. Request to small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership.
12. ORDINANCES FOR PUBLIC HEARING (2nd reading):
  - a. Ordinance No. 4169: Amending Chapter 19 of the City Code by adding a new Article IX, Sections 19-108 to 19-120 regarding Vacant Property Registration. (Legal)
13. ORDINANCES FOR INTRODUCTION (1st reading): NONE
14. PUBLIC HEARING ON MATTERS OTHER THAN ORDINANCES:
  - a. Show Cause Hearing on the Proposed Condemnation at 1010 Bea Circle, Bellevue 68005. (Chief Building Inspector)
    1. Resolution No. 2024-32: Condemning the structure(s) located at 1010 Bea Circle, Bellevue 68005.
  - b. Show Cause Hearing on the Proposed Condemnation at 3605 Harrison Street, Bellevue 68147. (Chief Building Inspector)

1. Resolution No. 2024-31: Condemning the structure(s) located at 3605 Harrison Street, Bellevue 68147.

15. RESOLUTIONS:

a. Resolution No. 2024-29: Request to amend the Redevelopment Plan for Lot 1, Southeast Plaza. Applicant: Marathon Equity, LLC. General Location: 909 Fort Crook Road North. (Planning Director)

b. Resolution 2024-33: Request to approve the 2024 Comprehensive Plan and Long-Range Transportation Plan. Applicant: City of Bellevue. **(Public Hearing Required)**

16. CURRENT BUSINESS:

a. Approval of the Redevelopment Agreement and Redevelopment Promissory Note, allowing up to \$1,100,000.00 plus accrued interest, to offset TIF eligible expenses, for Heere, Theree & Everywhere, LLC Redevelopment Project located at 2302 Lincoln Road, Tax Lot 2, Heere & Theree Addition to the City of Bellevue, Sarpy County, Nebraska and authorize the Mayor to sign. (City Clerk)

b. Approve and authorize the Mayor to sign the agreement with HGM Associates for design engineering for the Everett Park Pickleball Court, in an amount not to exceed \$27,700.00. (Public Works Director)

c. **+++** Recommend approval of the purchase of a new and upgraded Cablecast/Carousel System for the Cable TV Department, in an amount not to exceed \$60,267.00. (Community Relations)

17. ADMINISTRATION REPORTS: Comments must be limited to items on the current Reports **(November report will be attached to the December 3rd Council Packet)**

18. CLOSED SESSION:

19. ADJOURNMENT

# MINUTE RECORD

Bellevue Planning Commission Meeting, October 24, 2024, Page 1

The Bellevue Planning Commission held a regular meeting on Thursday, October 24, 2024, at 6:00 p.m. in the Bellevue City Council Chambers. Upon roll call, present were Commissioners Hankins, Jacobson, Sims, Taylor-Jones, Aerni, Ackley, and Lasenburg. Absent were Commissioners Bennett, and Perrin. Also present was Tammi Palm, Planning Director.

Notice of this meeting was given in advance thereof by publication in the Sarpy County Times and posted in two public places and was also given to the Chairperson and members prior to the meeting. These minutes were written and available for public inspection within ten days of the meeting.

Mayor Rusty Hike awarded Commissioner Jacobson with the Jewel of Bellevue Award for over 20 years of dedicated service to the City of Bellevue. Jacobson is retiring from the Planning Commission, and this will be his last meeting.

Aerni announced a copy of the Open Meetings Act was posted in the entry to the City Council Chambers.

Motion was made by Ackley, seconded by Hankins, to approve the minutes of the September 26, 2024, regular meeting as presented. Upon roll call, all present voted yes. Motion carried unanimously.

Aerni asked if there were any updates or additions to staff reports. Palm advised there were no updates.

Motion was made by Taylor-Jones, seconded by Lasenburg, to accept into the record all staff reports, attachments, memos, and handouts regarding each application. Upon roll call, all present voted yes. Motion carried unanimously.

Aerni explained the public hearing procedures.

PUBLIC HEARING was held on a request to approve the 2024 Comprehensive Plan Update and Long-Range Transportation Plan. Applicant: City of Bellevue. Case #173.

Aerni asked staff for updates. Palm stated there were no updates and gave a brief summary of the request.

Palm stated in attendance tonight are Ms. Vivian Fung and Mr. Ted Ritschard two, of the people from Olsson Studio who have assembled the Comprehensive Plan and the Long-Range Transportation Plan. She said the current plan was done in 2008 so it was time for an updated plan. Palm said this document is extremely important and is used daily. She stated this document is a step-by-step action plan that gives clear next steps for growth and development for the City of Bellevue. Palm stated for the last twelve months the team has worked closely with multiple advisory groups. She said Olsson completed data analyses, which included understanding market conditions and the built environment. Palm stated the plan contains vision, values, goals, and strategies for the city's future. She said it covers topics such as land use, development, place-making, transportation, and more. Palm stated this is a complete action plan ready to be used.

Vivian Fung, Olsson, 2111 S. 67<sup>th</sup> Street, Ste. 200, Omaha, NE, stated she is a certified community planner and has served as project manager for this process.

Ted Ritschard, Olsson, 2111 S 67<sup>th</sup> Street, Ste. 200, Omaha, NE stated he is a civil engineer but a transportation planner through years of experience. He thanked staff for the pleasure of working on the Comprehensive and Transportation Plan. He said the engagement process was one of the most remarkable planning processes that he has been involved in. Ritschard stated the community has been very engaged and it is very appreciated.

Fung stated the goal is to present the core recommendations of the plan, get feedback, discuss the next steps, and then move on to approval of the plan. She said phase one of the plan was a discovery and understanding process looking at where the city has been and where it is today. Fung stated this encompassed an existing conditions analysis, economic and market study, site visits, photographic inventory, an assessment of demographics, policy review, and an analysis of existing plans. Fung stated the second phase was engagement and communication. She stated these included, but were not limited to, a project website that has remained live throughout the entirety of the process, social media promotions, Bellevue TV, press releases, and printed mailers. She said Olsson performed an extensive community engagement process including a stakeholder and technical committee and several in-person and virtual opportunities. Fung stated phase three was idea generation, plan

# MINUTE RECORD

Bellevue Planning Commission Meeting, October 24, 2024, Page 2

development, and refinement. She said this process used community input, market study, and data analysis results to generate ideas and ensure the document would align with the city's vision. Fung stated several internal and external quality control measures were applied by Olsson. Fung said the final step was positioning for implementation. She stated Olsson developed the plan recommendation and goals and strategies and a thorough detailed action plan. Fung said the document is arranged in a pyramidal flow of information; community vision (vision statement), values (community and transportation), goals, strategies, and actions. She stated each chapter of the Comprehensive Plan starts with a "big idea" graphic that captures the objectives for each topic area. Fung stated Olsson created a thorough, detailed action plan with a hot list and funding playbook. She stated this plan was looked at by city staff, now being presented to Planning Commission, and finally the City Council. She said these steps put us in a position for plan adoption and then implementation. Fung said, as Tammi stated, this will be the city's guidebook and not just a plan that sits on a shelf.

Ritschard stated the plan is unique because it contains the comprehensive plan and the transportation plan together, which is rare. He said this allowed Olsson to shape the big ideas and future outcome around what was important to Bellevue. The plan of becoming known as a walkable community will help to attract the appropriate types of investors and will support those growth areas with mobility connections to serve all users. Ritschard said for communities like Bellevue, transportation investments are one way to have direct control over the outcome of other ideas in the comprehensive plan like quality of life and creating a sense of place. Ritschard stated when creating destination and district we also must connect them, so this transportation plan supports the comprehensive plan directly. He said Olsson provided an active transportation framework which focuses on key corridors that connect those destinations and provides a network for active transportation users and intersection improvements to enhance safety. Ritschard said the plan also looks at east/west connections. Ritschard stated it is also recommending an update to design standards per roadway classification. He said the plan also has recommendations for through and local truck routes.

There was no one present to speak in favor of, or opposition to this request. Subsequently, Aerni closed the public hearing.

Jacobson stated this is a contemporary approach as to how comprehensive planning takes place. He said the document is usable for commissioners, staff and the public.

Ackley questioned if the future land use map and destination maps coloring should match. Fung stated the reason for that is the city boundary area, but it could be expanded if annexed. Ackley questioned another area. Fung stated they can be better aligned. Ackley questioned staff if the land use map is used for decisions for applications. Palm stated that is correct; one is the future land use map and the other is showing specific districts which is why there is a slight difference. Ackley questioned on page 136, 2.06 discusses unsightly or dilapidated structures and affordable housing which are listed as short-term goals but stated they should be a continuous goal.

MOTION was made by Jacobson, seconded by Ackley to recommend APPROVAL of a request to approve the 2024 Comprehensive Plan Update and Long-Range Transportation Plan with comments reflected by Commissioner Ackley. Applicant: City of Bellevue. Case #173. Upon roll call, Hankins, Jacobson, Sims, Taylor-Jones, Aerni, and Ackley voted yes Lasenburg abstained with conflict. MOTION carried.

**This item will proceed to City Council for PUBLIC HEARING on November 19, 2024.**

There was discussion regarding the election of officers.

MOTION was made by Sims, seconded by Ackley, to NOMINATE Scott Hankins to serve as Planning Commission Chair. Hankins was approved by acclamation.

MOTION was made by Jacobson, seconded by Ackley, to NOMINATE Randall Lasenburg to serve as Vice Chair. Lasenburg was approved by acclamation.

Meeting adjourned at 6:55 p.m.



Dianna Van Horn  
Planning Secretary

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11/19/2024

Bellevue City Council Meeting, November 6, 2024, Page 1

A regular meeting of the Mayor and Council of the City of Bellevue was called to order by Mayor Rusty Hike at the Bellevue City Hall on the November 6, 2024 at 6:00 p.m. Present were Council Members Rich Casey, Paul Cook, Jerry McCaw, Don Preister, Thomas Burns, and Kathy Welch. Absent: none.

Also present were City Administrator Jim Ristow and City Attorney Aimee Bataillon.

Notice of this meeting was given in advance thereof by publication in the Sarpy County Times, posted and put on city website, the designated method for giving notice and was also given to the Mayor and all members of the City Council. Available in the Office of the City Clerk confirmation of the affidavit of publication, the certificate of posting, and the council's acknowledgment of receipt of notice. All proceedings shown hereafter were taken while the convened meeting was open to the public.

## PLEDGE OF ALLEGIANCE AND INVOCATION

Colton Meiners, Troop 467, Mission Middle School, led in the Pledge of Allegiance. Pastor Bryan Rice, Christ the King Lutheran Church, 7308 South 42nd Street, provided the invocation.

Mayor Hike announced his thoughts and prayers are with the family of Jeff Renner, former City Administrator, who passed away today.

## OPEN MEETINGS ACT

Mayor Hike announced a copy of the Open Meetings Act is posted on the rear wall of City Council Chambers.

## APPROVAL OF THE AGENDA:

**Motion** made by Preister, seconded by Burns, to approve the agenda.

Roll call vote to approve the agenda was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

## APPROVAL OF THE CONSENT AGENDA:

**Motion** made by Casey, seconded by Preister, to remove Item 8a. from the consent agenda and to approve the consent agenda.

Consent agenda included the following items: Approval of the October 15, 2024 City Council Minutes; Acknowledge Receipt of October 16, 2024 Board of Health Meeting; Approval of Claims; and Request approval of the list of applications for hunting waivers, as reviewed and approved by Capt. Kurt Stroehrer or Sgt. Don Pleiss.

Roll call vote to approve the consent agenda was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

## SPECIAL PRESENTATIONS:

### Grow Sarpy Update presented by Lisa Scheve, Executive Director Grow Sarpy.

Ms. Lisa Scheve, Executive Director of Grow Sarpy, was present to provide a progress report on Grow Sarpy. Discussion followed.

## ORGANIZATIONAL MATTERS:

### Recommend the appointment of Rob Klug to the Bellevue Planning Commission to serve the remaining term of Leland Jacobson who recently resigned, ending August 2025. (Mayor Hike)

Mayor Hike withdrew the request due to the limit of members in the ETJ have been met. He mentioned Leland Jacobson resigned from the Planning Commission. He awarded the Jewell of Bellevue to Mr. Jacobson for his service and commitment to Bellevue for over twenty years.

## APPROVED CITIZEN COMMUNICATION: NONE

## LIQUOR LICENSES: NONE

## ORDINANCES FOR ADOPTION: (Third Reading)

### Ordinance No. 4166: An ordinance to update the Compensation Ordinance. (HR Director)

Ordinance No. 4166: An ordinance of the City of Bellevue, Nebraska, classifying the employees of the city; fixing the ranges of compensation of such employees; providing a pay range schedule; providing for publication in pamphlet form; repealing Ordinance No. 4157; and providing for an effective date was read for the third and final time.

# MINUTE RECORD

Bellevue City Council Meeting, November 6, 2024, Page 2

**Motion** was made by Preister, seconded by Cook, to approve Ordinance No. 4166: An ordinance to update the Compensation Ordinance. Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

## **ORDINANCES FOR PUBLIC HEARING: (Second Reading)**

**Ordinance No. 4167: Request to rezone Lot 1, Southeast Plaza, from ML to BG for the purpose of commercial development. Applicant: Marathon Equity, LLC. General Location: 909 Fort Crook Road North. (Planning Director)**

Ordinance No. 4167: An ordinance to amend the official zoning map of the City of Bellevue, Nebraska, as provided for by Article 3 of Ordinance No. 4146 by changing the zone classification of land located at or about 909 Fort Crook Road North, more particularly described in Section 1 of the ordinance and to provide an effective date was read by for a second time and a public hearing was held.

Mayor Hike opened the public hearing to give an opportunity for individuals to speak in favor of or in opposition.

Ms. Elizabeth Sevick, 5811 Clearwater Drive, Fort Calhoun, was present on behalf of the applicant. She explained the applicant is requesting a rezoning for the purpose of a fitness facility.

No one else in the audience came forth to speak in support of or in opposition to the application.

Mayor Hike declared the public hearing closed.

Mayor Hike stated the third and final reading will be held on November 19, 2024 at 6:00 p.m.

**Ordinance No. 4168: Request to rezone Lots 1 and 2, Eastern Nebraska Community Action Partnership, being a platting of Tax lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1A2A, AND 15B1A3A, all located in the Southwest ¼ of Section 25, T14N, R13E of the 6th P.M., Sarpy County, Nebraska, from RS-84 to BG and RS-84 for the purpose of a food bank and existing school facilities; and small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership. Applicant: Eastern Nebraska Community Action Partnership. General Location: 1003 Lincoln Road. (Planning Director)**

Ordinance No. 4168: An ordinance to amend the official zoning map of the City of Bellevue, Nebraska, as provided for by Article 3 of Ordinance No. 4146 by changing the zone classification of land located at or about 1003 Lincoln Road, more particularly described in Section 1 of the ordinance and to provide an effective date was read by for a second time and a public hearing was held.

Mr. Jeff Stoll, 10909 Mill Valley Road, E & A Consulting Group, was present on behalf of the applicant. He explained the rezoning request is to convert the former Bellevue Public Library into a food bank. Discussion followed.

No one else in the audience came forth to speak in support of or in opposition to the application.

Mayor Hike declared the public hearing closed.

Mayor Hike stated the third and final reading will be held on November 19, 2024 at 6:00 p.m.

**Request to small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership. (No action needed)**

## **ORDINANCES FOR INTRODUCTION (First Reading):**

**Ordinance No. 4169: Amending Chapter 19 of the City Code by adding a new Article IX, Sections 19-108 to 19-120 regarding Vacant Property Registration. (Administration)**

Ordinance No. 4169: An ordinance to amend Chapter 19, of the Bellevue Municipal Code by adding a new Article IX, Sections 19-108 to 19-120 to require the registration of vacant properties; provide registration fees; provide penalties for failing to register vacant properties; to repeal conflicting ordinances and sections and to provide an effective date was read by title for the first time.

Mayor Hike stated the second reading and public hearing will be held on November 19, 2024 at 6:00 p.m.

## **PUBLIC HEARING ON MATTERS OTHER THAN ORDINANCES:**

**Request for a conditional use permit for Part of Lot 13, North of the Drainage Ditch, and Part of Lot 14, Butterfields Subdivision, except Part for the NRD, all located in the Northeast ¼ of Section 10, T13N, R13E of the 6th P.M., Sarpy County Nebraska, for the purpose of a concrete crushing, storage, and batch plant. Applicant: Crushin'-It, Inc. General Location: S 13th St. and Capehart Road. (Planning Director)**

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Bellevue City Council Meeting, November 6, 2024, Page 3

Mayor Hike opened the public hearing to give an opportunity for individuals to speak in favor of or in opposition.

Mr. Lance Paulsen for Crushin' It, 20308 Patton Street, Gretna, thanked Councilman Cook for the opportunity to come back and for his visit to the Gretna location. He explained the crushing operation takes recycled and removed concrete and debris, from various streets and buildings, crushes it up and recycles the material. The operation primarily serves landscapers for bedding material, backfill material, and retaining walls. The material can be brought to the facility at no charge. He stated the city can bring materials to the facility. He stated the site was selected a few years ago as it is zoned for the use of the operation. The request for the conditional use permit is to allow the use for longer than three years.

Councilman Preister questioned if the city brought concrete if they would be charged. Mr. Paulsen replied there is no charge, stating there is no charge for dumping material at the site whether you are a homeowner or business either. Discussion followed on the use of recycled material.

Councilman Preister mentioned the proposed location is a little farther away from residences than the Gretna location. He questioned how the facility will shield the residences from dust and noise. Mr. Paulsen advised the noise level operates between 60-70 decibels. They facilities are required to have air quality permits, therefore there is dust suppression. There are water trucks to keep the dust down from the traffic. Mist canyons are used to shoot mist into the air which helps keep dust down that is generated from the conveyor belts. Conversation ensued.

Councilman Preister questioned if the conditional use permit is not approved would the facility still operate on a temporary basis, not to exceed the 36 months allowed in the ordinance. Mr. Paulsen explained that would need to be discussed and evaluated due to the cost of the operation.

Councilman Cook stated he visited Mr. Paulsen at the Gretna location. He mentioned his two biggest concerns with the Bellevue location are the intersection at Capehart Road and how close the area is to Offutt Air Force Base. He has concerns with safety, traffic, and the location. Councilman Cook mentioned he had conversations with surrounding neighbors of the Gretna location and mentioned some of their concerns with that facility. Discussion followed on traffic flow and the right in and right out.

Councilman Casey stated he also visited the Gretna site. He mentioned he has concerns with debris on the road into and out of the facility. He stated he also has concerns with the location, traffic, and the view of the facility for surrounding homeowners.

Councilman McCaw mentioned he also visited the Gretna facility. His concern is with the location and the traffic generated.

Mayor Hike expressed concerns with the location and access, mentioning the traffic is a great concern.

No one else in the audience came forth to speak in support of or in opposition to the application.

Mayor Hike declared the public hearing closed.

**Motion** made by Casey, seconded by McCaw, to deny the request for a conditional use permit for Part of Lot 13, North of the Drainage Ditch, and Part of Lot 14, Butterfields Subdivision, except Part for the NRD, all located in the Northeast ¼ of Section 10, T13N, R13E of the 6th P.M., Sarpy County Nebraska, for the purpose of a concrete crushing, storage, and batch plant. Applicant: Crushin'-It, Inc. General Location: S 13th St. and Capehart Road.

Councilman Burns questioned if the conditional use permit is denied what happens in 36 months. Would the applicant need to apply again for a conditional use permit then.

Mrs. Tammi Palm, Planning Director, explained the property is zoned MH, Heavy Manufacturing. By right, under the ordinance, a temporary batch plant or temporary recycling facility can operate for 36 months. Before the 36-month time is up, the applicant would need to come back and request a conditional use permit. If that is denied he would need to cease operations.

Councilman Burns stated he and Mr. Paulsen had a phone call conversation. His biggest concern is being a good neighbor to the surrounding area. Another concern was staying clear of Conditional Use Permits. Mrs. Palm mentioned contractual zoning agreements are not desirable; however, conditional use permits are allowed in the zoning ordinance. Discussion followed.

Mayor Hike questioned since the zoning allows for three years, but the applicant wanted to request four years, how would that be handled. Mrs. Palm explained a text amendment would need to be done or the conditional use permit would need to be approved. Discussion followed.

Roll call vote to approve the motion to deny as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

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Bellevue City Council Meeting, November 6, 2024, Page 4

## **RESOLUTIONS:**

**Resolution No. 2024-29: Request to amend the Redevelopment Plan for Lot 1, Southeast Plaza. Applicant: Marathon Equity, LLC. General Location: 909 Fort Crook Road North. (Planning Director)**

Mayor Hike opened the public hearing to give an opportunity for individuals to speak in favor of or in opposition.

Ms. Elizabeth Sevick, 5811 Clearwater Drive, Fort Calhoun, was present on behalf of the applicant. She explained the request is to amend the previous Redevelopment Plan. The original intent of the Redevelopment Plan fell through, and the property has been vacant. Now there is an opportunity to improve the property and bring more value to the property by changing the zoning and amending the Redevelopment Plan. The plan is to include a high-end exercise and fitness facility. This would serve the community and fit in the surrounding zoning. She mentioned this will help with the original TIF, stating the note is behind in payments. Ms. Sevick explained the base year assessed value of the property is \$1,300,000. The property's current assessed value is approximately \$2,700,000 and the estimated final tax assessed value for the property upon completion is \$7,500,000. That is a \$6,200,000 increase over the base year amount, which is \$4,800,000 increase over the current tax assessed amount. She explained the applicant is requesting more on the principal amount of the loan. The original amount was \$438,949 and this request would bring this up to \$917,949 for improvements. The increased value would more than support the tax base there. The increment would more than support repayment of not just the original loan that is behind, but also the additional requested amount.

Councilman Preister commented he wonders about other options, besides a fitness center, since there is a fitness center basically next door.

Ms. Sevick stated she hasn't been involved in the marketing side. This is in partnership of the applicant and the tenant. Some of the money would be from the applicant and some from the fitness center. The property has been vacant, the property has been marketed, and this opportunity arose. She stated fitness facilities cater to different clientele. The proposed facility offers amenities the other facilities do not offer. Conversation ensued.

Councilwoman Welch commented she believes this company researched the demographics to develop a facility there. She believes in healthy competition.

Councilman Cook clarified the fitness facility will be leasing the property. Ms. Sevick replied yes.

Councilman Cook questioned who is assuming the cost of the interior and exterior improvements. Ms. Sevick stated it's between the owner and the tenant. The owner is responsible for the exterior improvements, which is the primary focus for the TIF request.

Councilman Cook questioned if there have been TIF requests before with an owner/tenant. Mrs. Palm explained there have been.

Councilman Cook questioned what happens to the TIF payments if the tenant leaves. Ms. Sevick explained the agreement is with the applicant, who is the owner. The agreement stays with the owner. The owner would need to deal with the tenant. She stated the Redevelopment Agreement and TIF are always between the city and the owner. If the value isn't there to support it, and if there is not enough value there to make the payments when they are supposed to be made, then the city doesn't get the payments called for under the note. Discussion followed.

Mrs. Palm pointed out this is an amendment to the Redevelopment Plan and the applicant is following the proper process. Because it is an amendment, the applicant does not have the full 15-year time frame for the TIF. They have the extra push to make this work since they do not have the full-time frame.

Councilman Casey questioned what the lease term is. Ms. Sevick stated she is not sure of the lease terms. Conversation ensued.

Mayor Hike questioned when the zoning changed to ML. Mrs. Palm replied 2017.

No one else in the audience came forth to speak in support of or in opposition to the application.

Mayor Hike declared the public hearing closed.

**Motion** made by Cook, seconded by Welch, to continue to November 19, 2024 Resolution No. 2024-29: Request to amend the Redevelopment Plan for Lot 1, Southeast Plaza. Applicant: Marathon Equity, LLC. General Location: 909 Fort Crook Road North.

Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

# MINUTE RECORD

Bellevue City Council Meeting, November 6, 2024, Page 5

**Resolution No. 2024-30: A resolution authorizing the Mayor to sign the Annual Year-End Certification of City Street Superintendent Form for 2024, verifying Robert Joseph Riggs as the City Street Superintendent from January 1, 2024 to December 31, 2024.** (City Clerk)

**Motion** made by Cook, seconded by Casey, to approve Resolution No. 2024-30: A resolution authorizing the Mayor to sign the Annual Year-End Certification of City Street Superintendent Form for 2024, verifying Robert Joseph Riggs as the City Street Superintendent from January 1, 2024 to December 31, 2024.

Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

## **CURRENT BUSINESS:**

**Approve and authorize the Mayor to sign the Subrecipient Agreement for the CDBG-DR grant awarded for the Housing Resilience Planning Program through Nebraska Department of Economic Development in an amount not to exceed \$500,000.00.** (Finance/CDBG)

**Motion** made by Welch, seconded by Preister, to approve and authorize the Mayor to sign the Subrecipient Agreement for the CDBG-DR grant awarded for the Housing Resilience Planning Program through Nebraska Department of Economic Development in an amount not to exceed \$500,000.00. Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

**Approve and authorize the Mayor to sign the Special Terms and Condition of the Technical Assistance Voucher Program and NEPA Determination Form for the EECBG program.** (Public Works Director)

**Motion** made by Cook, seconded by Casey, to approve and authorize the Mayor to sign the Special Terms and Condition of the Technical Assistance Voucher Program and NEPA Determination Form for the EECBG program. Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

**Approve and authorize the Mayor to sign the Professional Services Agreement with JEO Consulting Group Inc. for engineering services on the PCSMP Reviews FY 2025 Project, in an amount not to exceed \$34,500.00.** (Public Works Director)

**Motion** made by Welch, seconded by McCaw, to approve and authorize the Mayor to sign the Professional Services Agreement with JEO Consulting Group Inc. for engineering services on the PCSMP Reviews FY 2025 Project, in an amount not to exceed \$34,500.00. Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

**Approve and authorize the Mayor to sign Amendment #1 with Embris Group on the Cedar Bluffs Lift Station Replacement Project, in an amount not to exceed \$134,620.00 (making the adjusted amount for the project \$268,200.00).** (Public Works Director)

**Motion** made by Casey, seconded by McCaw, to approve and authorize the Mayor to sign Amendment #1 with Embris Group on the Cedar Bluffs Lift Station Replacement Project, in an amount not to exceed \$134,620.00 (making the adjusted amount for the project \$268,200.00). Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

**Approve and authorize the Mayor to sign the Professional Services Agreement with GP Architecture, LLC for the Bellevue Fire Department Training Facility Outbuilding and West Parking Lot Improvements, in an amount not to exceed \$67,100.00.** (Public Works Director)

**Motion** made by Welch, seconded by Preister, to approve and authorize the Mayor to sign the Professional Services Agreement with GP Architecture, LLC for the Bellevue Fire Department Training Facility Outbuilding and West Parking Lot Improvements, in an amount not to exceed \$67,100.00. Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

**Approve Final Certificate for Payment 002 to Snider Construction, in an amount of \$12,800.00, project is substantially complete and accept final project quantities.** (Public Works Director)

**Motion** made by Preister, seconded by McCaw, to approve Final Certificate for Payment 002 to Snider Construction, in an amount of \$12,800.00, project is substantially complete, and accept final project quantities. Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

# MINUTE RECORD

Bellevue City Council Meeting, November 6, 2024, Page 6

**Approve renewal of employee insurance plans and premiums for 2025.** (HR Director)

**Motion** made by Burns, seconded by McCaw, to approve renewal of employee insurance plans and premiums for 2025. Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

**Approve and authorize the Mayor to sign the Interlocal Agreement with the Bellevue Bridge Commission pertaining to replacement of the Bellevue Bridge.** (Administration)

**Motion** made by Burns, seconded by Preister, to approve and authorize the Mayor to sign the Interlocal Agreement with the Bellevue Bridge Commission pertaining to replacement of the Bellevue Bridge.

Councilman Burns questioned if the request is to reconstruct or build a new bridge. He requested clarification on previous discussions about funding.

Mr. Jim Ristow, City Administrator, explained after the study there were multiple presentations on what to do with the bridge in the future. It was determined the bridge probably has a 25-year shelf life in it. The Bridge Commission has approximately \$8,000,000 in reserve for maintenance and upkeep of the bridge. During the flood, the approaches to the Highway 34 Bridge were under water, therefore the Bellevue Bridge become more important. The decision was to move towards keeping the bridge going in the future. The bottom line is, in the 25-year shelf life, it will take 10-12 years to secure federal and state grants. The funding will all come from state or federal funding, whether on the Iowa side or the city side. The goal is to tear the current bridge down and replace with a new bridge through federal or state funding. Once the bridge is completed, the city would take possession of the bridge and be responsible for the maintenance. Going forward, it would no longer be a toll bridge. Conversation ensued.

Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

**ADMINISTRATION REPORTS: Comments must be limited to items on the current Reports.**  
**(October report is attached to this packet)**

Councilman Preister requested an update on the United Cities and the upcoming legislative session. Discussion followed.

Councilman Burns requested updates on the meetings with NC3, Entertainment District, and Track and Casino Developers. Discussion followed.

**CLOSED SESSION: NONE**

**ADJOURNMENT:**

There being no further business to come before the Council at this time, on motion by Burns, seconded by Welch, the meeting adjourned at 7:58 p.m. Roll call vote to approve the motion was as follows: Casey, Cook, McCaw, Preister, Burns, and Welch voted yes; voting no: none; absent: none. Motion carried.

\_\_\_\_\_  
Susan Kluthe, City Clerk

\_\_\_\_\_  
Rusty Hike, Mayor

I, the undersigned, City Clerk of the City of Bellevue, Nebraska, hereby certify that the foregoing is a true and correct copy of proceedings had and done by the Mayor and Council on November 6, 2024; that all of the subjects included in the foregoing proceedings were contained in the agenda for the meeting, kept continually current and readily available for public inspection at the office of the City Clerk; that such subjects were contained in said agendas for at least twenty-four hours prior to said meeting; that at least one copy of all reproducible material discussed at the meeting was available at the meeting for examination and copying by members of the public; that the said minutes were in written form and available for public inspection within ten working days and prior to the next convened meeting of said body; that all news media requesting notification concerning meetings of said body were provided advance notification of the time and place of said meeting and the subjects to be discussed at said meeting.

\_\_\_\_\_  
Susan Kluthe, City Clerk

# MINUTE RECORD

\*6.  
11/19/2024

## CLAIMS FOR NOVEMBER 19, 2024

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### MAYOR

AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	47.42
FLYOVER FINTECH	PC-FLYOVER REGISTRATION	100.00
SARPY CHAMBER	PC-ECONOMIC OUTLOOK REGISTRATION	600.00
		<u>747.42</u>
		\$

### CITY ADMINISTRATOR

AMERICAN AIR LINES	PC-AIR FARE TO CHICAGO FOR CONFERENCE	488.96
AMERICAN AIR LINES	PC-AIR FARE TO DALLAS FOR WATERPARKS-3 EMP	1,751.44
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	92.86
BELLEVUE CHAMBER OF COMMERCE AND COMMUNITY	PC- BELLEVUE CHAMBER GALA EVENT-2024/10/03	850.00
BELLEVUE CHAMBER OF COMMERCE AND COMMUNITY	LEADERSHIP BELLEVUE GRADUATION	300.00
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	30.67
INT'L CONFERENCE OF SHOPPING CENTERS	PC-2024/08/14-2027/08/14 NEXTGEN MEMBERSHIP	337.50
INT'L CONFERENCE OF SHOPPING CENTERS	PC-2024/08/18-2027/08/17 CENTRAL FULL PROGRAM	500.00
NEDA - MEMBERSHIP SERVICES	2025/01/01-12/31 ANNUAL MEMBERSHIP-RISTOW	150.00
ON STREET METERS FLOWBIRD	PC-STREET METER PARKING - NO RECEIPT	2.00
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	45.37
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	87.28
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	90.72
SPARTAN NASH STORES, LLC	PC-LEADERSHIP BELLEVUE REFRESHMENTS	48.94
TOWER PARK PARKING GARAGE	PC-PARKING GARAGE FEE	3.00
WSJ/BARRONS SUBSCRIPTION	PC-WALL ST JOURNAL SUBSCRIPTION	30.81
		<u>4,809.55</u>
		\$

### LEGAL

AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	139.29
LEAGUE OF NEBRASKA MUNICIPALITIES	PC-2024/10/02-10/04 REGISTRATION-LEGAL	1,221.00
NEBRASKA.GOV	CASE LISTING FEES	64.00
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	43.80
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	77.67
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	90.72
THOMSON REUTERS - WEST	2024/10/31M ONLINE SUBSCRIPTION CHARGES	471.24
		<u>2,107.72</u>
		\$

### CABLE ADVISORY

AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	46.43
COX BUSINESS SERVICES	2024/10/19-11/18 MONTHLY SERVICE	9.04
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	27.79
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	36.73
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	60.48
		<u>180.47</u>
		\$

### CITY CLERK

CAPITAL BUSINESS SYSTEMS, INC	2024/09/26-10/25 COPIER EXPENSE	152.60
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	15.34
COLUMN SOFTWARE, PBC	PC-LEGAL AD	922.93
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	28.57
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	36.99
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	60.48
		<u>1,216.91</u>
		\$

### FINANCE/RISK MANAGEMENT

AICPA	PC-2024/08/01-2025/07/31 MEMBERSHIP - TORDOFF	350.00
AMAZON.COM, LLC	PC-OFFICE SUPPLIES, SAFETY SUPPLIES	845.57
AMERICAN AIR LINES	PC-AIR FARE FOR WATERPARK VISIT-TORDOFF	508.57
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	207.89
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	15.34
GREAT PLAINS GOVERNMENT FINANCE OFFICERS ASSN	PC-2024/10/01-2025/09/30 MEMBERSHIP-SEVERSON	50.00
GREAT PLAINS GOVERNMENT FINANCE OFFICERS ASSN	PC-2024/10/01-2025/09/30 MEMBERSHIP-TORDOFF	50.00
GREAT PLAINS GOVERNMENT FINANCE OFFICERS ASSN	PC-2024/10/24-10/25 CONFERENCE REGISTRATION-SEVERSON	100.00

# MINUTE RECORD

## CLAIMS FOR NOVEMBER 19, 2024

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### FINANCE/RISK MANAGEMENT (cont'd)

INFOSAFE SHREDDING	ON-SITE SHREDDING SERVICE	30.00
ON STREET METERS FLOWBIRD	PC-PARKING FEE-METER 12111701	4.00
RED WING BUSINESS ADVANTAGE ACCOUNT	SAFETY SHOES-10 EMP	1,993.97
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	108.35
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	184.65
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	272.16
		<b>\$ 4,720.50</b>

### LIBRARY

AMAZON.COM, LLC	PC-4 APPLE IPADs, OFFICE SUPPLIES, SCREEN PRINTING PRESS, PROGRAM SUPPLIES, BOOKS, VIDEOS, TV WALL MOUNT	6,317.65
AMERICAN LIBRARY ASSOCIATION	ALA MEMBERSHIP DUES	737.00
CAPITAL BUSINESS SYSTEMS, INC	2024/09/30-10/30 COPIER EXPENSE	213.86
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	46.01
CREATIVE SITES, LLC	MEMORIAL BENCH- W/PLAQUE	3,048.00
DEMCO	BOOK CARTS	597.17
HISTORY NEBRASKA	PC-2024/09/01-2025/08/31 MEMBERSHIP FOR LIBRARY	35.00
INGRAM LIBRARY SERVICES	BOOKS	3,322.89
KAPCO	REPAIR TAPE	72.45
LAKESHORE LEARNING	PC-PROGRAM SUPPLIES-REIMB BY BLF	1,557.85
MATRIX BUSINESS SYSTEMS INC	2024/08/31-10/30 COPIER EXPENSE	7.86
MENARDS	PC-MICROWAVE	111.39
MIDWEST STORAGE SOLUTIONS	LIBRARY SHELVES	675.88
NEBRASKA EXTENSION-DOUGLAS SARPY	PC-PROGRAMS-BABYSITTING CLASSES	150.00
OMAHA PUBLIC POWER DISTRICT	2024/09/11-10/11 MONTHLY SERVICE	1,085.32
QUADIENT FINANCE USA, INC	PC-2024/09/08-12/07 POSTAGE METER LEASE	282.33
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	104.25
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	136.24
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	241.92
SCOTT WELCH	2024/11/30M WEB HOSTING AND SUPPORT	125.00
WALMART SUPERCENTER	PC-PROGRAM SUPPLIES	136.59
		<b>\$ 19,004.66</b>

### ADMINISTRATIVE SERVICES/PERSONNEL

AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	139.29
BENEFIT PLANS	2024/09/30Q ANNUAL PARTICIPANT FEES	1,081.25
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	15.34
COLUMN SOFTWARE, PBC	LEGAL AD	13.29
HUMAN RESOURCE ASSOC OF THE MIDLANDS	PC-HR TRAINING-DECKER	40.00
INFOSAFE SHREDDING	ON-SITE SHREDDING SERVICE	30.00
INTEGRATED CARE, LLC	2024/10/31M DRUG SCREENS, PHYSICALS	1,290.00
OMAHA PUBLIC POWER DISTRICT	2024/09/20-10/22 MONTHLY SERVICE	236.52
ONE SOURCE	2024/10/01-11/01 BACKGROUND CHECKS	147.50
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	100.33
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	134.12
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	302.40
ROMA ITALIAN RESTAURANT	PC-FOOD FOR P&I EMP	117.70
SOCIETY FOR HUMAN RESOURCE MANAGEMENT	PC-2024/08/14-2025/08/13 MEMBERSHIP-DECKER	264.00
UNITED STATES TREASURY	PCORI FORM 720 INTEREST AND LATE FEES-2021	454.12
UNITED STATES TREASURY	PCORI FORM 720 INTEREST AND LATE FEES-2022	420.67
UNITED STATES TREASURY	PCORI FORM 720 INTEREST AND LATE FEES-2023	337.22
UPS	PAYROLL PROCESSING	3.27
		<b>\$ 5,127.02</b>

### CODE ENFORCEMENT

AMAZON.COM, LLC	PC-OFFICE SUPPLIES	65.16
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	432.35
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	15.34
GREAT PLAINS UNIFORMS	UNIFORM ITEMS-M GREGURICH, T WOLD	344.00
GREAT PLAINS UNIFORMS	EMBROIDERED PANEL-A MENJIVAR	159.98
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	78.81
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	99.39
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	544.32
		<b>\$ 1,739.35</b>

# MINUTE RECORD

## CLAIMS FOR NOVEMBER 19, 2024

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### PUBLIC WORKS

ALFRED BENESCH & COMPANY	BPW-240122 GOOGLE FIBER INSTALLATION 2024/09/23-10/20	9,214.40
AMAZON.COM, LLC	PC-CLEANING SUPPLIES	28.25
AMERICAN AIR LINES	PC-AIR FARE-GOEDEKEN TO VISIT WATERPARK	416.95
AMERICAN COUNCIL OF ENGINEERING	PC-ZOOM ETHICS WEBINAR	25.00
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	432.35
CARHARTT, INC	PC-HI VIZ UNIFORM ITEMS	157.20
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	46.01
HOLLAND BASHAM ARCHITECTS, INC	PROFESSIONAL SERVICES ENTERTAINMENT DIST THRU 2024/09/27	25,058.75
IKEA	PC-SHOP BAGS	102.91
MATRIX BUSINESS SYSTEMS INC	2024/10/31M COPIER EXPENSE	152.99
ONE CALL CONCEPTS	2024/10/31M LOCATES	1,289.88
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	93.57
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	145.39
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	211.68
		<u>\$ 37,375.33</u>

### PARKS

ALEXANDER LAWN & LANDSCAPE, INC	2024/10/22 MOWING	1,093.35
ALEXANDER LAWN & LANDSCAPE, INC	2024/10/29 MOWING	1,093.35
AMAZON.COM, LLC	PC-DOGS WASTE BAGS, BUOY FOR WINTER	317.80
A-RELIEF SERVICES	PORTABLE RESTROOMS-CITY PARKS	1,096.58
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	179.42
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	15.34
CHICK-FIL-A	PC-MEALS	60.00
GRAINGER	PC-WORK GLOVES	315.17
J & J SMALL ENGINE SERVICE	PC-SPEED FEED HEAD	420.93
MENARDS	PC-CRACK FILLER	10.97
OMAHA PUBLIC POWER DISTRICT	2024/08/30-10/02 MONTHLY SERVICE	101.98
OMAHA PUBLIC POWER DISTRICT	2024/09/11-10/11 MONTHLY SERVICE	2,387.11
OMAHA PUBLIC POWER DISTRICT	2024/09/20-10/22 MONTHLY SERVICE	33.71
OMAHA PUBLIC POWER DISTRICT	2024/09/23-10/23 MONTHLY SERVICE	367.56
OMAHA PUBLIC POWER DISTRICT	2024/09/25-10/25 MONTHLY SERVICE	65.45
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	97.18
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	119.62
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	585.44
SITEONE LANDSCAPE SUPPLY	BALLFIELDS-50 LB SEED	2,445.42
SITEONE LANDSCAPE SUPPLY	LIQUID SNOW ICE MELT	1,493.52
TOMMY'S EXPRESS - PAPILLION	PC-CAR WASH	10.00
WESTLAKE ACE HARDWARE	PC-GLOVES	15.99
WESTLAKE ACE HARDWARE	PC-WEED KILLER	19.99
		<u>\$ 12,345.88</u>

### RECREATION

AMAZON.COM, LLC	PC-LAMINATING MACHINE	244.50
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	519.39
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	122.70
MENARDS	PC-BALLASTS-GILBERT POOL	99.96
METROPOLITAN UTILITIES DIST	2024/09/11-10/04 MONTHLY SERVICE	64.29
OMAHA PUBLIC POWER DISTRICT	2024/08/30-10/02 MONTHLY SERVICE	60.09
OMAHA PUBLIC POWER DISTRICT	2024/09/11-10/11 MONTHLY SERVICE	243.13
OMAHA PUBLIC POWER DISTRICT	2024/09/20-10/22 MONTHLY SERVICE	357.98
OMAHA PUBLIC POWER DISTRICT	2024/09/23-10/23 MONTHLY SERVICE	39.21
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	23.39
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	42.01
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	60.48
		<u>\$ 1,877.13</u>

### FACILITY MAINTENANCE

AMAZON.COM, LLC	PC-CLEANING SUPPLIES-LIBRARY KEYS FOR PAPER DISPENSERS	28.79
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	390.28
BIG RED LOCKSMITHS	MASTER KEYS	117.00
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	46.01

# MINUTE RECORD

## CLAIMS FOR NOVEMBER 19, 2024

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### FACILITY MAINTENANCE (cont'd)

DURABLE FLAGS, LLC	PC-REPLACE DAMAGED FLAGS	567.90
FERGUSON ENTERPRISES INC #1657	PC-PLUMBING SUPPLIES-1500 WALL ST, DIST 1	279.20
FIRE PROTECTION SERVICES, LLC	SEMI ANNUAL FIRE ALARM INSPECTION-SR CENTER, FLEET MAINTENANCE	270.00
GUTTER SUPPLY	PC-PLUMBING SUPPLIES-STREET	30.79
HD SUPPLY formerly Home Depot Pro	JANITORIAL SUPPLIES	628.70
IDEAL PURE WATER COMPANY	BOTTLED WATER	17.25
INTERSTATE POWER SYSTEMS, INC	GENERATOR MAINTENANCE-CITY HALL	1,012.19
JACKSON SERVICES, INC	DOOR MAT SERVICE-CITY BUILDINGS	144.05
MCDONALD AND ASSOCIATES	PC-MEAL (CARD USED BY MISTAKE-REIMB)-ZIMMER	6.84
MENARDS	PC-BATTERIES, CLEANING SUPPLIES, PADLOCKS, PLUMBING SUPPLIES, PRIMER, LUMBER, FLAPPER, LOCKNUTS	457.01
OMAHA DOOR & WINDOW COMPANY, INC	PC-WEATHERSTRIPPIN, PHOTO EYE	705.25
OMAHA PUBLIC POWER DISTRICT	2024/09/11-10/11 MONTHLY SERVICE	1,159.85
OMAHA PUBLIC POWER DISTRICT	2024/09/20-10/22 MONTHLY SERVICE	237.03
OMAHA PUBLIC POWER DISTRICT	2024/09/23-10/23 MONTHLY SERVICE	42.53
PRECISE	FLAT DATA PLAN	161.00
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	92.16
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	115.34
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	272.16
ROCHESTER MIDLAND CORPORATION	2024/11/30M WATER ENERGY TEAM FIXED BILLING	345.00
SHERWIN WILLIAMS CO	PC-PAINT-LIBRARY, BALDWIN	66.36
TRICO MECHANICAL SERVICES	A/C MAINTENANCE, FILTER-SR CENTER	590.74
VOSS LIGHTING	PC-LIGHTS-1510 WALL ST, DIST 1	307.80
VOSS LIGHTING	FLUORESCENT LIGHT	78.30
WEBSTAIRANT STORE	PC-PRE RINSE FAUCET-DIST 1	224.99
WESTLAKE ACE HARDWARE	PC-KEY BLANKS, LANDSCAPING SUPPLIES	24.16
		<b>\$ 8,418.68</b>

### CEMETERY

AMAZON.COM, LLC	PC-OFFICE SUPPLIES	75.40
A-RELIEF SERVICES	2024/10/05-11/01 PORTABLE RESTROOM	199.00
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	46.43
CAPITAL BUSINESS SYSTEMS, INC	2024/11/06-12/05 COPIER EXPENSE	15.45
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	12.08
COX BUSINESS SERVICES	2024/10/22-11/21 MONTHLY SERVICE	91.99
HD SUPPLY formerly Home Depot Pro	JANITORIAL SUPPLIES	167.78
OMAHA PUBLIC POWER DISTRICT	2024/09/20-10/22 MONTHLY SERVICE	233.10
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	30.30
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	37.64
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	90.72
		<b>\$ 999.89</b>

### STREETS

ALFRED BENESCH & COMPANY	BPW-220813 STREESTSCAPING MISSION 2024/09/23-10/20	59,771.05
ALFRED BENESCH & COMPANY	BPW-190815 CAFEHART RD SVCS 2024/09/23-10/20	3,240.00
AMAZON.COM, LLC	PC-42IN TV, CLEANING SUPPLIES, OFFICE SUPPLIES	537.85
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	333.68
AVERY RENTS	PROPANE FOR ASPHALT TACK	83.51
BURRELL ENTERPRISES, LLC	CONSTRUCT DOUBLE CONCRETE INLET-MARTIN DR	6,360.00
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	107.36
EARNEST CONSTRUCTION GROUP, INC	BPW-240102 CONCRETE PROJECT THRU 2024/11/02	105,095.58
INDEPENDENT SALT CO	SALT/ICE CONTROL	9,810.79
JEREMY JOHNSON	REIMB MILEAGE FOR CDL TRAINING	279.69
KEYMASTERS OF GREATER OMAHA, INC	DOOR KEYS, GATE KEYS	85.00
MARTIN ASPHALT	BULK ASPHALT TACK	508.00
MARTIN MARIETTA MATERIALS	CRUSHED ROCKS	9,294.00
MARTIN MARIETTA MATERIALS	CRUSHED ROCKS	109.38
MENARDS	PC-LUMBER FOR CONCRETE FORM, LUMBER FOR SIGN POSTS	219.96
MICHAEL TODD INDUSTRIAL SUPPLY	STEEL BANDING	2,552.00
MIDWEST STORAGE SOLUTIONS	FURNITURE FOR ODORANT BUILDING-FINAL	1,020.24

# MINUTE RECORD

## CLAIMS FOR NOVEMBER 19, 2024

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### STREETS (cont'd)

OMAHA PUBLIC POWER DISTRICT	2024/08/30-10/02 MONTHLY SERVICE	76.71
OMAHA PUBLIC POWER DISTRICT	2024/09/03-09/27 MONTHLY SERVICE	35.02
OMAHA PUBLIC POWER DISTRICT	2024/09/11-10/11 MONTHLY SERVICE	517.77
OMAHA PUBLIC POWER DISTRICT	2024/09/19-10/21 MONTHLY SERVICE	242.37
OMAHA PUBLIC POWER DISTRICT	2024/09/20-10/22 MONTHLY SERVICE	41.82
OMAHA PUBLIC POWER DISTRICT	2024/09/23-10/23 MONTHLY SERVICE	705.27
OMAHA PUBLIC POWER DISTRICT	2024/09/25-10/25 MONTHLY SERVICE	12,238.03
OMAHA PUBLIC POWER DISTRICT	2024/09/27-10/29 MONTHLY SERVICE	91,773.94
OMAHA PUBLIC POWER DISTRICT	REPLACE LIGHT POLE-JFK OFF RAMP TO FAIRVIEW	3,257.23
OMAHA PUBLIC POWER DISTRICT	REPLACE STREET LIGHT POLE-370 E OF 48TH	6,385.37
OMAHA PUBLIC POWER DISTRICT	REPLACE LIGHT POLE-HWY 34 NB	4,563.85
OMNI ENGINEERING	ASPHALT	2,145.04
READY MIXED CONCRETE COMPANY	CONCRETE	5,122.77
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	350.27
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	451.26
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	1,048.72
SWAIN CONSTRUCTION, INC	BPW-240102 CONCRETE PROJECT THRU 2024/10/02	58,861.15
WESTLAKE ACE HARDWARE	PC-MARKERS & RESTROOMS SIGNS	10.98
		<b>\$ 387,235.66</b>

### FLEET MAINTENANCE

A&L HYDRAULICS, INC	PC-CYLINDER	762.65
ALLIED OIL & TIRE COMPANY	GLOBAL COOLANT, DEF FLUID	1,260.20
AMAZON.COM, LLC	PC-CREDIT-REPLACEMENT KEY FOB, COUPLERS, FILTERS, HEADLIGHTS, OXIDE SENSOR, HOSE, FOOT PADS, JACK, WRENCH SET	840.34
ARNOLD MOTOR SUPPLY, LLC	PARTS	52.99
ARROW TOWING	TOW FOR ENG41	450.00
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	46.43
AUTOMOTIVE WAREHOUSE DIST, INC	ANCO PARTS, RAYBESTOS PARTS, MILTON PARTS, GREASE, BRAKLEEN, CURT PARTS	1,406.26
BAUER BUILT TIRE & SERVICE	SERVICE BYPASS-ALIGNMENT, TIRES	3,600.86
BAXTER FORD	PC-ARM ASSY, HUB ASSY, BRACKETS, GEAR RACK & PINION, HOSE, MOULDING, SENSOR, SHAFT,	3,557.23
BEARDMORE CHEVROLET	PC-INSTALL AND PROGRAM CODE, SENSOR	894.93
BOBCAT OF OMAHA	PC-SEAL, CORD, WINDOW	322.04
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	61.35
CLAYS PUMP & EQUIPMENT CO	REPAIR ATF LINES IN SHOP	246.72
CORNHUSKER INTERNATIONAL TRUCKS	PC-AIR SPRING, BRAKE DRUM, CARTRIDGES, DUAL HORN, FITTINGS, EXHAUST SHIELD, CLAMPS	3,249.85
CUMMINS SALES AND SERVICE	PC-PRESSURE SENSOR, TEMPERATURE SENSOR	223.28
DULTMEIER SALES LLC	PC-PIPE REDUCER, NIPPLES, VALVES	80.70
EDWARDS CHEVROLET-CADILLAC	PC-SENSOR	201.11
ELLIOTT EQUIPMENT CO	PC-CREDIT-TAILGATE GASKET	(492.22)
FACTORY MOTOR PARTS CO	OIL FILTERS	12.04
FLAGSHIP ONE INC	PC-WARRANTY	165.00
FLEET PRIDE	PC-PARTS	379.96
FORCE AMERICA DISTRIBUTING, LLC	PC-CAMERA	334.60
GRAHAM TIRE COMPANY	PC-TIRES	675.00
INLAND TRUCK PARTS CO	PC-QUICK RELEASE VALVE, VALVE AND CAP ASSY	583.95
INTERSTATE BATTERIES	PC-BATERIES	1,446.93
INTERSTATE POWER SYSTEMS, INC	PC-SWITCH	42.93
J & J SMALL ENGINE SERVICE	PC-DIODE, FILTER, MOTION CONTROL, OCD GATE, SPEED FEED HEAD	498.17
JASPER WELLER, LLC	PC-GASKET, VALVE CAP	313.08
JIM HAWK TRUCK TRAILERS	PC-CARTRIDGES, STEEL TOE SHOE KITS	377.68
KRIHA FLUID POWER CO	PC-BALL VALVE, FITTINGS, TRIPLE-LOK, STRUT ASSY, CAPS, PLUG KITS	1,365.10
LIQUIDSPRING, LLC	PC-STRUT ASSY	1,400.84
MACQUEEN EQUIPMENT, LLC	PC-CABLE TEMP CONTROL, PRESSURE SWITCH, PNEUMATIC SPRINGS, SPROCKETS	1,353.57
MATHESON TRI-GAS INC	PC-ACETYLENE, STEEL CLAMP	202.15
McMULLEN FORD	PC-SEPARATOR ASSEMBLY	112.14
MENARDS	PC-CHAIN LUBE, CLEANING SUPPLIES, TAPE, SPRAY PAINT, BATTERIES	282.15
MIDLANDS AUTO REPAIR	PC-ALIGNMENT	125.00

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## CLAIMS FOR NOVEMBER 19, 2024

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### FLEET MAINTENANCE (cont'd)

MURPHY TRACTOR	PC-2024/09/01-2025/08/31 SOFTWARE UPDATE	2,606.00
MURPHY TRACTOR	PC-BOLTS, CENTER BAR, EXHAUST VALVE, LIFT PUMP, FILTER, TENSIONER, IDLER, ISOLATORS, RADIATOR HOSE, SNAP RINGS, THERMOSTAT FILTERS, BULK TRAILER WIRE, DRILL BITS, VALVE COVER, FIT BELT, HARNESS, LAMPS, FITTINGS, BRAKE HOSE, GROMMETS, RADIATOR	7,434.34
NAPA AUTO PARTS	CROWN LOCK NUTS, BLACK TY-RAP, EYELETS, SOCKET HEADS,	1,483.00
NEBRASKA IOWA INDUSTRIAL FASTENERS, INC	PC-GAUGE, TOOTH	559.15
NMC GROUP, INC	2024/09/23-10/23 MONTHLY SERVICE	1,209.89
OMAHA PUBLIC POWER DISTRICT	PC-TIRES	909.96
QUALITY TIRE, INC	2024/10/31M LIFE	258.00
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	177.10
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	257.55
RELIANCE STANDARD LIFE INSURANCE CO	PC-TOW CHARGE	483.84
ROGER'S TOWING	PC-GROOVE NIPPLE, GROOVE, GASKET	300.00
SCHIMBERG CO	PC-CARBIDE TIP HOLE SAW	228.18
TOOL SHED OF OMAHA	V CONNECTORS	106.48
TOYNE, INC	PC-BRINE TANK STRAP, SNOW PLOW MOUNTS	643.68
TRI-V TOOL & MFG CO	PC-DEF FILTER KIT, KIT FILTER	1,450.00
TRUCK CENTER COMPANIES-OMAHA	USED FRONT SEAT FOR C670	902.79
UNITED AUTO RECYCLERS	UNIFORM RENTAL SERVICE, FENDER COVERS	245.00
WALKERS UNIFORM RENTAL	PC-CLAMPS, TIRE SENSORS	541.98
WELDON PARTS INC		1,505.65
		<b>\$ 47,737.60</b>

### PLANNING

AMAZON.COM, LLC	PC-BRAILLE RESTROOM SIGNS	30.99
AMERICAN AIR LINES	PC-PALM TO DALLAS TO VISIT WATERPARK	416.95
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	46.43
CAPITAL BUSINESS SYSTEMS, INC	2024/09/18-10/17 COPIER EXPENSE	62.38
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	30.67
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	39.25
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	57.46
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	90.72
		<b>\$ 774.85</b>

### PERMITS & INSPECTIONS

AMERICAN AIR LINES	PC-AIR FARE FOR WATERPARK VISIT	223.48
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	1,029.62
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	30.67
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	111.94
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	146.55
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	272.16
SOUTHWEST AIRLINES	PC-AIR FARE FOR WATERPARK VISIT	148.98
		<b>\$ 1,963.40</b>

### POLICE

911 CUSTOM, LLC	POWDER BARRICADE INERT ROUNDS	928.20
AMAZON WEB SERVICES, INC	2024/10/31M AMAZON WEB SERVICES	946.39
AMAZON.COM, LLC	PC-BATTERIES, CORD REE, FOLDING TABLES, INSTANT CANOPY, TABLET, OFFICE SUPPLIES, SWAT UNIFORMS	1,454.10
ANARCHY OUTDOORS	2024/09/22-10/21 MONTHLY SERVICE	1,872.26
AT&T MOBILITY	REIMB PER DIEM FOR TRAINING	7,657.01
LARRY LAMPMAN	TOW CHARGE	265.50
AUTO BODY AUTHORITY	2024/10/31M POLICE PENSION PLAN-MD, JG, MG	100.00
BENEFIT PLANS	2024/09/17-10/16 COPIER EXPENSE	8,817.56
CAPITAL BUSINESS SYSTEMS, INC	2024/10/22-11/21 MONTHLY SERVICE	82.15
CENTURY LINK	2024/10/01-2025/09/30 SDLEA YEARLY FEE	245.40
CITY OF LAVISTA	PC-2024/08/23-2025/08/23 SOFTWARE RENEWAL, EQUIPMENT	32,500.00
CRASH DATA GROUP	2024/10/31M BOTTLED WATER	5,626.98
CULLIGAN OF OMAHA	PER DIEM FOR TRAINING PER RECEIPTS	543.55
DANIEL GERMAN	2024/09/01-2025/08/31 MOTORCYCLE LEASE	78.58
DILLON BROTHERS H-D BUELL	FORENSIC FEES	20,160.00
DOUGLAS COUNTY SHERIFF OFFICE	2024/10/21 - DEA VEHICLE LEASE REKEY	50.00
ENTERPRISE FM TRUST	DIFFERENCE CHARGE -TO BE REFUNDED	500.00
FIRST INTERSTATE BANK	SUBPOENA FEE FOR RECODS	31.25

# MINUTE RECORD

## CLAIMS FOR NOVEMBER 19, 2024

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### POLICE (cont'd)

FIRST NATIONAL BANK OF OMAHA	SUBPOENA FEE FOR RECORDS	45.30
GALL'S, LLC	S&W NICKEL CUFFS-J MARRS	78.92
GOVDIRECT, INC	PANAZONIC AC ADAPTERS, LAPTOP COMPUTERS	2,484.98
GREAT PLAINS UNIFORMS	UNIFORM ITEMS, SEW PATCHES, BACK PANELS	524.98
HEARTLAND HUMANE BAT REMOVAL	BAT EXCLUSION SERVICES	2,850.00
HOPE VALENTINE, LLC	2024/10/31M MENTAL HEALTH 7 HOURS	1,050.00
INFOSAFE SHREDDING	2024/11/05 ON-SITE SHREDDING	150.00
JACKSON SERVICES, INC	DOOR MAT SERVICE	163.48
JAMES WAGNER	REIMB PER DIEM AND TRANSPORTATION FOR TRAINING	144.01
KISHAN MANNING	IACP CONFERENCE PER DIEM AND	550.51
KURT STROEHER	REIMB PER DIEM AND EXPENSES TO PICK UP	328.03
MAGNET FORENSICS	PC-2024/11/01-2025/10/31 AXIOM SOFTWARE	10,140.00
MAGNET FORENSICS	PC-2024/08/15-2025/08/14 OUTRIDER SOFTWARE	850.00
MARRIOTT MARQUIS-WASHINGTON, DC	PC-CREDIT-LODGING FOR TRAINING-LARR	(0.01)
MATRIX BUSINESS SYSTEMS INC	2024/10/31M COPIER EXPENSE	356.16
MBF INDUSTRIES, INC	POLICE SHARE MOBILE COMMAND POST	238,619.00
MENARDS	PC-TAPE	78.96
MICHAEL A LEGBAND	REIMB PHONE CASE	59.55
MOTOROLA SOLUTIONS, INC	M500 KITS FOR NEW CRUISER BUILDS &	87,398.95
MSAB INCORPORATED	PC-2024/09/30-2025/09/30 XRY LICENSE RENEWAL	4,305.00
MYZONE, INC	PC-2024/08/31M WELLNESS PROGRAM	75.00
NATIONAL ASSOCIATION OF SCHOOL	PC-2024/09/15-2025/09/15 MEMBERSHIP-BANKS	50.00
NEBRASKA DEPARTMENT OF MOTOR VEHICLES	UNDERCOVER LICENSE PLATES	41.00
NEBRASKA LAW ENFORCEMENT TRAINING	PC-PROCESSING FEES-POHEVITZ	200.00
NEBRASKA LAW ENFORCEMENT TRAINING	PC-TESTING FEES	350.00
NEBRASKA SECRETARY OF STATE	PC-2024/10/02-2028/10/02 NOTARY -BEES	30.00
OMAHA PUBLIC POWER DISTRICT	2024/09/11-10/11 MONTHLY SERVICE	37.09
PAT KOCHENDERFER	2024/10/31M CONTRACTED HOURS	294.89
PORTABLE STORAGE OF NEBRASKA, LLC	PC-2024/08/26-09/25 EVIDENCE STORAGE	164.00
PORTABLE STORAGE OF NEBRASKA, LLC	PC-2024/09/02-10/01 EVIDENCE STORAGE	164.00
PRIME COMMUNICATIONS, INC	2024/07/25-2025/07/24 HOSTED SERVICES	500.00
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	1,088.96
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	2,650.45
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	4,032.80
SAM'S CLUB DIRECT	PC-WELCOME CEREMONY SUPPLIES	20.98
SHERATON - DALLAS	PC-LODGING FOR TRAINING-BOYLE	653.31
SLEEP INNS AND SUITES	PC-LODGING FOR TRAINING-J MANNING	242.26
SPARTAN NASH STORES, LLC	PC-FOOD FOR PARADE VOLUNTEERS, WELCOME CEREMONY SUPPLIES	135.99
THE GPS STORE, INC	GPS FOR CRUISERS	835.50
TWIN CREEK ANIMAL HOSPITAL	VET VISIT-CHECQUE	367.96
TX PAPIILLION LLC	2024/10/30M CAR WASHES	29.99
UNMANNED VEHICLE TECHNOLOGIES, LLC	REPLACEMENT FOR DRONE	8,819.30
UPS STORE	PC-MAILING CHARGES	20.45
VIKTOS, LLC	PC-UNIFORMS	1,536.20
VISTA PRINT	PC-BUSINESS CARDS	95.98
WALMART SUPERCENTER	PC-WELCOME CEREMONY SUPPLIES	28.98
WORK FIT OCCUPATIONAL HEALTH	HEALTH SCREENING-NEW RECRUIT	438.93
		<b>\$ 454,940.77</b>

### FIRE & RESCUE

AMAZON.COM, LLC	PC-AIR PUMP FOR GEAR DRYER, COUPLINGS, FILTERS, EMS NOTEBOOKS, RESCUE THROW BAGS, MARKING KITS, SHOES, RIGGING ROPES, ICE BAGS, REIMB FOR SERVICE-J MCGUIRE	2,273.91
AETNA	REIMB FOR SERVICE-P FLETMEYER	92.62
AETNA MEDICARE REFUNDS	2024/09/30M OXYGEN CYLINDER RENTAL	89.66
AIRGAS USA, LLC	OXYGEN	170.29
AIRGAS USA, LLC	2024/09/22-10/21 MONTHLY SERVICE	338.45
AT&T MOBILITY	MEDICAL SUPPLIES, PHARMACY SUPPLIES	2,326.29
BOUND TREE MEDICAL, LLC	2024/10/22-11/21 MONTHLY SERVICE	9,769.64
CENTURY LINK	PC-LABORATORY FEES	122.70
CLIA LABORATORY	PC-2024/08/31M SHARE OF FAX SERVER	248.00
EC DATA SYSTEMS, INC	REIMB PER DIEM, TRANSPORTATION FOR TRAINING	7.95
FRANK GUIDO	REIMB FOR SERVICE	632.48
FRANK GUIDO	NAME PLATES, SWEATSHIRTS, SHOES, SHIRTS	87.34
GAYLE FITCH	GENERATOR REPAIR-DIST 2	1,077.43
GREAT PLAINS UNIFORMS		2,046.77
INTERSTATE POWER SYSTEMS, INC		

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## CLAIMS FOR NOVEMBER 19, 2024

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### FIRE & RESCUE (cont'd)

MACQUEEN EQUIPMENT, LLC	BOOTS-SCHRAM	203.00
MARCO TECHNOLOGIES, LLC	2024/09/02-10/01 COPIER EXPENSE	119.35
MARCO TECHNOLOGIES, LLC	2024/09/27-10/26 COPIER EXPENSE	55.52
MARCO TECHNOLOGIES, LLC	2024/08/27-09/26 COPIER EXPENSE	55.16
MARKING REFRIGERATION, INC	ICE MACHINE MAINTENANCE-ALL DIST	2,240.00
MBF INDUSTRIES, INC	SHARE OF MOBILE COMMAND POST	238,619.00
McKESSON MEDICAL-SURGICAL GOVT	MEDICAL SUPPLIES	462.38
MENARDS	PARTS FOR BUNKER GEAR DRYERS, BINDERS, CLEANING SUPPLIES	2,457.18
MILLARD APPLIANCE SERVICE, INC	STOVE REPAIR-DIST 1	384.00
OMAHA PUBLIC POWER DISTRICT	2024/08/30-10/C2 MONTHLY SERVICE	1,310.15
OMAHA PUBLIC POWER DISTRICT	2024/09/11-10/11 MONTHLY SERVICE	1,638.51
OMAHA PUBLIC POWER DISTRICT	2024/09/20-10/22 MONTHLY SERVICE	737.72
OMAHA PUBLIC POWER DISTRICT	2024/09/23-10/23 MONTHLY SERVICE	2,255.39
OMAHA PUBLIC POWER DISTRICT	2024/09/25-10/25 MONTHLY SERVICE	860.34
PELICAN PRODUCTS, INC	PC-REPLACEMENT PELICAN CASE	15.00
PELICAN PRODUCTS, INC	PC-TAX ON PELICAN CASE	1.06
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	839.32
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	1,831.26
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	2,801.44
STERICYCLE, INC	2024/09/04 ON-SITE SHREDDING SERVICE	144.00
SUPER VACUUM MANUFACTURING CO	PC-INDEX PLUNGER	74.00
THE NEBRASKA MEDICAL CENTER	2024/07-09Q1 MEDICAL DIRECTOR	12,342.74
TYLER EBEL	REIMB PER DIEM AND TRANSPORTATION-CMD POST	112.62
UPS STORE	PC-SHIPPING TO RETURN OLD PELICAN CASE	51.69
WESTLAKE ACE HARDWARE	PC-BRASS HOSE	13.99
		<b>\$ 288,908.35</b>

### NON-DEPARTMENTAL/CONTRACTS

AMERICAN NATIONAL BANK	2024/10/31M ANALYSIS CHG	536.21
CENTURY LINK	2024/09/20-10/ 9 MONTHLY SERVICE	76.18
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	498.42
DREFS TREE SERVICE	CUT DOWN DAMAGED TREE BY STORM-612	3,600.00
HEARTLAND MARKETING & COMMUNICATIONS, JUSTIN THOMS	2024/09/30-10/27 SOCIAL MEDIA CAMPAIGN CAPHEART, CUNNINGHAM, 36TH ST FARMING	3,179.25 11,081.25
LOCKTON COMPANIES, LLC	2024/11/30M WELLNESS CONSULTING FEE	1,875.00
LOGAN CONTRACTORS SUPPLY	PC-SAND COVERS, CONCRETE CURE	1,395.00
MID-AMERICAN SIGNAL	REPAIRS TO SIGNAL CABINET DUE TO WINDSTORM	45,338.00
OVERHEAD DOOR CO OF OMAHA	PC-ALUM RETAINER, BOTTOM SEAL-STORM	70.00
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA	2024/09/30M MAT SERVICES 1793 MILES	6,476.00
SARPY COUNTY COURT HOUSE	2024/11/30M ANIMAL CONTROL	17,535.00
SCOTT WELCH	PC-2024/09/30M MONTHLY WEB MAINTENANCE	125.00
		<b>\$ 91,785.31</b>

### INFORMATION TECHNOLOGY

AMAZON.COM, LLC	PC-BATTERY LUGS, SURGE PROTECTORS, USB CABLES, TV WALL MOUNT	164.04
DELL MARKETING L.P.	CABLES FOR IT, COMPUTERS	8,988.00
HOSTGATOR.COM	PC-2024/09/30M DOMAIN MAINTENANCE	87.99
MENARDS	PC-SOLDERING IRON	43.36
MOTOROLA SOLUTIONS, INC	COMMUNICATION EQUIP BUNDLE, RADIO EQUIPMENT	10,823.06
SHEPPARD'S BUSINESS INTERIORS, INC	DOWNPAYMENT OF 50% OF CUBICLES FOR IT	5,948.00
SHI INTERNATIONAL CORP	POWER PROFG USER SOFTWARE 2024/10/16- 2025/10/16	357.45
SHI INTERNATIONAL CORP	ZSCALER BUSINESS EDITION 2024/12/21- 2025/12/20	23,770.68
SHI INTERNATIONAL CORP	ADOBE ACROBAT SOFTWARE RENEWAL 2024/11/04-2025/11/04	8,455.11
TESSCO	MALE CRIMP CONNECTORS	180.67
TJ CABLE	2024/10/31M LOCATES	200.00
WASABI TECHNOLOGIES, LLC	PC-2024/07/11-08/11 CLOUD STORAGE	7.22
		<b>\$ 59,025.58</b>

# MINUTE RECORD

## CLAIMS FOR NOVEMBER 19, 2024

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### BELLEVUE BAY INDOOR WATERPARK

AMERICAN RESORT MANAGEMENT, LLC	2024/10/31M BELLEVUE INDOOR WATERPARK SERVICES	12,500.00
HOLLAND BASHAM ARCHITECTS, INC	DESIGN & ENGINEERING FOR BELLEVUE WATERPARK	2,266,290.00
		<u>\$ 2,278,790.00</u>

### 2206 LONGO DR-ANNEX

AMAZON.COM, LLC	PC-ALL WEATHER WIFI-LIBRARY	536.48
ANDERSON INDUSTRIAL ENGINES CO	PC-MOTOR-LONGO	230.00
AOI CORPORATION	FURNITURE FOR LIBRARY-FINAL	162,085.92
C&E INDUSTRIES	2024/09/30M JANITORIAL SERVICE	995.10
C&E INDUSTRIES	2024/09/30M JANITORIAL SERVICE	2,996.00
CENTURY LINK	2024/10/04-11/03 MONTHLY SERVICE	132.10
CERRIS SYSTEMS NORTH CENTRAL, INC	MAIN PUMP FOR CHILLED WATER IN ALARM	285.00
CERRIS SYSTEMS NORTH CENTRAL, INC	LIBRARY AREA HP REPLACEMENT	10,286.00
CERRIS SYSTEMS NORTH CENTRAL, INC	LIBRARY AREA HP ROTATION	6,438.00
COX BUSINESS SERVICES	2024/09/27-10/26 MONTHLY SERVICE	147.00
DURABLE FLAGS, LLC	PC-WINCH DOOR, LOCK BOX-LONGO DR	139.00
FISH WINDOW CLEANING	WINDOW CLEANING ON 09/30/24	2,673.93
MENARDS	PC-LIGHTS-LONGO DR	36.98
METAL LOGOS	CUSTOM EXTERIOR WALL DISPLAY-LIBRARY	6,951.01
METROPOLITAN UTILITIES DIST	2024/09/05-10/03 MONTHLY SERVICE	53.41
METROPOLITAN UTILITIES DIST	2024/09/05-10/03 MONTHLY SERVICE	2,749.34
OMAHA PUBLIC POWER DISTRICT	2024/08/24-09/23 MONTHLY SERVICE	9,014.93
PAPILLION SANITATION	2024/10/31M SERVICE	359.30
PROTECH PEST CONTROL	PEST CONTROL ON 10/04/24	149.80
RAPID GRAPHICS	FLIPPED PANELS AND LIFT TRUCK SERVICE	683.00
SCHUMACHER ELEVATOR COMPANY	2024/09/30Q ELEVATOR MAINTENANCE	553.34
SELDIN LLC	PROJECT OVERSITE - PORT FORWARDING INTERNET, TELEPHONE	112.50
SELDIN LLC	MANAGEMENT FEES	1,450.00
STERICYCLE, INC	2024/10/31M SERVICE	180.85
TAILORED LAWNS, INC	WEED CONTROL	350.00
TITANIUM FIRE SPRINKLER COMPANY	FIRE SPRINKER SERVICE ON 09/13/24	725.00
TITANIUM FIRE SPRINKLER COMPANY	LEAK IN DRY SYSTEM PIPING	535.00
WATERLINK INC	2024/10/31M WATER TREATMENT SERVICE	431.63
		<u>\$ 211,280.62</u>

### WASTERWATER

AMAZON.COM, LLC	PC-OFFICE SUPPLIES, WIFI ADAPTERS, BATTERY PACK	206.04
AMERICAN NATIONAL BANK	2024/10/31M ACCT 1034 ANALYSIS CHG	38.76
AT&T MOBILITY	2024/09/22-10/21 MONTHLY SERVICE	1,042.58
CENTURY LINK	2024/10/22-11/21 MONTHLY SERVICE	580.63
COX BUSINESS SERVICES	2024/10/18-11/17 MONTHLY SERVICE	92.49
GEARHART CONSTRUCTION & PLUMBING INC	EMERGENCY SEWER REPAIR JEWELL RD	8,245.00
HDR ENGINEERING, INC	BPW-201109 SO LIFT STATION 2024/07/28-08/24	1,076.67
MENARDS	PC-CORNERS & BRACES, WATER, DEGREASER, DRILL BITS, BATTERIES, TARS, RATCHET, PAINT	696.92
NAPA AUTO PARTS	PC-TIRE KITS, UNDERCOAT	21.56
OMAHA PUBLIC POWER DISTRICT	2024/09/10-10/11 MONTHLY SERVICE	721.62
OMAHA PUBLIC POWER DISTRICT	2024/09/11-10/11 MONTHLY SERVICE	2,501.69
OMAHA PUBLIC POWER DISTRICT	2024/09/20-10/22 MONTHLY SERVICE	1,477.92
OMAHA PUBLIC POWER DISTRICT	2024/09/23-10/23 MONTHLY SERVICE	637.12
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LIFE	154.33
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/31M LTD	192.20
RELIANCE STANDARD LIFE INSURANCE CO	2024/10/30M DENTAL	534.64
		<u>\$ 18,220.17</u>

### COMMUNITY BETTERMENT

OMAHA PUBLIC POWER DISTRICT	2024/09/25-10/25 MONTHLY SERVICE	100.24
		<u>100.24</u>

### COMMUNITY DEVELOPMENT

BELLEVUE VOL FIRE DEPT	PARKING AREA MAINTENANCE	6,337.00
HOUSING FOUNDATION FOR SARPY COUNTY	CAPACITY BUILDING REIMB REQUEST	6,181.79
LIFTUP SARPY	2024/09/30Q EXPENDITURES	7,835.13
		<u>\$ 20,353.92</u>

# MINUTE RECORD

## CLAIMS FOR NOVEMBER 19, 2024

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### ECONOMIC DEVELOPMENT

COLUMN SOFTWARE, PBC  
JUSTIN THOMS  
JUSTIN THOMS

PC-LEGAL AD  
OFFUTT FARM HARVEST NE CORNER OF 34 & 75  
DISKING WEEDS, PLANT WINTER WHEAT-  
2024/07/10-09/12

45.39  
2,142.00  
7,820.00

\$ 10,007.39

### BELLEVUE MUNICIPAL BUILDING

BLACK HILLS ENERGY

2024/10/01-10/31 MONTHLY SERVICE

41.40

\$ 41.40

TOTAL CLAIMS FOR NOVEMBER 19, 2024

\$ 3,971,835.77

TOTAL PAYROLL FOR NOVEMBER 8, 2024

\$ 1,832,767.86



\*8a.  
11/19/2024

City of Bellevue  
Office of the Mayor  
1500 Wall St. • Bellevue, Nebraska • 68005 • 402-293-3022

## MEMO

To: Council President Paul Cook and Councilmember's

From: Mayor Rusty Hike

Subject: Appointment to the Board of Adjustment

Date: November 8th, 2024

Please consider the following for appointment to the Bellevue Board of Adjustment he will serve the remaining term of Randall Lasenburg who resigned, with a term ending February 2025.

Rob Klug  
2002 Geri Circle  
Bellevue NE 68147  
(402) 659-9714  
[Klug89@yahoo.com](mailto:Klug89@yahoo.com)

**Robert James Klug**  
**2002 Geri Circle**  
**Bellevue, NE 68147**  
**402.659.9714**  
**klugr89@yahoo.com**

**Objective:** Bellevue Planning Commission

**Education:** Peru State College/Chadron State/Wayne State  
Endorsements/Certificates: Curriculum & Instruction/Administration  
Master of Science in Education 2016  
Ed. Specialist Degree 2021

University of Nebraska at Omaha  
Endorsement: Social Science, 7-12  
Bachelor of Science in Education 2009

### **Teaching**

**Experience:** Millard North High School, Millard Public Schools  
Omaha, Nebraska: AP Human Geography & American History

- Develop and taught thought provoking lesson plans
- Implemented a constructive classroom management style
- Generate both formative and summative assessments to check students' learning
- Used technology throughout lessons to better help student comprehension
- Stay current on the ever changing subjects and curriculum changes
- Construct and maintain relationships with parents, faculty, and students

Bellevue West High School, Bellevue Public Schools, 2009 - 2022  
Bellevue, Nebraska: 9<sup>th</sup> Grade American History

### **Leadership**

**Experience:** Administrative Intern  
Millard North High School, 2022 - 2023

- Organize a data tracking system to monitor and improve student attendance
- Communicate with counselors, administrators, & parents regarding student progress
- Connecting with students and promoting the importance of attendance

Assistant Athletic Director

Millard North High School, 2022 - 2023

- Supervise a variety of varsity and lower level contests
- Communicate with staff of upcoming schedule and throughout events
- Coordinate with athletic director on scheduling

Strategic Planning Committee Member

Millard Public Schools, 2022

- Worked collaboratively with stakeholders on developing five year plan
- Led group of committee members on connecting with other school districts
- Presented to committee about the impact communication can have on our district

Millard Leadership Academy Member

Millard Public Schools, 2022 - 2023

- Analyzed district data
- Connected with aspiring leaders within the district
- Conducted interviews and attended meetings to better learn about the district

**Leadership**

**Experience Continued:**

Bellevue West High School

Ninth Grade Team Leader: 2013 - 2022

Co Teacher Facilitator: 2014 - 2022

Literacy Team Facilitator: 2017 - 2022

Bellevue Leadership Academy Member: 2016 & 2020

PBIS Committee Member: 2019 - 2022

MTSS-B Facilitator: 2020 - 2022

**Coaching**

**Experience:** Bellevue West High School, Bellevue Public Schools  
Football Head Coach, 9<sup>th</sup> Grade, Fall 2014 – 2022

Bellevue West High School, Bellevue Public Schools  
Head Coach, Boys Golf, Spring 2014 - 2022

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

11a.  
11/19/2024

COUNCIL MEETING DATE: October 15, 2024		SUBMITTED BY: Tammi Palm, Planning Director	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input checked="" type="checkbox"/>	PUBLIC HEARING <input type="checkbox"/>	
RESOLUTION <input type="checkbox"/>	CURRENT BUSINESS <input type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

Request to rezone Lot 1, Southeast Plaza, from ML to BG for the purpose of commercial development.  
Applicant: Maraton Equity, LLC. General location: 909 Fort Crook Road North.

SYNOPSIS/BACKGROUND:

John Larsen, on behalf of Marathon Equity, LLC, is requesting a change of zone from ML (Light Manufacturing) to BG (General Business) for the purpose of an exercise and fitness center. Marathon Ventures desires to re-purpose the vacant No Frills Supermarket building for use as an exercise and fitness center. Although site plan approval is not required, the applicant has provided a conceptual site plan showing minor changes to the footprint of the existing building and parking lot. This request is in conformance with the Fort Crook Road 2040 Plan, which calls for increased density and a mix of residential and commercial services along the corridor.

FISCAL IMPACT:  BUDGETED FUNDS?:  GRANT/MATCHING FUNDS?:

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?:  COUNTER-PARTY:  INTERLOCAL AGREEMENT:

CONTRACT DESCRIPTION:

CONTRACT EFFECTIVE DATE:  CONTRACT TERM:  CONTRACT END DATE:

PROJECT NAME:

START DATE:  END DATE:  PAYMENT DATE:  INSURANCE REQUIRED:

CIP PROJECT NAME:  CIP PROJECT NAME:

STREET DISTRICT NAME (S):  STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRIBUTION CODE:  ACCOUNT NUMBER:

RECOMMENDATION:

The Planning Department and Planning Commission are recommending approval of this request.

ATTACHMENTS:

- |                         |                         |                         |
|-------------------------|-------------------------|-------------------------|
| 1. PC Recommendation    | 2. Staff Report         | 3. Ord. No. 4167        |
| 4. <input type="text"/> | 5. <input type="text"/> | 6. <input type="text"/> |

SIGNATURES:

LEGAL APPROVAL AS TO FORM:

FINANCE APPROVAL AS TO FORM:

ADMINISTRATOR APPROVAL AS TO FORM:

  
\_\_\_\_\_  
  
\_\_\_\_\_

# City of Bellevue

## PLANNING COMMISSION RECOMMENDATION

APPLICANT: Marathon Equity, LLC

CASE #: Z-2408-08

CITY COUNCIL HEARING DATE: November 5, 2024

REQUEST: to rezone Lot 1, Southeast Plaza, from ML to BG for the purpose of an Exercise and Fitness Center.

On September 26, 2024, the City of Bellevue Planning Commission voted eight yes, zero no, one absent and zero abstained:

**APPROVAL** based upon conformance with the Zoning Ordinance, the Fort Crook Road 2040 Plan, as well as lack of perceived negative impact upon the surround area.

VOTE:

Yes:	Eight:	No:	Zero:	Abstain:	Zero:	Absent:	One:
	Hankins						Perrin
	Jacobson						
	Sims						
	Taylor-Jones						
	Aerni						
	Ackley						
	Lasenburg						
	Bennett						

Planning Commission Hearing (s) was held on: September 26, 2024

# CITY OF BELLEVUE PLANNING DEPARTMENT

## RECOMMENDATION REPORT # 2

CASE NUMBERS: Z-2408-08

FOR HEARING OF:

REPORT #1: September 26, 2024

REPORT #2: November 5, 2024

### I. GENERAL INFORMATION

#### A. APPLICANT:

Marathon Equity, LLC  
Attn: John Larsen  
901 Fort Crook Road N.  
Bellevue, NE 68005

#### B. PROPERTY OWNER:

Marathon Equity, LLC  
Attn: John Larsen  
901 Fort Crook Road N.  
Bellevue, NE 68005

#### C. GENERAL LOCATION:

909 Fort Crook Road N.

#### D. LEGAL DESCRIPTION:

Lot 1, Southeast Plaza, located in the Northwest  $\frac{1}{4}$  of Section 23, T14N, R13E of the 6<sup>th</sup> P.M., Sarpy County, Nebraska.

#### E. REQUESTED ACTIONS:

Rezone Lot 1, Southeast Plaza, from ML to BG for the purpose of commercial development.

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

ML, former No Frills Supermarket (currently vacant)

**G. PURPOSE OF REQUEST:**

The purpose of this request is to obtain a rezoning approval to enable an exercise and fitness center.

**H. SIZE OF SITE:**

The site is approximately 5 acres.

**II. BACKGROUND INFORMATION**

**A. EXISTING CONDITION OF SITE:**

The site is presently developed with a vacant commercial building constructed in 1984. The remainder of the property is a paved parking lot.

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

- 1. **North:** Southroads Technology Park, BG-PCO (across Childs Road)
- 2. **East:** Multi-family residential, RG-20-PS
- 3. **South:** Marathon Ventures, ML
- 4. **West:** Single family residential, RD-60 (across Ft. Crook Road N.)

**C. REVELANT CASE HISTORY:**

- 1. On September 21, 2017, the Planning Commission recommended approval of a request to rezone Lot 1, Southeast Plaza, from BGH to ML for the purpose of industrial use. The Planning Commission recommended approval of this request on September 21, 2017. City Council approved the aforementioned request on November 13, 2017.
- 2. On September 26, 2024, the Planning Commission recommended approval of a request to rezone Lot 1, Southeast Plaza, from ML to BG for the purpose of an exercise and fitness center.

**D. APPLICABLE REGULATIONS:**

- 1. Section 5.22, Zoning Ordinance regarding BG uses and requirements.

**III. ANALYSIS**

**A. COMPREHENSIVE PLAN:**

The Future Land Use Map of the Comprehensive Plan designates this area as flex space; however, the draft Comprehensive Plan update reflects mixed use development to facilitate the 2040 Fort Crook Road Plan.

**B. OTHER PLANS:**

The applicant is requesting an amendment to his redevelopment plan for the purpose of Tax Increment Financing for this project.

**C. TRAFFIC AND ACCESS:**

1. The 2021 MAPA Traffic Flow Chart estimates 20,500 vehicles per day through the intersection of Fort Crook Road and Childs Road.

2. The property has access from two points along Childs Road East.

**D. UTILITIES:**

All utilities are available to this property.

**E. ANALYSIS:**

1. John Larsen, on behalf of Marathon Equity, LLC, has submitted a request to rezone Lot 1, Southeast Plaza, from ML (Light Manufacturing) to BG (General Business) for the purpose of an exercise and fitness center. Marathon Ventures desires to repurpose the vacant No Frills Supermarket building for use as an exercise and fitness center.

2. The intent of the BG district is to provide for a wide range of retail and service establishments.

3. The applicant has provided a conceptual site plan showing minor changes to the footprint of the existing building and parking lot.

4. This type of commercial use will not require the need to modify the existing street layout in any way.

5. This application was sent out for review by the following departments and individuals: Public Works, Permits and Inspections, Chief of Police, Offutt Air Force Base, Fire Inspector, and the Bellevue Public School District. The cover letter indicated a deadline to send comments back to the Planning Department, and also stated if the requested department did not have comments pertaining to the application, no response was needed.

No comments were received on this case.

6. The Future Land Use Map of the Comprehensive Plan designates this area as flex space. Flex space provides for a variety of commercial, retail, and industrial uses. Staff does not recommend amending the Future Land Use Map as the city is

currently undergoing a Comprehensive Plan update and this designation will be reviewed as part of that process.

7. This request is in conformance with the Fort Crook Road 2040 plan, which calls for increased density and a mix of residential and commercial services along the corridor.

**F. TECHNICAL DEFICIENCIES:**

None

**IV. DEPARTMENT RECOMMENDATION**

APPROVAL based upon conformance with the Zoning Ordinance, the Fort Crook Road 2040 Plan, as well as lack of perceived negative impact to the surrounding area.

**V. PLANNING COMMISSION RECOMMENDATION**

APPROVAL based upon conformance with the Zoning Ordinance, the Fort Crook Road 2040 Plan, as well as lack of perceived negative impact to the surrounding area.

**VI. ATTACHMENTS TO REPORT**

1. Vicinity map/Zoning Map
2. GIS aerial photo of the property
3. Justification letter received August 22, 2024
4. Conceptual Site Layout received August 23, 2024

**VII. COPIES OF REPORT TO:**

1. Marathon Equity, LLC (John Larsen)
2. Elizabeth Sevcik
5. Public Upon Request

  
Assistant Planning Manager

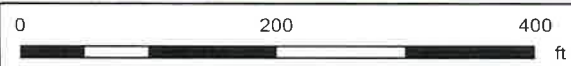
 10/08/24  
Planning Director Date of Report



# 909 Ft Crook Rd N



Sarpy County, Nebraska



Map Scale 1: 2257

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the source records and information sources to ascertain the usability of the information.



Notes



**Summary of Request for Rezoning**  
**of 909 Fort Crook Road N, Bellevue, NE**  
**Lot 1, Southeast Plaza**

The subject property is zoned ML- Light Manufacturing District. The property was zoned ML in 2017 in anticipation of Applicant expanding its business for coffee, nut and popcorn processing/packaging operations. Applicant intends to lease the property for use as an exercise and fitness center. Applicant is requesting a rezoning of the property to BG- General Business District, which permits the use of the property as an exercise and fitness center.

The property is bounded by Fort Crook Road N. on the west and by Childs Rd E on the north. The abutting neighboring property on the northwest is zoned BG as are the parcels immediately to the north of the subject property. The properties east and west of the subject property are residential in nature. The BG zoning is a less intensive use than the current zoning and is compatible with the surrounding properties. The intended use of the property as an exercise and fitness center will benefit and serve the residents of the numerous neighborhoods in the surrounding area as well as employs of the businesses located around the subject property. Accordingly, the applicant respectfully requests the subject property be rezoned to BG- General Business District.

RECEIVED  
AUG 22 2024  
PLANNING DEPT.



ORDINANCE NO. 4167

AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF BELLEVUE, NEBRASKA, AS PROVIDED FOR BY ARTICLE 3 OF ORDINANCE NO. 4146 BY CHANGING THE ZONE CLASSIFICATION OF LAND LOCATED AT OR ABOUT 909 FORT CROOK ROAD NORTH, MORE PARTICULARLY DESCRIBED IN SECTION 1 OF THE ORDINANCE AND TO PROVIDE AN EFFECTIVE DATE.

WHEREAS, having received a recommendation from the city of Bellevue Planning Commission and proper notice having been given and public hearing held as provided by law:

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BELLEVUE, NEBRASKA:

Section 1. That part of the official zoning map of the City of Bellevue, Nebraska, as provided in Article 3, of Ordinance No. 3619 is hereby amended to change the zone classification of the following described parcel of land:

Lot 1, Southeast Plaza, located in the Northwest ¼ of Section 23, T14N, R13E of the 6<sup>th</sup> P.M., Sarpy County, Nebraska.

From ML (Light Manufacturing District) to BG (General Business District).

(Marathon Equity LLC)

Section 2. Except as amended herein, the official zoning map and the classification shown therein shall remain as heretofore existing.

Section 3. This ordinance shall take affect and be in force from and after its adoption and publication according to law.

ADOPTED by the Mayor and City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

ATTEST

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

First Reading: \_\_\_\_\_

Second Reading: \_\_\_\_\_

Third Reading: \_\_\_\_\_

**From:** [Bob Sterba](#)  
**To:** [Susan Kluthe](#)  
**Subject:** [EXT] Records Request  
**Date:** Thursday, October 10, 2024 1:35:48 PM  
**Attachments:** [image002.png](#)  
[image004.png](#)  
**Importance:** High

---

RECEIVED  
OCT 10 2024  
CITY CLERK



Hi Susan,

My name is Bob Sterba, I am the president of BOB's Fitness Complex. I have spoken to Mr. Rich Casey, Bellevue City Council member and he instructed me to contact you regarding that you would be the person to put a document with the city official records. There is a rezoning request that has begun for a property in Bellevue (see information below) and the next city council meeting is Tuesday October 15 2024. I am forwarding you the document with the hopes that you could do this for me. Please let me know what you would like me to do next and if my request is possible.

To Bellevue City Council,

My name is Bob Sterba, I am the President of BOB's Fitness Complex at the Southroads (Deep Well) Mall located at 1001 Fort Crook Rd. North here in Bellevue. I was hoping that I could speak with you and give you information about a rezoning that has been proposed in the old No Frills building (Marathon Equity, LLC) location just across the street) south of the Southroads (Deep Well) Mall. It would be a short call, just to have a conversation. My cell phone number is 402-505-2883. Look forward to talking with you. Thank you for your time.

The purpose of my email is to give you information to better educate you on the details from a local business owner point of view and the possible daisy chain consequences of your voting decision with the rezoning request coming up in November 2024. I ask you to oppose, and **VOTE NO**, to deny the rezoning of this property from Light Manufacturing to Business General for the purpose of **specifically** allowing a Physical Fitness Facility (Gym) to open. To be clear, I am not opposed to competition, business, increased tax revenue for the city, the betterment of a property or the pursuit of the property owner to lease out his building for financial gain. I oppose the way that this

specific business (VASA Fitness Center/GYM) will be able to open for business directly across the street (within approx. 200-300 ft of my front door) in an area that was and has been purposed and zoned Light manufacturing for a very long time. For the last 28 years I have believed in the city of Bellevue and the people of this community, dedicated my life, my money, my resources, my family, and my business to serve this community in a positive manner that anyone would be proud of. Just ask anyone in the city or for that manner anyone that you know or encounter that has heard of our business. It is a business to be proud of. I grew up poor and disadvantaged but I fought, worked pushed myself as hard as a person could possibly put in for a dream of a better life. 28 years ago, when I chose to establish and locate our business in Bellevue was at a time when no other gyms would risk putting their money, or gym businesses down here but I did. I invested millions. From my perspective, my specific business decisions, investments in our facility/property, that have been made on the analysis that a competitor could not be able to open directly across the street because of how the zoning was made for the specific property. In this case the property owned by Marathon Equity LLC and is zoned light manufacturing offered **NO** potential possibility that another Fitness Facility would be able to open thus making that scenario one of the critical success factors in my decision making to continue to invest in Bellevue, in my business, and my community. In my opinion, I feel that if you allow this rezoning for the specific purpose of a Fitness Center/Gym to be approved, that our business would have the strong probability of going out of business and my 28 years of work to serve this community and its people, and millions of dollars invested in Bellevue would be wasted and for nothing. In addition, due to my business being the 2<sup>nd</sup> largest tenant of the Southroads Mall (Deep Well) if this played out it could have serious financial consequences to the Southroads Mall (Deep Well) and its future survivability which should be something that you also should be considering.

I would like to give you some background information:

- 28 years ago I started, invested in and opened BOB's Fitness Complex at age 26 in 1996 at the Southroads Mall in Bellevue. I come from Southeast Omaha and grow up in the area and have frequented The Southroads Mall my entire life. We are a small NE business that employs approximately 15 people: 6 full-time and 9 part time. Our Fitness Center/Gym business is a full-service fitness complex with approx. 50000 sq. ft. with one of the best equipment selections anywhere. We serve beginners to professional athletes. We provide a wide variety of environments to accomplish any fitness goal. We offer a full-service juice bar, day care services, tanning, full locker room facilities, 3 different cardio areas, and enormous selection of strength equipment offered in various large areas of our gym including Free weight, Leg, Butt, Abs, Selectorized, boxing, Crossfit, Olympic and powerlifting rooms. In the 28 years of being open we have expanded 5 times, invested millions of dollars to provide this community with a gym that is positive and can assist our community to reach their fitness goals. We have served tens of thousands of people of this community in that time. As I write this email, we recently expanded for the 5<sup>th</sup> time and invested over \$300000 on our expansion we finished in May 2024. We are currently going to invest and expand again in the coming months to better service our members. Our facility is approximately 50000 square feet.
- Our facility is the 2<sup>nd</sup> largest tenant at the Southroads Mall (Deep Well). The Southroads Mall

has been in this community since the 1960's.

- I believe you will be voting 2 times in the month of November 2024 to approve or deny a rezoning change on a property located at 901 Fort Crook Rd North in Bellevue from Light Manufacturing to Business General on a Commercial Property owned by Marathon Equity LLC.
- The requested rezoning change for the property is located directly across the street approx. 200-300 feet from my front door of my business (Fitness Center/Gym) at the Southroads Mall (Deep Well) please see attached
- The purpose of this rezoning request is to allow the property owner (Marathon Equity, LLC.) to renovate and lease out the building to a Utah based private company called Vasa Fitness.
- VASA Fitness is an operator of health clubs in the Western U.S., serving more than 570k members in 57 locations. VASA Fitness is a high-value, low-price (“HVLP”) operator, offering low-cost memberships to large, full amenity clubs which provide training (personal, group, and team), child-care, group exercise classes, cardio cinemas, swimming pools, basketball, racquetball, tanning and more. VASA Fitness is headquartered in Orem, UT.
- VASA Fitness has 57 open locations with a presence in Arizona, Colorado, Illinois, Indiana, Nebraska, Oklahoma, Utah and Wisconsin. The gym brand offers three membership tiers – a \$9.99/month basic membership, a \$24.99/month fitness membership and a \$39/99/month studio membership, which includes boutique-style HIIT and infrared yoga classes. Vasa also offers premium amenities, such as personal training, InBody scans, a cardio deck, performance lifting and functional training areas, an indoor pool and spa, sauna and steam rooms, a massage lounge, tanning, basketball courts, racquetball and a “KidCare” program for parents and guardians to use.
- VASA Fitness Locations can exceed 10,000 members at each location
- Link for more information: [Vasa Fitness Builds Out Exec Team, Eyes More Expansion - Athletech News](#)
- Link for more information: [Vasa Fitness Enters Nebraska, Plans Further Expansion - Athletech News](#)

In closing, I hope that I have given you enough information to help you make a more informed decision when you vote in November 2024. If more information is needed, I would like to assist you in any way possible. I will be calling you in the upcoming week to touch base and chat for a short time on this matter. Please Vote NO and deny this zoning change from Light manufacturing to Business General zoning for the specific use/purpose of opening a Fitness Center/Gym in that location.



Thank you very much and have a great Day.

Sincerely

Bob Sterba

President

Phone - Gym: 402-733-9333

Phone - Office: 402-738-9333

Website: [www.bobsfitnesscenter.com](http://www.bobsfitnesscenter.com)

Email : [bobsfitnesscenter@hotmail.com](mailto:bobsfitnesscenter@hotmail.com)

Facebook: <https://www.facebook.com/pages/BOBs-Fitness-Center-Your-Neighborhood-Gym/165002160193388>

"This message is from Bob's Fitness Center-"The Ultimate Workout Facility". It contains information which may be confidential and legally privileged. **CONFIDENTIALITY NOTICE:** This email, including any attachments, is intended only for the named recipient(s) above and is covered by the Electronic Communications Privacy Act 18 U.S.C. Section 2510-2521. Any unauthorized review, copy, use, disclosure, or distribution is prohibited. This email is confidential and may contain information that is privileged or exempt from disclosure under applicable law. If you have received this message in error please immediately notify the sender by return email and delete this email message from your computer. If you have received this message in error, you are strictly prohibited from reading it and from disclosing or using its contents in any manner and you should immediately delete the message from your files. The unauthorized disclosure or use of confidential or privileged information inadvertently transmitted to you may result in criminal and/or civil liability."



CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

11b. and 11b1.  
11/19/2024

COUNCIL MEETING DATE: November 5, 2024		SUBMITTED BY: Tammi Palm, Planning Director	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input checked="" type="checkbox"/>	PUBLIC HEARING <input type="checkbox"/>	
RESOLUTION <input type="checkbox"/>	CURRENT BUSINESS <input type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

Request to rezone Lots 1 and 2, Eastern Nebraska Community Action Partnership, being a platting of Tax Lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1B3, 15B1A2A, AND 15B1A3A, from RS-84 to BG and RS-84, for the purpose of a food bank and existing school facilities; and small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership. Applicant: Eastern Nebraska Community Action Partnership. General Location: 1003 Lincoln Road.

SYNOPSIS/BACKGROUND:

Jeff Stoll, on behalf of Eastern Nebraska Community Action Partnership (ENCAP), has submitted a request to small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership. In conjunction with the plat, the applicant is requesting a change of zone from RS-84 to BG and RS-84 in order to facilitate a lot line adjustment. Proposed Lot 1 (former city library) will be zoned BG to support the food bank operation and offices, and proposed Lot 2 will remain RS-84. Lot 2 is the location of the Don Roddy Sports Complex for Bellevue East High School which includes a baseball field, soccer field, and tennis courts.

FISCAL IMPACT:  BUDGETED FUNDS?:  GRANT/MATCHING FUNDS?:

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?:  COUNTER-PARTY:  INTERLOCAL AGREEMENT:

CONTRACT DESCRIPTION:

CONTRACT EFFECTIVE DATE:  CONTRACT TERM:  CONTRACT END DATE:

PROJECT NAME:

START DATE:  END DATE:  PAYMENT DATE:  INSURANCE REQUIRED:

CIP PROJECT NAME:  CIP PROJECT NAME:

STREET DISTRICT NAME (S):  STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRIBUTION CODE:  ACCOUNT NUMBER:

RECOMMENDATION:

The Planning Department and Planning Commission are recommending approval of this request.

ATTACHMENTS:


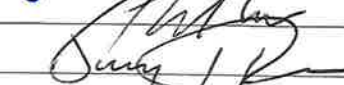
1.
2.
3.
4.
5.
6.

SIGNATURES:

LEGAL APPROVAL AS TO FORM:

FINANCE APPROVAL AS TO FORM:

ADMINISTRATOR APPROVAL AS TO FORM:

# City of Bellevue

## PLANNING COMMISSION RECOMMENDATION

APPLICANT: Eastern Nebraska Community Action Partnership

CASE #'s Z-2408-09, S-2408-15

CITY COUNCIL HEARING DATE: November 5, 2024

REQUEST: to rezone Lots 1 and 2, Eastern Nebraska Community Action Partnership, being a platting of Tax lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1A2A, AND 15B1A3A, all located in the Southwest ¼ of Section 25, T14N, R13E of the 6<sup>th</sup> P.M., Sarpy County, Nebraska, from RS-84 to BG and RS-84, for the purpose of a food bank; and small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership.

On September 26, 2024, the City of Bellevue Planning Commission voted eight yes, zero no, one absent and zero abstained:

**APPROVAL** based upon conformance with the Zoning Ordinance, Subdivision Regulations, as well as lack of perceived negative impact upon the surrounding area.

VOTE:

Yes:	Eight:	No:	Zero:	Abstain:	Zero:	Absent:	One:
	Hankins						Perrin
	Jacobson						
	Sims						
	Taylor-Jones						
	Aerni						
	Ackley						
	Lasenburg						
	Bennett						

Planning Commission Hearing (s) was held on: September 26, 2024

# CITY OF BELLEVUE PLANNING DEPARTMENT

## RECOMMENDATION REPORT # 2

CASE NUMBERS: Z-2408-09  
S-2408-15

FOR HEARING OF:  
REPORT #1: September 26, 2024  
REPORT #2: November 5, 2024

### I. GENERAL INFORMATION

#### A. APPLICANT:

Eastern Nebraska Community Action Partnership  
Attn: Aaron Bowen  
2406 Fowler Avenue  
Omaha, NE 68111

#### B. PROPERTY OWNERS:

Eastern Nebraska Community Action Partnership  
Attn: Aaron Bowen  
2406 Fowler Avenue  
Omaha, NE 68111

School District of Bellevue  
2009 Franklin Street  
Bellevue, NE 680045

#### C. GENERAL LOCATION:

1003 Lincoln Road

#### D. LEGAL DESCRIPTION:

Lots 1 and 2, Eastern Nebraska Community Action Partnership, being a platting of Tax Lots 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1B3, 15B1A2A, AND 15B1A3A, all located in the Southwest  $\frac{1}{4}$  of Section 25, T14N, R13E of the 6<sup>th</sup> P.M., Sarpy County, Nebraska.

**E. REQUESTED ACTIONS:**

1. Rezone Lots 1 and 2, Eastern Nebraska Community Action Partnership, from RS-84 to BG and RS-84 for the purpose of a food bank and existing school facilities.
2. Small Subdivision Plat Lots 1 and 2, Eastern Nebraska Community Action Partnership.

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

RS-84, Vacated Public Library/Bellevue East HS Baseball Field, Soccer Field, and Tennis Courts

**G. PURPOSE OF REQUEST:**

The purpose of this request is to obtain approval for a change of zone and small subdivision plat for the purpose of a food bank and existing school facilities.

**H. SIZE OF SITE:**

The site is approximately 20 acres.

**II. BACKGROUND INFORMATION**

**A. EXISTING CONDITION OF SITE:**

Proposed Lot 1 is developed with the recently vacated Bellevue Public Library. Proposed Lot 2 is developed with Bellevue East High School’s baseball field, soccer field, and tennis courts.

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

- C. North:** RE/Vacant, RG-20-PS /Multi Family Residential (across Harvell Drive)
- D. East:** RS-84/Single Family Residential (across Harvell Drive)
- E. South:** RS-84/Bellevue East High School
- F. West:** BN/Commercial-Strip Mall, RS-72/Single Family Residential (across Lincoln Road)

**G. RELEVANT CASE HISTORY:**

On September 26, 2024, the Planning Commission recommended approval of a request to rezone Lots 1 and 2, Eastern Nebraska Community Action Partnership, being a platting of Tax lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1B3, 15B1A2A, and 15B1A3A, all located in the Southwest ¼ of Section 25, T14N, R13E of the 6<sup>th</sup> P.M., Sarpy County, Nebraska, from RS-84

to BG and RS-84, for the purpose of a food bank; and small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership.

**H. APPLICABLE REGULATIONS:**

1. Section 5.09 Zoning Ordinance, regarding RS-84 uses and requirements.
2. Section 5.22, Zoning Ordinance, regarding BG uses and requirements.
3. Chapter 5, Subdivision Regulations, regarding Small Subdivisions

**III. ANALYSIS**

**A. COMPREHENSIVE PLAN:**

The Future Land Use Map of the Comprehensive Plan designates this area as medium density residential.

**B. OTHER PLANS:**

None

**C. TRAFFIC AND ACCESS:**

1. The 2021 MAPA Traffic Flow Chart estimates 15,000 vehicles per day near the intersection of Harvel Drive and Lincoln Road.
2. Both lots have access from Lincoln Road.

**D. UTILITIES:**

All utilities are available to this property.

**E. ANALYSIS:**

1. Jeff Stoll, on behalf of Eastern Nebraska Community Action Partnership (ENCAP) has submitted a request to small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership. In conjunction with the plat, the applicant is requesting a change of zone from RS-84 to BG and RS-84 in order to facilitate the lot line adjustment.
2. Proposed Lot 1 will be zoned BG and proposed Lot 2 will remain RS-84.

The BG (General Business District) is established for the purpose of providing a wide range of retail and service establishments and will support the proposed food bank operation and offices.

3. The recently vacant Bellevue Public Library building currently sits on proposed Lot 1. Lot 2 is the location of the Don Roddy Sports Complex for Bellevue East High School which includes a baseball field, soccer field, and tennis courts.

4. The applicant desires to increase their lot size and facilitated an agreement with Bellevue Public Schools to do so. This plat will not only accomplish that goal but will also clean up all of the unplatted tax lots which currently exist in the area.

5. This application was sent out to the following departments/individuals for review: Public Works, Permits and Inspections, Chief of Police, Offutt Air Force Base, Fire Inspector, Sarpy County Planning Director, Sarpy County Deputy Administrator, Sarpy County Public Works Department, and the Bellevue Public School District. The cover letter indicated a deadline to send comments back to the Planning Department, and also stated if the requested department did not have comments pertaining to the application, no response was needed.

Matt Knight, Public Works Engineer, and Sarpy County Public Works, both requested technical revisions to the plat. The applicant's surveyor has satisfied these requests.

No other comments were received on this case.

6. The Future Land Use Map of the Comprehensive Plan designates this area as medium density residential. Staff does not recommend amending the Future Land Use Map as the city is currently undergoing a Comprehensive Plan update and this designation will be reviewed as part of that process.

**F. TECHNICAL DEFICIENCIES:**

None

**IV. DEPARTMENT RECOMMENDATION**

APPROVAL based upon conformance with the Zoning Ordinance, Subdivision Regulations, as well as lack of perceived negative impact upon the surrounding area.

**V. PLANNING COMMISSION RECOMMENDATION**

APPROVAL based upon conformance with the Zoning Ordinance, Subdivision Regulations, as well as lack of perceived negative impact upon the surrounding area.

**VI. ATTACHMENTS TO REPORT**

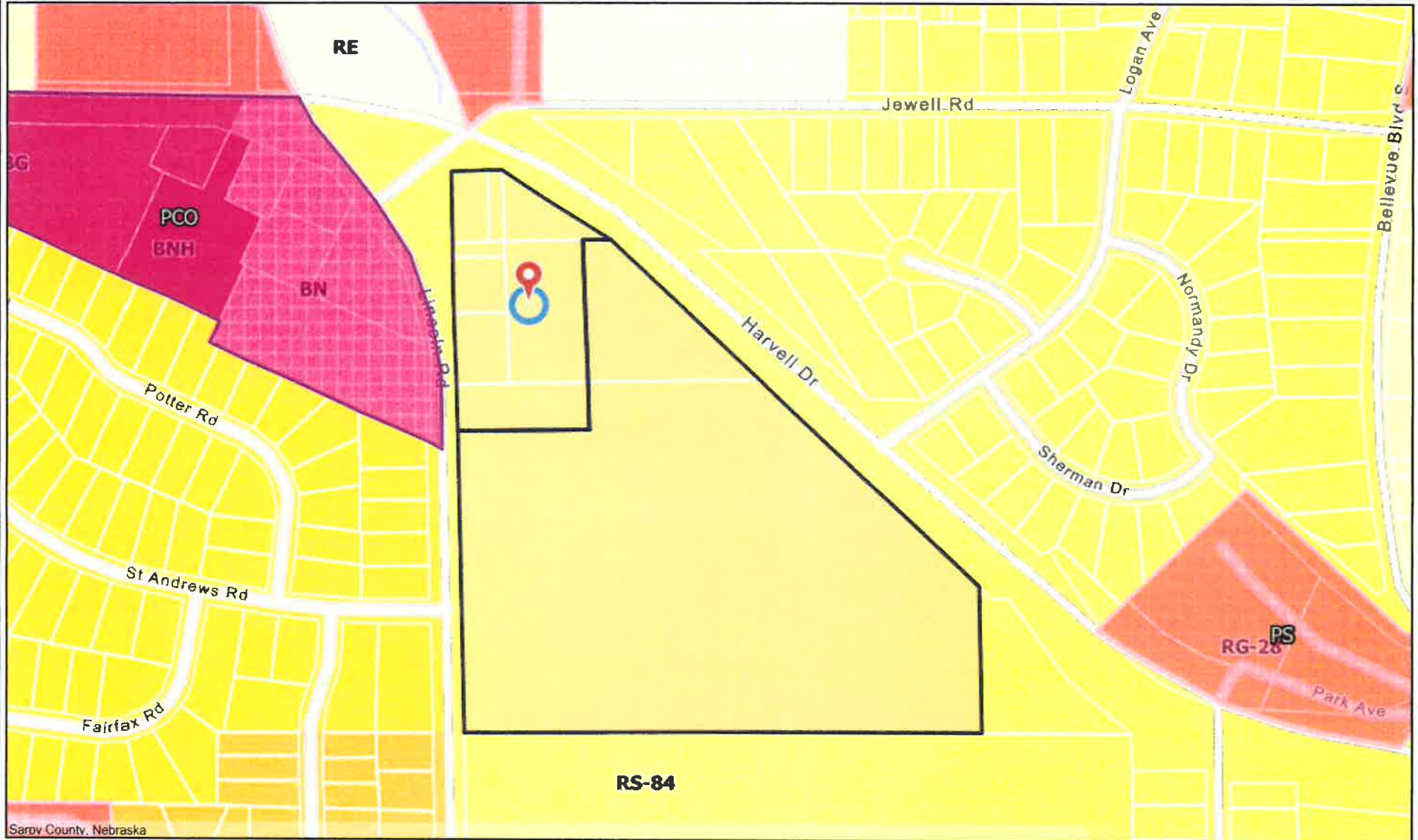
1. Vicinity map/Zoning Map
2. 2022 GIS aerial photo of the property
3. Letter from Jeff Stoll received August 30, 2024
4. Small Subdivision Plat received September 12, 2024
5. As-built plot plan received September 12, 2024

**VII. COPIES OF REPORT TO:**

1. Eastern Nebraska Community Action Partnership (Aaron Bowen)
2. E & A Consulting Group, Inc. (Jeff Stoll)
3. Public Upon Request

  
Assistant Planning Manager

  
Planning Director                      Date of Report



Sarpy County, Nebraska



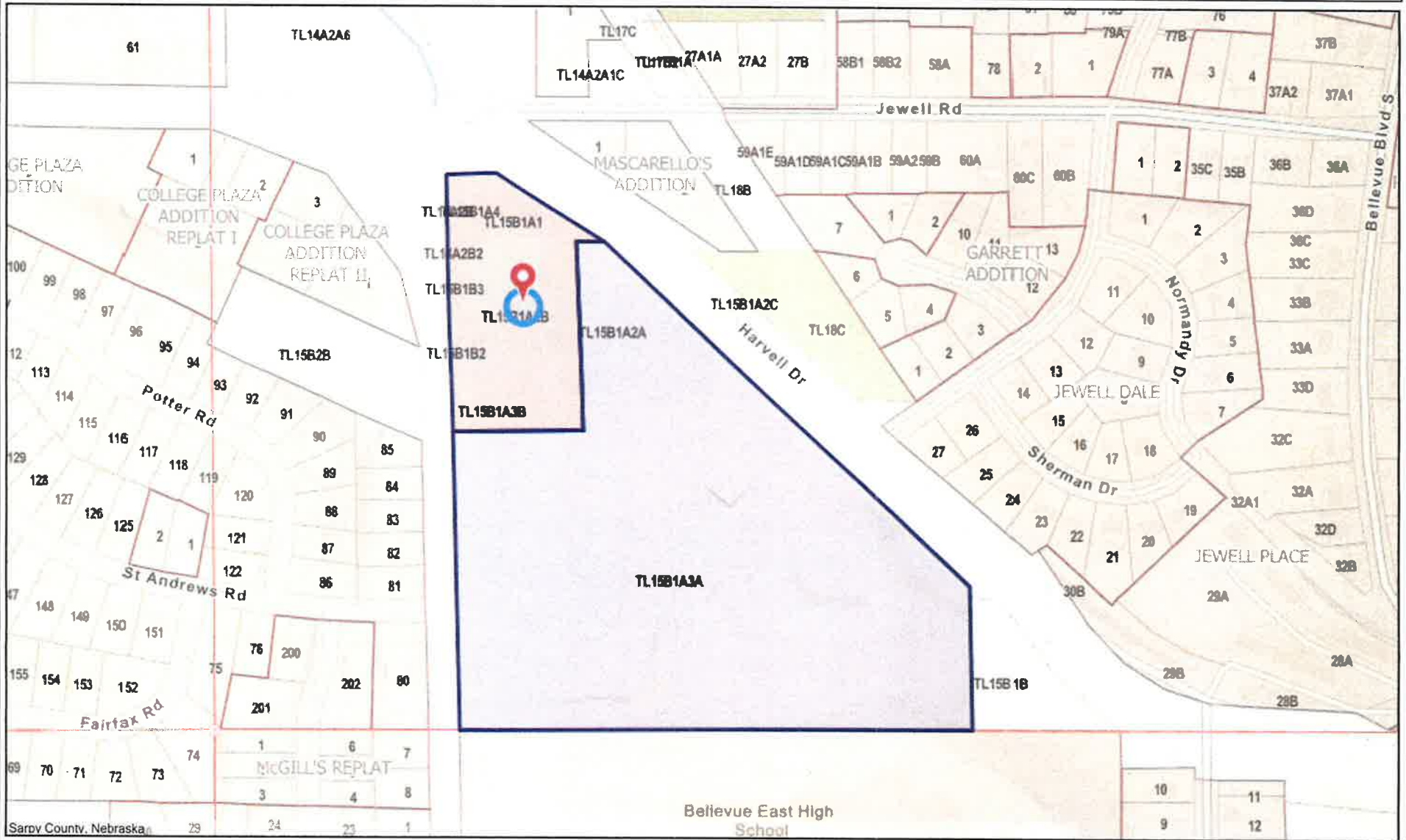
Map Scale 1: 4514

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the source records and information sources to ascertain the usability of the information.



Notes





Map Scale 1: 4514

This product is for informational purposes and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the source records and information sources to ascertain the usability of the information.



Notes





E & A CONSULTING GROUP, INC.

*Engineering Answers*

10909 Mill Valley Road, Suite 100 • Omaha, NE 68154-3950  
P 402.895.4700 • F 402.895.3599  
www.eacg.com

August 29, 2024

Tammi Palm, Manager  
City of Bellevue Planning Department  
1510 Wall Street  
Bellevue, NE 68005

RE: Eastern Nebraska Community Action Partnership - Zoning Justification Letter  
E&A File: P2023.103.003

Dear Tammi,

On behalf of our client, Eastern Nebraska Community Action Partnership, we recommend that Lot 1, Eastern Nebraska Community Action Partnership development be rezoned from RS-84 to General Business (BG). We believe that the proposed rezoning request is in line with other developments along Harvell Drive to the West. These developments are zoned as BG, BNH (Heavy Neighborhood Business), and BN (Neighborhood Business). The rezoning request generally complies with the City of Bellevue Comprehensive Plan.

This request will not rezone the Bellevue Public School (BPS) property to the south, that property will remain as RS-84.

If you have any questions regarding this letter, please contact me at 402-895-4700 or by email at [jestoll@eacg.com](mailto:jestoll@eacg.com).

Sincerely,  
E & A Consulting Group, Inc

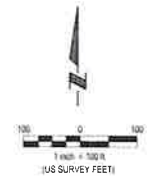
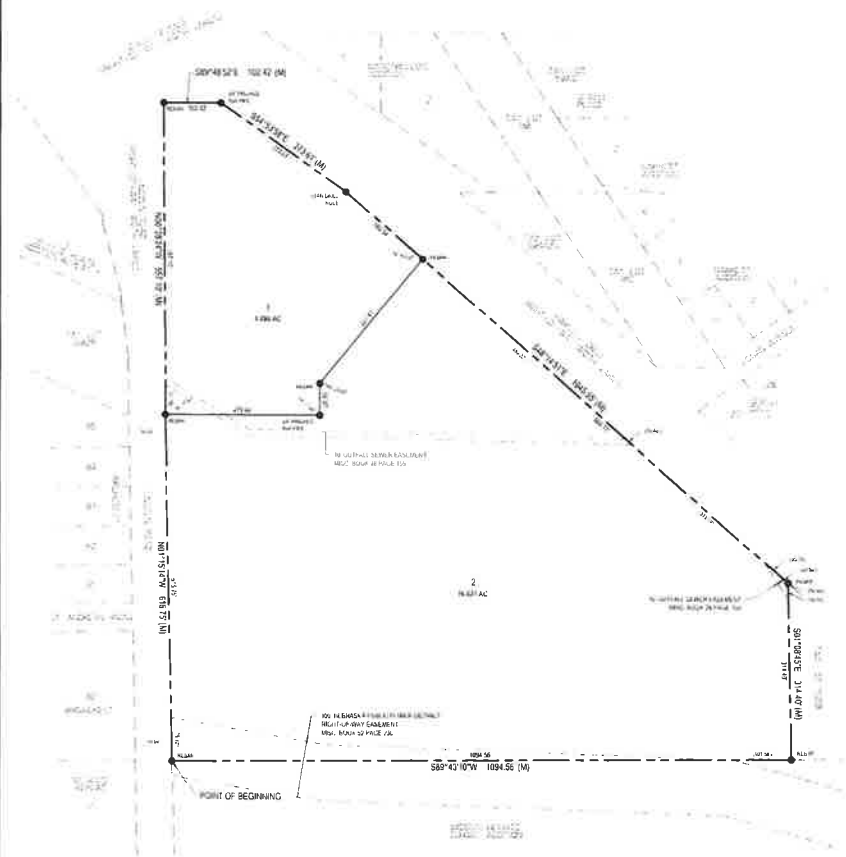
A handwritten signature in blue ink, appearing to read 'J. Stoll', is written over a light blue horizontal line.

Jeff Stoll  
Platting Services Assistant Manager

RECEIVED  
SEP 12 2024  
PLANNING DEPT.

# EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP

LOTS 1 AND 2  
A TRACT OF LAND BEING TAX LOTS 15B12A201 TOGETHER WITH PART OF TAX LOTS 15B143B1, 14A201, 14A202, 15B14A, 15B14B, 15B162, 15B163, 15B164 AND 15B165A, TAX LOTS LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 29, TOWNSHIP 14 NORTH, RANGE 13 EAST, THE 6TH P.M., CITY OF BELLEVUE, SARY COUNTY, NEBRASKA.



- LEGEND**
- BASE OF BEARING DOUGLASS/SARY COUNTY LIR DISTORTION PROJECTION
  - MONUMENTS FOUND (AS NOTED)
  - BOUNDARY LINE
  - LOT LINE
  - - - EASEMENT
  - - - EASEMENT
  - MEASURED DISTANCE

**RECITALS**  
WHEREAS... [Text describing the partnership and survey details]

**MEMORIAL CERTIFICATION**  
I, JOHN W. VON DOLLEN, NEBRASKA REGISTERED LAND SURVEYOR No. 576, DULY REGISTERS UNDER THE LAND SURVEYORS REGULATION ACT, GOVERNOR STATE, THAT THESE PROFESSIONAL SURVEY OF THE LAND DESCRIBED ON THE ACCOMPANYING PLAN, THAT SAID PLAN IS A TRUE DELINEATION OF SAID SURVEY FEASIBLY ACCORDING TO THE BEST OF MY KNOWLEDGE AND BELIEF IS TRUE, CORRECT AND ACCORDANCE WITH THE HIGHEST STANDARDS FOR SURVEY IN NEBRASKA AT THE TIME OF THIS SURVEY.

**LEGAL DESCRIPTION**  
A TRACT OF LAND BEING TAX LOTS 15B12A201 TOGETHER WITH PART OF TAX LOTS 15B14A, 14A201, 14A202, 15B14A, 15B14B, 15B162, 15B163, 15B164 AND 15B165A, TAX LOTS LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 29, TOWNSHIP 14 NORTH, RANGE 13 EAST, THE 6TH P.M., CITY OF BELLEVUE, SARY COUNTY, NEBRASKA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
BEGINNING AT THE NORTHWEST CORNER OF MISS ON HEIGHTS SCHOOL, ADDITION A SUBDIVISION LOCATED IN SAID SECTION 29, SAID POINT ALSO BEING ON THE EASTERN 88 FEET THICK, 80'00" WIDE LINE OF LINCOLN ROAD, THENCE 15'10" W (BASED ON BEARING DOUGLAS) SARY COUNTY LOW DISTORTION PROJECTION ALONG SAID EASTLINE 15 FEET WIDE RIGHT-OF-WAY LINE OF LINCOLN ROAD A DISTANCE OF 416 FEET TO THE SOUTHWEST CORNER OF SAID LOT 15B164A, THENCE 15'10" W ALONG SAID EASTLINE 15 FEET WIDE RIGHT-OF-WAY LINE OF LINCOLN ROAD A DISTANCE OF 137.15 FEET TO THE INTERSECTION OF SAID EASTLINE 15 FEET WIDE RIGHT-OF-WAY LINE OF LINCOLN ROAD AND THE SOUTHERLY RIGHT-OF-WAY LINE OF HARVELL DRIVE, THENCE S00°45'41" W ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF HARVELL DRIVE ON THE FOLLOWING THENCE (1) S00°45'41" W A DISTANCE OF 102.40 FEET (2) THENCE S00°45'41" W A DISTANCE OF 274.61 FEET TO POINT ON THE SOUTHERLY LINE OF SAID TAX LOT 15B164A, SAID LINE ALSO BEING THE NORTHERLY LINE OF SAID TAX LOT 15B164A, THENCE S45°16'16" W ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF HARVELL DRIVE A DISTANCE OF 348.85 FEET TO THE WEST LINE OF TAX LOT 15B165A, A TAX LOT LOCATED IN SAID SECTION 29, THENCE S00°45'41" W ALONG SAID WEST LINE OF TAX LOT 15B165A A DISTANCE OF 318.40 TO THE SOUTHWEST CORNER OF SAID TAX LOT 15B165A, SAID POINT ALSO BEING ON THE NORTHERLY LINE OF SAID MISS ON HEIGHTS SCHOOL ADDITION, THENCE S45°16'16" W ALONG SAID NORTH LINE OF MISS ON HEIGHTS SCHOOL ADDITION A DISTANCE OF 318.40 FEET TO THE POINT OF BEGINNING.

**MEMORIAL CERTIFICATION**  
SAID TRACT OF LAND CONTAINS AN AREA OF 619.50 SQUARE FEET OR 0.1411 ACRES MORE OR LESS.  
JOHN W. VON DOLLEN, L.S.J. DATE \_\_\_\_\_

**BELLEVUE CITY COUNCIL APPROVAL**  
THIS PLAN OF EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP LOTS 1 AND 2, BEING APPROVED BY THE CITY COUNCIL OF BELLEVUE ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, APPROVAL OF THIS FINAL PLAN SHALL BECOME NULL AND VOID UNLESS (15) DAYS FROM THE DATE OF CITY COUNCIL APPROVAL, IT HAS BEEN FILED WITH THE REGISTER OF DEEDS AS PROVIDED IN SECTION 4-18 OF THE CITY OF BELLEVUE SUBDIVISION REGULATIONS.

**APPROVAL OF BELLEVUE CITY PLANNING COMMISSION**  
THIS PLAN OF EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP LOTS 1 AND 2, BEING APPROVED BY THE BELLEVUE CITY PLANNING COMMISSION ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, APPROVAL OF THIS FINAL PLAN SHALL BECOME NULL AND VOID UNLESS (15) DAYS FROM THE DATE OF CITY COUNCIL APPROVAL, IT HAS BEEN FILED WITH THE REGISTER OF DEEDS AS PROVIDED IN SECTION 4-18 OF THE CITY OF BELLEVUE SUBDIVISION REGULATIONS.

**APPROVAL BY SARY COUNTY PUBLIC WORKS**  
THIS PLAN OF EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP WAS REVIEWED BY THE SARY COUNTY SURVEYOR'S OFFICE THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN \_\_\_\_\_.

**NOTES**  
1. DIRECT VEHICULAR ACCESS WILL NOT BE ALLOWED TO HARVELL DRIVE FROM LOTS 1 AND 2.  
2. ALL ANGLES ARE BY UNLESS OTHERWISE NOTED.  
3. ALL DISTANCES SHOWN IN PARENTHESES ARE FOR REFERENCE TO EXISTING EASEMENT LOCATIONS, REFER TO THE RECORDED EASEMENT DOCUMENT FOR THE OFFICIAL LOCATIONS.

**E & A CONSULTING GROUP, INC.**  
Engineering • Planning • Environmental & Field Services  
1833 MAWAH Street, Suite 107 • Omaha, NE 68104  
Phone: 402.633.6633 Fax: 402.633.3331  
Date of IFC: October 16, 2024

**EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP**  
LOTS 1 AND 2  
BELLEVUE, NEBRASKA

**SMALL SUBDIVISION**

DATE	APPROVED BY	DESCRIPTION

**COUNTY SURVEYOR / ENGINEER**

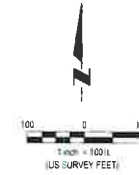
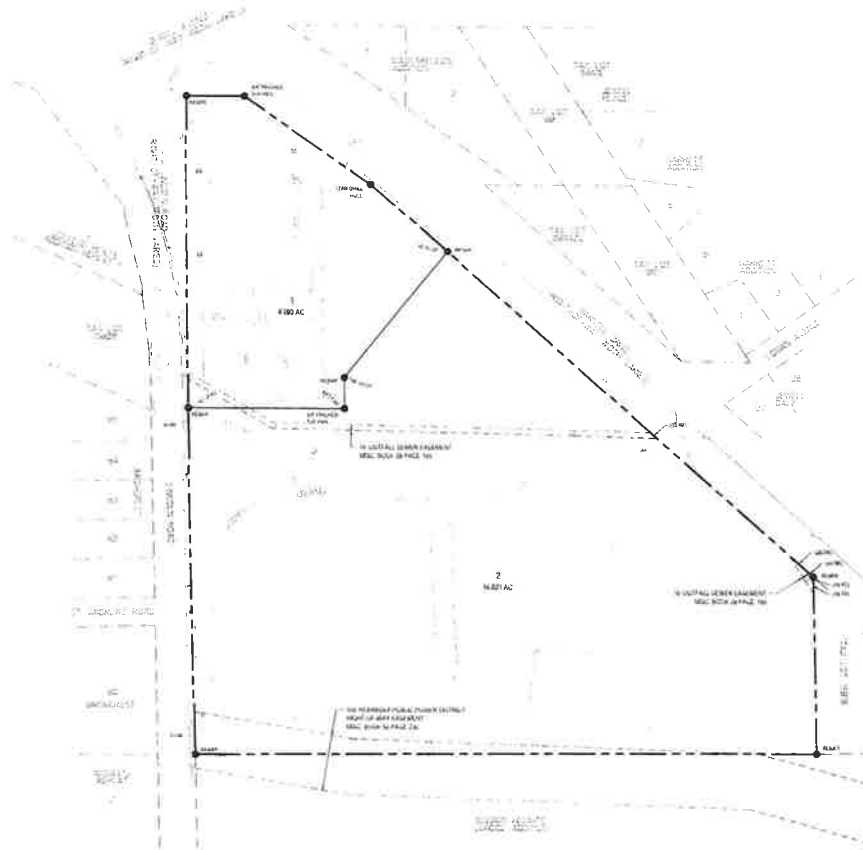
SEP 12 2024

PLANNING DEPT.

# EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP

## LOTS 1 AND 2

A TRACT OF LAND BEING TAX LOTS 1&2 TOGETHER WITH PART OF TAX LOTS 15&16, 20, 14&15, 14&20, 15&14A, 15&14B, 15&16, 15&18A AND 15&18B TAX LOTS LOCATED BY THE SW1/4 OF THE SW1/4 OF SECTION 20, TOWNSHIP 14 NORTH, RANGE 13 EAST THE 6TH P.M., CITY OF BELLEVUE, SARY COUNTY, NEBRASKA.



### LEGEND

- PROPERTY CORNER FOUND (AS NOTED)
- BOUNDARY LINE
- - - LOT LINE
- - - EAST PROPERTY LINES
- (M) MEASURED DISTANCE
- ▭ BUILDING
- AREA INLET
- OPEN TRANSMISSION LINE TOWER
- ⊕ POWER RISER
- ⊙ LIGHT POLE
- ⊙ FIRE HYDRANT
- ⊙ UTILITY VALVE (WATER)
- ⊙ MANHOLE
- ⊙ CURB INLET
- ⊙ UTILITY VALVE (GAS)
- - - FENCE LINE
- - - GAS LINE
- - - WATER LINE
- - - DWP - DWP - POWER LINE (OVERHEAD)
- - - LUP - LUP - POWER LINE (UNDER GROUND)
- - - SS - SS - SANITARY SEWER LINE
- - - ST - ST - STORM SEWER LINE
- - - LFO - LFO - FIBER OPTIC LINE
- ⊙ BUSH
- ⊙ CONIFEROUS TREE

RECEIVED  
SEP 12 2024  
PLANNING DEPT.

E & A CONSULTING GROUP, INC.  
Engineering • Planning • Environmental & Field Services



EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP  
LOTS 1 AND 2  
BELLEVUE, NEBRASKA

AS BUILT SURVEY

Proj No.	Project Name	Date	Description
2024-01-01	AS BUILT SURVEY	09/12/2024	AS BUILT SURVEY

15000 1/4 Mile Road, Suite 100, Omaha, NE 68144  
Phone: 402.491.4100 • Fax: 402.491.3119  
State of NE Certificate of Registration #C-2008

ORDINANCE NO. 4168

AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF BELLEVUE, NEBRASKA, AS PROVIDED FOR BY ARTICLE 3 OF ORDINANCE NO. 4146 BY CHANGING THE ZONE CLASSIFICATION OF LAND LOCATED AT OR ABOUT 1003 LINCOLN ROAD, MORE PARTICULARLY DESCRIBED IN SECTION 1 OF THE ORDINANCE AND TO PROVIDE AN EFFECTIVE DATE.

WHEREAS, having received a recommendation from the city of Bellevue Planning Commission and proper notice having been given and public hearing held as provided by law:

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BELLEVUE, NEBRASKA:

Section 1. That part of the official zoning map of the City of Bellevue, Nebraska, as provided in Article 3, of Ordinance No. 3619 is hereby amended to change the zone classification of the following described parcel of land:

Lot 1, Eastern Nebraska Community Action Partnership, being a platting of Tax lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1A2A, AND 15B1A3A, all located in the Southwest ¼ of Section 25, T14N, R13E of the 6<sup>th</sup> P.M., Sarpy County, Nebraska.

From RS-84 (Single-Family Residential - 8,400 Square Foot Zone) to BG (General District).

Lot 2, Eastern Nebraska Community Action Partnership, being a platting of Tax lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1A2A, AND 15B1A3A, all located in the Southwest ¼ of Section 25, T14N, R13E of the 6<sup>th</sup> P.M., Sarpy County, Nebraska.

From RS-84 (Single-Family Residential – 8,400 Square Foot Zone) to RS-84 (Single-Family Residential – 8,400 Square Foot Zone).

(Eastern Nebraska Community Action Partnership)

Section 2. This ordinance shall not take effect until such time as the small subdivision plat of Eastern Nebraska Community Action Partnership is filed with the Sarpy County Register of Deeds in accordance with Section 5-10 of the City of Bellevue Subdivision Regulations.

Section 3. Except as amended herein, the official zoning map and the classification shown therein shall remain as heretofore existing.

Section 4. This ordinance shall take affect and be in force from and after its adoption and publication according to law.

ADOPTED by the Mayor and City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

ATTEST

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

First Reading: \_\_\_\_\_

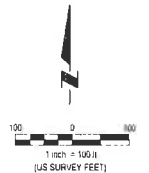
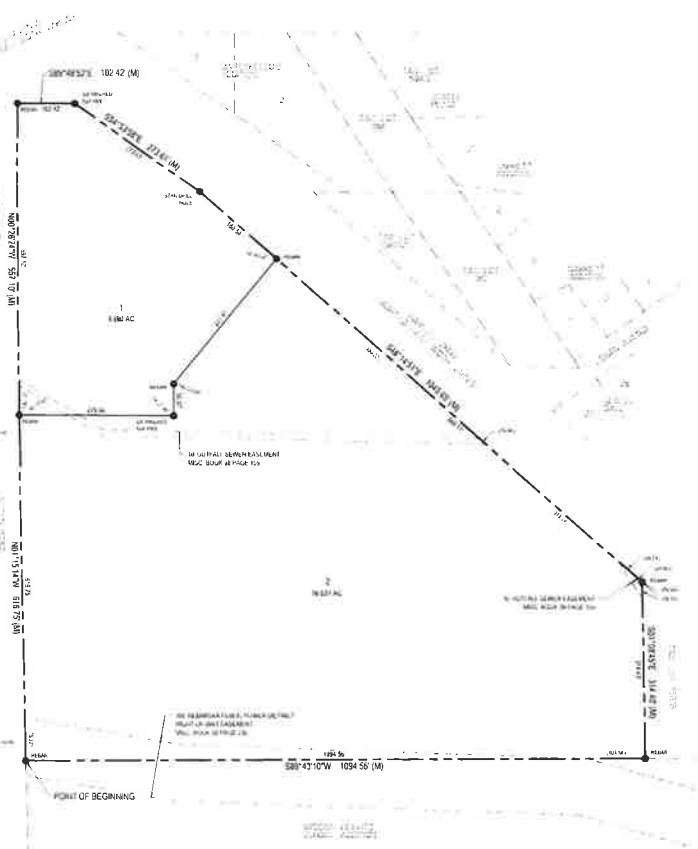
Second Reading: \_\_\_\_\_

Third Reading: \_\_\_\_\_

# EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP

## LOTS 1 AND 2

A TRACT OF LAND BEING TAX LOTS 15B1426 TOGETHER WITH PART OF TAX LOTS 15B1436, 14A29, 14A292, 15B144, 15B141, 15B182, 15B183, 15B182A AND 15B143A TAX LOTS LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 25, TOWNSHIP 14 NORTH, RANGE 13 EAST THE 6TH P.M., CITY OF BELLEVUE, SARPY COUNTY, NEBRASKA



**LEGEND**  
 BASIS OF BEARING: DOUGLASSARPY COUNTY, LOW DISTORTION PROJECTION  
 MONUMENTS FOUND (AS NOTED)  
 BOUNDARY LINE  
 LOT LINE  
 EXIST. PROPERTY LINES  
 EXIST. EASEMENTS  
 MEASURED DISTANCE

### REMARKS

KNOW ALL MENBY THESE PRESENTS THAT THE EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP AND SCHOOL DISTRICT OF BELLEVUE IN THE COUNTY OF SARPY IN THE STATE OF NEBRASKA AKA SARPY COUNTY SCHOOL DISTRICT No. 001 AKA BELLEVUE PUBLIC SCHOOL DISTRICT OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYORS CERTIFICATION AND EMBRACED WITHIN THIS PLAT I HAVE CAUSED SAID LAND TO BE SURVEYED INTO LOTS TO BE NUMBERED AS SHOWN, SAID SUBDIVISION TO BE PERMANENTLY KNOWN AS EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP (LOTS TO BE NUMBERED AS SHOWN) AND WE DO HEREBY RATIFY AND APPROVE OF THE DISPOSITION OF OUR PROPERTY AS SHOWN ON THIS PLAT. WE DO FURTHER GRANT A PERPETUAL EASEMENT TO THE OMAHA PUBLIC POWER DISTRICT (OPPD), COOK COMMUNITY LOTS AND CENTURYLINK ACROSS THE 30 FOOT WIDE STRIP OF LAND ABUTTING ALL FRONT AND SIDE BOUNDARY LOT LINES AN EIGHT (8) FOOT WIDE STRIP OF LAND ABUTTING THE REAR BOUNDARY LINES OF ALL EXTERIOR LOTS THE TERM EXTERIOR LOTS IS HEREBY DEFINED AS THOSE LOTS FORMING THE OUTER PERIMETER OF THE ABOVE DESCRIBED ADDITION. THE SIXTEEN (16) FOOT WIDE EASEMENT MAY BE REDUCED TO EIGHT (8) FEET WIDE WHEN THE ADJACENT LAND IS SURVEYED, PLATTED AND RECORDED. THE SUBDIVIDER SHALL GRANT PERPETUAL EASEMENTS TO METROPOLITAN UTILITIES DISTRICT AND/OR BLACK HILLS ENERGY THEIR SUCCESSORS AND AGENTS TO INSTALL, OPERATE, MAINTAIN, REPAIR AND REPLACE PIPES, LINES, HYDRANTS AND OTHER RELATED FACILITIES AND TO EXTEND THEREON PIPES FOR THE TRANSMISSION OF GAS AND WATER ON, THROUGH, UNDER AND ACROSS A FIVE (5) FOOT WIDE STRIP OF LAND ABUTTING ALL O.A. DE SACS STREETS, NO PERMANENT BUILDINGS OR RETAINING WALLS SHALL BE PLACED ON SAID EASEMENT STRIPS, BUT THE STRIPS MAY BE USED FOR GARDENS, SPHERES, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THREATEN OR INTERFERE WITH THE FORESAID RIGHTS HEREIN GRANTED.

### EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP

AMRON BOWEN, MANAGING MEMBER DATE \_\_\_\_\_  
 THE SCHOOL DISTRICT OF BELLEVUE IN THE COUNTY OF SARPY IN THE STATE OF NEBRASKA  
 THE SARPY COUNTY SCHOOL DISTRICT No. 001  
 AKA BELLEVUE PUBLIC SCHOOL DISTRICT

JAY HOPPE, SUPERINTENDENT DATE \_\_\_\_\_  
 ACKNOWLEDGEMENT OF NOTARY  
 STATE OF NEBRASKA )  
 COUNTY OF \_\_\_\_\_ )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ BEFORE ME THE UNDERSIGNED A NOTARY PUBLIC IN THE STATE OF NEBRASKA PERSONALLY CAME AMRON BOWEN, MANAGING MEMBER OF EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP, WHO IS PERSONALLY KNOWN TO BE THE IDENTICAL PERSON WHOSE NAME IS AFFIXED TO THE DEDICATION ON THIS PLAT AND ACKNOWLEDGED THE SAME TO BE HIS VOLUNTARY ACT AND DEED.

WITNESS MY HAND AND NOTARIAL SEAL, THE DAY AND YEAR LAST ABOVE WRITTEN.  
 NOTARY PUBLIC

ACKNOWLEDGEMENT OF NOTARY  
 STATE OF NEBRASKA )  
 COUNTY OF \_\_\_\_\_ )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ BEFORE ME THE UNDERSIGNED A NOTARY PUBLIC IN THE STATE OF NEBRASKA PERSONALLY CAME JAY HOPPE, SUPERINTENDENT OF THE SCHOOL DISTRICT OF BELLEVUE IN THE COUNTY OF SARPY IN THE STATE OF NEBRASKA AKA SARPY COUNTY SCHOOL DISTRICT No. 001 AKA BELLEVUE PUBLIC SCHOOL DISTRICT, WHO IS PERSONALLY KNOWN TO BE THE IDENTICAL PERSON WHOSE NAME IS AFFIXED TO THE DEDICATION ON THIS PLAT AND ACKNOWLEDGED THE SAME TO BE HIS VOLUNTARY ACT AND DEED.

WITNESS MY HAND AND NOTARIAL SEAL, THE DAY AND YEAR LAST ABOVE WRITTEN.  
 NOTARY PUBLIC

COUNTY TREASURER'S CERTIFICATE  
 THIS IS TO CERTIFY THAT I FIND NO REGULAR OR SPECIAL TAXES DUE OR DELINQUENT AGAINST THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AND EMBRACED IN THIS PLAT AS SHOWN BY THE RECORDS OF THIS OFFICE.

COUNTY TREASURER DATE \_\_\_\_\_

NOTES  
 1. DIRECT VEHICULAR ACCESS WILL NOT BE ALLOWED TO HARVELL DRIVE FROM LOTS 1 AND 2.  
 2. ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED.  
 3. ALL DISTANCES SHOWN IN PARENTHESES ARE FOR REFERENCE TO EXISTING EASEMENTS. LOCATIONS REFER TO THE RECORDED EASEMENT DOCUMENT FOR THE OFFICIAL LOCATION.

### SURVEYORS CERTIFICATION

I, JOHN W. VON DOLLEN, NEBRASKA REGISTERED LAND SURVEYOR NO. 379, DOUBLY REGISTERED UNDER THE LAND SURVEYOR'S REGULATION ACT, DO HEREBY STATE THAT I HAVE PERSONALLY A SURVEY OF THE LAND DESCRIBED ON THE ACCOMPANYING PLAT, THAT SAID PLAT IS A TRUE DELINEATION OF SAID SURVEY PERFORMED PERSONALLY OR UNDER MY DIRECT SUPERVISION THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS MARKED AS SHOWN AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IS TRUE, CORRECT AND IN ACCORDANCE WITH THE MINIMUM STANDARDS FOR SURVEYS IN NEBRASKA IN EFFECT AT THE TIME OF THIS SURVEY.

### LEGAL DESCRIPTION

A TRACT OF LAND BEING TAX LOTS 15B1426 TOGETHER WITH PART OF TAX LOTS 15B1436, 14A29, 14A292, 15B144, 15B141, 15B182, 15B183, 15B182A AND 15B143A TAX LOTS LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 25, TOWNSHIP 14 NORTH, RANGE 13 EAST THE 6TH P.M., CITY OF BELLEVUE, SARPY COUNTY, NEBRASKA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF MISSION HEIGHTS SCHOOL ADDITION A SUBDIVISION LOCATED IN SAID SECTION 25 SAID POINT ALSO BEING ON THE EASTELY 16 FEET WIDE RIGHT-OF-WAY LINE OF LINCOLN ROAD, THENCE N61°15'39" W (BASIS OF BEARING: DOUGLASSARPY COUNTY LOW DISTORTION PROJECTION) ALONG SAID RIGHT-OF-WAY LINE OF LINCOLN ROAD, A DISTANCE OF 643.13 FEET TO THE SOUTH LINE OF SAID TAX LOT 15B1436, THENCE N87°20'00" W ALONG SAID EASTELY RIGHT-OF-WAY LINE OF LINCOLN ROAD, A DISTANCE OF 351.18 FEET TO THE INTERSECTION OF SAID EASTELY RIGHT-OF-WAY LINE OF LINCOLN ROAD AND THE SOUTHERLY RIGHT-OF-WAY LINE OF HARVELL DRIVE, THENCE S67°54'58" W ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF HARVELL DRIVE ON THE FOLLOWING THREE (3) DESCRIBED COURSES: (1) S84°50'00" W, A DISTANCE OF 102.43 FEET; (2) THENCE S84°50'00" W, A DISTANCE OF 213.91 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID TAX LOT 15B141, SAID LINE ALSO BEING THE NORTHERLY LINE OF SAID TAX LOT 15B142A; (3) THENCE S84°18'17" W ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF HARVELL DRIVE, A DISTANCE OF 158.81 FEET TO THE WEST LINE OF SAID TAX LOT 15B141, A DISTANCE OF 314.40' TO THE SOUTHWEST CORNER OF SAID TAX LOT 15B181, SAID POINT ALSO BEING ON THE NORTH LINE OF SAID MISSION HEIGHTS SCHOOL ADDITION, THENCE S41°11'10" W ALONG SAID NORTH LINE OF MISSION HEIGHTS SCHOOL ADDITION, A DISTANCE OF 1564.16 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS AN AREA OF 876.833 SQUARE FEET OR 20.111 ACRES, MORE OR LESS.

JOHN W. VON DOLLEN, LS 379 DATE \_\_\_\_\_

### BELLEVUE CITY COUNCIL APPROVAL

THIS PLAT OF EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP (LOTS NUMBERED AS SHOWN) WAS APPROVED BY THE CITY COUNCIL OF BELLEVUE ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024. APPROVAL OF THIS FINAL PLAT SHALL BECOME NULL AND VOID NINETY (90) DAYS FROM THE DATE OF CITY COUNCIL APPROVAL. THIS FINAL PLAT IS NOT FILED WITH THE REGISTER OF DEEDS AS PROVIDED IN SECTION 4-16 OF THE CITY OF BELLEVUE SUBDIVISION REGULATIONS.

MAYOR \_\_\_\_\_  
 ATTENT \_\_\_\_\_

### APPROVAL OF BELLEVUE CITY PLANNING COMMISSION

THIS PLAT OF EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP (LOTS NUMBERED AS SHOWN) WAS APPROVED BY THE BELLEVUE CITY PLANNING COMMISSION.

CHAIRMAN OF CITY PLANNING COMMISSION DATE \_\_\_\_\_

### REVIEW BY SARPY COUNTY PUBLIC WORKS

THIS PLAT OF EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP WAS REVIEWED BY THE SARPY COUNTY SURVEYORS OFFICE, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.

COUNTY SURVEYOR, ENGINEER

**E & A CONSULTING GROUP, INC.**  
 Engineering • Planning • Environmental & Field Services  
 1835 N. 14th Street, Suite 100 • Lincoln, NE 68504  
 Phone: 402.231.0100 • Fax: 402.231.0199  
 Email: info@eaconsulting.com  
 State of NE License of Professional Engineer



EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP  
 LOTS 1 AND 2  
 BELLEVUE, NEBRASKA

SMALL SUBDIVISION

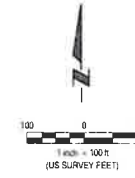
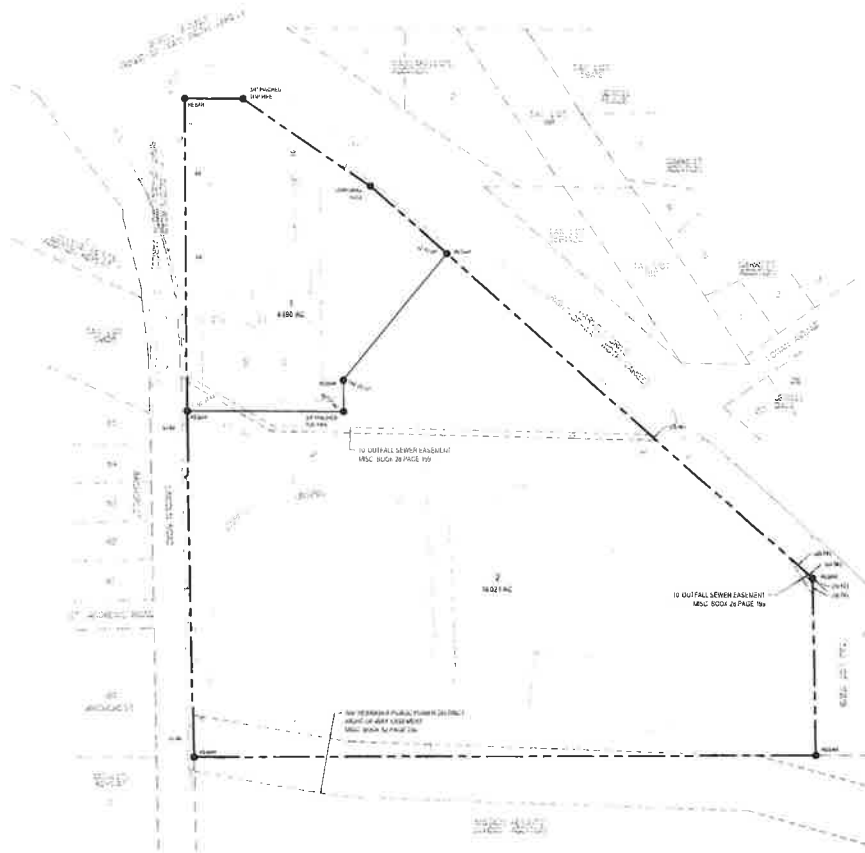
DATE	BY	REVISION

SEP 12 2024  
 PLANNING DEPT.

# EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP

LOTS 1 AND 2

A TRACT OF LAND BEING TAX LOTS 15B1426 TOGETHER WITH PART OF TAX LOTS 15B1428, 14A26, 14A28, 15B144, 15B141, 15B182, 15B183, 15B142A AND 15B143A TAX LOTS LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 28, TOWNSHIP 14 NORTH, RANGE 13 EAST THE 6TH P.M. CITY OF BELLEVUE, SARPY COUNTY, NEBRASKA



### LEGEND

- PROPERTY CORNER FOUND (AS NOTED)
- BOUNDARY LINE
- LOT LINE
- - - EXIST. PROPERTY LINES
- (N) MEASURED DISTANCE
- ▭ BUILDING
- ⊙ AREA INLET
- ⊠ OPD (TRANSMISSION LINE TOWER)
- ⊞ POWER RISER
- ⊛ LIGHT POLE
- ⊙ FIVE HYDRANT
- ⊙ UTILITY VALVE (PINK)
- ⊙ MARIKULE
- ⊙ CLUB INLET
- ⊙ UTILITY VALVE SIGNAL
- FENCE LINE
- GAS LINE
- WATER LINE
- POWER LINE (OVERHEAD)
- POWER LINE (UNDER GROUND)
- SANITARY SEWER LINE
- STORM SEWER LINE
- FIBER OPTIC LINE
- ⊙ BUSH
- ⊙ CONIFEROUS TREE

RECEIVED  
 SEP 12 2024  
 PLANNING DEPT.

**E & A CONSULTING GROUP, INC.**  
 Engineering • Planning • Environmental & Field Services



EASTERN NEBRASKA COMMUNITY ACTION PARTNERSHIP  
 LOTS 1 AND 2  
 BELLEVUE, NEBRASKA

AS BUILT SURVEY

Date	By	Description
09/25/2024	AS	
09/25/2024	AS	
09/25/2024	AS	
09/25/2024	AS	
09/25/2024	AS	

1500 84th Street, Suite 100, Omaha, NE 68154  
 Phone: 402.933.4100 • Fax: 402.933.1915  
 Email: info@eandagroup.com

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

12a.  
11/19/2024

COUNCIL MEETING DATE: 11/05/2024		SUBMITTED BY: Administration	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input checked="" type="checkbox"/>	PUBLIC HEARING <input type="checkbox"/>	
RESOLUTION <input type="checkbox"/>	CURRENT BUSINESS <input type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

Ordinance No. 4169 to Amend Chapter 19 of the Bellevue Municipal Code by Adding a new Article IX, Sections 19-108 to 19-120 Regarding Vacant Property Registration and to Provide an Effective Date

SYNOPSIS/BACKGROUND:

Vacant commercial and residential buildings contribute to blight, discourage economic development, hinder appreciation of property values, endanger public health and safety, attract criminal activity, and create fire hazards. It is the responsibility of property owners to prevent vacant properties from becoming a burden to the neighborhood and community and a threat to the public health, safety and welfare. Maintenance of the public health, safety, and welfare thus requires the City to maintain an accurate registration of all vacant properties. This vacant property registration ordinance places a duty on the owner of vacant properties to assist the City in preventing a public nuisance. Any fees imposed under a vacant property registration ordinance have the potential to benefit the owners of vacant properties by helping to finance additional government services to protect the value and security of such properties.

FISCAL IMPACT:  BUDGETED FUNDS?:  GRANT/MATCHING FUNDS?:

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?:  COUNTER-PARTY:  INTERLOCAL AGREEMENT:

CONTRACT DESCRIPTION:

CONTRACT EFFECTIVE DATE:  CONTRACT TERM:  CONTRACT END DATE:

PROJECT NAME:

START DATE:  END DATE:  PAYMENT DATE:  INSURANCE REQUIRED:

CIP PROJECT NAME:  CIP PROJECT NUMBER:

STREET DISTRICT NAME (S):  STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRIBUTION CODE:  ACCOUNT NUMBER:

RECOMMENDATION:

Approve Ordinance No. 4169 and authorize Mayor to Sign.

ATTACHMENTS:

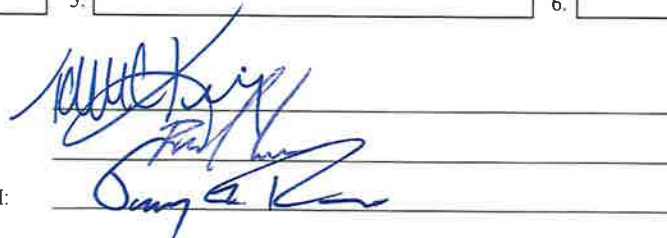
1. Ordinance 4169- Redline	2. Ordinance 4169 -Clean Copy	3. <input type="text"/>
4. <input type="text"/>	5. <input type="text"/>	6. <input type="text"/>

SIGNATURES:

LEGAL APPROVAL AS TO FORM: \_\_\_\_\_

FINANCE APPROVAL AS TO FORM: \_\_\_\_\_

ADMINISTRATOR APPROVAL AS TO FORM: \_\_\_\_\_



**ORDINANCE NO. 4169**

AN ORDINANCE TO AMEND CHAPTER 19, OF THE BELLEVUE MUNICIPAL CODE BY ADDING A NEW ARTICLE IX, SECTIONS 19-108 TO 19-120 TO REQUIRE THE REGISTRATION OF VACANT PROPERTIES; PROVIDE REGISTRATION FEES; PROVIDE PENALTIES FOR FAILING TO REGISTER VACANT PROPERTIES; TO REPEAL CONFLICTING ORDINANCES AND SECTIONS AND TO PROVIDE AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF BELLEVUE, NEBRASKA.

**Section 1.** That Chapter 19, Article 9, Section 19-108 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-108 REGISTRATION OF VACANT PROPERTIES: PURPOSE.**

Recognizing that vacant commercial and residential buildings (hereinafter referred to as "vacant properties") contribute to blight, discourage economic development, hinder appreciation of property values, endanger public health and safety, attract criminal activity, create fire hazards and otherwise diminish quality of life. It is the responsibility of property owners to prevent vacant properties from becoming a burden to the neighborhood and community and a threat to the public health, safety and welfare. Maintenance of the public health, safety, and welfare thus requires the City to maintain an accurate registration of all vacant properties. Any fees imposed under a vacant property registration ordinance have the potential to benefit the owners of vacant properties by helping to finance additional government services to protect the value and security of such properties. That enactment of a vacant property registration ordinance is a proper exercise of the City of Bellevue's authority to protect the public health, safety and welfare of community residents.

**Section 2.** That Chapter 19, Article 9, Section 19-109 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-109 REGISTRATION OF VACANT PROPERTIES: PUBLIC NUISANCE.**

Vacant properties shall constitute a public nuisance. The City of Bellevue is given the power and authority pursuant to Nebraska Revised Statute § 18-1720 to define, regulate, suppress and prevent such nuisances. A vacant property registration ordinance places a duty on the owner of vacant properties to assist the City in preventing public nuisance. The City Clerk shall be the program administrator for the vacant properties registration list and said registration applies to any and all vacant properties within the City limits.

**Section 3.** That Chapter 19, Article 9, Section 19-110 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-110 REGISTRATION OF VACANT PROPERTIES: DUTIES OF OWNER.**

All owners of vacant property subject to a vacant property registration ordinance, adopted pursuant to Nebraska Revised Statute § 19-5406, shall be required to register such property with the City Clerk.

**Section 4.** That Chapter 19, Article 9, Section 19-111 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-111 REGISTRATION OF VACANT PROPERTIES: VACANT PROPERTY REGISTRATION.**

The owner of a vacant property must register said property with the City Clerk within thirty (30) calendar days of written notice provided to the owner or the owner's resident agent of the existence of the vacant property. Such notice shall be served on the owner or resident agent by personal service or by certified mail, return receipt requested. If notice by personal service or certified mail is unsuccessful, notice shall be given by publication in a newspaper of general circulation in the City and by conspicuously posting the notice on the commercial building or residential building which is vacant. A copy of the notice under this section shall be recorded by the County Clerk, or his or her designee, in the records of the Register of Deeds for Sarpy County, Nebraska and indexed against the premises.

For purposes of this Section, evidence of vacancy means any condition or circumstance that on its own or in combination with other conditions or circumstances would lead a reasonable person to believe that a residential building or commercial building is vacant. Such conditions or circumstances may include, but are not limited to, the following:

- (a) Overgrown or dead vegetation, including grass, shrubbery, and other plantings;
- (b) An accumulation of abandoned personal property, trash or other waste;
- (c) Visible deterioration or lack of maintenance of any building or structure on the property;
- (d) Graffiti or other defacement of any building or structure on the property; or
- (e) Any other condition or circumstance reasonably indicating that the property is not occupied for residential purposes or being used for the operation of a lawful business.

For purposes of this section, a vacant property shall not be used for storage unless specifically allowed pursuant to the City of Bellevue Zoning Ordinance.

**Section 5.** That Chapter 19, Article 9, Section 19-112 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-112 REGISTRATION OF VACANT PROPERTIES: DEFINITIONS.**

For purposes of this section, the following words and phrases shall have the meanings respectively ascribed to them:

*Vacant* means the property has been vacant for 180 days or longer and during such time, has continuously exhibited evidence of vacancy as described in Section 4.

*Owner of vacant property* means the person or persons shown to be the owner or owners of record on the records of the register of deeds.

*Commercial building* means a building with more than twenty-five (25%) percent of its floor space used for commercial activity. For the purposes of this section, floor space shall be designated as the area on the main or street level of the building. For purposes of this section, commercial activity means having the objective of supplying commodities (goods and services), industrial uses, industrial manufacturing, and ancillary business functions.

*Residential building* means a housing structure or other framework, together with such land on which the dwelling and appurtenant buildings are located, that is used or intended to support occupancy of one or more persons for non-business purposes. This includes but is not limited to the following: a house, a condominium, a townhouse, an apartment unit or building, or a trailer house.

**Section 6.** That Chapter 19, Article 9, Section 19-113 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-113 REGISTRATION OF VACANT PROPERTIES: EXEMPTIONS.**

The vacant property registration ordinance provides the following exemptions to the vacant property registration and fee requirements, including, but not limited to, the following:

- (a) Property only considered to be a seasonal residence; and the property is in compliance with all current City of Bellevue codes.
- (b) Property of an owner who is temporarily absent, but who has demonstrated his or her intent to return; and the property is in compliance with all current City of Bellevue codes.
- (c) Property that is scheduled for demolition and has a valid demo permit issued by the City of Bellevue.
- (d) Property under construction or renovation pursuant to a valid building permit issued by the City of Bellevue.
- (e) Property subject to divorce, probate or estate proceedings; and the property is in compliance with all current City of Bellevue codes.

- (f) Property that is "for sale," "for rent," or "for lease" and where the owner can produce sufficient good faith evidence of active marketing of sale, rent or lease; and the property is in compliance with all current City of Bellevue codes.
- (g) Property owned by the federal government, the State of Nebraska, the City of Bellevue or any other political subdivision.
- (h) Property subject to damage by fire or an act of god.

**Section 7.** That Chapter 19, Article 9, Section 19-114 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-114 REGISTRATION OF VACANT PROPERTIES: REGISTRATION FORMS.**

The required vacant property registration shall be submitted on the form provided by the City of Bellevue. The form shall include, but not be limited to the following: the name, current mailing address, telephone number and facsimile (if applicable) and email address of the property owner and his or her agent; the street address and parcel identification number of the vacant property; the transfer date of the instrument conveying the property to the owner; the date on which the property became vacant; and such other information deemed necessary by the City. The form shall also include the period of time the vacant property is expected to remain vacant, and a plan and timetable for performance of one or more of the following:

- (a) Returning the vacant property to the appropriate occupancy or use;
- (b) Marketing the property for sale or lease;
- (c) Making any necessary repairs; or
- (d) Demolition of the property.

All applicable laws and codes shall be complied with by the owner. The owner shall notify the City of any changes in information supplied as part of the vacant property registration within thirty (30) calendar days of the change.

If the owner of the vacant property does not reside in Sarpy County for at least one hundred eighty (180) days in a calendar year, then the owner must provide information for a resident agent with authority to act with respect to the property, including the name, current mailing address, phone number, and any other contact information of the owner's agent. Any subsequent owner of a vacant property must register or re-register the building with the City within thirty (30) calendar days of any transfer of any ownership interest in the vacant property. The new owner(s) shall comply with the approved plan and timetable submitted by the previous owner until any proposed changes are submitted by the new owner and meet the approval of the City.

An owner who acquires a vacant property for which a registration fee has already been paid for a particular period is not liable for an additional registration fee for that period; however, the new owner must register the change of ownership with the City.

**Section 8.** That Chapter 19, Article 9, Section 19-115 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-115 REGISTRATION OF VACANT PROPERTIES: VACANT PROPERTY FEES.**

*Residential Property:* There is no fee for initial registration of vacant residential property.

If the owner fails to remedy the vacant property and successfully have it removed from the vacant property registration list within 180 days from the initial registration date, or within 180 days from the initial registration date deadline if the owner fails to register the property, then the owner of a vacant residential property shall be assessed a fee of \$250.00, payable to the City of Bellevue.

In addition, a supplemental fee of \$500.00 will be assessed to the owner of the vacant property for every 180-day period thereafter, until the vacant property is removed from the registration list.

*Commercial Property:* There is no fee for initial registration of vacant commercial property.

If the owner fails to remedy the vacant property and successfully have it removed from the vacant property registration list within 180 days from the initial registration date, or within 180 days from the initial registration date deadline if the owner fails to register the property, then the owner of a vacant commercial property shall be assessed a fee of \$500.00, payable to the City of Bellevue. In addition, a supplemental fee of \$1,000.00 will be assessed to the owner of the vacant property for every 180-day period thereafter, until the vacant property is removed from the registration list.

Registration fees may be refundable for the year preceding the date on which the property is no longer vacant.

Unpaid registration fees shall become a lien on the premises, as well as a liability of the responsible party. Additionally, the City Attorney may institute appropriate action against the owner for the recovery of such costs.

**Section 9.** That Chapter 19, Article 9, Section 19-116 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-116 REGISTRATION OF VACANT PROPERTIES: PENALTIES.**

Any person upon whom a duty is placed by the provisions of this ordinance who shall fail, neglect, or refuse to perform such duty, or who shall violate a provision of this ordinance shall be deemed guilty of an infraction and upon conviction thereof shall be fined in any sum not to exceed five hundred dollars (\$500.00), except that each person so convicted shall be fined in a sum of not less than two hundred dollars (\$200.00) for the first offense, not less than three hundred dollars (\$300.00) for the second offense, and not less than four hundred dollars (\$400.00) for the third offense and each offense thereafter. The penalty herein provided shall be cumulative with and in addition to the revocation, cancellation, or forfeiture of any license, permit, or right elsewhere

provided for or as provided by law. Each day that a violation of this ordinance continues shall constitute a separate and distinct offense and shall be punishable as such.

Any and all civil penalties assessed under this ordinance shall be billed to the owner or other responsible party. Failure or refusal to pay any and all such penalties permits the City of Bellevue to pursue any and all available legal remedies for the enforcement and collection of such penalties; including, but not limited to, civil actions being filed in district court, suits or actions being maintained in any court of competent jurisdiction, abatement of nuisances maintained in violation of this ordinance, institution of injunction, mandamus, or other appropriate action or proceedings to enforce the penalty provisions of this ordinance. This ordinance in no way limits the penalties, actions or abatement procedures which may be taken by the City of Bellevue for a violation of any other ordinance of the City of Bellevue or statute of the State of Nebraska.

**Section 10.** That Chapter 19, Article 9, Section 19-117 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-117 REGISTRATION OF VACANT PROPERTIES: REMOVAL OF PROPERTY FROM REGISTRATION LIST.**

An owner may have his or her vacant property removed from the vacant property registration by providing sufficient notification and evidence to the City Clerk, or his or her designee, that said vacant property no longer meets the definition of vacancy as described in Section 4. The City Administrator, or his or her designee, may then evaluate or inspect the property to determine whether the property should be removed from the registration list.

**Section 11.** That Chapter 19, Article 9, Section 19-118 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-118 REGISTRATION OF VACANT PROPERTIES: APPEAL.**

The required vacant property appeal shall be submitted on the form provided by the City of Bellevue. Upon receiving notice declaring that a building is vacant or remains vacant, the owner of the building may appeal such decision within twenty (20) calendar days of receipt of the notice. Such appeal shall be in writing to the City Clerk accompanied by a non-refundable appeal fee. Such appeal shall request a hearing before the City Council to present reasons why the property should not be declared vacant. The appeal fee shall be set by the City of Bellevue's Master Fee Schedule. The City Clerk shall set such hearing within thirty (30) business days from the date of receipt of the written request.

A written notice of the City Council decision following the hearing shall be sent to the property owner by certified mail or shall be provided at the conclusion of the hearing. If the City Council rejects the appeal, the owner shall have thirty (30) calendar days from the decision to register the vacant building; provided, the properly owner may appeal such decision, within thirty (30)

calendar days of the City Council decision, to the appropriate court for adjudication during which proceedings the decision of the City Council shall be stayed.

**Section 12.** That Chapter 19, Article 9, Section 19-119 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-119 REGISTRATION OF VACANT PROPERTIES: REPEAL.**

Any other ordinance or section passed and approved prior to passage, approval, and publication or posting of this ordinance and in conflict with its provisions is repealed.

**Section 13.** That Chapter 19, Article 9, Section 19-120 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-120 VIOLATION; PENALTY.**

Any person who shall violate or refuse to comply with the enforcement of any of the provisions of this Chapter, set forth at full length herein or incorporated by reference shall be deemed guilty of an offense and upon conviction thereof, shall be fined not more than five hundred dollars (\$500.00) for each offense. A new violation shall be deemed to have been committed every twenty-four (24) hours of such failure to comply.

**Section 14.** That this Ordinance shall take effect and be in full force fifteen (15) days after passage of the same.

ADOPTED by the Mayor and City Council this \_\_\_\_ day of \_\_\_\_\_ 2024.

ATTEST:

\_\_\_\_\_  
Mayor, Rusty Hike

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

First Reading: \_\_\_\_\_  
Second Reading: \_\_\_\_\_  
Third Reading: \_\_\_\_\_

\_\_\_\_\_  
City Attorney

**ORDINANCE NO. 4169**

AN ORDINANCE TO AMEND CHAPTER 19, OF THE BELLEVUE MUNICIPAL CODE BY ADDING A NEW ARTICLE IX, SECTIONS 19-108 TO 19-120 TO REQUIRE THE REGISTRATION OF VACANT PROPERTIES; PROVIDE REGISTRATION FEES; PROVIDE PENALTIES FOR FAILING TO REGISTER VACANT PROPERTIES; TO REPEAL CONFLICTING ORDINANCES AND SECTIONS AND TO PROVIDE AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF BELLEVUE, NEBRASKA.

**Section 1.** That Chapter 19, Article 9, Section 19-108 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-108 REGISTRATION OF VACANT PROPERTIES: PURPOSE.**

Recognizing that vacant commercial and residential buildings (hereinafter referred to as "vacant properties") contribute to blight, discourage economic development, hinder appreciation of property values, endanger public health and safety, attract criminal activity, create fire hazards and otherwise diminish quality of life. It is the responsibility of property owners to prevent vacant properties from becoming a burden to the neighborhood and community and a threat to the public health, safety and welfare. Maintenance of the public health, safety, and welfare thus requires the City to maintain an accurate registration of all vacant properties. Any fees imposed under a vacant property registration ordinance have the potential to benefit the owners of vacant properties by helping to finance additional government services to protect the value and security of such properties. That enactment of a vacant property registration ordinance is a proper exercise of the City of Bellevue's authority to protect the public health, safety and welfare of community residents.

**Section 2.** That Chapter 19, Article 9, Section 19-109 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-109 REGISTRATION OF VACANT PROPERTIES: PUBLIC NUISANCE.**

Vacant properties shall constitute a public nuisance. The City of Bellevue is given the power and authority pursuant to Nebraska Revised Statute § 18-1720 to define, regulate, suppress and prevent such nuisances. A vacant property registration ordinance places a duty on the owner of vacant properties to assist the City in preventing public nuisance. The City Clerk shall be the program administrator for the vacant properties registration list and said registration applies to any and all vacant properties within the City limits.

**Section 3.** That Chapter 19, Article 9, Section 19-110 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-110 REGISTRATION OF VACANT PROPERTIES: DUTIES OF OWNER.**

All owners of vacant property subject to a vacant property registration ordinance, adopted pursuant to Nebraska Revised Statute § 19-5406, shall be required to register such property with the City Clerk.

**Section 4.** That Chapter 19, Article 9, Section 19-111 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-111 REGISTRATION OF VACANT PROPERTIES: VACANT PROPERTY REGISTRATION.**

The owner of a vacant property must register said property with the City Clerk within thirty (30) calendar days of written notice provided to the owner or the owner's resident agent of the existence of the vacant property. Such notice shall be served on the owner or resident agent by personal service or by certified mail, return receipt requested. If notice by personal service or certified mail is unsuccessful, notice shall be given by publication in a newspaper of general circulation in the City and by conspicuously posting the notice on the commercial building or residential building which is vacant. A copy of the notice under this section shall be recorded by the County Clerk, or his or her designee, in the records of the Register of Deeds for Sarpy County, Nebraska and indexed against the premises.

For purposes of this Section, evidence of vacancy means any condition or circumstance that on its own or in combination with other conditions or circumstances would lead a reasonable person to believe that a residential building or commercial building is vacant. Such conditions or circumstances may include, but are not limited to, the following:

- (a) Overgrown or dead vegetation, including grass, shrubbery, and other plantings;
- (b) An accumulation of abandoned personal property, trash or other waste;
- (c) Visible deterioration or lack of maintenance of any building or structure on the property;
- (d) Graffiti or other defacement of any building or structure on the property; or
- (e) Any other condition or circumstance reasonably indicating that the property is not occupied for residential purposes or being used for the operation of a lawful business.

For purposes of this section, a vacant property shall not be used for storage unless specifically allowed pursuant to the City of Bellevue Zoning Ordinance.

**Section 5.** That Chapter 19, Article 9, Section 19-112 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-112 REGISTRATION OF VACANT PROPERTIES: DEFINITIONS.**

For purposes of this section, the following words and phrases shall have the meanings respectively ascribed to them:

*Vacant* means the property has been vacant for 180 days or longer and during such time, has continuously exhibited evidence of vacancy as described in Section 4.

*Owner of vacant property* means the person or persons shown to be the owner or owners of record on the records of the register of deeds.

*Commercial building* means a building with more than twenty-five (25%) percent of its floor space used for commercial activity. For the purposes of this section, floor space shall be designated as the area on the main or street level of the building. For purposes of this section, commercial activity means having the objective of supplying commodities (goods and services), industrial uses, industrial manufacturing, and ancillary business functions.

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**Section 6.** That Chapter 19, Article 9, Section 19-113 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-113 REGISTRATION OF VACANT PROPERTIES: EXEMPTIONS.**

The vacant property registration ordinance provides the following exemptions to the vacant property registration and fee requirements, including, but not limited to, the following:

- (a) Property only considered to be a seasonal residence; and the property is in compliance with all current City of Bellevue codes.
- (b) Property of an owner who is temporarily absent, but who has demonstrated his or her intent to return; and the property is in compliance with all current City of Bellevue codes.
- (c) Property that is scheduled for demolition and has a valid demo permit issued by the City of Bellevue.
- (d) Property under construction or renovation pursuant to a valid building permit issued by the City of Bellevue.
- (e) Property subject to divorce, probate or estate proceedings; and the property is in compliance with all current City of Bellevue codes.

- (f) Property that is "for sale," "for rent," or "for lease" and where the owner can produce sufficient good faith evidence of active marketing of sale, rent or lease; and the property is in compliance with all current City of Bellevue codes.
- (g) Property owned by the federal government, the State of Nebraska, the City of Bellevue or any other political subdivision.
- (h) Property subject to damage by fire or an act of god.

**Section 7.** That Chapter 19, Article 9, Section 19-114 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-114 REGISTRATION OF VACANT PROPERTIES: REGISTRATION FORMS.**

The required vacant property registration shall be submitted on the form provided by the City of Bellevue. The form shall include, but not be limited to the following: the name, current mailing address, telephone number and facsimile (if applicable) and email address of the property owner and his or her agent; the street address and parcel identification number of the vacant property; the transfer date of the instrument conveying the property to the owner; the date on which the property became vacant; and such other information deemed necessary by the City. The form shall also include the period of time the vacant property is expected to remain vacant, and a plan and timetable for performance of one or more of the following:

- (a) Returning the vacant property to the appropriate occupancy or use;
- (b) Marketing the property for sale or lease;
- (c) Making any necessary repairs; or
- (d) Demolition of the property.

All applicable laws and codes shall be complied with by the owner. The owner shall notify the City of any changes in information supplied as part of the vacant property registration within thirty (30) calendar days of the change.

If the owner of the vacant property does not reside in Sarpy County for at least one hundred eighty (180) days in a calendar year, then the owner must provide information for a resident agent with authority to act with respect to the property, including the name, current mailing address, phone number, and any other contact information of the owner's agent. Any subsequent owner of a vacant property must register or re-register the building with the City within thirty (30) calendar days of any transfer of any ownership interest in the vacant property. The new owner(s) shall comply with the approved plan and timetable submitted by the previous owner until any proposed changes are submitted by the new owner and meet the approval of the City.

An owner who acquires a vacant property for which a registration fee has already been paid for a particular period is not liable for an additional registration fee for that period; however, the new owner must register the change of ownership with the City.

**Section 8.** That Chapter 19, Article 9, Section 19-115 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-115 REGISTRATION OF VACANT PROPERTIES: VACANT PROPERTY FEES.**

*Residential Property:* There is no fee for initial registration of vacant residential property.

If the owner fails to remedy the vacant property and successfully have it removed from the vacant property registration list within 180 days from the initial registration date, or within 180 days from the initial registration date deadline if the owner fails to register the property, then the owner of a vacant residential property shall be assessed a fee of \$250.00, payable to the City of Bellevue.

In addition, a supplemental fee of \$500.00 will be assessed to the owner of the vacant property for every 180-day period thereafter, until the vacant property is removed from the registration list.

*Commercial Property:* There is no fee for initial registration of vacant commercial property.

If the owner fails to remedy the vacant property and successfully have it removed from the vacant property registration list within 180 days from the initial registration date, or within 180 days from the initial registration date deadline if the owner fails to register the property, then the owner of a vacant commercial property shall be assessed a fee of \$500.00, payable to the City of Bellevue. In addition, a supplemental fee of \$1,000.00 will be assessed to the owner of the vacant property for every 180-day period thereafter, until the vacant property is removed from the registration list.

Registration fees may be refundable for the year preceding the date on which the property is no longer vacant.

Unpaid registration fees shall become a lien on the premises, as well as a liability of the responsible party. Additionally, the City Attorney may institute appropriate action against the owner for the recovery of such costs.

**Section 9.** That Chapter 19, Article 9, Section 19-116 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-116 REGISTRATION OF VACANT PROPERTIES: PENALTIES.**

Any person upon whom a duty is placed by the provisions of this ordinance who shall fail, neglect, or refuse to perform such duty, or who shall violate a provision of this ordinance shall be deemed guilty of an infraction and upon conviction thereof shall be fined in any sum not to exceed five hundred dollars (\$500.00), except that each person so convicted shall be fined in a sum of not less than two hundred dollars (\$200.00) for the first offense, not less than three hundred dollars (\$300.00) for the second offense, and not less than four hundred dollars (\$400.00) for the third offense and each offense thereafter. The penalty herein provided shall be cumulative with and in addition to the revocation, cancellation, or forfeiture of any license, permit, or right elsewhere

provided for or as provided by law. Each day that a violation of this ordinance continues shall constitute a separate and distinct offense and shall be punishable as such.

Any and all civil penalties assessed under this ordinance shall be billed to the owner or other responsible party. Failure or refusal to pay any and all such penalties permits the City of Bellevue to pursue any and all available legal remedies for the enforcement and collection of such penalties; including, but not limited to, civil actions being filed in district court, suits or actions being maintained in any court of competent jurisdiction, abatement of nuisances maintained in violation of this ordinance, institution of injunction, mandamus, or other appropriate action or proceedings to enforce the penalty provisions of this ordinance. This ordinance in no way limits the penalties, actions or abatement procedures which may be taken by the City of Bellevue for a violation of any other ordinance of the City of Bellevue or statute of the State of Nebraska.

**Section 10.** That Chapter 19, Article 9, Section 19-117 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-117 REGISTRATION OF VACANT PROPERTIES: REMOVAL OF PROPERTY FROM REGISTRATION LIST.**

An owner may have his or her vacant property removed from the vacant property registration by providing sufficient notification and evidence to the City Clerk, or his or her designee, that said vacant property no longer meets the definition of vacancy as described in Section 4. The City Administrator, or his or her designee, may then evaluate or inspect the property to determine whether the property should be removed from the registration list.

**Section 11.** That Chapter 19, Article 9, Section 19-118 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-118 REGISTRATION OF VACANT PROPERTIES: APPEAL.**

The required vacant property appeal shall be submitted on the form provided by the City of Bellevue. Upon receiving notice declaring that a building is vacant or remains vacant, the owner of the building may appeal such decision within twenty (20) calendar days of receipt of the notice. Such appeal shall be in writing to the City Clerk accompanied by a non-refundable appeal fee. Such appeal shall request a hearing before the City Council to present reasons why the property should not be declared vacant. The appeal fee shall be set by the City of Bellevue's Master Fee Schedule. The City Clerk shall set such hearing within thirty (30) business days from the date of receipt of the written request.

A written notice of the City Council decision following the hearing shall be sent to the property owner by certified mail or shall be provided at the conclusion of the hearing. If the City Council rejects the appeal, the owner shall have thirty (30) calendar days from the decision to register the vacant building; provided, the properly owner may appeal such decision, within thirty (30)

calendar days of the City Council decision, to the appropriate court for adjudication during which proceedings the decision of the City Council shall be stayed.

**Section 12.** That Chapter 19, Article 9, Section 19-119 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-119 REGISTRATION OF VACANT PROPERTIES: REPEAL.**

Any other ordinance or section passed and approved prior to passage, approval, and publication or posting of this ordinance and in conflict with its provisions is repealed.

**Section 13.** That Chapter 19, Article 9, Section 19-120 of the Bellevue Municipal Code is hereby added and shall read as follows:

**§ 19-120 VIOLATION; PENALTY.**

Any person who shall violate or refuse to comply with the enforcement of any of the provisions of this Chapter, set forth at full length herein or incorporated by reference shall be deemed guilty of an offense and upon conviction thereof, shall be fined not more than five hundred dollars (\$500.00) for each offense. A new violation shall be deemed to have been committed every twenty-four (24) hours of such failure to comply.

**Section 14.** That this Ordinance shall take effect and be in full force fifteen (15) days after passage of the same.

ADOPTED by the Mayor and City Council this \_\_\_\_ day of \_\_\_\_\_ 2024.

ATTEST:

\_\_\_\_\_  
Mayor, Rusty Hike

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

First Reading: \_\_\_\_\_  
Second Reading: \_\_\_\_\_  
Third Reading: \_\_\_\_\_

\_\_\_\_\_  
City Attorney

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

COUNCIL MEETING DATE: 11/19/2024		SUBMITTED BY: Mike Christensen, Permits & Inspections	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input type="checkbox"/>	PUBLIC HEARING <input checked="" type="checkbox"/>	
RESOLUTION <input type="checkbox"/>	CURRENT BUSINESS <input type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:  
Condemnation of 1010 Bea Circle Bellevue, NE 68005 - LEGAL: LOT 11 CHARWOOD

SYNOPSIS/BACKGROUND:  
The dwelling located at 1010 Bea Circle Bellevue, NE 68005 has been deteriorating resulting in the dwelling becoming unfit for human habitation and is placarded as such. Currently the dwelling has several broken windows, holes in the soffits, deteriorated rear deck, holes in the siding allowing rodents to enter the dwelling. The owner was first contacted in 2016 and has not put any work into the dwelling to bring it back into a reasonable good state of maintenance and repair, let alone a habitable condition.

FISCAL IMPACT: \$18,000 BUDGETED FUNDS: Yes GRANT/MATCHING FUNDS:

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?  COUNTER-PARTY:  INTERLOCAL AGREEMENT:

CONTRACT DESCRIPTION:

CONTRACT EFFECTIVE DATE:  CONTRACT TERM:  CONTRACT END DATE:

PROJECT NAME:

START DATE:  END DATE:  PAYMENT DATE:  INSURANCE REQUIRED:

CIP PROJECT NAME:  CIP PROJECT NAME:

STREET DISTRICT NAME (S):  STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRIBUTION CODE:  ACCOUNT NUMBER:

RECOMMENDATION:  
The dwelling in its current condition should be condemned as a public nuisance, ordered torn down, the debris removed and the premises placed in a safe condition.

ATTACHMENTS:

- 1. photo
- 2. photo
- 3. photo
- 4. photo
- 5.
- 6.

SIGNATURES:

LEGAL APPROVAL AS TO FORM:

FINANCE APPROVAL AS TO FORM:

ADMINISTRATOR APPROVAL AS TO FORM:





City of Bellevue  
Office of the City Clerk  
1500 Wall Street • Bellevue, Nebraska 68005  
(402) 293-3007

November 5, 2024

Leslie Wustrack  
PO Box 10  
Chromo, CO 81128

Re: Structure located at **1010 Bea Circle Bellevue, NE 68005**  
LEGAL: Lot 11 Charwood

To Whom It Concerns:

Enclosed is a Notice of Hearing before the Bellevue City Council to consider the condemnation of the structure on the property located at **1010 Bea Circle, Bellevue, NE 68005**. The records in the Sarpy County Register of Deeds and the Sarpy County Treasurer's offices indicate you are the owner of record of this property.

This public hearing will be held on Tuesday, November 19, 2024 at 6:00 p.m. in the City Council Chambers at City Hall, 1500 Wall Street in Bellevue, Nebraska.

If you have any questions concerning this matter, please feel free to contact the Chief Building Official, Mike Christensen, at 402-293-3015, or me at the number listed above.

Yours truly,

A handwritten signature in black ink, appearing to read "Susan Kluthe".

Susan Kluthe  
Bellevue City Clerk

CC: Mike Christensen

## **NOTICE OF HEARING**

Leslie Wustrack

OWNER OF: Lot 11 Charwood

LOCATED AT 1010 Bea Circle, Bellevue, NE 68005

**BELLEVUE, SARPY COUNTY, NEBRASKA,**

AND TO ALL OTHER PERSONS WITH ANY INTEREST IN THAT PROPERTY

In accordance with Sections 8-48 and 8-49 of the Code of the City of Bellevue, Nebraska, notice is hereby given that a hearing will be held before the City Council on

**Tuesday, November 19, 2024 at 6:00 p.m.**

in the City Council Chambers at Bellevue City Hall, 1500 Wall Street and evidence adduced to determine whether the structure located on the above-described property should be considered a public nuisance in accordance with the provisions of the Code of the City of Bellevue, Nebraska. Interested persons have the right to make objections to such a determination and to present evidence at the hearing. The Bellevue City Council may order the building be torn down and debris removed and the costs of such actions may be specially assessed against the property.

If special accommodations are required, please contact the City Clerk at 402-293-3007 at least forty-eight hours prior to the meeting.

Susan Kluthe  
Bellevue City Clerk



We Influence The World!

City of Bellevue  
Permits and Inspections  
1510 Wall St. ▪ Bellevue, Nebraska  
68005 ▪

October 11, 2024

**From:** Mike Christensen *MC*  
Chief Building Official  
City of Bellevue, NE.

**To:** Susan Kluthe, City Clerk

**Subject:** 1010 Bea Cir Bellevue, NE 68005 LEGAL: LOT 11 CHARWOOD

Dear Ms. Kluthe,

In accordance with the provisions outlined in the Bellevue City Code, Section 8-47, I am notifying you that the dwelling located at 1010 Bea Cir Bellevue, Ne 68005 has been deemed a public nuisance in accordance with said section. The property owner as noted in the Sarpy County Assessors records is listed as Leslie Wustrack PO Box 10. Chromo CO. 81128. The dwelling in its current has windows broken out, the soffits are rotted and falling off, the siding has rotted in several locations that allows rodents to enter attic and other areas of the dwelling.

The initial notification outlining the deficiencies was sent certified mail back in August of 2016 and signed for on August 20, 2016. The owner of the property Leslie Wustrack then sent out a letter to the Permits Department in August of 2016 stating that she had received the letter and would comply with the repair request and would be seeking proposals. Since that time no repairs have taken place on the property and the dwelling continues to deteriorate. A second letter was sent on August 15<sup>th</sup>, 2024, and was not excepted and was returned on September 27<sup>th</sup>, 2024.

After the Permits Department was contacted by mail in August of 2016 there has been no further attempt to contact the Permits Department, and the dwelling remains placarded as unfit for human habitation. Therefore, I am sending this report to you with my opinion that the dwelling as described above should be placed on the City Council agenda for condemnation action. If you have any questions, I am available to discuss them at your convenience.

#1



#2



# 3



#4



**RESOLUTION NO. 2024-32**

**BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BELLEVUE, NEBRASKA**, that upon the facts presented, the structure(s) located in the rear of the property on

Lot 11, Charwood  
Bellevue, Sarpy County, Nebraska,

and located at 1010 Bea Circle, Bellevue, Nebraska 68005, be and hereby are determined under Section 8-50 of the Bellevue City Code to be a public nuisance, unsafe for human occupancy because of the unsafe, unsanitary and dangerous condition, and the owners of the structures are ordered and directed to cause the structures to be torn down, the debris removed and the premises placed in a safe condition, by November 19, 2024 and if not done by December 19, 2024, the City shall tear down and remove the structures and debris, place the premises in a safe condition and assess the costs thereof against the property.

Passed and approved this 19<sup>th</sup> day of November, 2024.

---

Mayor

ATTEST:

---

City Clerk

APPROVED as to Form:

---

City Attorney

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

COUNCIL MEETING DATE: 11/19/22024		SUBMITTED BY: Mike Christensen, Permits & Inspections	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input type="checkbox"/>	PUBLIC HEARING <input checked="" type="checkbox"/>	
RESOLUTION <input type="checkbox"/>	CURRENT BUSINESS <input type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

Condemnation of 3605 Harrison St. Bellevue, NE 68147- LEGAL:1/2 VAC ALLEY ADJ & W 24' LOT 1 & LOT 2A BLOCK 1 GOOD LUCK ADDITION

SYNOPSIS/BACKGROUND:

The dwelling located at 3605 Harrison St. Bellevue, NE 68147 has been has been gutted leaving the dwelling unfit for human habitaion and is placarded as such. Currently the dwelling has several broken windows,front door removed allowing anyone & rodents to enter the dwelling The owner was first contacted in 2022 to pull permits to bring the dwelling back into a habitable condition, but has not pulled any permits or made any effort to secure the property.

FISCAL IMPACT:: \$15,000 BUDGETED FUNDS?: Yes GRANT/MATCHING FUNDS?:

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?: COUNTER-PARTY: INTERLOCAL AGREEMENT:

CONTRACT DESCRIPTION:

CONTRACT EFFECTIVE DATE: CONTRACT TERM: CONTRACT END DATE:

PROJECT NAME:

START DATE: END DATE: PAYMENT DATE: INSURANCE REQUIRED:

CIP PROJECT NAME: CIP PROJECT NAME:

STREET DISTRICT NAME (S): STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRUBUTION CODE: ACCOUNT NUMBER:

RECOMMENDATION:

The dwelling in its current condition should be condemned as a public nuisance, ordered torn down, the debris removed nad the premises placed in a safe condition.

ATTACHMENTS:

- |          |          |          |
|----------|----------|----------|
| 1. photo | 2. photo | 3. photo |
| 4. photo | 5. photo | 6. photo |

SIGNATURES:

LEGAL APPROVAL AS TO FORM:

FINANCE APPROVAL AS TO FORM:

ADMINISTRATOR APPROVAL AS TO FORM:

*David Phillips*  
*[Signature]*  
*[Signature]*



City of Bellevue  
Office of the City Clerk  
1500 Wall Street • Bellevue, Nebraska 68005  
(402) 293-3007

November 5, 2024

True North Properties LLC  
8068 Gulf Blvd.  
Navarre, FL 32566

Re: Structure located at **3605 Harrison Street Bellevue, NE 68147**  
LEGAL: ½ VAC ALLEY ADJ & W 24' LOT 1 & LOT 2A, BLOCK 1, GOOD LUCK  
ADDITION

To Whom It Concerns:

Enclosed is a Notice of Hearing before the Bellevue City Council to consider the condemnation of the structure on the property located at **3605 Harrison Street, Bellevue, NE 68147**. The records in the Sarpy County Register of Deeds and the Sarpy County Treasurer's offices indicate you are the owner of record of this property.

This public hearing will be held on Tuesday, November 19, 2024 at 6:00 p.m. in the City Council Chambers at City Hall, 1500 Wall Street in Bellevue, Nebraska.

If you have any questions concerning this matter, please feel free to contact the Chief Building Official, Mike Christensen, at 402-293-3015, or me at the number listed above.

Yours truly,

  
Susan Kluthe  
Bellevue City Clerk

CC: Mike Christensen

## **NOTICE OF HEARING**

True North Properties LLC

OWNER OF: ½ Vac Alley Adj & W 24' Lot 1 & Lot 2A, Block 1 Good Luck Addition

LOCATED AT 3605 Harrison Street

**BELLEVUE, SARPY COUNTY, NEBRASKA,**

AND TO ALL OTHER PERSONS WITH ANY INTEREST IN THAT PROPERTY

In accordance with Sections 8-48 and 8-49 of the Code of the City of Bellevue, Nebraska, notice is hereby given that a hearing will be held before the City Council on

**Tuesday, November 19, 2024 at 6:00 p.m.**

in the City Council Chambers at Bellevue City Hall, 1500 Wall Street and evidence adduced to determine whether the structure located on the above-described property should be considered a public nuisance in accordance with the provisions of the Code of the City of Bellevue, Nebraska. Interested persons have the right to make objections to such a determination and to present evidence at the hearing. The Bellevue City Council may order the building be torn down and debris removed and the costs of such actions may be specially assessed against the property.

If special accommodations are required, please contact the City Clerk at 402-293-3007 at least forty-eight hours prior to the meeting.

Susan Kluthe  
Bellevue City Clerk



We Influence The World!

City of Bellevue  
Permits and Inspections  
1510 Wall St. ▪ Bellevue, Nebraska  
68005 ▪

October 11, 2024

**From:** Mike Christensen <sup>me</sup>  
Chief Building Official  
City of Bellevue, NE.

**To:** Susan Kluthe, City Clerk

**Subject:** 3605 Harrison St Bellevue, NE 68147 – LEGAL: ½ VAC ALLEY ADJ & W 24'  
LOT 1 & LOT 2A BLOCK 1 GOOD LUCK ADDITION

Dear Ms. Kluthe,

In accordance with the provisions outlined in the Bellevue City Code, Section 8-47, I am notifying you that the dwelling located at 3605 Harison St. Bellevue, Ne 68147 has been deemed a public nuisance in accordance with said section. The property owner as noted in the Sarpy County Assessors records is listed as True North Properties LLC. 8068 Gulf Blvd. Navarre Fl 32566 The dwelling in its current condition has windows broken out open to rodents and the outside environment. The interior of the dwelling has been gutted down to the bare studs and there are no permits for any work that needs to be done.

The initial notification outlining the deficiencies was sent certified mail back in August of 2022 and signed for in September of 2022. Since that time no permits to have been obtained to bring the dwelling back into a habitable condition and the dwelling continues to be vandalized and deteriorate. A second notice was sent in October of 2023 and returned unclaimed. A third notice was sent in February of 2024 and signed for, but again there has been no effort to obtain permits to bring the dwelling back into a habitable condition. The dwelling in its current condition remains placarded as unfit for human habitation.

Therefore, I am sending this report to you with my opinion that the dwelling as described above should be placed on the City Council agenda for condemnation action. If you have any questions, I am available to discuss them at your convenience.



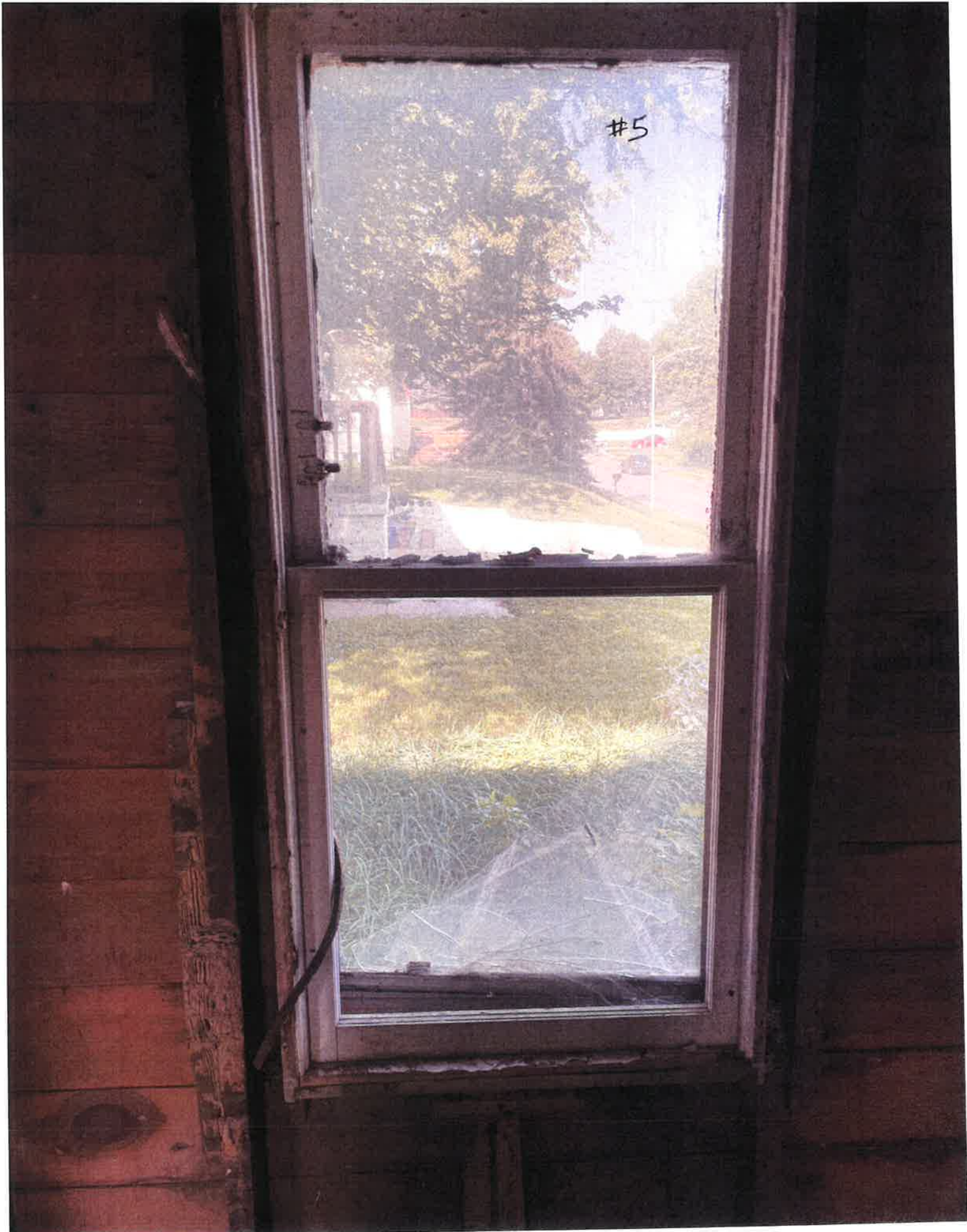
#2





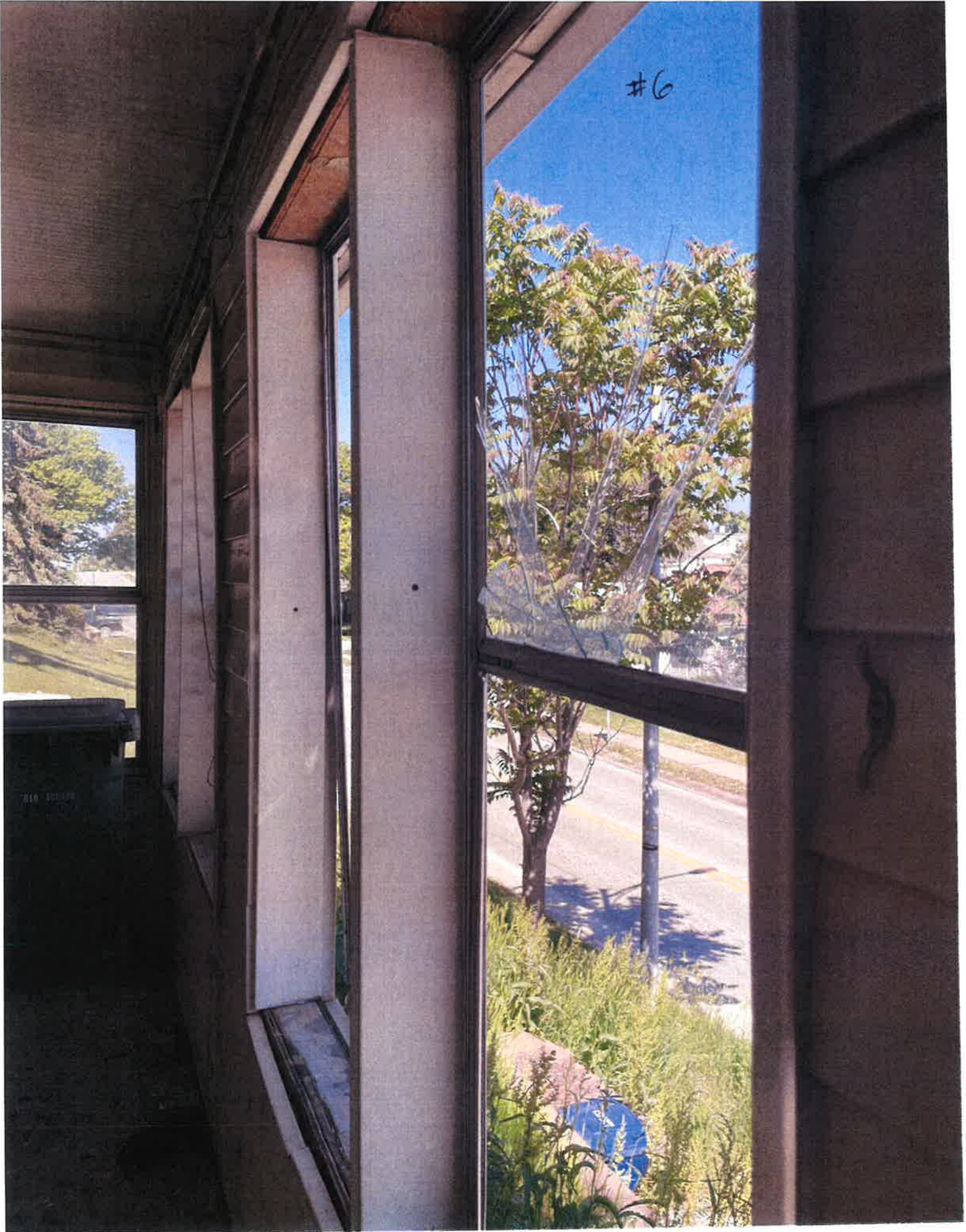
#3





#5

#6



**RESOLUTION NO. 2024-31**

**BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BELLEVUE, NEBRASKA**, that upon the facts presented, the structure(s) located in the rear of the property on

½ Vac Alley Adj & W 24' Lot 1 & Lot 2a, Block 1, Good Luck Addition  
Bellevue, Sarpy County, Nebraska,

and located at 3605 Harrison Street, Bellevue, Nebraska 68147, be and hereby are determined under Section 8-50 of the Bellevue City Code to be a public nuisance, unsafe for human occupancy because of the unsafe, unsanitary and dangerous condition, and the owners of the structures are ordered and directed to cause the structures to be torn down, the debris removed and the premises placed in a safe condition, by November 19, 2024 and if not done by December 19, 2024, the City shall tear down and remove the structures and debris, place the premises in a safe condition and assess the costs thereof against the property.

Passed and approved this 19<sup>th</sup> day of November, 2024.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED as to Form:

\_\_\_\_\_  
City Attorney

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

15a.  
11/6/2024

COUNCIL MEETING DATE: <b>October 15, 2024</b>		SUBMITTED BY: <b>Tammi Palm, Planning Director</b>	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input type="checkbox"/>	PUBLIC HEARING <input checked="" type="checkbox"/>	
RESOLUTION <input checked="" type="checkbox"/>	CURRENT BUSINESS <input type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

**Request to amend the Redevelopment Plan for Lot 1, Southeast Plaza. Applicant: Marathon Equity, LLC.  
General location: 909 Fort Crook Road North.**

SYNOPSIS/BACKGROUND:

The applicant is requesting an amendment of the redevelopment plan for Lot 1, Southeast Plaza. The original redevelopment plan proposed the existing building (formerly utilized as a No Frills Supermarket) would be developed into an extension of their current packaging and processing business for coffee, nut, and popcorn operations. The developer now proposes to renovate the building into an exercise and fitness center. The applicant states in his memo "The use of the property as a fitness center would require materially more rehabilitation and upgrading to the property but would ultimately result in a significantly greater taxable value and benefit to the area." As part of the redevelopment plan the applicant is requesting approval of \$917,949 in Tax Increment Financing.

FISCAL IMPACT?:  BUDGETED FUNDS?:  GRANT/MATCHING FUNDS?:

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?:  COUNTER-PARTY:  INTERLOCAL AGREEMENT:

CONTRACT DESCRIPTION:

CONTRACT EFFECTIVE DATE:  CONTRACT TERM:  CONTRACT END DATE:

PROJECT NAME:

START DATE:  END DATE:  PAYMENT DATE:  INSURANCE REQUIRED:

CIP PROJECT NAME:  CIP PROJECT NUMBER:

STREET DISTRICT NAME (S):  STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRIBUTION CODE:  ACCOUNT NUMBER:

RECOMMENDATION:

**The Planning Commission and Planning Department are both recommending approval of this Redevelopment Plan.**

ATTACHMENTS:

1. <input type="text" value="Planning Commission Recommendation"/>	2. <input type="text" value="Staff Memo"/>	3. <input type="text" value="Resolution No. 2024-29"/>
4. <input type="text"/>	5. <input type="text"/>	6. <input type="text"/>

SIGNATURES:

LEGAL APPROVAL AS TO FORM:

FINANCE APPROVAL AS TO FORM:

ADMINISTRATOR APPROVAL AS TO FORM:

*Daniel Willis*  
\_\_\_\_\_  
*[Signature]*  
\_\_\_\_\_  
*[Signature]*  
\_\_\_\_\_



We Influence The World!

City of Bellevue  
Planning Department  
1510 Wall St. • Bellevue, Nebraska • 68005 • 402-293-3026

**To:** Rusty Hike  
City Administrator Jim Ristow  
City Council Members  
**From:** Angela Curry, Assistant Planning Manager  
**Date:** October 8, 2024  
**Subject:** Lot 1, Southeast Plaza, Redevelopment Plan

On November 13, 2017, the City Council approved the Redevelopment Plan for Marathon Equity, LLC., located at 909 Fort Crook Road North. The developer is requesting approval to amend the redevelopment plan. As originally submitted and approved, the redevelopment plan proposed an existing building formerly utilized as a No Frills Supermarket would be developed into an extension of their current packaging and processing business for coffee, nut, and popcorn operations.

The developer is proposing to renovate the existing building into an exercise and fitness center. The developer states in his memo “The use of the property as a fitness center would require materially more rehabilitation and upgrading to the property but would ultimately result in a significantly greater taxable value and benefit to the area.”

The applicant states the base year assessed value of the property is \$1,300,000. The applicant states the property’s current assessed value is \$2,692,953 and the estimated final tax assessed value for the project site upon completion of the project is \$7,500,000.

The amended Redevelopment Plan states the principal Tax Increment Financing (TIF) eligible redevelopment costs associated with the project are approximately \$917,949 (original TIF amount of \$438,949 with \$479,000 of additional TIF eligible expenses). The breakdown of costs and data supporting the payback of TIF expenditures is attached to the amended Redevelopment Plan for your review.

In his memo, the applicant asserts the redevelopment project as proposed in this amendment will result in a \$6,200,000 increase over the base year assessed valuation and at least a \$4,807,047 increase over the current assessed value under the current redevelopment plan.

A change of zone from BGH (Heavy General Business) to ML (Light Manufacturing) was granted by the City Council November 13, 2017, with the intention of the applicant expanding the existing coffee, nut, and popcorn processing/packaging operations. The applicant is in the process of requesting a change of zone from ML (Light Manufacturing) to BG (General Business), which will support the proposed use. The current Comprehensive Plan designates this area as flex space, which allows for light industrial uses; however, the draft Comprehensive Plan update reflects mixed use development to facilitate the 2040 Fort Crook Road Plan.

Attached for your review and recommendation is a copy of the amendment to the redevelopment plan.

**PLANNING DEPARTMENT RECOMMENDATION:**

APPROVAL of the request to amend the Redevelopment Plan of Marathon Equity, LLC based on elimination of a blighted and substandard area, conformance with the requirements of the State Statutes, and the opportunity for infill redevelopment.

**PLANNING COMMISSION RECOMMENDATION:**

APPROVAL of the request to amend the Redevelopment Plan of Marathon Equity, LLC based on elimination of a blighted and substandard area, conformance with the requirements of the State Statutes, and the opportunity for infill redevelopment.

**Amendment of Marathon Equity, L.L.C. Redevelopment Plan  
for 909 Fort Crook Road, Bellevue, NE**

To: Chairman and Members of the Planning Board  
From: Marathon Equity, L.L.C., (“Developer”), Applicant  
Date: 8/23/2024

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**Background**

The project site is Lot 1, Southeast Plaza, an Addition to the City of Bellevue, Sarpy County, NE, which is located at 909 Fort Crook Road, Bellevue, NE (the “Property”). On November 13, 2017, the City approved Developer’s Redevelopment Plan for 909 Fort Crook Road, Bellevue, Nebraska (the “Plan”) by Resolution 2017-22. A copy of the Plan and Resolution 2017-22 are attached hereto and incorporated herein as Exhibit “1.” Developer has determined that it is no longer desirable or feasible to use the Property as originally proposed in the Plan for expansion of its existing business for coffee, nut and popcorn processing/packaging operations.

The Developer has identified a prospective tenant for the Property that would utilize the Property for an exercise and fitness center. The use of the Property as a fitness center would require materially more rehabilitation and upgrading to the Property but would ultimately result in a significantly greater taxable value and benefit to the area. As it currently stands, the Plan is no longer feasible to achieve the Plan’s purpose and will not repay the Redevelopment Promissory Note as planned. Accordingly, Applicant requests a modification to the Plan as follows:

**Land Use/Zoning/Site Redevelopment:**

The site is approximately 5.22 acres in size and contains a vacant 66,930 sq ft commercial building built in 1984. The site is currently zoned ML- Light Manufacturing District. Contemporaneously with this Plan Amendment, Developer is requesting the Property be rezoned to BG- General Business District which will permit the use of the Property as an exercise and fitness center. BG is consistent with the zoning of the neighboring property on the northwest and the zoning immediately north of the Property. The BG zoning is compatible with the surrounding properties/uses.

The proposed project will renovate the existing building into an exercise and fitness center. The base year assessed value of the Property is \$1,300,000. The Property’s current assessed value is \$2,692,953 and the estimated final tax assessed value for the project site upon completion of the project is \$7,500,000. The redevelopment project as proposed in this Amendment will result in a \$6,200,000 increase over the base year assessed valuation and at least a \$4,807,047 increase over the current assessed value under the current redevelopment plan.

The Property is owned by the applicant, Developer. The Developer will continue to own the Property after development and lease the Property for use as an exercise and fitness facility. Developer and the Property tenant will work together to redevelop the Property.

RECEIVED

AUG 23 2024

PLANNING DEPT.

Developer anticipates construction to begin in the winter of 2024/2025 with completion by December 2025.

Renovation of existing structures: Yes

New construction: No new buildings will be constructed.

Number of buildings: 1

Building Height: one story, 22'

**Financing:**

The estimated value of the project upon full build-out is estimated to be \$7,500,000. Accordingly, the project will support an amended TIF request of \$917,949 (original TIF amount of \$438,949 with \$479,000 of additional TIF eligible expenses) with interest continuing at the original rate of 6% per annum. The amended Amortization schedule is attached hereto as Exhibit D. The remaining project costs will be paid through equity and debt financing.

**Project Finance Summary**

**Sources of Funds:**

Owner Equity	\$4,354,551.00
Bank Loan, Construction	\$2,000,000.00
Tax Increment Financing	\$917,949.00
<b>Total Sources of Funds:</b>	<b>\$7,272,500</b>

**Amounts:**

**Costs and Expenses:**

Land Acquisition	\$1,300,000.00
Previously Completed Exterior Improvements:	\$185,000.00
Previously Completed Interior Improvements:	\$665,000.00
Engineering/Architectural Fees/Contracting for Prior Work:	\$150,000.00
GR/GC- relating to additional work	\$200,000.00
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Additional Mechanical Work	\$989,000.00
Additional Electrical	\$525,000.00

Parking Updates	\$40,000.00
Attorney Fees	\$7,500.00
TIF Fees	\$5,000.00
<b>Total Costs and Expenses:</b>	<b>\$7,272,500</b>

**TIF Eligible Costs “Exhibit A”:**

The TIF Eligible Costs are amended as reflected on “Amended Exhibit A”

**Site Plan “Exhibit B”:**

The site plan is amended as reflected on “Amended Exhibit B”

**Amortization Schedule “Exhibit D”:**

The Amortization Schedule is amended as reflected on “Amended Exhibit D”

**Amended TIF Request**

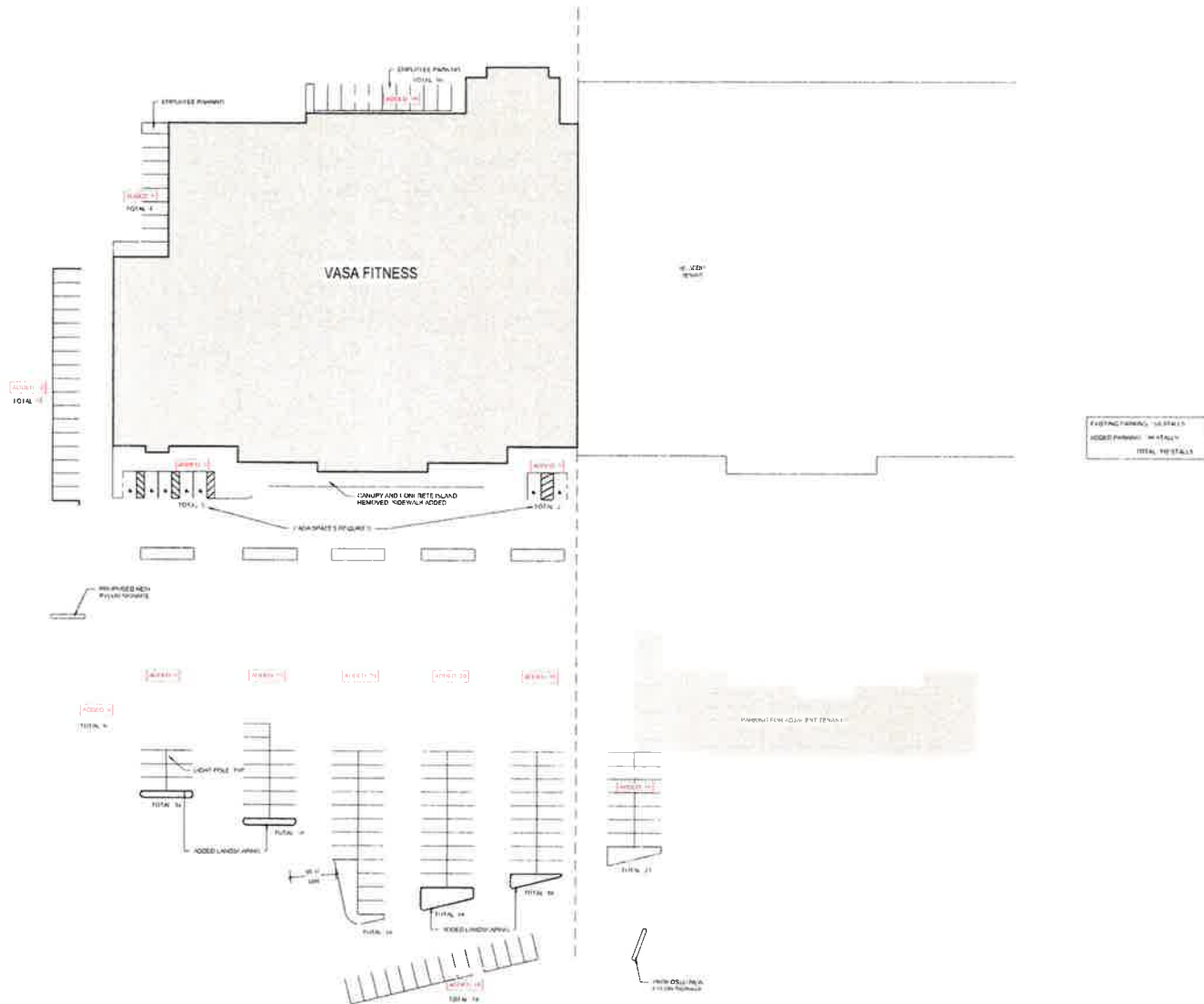
The amended TIF request is for \$917,949 (original TIF amount of \$438,949 amended to include \$479,000 of additional TIF eligible expenses), plus accrued interest. TIF will be used to offset TIF eligible costs such as acquisition, demolition, site work, architectural and engineering fees, and public improvements as required. The TIF Eligible Expenses are shown in detail on Amended Exhibit A. The total estimated project cost is \$7,272,500. The final assessed valuation upon completion of the project of \$7,500,000.00 will support the TIF request with interest at the rate of 6.00% per annum as shown by the Amortization Schedule attached as Amended Exhibit D.

AMENDED EXHIBIT A

TIF ELIGIBLE EXPENSES

Land Acquisition	\$1,300,000.00
Demolition	\$170,000.00
Landscaping	\$75,000.00
Enclose Covered Drive	\$30,000.00
Paint	\$50,000.00
Roof Repair	\$30,000.00
Fire Protection Updating	\$65,000.00
Engineering/Architectural Costs	\$75,000.00
Concrete/Core & Shell Masonry	\$298,000.00
Electrical Updates	\$675,000.00
HVAC and additional Mechanical Updates	\$1,024,000.00
Parking	\$40,000.00
Attorney Fees	\$7,500
TIF Fees	\$5,000.00
Total:	\$3,844,500

# Exhibit B



Farnsworth  
ARCHITECTS

1000 First Street, North  
Lincoln, NE 68502  
402.441.1111

NO.	DATE	DESCRIPTION
1	06/05/20	PREDESIGN

DATE: 06/05/20

DESIGNED: N/A

DRAWN: N/A

REVIEWED: N/A

PREDESIGN  
NOT FOR CONSTRUCTION



VASA Bellevue, NE

1000 First Street, North  
Lincoln, NE 68502

DATE: 06/05/20

DESIGNED: N/A

DRAWN: N/A

REVIEWED: N/A

SITE PLAN

A001

PROJECT NO. 024092

AMENDED EXHIBIT D

909 Fort Crook Rd, Bellevue, NE

Marathon Equity, L.L.C.

Debt Service Payments

		<u>Total</u>	<u>Pre-</u>	<u>TIF Taxable</u>		<u>Gross TIF</u>	<u>Treasurer's</u>	<u>Tax Revenue</u>		<u>Interest at</u>	<u>TIF DS</u>	<u>Loan Balance</u>
	<u>Year</u>	<u>Valuation</u>	<u>Development Base</u>	<u>Valuation</u>	<u>Tax Levy</u>	<u>Tax Revenue</u>	<u>1% Fee</u>	<u>Available for</u>	<u>Principal</u>	<u>6%</u>	<u>PMT</u>	
								<u>TIF DS</u>				
2021	0	1,300,000	1,300,000									\$ 438,949
April, 22	0.5	1,300,000	1,300,000							\$ 13,168		\$ 452,117
August, 22	1	1,300,000	1,300,000							\$ 13,564		\$ 465,681
April, 23	1.5	1,300,000	1,300,000							\$ 13,970		\$ 479,651
August, 23	2	1,300,000	1,300,000							\$ 14,390		\$ 494,041
April, 24	2.5	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ 506	\$ 14,821	\$ 15,327	\$ 493,535
August, 24	3	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ 521	\$ 14,806	\$ 15,327	\$ 493,014
Nov. 24												\$ 479,000
April, 25	3.5	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ 537	\$ 14,790	\$ 15,327	\$ 971,478
August, 25	4	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ (13,817)	\$ 29,144	\$ 15,327	\$ 985,295
April, 26	4.5	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ (14,232)	\$ 29,559	\$ 15,327	\$ 999,527
August, 26	5	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ (14,659)	\$ 29,986	\$ 15,327	\$ 1,014,185
April, 27	5.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 37,795	\$ 30,426	\$ 68,220	\$ 976,391
August, 27	6	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 38,929	\$ 29,292	\$ 68,220	\$ 937,462
April, 28	6.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 40,096	\$ 28,124	\$ 68,220	\$ 897,366
August, 28	7	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 41,299	\$ 26,921	\$ 68,220	\$ 856,067
April, 29	7.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 42,538	\$ 25,682	\$ 68,220	\$ 813,528
August, 29	8	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 43,814	\$ 24,406	\$ 68,220	\$ 769,714
April, 30	8.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 45,129	\$ 23,091	\$ 68,220	\$ 724,585
August, 30	9	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 46,483	\$ 21,738	\$ 68,220	\$ 678,102
April, 31	9.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 47,877	\$ 20,343	\$ 68,220	\$ 630,225
August, 31	10	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 49,313	\$ 18,907	\$ 68,220	\$ 580,912
April, 32	10.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 50,793	\$ 17,427	\$ 68,220	\$ 530,119
August, 32	11	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 52,317	\$ 15,904	\$ 68,220	\$ 477,802
April, 33	11.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 53,886	\$ 14,334	\$ 68,220	\$ 423,916
August, 33	12	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 55,503	\$ 12,717	\$ 68,220	\$ 368,413
April, 34	12.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 57,168	\$ 11,052	\$ 68,220	\$ 311,245
August, 34	13	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 58,883	\$ 9,337	\$ 68,220	\$ 252,362
April, 35	13.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 60,649	\$ 7,571	\$ 68,220	\$ 191,713
August, 35	14	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 62,469	\$ 5,751	\$ 68,220	\$ 129,244
April, 36	14.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 64,343	\$ 3,877	\$ 68,220	\$ 64,901
August, 36	15	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 66,273	\$ 1,947	\$ 68,220	\$ (1,372)

Additional TIF Eligible Expense

## **RESOLUTION 2024-29**

WHEREAS, Marathon Equity, LLC, is the developer of certain real property currently situated within the corporate limits of the City of Bellevue ("City"), legally described as Lot 1, Southeast Plaza, an addition to the City of Bellevue, Sarpy County, Nebraska ("Redevelopment Project Area"); and

WHEREAS, the Redevelopment Project Area is situated within an area previously designated by the Bellevue City Council as blighted and substandard and in need of redevelopment as such terms are defined and contemplated by the Nebraska Community Development Law (Sections 18-2103(10) and 18-2103(11) et seq., R.R.S. Neb.) (the "Act"); and

WHEREAS, Marathon Equity, LLC has submitted the Redevelopment Project Plan for the Redevelopment Project Area ("Redevelopment Plan") to the Council for its approval as the authority and the governing body of the City (as such terms are contemplated by the Act) for the redevelopment of the Redevelopment Project Area; and

WHEREAS, the Redevelopment Plan is attached to this Resolution as Exhibit "A"; and

WHEREAS, the Redevelopment Plan anticipates redevelopment of a vacant 66,390 square foot building into an exercise and fitness center, and other property improvements as shown in Exhibit "A" (the "Redevelopment Project"); and

WHEREAS, the Redevelopment Plan contemplates that the Redevelopment Project shall be the sole responsibility of, and shall be undertaken and completed at the sole cost and expense of Marathon Equity, LLC; and

WHEREAS, it is further anticipated that, when completed, the Redevelopment Project will result in an approximately \$4,807,047 increase in the current assessed valuation of the Redevelopment Project Area, and will also enhance the potential for increases in commercial and other desired development within the surrounding vicinity of the Redevelopment Project Area; and

WHEREAS, the Redevelopment Plan contemplates that pursuant to the covenants, terms and conditions of a redevelopment agreement among the City, Marathon Equity, LLC and such other parties as shall be appropriate, the City will issue such appropriate tax increment financing instruments as City shall deem to be appropriate, at the cost of Marathon Equity, LLC, in an amount not to exceed the principal sum of \$917,949 which, if fully paid, will reimburse Marathon Equity, LLC for costs incurred in furtherance of those eligible Project improvements that are identified in the Plan and the Redevelopment Agreement from the increase in ad valorem real estate taxes levied upon the Redevelopment Project Area over a period of not more than fifteen (15) years from the effective date of the Redevelopment Plan as contemplated by the Act; and

WHEREAS, the Redevelopment Plan contemplates that the tax increment financing instruments to be issued in furtherance of the Redevelopment Project will be fully retired within fifteen (15) years from the effective date of the Redevelopment Plan as a result of the anticipated increase in the assessed value of the Redevelopment Project Area alone (by the payment of the corresponding increase in ad valorem real estate taxes to be levied upon Redevelopment Project Area); and

WHEREAS, following a public hearing convened by the Bellevue Planning Commission pursuant to and in accordance with Section 18-2115 of the Act, the Bellevue Planning Commission concluded that the Redevelopment Plan was in conformity with the general plan for the development of the City and otherwise in conformity with the Act and recommended that this Council approve the Redevelopment Plan, such recommendation being attached to this Resolution in the form of Exhibit "B"; and

WHEREAS, following a public hearing convened in accordance with the requirements of Section 18-2115 of the Act, and in consideration of all information therein presented together with such other information as this Council has determined to be appropriate, this Council finds:

(a) The Redevelopment Plan is in conformity with the general plan for the development of the City and otherwise in conformity with the legislative declarations and determinations of the Act;

(b) The Redevelopment Project would not be economically feasible without the use of tax-increment financing;

(c) The Redevelopment Project would not occur in the Redevelopment Project Area without the use of tax-increment financing;

(d) The costs and benefits of the Redevelopment Project, including costs and benefits to other affected political subdivisions, the economy of the City, and the demand for public and private services are in the long-term interest of the City, its residents and taxpayers and the Redevelopment Project Area; and

(e) The cost-benefit analysis for the Redevelopment Project, including that analysis identified and discussed in the Redevelopment Plan, i.e.

- (i) Tax shifts resulting from the approval of the use of funds pursuant to Section 18-2147 of the Act;
- (ii) Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the Redevelopment Project;
- (iii) Impacts on employers and employees of firms locating or expanding within the boundaries of the Redevelopment Project Area;
- (iv) Impacts on other employers and employees within the City and the immediate areas that are located outside the Redevelopment Project Area; and
- (v) Such other impacts determined by this Council, as the Redevelopment Authority and governing body of the City to be relevant to the consideration of costs and benefits arising from the Redevelopment Project,

sufficiently demonstrates to this Council that approval of the Redevelopment Project as outlined in the Redevelopment Plan is in the best interest of the City, its residents and taxpayers, subject to the execution and delivery of a Redevelopment Agreement (and other related agreements) among the City, Marathon Equity, LLC and such other appropriate parties, containing covenants, terms and conditions as shall be necessary or appropriate.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL of the City of Bellevue as follows:

1. That the Redevelopment Plan should be and hereby is approved subject to the due execution and delivery of a Redevelopment Agreement and other appropriate agreements by and among the City, Marathon Equity, LLC and such other parties as shall be appropriate, to be first approved by this City Council, which agreement(s) shall implement the Redevelopment Plan and set forth the covenants, terms, conditions and other appropriate provisions by which any tax increment financing instruments shall be issued and by which the Redevelopment Project shall be effected.

2. That, subject to the due execution and delivery of a Redevelopment Agreement and other appropriate agreements by and among the City, Marathon Equity, LLC and such other parties as

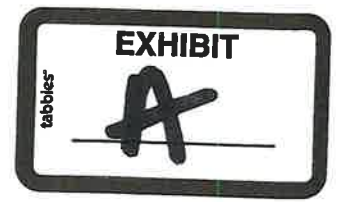
shall be appropriate, to be first approved by this City Council, the appropriate City officers, employees and agents shall undertake all such acts as shall be necessary or appropriate to implement the Redevelopment Plan or to otherwise allow for the Redevelopment Project.

PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.

\_\_\_\_\_  
Rusty Hike, Mayor

ATTEST:

\_\_\_\_\_  
Susan Kluthe, City Clerk



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for 909 Fort Crook Road, Bellevue, NE**

To: Chairman and Members of the Planning Board  
From: Marathon Equity, L.L.C., (“Developer”), Applicant  
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RECEIVED  
AUG 23 2024  
PLANNING DEPT.

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**Site Plan “Exhibit B”:**

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**Amended TIF Request**

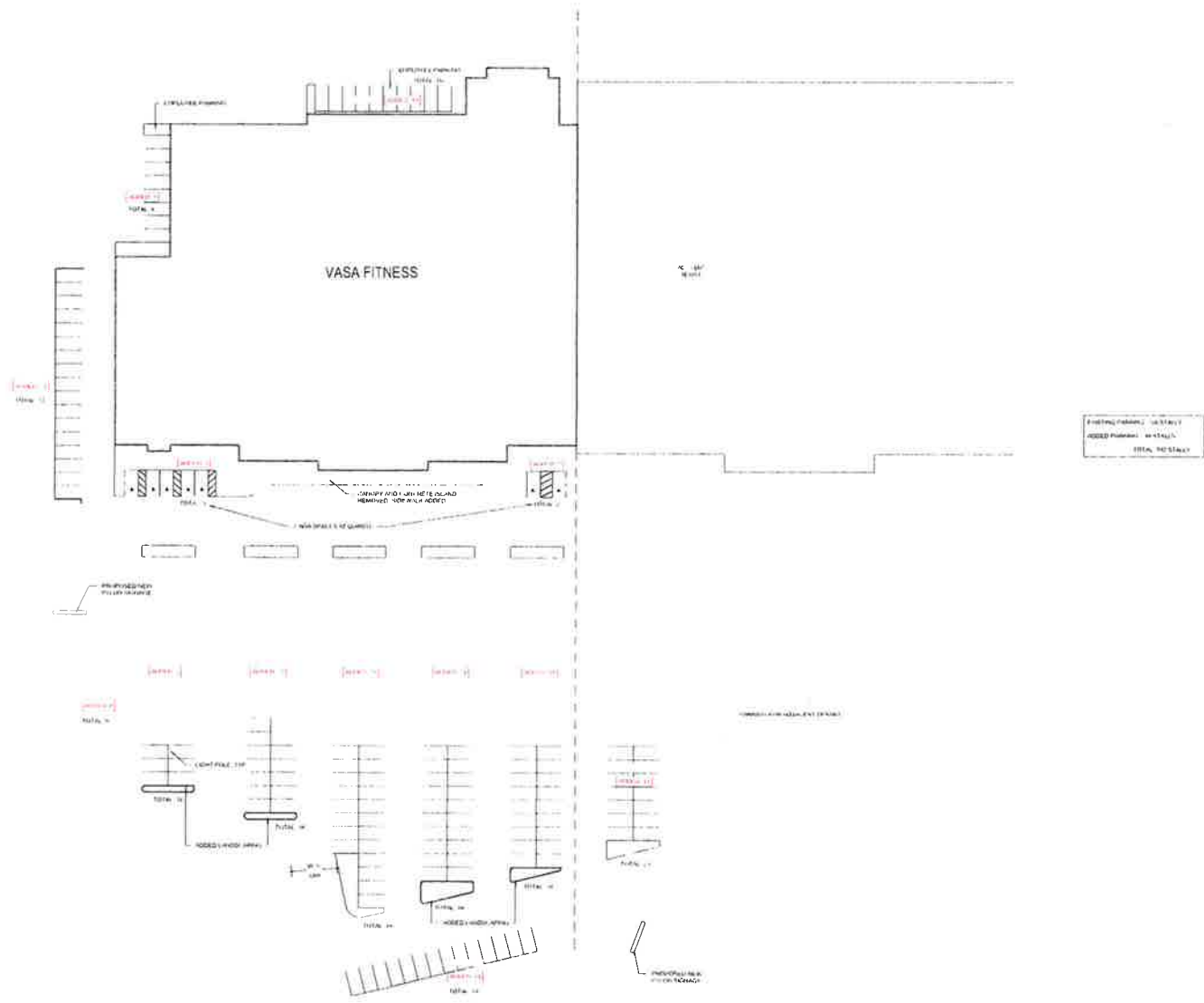
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AMENDED EXHIBIT A

TIF ELIGIBLE EXPENSES

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Parking	\$40,000.00
Attorney Fees	\$7,500
TIF Fees	\$5,000.00
Total:	\$3,844,500

# Exhibit B



DATE	DESCRIPTION

PREDESIGN  
NOT FOR CONSTRUCTION



VASA Bellevue, NE

809 Fox Creek Rd North Bellevue NE 98003

DATE	ISSUED BY
DESIGNED	NAS
DRAWN	NAS
REVIEWED	NAS

SITE PLAN

**A001**

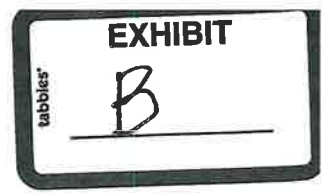
PROJECT NO. 0240921

1 SITE PLAN  
SCALE: 1" = 30'-0"

AMENDED EXHIBIT D  
909 Fort Crook Rd, Bellevue, NE  
Marathon Equity, L.L.C.

Debt Service Payments

	<u>Year</u>	<u>Total Taxable Valuation</u>	<u>Pre-Development Base</u>	<u>TIF Taxable Valuation</u>	<u>Tax Levy</u>	<u>Gross TIF Tax Revenue</u>	<u>Treasurer's 1% Fee</u>	<u>Tax Revenue Available for TIF DS</u>	<u>Principal</u>	<u>Interest at 6%</u>	<u>TIF DS PMT</u>	<u>Loan Balance</u>	
2021	0	1,300,000	1,300,000									\$ 438,949	
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August, 24	3	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ 521	\$ 14,806	\$ 15,327	\$ 493,014	
Nov. 24												\$ 479,000	Additional TIF Eligible Expense
April, 25	3.5	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ 537	\$ 14,790	\$ 15,327	\$ 971,478	
August, 25	4	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ (13,817)	\$ 29,144	\$ 15,327	\$ 985,295	
April, 26	4.5	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ (14,232)	\$ 29,559	\$ 15,327	\$ 999,527	
August, 26	5	2,692,953	1,300,000	1,392,953	2.222882	15,482	155	15,327	\$ (14,659)	\$ 29,986	\$ 15,327	\$ 1,014,185	
April, 27	5.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 37,795	\$ 30,426	\$ 68,220	\$ 976,391	
August, 27	6	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 38,929	\$ 29,292	\$ 68,220	\$ 937,462	
April, 28	6.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 40,096	\$ 28,124	\$ 68,220	\$ 897,366	
August, 28	7	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 41,299	\$ 26,921	\$ 68,220	\$ 856,067	
April, 29	7.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 42,538	\$ 25,682	\$ 68,220	\$ 813,528	
August, 29	8	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 43,814	\$ 24,406	\$ 68,220	\$ 769,714	
April, 30	8.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 45,129	\$ 23,091	\$ 68,220	\$ 724,585	
August, 30	9	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 46,483	\$ 21,738	\$ 68,220	\$ 678,102	
April, 31	9.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 47,877	\$ 20,343	\$ 68,220	\$ 630,225	
August, 31	10	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 49,313	\$ 18,907	\$ 68,220	\$ 580,912	
April, 32	10.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 50,793	\$ 17,427	\$ 68,220	\$ 530,119	
August, 32	11	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 52,317	\$ 15,904	\$ 68,220	\$ 477,802	
April, 33	11.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 53,886	\$ 14,334	\$ 68,220	\$ 423,916	
August, 33	12	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 55,503	\$ 12,717	\$ 68,220	\$ 368,413	
April, 34	12.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 57,168	\$ 11,052	\$ 68,220	\$ 311,245	
August, 34	13	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 58,883	\$ 9,337	\$ 68,220	\$ 252,362	
April, 35	13.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 60,649	\$ 7,571	\$ 68,220	\$ 191,713	
August, 35	14	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 62,469	\$ 5,751	\$ 68,220	\$ 129,244	
April, 36	14.5	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 64,343	\$ 3,877	\$ 68,220	\$ 64,901	
August, 36	15	7,500,000	1,300,000	6,200,000	2.222882	68,909	689	68,220	\$ 66,273	\$ 1,947	\$ 68,220	\$ (1,372)	



# City of Bellevue

## PLANNING COMMISSION RECOMMENDATION

APPLICANT: Marathon Equity, LLC

CASE #: ECD-45

CITY COUNCIL HEARING DATE: October 15, 2024

REQUEST: to amend the Redevelopment Plan for Lot 1, Southeast Plaza.

On September 26, 2024, the City of Bellevue Planning Commission voted eight yes, zero no, one absent and zero abstained:

**APPROVAL** based upon elimination of a blighted and substandard area, conformance with the requirements of the State Statutes, and the opportunity for infill redevelopment.

**VOTE:**

Yes:	Eight:	No:	Zero:	Abstain:	Zero:	Absent:	One:
	Hankins						Perrin
	Jacobson						
	Sims						
	Taylor-Jones						
	Aerni						
	Ackley						
	Lasenburg						
	Bennett						

Planning Commission Hearing (s) was held on: September 26, 2024

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

COUNCIL MEETING DATE: <b>November 19, 2024</b>		SUBMITTED BY: <b>Tammi Palm</b>	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input type="checkbox"/>	PUBLIC HEARING <input checked="" type="checkbox"/>	
RESOLUTION <input checked="" type="checkbox"/>	CURRENT BUSINESS <input type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

**Request to approve the 2024 Comprehensive Plan and Long-Range Transportation Plan. Applicant: City of Bellevue.**

SYNOPSIS/BACKGROUND:

Olsson Studio and city staff have been working together on the Comprehensive Plan and Long-Range Transportation Plan since September 2023. Community input and participation was an integral part of the planning process for this document. The Plan is structured in terms of vision, values, goals, strategies, and actions. This Plan also takes into consideration the city's existing planning documents. This Plan will be a living document which defines our goals, actions, and initiatives, and will continue to be updated as necessary.

FISCAL IMPACT::  BUDGETED FUNDS?:  GRANT/MATCHING FUNDS?:

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?:  COUNTER-PARTY:  INTERLOCAL AGREEMENT:

CONTRACT DESCRIPTION:

CONTRACT EFFECTIVE DATE:  CONTRACT TERM:  CONTRACT END DATE:

PROJECT NAME:

START DATE:  END DATE:  PAYMENT DATE:  INSURANCE REQUIRED:

CIP PROJECT NAME:  CIP PROJECT NAME:

STREET DISTRICT NAME (S):  STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRUBUTION CODE:  ACCOUNT NUMBER:

RECOMMENDATION:

**The Planning Department and Planning Commission are recommending approval.**

ATTACHMENTS:

- |  |  |  |
|--|--|--|
| 1. <input type="text" value="PC Recomendation"/>                         | 2. <input type="text" value="Staff Memo"/> | 3. <input type="text" value="Resolution 2024-33"/> |
| 4. <input type="text" value="Comp Plan/Long-Range Transportation Plan"/> | 5. <input type="text"/>                    | 6. <input type="text"/>                            |

SIGNATURES:

LEGAL APPROVAL AS TO FORM: \_\_\_\_\_  
 FINANCE APPROVAL AS TO FORM: \_\_\_\_\_  
 ADMINISTRATOR APPROVAL AS TO FORM: \_\_\_\_\_

*Handwritten signatures: Daniel Willis, [unclear], [unclear]*

# City of Bellevue

## PLANNING COMMISSION RECOMMENDATION

APPLICANT: City of Bellevue  
CASE #: 173  
CITY COUNCIL HEARING DATE: November 19, 2024

REQUEST: to approve the 2024 Comprehensive Plan Update and Long-Range Transportation Plan.

On October 24, 2024 the City of Bellevue Planning Commission voted six yes, zero no, two absent and one abstained:

**APPROVAL** of a request to approve the 2024 Comprehensive Plan and Long-Range Transportation Plan with comments reflected by Commissioner Ackley.

VOTE:

Yes:	Six:	No:	Zero:	Abstain:	One:	Absent:	Two:
	Hankins			Lasenburg			Bennett
	Jacobson						Perrin
	Sims						
	Taylor-Jones						
	Aerni						
	Ackley						

Planning Commission Hearing (s) was held on: October 24, 2024



We Influence The World!

City of Bellevue  
Planning Department  
1510 Wall Street • Bellevue, Nebraska 68005  
(402) 293-3026

## MEMORANDUM

TO: City Council  
Mayor Hike  
City Administrator Jim Ristow

FROM: Tammi Palm, Planning Director

DATE: November 12, 2024

RE: Adoption of Bellevue's Comprehensive and Transportation Plan

We are excited to present to you the draft copy of "Our Future View, Bellevue's Comprehensive + Transportation Plan" for discussion and adoption.

This plan represents a culmination of work we began in September 2023. City staff partnered with Olsson Studio to deliver this plan.

The purpose of the comprehensive planning process is to work together to create a shared vision for Bellevue moving forward. This comprehensive and transportation plan is a long-range planning document which expresses our goals, objectives, and strategies for our continued growth and development, while preserving our natural resources. Several critical topics which shape the future of the city are addressed, to include land use, development, economic health, character, placemaking, parks and open spaces, community health, resiliency, roadways, and connectivity to name a few.

This Plan will be used to:

- Establish a clear community vision for the future of Bellevue.
- Provide policy guidance for elected and appointed officials to make decisions.
- Guide the day-to-day decision-making of city staff members.
- Inform residents and the community of established priorities for future growth, development, character, and mobility.
- Maintain an actionable implementation strategy to achieve the vision for Bellevue.

Community input and participation was an integral part of the planning process for this document. We engaged a Technical Committee and Stakeholder Committee to take part in multiple planning sessions. We also conducted public open houses and asked community members for their input through face-to-face and virtual options. We actively sought engagement from the community through surveys as well. We received an overwhelming response.

The community values identified were those pertaining to growth, inclusivity, diversity, attractiveness, patriotism, history, affordability, and family friendly.

Transportation values identified were connectivity, accessibility, diverse modes, easy use, efficiency, safety, and maintenance.

The Plan is structured in terms of vision, values, goals, strategies, and actions. This Plan also takes into consideration the city's existing plans (Fort Crook Road 2040, Parks Master Plan, Mission Avenue Streetscape, etc.), and combines those ideas and principles into one document.

This Plan will be a living document which defines our goals, actions, and initiatives, and will continue to be updated as necessary.

Olsson Studio will be at the November 19, 2024, City Council meeting to present the plan and answer any questions.

**PLANNING DEPARTMENT RECOMMENDATION:**

APPROVAL of Bellevue's Comprehensive and Transportation Plan as presented.

**PLANNING COMMISSION RECOMMENDATION:**

APPROVAL of Bellevue's Comprehensive and Transportation Plan as presented.

**RESOLUTION 2024-33**

WHEREAS, the City of Bellevue is required to adopt a Comprehensive Development Plan and Long-Range Transportation Plan in order to enact zoning regulations; and

WHEREAS, the City of Bellevue adopted the 2021 Comprehensive Development Plan update on August 17, 2021 with Resolution 2021-27; and

WHEREAS, the City of Bellevue Planning Commission has held a public hearing and has recommended that the City Council adopt the 2024 Comprehensive Development Plan and Long-Range Transportation Plan; and

WHEREAS, the City of Bellevue City Council has held a public hearing regarding the 2024 Comprehensive Development Plan and Long-Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL of the City of Bellevue that the 2024 Comprehensive Development Plan and Long-Range Transportation Plan is hereby adopted as the guide for future growth and development within the City of Bellevue and its extra-territorial zoning jurisdiction.

PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024

\_\_\_\_\_  
Rusty Hike, Mayor

ATTEST:

\_\_\_\_\_  
Susan Kluthe, City Clerk



# OUR FUTURE VIEW

## Bellevue's Comprehensive + Transportation Plan

DRAFT  
NOV. 2024

# A BIG THANK YOU

*to the many dedicated participants of this planning process. Your time, expertise, and feedback were crucial to the development of this Plan.*

## MAYOR AND CITY COUNCIL

Rusty Hike, Mayor  
Thomas Burns, Ward 1  
Rich Casey, Ward 2  
Paul Cook, Ward 3  
Kathy Welch, Ward 4  
Don Priester, Ward 5  
Jerry McCaw, Ward 6

## PLANNING COMMISSION

Todd Aerni (Chair)  
Leland Jacobson (Vice-Chair)  
Lisa Taylor-Jones  
Garrett Sims  
Scott Hankins  
Randall Lasenburg  
Randy Bennett  
Tom Ackley  
Michael Perrin

## TECHNICAL COMMITTEE

Tammi Palm, Planning Director; City of Bellevue  
Angela Curry, Assistant Planning Manager; City of Bellevue  
Angi Burmeister, Sarpy County Board  
Dave Goedeken, Public Works Director; City of Bellevue  
Dr. Jeff Rippe, Bellevue Public Schools  
Harrison Johnson, Director of Community and Economic Development; City of Bellevue  
Krista Hoffart, Offutt Air Force Base  
Leland Jacobson, Planning Commissioner  
Mark Westergard, Metro Omaha Builders Association  
Mary Hawkins, Bellevue University  
Michelle Foss, Fontenelle Forest/Green Bellevue  
Phil Davidson, Community Relations; City of Bellevue  
Rich Casey, City Council Member  
Scott Hankins, Planning Commissioner  
Tyler Moore, Green Bellevue

## STAKEHOLDER COMMITTEE

Thank you to the commitment from over fifty community members who regularly attended Stakeholder Committee sessions including the visioning workshop, planning and design charrette, stakeholder interviews, and stakeholder meetings. Your input in these sessions was critical to the development and refinement of this Plan.

## COMMUNITY MEMBERS

Thank you to the hundreds of Bellevue residents and community members who took the online public survey, participated in public open houses, provided feedback through the virtual open houses, sent us feedback through the project website. You have played an important role in the creation of this Plan.

## CONSULTANT TEAM

Vivian Fung, AICP  
Taylor Plummer, AICP  
Ted Ritschard, PE  
Stacey Roach, MPA  
Hannah Kroll  
Darren Varner, ASLA  
Erin Wilson, PLA, ASLA  
Katie Salerno  
Jenna Friesen  
Chris Rolling, PE  
Suzanne Brodine, MPA  
Abby Catt  
Eric Lander; Canyon Research Southwest



# A LETTER FROM THE PLANNING DIRECTOR

*Nearly thirty-five years ago, the City of Bellevue created its first comprehensive plan. Looking towards the future, the city laid out its plan for growth and prosperity. Likewise, this comprehensive and transportation plan looks at **Our Future View**.*

*The purpose of the comprehensive planning process is to work together to create a shared vision for Bellevue moving forward. This comprehensive and transportation plan is a long-range planning document which expresses our goals, objectives, and strategies for our continued growth and development, while preserving our natural resources.*

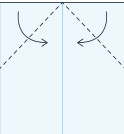
*Over the past several months we have reached out to as many people as possible from various backgrounds and interests to ensure this plan aligns with the vision of those living and working in our community. This input has been vital to creating this comprehensive and transportation plan as we look towards the future of Bellevue. This plan is a living document which defines our goals, actions, and initiatives.*

*I am excited to present the **Our Future View Comprehensive + Transportation Plan**.*

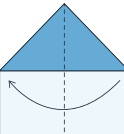
Tammi Palm  
Planning Director



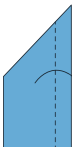
# TABLE OF CONTENTS



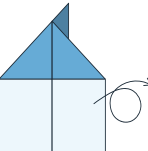
SECTION 01. **PLAN INTRODUCTION**



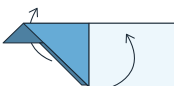
SECTION 02. **OUR VISION AND VALUES**



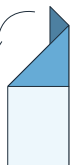
SECTION 03. **LAND USE, DEVELOPMENT, AND ECONOMIC HEALTH**



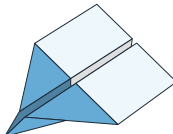
SECTION 04. **CHARACTER, PLACEMAKING, AND ART**



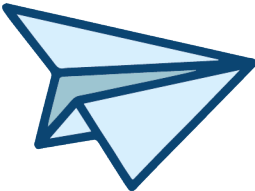
SECTION 05. **QUALITY OF LIFE AND ENVIRONMENTAL RESILIENCY**



SECTION 06. **TRANSPORTATION**

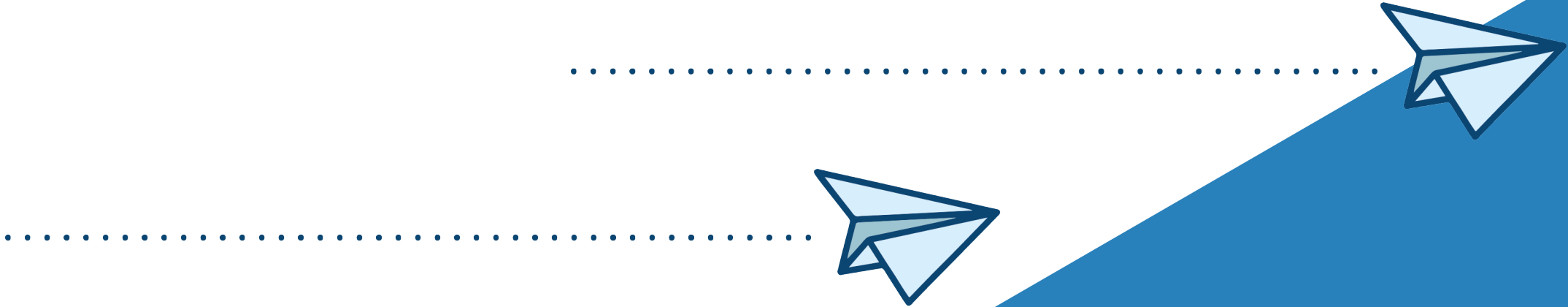
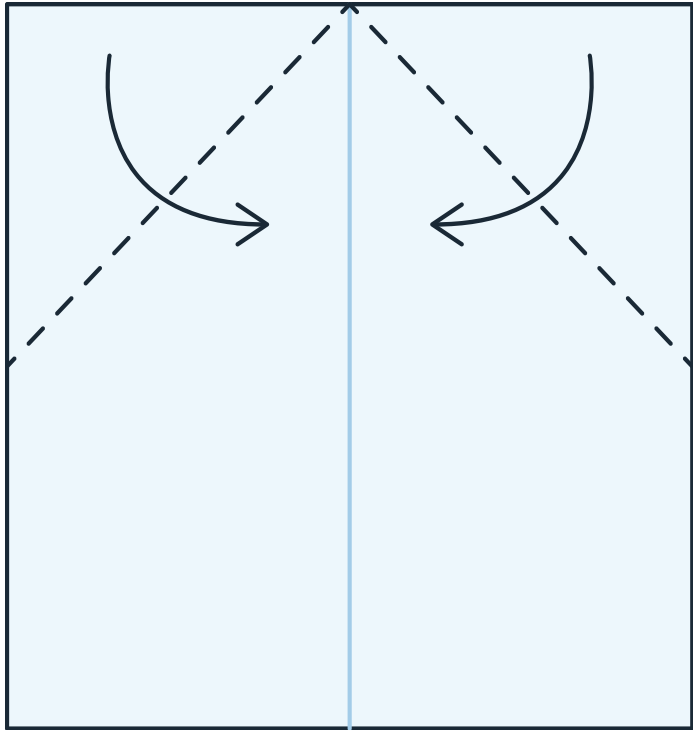


SECTION 07. **ACTION PLAN**



- APPENDIX A. **EXISTING CONDITIONS**
- APPENDIX B. **COMMUNITY ENGAGEMENT**
- APPENDIX C. **EXISTING PLANS REVIEW**
- APPENDIX D. **ECONOMIC AND MARKET ANALYSIS**

# SECTION 01.



# PLAN INTRODUCTION

# PLAN OVERVIEW

Bellevue's Comprehensive Plan + Long Range Transportation Plan is an official reference document for the future of the city. It encompasses the necessary components of a comprehensive plan, per Nebraska State Statutes, to guide future growth and development, as well as the recommendations for long term transportation and mobility. This document builds upon previous planning efforts to establish Bellevue's vision and values to guide the creation of this Plan.

Several critical topics that shape the future of the city are addressed, including land use, development, economic health, character, placemaking, parks and open spaces, community health, resiliency, roadways, bicycle and pedestrian connectivity, transit, and more.

The planning process used to create this Plan was community-driven, resulting in a consensus-built document that reflects Bellevue's needs and aspirations. The Plan is designed to delve into detailed goals, strategies, and actions to guide future decision making related to the desirable growth and development of Bellevue. This Plan provides a framework for future public policy in development, redevelopment, infrastructure, transportation and mobility, and community health.

## What is a Comprehensive Plan?

A comprehensive plan is a vision for the future of a community. They are created by and for the community to establish goals, desires, and action steps to guide future growth and development. As the city changes, a comprehensive plan is the guidepost by which decisions are made for the next 10 to 20 years. The Plan will be revisited and revised over the years to ensure that it aligns with evolving community priorities and needs.

## What is a Long Range Transportation Plan?

A long range transportation plan is a vision for the future of a community's mobility and connectivity through a transportation network. Just as a comprehensive plan is built with the community, the transportation plan is developed with community engagement to reflect the city's needs, priorities, and long term goals for enhancements to the transportation system. A transportation plan should be revisited regularly to ensure alignment with community priorities for roadways, bicycle and pedestrian connectivity, public transit, and more.

## Integrating the Two Plans

This Plan integrates a comprehensive plan and a long range transportation plan into one integrated vision and plan. The sections of this Plan build upon each other to provide both depth and breadth in the topics that shape the success of Bellevue. This Comprehensive Plan + Long Range Transportation Plan provides the community-built vision, values, goals, and actions to guide Bellevue into the future.



# PLANNING AREA

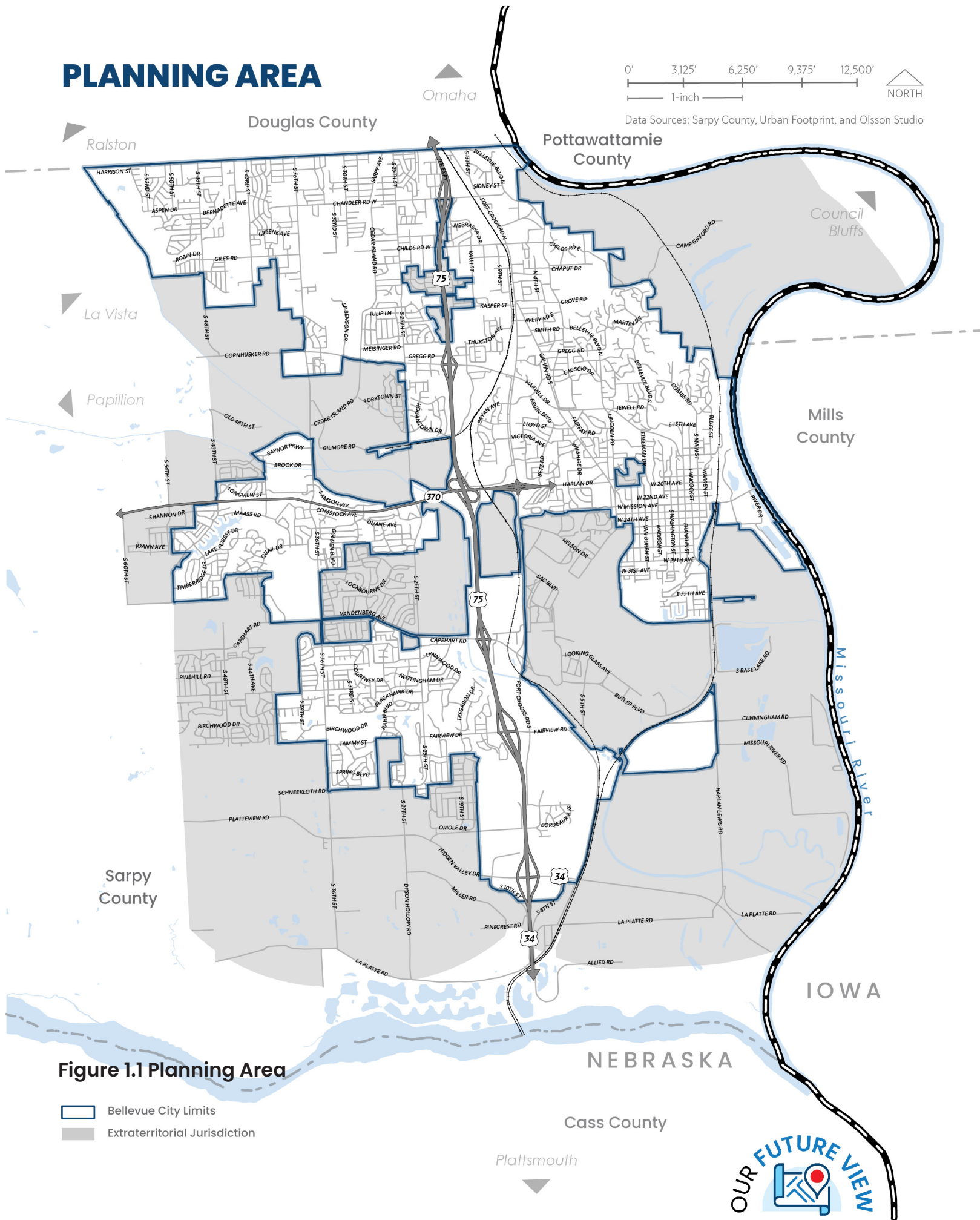


Figure 1.1 Planning Area

- Bellevue City Limits
- Extraterritorial Jurisdiction



# Planning Area

This Plan provides recommendations for all of Bellevue. The Planning Area thus consists entirely of the City of Bellevue and its extraterritorial jurisdiction (ETJ), as shown in **Figure 1.1**. Harrison Street serves as the northern boundary of the city and the Planning Area. The southern boundary runs along the southern end of the ETJ north of the Platte River. The western boundary of the Planning Area lines up with the City of Papillion to the west and its associated ETJ. The eastern boundary of the planning area largely aligns with the Missouri River following the ETJ up against the state line with Iowa.

# Regional Context

Situated on the very eastern edge of Nebraska, Bellevue is in Sarpy County and is a part of the Omaha metropolitan area as shown in **Figure 1.2**. The city is in the county's northeastern corner, bordering the Iowa state line and the

Missouri River to the east and Omaha city limits to the north. Bellevue sits up against the southern border of Omaha with Papillion to the west and Offutt Air Force Base (AFB) embedded in its southeastern corner. The city sits northwest of the intersection of the Missouri River and the Platte River, and at the southeastern end of the Omaha metropolitan area. With a population of just under 65,000 people, Bellevue is the third largest city in Nebraska, behind Lincoln and Omaha.

Bellevue is about ten miles away from Eppley Airfield, which provides connectivity to national destinations, and is less than five miles away from the Omaha Amtrak Station, which serves as another major point of national connectivity. Bellevue is about 60 miles away from Lincoln, and directly borders Omaha. Iowa is just across the Missouri River to the east, with Des Moines about 130 miles away from Bellevue.

Bellevue is a major population hub, the second largest city in the region, and a well-connected community to regional, state, and national destinations. It is surrounded by natural resources, rivers, and the greater Omaha metropolitan area.

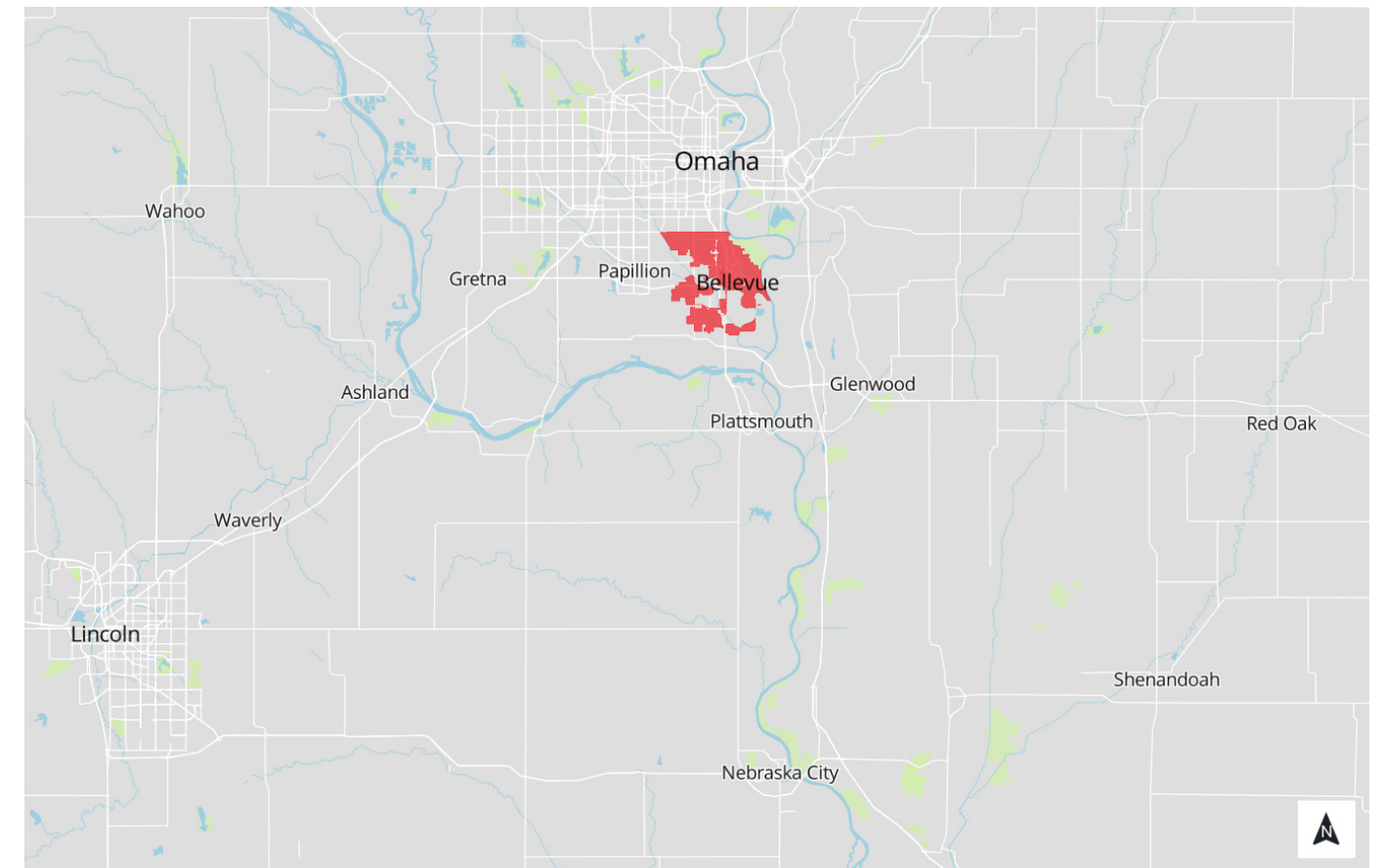


Figure 1.2 Regional Context

# COMMUNITY HISTORY

Bellevue's settlement began in 1822 with a fur trading post established by Joshua Pilcher, the then-president of Missouri Fur Company. In 1828, Lucien Fontenelle purchased the post, renaming it Fontenelle's Post. It served as a central trading point with the Omaha, Otoe, Missouri, and Pawnee tribes. Following the decline in fur trade, Fontenelle sold the post to the United States government in 1832, transforming it into the Missouri River Indian Agency.

In 1833, Baptist missionaries Moses and Eliza Merrill arrived and stayed temporarily at the post. They moved west with the Otoe tribe in 1835, establishing the Otoe or Moses Merrill Mission. Fontenelle's Post was abandoned between 1839 and 1842. The 1830s also saw the construction of a historic log cabin at present-day 805 Hancock Street, which still stands. Colonel Peter Sarpy, a French Creole fur trader, established a trading post across the river, supporting expeditions and setting up a ferry service around 1847.

Bellevue continued to grow due to its strategic location on the Missouri River and access to the Platte River Valley. The community thrived as a hub for transferring manufactured goods from the east and furs from the west from the 1840s to the 1850s. However, with the decline of the fur trade,

Bellevue shifted to a more mixed economy. The building boom in the 1850s included new structures like the First Presbyterian Church, a hotel, and numerous private homes. The city faced a small setback when a new governor, T.B. Cuming, selected Omaha as the capital of the Nebraska Territory instead of Bellevue. This decision led to Bellevue's decline and population decrease. By 1876, the county seat moved to Papillion, further diminishing Bellevue's prominence. The population continued to decline until the late 19th century.

The establishment of Fort Crook, later renamed Offutt Air Force Base, in the 1890s spurred Bellevue's growth. The base attracted thousands of workers, leading to significant population increases in the following decades. Bellevue's growth continued with improved transportation access to Omaha and the establishment of Bellevue University in 1966. The Kennedy Freeway and ongoing economic development have stimulated a new building boom, resulting in significant population and commercial growth. Today, Bellevue is home to the popular tourist attraction along the Missouri River, Fontenelle Forest, Haworth Park, and the Bellevue Medical Center, contributing to its continued expansion and development.



# THE WHY

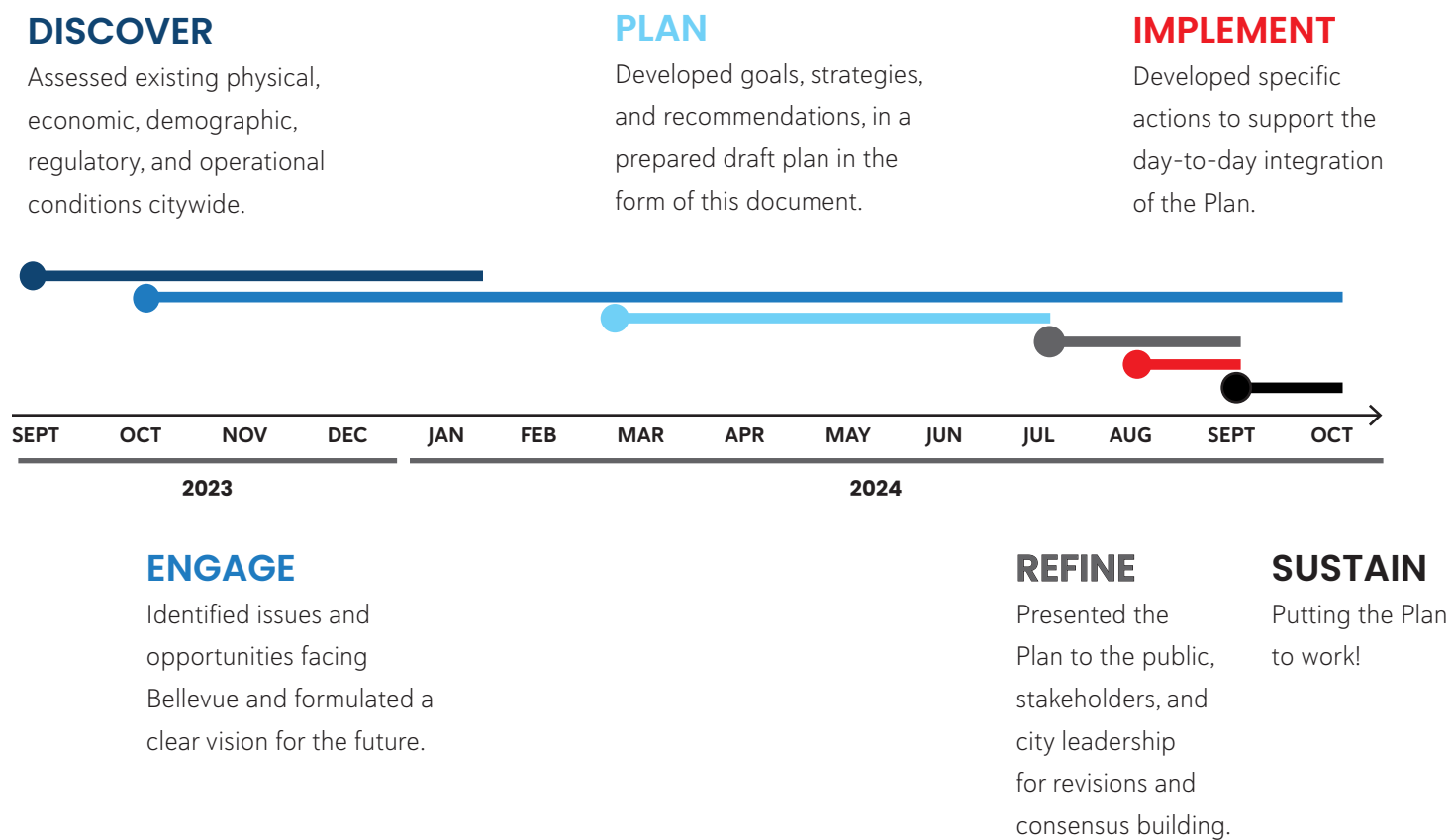
*Bellevue has set out to create a clear and actionable vision for the community's future. While several plans, studies, and initiatives have taken place, Bellevue has recognized the need to pull ideas together into a unified and community-built plan for growth, investment, and mobility of the city. Rather than navigate a series of plans that may conflict with one another, Bellevue has identified the need for this inclusive and dual purpose Plan that builds upon other efforts and serves as the guidepost by which decisions are made and future planning efforts are founded.*

*This Plan provides a long-term vision that resonates with community members and aligns with community values. The Plan dives into where Bellevue is today, what it wants to become, and how to get there. It looks at Bellevue from a bird's-eye view, then delves into the issues, getting to the heart of the vision by providing recommendations and actionable steps to achieve it.*

# PLANNING PROCESS

This Plan was developed over the course of about one year, consisting of six phases: Discover - where a baseline understanding of Bellevue is developed, Engage - where the community shared their voice, Plan and Refine - when the recommendations and graphics are developed and detailed, Implement - where action steps are decided, and Sustain - where the Plan is put to work. **Figure 1.3** demonstrates the planning process and timeline.

**Figure 1.3 Planning Process**



# PLAN STRUCTURE

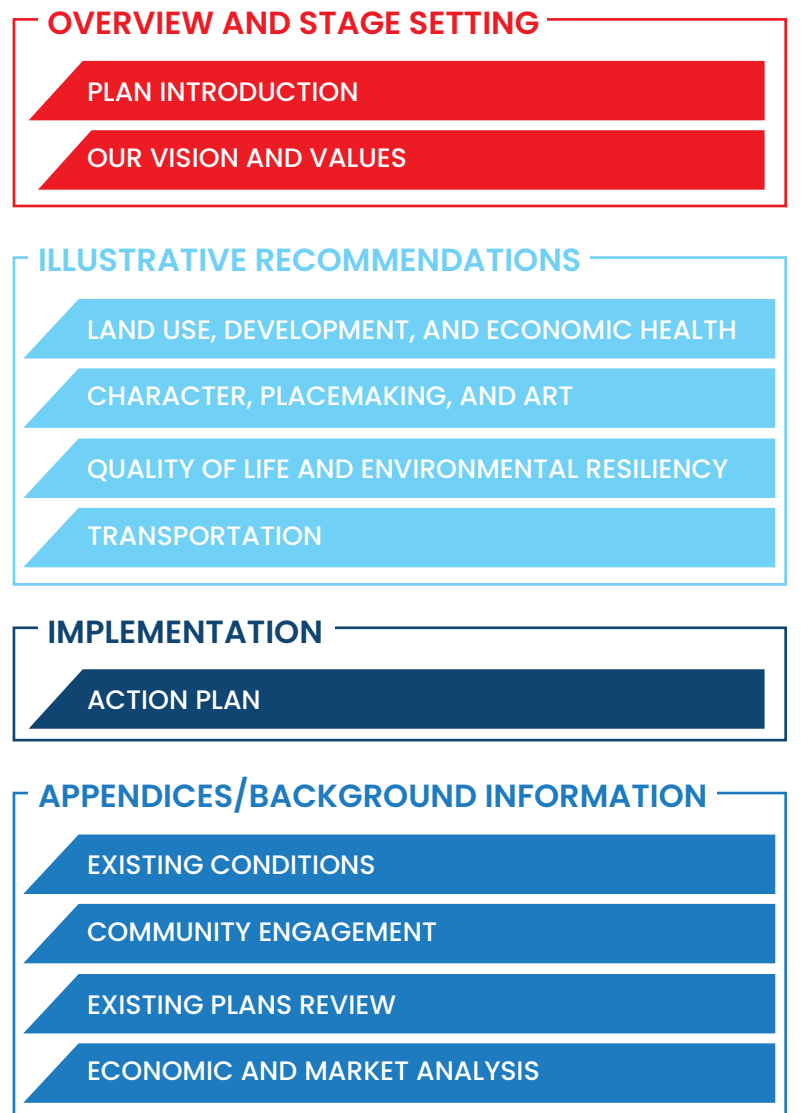
The Plan is organized in seven sections and four appendices as shown in **Figure 1.4**.

The first two sections introduce the Plan and its structure. **Section 1** describes how the Plan came to be, why it is needed, and how it can be used. **Section 2** describes the overall vision and values established through this planning process, which guides the recommendations of the Plan.

**Sections 3, 4, 5, and 6** delve into the recommendations of the Plan. This is where specific directives related to land use, development, economic health, character, placemaking, parks and open spaces, community health, resiliency, roadways, bicycle and pedestrian connectivity, transit, and more are located. These sections are home to the recommendations that reflect Bellevue's aspirations and should be used to guide the city to bring the vision and values to life.

**Section 7** is the Action Plan, which provides detailed action steps that must be taken to implement the Plan. It includes clear directions and a complete list of the tasks that indicate who should take ownership of its implementation, the task's timeline, and more. This is Bellevue's to-do list and playbook for the future.

**The appendices** are provided at the end of the Plan to document background information and analysis that took place to develop the recommendations. Existing conditions analysis, the public engagement process and results, a summary of existing plans and studies, and the independent economic and market analysis results are all included in the appendices and referenced throughout the rest of the Plan.



**Figure 1.4 Plan Organization**

# HOW TO USE THIS PLAN

This Plan will be adapted and revised over time to respond to emerging issues and opportunities that shape the community vision and priorities. The Plan was created to reflect the current conditions and community priorities at the time. As these things shift, the Plan will respond accordingly to reprioritize next steps or recommendations.

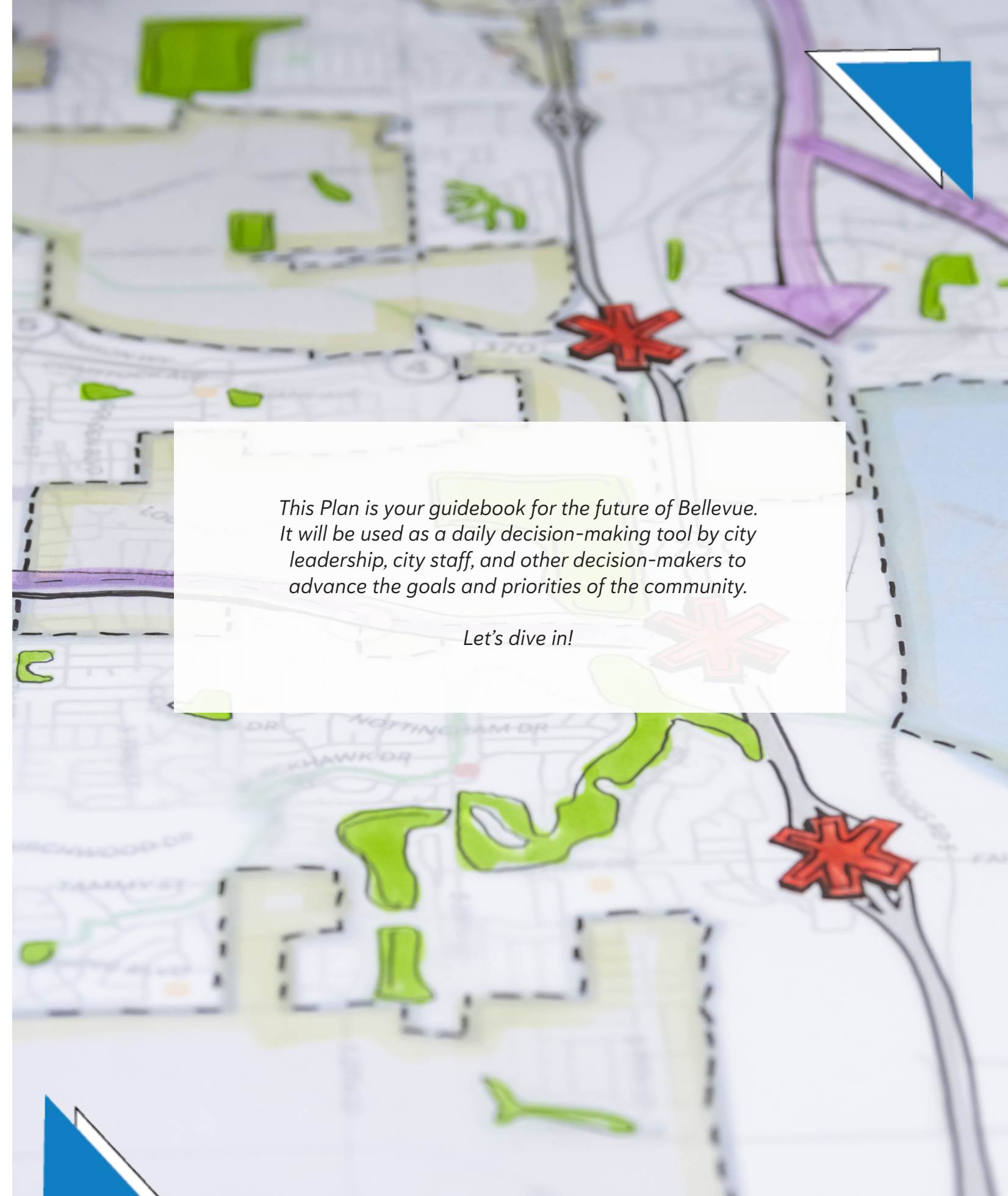
The Plan will be used to:

- Establish a clear community vision for the future of Bellevue.
- Provide policy guidance for elected and appointed officials to make decisions.
- Guide the day-to-day decision-making of city staff members.
- Inform residents and the community of established priorities for future growth, development, character, and mobility.
- Maintain an actionable implementation strategy to achieve the vision for Bellevue.

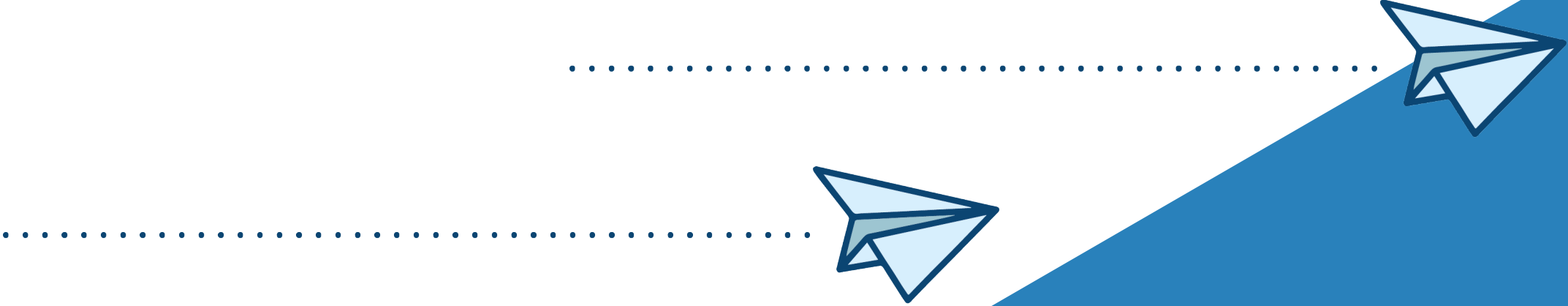
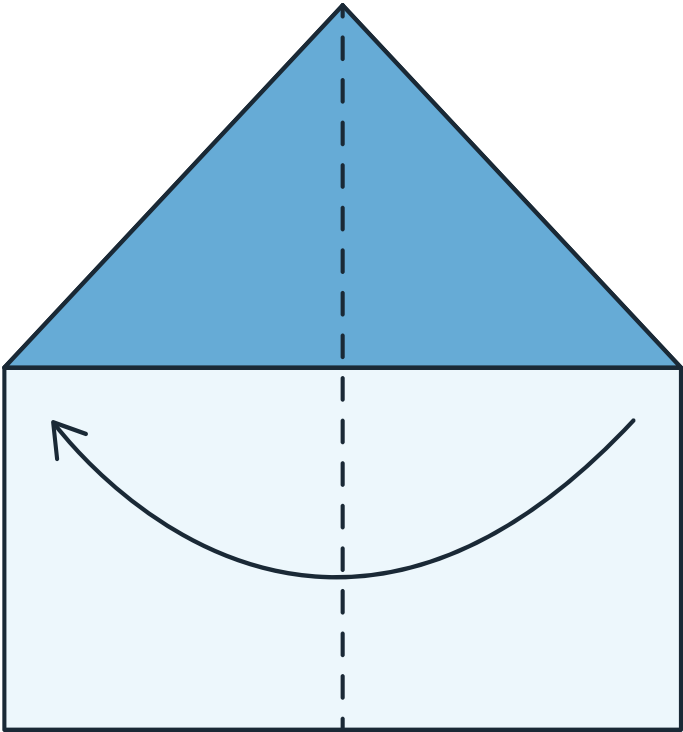
This Plan uses a variety of terms in its structure, including vision, value, goal, strategy, and action. **Figure 1.5** describes what these terms mean and how they work together.



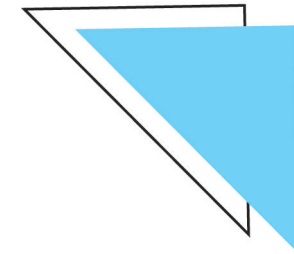
**Figure 1.5 The Flow of Information**



# SECTION 02.



# OUR VISION AND VALUES



# BELLEVUE'S VISION

A vision statement is aspirational and inspirational in nature, describing an idealistic future. It identifies what a community hopes to become in the long term without diving into the specifics or next steps to achieve it. A vision statement reveals what a community cares about, where it finds its identity, and how it wants to function. It should be used to represent the community's desires and guide the day-to-day decision-making of city staff members and elected officials. The vision should be well-known and embraced, challenging decision-makers to reflect on how each decision impacts Bellevue's progress toward this vision.

*“Bellevue is a dynamic community that embodies a small-town charm and preserves its heritage while inviting future growth with inclusive and reliable mobility options, vibrant and connected destinations, diverse business opportunities, and a strong sense of place.”*

# BELLEVUE'S VALUES

Values are principles or beliefs that a community holds dear and seeks to embody. While Bellevue is comprised of people of diverse opinions and priorities, several shared community values were identified and agreed upon in the community engagement process. Community members' individual values are likely to vary in nature or priority, so it is critical for a community to work together to determine what they hold dear as a whole.

Values should be kept front of mind, shaping decisions and creating a stronger sense of identity and mission as they are used to impact the city. Bellevue's values should be publicly promoted, used to represent its desires and priorities to future residents, developers, and others interested in investing in the community.

Bellevue's values should be considered when the city is making decisions related to growth, development, policy changes, placemaking, and other investments. To reflect both the overall community values as part of the comprehensive plan, as well as the mobility values as part of the long range transportation plan, Bellevue's values are described as follows:



# COMMUNITY VALUES



## Family-Friendly

Enjoyable and desirable community for children, parents, and people of all ages.



## Attractiveness

Appeal and allure in physical composition and destinations.



## Growth

Desirable development and expansion of community resources and presence.



## Patriotism

Devotion and support for the country.



## Inclusivity

Involvement, integration, and welcoming of any and all parties.



## History

Reverence for the past and the way the community has developed.



## Diversity

Wide range of persons, attractions, amenities, and options.



## Affordability

Reasonable and accessible cost of living.

# TRANSPORTATION VALUES



## Connectivity

Ability to reach destinations.



## Efficiency

Well organized, quick, and intuitive means of travel.



## Accessibility

Ease and means of approaching destinations.



## Safety

The least possible likelihood of danger, risk, or injury.



## Diverse Modes

Multiple options for types of travel.



## Maintenance

High standard of upkeep and preservation.



## Easy Use

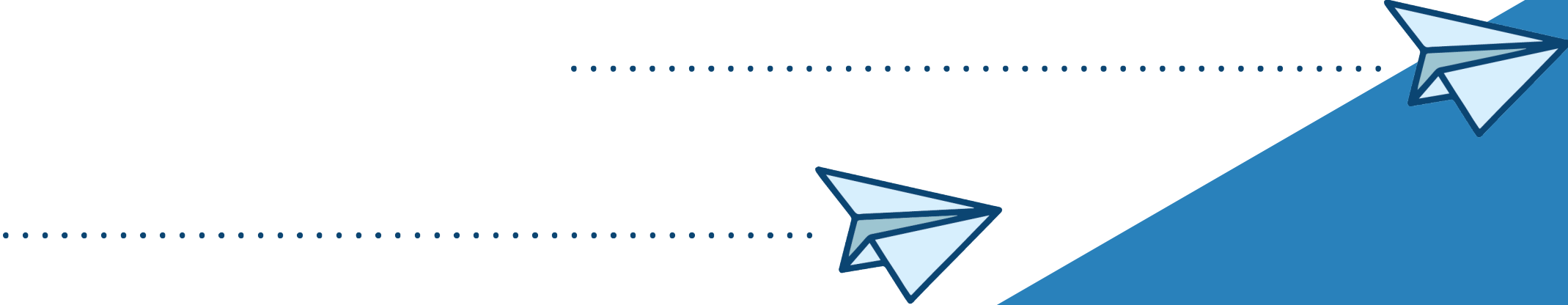
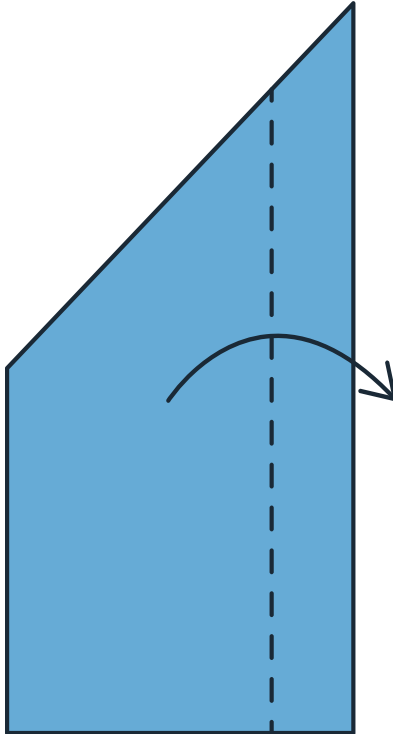
Lack of barriers or frustrations navigating mobility.

# BELLEVUE'S GOALS AND STRATEGIES

Sections 3 through 6 of this Plan provide Goals and Strategies to back the Vision and Values established through this planning process. They articulate the steps the city will take - either alone or in partnership with others - to support the advancement of this Plan through daily decision-making. The strategies are comprehensive in nature, considering existing conditions, previous planning efforts, and the intent of this Plan.

The Goals and Strategies described in this Plan should be used as a reference point as questions arise about the aspirations for Bellevue's growth, development, mobility, character, and more. Plan Goals and Strategies define the community's preferred direction for the community in response to specific issues or opportunities. Strategies are decided based on extensive community engagement and feedback as described in Appendix B. Strategies cover an array of topics aligning with the intent of each section, working together to enhance Bellevue's character, mobility, economic vitality, and quality of life.

# SECTION 03.



# LAND USE, DEVELOPMENT, AND ECONOMIC HEALTH



# BIG IDEAS!

*for land use, development, and economic health in Bellevue*

The future of Bellevue is a carefully curated, unique, and diverse community. Land uses will be varied and woven together into a network of walkable spaces so people can live, work, and play in Bellevue without traversing significant barriers. The density of development will be appropriate with smooth transitions between varied densities throughout the community. The city will encourage diverse and inclusive land uses that enhance community connectivity and quality of life.

Development and redevelopment projects will be suitable and will unlock economic development potential for Bellevue. The city will attract and focus investment in key areas to create or strengthen Bellevue's destinations. These destinations and districts will have unique attractions and will work together to assemble a diverse set of subareas within Bellevue that spur investment, attract tourism, and prompt economic development.

The city will take care to bridge the gap between old and new, celebrating Bellevue's historic legacy while looking towards new opportunities. As the community grows, the city will take a careful look at annexation and development, maintaining a high standard of care and integrating new areas appropriately into the city infrastructure, character, and community. The land surrounding Offutt Air Force Base impacted by compatibility zones will be protected and appropriate opportunities for development will be pursued and integrated.

The land use, development, and economic health of Bellevue will be spurred through intentional development practices, the planning of districts to protect and create destinations, and strategic marketing and public communications to promote Bellevue to the broader region.

# GOALS AND STRATEGIES

*for land use, development, and economic health in Bellevue*



## Goal 1 – Cultivate a balanced mixture of land uses and densities that serve community needs.

### Strategy 1 – Cluster density strategically.

In line with the Future Land Use Framework in **Figure 3.2**, direct density and higher intensity uses along major transportation corridors, major intersections, and district areas in **Figure 3.3** - Destinations and Districts Framework. Development and redevelopment efforts should be focused in these areas to preserve open space, protect transitions from higher to lower intensity uses, and appropriately buffer developments with larger footprints to neighboring uses (particularly residential areas). Review and update development standards accordingly to allow clustered developments to utilize shared amenities (such as parking, sidewalks, etc.) and increase lot coverage allowances to maximize site usage in areas planned for development.

### Strategy 2 – Concentrate neighborhood services and amenities together.

Provide development incentives or density allotments when key neighborhood-serving uses such as gas stations, convenience stores, parks, pharmacies, food markets, and professional services (e.g., banks, medical offices, etc.) are within one-third mile of the neighborhood.

### Strategy 3 – Coordinate with nearby agencies and institutions.

Ensure regular communication and formal coordination with Offutt AFB, Bellevue University, and Fontenelle Forest to ensure that city land use and development decisions are made with an understanding of their goals and priorities.



## Goal 2 – Take a strategic and measured approach to community growth and annexation.

### Strategy 1 – Annex key areas of the extraterritorial jurisdiction.

Use **Figure 3.1** - Future Growth Framework as a guide to annex key areas of the extraterritorial jurisdiction. Prioritize annexation based on the priority level assigned to each area. Use **Figure 3.2** - Future Land Use Framework to guide the development of the areas.

### Strategy 2 – Set infrastructure requirements for new development.

Review the existing development guidelines and engage with the development community to understand utility hookup requirements and needs. Consider adding or modifying infrastructure requirements alongside new development to ensure that growth areas have the necessary utilities for current and future needs.



## Goal 3 – Focus development and investment in key pockets of Bellevue to create destinations.

### Strategy 1 – Improve and enhance existing community destinations.

Using Figure 3.3 - Destinations and Districts Framework, prioritize improvement, redevelopment, and infill efforts to enhance or expand existing community destinations.

### Strategy 2 – Develop destination districts.

Using the Destinations and Districts Framework in Figure 3.3, focus development in key areas to create new destination areas and attractions. Conduct master plans for each of the destination districts, undergo a strategic development process, and establish clear branding and marketing strategies to promote the districts.

### Strategy 3 – Utilize Public Private Partnerships.

To maintain momentum for the development of destinations and districts, consider structuring viable Public Private Partnerships (PPPs). A PPP is when the public sector and the private sector (typically a business) partner to solve a problem more efficiently and effectively than either could do on their own. PPPs come in many forms, including up-front incentives, tax abatements, publicly-provided infrastructure, low-interest loans, grants, and many others. Explore PPPs that are most beneficial for each specific destination and district shown in Figure 3.3 and described in this section.



## Goal 4 – Expand the diversity and variety of housing to meet and anticipate community needs.

### Strategy 1 – Remove barriers to affordable housing.

Review the Zoning Ordinance and identify opportunities to remove requirements that may discourage or prevent the construction of affordable and workforce housing (e.g., minimum unit sizes, minimum floor area requirements, etc.). Take action in accordance with the recommendations of the 2022 Bellevue, Nebraska Affordable Housing Action Plan. Seek out the experiences and insights of developers who specialize in affordable or workforce housing to identify additional barriers and impediments.

### Strategy 2 – Support Aging in Place.

Expand the Zoning Ordinance to further support residential facilities that provide transitional and long term care options for seniors, including senior apartment communities, assisted living, nursing homes, memory care, and other advanced services. This will make housing available for new populations to purchase while transitioning seniors into appropriate home formats that support their unique needs.

### Strategy 3 – Promote a mixture of housing types.

Ensure that the Zoning Ordinance provides opportunities for a mixture of detached, attached, and multifamily housing options at varying densities, formats, and price points. Encourage the development of smaller attached and detached units that provide young families, singles, and others with an opportunity to establish roots in Bellevue. Identify a range of regulatory and financial strategies to help incentivize housing development that is within reach of a variety of income levels.

### Strategy 4 – Promote housing alternatives to achieve healthy housing diversity.

Encourage adaptive reuse of properties through options such as infill development tactics, brownfield redevelopment, repurposing of existing housing developments, and accessory dwelling units (ADUs).



## Goal 5 – Protect, preserve, and unlock the economic potential of natural features.

### Strategy 1 – Evaluate existing flood infrastructure.

Evaluate the performance level of existing flood infrastructure and prioritize improvements where needed to mitigate flood events and make riverfront development viable.

### Strategy 2 – Create a riverfront amenity area.

Capitalize on the proximity of Olde Towne to the Missouri River by activating the riverfront as a recreational area. Ensure that development is flood resistant and incorporate flood infrastructure (including green infrastructure) as needed.

### Strategy 3 – Promote environmental features as destinations.

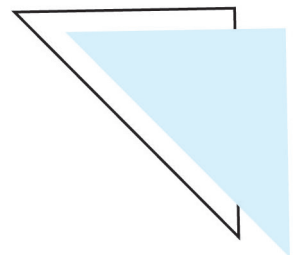
Bellevue has several natural areas that are popular recreation spots for residents, including Fontenelle Forest, the Missouri River, and Platte River. Promote recreational amenities situated in these areas through marketing efforts that aim to support the longevity of natural resources and educate the public on Nebraska wildlife and ecology.



## Goal 6 – Reinvest in Olde Towne.

### Strategy 1 – Develop and adopt a downtown master plan.

Olde Towne has potential to be a vibrant economic district that captures the history and charm of Bellevue. A downtown master plan for Olde Towne should be created to provide a thorough analysis of the current conditions of the area and specific recommendations for economic development, urban design, infrastructure updates, traffic improvements, and programming.



### Strategy 2 – Support the densification and diversification of Olde Towne.

Support efforts to revitalize underutilized buildings and sites and attract or retain unique businesses, entertainment destinations, and experiences downtown. Prioritize tax abatements, permit fee waivers, density allotments, and other strategies to support density and vibrancy.



## Goal 7 – Cultivate an increasingly diverse and stable local economy.

### Strategy 1 – Support the growth of local business.

Support and encourage the expansion of existing businesses through the Bellevue Nebraska Economic Development Program (LB 840). Promote resources available to small businesses and those that are either expanding or relocating within Bellevue. Work with regional economic partners and the private sector to identify funding opportunities available to support the growth of local businesses and the creation and growth of new businesses by exploring state or federal tax credit programs and other financing options that can be leveraged to help small businesses succeed.

### Strategy 2 – Expand the retail market.

Through 2045, continued population growth in Bellevue is forecast to generate the need for 1.1 to 1.25 million square feet of retail space. The need, along with repeated community feedback for a wider variety of retail offerings, indicates a priority for increasing and expanding the retail market in Bellevue. Support retail development by targeting specific markets, needs, and locations per the recommendations of the Future Land Use Framework in **Figure 3.2**.

### Strategy 3 – Capitalize on niche industries.

Capitalize on the revenue produced from Bellevue’s unique offerings and activity hubs, such as Offutt Air Force Base, Bellevue University, and Fontenelle Forest, catering to the specific needs of user groups. Consider locating student housing near attractions like Fontenelle Forest, Bellevue Hospital, or new destinations such as New Towne or The Vue. Create niche pockets that drive people to spend their time and money in Bellevue.

### Strategy 4 – Increase industrial market opportunities.

Through 2045, Bellevue is forecast to support the need for 419,000 to 620,000 square feet of industrial space. Support the need for increased industrial space to accommodate this expansion, in line with the Future Land Use Framework as shown in **Figure 3.2** and the Destinations and Districts Framework shown in **Figure 3.3**. Capitalize on the interstate access of Bellevue to create a hub of industrial uses easily accessible to the region to the south from Highway 34 or Highway 75. Cluster industrial uses and ensure appropriate transitions and buffers to surrounding neighborhoods and low-density land uses.

# FUTURE GROWTH

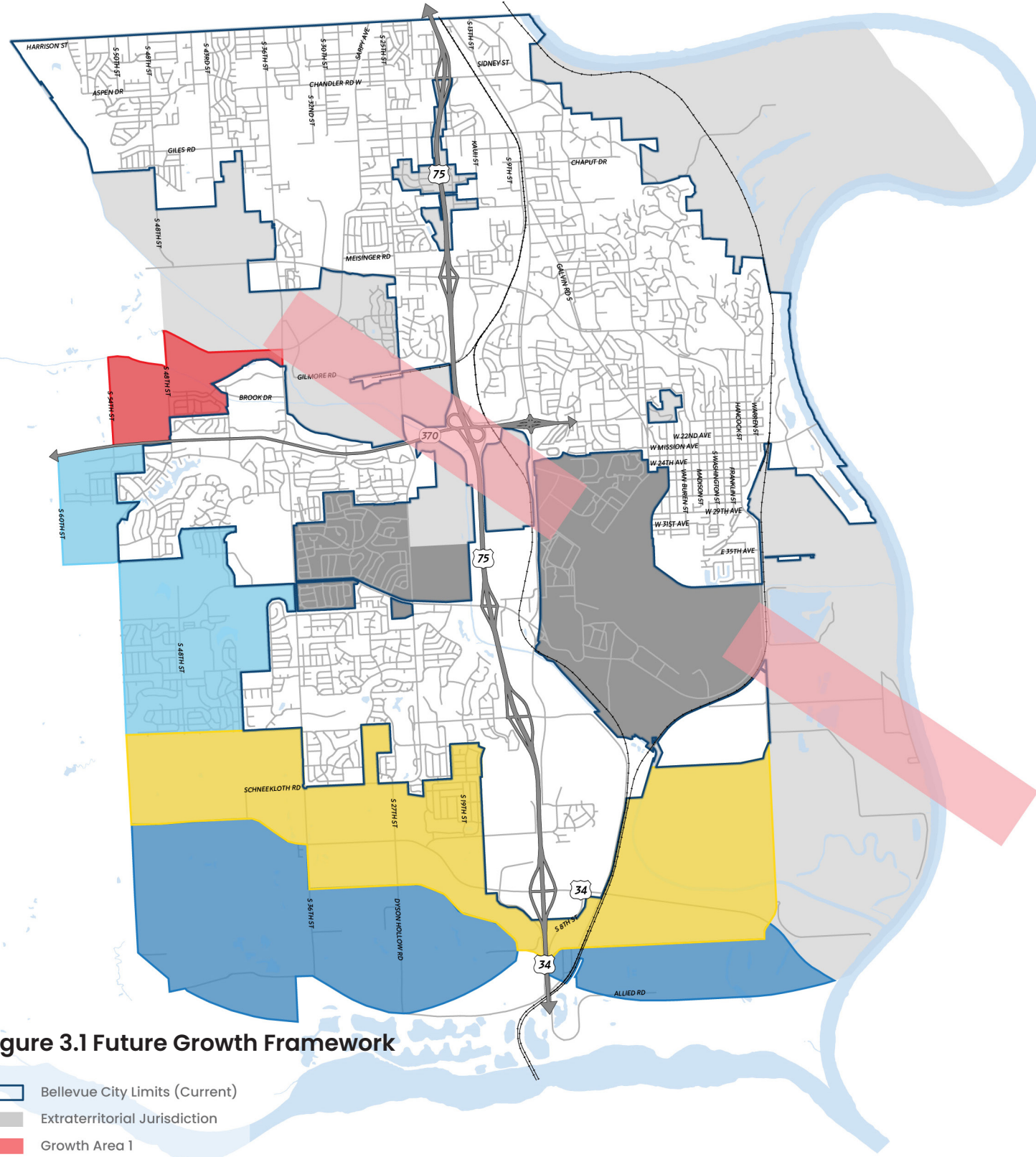
Growth should stay front of mind for Bellevue, and strategic development and annexation should take place over time.

**Figure 3.1** shows priority future annexation areas and areas that should be considered alongside future growth and development. As a community situated around an Air Force base, there are additional regulations and best practices that land use and development plans must consider. Highlighted in **Figure 3.1** are Offutt Air Force Base properties, including the base itself and the housing subdivision along South 25th Street, and the Safety Military Compatibility Areas (MCA). Property located within an MCA has significant regulations on land development activities due to proximity to an active runway.

Considerations for future growth and development were developed through a thorough economic and market analysis (see Appendix C), public engagement activities (see Appendix A), and a careful examination of existing land uses and any associated regulations. The prioritized annexation areas included in this Plan are concentrated in the southwest portion of the extraterritorial jurisdiction. Priority levels have been assigned to these areas to focus and prioritize development and infrastructure activities over time.



# FUTURE GROWTH FRAMEWORK



**Figure 3.1 Future Growth Framework**

- Bellevue City Limits (Current)
- Extraterritorial Jurisdiction
- Growth Area 1
- Growth Area 2
- Growth Area 3
- Growth Area 4
- Offutt Air Force Base Property
- Safety Military Compatibility Area (MCA)



The following areas are recommended for annexation over time:

## Growth Area 1.

The highest priority area for growth and annexation is located between South 54th Street to the west, western city limits to the east, Old 48th Street to the north, and State Highway 370 to the south. Currently, this area is partially developed with residential neighborhoods and would be ideal for additional residential or infill residential development.

## Growth Area 2.

The second priority area for growth and annexation is located along the southern city limits, stretching to Miller Road and La Platte Road to the south, the extraterritorial jurisdiction boundary to the west, and Harlan Lewis Road to the east. The area fully encompasses the Platteview Road/Hidden Valley Drive corridor, which has been indicated throughout the planning processes as a target area for new development. Currently, this area is largely undeveloped with some areas of residential development and commercial development along the US Highway 34 corridor. This Plan recommends single and multifamily residential development west of US Highway 75, a concentration of mixed-use development around the intersection of US Highway 75 and Hidden Valley Drive (see the New Towne area in **Figure 3.3**), and a cluster of industrial development east of US Highway 75 (see the Industry and Innovation area in **Figure 3.3**). Development should complement new mixed-use development within the city boundary with the extension and construction of new arterial and collector roadways to balance traffic flow as recommended in **Section 6**.

## Growth Area 3.

The third priority annexation area is located between western city limits and the extraterritorial jurisdiction boundary further to the west, with State Highway 370 to the north, and the Cedar Grove subdivision to the south. Pockets of this area are currently being developed as residential neighborhoods. Future land use recommendations in this Plan per **Figure 3.2** highlight this area as an ideal location for low to medium-density single and multifamily residential development. While this should be the primary land use, pockets of commercial and mixed-use development are encouraged in these areas to create a more balanced community with walkable destinations in reach of residential areas.

## Growth Area 4.

The fourth priority annexation area is located in the southernmost part of the extraterritorial jurisdiction, south of Miller Road on the west side and south of La Platte Road on the east side. Existing development to the west of US Highway 34 includes pockets of large lot residential development and clusters of commercial and light industrial uses. Areas east of the highway include industrial uses and open space. Areas of dense vegetation are to the south, especially near the Platte River and in floodplain. While there are no specific recommendations for future land use of or development in this area in this Plan, future development should complement surrounding development, align with Bellevue's vision, and consider the environmental factors at play.

## Growth Considerations

A key strategy to guide compatible development and activities without over-regulation is the establishment of several Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The Offutt AFB MCAOD is an area that incorporates all of the MCAs. The MCAs were designated to:

- Promote an orderly transition between community and military land uses to ensure land use compatibility
- Protect public health, safety, and welfare
- Maintain operational capabilities of military installations and areas
- Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes
- Establish compatibility requirements within the five designated areas within the MCAOD

The MCAs include:

- Military Compatibility Area Overlay District (MCAOD)
- Clear Zone / Air Installation Compatible Use Zone (AICUZ)
- Accident Potential Zone I (APZ I)
- Accident Potential Zone II (APZ II)
- Noise Contour MCA
- Imaginary Surfaces MCA
- Bird/Wildlife Air Strike (BASH MCA)

The majority of Bellevue's land area is impacted by at least one of these MCAs. As Bellevue evaluates its future growth, these restrictions must be evaluated and considered. The city must be opportunistic in its approach to development, identifying suitable and desirable steps toward growth that align with these considerations.

## Density and Development

As Bellevue continues to grow, it will encounter the opportunity or need for more dense development or redevelopment, both within and surrounding city limits. Done well, density creates economic opportunity, housing variety, walkability, connectivity, focuses cost for infrastructure extensions, and provides opportunities for more mobility options. New density in Bellevue can create an environment that is interconnected, has a strong character or sense of place, and offers a variety of attractions and services.

Density should be present in major destination areas and major corridors such as Fort Crook Road, Galvin Road, Capehart Road, Highway 370, Cornhusker Road, Platteview Road, South 36th Street south of Highway 370, and South 25th Street south of Highway 370. These corridors should grow and densify over time with appropriate development including various housing types and both commercial and entertainment options that enhances the community and advance its vision and values.

As Bellevue experiences development and gets closer to being landlocked, the city will experience indirect changes to city taxes including additional sales tax revenue from entertainment and tourism created by more concentrated economic activity and an increase in overall property taxes from additional residences constructed. Economic diversification will create investment and changes to both the infrastructure and placemaking needs as well as overall revenue coming into the city.



# FUTURE LAND USE

As a community grows and evolves, land use must be approached with strategy and care. While many elements contribute to the look and feel of a community, land use is arguably the most influential. The future land use framework is illustrated in **Figure 3.2**. This framework plan presents recommendations for land use to be established or reinforced through growth, preservation, and development in Bellevue. Future land uses defined on the following pages inform all other recommendations in this Plan and play a vital role in guiding public investment, creating a vibrant community, and establishing appropriate transitions from lower to higher intensity uses.

Future land use recommendations generally follow current land use patterns. Residential development is currently concentrated in the northern and western portions of the city, with future residential areas recommended in the western portion of the ETJ designated for future annexation. Commercial areas are along major corridors, reflecting existing commerce hubs. While parks and recreation were frequently mentioned as important community assets, community members expressed that the priority should be maintenance and improvement of current parklands rather than developing new areas. Except a recommended park area designated northwest of State Highway 370, the Daniell Farm Property near 40th/Capehart, and US Highway 75 between Papillion Creek, all other recommended park areas are existing parklands.

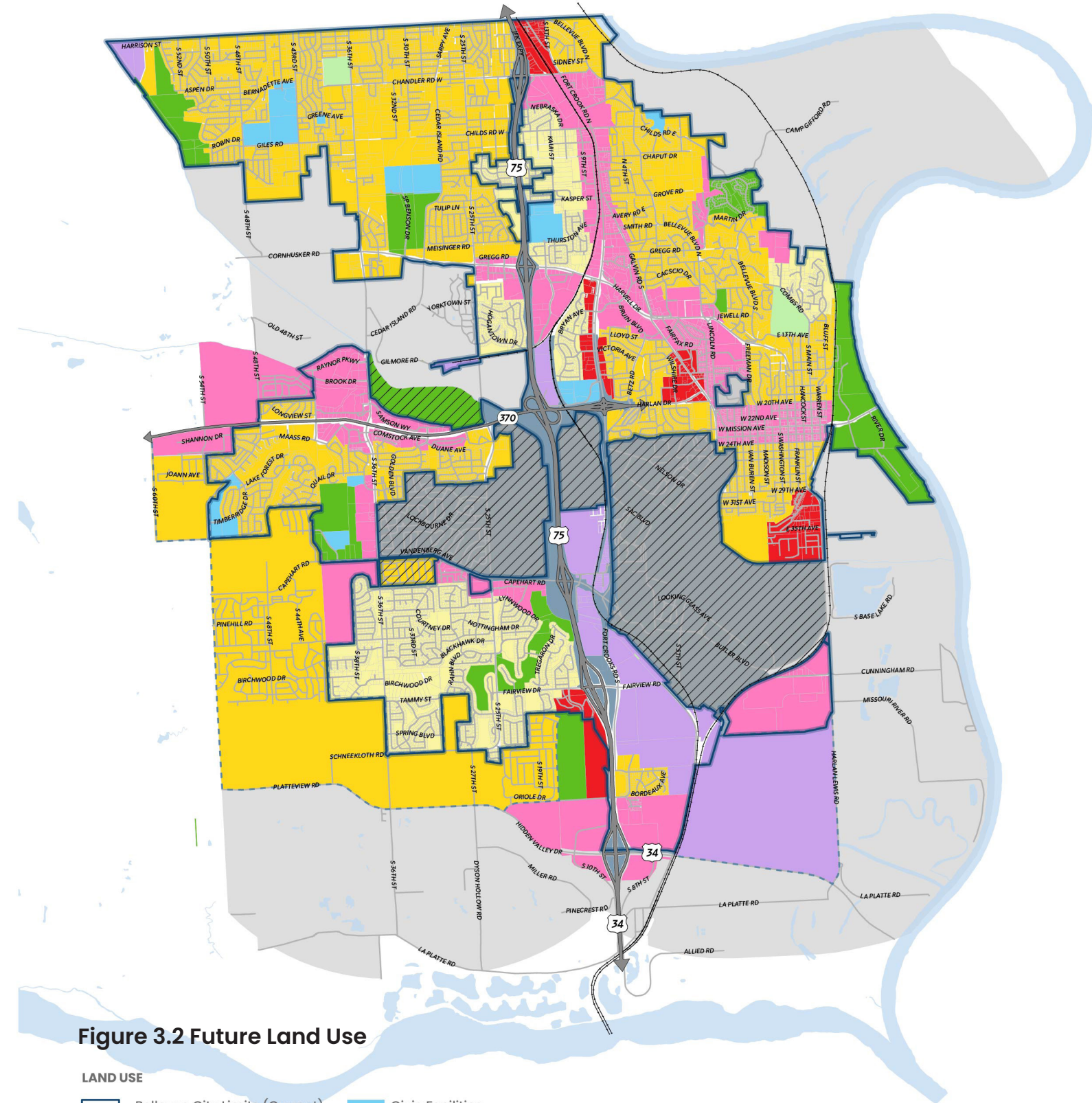
Changes from current land use patterns reflect the priorities developed during public engagement efforts and the findings of the economic and market analysis (see Appendix C). Mixed-use development was frequently identified as a desired future land use, as it offers flexibility and variety in the function and feel of future development. Mixed-use allows for the opportunity to create destination areas for entertainment and retail alongside medium to high-density residential areas. Industrial development was also highlighted as a desired future land use, especially in the southeastern area of the ETJ. Existing industrial development in the area should be expanded upon to capitalize on its proximity to major transportation hubs. Key changes to note from current land use patterns include:

- New industrial development in the southeast;
- New mixed-use development in the west;
- New mixed-use transit-oriented development near Bellevue University; and
- New mixed-use and commercial development in the south.

Future land use categories shown on the framework map in **Figure 3.2** and are described in greater detail as follows.

## FUTURE LAND USE FRAMEWORK

0' 3,125' 6,250' 9,375' 12,500'  
 1-inch  
 NORTH  
 Data Sources: Sarpy County, Urban Footprint, and Olsson Studio



**Figure 3.2 Future Land Use**

LAND USE	
	Bellevue City Limits (Current)
	Annexation Area
	ETJ Area to Remain
	Open Space
	Parks and Recreation
	Single Family Residential
	Single and Multifamily Residential
	Civic Facilities
	Commercial
	Industrial
	Mixed Use
	Transportation/Utilities
	Offutt Air Force Base Property



## Open Space

Areas designated as open space are intended to be left undeveloped and are strategically located in areas where future development is not practical, possible, or desirable. Areas directly adjacent to Offutt Air Force Base should be left as open space to remain compliant with Safety Military Compatibility Area regulations, which prohibit or strictly limit development within a certain distance of the runway. Open space areas can also be strategically placed to act as natural buffer zones and wetland areas to help mitigate stormwater and flooding.



## Multifamily Residential

Multifamily residential areas are intended for medium- to high-density neighborhoods with a variety of housing types. While single family dwellings may fit in this category, there should be a particular emphasis on attached housing units, such as duplexes or triplexes, townhomes, or low-rise apartment buildings. Higher density housing development is preferred near community amenities, civic facilities, and commercial areas. New development should prioritize sidewalks and multimodal connectivity as much as possible. Additionally, clustered residential communities may consider neighborhood-scale parks and green spaces.



## Single Family Residential

The single family residential designation is intended for low- to medium-density neighborhoods with detached single family dwelling units on separate lots. Parks may also be developed in these areas, including neighborhood parks and other small outdoor community spaces. New residential developments should prioritize sidewalks and multimodal connectivity as much as possible, allowing for safe transportation options to nearby amenities and civic facilities. Note that Single Family Residential and Multifamily Residential are shown together on **Figure 3.2**. This represents a community need and desire expressed throughout the planning process to integrate additional multifamily housing and weave different residential land uses and densities more closely together.



## Civic Facilities

Civic facilities have a public or community focused intent but are not public utilities or parks/recreation facilities. This includes City or County buildings, schools, libraries, cemeteries, public safety facilities, hospitals, et cetera. Site and size requirements depend on the intended use within the broader category. Civic facilities should be in easily accessible areas and prioritize multimodal connections when possible.

## Parks and Recreation

Parks and recreation facilities are important community assets and should be strategically placed throughout the community in proximity to neighborhoods and schools. Areas designated for parks and recreation are intended for either public or private parklands and may include structures related to recreational uses, such as community centers, aquatic facilities, indoor facilities, and maintenance buildings.



## Commercial

The Commercial designation includes retail, services, restaurants, offices, and other non-industrial and commerce-based businesses. This land use category is intended to support smaller to mid-size commercial development, typically what is found within a Neighborhood Commercial land use category. Development size can range widely based on site restrictions and market demand. Commercial sites should complement surrounding development and prioritize walkability and connectivity. Critical considerations include access, visibility, topography, parking, infrastructure, proximity to customers, and transportation. Commercial uses (along with mixed-use) should be the primary land use clustered along high-traffic corridors and neighborhood-scale commercial uses should be woven into residential areas to promote walkability and accessibility.



## Transportation/ Utilities

Transportation/utilities areas are dedicated to the operation and maintenance of vital infrastructure systems that support the city. This designation includes undevelopable land associated with highways and other transportation resources.



## Offutt Air Force Base Property

Land that is owned and managed by Offutt Air Force Base, not subject to City of Bellevue land use planning.



## Industrial

Industrial uses are intended for businesses that are focused on manufacturing, assembly, storage, warehousing, distribution, research and development, technology, raw materials handling and storage, outdoor storage and handling, repair and maintenance, and waste management. Industrial uses serve as important employment centers and help diversify the city's tax base. Light industrial and Flex uses such as food production, electronics, and textile manufacturing are also appropriate here. Critical considerations to successful industrial development include community health and safety, market demands, availability, access to transportation, access to workforce, access to utilities and infrastructure, site development needs, and lot size.



## Mixed-Use

Mixed-use areas are intended for a mixture of uses, like a master-planned development. Mixed-use development should include a variety of uses such as commercial, office, civic, residential, and parks/open space. Mixed use areas should generally be walkable and diverse. This use may include a variety of densities, though large sections of mixed-use should invite a greater degree of density. Larger commercial uses that typically fall within a community/regional commercial land use are appropriate here. The mixture can be horizontal, vertical, or hybrid mixed-use, meaning:

- **Horizontal mixed-use.** This mixed-use style features side-by-side uses, such as a retail building next to multifamily living. Each use is on its own respective site with shared parking, pedestrian connectivity, and overall site design or aesthetic.
- **Vertical mixed-use.** This mixed-use style refers to stacked uses, such as ground floor retail with second floor office and third and fourth floor living units.
- **Hybrid mixed-use.** This represents a blend of both horizontal and vertical mixed-use.

Mixed-use allows for a flexibility of uses that fit the market and the area while unifying those elements and providing shared amenities. The mixed-use type provides the opportunity to create a critical mass of people, employment, and service needs in the location while sharing infrastructure, transportation, parking, and a unique user experience. Several mixed-use areas are designated on the future land use map as destinations and described in greater detail in the following section.





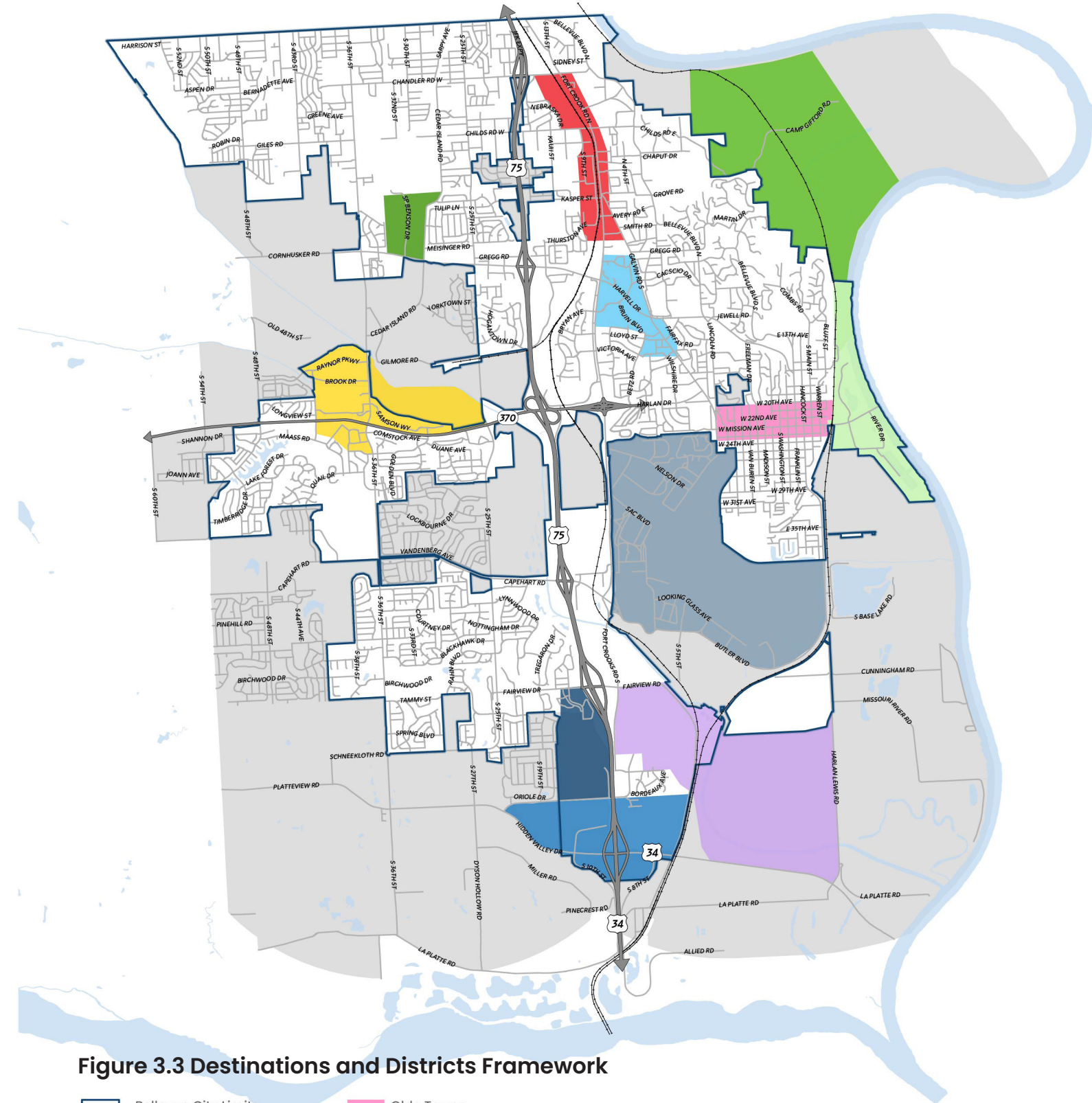
# CREATING DESTINATIONS AND DISTRICTS

Beyond curating a desirable mixture of land uses that meet community needs, Bellevue must consider its broader appeal in terms of destination areas that attract visitors and residents alike. Destination areas or districts are critical economic engines that drive the fiscal health of a community and reinforce Bellevue's identity and character.

Specific areas have been identified as either existing or potential destinations and districts within the community. While some of these areas are existing assets that should be further leveraged or invested in, others are new or recommended destinations or districts that should be developed over time to add to the diversity and intrigue of the community. The destinations and districts framework shown in **Figure 3.3** considers both existing and future development areas. These generally represent the areas in which Bellevue should make a commitment to invest, protect, curate, or enhance. This will require intentional planning, master planning, partnerships, and investment to accomplish, as the creation of vibrant attractions and districts is rarely accomplished by chance.

## DESTINATIONS AND DISTRICTS FRAMEWORK

0' 3,125' 6,250' 9,375' 12,500'  
 1-inch  
 NORTH  
 Data Sources: Sarpy County, Urban Footprint, and Olsson Studio



**Figure 3.3 Destinations and Districts Framework**

- Bellevue City Limits
- Extraterritorial Jurisdiction
- Fort Crook Commercial
- Fontenelle Forest
- Swanson Park
- University Village
- The Vue
- Olde Towne
- The Riverfront
- Offutt Air Force Base
- Sports Village
- Industry and Innovation District
- New Towne





## A Community-Focused Approach to Creating Destinations

During public engagement activities, members of the community were asked to identify areas that should be considered for redevelopment and infill. Frequently noted answers included the following:

- Reactivating Olde Towne with enhanced commercial and restaurant offerings, streetscaping, and infill development;
- Economic development, streetscaping, infill development, and bolstering commercial offerings along the Fort Crook Road corridor;
- Aesthetic improvements to the Platteview Road corridor as the city continues to develop to the south; and
- Continuing to bolster industrial development in the southeast along the US Highway 34 corridor.

When the community was asked to identify areas suited for future development, repeated locations included the following:

- Developing South Bellevue, especially surrounding the intersection of Platteview Road/Hidden Valley Drive and US Highway 34;
- Attracting industrial development along the Harlan Lewis Road corridor;
- Targeting sites along State Highway 370 for commercial and entertainment attractions;
- Creating an amenity area along the Riverfront.

When asked about what specific types of development were desired in Bellevue, the following uses were repeated most often:

- Entertainment destinations
- Mixed-use areas
- Sports complex
- Unique shopping experiences
- Diverse housing developments

Community input, along with the strategic development of the future growth and future land use frameworks, led to the identification of community destinations and districts, shown on the map in **Figure 3.3**. The vision for each area is described as follows.

## Swanson Park

Swanson Park is an existing park that is a favorite destination for Bellevue families, conveniently located along Cornhusker Road near residential communities. This park should be invested in and strategically planned to become more of a recreational destination and community anchor. Equipment and facilities should be updated, and the park should continue to be well-maintained and programmed to create longevity and appeal.

## Fontenelle Forest

Fontenelle Forest is an existing nature preserve, popular recreational amenity, and important environmental resource for the larger Omaha metropolitan area. The city supports and promotes the preservation and considers potential impacts to this resource alongside future development decisions. Bellevue should continue to leverage Fontenelle Forest as an anchor and a point of pride, promoting and marketing it regionally as a destination within Bellevue.

## Offutt Air Force Base

Offutt Air Force Base is the Air Force Base (AFB) that has been historically intertwined with the development of Bellevue. Since the 1890s, the base has attracted new residents from near and far who have contributed to the city's national and global influence. The city regularly coordinates with the AFB to align future growth and development and seeks to make decisions that are mutually beneficial. Bellevue should continue to see the AFB as a destination for Bellevue, looking for opportunities to integrate its personnel into the local community to generate economic activity, retain people over time, and expand the influence and reputation of the city. AFB staff members and personnel must experience both social and physical connectivity to Bellevue, and the city should continue to prioritize the health and maintenance of its relationship with AFB decision-makers and leadership.

## Industry and Innovation District

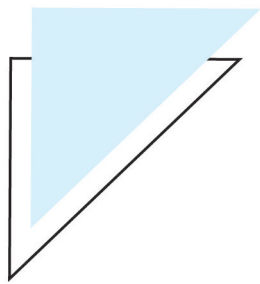
This district is an opportunity to build upon existing development and community needs through the establishment of a hub for light and heavy industry. This district will reside on the southeast part of Bellevue and will be a catalyst for economic activity, innovation, and employment.

## New Towne

New Towne is a new opportunity, already in the works with the design of a waterpark and related development, for an exciting and diverse entertainment destination in south Bellevue. This area will be a local and regional destination, attracting families and travelers from throughout the Midwest. New Towne will become a significant cultural anchor and economic engine for Bellevue. A master plan should be developed to consider the market demand, identify a unique niche and suitable uses, and curate a striking design that will serve Bellevue's best interests.

## University Village

This is the vision for a dynamic mixed-use, transit-oriented development center surrounding Bellevue University. Students traveling to campus by car or by transit can enjoy the convenience of having easily accessible cafes, grab-and-go restaurants, small-scale retail, gyms, health facilities, and service-type uses. By creating a vibrant destination district around the university, Bellevue can promote a dynamic and enjoyable student experience that may increase recruitment and retention of students and young professionals, furthering the diversity and appeal of Bellevue as a whole.



## Sports Village

Sports Village is a unique opportunity for new mixed-use development focused on sports and recreation, offering a variety of playing fields, recreational amenities, and commercial offerings. Adjacent to New Towne, the Sports Village can build off the momentum and investment in the area to create a family-oriented destination for tournaments, athletic events, and individual enjoyment throughout the year. This area will fill a unique gap in the region, preventing those in the larger Omaha metropolitan area from needing to travel significant distances for tournaments and games, while attracting regional and state-wide events. The Sports Village will offer hotels, amenities, restaurants, and other offerings to complete the experience.



Figure 3.4 depicts the vision and a potential concept for the Sports Village district, including soccer fields, tennis courts, baseball fields, indoor sports areas, water features, walking paths, residential areas, and connectivity to the surrounding area.



Figure 3.4  
Sports Village  
Concept



## The Vue

The Vue is a new opportunity to create vibrant mixed-use development that mirrors the intent and functionality of Aksarben Village (in Omaha), while capturing the character and needs of Bellevue. This local anchor could become the dining and entertainment hub of Bellevue, offering a diverse and lively experience in a modern, beautiful space. The Vue should be regularly programmed with events such as concerts, festivals, and pop-up markets. A master plan should be developed in partnership with the community to envision the future of this area.

**Figure 3.5 The Vue Concept**

Figure 3.5 depicts the vision and a potential concept for The Vue district, including mixed-use spaces, places of residence, parks and public plazas, dining and entertainment destinations, creative mobility and connectivity to surrounding areas.



## Olde Towne

Olde Towne is Bellevue’s historic downtown. While Olde Towne is a beloved remnant of local heritage, it needs significant reinvestment to promote new businesses, restaurants, and attractions. Serving as Bellevue’s most stark reminder of its impressive history, Olde Towne has the potential to be a landmark destination and unique attraction, not just locally, but regionally. Olde Towne is a hidden gem that Bellevue must take intentional steps to bring to life through enhancements to the public right-of-way, intentional economic development strategies, placemaking efforts, and partnerships with the local business community. A downtown master plan should be developed with the community to identify the vision for this district and next steps to bring it back to life.

**Figure 3.6 Olde Towne Revitalization Concept**

Figure 3.6 depicts the vision and a potential concept for the Olde Towne district, including vibrant outdoor seating, shade structures, multimodal corridors, revitalized commercial areas, and placemaking elements such as branded wayfinding and streetlights.



## The Riverfront

The Riverfront is the existing land just east of Olde Towne, adjacent to the Missouri River. While this land is currently undeveloped, it presents the opportunity to create a hub for outdoor enthusiasts of all types, offering a variety of recreational amenities and scenic areas to gather and play. While vertical development is not recommended at this time, the Riverfront should be invested in as a local destination with outdoor programming, public seating, string lights, public restrooms, interactive public art, food trucks, live music, and walkways that attract those inclined to spend time outdoors. Eventually, the Riverfront should become an extension of the success of Olde Towne, resulting in an all-inclusive destination that connects the shopping, dining, and entertainment experience to the lively Bellevue riverfront.

**Figure 3.7 The Riverfront Concept**

Figure 3.7 depicts the vision and a potential concept for The Riverfront district, including food trucks, outdoor seating, lighting, trash receptacles, bollards, shade features, and a multimodal path.

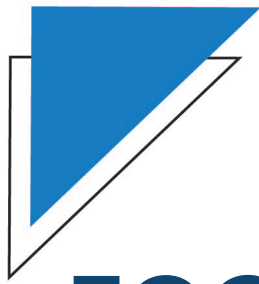


## Fort Crook Corridor

Fort Crook Commercial is an existing commercial corridor that should be enhanced as a diverse mixed-use destination and social hub, home to commercial, residential, entertainment, and recreational uses. Fort Crook Road should be aesthetically enhanced through streetscape improvements and placemaking elements that work together to create a vibrant, walkable environment. New mixed-use development should bolster commercial offerings and provide community gathering areas. Streetscape improvements include vehicular access drive consolidation, pedestrian transportation and safety features, and robust sustainable landscaping.

**Figure 3.8 Fort Crook Commercial Corridor Concept**

Figure 3.8 depicts the vision and a potential concept for the Fort Crook Corridor district, including a linear park with landscaping, outdoor seating, and public art, as well as new, mixed-use development on the other side of the street, safety features, wayfinding, and branded monumentation.



# ECONOMIC HEALTH AND VITALITY

To continue to strengthen, diversify, and grow Bellevue's economy, a balance must be struck between residential and non-residential development. Bellevue must actively pursue opportunities to **revitalize underutilized commercial centers, attract new business, and encourage private investment.** Increasing the variety and caliber of retail offerings should be a priority, especially along major transportation corridors and in Olde Towne.

Future development, especially in annexed areas of the extraterritorial jurisdiction, must consider utility and transportation infrastructure to ensure the area receives the same **quality of city services.** It is strongly recommended that the city consider **development improvement requirements for infrastructure** to help alleviate development costs.

While developing key areas throughout the city and in future annexation areas are an important aspect to boosting economic vitality, completing improvement projects and redevelopment efforts for existing development should be a priority. **Bridging the gap between the old and new** and celebrating Bellevue's historic legacy will be a source of pride for existing residents and an opportunity to market to new residents and visitors.

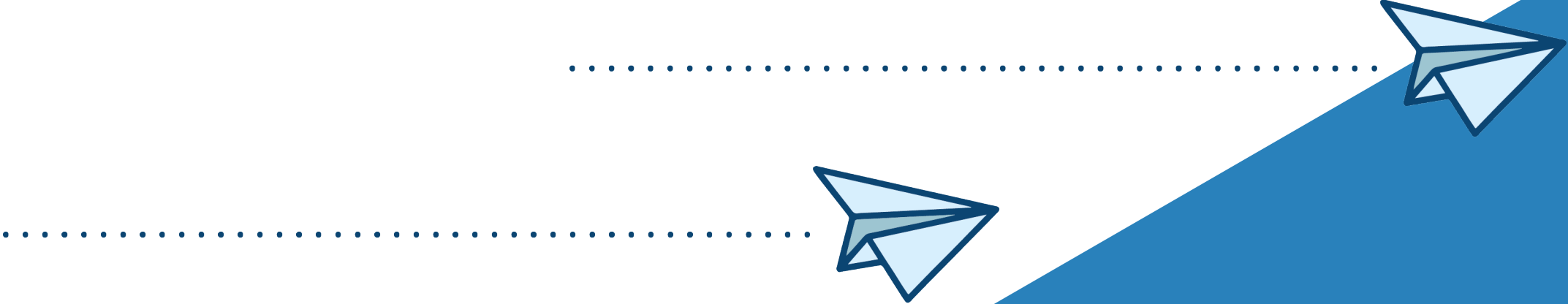
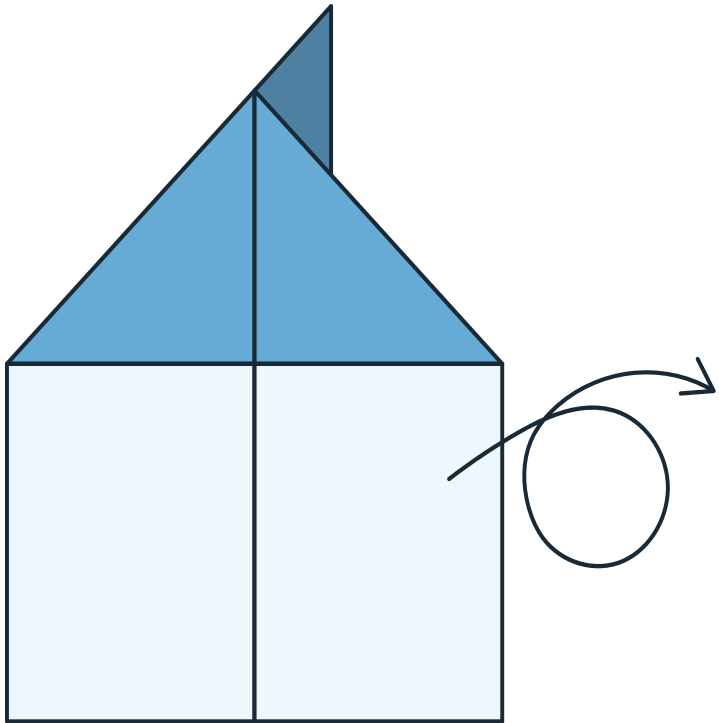
As destinations and districts are desired, Bellevue should consider the creation of **district master plans** to guide the vision for future development in key pockets of the city. Districts should be born from intentional design, public engagement, and partnership rather than individual inclination or by chance.

The commercial market should **reflect the uniqueness of Bellevue** to promote a sense of place and vibrancy throughout the community. Commercial business owners and property owners should be encouraged to prioritize self-expression through their crafts or physical spaces, resulting in an array of unique and Bellevue-specific destinations that work together to create a sense of place. Unique restaurants, boutiques, cafes, and studios should be visible throughout the community. Existing destinations, including Olde Towne, Fontenelle Forest, and the Riverfront, should be prioritized for reinvestment, support, and promotion.

Intentional **branding, marketing, and promotional efforts** should be taken to create awareness and excitement for both existing and future destinations. Programming should be focused on the best things that Bellevue has to offer, leveraging existing momentum and attraction to further the appeal of visiting and living in Bellevue.



# SECTION 04.



# CHARACTER PLACEMAKING, AND ART

CREATING A STRONG SENSE OF PLACE

BEAUTIFUL STREETSCAPES & LANDSCAPES



enhance COMMUNITY AESTHETICS

Public Art, Murals, Statues, & Media

VISIBLE community identity



GATEWAYS

UNIFIED community brand

SPURRING Economic Development, beautification, + QUALITY OF LIFE



BIG IDEAS FOR: Character, Placemaking, & Art

bringing PUBLIC SPACES to life

SITE Furnishings

Investing IN NEW & EXISTING Destinations

# BIG IDEAS!

*for character, placemaking, and art in Bellevue*

In the future, Bellevue's identity and public spaces will be characterized by intentional care for community brand, public art, beautiful streetscapes and landscapes, site furnishings, and gateways. These things work together to create a visible community standard and identity that is aesthetically appealing and unique to Bellevue.

An updated and unified community brand and visual identity will be established and leveraged strategically through wayfinding signage, gateways, murals, statues, media, and more. It will permeate Bellevue's physical and digital spaces.

The city will invest in the development of specific design standards for private spaces to enhance community aesthetics. The city will also invest in public improvements such as landscaping and streetscape enhancements, especially within the identified destinations and districts identified in **Section 3**: Land Use, Development, and Economic Health. Investment in public spaces will further community investment and work in tandem with economic development strategies to spur economic development, beautification, and quality of life in Bellevue.

# GOALS AND STRATEGIES

*for character, placemaking, and art in Bellevue*



## Goal 1 – Establish a unique and identifiable community brand.

### Strategy 1 – Leverage an effective community brand, accompanied by branding resources.

Promote Bellevue's history, personality, and sense of community through an established brand. Much more than a logo, a brand is the essence of a place, distilled into a recognizable visual identity. Branding efforts and resources help to ensure that all communication and information from the city is cohesive in appearance, message, and tone. Building off of or replacing the recent community branding effort, guidelines should be developed to direct how the community brand and visual identity is integrated into placemaking elements, signage, and other material around the community to further promote the brand.

### Strategy 2 – Celebrate Bellevue history.

Create awareness of Bellevue's status as the oldest city in the State of Nebraska by incorporating history into branding and placemaking elements. This may include physical elements, such as place markers and signage, or media elements such as historic photographs, storytelling collections, and other means of community interaction.

### Strategy 3 – Reinforce the established community vision, values, and brand through the public realm.

Look for opportunities to further Bellevue's sense of place through elements such as public signage, gateways, statues, murals, landmarks, plaques, and other means. These elements should work together to tell a story and create an inviting and recognizable environment that keeps people coming back.



## Goal 2 – Cultivate enjoyable and attractive public spaces that enhance community aesthetics and sense of place.

### Strategy 1 – Evaluate code enforcement efforts.

Review the City Code and the approach to enforcement of that code to ensure they appropriately align with the community vision and promotion of the desired look and feel of the community. Evaluate the current code enforcement performance and capacity of staff to identify opportunities for improvement.

### **Strategy 2 – Develop a minimum standard of care for landscaping and parks.**

Ensure quality city park maintenance and landscaping on City-owned property by setting a minimum standard of care. Develop regulatory language on maintenance procedures. Evaluate current staff member performance and capacity to identify opportunities for improvement.

### **Strategy 3 – Incorporate landscaping along key streetscape enhancement corridors.**

Where possible, add planting areas in the right-of-way of major corridors, especially in priority areas indicated in **Figure 4.1** Placemaking and Aesthetic Framework. Consider adding landscape beds into transportation infrastructure elements, such as medians and pedestrian islands, to soften the roadway and add natural visual buffers. Prioritize the use of native plants and drought resistant to naturally manage stormwater and support pollinator populations.

### **Strategy 4 – Enhance key corridors with streetscape elements.**

Initiate streetscape enhancements along the key corridors recommended in **Figure 4.1** Placemaking and Aesthetic Framework.

### **Strategy 5 – Develop design guidelines for streetscape enhancements, signage, and gateway elements.**

Design guidelines will help create a cohesive visual aesthetic throughout the city. The guidelines should include streetscape enhancements, gateway element designs, wayfinding and other signage design elements in a variety of application types to establish a sense of place through design.

### **Strategy 6 – Add gateway elements to create a sense of arrival at key entry points and nodes.**

Place primary and secondary gateway elements at the key locations indicated in **Figure 4.1** Placemaking and Aesthetic Framework. Follow established design guidelines to promote visual cohesion among the elements.

### **Strategy 7 – Start a community-wide public mural program.**

Murals are excellent ways of incorporating art onto existing buildings and infrastructure. Consider initiating a community-wide mural program to create visual appeal and interest in public spaces.

### **Strategy 8 – Commission personalized community art pieces.**

Commission local artists to create public art that is unique to Bellevue. Artists may use city branding guidelines, historic resources, or natural surroundings as sources of inspiration depending on the desired location and function of art pieces. Art should be strategically integrated into the community, widely promoted through city communications as a part of a wider array of Bellevue attractions. Sculptures and statues are recommended to be placed in highly visible locations.



## **Goal 3 – Guide the creation of modern, functional, and aesthetically pleasing private properties.**

### **Strategy 1 – Preserve the existing housing stock.**

Support the retention and rehabilitation of existing housing stock as a core component of the affordable and attainable housing supply in the region. Explore programs aimed at home repairs.

### **Strategy 2 – Create neighborhood stabilization and revitalization strategies.**

Work with residents and property owners in neighborhoods experiencing signs of distress to promote stabilization and revitalization and assist at-risk populations. Prioritize infrastructure improvements (e.g., sidewalks, shared use paths, storm drainage, etc.) and other neighborhood enhancements that address safety, connectivity, and other quality of life considerations.

### **Strategy 3 – Establish modern design guidelines.**

Establish guidelines and/or standards for commercial development and mixed-use development to create a high-quality aesthetic and well-connected private developments. The value of the proposed design guidelines and/or standards cannot be overstated as they are one of the best development tools to ensure a high-quality aesthetic. Design guidelines direct architectural character, site design, and signage, providing a resource for the city to control the quality and visual nature of development within areas of importance.

### **Strategy 4 – Incentivize design guideline compliance.**

Consider the creation of financial assistance and/or matching grant incentive programs to encourage compliance with the design guidelines. Research the feasibility of creating successful property redevelopment, facade improvement, site improvement, or sign improvement incentive programs. Consider other financial incentives, as well, such as tax abatement. A requirement of the incentive program would be compliance with the design guidelines.



# CREATING A SENSE OF PLACE

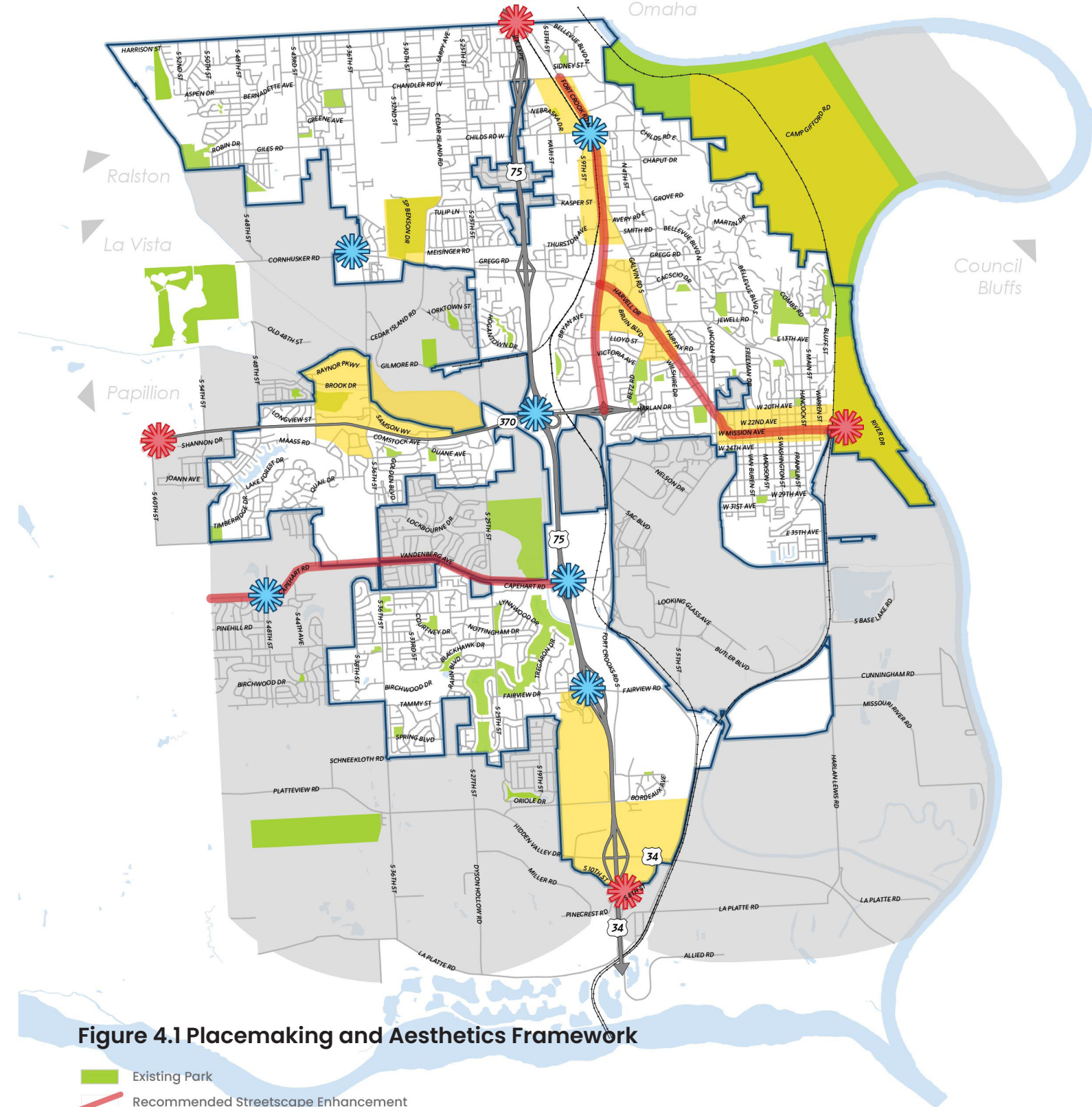
Aesthetics can have a lasting impact on how the public perceives the health, quality of life, character, and desirability of a community. Building architecture and materials, site design, streetscape, landscaping, site furnishings, lighting, gateways, signage, wayfinding, and branding all must be carefully considered, especially in major commerce areas and primary city entryways. To invite visitors and create a good first impression, gateways into Bellevue must be high-quality and cohesive in their visual identity. Community design and the public realm should then maintain a consistent design as you move through Bellevue. Collectively, these elements should work together to reflect the desired vision for the city. Done properly, targeted and consistent aesthetic improvements will work together to create a strong sense of place and encourage additional private investment.

**Figure 4.1** Placemaking and Aesthetic Framework looks at specific areas of opportunity where Bellevue can enhance the character and appeal of the community through streetscape enhancements, gateways, and public art. These recommendations are concentrated in areas that align with recommendations for destinations and districts, identified in **Section 3**, along with primary corridors and entryways into and within Bellevue. Further, it identifies specific areas in which the visual identity and physical brand of Bellevue can be enhanced with potentially the largest return on investment.

**Placemaking is more than just making things pretty.** Urban design, placemaking, wayfinding, and public art are also economic development tools. By enhancing the experience and enjoyment of spending time in Bellevue's public spaces and public right-of-way, the city encourages visitors and residents to spend time and spend money. Bellevue should take intentional steps to integrate a consistent community brand that represents this community's rich history and identity. **When you enter Bellevue, you can feel the difference.** Placemaking and design are critical to that feeling, and it all starts with a consistent brand.

## PLACEMAKING AND AESTHETIC FRAMEWORK

0' 3,125' 6,250' 9,375' 12,500'  
1-inch  
NORTH  
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio



**Figure 4.1** Placemaking and Aesthetics Framework

- Existing Park
- Recommended Streetscape Enhancement
- Recommended Primary Gateway
- Recommended Secondary Gateway
- Concentration of Public Art
- Bellevue City Limits
- Extraterritorial Jurisdiction



# IDENTITY AND BRANDING

Branding is a critical tool for an area looking to establish an identity within the marketplace. Bellevue should create and leverage an updated brand guide that looks to its history, personality, and sense of community as sources of inspiration to help the city stand out in the region.

Building off of the recent community branding effort, the brand guide should include an updated city logo, color palette, font family, tagline, and other elements to complete the brand. These can align closely with today's city brand or may establish a new vision and look for the community. A clear tone and message should be established - these may play off the vision and values established in **Section 2** of this Plan. The community should be involved in the branding effort to ensure that the city-wide brand reflects the community members and their values today. The city should also seek to reflect the priorities and values that will attract future residents, businesses, and visitors.

Once established and adopted by the community, branding elements should be integrated into all City-owned placemaking features including gateways, streetscaping, and signage elements. Other elements like public art and murals may choose to use this brand as inspiration or a starting place for personal creativity. There should be a bit of flexibility and variety built into the brand to allow for creative implementation and uniqueness throughout the community. Some districts, such as Olde Towne, should have their own sub-brand created to play off the city-wide brand while further distinguishing unique and attractive areas within Bellevue.

# PUBLIC ART

As development takes place and enhancements are made within the public realm, Bellevue should think critically and devise a strategy to plan for both permanent and temporary art installations within the community. During public engagement, community members expressed a desire for public art throughout Bellevue. Murals were commonly noted as a desired public art feature, which utilize existing buildings, walls, and infrastructure as a canvas. There are endless opportunities for incorporating public art into the community, but community feedback indicated a desire to engage with local artists and incorporate art pieces that were personal and Bellevue-specific.



# LANDSCAPE

Landscaping boosts the aesthetics of a street by balancing the look and feel of built infrastructure with soft, natural texture. Adding landscaping along streets creates an environment that is welcoming for pedestrians by providing shade, visual interest, and cooling the surface area of walkways. Plants provide natural buffers between pedestrian and vehicular traffic, and in some cases can be used as physical barriers between the two.

Areas with denser landscaping act as a visual cue to drivers to slow traffic. Roadways that appear to be more enclosed signal to a driver to pay close attention and move more cautiously. Neighborhood streets, local roads, and other areas of low traffic can be programmed with a higher density of plants than major corridors.

Native plants should be used as much as possible when developing landscape palettes. When placed properly, they require considerably less maintenance and generally lower costs than non-native species. The deep root systems of Nebraska native grasses, shrubs, and perennials can withstand a range of environmental conditions and be utilized as natural stormwater management tools. Additionally, native plants are attractive for pollinators and can play a significant role in maintaining natural biodiversity in the surrounding area.

Landscaping can be incorporated into built infrastructure in a variety of ways. Along the priority areas of street enhancements, the following areas should be considered for landscaping when practical:

- **Right-of-way.** The area between the curb and sidewalk or property lines are ideal areas for larger plants such as trees and larger shrubs or bushes. Trees that provide canopy shade should be prioritized in areas with high pedestrian activity. Careful consideration should be given to setback distances to ensure driver visibility.
- **Medians.** Physical barriers between opposing directions of traffic are suitable for smaller plants that stay low to the ground to not block driver visibility. These areas are especially ideal for native grasses, shrubs, and perennials as the areas may be challenging to access for regular maintenance.
- **Pedestrian islands.** Landscaping pedestrian islands or areas between crossing points on roadways should be properly scaled for the size of the island and the volume of surrounding traffic.
- **Parking lots.** Parking areas can be drastically enhanced with plants that provide shade for cars and dark pavement. Sight distance should always be considered in tight areas to prevent driver or pedestrian collisions.

# STREETSCAPE

A streetscape is critical to the impression a city makes on its visitors, paving the way for connectivity and aesthetic appeal. A streetscape is comprised of the visual elements and amenities along a street. To properly enhance a streetscape, multiple tactics must be employed to cultivate a more vibrant and appealing public realm that complements the land uses and transportation network. While it is recommended that updated formal design guidelines are developed for streetscaping throughout Bellevue, priority areas for streetscape enhancements have been identified as highly visible sections along:

- Capehart Road from western ETJ limits to US Highway 75;
- Fort Crook Road from Chandler Road to Harlan Drive;
- Harvel Drive from Fort Crook Road, continuing to Galvin Road, and along Mission Avenue through Olde Towne; and
- Mission Avenue from Lincoln Road to the eastern city boundary through Olde Towne. **Figure 4.2** represents a possibility for streetscape enhancements on Mission Avenue in Olde Towne.

These priority areas should include the highest level of streetscape enhancements including street trees, decorative and beautifully landscaped medians (where appropriate), pedestrian lighting, pedestrian pathways, and branded wayfinding and banners. Further consideration should be given to the next tier of priority areas for streetscape enhancements in Bellevue. Bellevue should seek to somewhat align or coordinate streetscaping efforts with surrounding jurisdictions including Papillion and Omaha, working to create a positive impression upon entering Bellevue via car, bicycle, or on foot, while enhancing the mobility and aesthetic appeal around the edges of Bellevue.



Arlington, TX

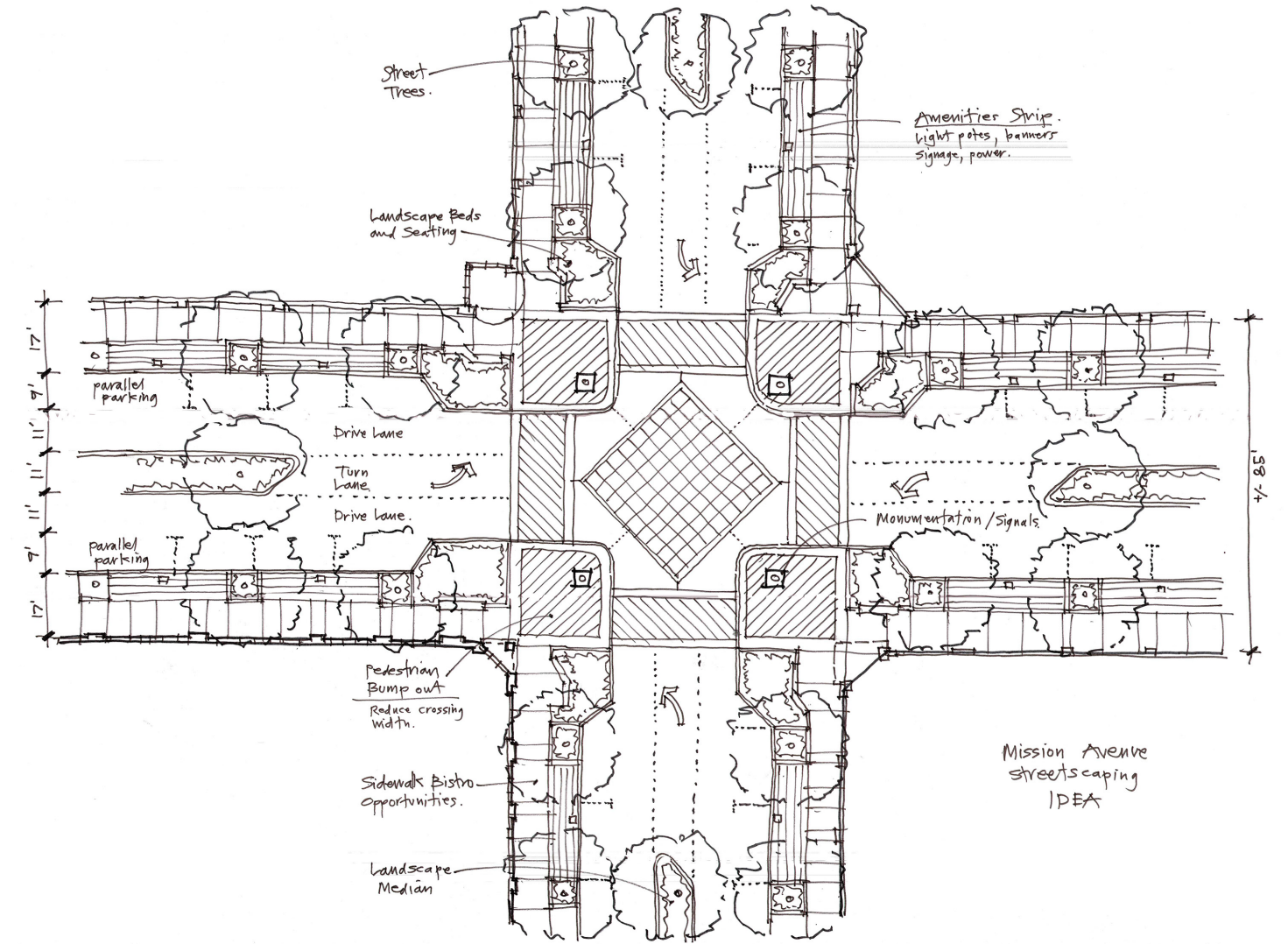


Figure 4.2 Olde Towne Streetscape Concept

# GATEWAYS

Gateways are key tools to create a sense of arrival and a sense of place. Bellevue can use a variety of visual cues at high traffic nodes to clearly identify entry points to the city and the unique districts and destinations as established in **Section 3** of this Plan. Gateways should be visually appealing and should align with the brand and vision for the city. The gateways should be developed as a family including primary (large and substantial) gateways and secondary (more minor, though still eye-catching) gateways. The design of the gateway monumentation family should stand out and be unique to Bellevue, contributing to the overall character, placemaking, and art. The following recommendations for gateways are also reflected in **Figure 4.1**.

Primary gateways should be placed at the following locations:

- US Highway 75 at northern city limits
- State Route 370 near South 60th Street
- US Highway 75 at southern city limits
- Mission Avenue just east of the railroad tracks by the riverfront

Secondary gateways should be placed at the following locations:

- US Highway 75 and State Route 370
- US Highway 75 and Capehart Road
- US Highway 75 and Fairview Road
- Capehart Road and South 48th Street
- Cornhusker and South 36th Street
- Fort Crook Road and Childs Road East

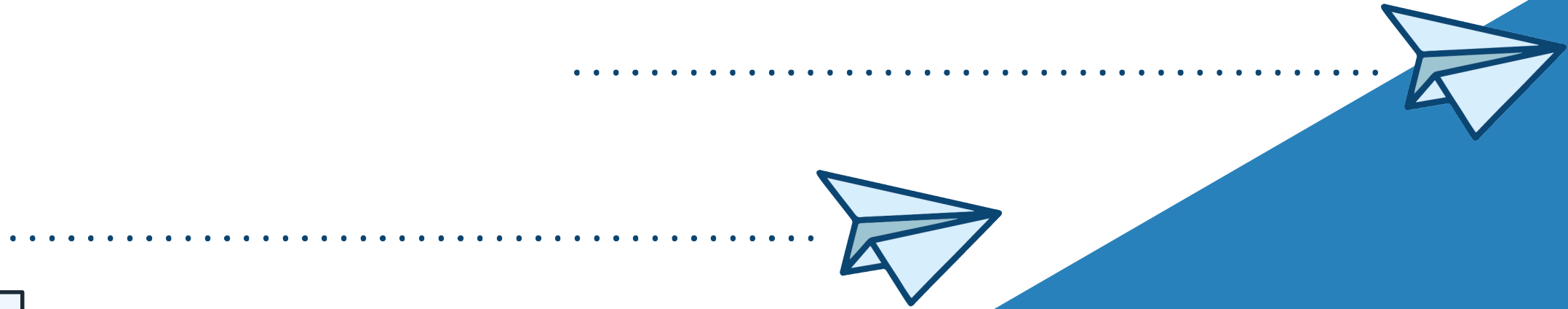
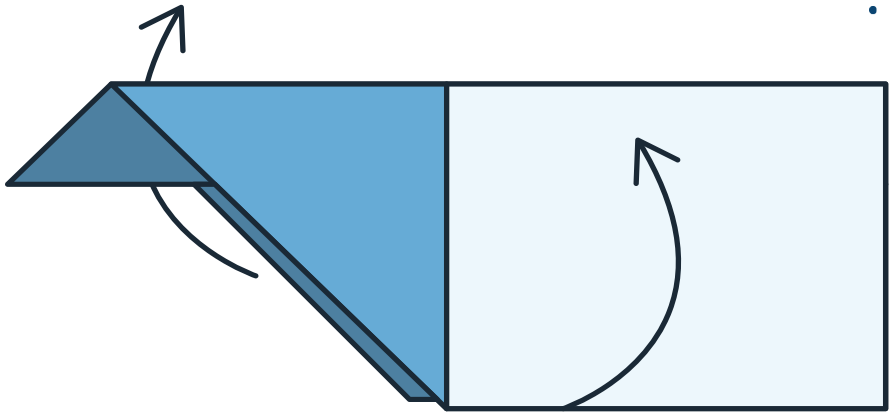


# SITE FURNISHINGS

Adding site furnishings along a corridor accommodates pedestrian traffic and adds to their overall sense of comfort and security. Furnished areas should be placed in areas of high pedestrian traffic or gathering spots. The following categories of site furnishings should be considered along the priority areas of street enhancements:

- **Lighting.** Street lighting is a crucial safety component for pedestrian traffic. Lighting should be added in and around major nodes to ensure visibility for all modes of traffic. Light intensity should be appropriate for the type of roadway or trail. Light poles along major corridors should be more decorative in nature and can be used for branding integration. Accent lighting can also be used to highlight key buildings and art features. Where needed, both street light fixtures and pedestrian light fixtures should be provided.
- **Seating.** Seating areas should be prioritized in areas where people gather, ideally away from high-speed traffic and near shaded areas. Seating can include benches, chairs, picnic tables, and large steps.
- **Bicycle parking.** Bike racks are ideal for areas where bicycle traffic may stop, such as near the entrance to civic facilities, commercial or service areas, mixed-use areas, multifamily residential developments, or parks.
- **Trash receptacles.** Trash and recycling receptacle locations should follow the same logic as seating placement as the need for disposing of litter is higher in areas where people may stop. Receptacles for pet waste should be integrated along pedestrian-heavy and recreational corridors.
- **Information and directions.** Maps, wayfinding signage, and other orientation structures are useful in areas near multiple amenities and services.

# SECTION 05.



# QUALITY OF LIFE AND ENVIRONMENTAL RESILIENCY

VIBRANCY  
CONNECTIVITY

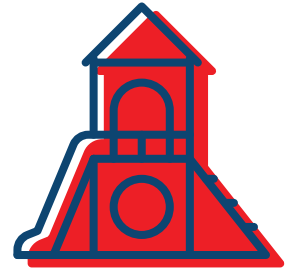


Walkability,  
Parks,  
&  
Recreation

MAINTENANCE

PRIORITIZING

Quality  
of Life



PARK  
enhancements



PROTECTING  
+ ENHANCING  
the physical environment

WAYFINDING  
FEATURES

COMMUNITY PROGRAMMING

**Quality of Life  
& Environmental  
Resiliency**

BIG IDEAS FOR:

ART  
installations

PROTECTING & PRESERVING  
RESILIENCY AREAS

HEALTH + HUMAN SERVICES

RESOURCES  
THAT SUPPORT  
QUALITY OF LIFE

Educational  
+ Economic  
OPPORTUNITIES

BALANCE BETWEEN  
Conservation  
& Sustainable  
Development



HEALTH  
+ WELLNESS



Community  
Partnerships

# BIG IDEAS!

*for quality of life and environmental resiliency in Bellevue*

Bellevue will continue to prioritize quality of life for its residents, protecting and enhancing the physical environment in a way that focuses on vibrancy, connectivity, health, and wellness. Health and human services will also remain at the forefront for the city as it identifies opportunities to enhance community health, wellness, and connectedness.

The physical environment will show an investment in walkability, connectivity, parks, and recreation. The city will prioritize maintenance and appropriate enhancements to the parks system, complete with art installations and wayfinding features that make it enjoyable to spend time in Bellevue's public spaces.

Bellevue will also be intentional in protecting and preserving planned environmental resiliency areas, striking the careful balance between conservation and sustainable development. Areas like Fontenelle Forest, the riverbanks along the Missouri River, floodplains, and the area surrounding Offutt Air Force Base will be protected and preserved, while still identifying opportunities for careful use that promotes community quality of life.

Health and human services, intentional community partnerships, and community programming will be front of mind for the city. Educational and economic opportunity resources will be invested in to create a well-rounded array of resources that serve community wellness, connectedness, opportunity, and quality of life.

# GOALS AND STRATEGIES

*for quality of life and environmental resiliency in Bellevue*



## **Goal 1 – Enhance the quality and maintenance of parks and open spaces to promote health, wellness, and community cohesion.**

### **Strategy 1 – Optimize resource allocation by using data-driven insights.**

This can include efficiently managing water usage for irrigation, scheduling staff-based park usage patterns, and ensuring timely replenishment of supplies like trash bags and cleaning materials.

### **Strategy 2 – Continue promoting Bellevue's Adopt-A-Park program to "Keep Bellevue Beautiful."**

Encourage local businesses, community organizations, schools, or civic groups to take ownership of their community by helping with the upkeep of specific parks or park features. Identify opportunities to partner with community organizations or groups to provide both financial support and volunteer help for maintenance activities, emphasizing community involvement and civic pride.

### **Strategy 3 – Implement a preventative park maintenance program.**

Implement a comprehensive, preventative maintenance program to establish a standard of care for routine maintenance of city parks and trails. The program should include a schedule for regular inspections of park facilities and routine maintenance based on the seasons.



## **Goal 2 – Integrate parks and public spaces into new development projects.**

### **Strategy 1 – Implement green space requirements in development policies.**

Update zoning and land use regulations to require a minimum percentage of land in new residential, commercial, and mixed-use developments to be dedicated to green spaces. This could include parks, community gardens, playgrounds, and plazas.

### **Strategy 2 – Introduce new design standards for privately-owned green spaces.**

Establish design standards for green spaces that promote functionality, accessibility, and aesthetics through design. Standards may provide guidance for landscaping, seating, lighting, accessibility features, and connections to existing parks and trail networks.



## Goal 3 – Expand community programming to enhance social cohesion and quality of life.

### Strategy 1 – Seek funding for community health programming.

Actively pursue opportunities to gain federal and state funding to expand community health programming. Look to community partners to help leverage funding opportunities by collaborating on grant proposals and sharing resources.

### Strategy 2 – Support and facilitate community partnerships.

Continue to foster and strengthen partnerships with local government agencies, non-profits, community organizations, and regional entities to increase community-wide access to health, social, and educational resources. Partnerships may help leverage funding solutions and provide valuable resources for information and guidance on program development within the city.

### Strategy 3 – Develop community health education material.

Increase resources for public health education through online and printed materials. Education should aim to inform the public on general healthcare practices, resources and programming available, weather- and situation-specific information such as what to do in extreme heat or cold, and other helpful things to know related to health and wellbeing.

### Strategy 4 – Conduct health fairs and workshops.

Organize regular health fairs and workshops in accessible community locations such as parks, community centers, schools. These events can provide free health screenings, educational sessions, fitness classes, and resources on local health services. Partner with healthcare providers, non-profits, and governmental agencies to offer a wider range of services.

### Strategy 5 – Increase community programming.

Increase community programming through events and festivals to encourage community gathering. Create and market a series of events throughout the year that highlight different aspects of Bellevue. Themes could include seasonal festivals, cultural celebrations, and interest-specific events like wine festivals or arts and craft fairs. Empower residents by involving them in the planning and implementation of community programs. Create focus groups to gather ideas and feedback.



## Goal 4 – Preserve Bellevue’s natural resources and conservation areas.

### Strategy 1 – Introduce common Low-Impact Development (LID) techniques.

Implement low-impact development practices to minimize the environmental impact of new developments. LID techniques include preserving natural land features, permeable pavers/pavement, and using natural systems for storm water management. These should be encouraged by the city and integrated into the City Code.

### Strategy 2 – Leverage Environmental Impact Assessments.

Require comprehensive impact assessments for all major development projects. Ensure that potential impacts on natural resources and conservations are thoroughly evaluated and mitigated.

### Strategy 3 – Incorporate green infrastructure elements.

Creating specific designs like tree-lined paths, native plantings, and water features along trails could enhance the sustainability and aesthetic appeal of key destinations. Greenways should also be implemented and serve as ecological corridors that support biodiversity and stormwater management.

### Strategy 4 – Create a green infrastructure playbook.

Develop a guiding document detailing the recommended green infrastructure tools and methods the city encourages and finds appropriate for Bellevue. Consider the development of an incentive structure to encourage green infrastructure usage on private property.



## Goal 5 – Develop a citywide climate action program and plan.

### Strategy 1 – Create a citywide, Bellevue-specific climate action plan.

This plan should include a detailed and strategic framework for measuring, planning, and reducing greenhouse gas (GHG) emissions and related climatic impacts within Bellevue. The climate action plan should be used to understand how to achieve the largest and most cost-effective GHG emissions reductions to assist the city in its efforts to remain resilient to the anticipated climate changes to preserve the quality of life for those who live, work and play in Bellevue. At a minimum, the plan should include an inventory of existing GHG emissions, GHG reduction goals or targets, and analyzed and prioritized reduction actions. Major consideration should be given to the inclusion of nature-based solutions within the plan, too. Stakeholder and public engagement are critical to the development of this plan.

### Strategy 2 – Commit to implementation of the climate action plan.

To complement the climate action plan and make it “real,” develop an implementation strategy that identifies required resources and funding mechanisms.



## Goal 6 – Promote walkable and connected development that enhances community health.

### Strategy 1 – Emphasize the importance of accessibility.

Ensure that streets and sidewalks that connect to popular green and public spaces are accessible to people of all ages and abilities, including those with disabilities. Confirm that residential areas are well-connected to schools, parks, commercial centers, and transit facilities.



**Strategy 2 – Encourage local business engagement to promote walkability.**

Collaborate with local businesses to identify opportunities to support a walkable community culture. Encourage local businesses to promote active transportation modes and walkability by hosting community events in walkable areas and hosting pop-up events that encourage walkability.

**Strategy 3 – Incentivize developers to build or redevelop LEED-certified buildings.**

Encourage the installation of green roofs and walls on buildings within open spaces to absorb rainwater, reduce stormwater runoff, and help regulate a building’s internal temperature.

**Strategy 4 – Promote sustainable transportation options.**

Encourage residents and visitors to participate in sustainable transportation options, such as biking, walking, and carpooling, to reduce the environmental impact of transportation. Educate the community about the importance of preserving natural resources and utilizing active transportation.



**Goal 7 – Enhance the accessibility and design of community infrastructure to promote safety and wellness.**

**Strategy 1 – Incorporate crime prevention through environmental design.**

Utilize principles developed by the International Crime Prevention Through Environmental Design (CPTED) Association to boost security in public spaces through friendly and natural elements. Define clear entries and exits in the community through strategic placement of gates, fences, and other barriers to control the flow of people. Encourage community involvement in the maintenance and monitoring of the community.

**Strategy 2 – Review and follow National Recreation and Park Association (NARP) standards.**

Continue to promote quality access to parks, aligning with NARP standards. Develop a range of programs to increase park usage, such as fitness classes, cultural events, and environmental education. Engage community members through workshops, and public forums to gather input on park design and amenities.

# ENHANCING QUALITY OF LIFE

As the community imagines the future of Bellevue, there is a shared focus on vibrancy, diversity, and quality of life. Far beyond the basics of places to live and places to work, Bellevue aspires to offer a complete collection of destinations and offerings that result in a high quality of life. Residents’ health and wellness are directly shaped by the physical environment and available programs and services. A physical environment that promotes quality of life is walkable and connected, offers parks and recreation opportunities, and preserves the natural environment through conservation areas and sustainable development. The non-physical elements - programs and services - that impact quality of life are largely based on health and human services. Through both physical/environmental strategies as well as programs and services that promote overall well-being, Bellevue can directly improve the lived experience and personal health of its residents.



# PHYSICAL ENVIRONMENT

*that promotes quality of life*

Wellness is highly shaped by one's physical environment. Many factors contribute to this success including parks and open spaces, walkability, recreational opportunities, and physical spaces available for attending or hosting community events. There is a social aspect to wellness that attracts people to activated areas, which can encourage and inspire individuals to continue investing in their own health and quality of life. Most importantly, individuals are more willing to advocate for and promote these spaces when they have a personal connection to the area or activity. Wellness includes physical, social, and mental health, and having a physical environment that seamlessly integrates all three aspects can have an overwhelmingly positive impact on a community.

The physical environment of the city refers to both the built and natural environment, and it is important to have a healthy balance of the two, so the community does not detrimentally affect the ecosystem, and vice-versa. There are several methods by which a city can develop with, not against, nature, including natural stormwater management solutions, impermeable surfaces, use of plants to reduce urban heat island impacts, small- and large-scale renewable energy conversion, and Leadership in Energy and Environmental Design (LEED)-friendly building projects or renovations. Environmental factors for the immediate surrounding area should be considered in each development and redevelopment project. Infrastructure that can withstand natural impacts tends to be the most cost-effective solutions over time.



## Walkability and Connectivity

The walkability of a city goes beyond what may typically come to mind when thinking about walking, running, or biking outside. All three activities are excellent for physical health and having the proper infrastructure to exercise outside comfortably and safely makes them even more enjoyable. A well-connected system of pedestrian infrastructure becomes a viable means of transportation, which then makes the city more accessible for individuals who either cannot or prefer not to drive. Well-planned trails and sidewalks have a positive impact on user experience, whether the individual is exercising or traveling, and attracts those who may not normally choose to exercise or travel using an active mode.

An activated pedestrian system is one of the most powerful tools a city can have for encouraging physical health through social influence, boosting social health through user interaction, and fostering a mental health-focused community through a combination of exercise and social connection. Additionally, people move slower through an area without vehicles, allowing them to notice the surrounding built and natural environments and form a personal connection with an area. For this reason, outdoor recreation tends to create passionate advocates for nature, community-building, and health.

Bellevue has an opportunity to facilitate physical and social connectivity through pedestrian infrastructure. Active transportation should be considered in all future development and redevelopment decisions, specifically how non-vehicular traffic may interact with the site, what current infrastructure exists in proximity, and the role any expansion of pedestrian infrastructure can play in boosting connectivity throughout the city. Specific and physical recommendations for active transportation are provided in **Section 6** of this Plan.



## Parks and Recreation

Bellevue has shown a commitment to sustainable development through the preservation of the parks and trails system. Bellevue has a diversified collection of parks that help contribute to the community's quality of life and well-being. These spaces, from natural reserves to neighborhood parks, provide residents and visitors with a variety of recreational opportunities.

### Enhancements to the existing park system

are essential to their functionality and use. Bellevue has a robust system of parks and trails, but several facilities need improvements or replacements. Built infrastructure, including pathways, parking areas, bridges, and structures, should be repaired or replaced where needed. Existing playgrounds should be upgraded with modern, safe, and inclusive equipment that caters to children of all abilities. Aging recreational areas and sports facilities and equipment should be refurbished to ensure safe functionality. Where needed, safety features should be added to boost user comfort, such as installation of lighting features and management of overgrown areas. The 2023 Bellevue Parks Master Plan should be referenced for specific enhancements to Bellevue's parks and open spaces.



**System maintenance** is critical to overall park and trail user experience. Bellevue may consider implementing a comprehensive, preventive maintenance program to enhance the efficiency and quality of routine maintenance. The program should include an updated schedule of regular inspections of park facilities, playground equipment, trails, and infrastructure. Routine maintenance tasks may include cleaning, painting, minor repairs, and landscaping to keep parks in good condition. Specific maintenance plans for each season should be included to address unique needs of parks throughout the year. Sustainable landscaping techniques, such as mulching, composting, and integrated pest management, should be implemented to reduce the environmental impact of park maintenance. Along with a comprehensive preventive maintenance program, a waste management plan should be developed that includes recycling and proper disposal of waste to keep parks clean and green.

### Wayfinding installations and artistic elements

such as sculptures and murals can serve as both navigational aids and landmarks that promote quality of life. These installations can make the parks and trails system more visually appealing while providing clear directional guidance to users. Additionally, these designs can reflect the local history and culture of Bellevue, enhancing the overall trail experience. Commissioning local artists is a great way to incorporate Bellevue-specific and Nebraska-specific elements into the artwork, involving the public where possible to create community investment.

## Planned Resiliency Areas

An overall balance of land use in Bellevue is crucial. Planned undeveloped land should exist as such, striking the balance between conservation and sustainable development. There are several instances of planned undeveloped land in Bellevue that should continue to be preserved and thoughtfully approached to enhance community wellbeing.

### Fontenelle Forest

Fontenelle Forest is a critical resource for both personal and environmental health in Bellevue. As one of the largest private nature centers in the United States, promoting eco-tourism through well-maintained trails and educational programming can provide the residents and visitors of Bellevue with a great place to experience and enjoy the quiet side of nature. Fontenelle Forest provides an immersive nature experience through its lush forests, nature center, picnic facilities, and extensive network of hiking trails. Fontenelle Forest should be carefully protected, preserved, and enhanced so that it may continue to serve as a community anchor and wellness resource. The city should take intentional steps to partner with the Forest to promote and market this significant community asset locally and regionally to incentivize tourism that benefits the city as a whole and enhances community health and wellness. Partnerships and programs should continue to leverage this significant community resource for the betterment of Bellevue and its people.



### Offutt MCAs and AICUZ

The land surrounding Offutt Air Force Base, most especially that within the flight path, is another instance of planned undeveloped land as part of the Safety Military Compatibility Area (MCA) as currently zoned for Agricultural and Heavy Manufacturing to enhance personal safety of residents and minimize noise disruptions. Outside of the parcels currently being used by manufacturing companies, these areas should experience minimal development and public use to lessen potential impacts associated with unexpected hazards or threats related to the Air Force Base. As seen in **Figure 3.1**, the area for Priority 1 Annexation intersects with some of the flight path, so the city should continue to discuss the opportunities in these areas to best serve the residents of Bellevue and protect community health and wellness.



## The Missouri River

The Missouri River is a significant ecological resource that Bellevue has worked to protect and preserve, limiting development on the far eastern border. Integrating recreational areas along the riverbanks, Bellevue can enhance community engagement and quality of life while respecting the natural dynamics of the river. Initiatives like walking trails, picnic areas, and canoe launches not only encourage residents and visitors to interact with the natural environment but also promote physical activity and wellness. It is critical Bellevue balances these developments with a strong commitment to environmental preservation. The Missouri River's ecosystem supports diverse wildlife and provides critical habitats that should be protected. Sustainable placemaking along the river involves implementing measures to minimize ecological disruption by using environmentally friendly materials and designs that blend with the landscape.



## Papillion Creek

Papillon Creek, specifically located on the southeast portion of the city, is a tributary of the Missouri River. This area of Bellevue is subject to occasional flooding and is largely undeveloped. As Bellevue considers future growth and development in the southeast portion of the city, Papillion Creek should be considered a resiliency area wherein development is mindful of environmental impacts and long-term effects. Green infrastructure, stormwater management, and native plants should be integrated into any future development surrounding the creek.

## Floodplains

Floodplains are an important component of natural flood management. Along the Missouri River, floodplain zones extend across low-lying areas, including neighborhoods near the riverbanks like Fontenelle Hills. Despite the risks, these floodplains serve as essential natural buffers, absorbing excess water and mitigating flood damage to infrastructure further in the city. Maintaining the flood management infrastructure along the Missouri River is essential to provide protection for Bellevue's new developments and existing neighborhoods, as the river poses a flood risk for the city. Due to the size of the Missouri River, the enhancement or development of modern flood warning systems could help to reduce flood damage and protect key city infrastructure. Installation of additional green infrastructure in flood-prone areas, such as rain gardens and permeable pavements can assist in the regulation of stormwater runoff and prevent floods in neighborhoods near the river.



# HEALTH AND HUMAN SERVICES

*that promote quality of life*

Comprehensive healthcare and supportive social services enhance quality of life by promoting physical health, supporting mental well-being, and providing critical assistance during personal hardships. These services are essential in preventing disease, ensuring public safety, and fostering social stability, allowing individuals and communities to flourish. By meeting both immediate and long-term needs, human services play a pivotal role in building a healthier, more equitable community that enhances quality of life.



## Strengthening Partnerships

Bellevue can foster and strengthen partnerships with local government agencies, non-profits, community organizations, and regional entities to increase community-wide access to health, social, and educational resources. The City of Bellevue currently offers assistance for emergency events, food access, transportation, and holiday giving for low-income families. Bellevue can look to community partners to leverage funding opportunities to advance and expand service offerings. Community partners are beneficial for developing compelling proposals for state and federal grant funding focused on specific priority areas. Community partners are also valuable resources for information and guidance on program development within the city, as organizations have specific, experience-based guidance on what may or may not work for Bellevue.

## Access to Health Resources

Physical and mental health resources within Bellevue should be expanded and promoted. Health programming and events should be established through community partnerships to promote wellness and expand individual access to resources. Amenities and service hubs such as community health centers, mental health centers, dental clinics, and independent living skills facilities should be expanded or explored. More immediate, lower-cost recommendations for resource access include community-wide health education through online and printed media or lists of community resources promoted through city websites and social media platforms.

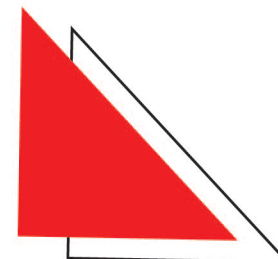
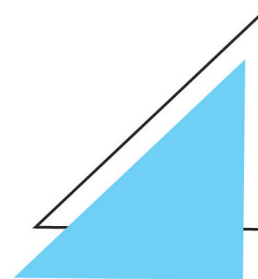
## Community Programming and Social Cohesion

Programming is essential to community cohesion. The city should explore the expansion or enhancement of programming including cultural festivals, city-wide health and wellness challenges and events, support of local arts, neighborhood block parties, community events, and more. Initiating cultural festivals that highlight Bellevue's diversity would allow different community groups to showcase their heritage and traditions, fostering mutual respect and unity. Additionally, city-wide health and wellness challenges could promote healthy living while creating common goals that bring residents together, enhancing community spirit. Cultural enrichment is important by supporting local arts and creating spaces for artists to perform and exhibit Bellevue's cultural landscape. Neighborhood block parties or potlucks can be facilitated to provide information in a fun setting where residents can meet and build friendships. Community events such as movie nights in the park, live music, and food festivals entertain and bring people together. Community centers should take advantage of their space by offering classes and workshops on practical skills like cooking, budgeting, and home repair that will provide bonding experiences with residents.

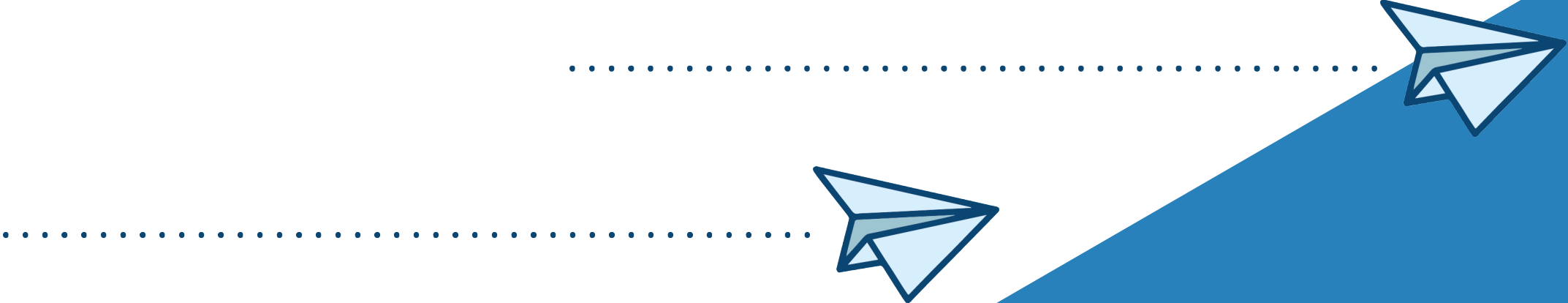
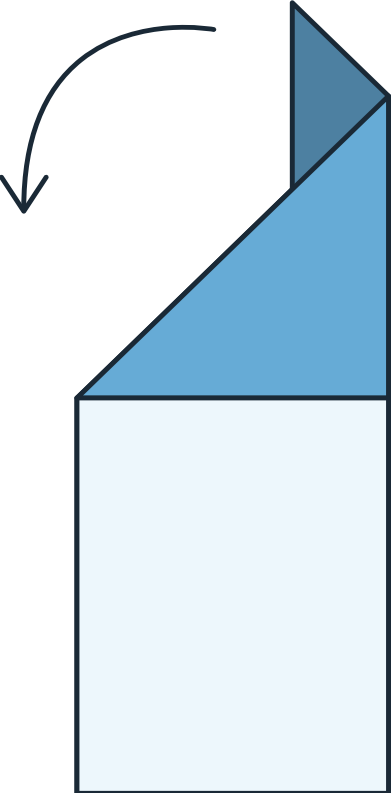
## Educational Resources and Economic Opportunity

Bellevue is home to several excellent educational institutions. The city should continue collaborating with Bellevue Public Schools to ensure that school-aged citizens have safe and equitable access to education. Bellevue University offers programming for individuals not enrolled as students, including continuing and professional education courses and sports camps. The city should seek to leverage existing educational resources and boost programming through partnerships with additional community organizations, including Bellevue Public Library, the YMCA, Boys and Girls Club of the Midlands, and Sarpy/Cass County. Education can focus on key areas to develop a variety of skillsets, such as first aid and safety training. Access to a well-rounded, safe, and high-quality education provides Bellevue residents with one of the most powerful tools to impact individual quality of life: access to economic stability.

Bellevue should take an active role in creating a community culture of economic opportunity for its residents. This includes partnership with local employers, advancement of economic development and creation of new jobs, promotion and hosting of job fairs, connectivity with local universities, and more. Entities like Bellevue University, Metro Tech Health, and the Tech Innovation Center should be integrated into community efforts to enhance economic opportunity for Bellevue residents. Through a well thought out system of economic development, education, employment, and opportunity, Bellevue positions its residents to live healthy, balanced, and prosperous lives.

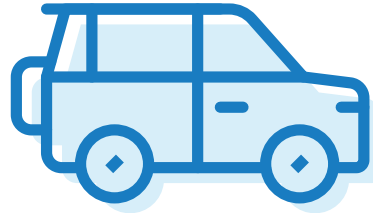


# SECTION 06.



# TRANSPORTATION

*mobility for all*



VEHICULAR  
TRANSPORTATION

*SAFETY*



**BICYCLING**



BECOME KNOWN AS A  
**WALKABLE  
COMMUNITY**

MOVEMENT *OF*  
**PEOPLE  
GOODS  
AND SERVICES**




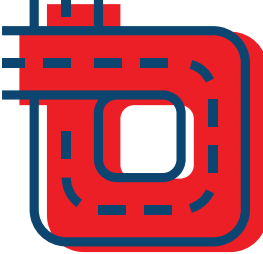
*CONNECTIVITY*

TO  
LARGER  
OMAHA  
METRO

BIG IDEAS FOR:

# Transportation

*FREEDOM*  
  
*of movement*



WELL-MAINTAINED  
INFRASTRUCTURE



BALANCED

TRANSPORTATION  
NETWORK

*enhancing  
ECONOMIC + SOCIAL  
vitality*



INVEST TO ATTRACT  
**APPROPRIATE  
INVESTMENT**



SUPPORT BELLEVUE'S  
*GROWTH AREAS*  
*WITH* **MOBILITY**

SUPPORT CONNECTIONS TO  
  
**Regional Transit**

*MINIMIZE*  
ENVIRONMENTAL  
IMPACTS

*EFFICIENCY!*  


# BIG IDEAS!

*for transportation in Bellevue*

The movement of people, goods and services is crucial to the economic and social vitality of any community. When transportation networks are safe and efficient, they can contribute to the local economy, minimize impacts to the environment, and provide freedom of movement. The Bellevue transportation system allows its residents the opportunity to get around Bellevue or easily connect to the larger Omaha metropolitan area. As Bellevue continues to grow, the pressures on the transportation network will continue to increase. The transportation section provides the framework to guide decisions in Bellevue concerning the citywide transportation system. It seeks to create a balanced transportation network that supports and encourages walking, bicycling, public transit, vehicular transportation, and goods movement.

The transportation system should also support and encourage the other Plan elements. Goals for land use, the natural and built environment, placemaking, economic resiliency and quality of life all respond to transportation choices. The right investments in the transportation system can attract appropriate development, enhance public health and safety, provide mobility for all users to engage in the social, educational, and economic interactions that make a community. The goals and strategies in this section reflect the ambitions for other elements of the Plan.

# GOALS AND STRATEGIES

*for transportation in Bellevue*



## **Goal 1 – Improve roadway system efficiency to support planned growth.**

### **Strategy 1 – Implement street design and construction standards based on a context aware typology and functional classification.**

Bellevue's street network is comprised of a variety of roadway types, which balance vehicle capacity with the needs of other uses (walking, bicycling, and public transit), connecting all users to local and regional facilities. Roadways should meet the demands of both projected land uses and future growth as provided in **Section 3**. Functional classifications of roadways should provide flexibility to adapt to adjacent or desired land uses and character. For example, an arterial roadway in an urban area may have different character and functional needs than a suburban arterial.

### **Strategy 2 – Ensure that multimodal system improvements are compatible with adjacent land uses.**

There is a strong link between transportation choices and land use development. The location, type, and intensity of land development influences the community's travel patterns. Conversely, the location, type, and capacity of transportation services impacts land development patterns. Future system buildouts should be designed to provide appropriate modal choices, scale and character to support the land use in the area.

### **Strategy 3 – Develop a more robust network of arterial roadways to distribute traffic demand and a multimodal framework.**

The existing roadway network of arterial type roadways is limited and relies on discontinuous routing. A more obvious and continuous system of east-west arterials can mitigate capacity demands on State Highway 370 and other facilities. For example, Fairview Road offers an interchange connection to US Highway 75 and could connect to points west, but currently relies on a routing along 25th Street, Schneekloth Road, and 42nd Street to reach Platteview Road. Designated arterials in a new functional classification network should be considered for upgrades. Upgrades should be consistent with desired land use and include enhancements to safety, connectivity, efficiency, and where necessary, capacity.

### **Strategy 4 – Develop a list of transportation projects of all scales to achieve the vision of this Plan.**

Using the recommendations of this Plan as a foundation, Bellevue should develop and finalize a list of prioritized projects, identifying the city's greatest needs, funding availability, and an action plan to implement the recommended infrastructure investments or improvements. When prioritizing projects, an assessment of the land use and other community goals must be integrated into the prioritization process. The development of this list should consider upcoming roadway projects connecting to a growth area, projects identified in Bellevue's 2023 Parks Master Plan, and goals identified by the public and City Council. While the short-term projects will likely be listed as part of the five-year CIP list, the mid- and long-term projects should mirror aspirations that this Plan identifies as future annexations and growth areas.



## Goal 2 – Enhance the transportation system and functionality of roadways to align mobility, growth, and desired land use.

### Strategy 1 – Update the functional classification system and associated design standards based on the Roadway Functional Framework and reflecting the goals of the Comprehensive Plan.

The existing system of roadway functional classification and design standards does not provide the organization and context sensitive design elements to fully support community goals. Using the Roadway Functional Framework of this plan and considering the various contexts for growth areas, existing neighborhoods, commercial areas, and activity centers, update the adopted functional classification of roadways and associated design standards.

### Strategy 2 – Identify and designate truck routes within Bellevue. Using the recommendations of this Plan as a starting place, a full plan for designated truck routes should be devised.

The plan should be maintained and updated with information regarding commercial truck routes as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. To keep trucks off local/neighborhood streets, the City should consider updated signage and a public map to keep drivers on designated routes.

### Strategy 3 – Develop an emergency plan and route for evacuation or disaster recovery.

The city should work with local law enforcement and emergency management to identify key roadways and routes that should be used during the event of an emergency or disaster. The city should have a broad understanding of the capacity of the transportation system during an evacuation scenario and the efforts that must take place to improve ingress to the area and evacuation efficiency.



## Goal 3 – Establish and enhance multimodal connections to Growth Areas.

### Strategy 1 – Encourage the efficient movement of people through an interconnected multimodal transportation system.

Bellevue's transportation system currently follows a traditional grid pattern and provides multiple routes and connections between destinations. By linking sidewalks, paths, and bicycle lanes, destinations become more accessible, potentially reducing reliance on automobiles. Consider important bicycle and pedestrian connections especially to new Growth Areas identified in Section 3 of this Plan.

## Strategy 2 – Integrate active transportation infrastructure into new and existing roadways.

All types of transportation infrastructure are important in moving people around, so aside from roadway connectivity, side paths and bike lanes are critical to a multimodal environment that allows for more choice. All new developments and roadways or roadway expansions should require connected sidewalks and bike infrastructure or multi-use paths. The infrastructure implemented must connect to the existing network to be useful, even if that infrastructure hasn't been upgraded yet. Arterial roads with high traffic must have multi-use paths or wider sidewalks to accommodate bike and pedestrian traffic. Figure 6.1 - Active Transportation Framework should be used to inform the development of on-street bike lanes and improved side paths/sidewalks.



## Goal 4 – Provide a safe, comfortable, and reliable transportation network that provides adequate mobility for people, goods, and services.

### Strategy 1 – Design Bellevue's sidewalk facilities to be safe and accessible to people of all abilities, including those with limited mobility.

Improve both the identified intersections and neighborhoods from Figure 6.1 - Active Transportation Framework for safety improvements and sidewalk improvements. Safety improvements at intersections can be made through enhanced crosswalks, signals, bump outs, and other safety measures to enhance the perceived and actual safety of crossings. Many of the eastern neighborhoods lack continuous or standard sidewalks. Plans to install and upgrade sidewalks should be developed in conjunction with the recommendations of Metropolitan Area Planning Agency's (MAPA) 2015 Bicycle and Pedestrian Master Plan.

### Strategy 2 – Work with the Nebraska Department of Transportation (NDOT) and the Metropolitan Area Planning Agency (MAPA) to maintain a data collection system to monitor area crash data to support studies, operational changes, and designs.

Take intentional steps to maintain a strong relationship of data-sharing and work collaboratively to identify patterns and concerns as they relate to both local and regional transportation challenges. Leverage and integrate Safe Streets for All (SS4A) Complete Streets data and recommendations for the region.

### Strategy 3 – Establish a high crash location identification and analysis system to align transportation investments and enhancements with the most critical locations.

Transportation projects should improve public safety. MAPA currently maintains a dashboard where serious injury and fatal crash data can be dynamically filtered based on predefined crash attributes. Additionally, crash data can be obtained and evaluated for further safety improvements from the Nebraska Department of Transportation (NDOT). Use these and other data sources to create a more comprehensive tool to guide decision-making. Additionally, the city should be transparent with the public regarding crash information. A public-facing crash dashboard could be developed and shared with the community. Use the Safe Streets and Roads for All grant program to begin development of a Comprehensive Safety Action Plan to enhance the city's safety goals and secure funding to construct safety improvements.

### **Strategy 4 – Develop priorities for improvements to the roadway network based on safety considerations and existing deficiencies.**

Leverage data sources and other tools to establish a protocol that influences decision-making related to the prioritization and implementation of improvements as described in this Plan. Create a project list of critical locations where safety is a concern. Consider funding opportunities that are geared toward improving safety such as the Safe Streets for All (SS4A) grant.



## **Goal 5 – Maintain a high standard of upkeep and preservation of all roadways within the city's jurisdiction.**

### **Strategy 1 – Maintain a Capital Improvement Program (CIP) project list that prioritizes transportation system improvements based on the needs of this Plan, including goals for mobility, safety, and connectivity.**

The Bellevue Public Works Department maintains a five-year CIP that is updated on an annual basis. CIP projects should be categorized by short-, mid-, or long-term based on funding and needs within the community.

### **Strategy 2 – Evaluate and leverage funding strategies to maintain infrastructure and landscaping.**

The city can implement user fees which can be collected directly from users of the transportation system. Parking fees or highway tolls can generate revenue that can be reinvested in maintaining infrastructure. Impact fees can be another source of revenue by requiring fees from developers with new construction. These fees can help offset the impact of increased demand on infrastructure caused by population growth and new development.



## **Goal 6 – Cultivate a robust transportation system that connects people with places both within the city and to the broader Omaha metropolitan area.**

### **Strategy 1 – Enhance the Complete Streets Policy.**

The City of Bellevue was the first municipality to adopt a Complete Streets Resolution in Nebraska, indicative of its commitment to holistic infrastructure. The existing policy identifies the City's commitment to including bicycle and pedestrian infrastructure in policy and traffic improvements. The city should revisit the Resolution and create updated and more detailed standards for transportation enhancements.

### **Strategy 2 – Update the Bicycle and Pedestrian Plan.**

Updating MAPA's 2015 Bicycle and Pedestrian Plan with a focus on Bellevue's interior connections as well as those to the larger region (including Omaha, Papillion, and La Vista), incorporating the complete streets policy to inform safety and access features for non-motorized modes of travel into future roadway design projects. This update should identify specific corridors, priorities, and performance measures to support desired land use, including the growth areas identified in this Plan through community engagement.

### **Strategy 3 – Develop an advanced and coordinated community wayfinding system.**

Create and implement a cohesive family of wayfinding signage throughout the community at strategic intersections, corridors, and points of interest. Wayfinding signage should orient all modes of traffic to services, amenities, and attractions within Bellevue. The city should ensure that signage is scaled appropriately for the intended user and mode of transportation. Signage should follow the community brand as described in **Section 4** and should use established design guidelines to ensure cohesion among wayfinding elements.

### **Strategy 4 – Gauge community interest and demand for electric vehicle (EV) infrastructure.**

Adoption of electric vehicles is on the rise and while planning is needed, many communities are beginning to invest in a plan for EV public infrastructure investment. Bellevue should gauge the community's interest in publicly funded EV stations and identify next steps as appropriate.



## **Goal 7 – Identify opportunities to expand access to existing transit services and monitor new transit modes.**

### **Strategy 1 – Prioritize new public transportation routes and options.**

Recognizing the need for transit, consider setting aside funding to develop a study in partnership with Omaha Metro to identify new routes or services such as Omaha Rapid Bus Transit (ORBT) and MOBY paratransit service to increase transit options and access for Bellevue residents, a need identified during public meetings.

### **Strategy 2 – Bridge the gap between the current and the future of Fort Crook Road.**

The 2022 Fort Crook Road Plan identifies Fort Crook Road as a growth area, a sentiment echoed by this Plan. While that plan identifies the vision for the district, more detailed actions must be identified and prioritized to help bring this vision to life. Once identified, the city should integrate these steps into the CIP as a first step to achieving transformational growth and transit accessibility for the area.

### **Strategy 3 – Expand the service hours of the local paratransit service.**

The City of Bellevue currently operates a transit service for the elderly and disabled populations within city limits, offering limited week and daytime hours. While this provides valuable service for daily appointments and medical needs, paratransit service should be further invested in to provide expanded service hours and allow for additional trip types to enhance access and quality of life for these individuals.



## Goal 8 – Actively coordinate with regional, state, and federal entities to garner additional transportation investment in Bellevue.

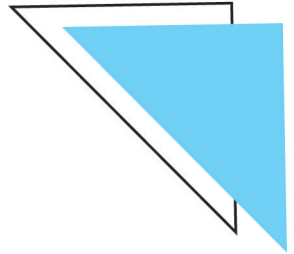
### Strategy 1 – Strengthen community planning coordination.

Establish and maintain regular communication with entities such as MAPA to program multimodal projects and maintain awareness of grants and other funding opportunities and partnerships that may result in opportunities for Bellevue.

### Strategy 2 – Establish a grant coordination program.

Fund and hire a full-time employee at the City of Bellevue to focus on identifying and pursuing opportunities to bring state and federal grant programs to Bellevue. This individual should be an experienced and dedicated grant writer who discovers new and existing grants, ensures that plans and legislations meet grant requirements, and takes care to draft and submit well-crafted proposals that will position Bellevue for success.

# CONNECTING DESTINATIONS AND DISTRICTS



Emphasizing the importance of creating a connection between urban areas can help Bellevue build an inclusive, healthy, functional, and productive city. Bellevue must focus on connecting people with spaces and places while prioritizing the design of streets to accommodate all users, including pedestrians and cyclists. As heard throughout the public engagement process and visualized in **Figure 6.1**, safe, multimodal connections across Highway 75 to various communal hubs are desired.

Activating destinations and districts like Swanson Park, Olde Towne, et cetera requires finding safe connections to them. Access to these spaces should reflect the vision of a complete streets-focused transportation system. Where space is available, the addition of cycling infrastructure like protected bike lanes or trails should be added and considered a standard lane of the road. Where space is more limited, wide, multi-use paths to accommodate both pedestrian and bike travel should be implemented. Roadways and car-only lanes should not be wider than necessary and accommodate daily vehicle traffic while encouraging other transportation modes. Lower speeds and traffic calming measures should be taken to encourage both actual and perceived safety for all users. Transit infrastructure such as landing pads, shelters, and benches should be accommodated on corridors where transit is developed. Transit stops should connect to other modes of transportation via sidewalks and crosswalks to promote the use of active transportation options.

An important component when planning for travel to public spaces and places is the needs of individuals with disabilities, families with children, and the elderly. Creating barrier-free environments with features like curb cuts, ramps, and tactile surfaces can greatly enhance accessibility. The transformation of spaces like freeway overpasses, and bridge underpasses could provide additional connectivity in areas not usually welcoming to pedestrians and bikers. As seen in **Figure 6.1** there are many opportunities for intersection improvements that also allow for a safe, accessible and inviting path for those looking to travel to various destinations throughout the city.

In addition to accommodating active modes, roadways should provide adequate access between neighborhoods and districts via personal vehicles. Acknowledging that as a growing city, distances between established areas of Bellevue and those of the planning area will expand and roadways should be equipped to handle the travel demands to the districts outlined in this Plan. Thoughtful expansion and other measures should be utilized where possible to assist in shouldering the demand burden to other travel modes while maintaining the functionality for both local and pass-through traffic.



Prioritizing corridors that provide a link to the City's growth areas is key to developing a useful network of access. Destinations and districts, their connections to each other and the outlying neighborhoods, will be prioritized through investments in a smaller network of streets. Adding side paths and/or on street bike lanes while protecting seamless car travel on south and north Fort Crook Road, Mission Avenue, Harvell Drive, and Bellevue Boulevard, links nine of the eleven districts alone. These corridors are key as these districts are in established and developed areas of Bellevue which can be challenging when planning for future travel demands or providing access for additional users. The remaining two districts, New Towne and Sports Village, are in areas that haven't been fully developed and so planning and development of multi-modal corridors is far easier. On the new streets and developments, corridors for all users, personal vehicles, active users, and transit users, should be required.

Multifunctional public spaces, including streets and roadways, cater to diverse activities creating organic social interactions and fostering a sense of community. By enhancing streetscapes to develop a system that caters to all modes equally, Bellevue will position itself for a more resilient future. Multimodal trips increase the health of the community and allow for increased travel volume in limited spaces.

Through its transportation system, Bellevue can create an interconnected and inclusive environment with vibrant public spaces that serve as destinations for social engagement and community building. Projects outlined previously and displayed in **Figure 6.1** that achieve this vision are listed as follows.

### Next Steps:

#### Prioritized Multimodal Corridors

- Mission Avenue
- Harvell Drive
- Childs Road
- 36th Street
- Bellevue Boulevard
- Fort Crook Road
- Harlan Lewis Road
- Platteview Road

#### Pedestrian and Accessibility Intersection improvements at

- Fort Crook Road and Chandler Road
- Fort Crook Road and Childs Road
- 36th Street and Cornhusker Road
- 15th Street and Cornhusker Road
- Fort Crook Road and Cornhusker Road/Harvell Drive
- Galvin Road and Harvell Drive
- Lincoln Road and Harvell Drive
- Fort Crook Road and Offutt West Gate
- 25th Street and Capehart Road
- Scarborough Drive and Capehart Road
- 36th Street and Hwy 370
- Hwy 370 and Hwy 75
- Hwy 370 and Fort Crook trail bypass

# ACTIVE TRANSPORTATION FRAMEWORK



Data Sources: Sarpy County, Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), & Olsson Studio

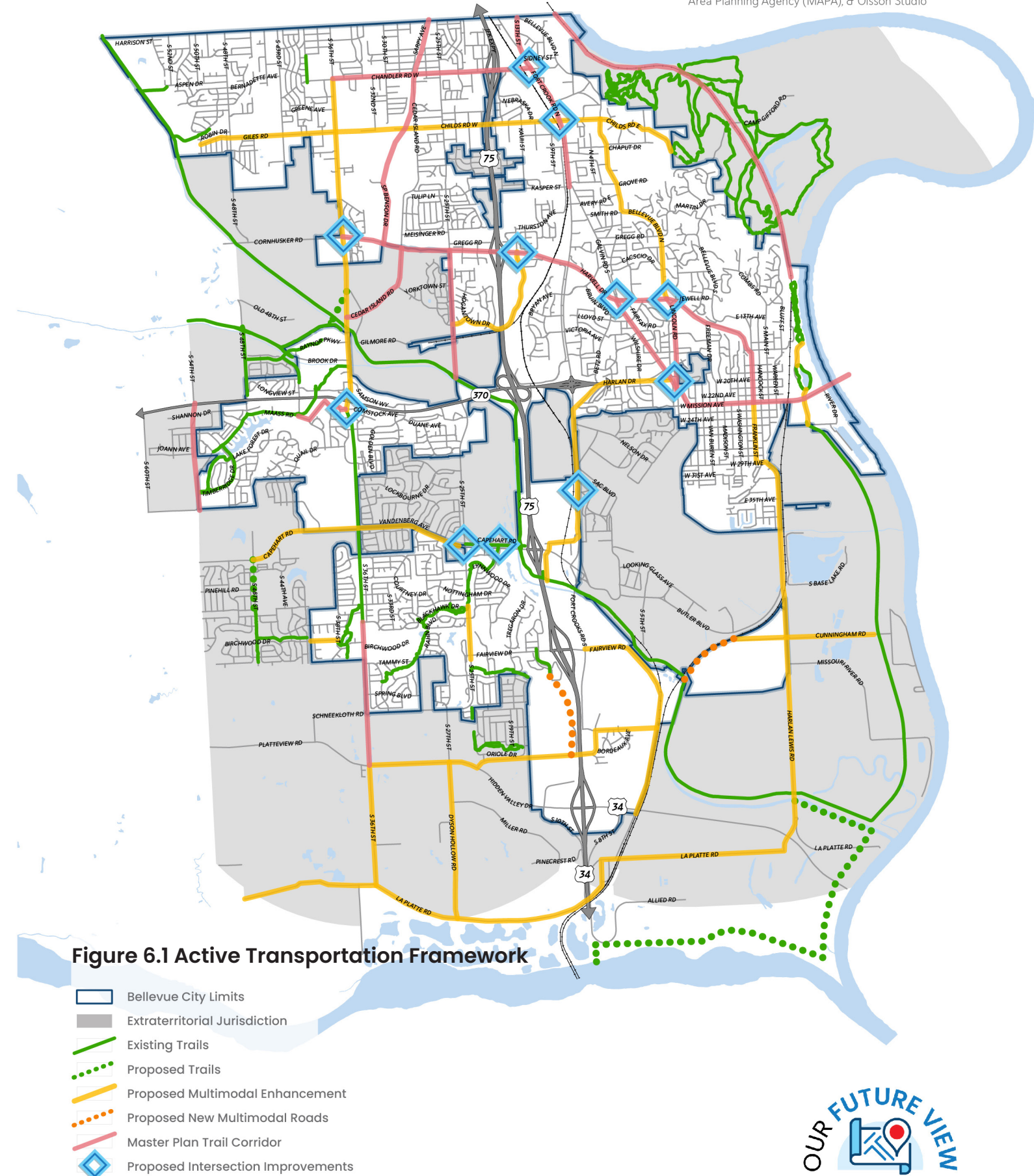


Figure 6.1 Active Transportation Framework

## Mobility for Those with Disabilities

*In much the same way housing, food, and water are human rights, transportation is a right. For everyone, without accessible transportation acquiring basic needs is difficult. But for many people who live with disabilities, it's not quite as easy as using their personal vehicle or walking to their destinations. A holistic transportation system understands this and makes reasonable modifications wherever possible. Providing ADA transit vehicles with useful schedules, installing crossing signals and tactile warning panels at intersections, and connected trail and sidewalk networks are all examples of modifications the transportation system should contain to ensure that Bellevue is a city for all.*

# Roadway System

Bellevue's street network is comprised of a variety of roadway types, which balance vehicle capacity with the needs of other uses (walking, bicycling, and transit), and connects all users to local and regional facilities. The roadway network consists of an expressway, principal arterials, minor arterials, major collectors, minor collectors, and local streets. US Highway 75, which travels north-south, is the only expressway within Bellevue and connects its users to the larger Omaha metropolitan area. In terms of roadway classifications, expressways are designed to maximize mobility function and offer limited access. Arterial roadways are typically designed to carry through traffic at relatively high speeds while collector roads are intended to carry traffic from the local street system to the arterial roads. Local roads serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector roadway.

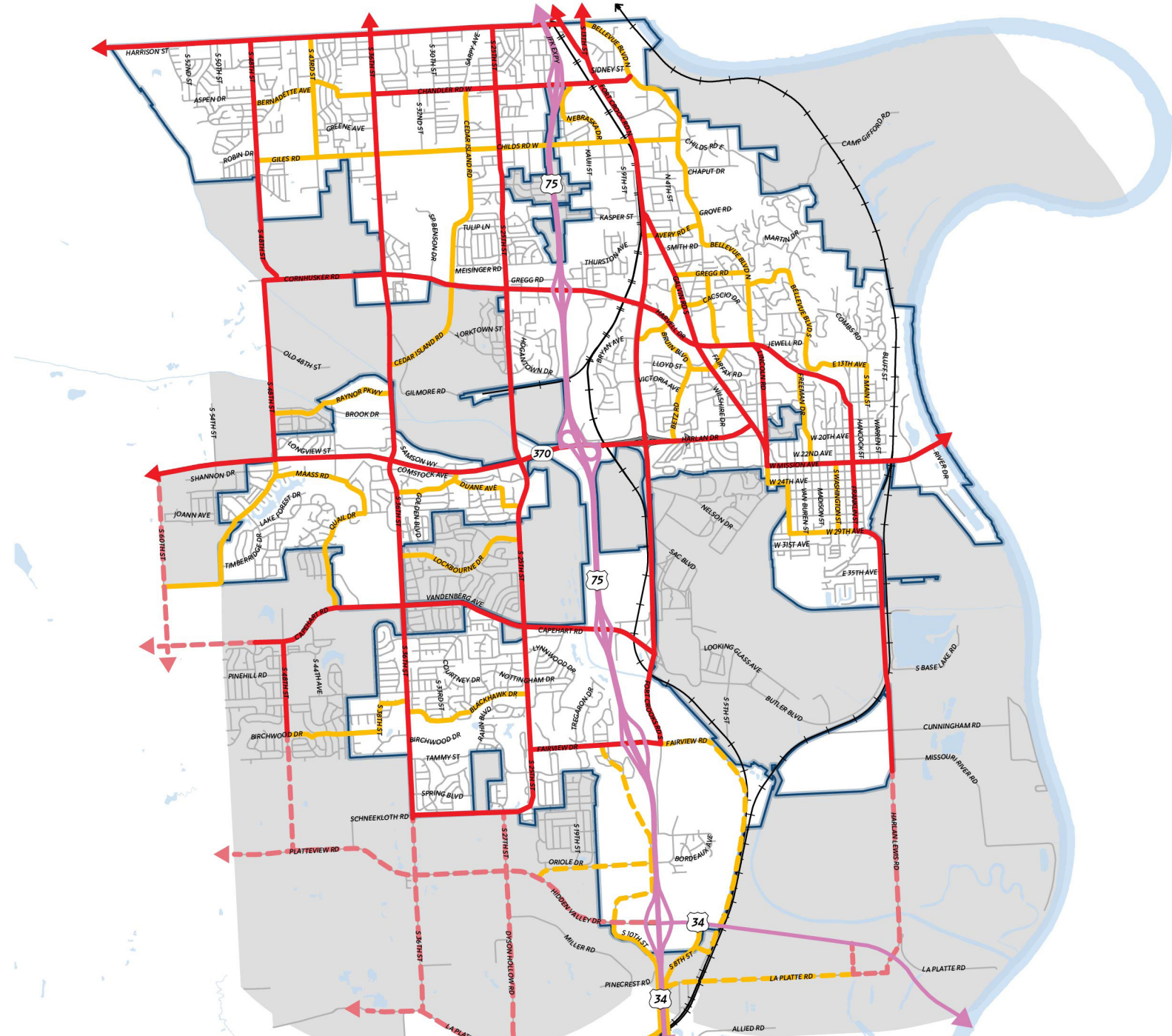
**Figure 6.2** represents the Roadway Functional Framework Map as developed with the community in response to needs and desires for future safety and mobility. Note that this map illustrates future connectivity across Bellevue and should be considered when looking at roadway improvements in the future. Community input expressed a need for a more robust and continuous system of arterial and collector roadways, especially to the growth areas in the southwest portion of the city. Consideration of various roadway recommendations should be intended to enhance the use of the major corridors by all modes and increase the overall efficiency, safety, and connectivity of the city's transportation system.

## Next Steps:

- Complete corridor studies on the arterial roads of the Roadway Functional Framework to identify necessary improvements. Consider improvements that would enhance safety, connectivity, efficiency, and, where necessary, capacity while supporting desired land uses. East-west corridors should be developed to mitigate demands on State Highway 370 and support traffic flow on the southern portions of the city. Corridors include Capehart Road west of 48th Street, Platteview/Hidden Valley Road, La Platte Road, and a more continuous connection from the US Highway 75/Fairview Road Interchange west to Platteview Road.
- Examine the signal timing on Cornhusker Road west of US Highway 75. Signal timing updates may relieve the congestion that occurs on Cornhusker Road. Updates to signal timing may also help benefit aggressive driving behavior, including red-light running and reducing the number of serious crashes. Also, updating signal timings could postpone or eliminate the need to construct additional lanes for road capacity. This project is being initiated through a grant.
- Enhance and preserve right-of-way for arterial roadways and then upgrade those arterials and multimodal transportation options when funding is available.
- Prioritize intersection improvements at the proposed Destinations and Districts.

# ROADWAY FUNCTIONAL FRAMEWORK

0' 3,125' 6,250' 9,375' 12,500'  
 1-inch  
 NORTH  
 Data Sources: Sarpy County, Urban Footprint, and Olsson Studio



**Figure 6.2 Roadway Functional Framework**

- Freeway
- Arterial Road
- Collector Road
- - - Arterial Road Needed
- - - Collector Road Needed
- ▭ Bellevue City Limits
- ▭ Extraterritorial Jurisdiction



## Future Travel Growth and Development

Demands on the future transportation system are focused on anticipated future development patterns identified in **Section 3**. By 2045, the city's population is anticipated to grow to about 81,000 residents. To understand how this growth will impact Bellevue's transportation system, Bellevue must analyze its anticipated growth and its impacts by using the city's own Travel Demand Model (TDM). MAPA currently maintains a TDM which forecasts traffic projections on the region's transportation network. Bellevue should explore the acquisition and maintenance of its own TDM focused solely on Bellevue's roadways to inform decision related to development, land use, and transportation investment and improvements.

## Anticipated Traffic Volume

According to MAPA's 2050 Forecasted Traffic Volumes, most of the city's current arterial and collector roads will exceed the current capacity limits. To alleviate the congestion on these roads, improvements should be considered to expand the arterial roadway network. For example, State Highway 370's current road capacity supports up to 31,000 vehicles per day, but by 2050 it is anticipated that there will be up to 50,000 vehicles on the road per day. To support future traffic growth on State Highway 370, additional lanes will need to be added. Although right-of-way exists for this outcome, adding lanes is not ideal for surrounding land uses, multimodal transportation efforts, or roadway safety. Instead of increasing lanes on State Highway 370, Bellevue should seek to expand the east-west arterial network across the city to spread out traffic and reduce congestion on the major roadway. Bellevue should also assess the current capacity of roadways across the city to identify opportunities for improvements.

## Truck Routes

Bellevue is served by US Highway 75 and 34 and State Highway 370 which are all currently primary truck routes through the city. US Highway 75 connects the city to regional and national trade routes with Interstate 80 which is located a few miles north of the city. Because truck activity can influence the entire network by slowing down traffic and creating safety hazards, it is important to designate roadways across Bellevue to be designated truck routes. These designated routes should include "thru" truck routes and "local" truck routes. US Highways 75 and 34 and State Highway 370 would be considered designated thru truck routes, and the current arterial network would be considered local truck routes per **Figure 6.3**.

### Next Steps:

- The city should evaluate policy options for trucks to travel through the Olde Towne area as Mission Avenue continues east over the Missouri River and is one of few bridges over the river. A couple of options to consider are to incorporate a timing period on when trucks can use Mission Avenue to access the bridge crossing. Likely during the off-hours of when people aren't out and about. Another option would be to designate a truck route around Olde Towne.
- The city should also develop a specific policy regarding truck routes and enforcement citywide and publish informational guidance.

## TRUCK ROUTE FRAMEWORK

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1-inch  
NORTH  
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio



# Trail Network

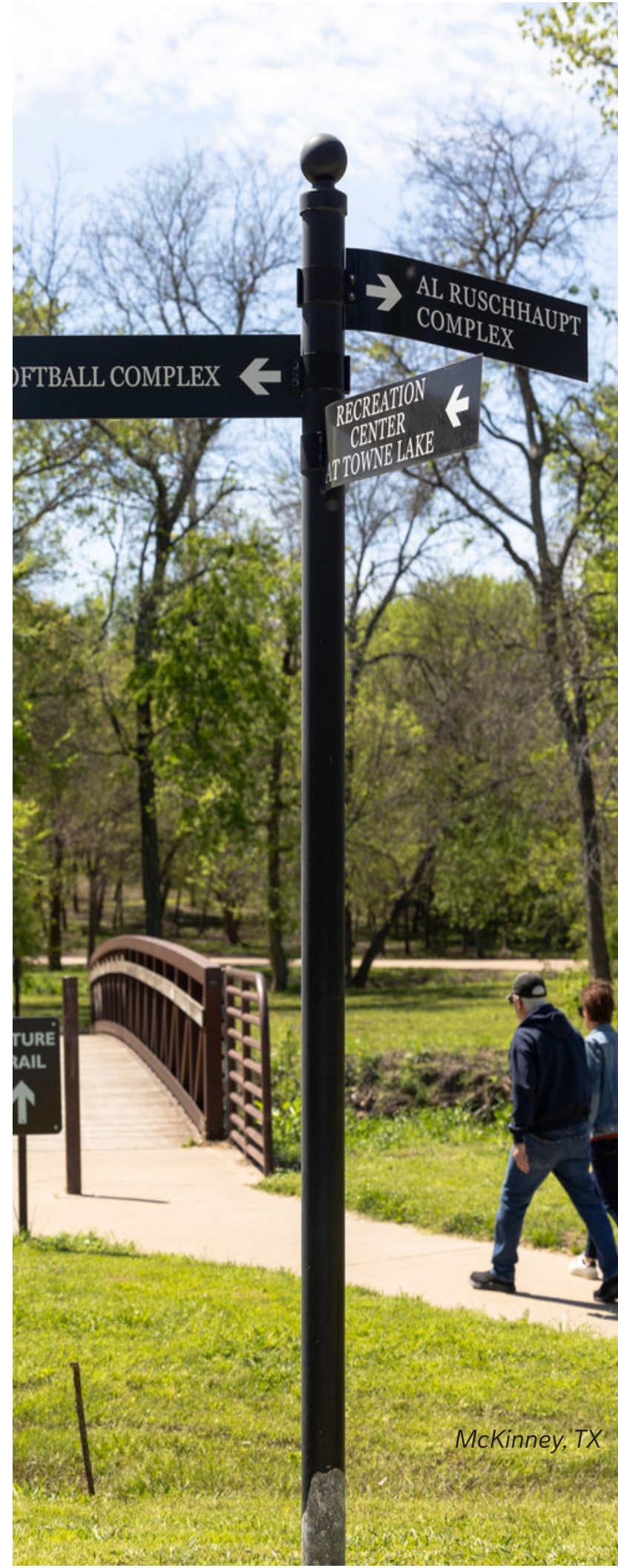
Establishing a connected and useful trail network for all users enhances a city's livability, increasing its recreational appeal and strengthening its resiliency over time. The 2023 Parks Master Plan lays the groundwork for a trail system that excels in connecting established destinations and trails with existing parks. This type of recreational system is necessary, and those paths are already well utilized, but a system designed solely for recreation creates connectivity issues for those who use or wish to use active transportation in their daily lives. Updating both the Complete Streets Resolution and MAPA's regional Bicycle and Pedestrian Plan to focus on functional connectivity is key to bridging the gap between recreational and efficient travel.

The network's focus should be to connect the suburban neighborhoods with destinations and growth areas identified in this Plan, such as Olde Towne, the Riverfront, and University Village. The Active Transportation Framework in **Figure 6.1** shows current and planned trails as well as those that further develop the network. Connecting to existing employer-dense zones is also important for a functional system as the growth areas develop. The trail network should include both on-street and off-street facilities, working together to create a more comprehensive system of pathways for users. Wayfinding signs, as discussed later in this section, should be heavily utilized to make the system accessible for visitors and locals.

New paths should be considered that create east-west connections across US Highway 75. Currently, a trail user must either risk the heavily car-trafficked interchanges or travel out of their way to the Keystone Trail under crossing. The current Parks Master Plan designated Chandler Road and Cornhusker Road as trail connections across US Highway 75, but it is recommended to consider new pedestrian and cyclist-only crossing at non-interchange locations. The Active Transportation Framework identifies potential in 15th Street, Platteview Road, Childs Road, and La Platte Road, but multimodal infrastructure should be included anywhere a non-interchange crossing occurs.

Bellevue should look to develop green corridors and connector trails that link to existing parks, neighborhoods, schools, and commercial areas. This can include repurposing underutilized land or using easements to create continuous trail networks. The Bellevue Parks Master Plan outlines that many trail efforts are already underway, connecting existing high-use trail corridors. Several of these corridors, as mentioned earlier in this Plan, are key in creating a functional trail system. Harvell Drive, Fort Crook Road (north and south of Olde Towne), Mission Avenue, and 36th Street were included in the Parks Master Plan and were noted during stakeholder meetings as high priority for trail and multi-modal development. With the implementation of green corridors and connector trails, Bellevue can prioritize connections that enhance accessibility and encourage non-motorized transportation options for residents.

To add to the current trail efforts, Bellevue can integrate multimodal transportation options and features that support various modes of transportation along the trail system, such as bike racks, and public transportation access points. Bellevue should ensure that trails are designed to accommodate both pedestrians and cyclists safely, with clearly marked lanes and adequate space for all users. Expanding electric bike access to all residents will increase use of the active transportation network. The City should work with Heartland B-Cycle - a bike share program - to expand the station network to key destinations and future developments in Bellevue such as Olde Towne, The Vue, Sports Village, Offutt Air Force Base, and existing parks and trails such as the Keystone Trail, West Papio Trail, and Bellevue Loop Trail. Noting that Heartland B-Cycle often has budget for the operations of new infrastructure but not the installation of new stations, Bellevue should identify grant opportunities to procure the equipment needed for expansion.



## Wayfinding

Wayfinding signage is a critical component of the intuitive and easy navigation of a community. Signage should be informative yet should also reinforce a community's brand and identity by creating visual cues to mark city boundaries, key districts, and destinations. While wayfinding can take a variety of forms - from banners, to plaques, to technology, to sandwich boards - the city should leverage a family of signage to create points of direction throughout Bellevue. Wayfinding should serve a variety of transportation modes including walkers, bikers, and drivers. Signage, at the vehicular level, can direct drivers to area attractions, amenities, services, and places of significance. Pedestrian and trail wayfinding should focus on businesses and attractions that are within an achievable distance. The aesthetic of vehicular, trail, and pedestrian wayfinding signage should be developed with the established community brand in mind to create a cohesive and identifiable series of markers that drive economic development and make it easy to navigate Bellevue.

### Next Steps:

- Establish a Wayfinding System using the community brand to create points of direction throughout the city. These signs should serve all transportation mode types.



## Transit Recommendations

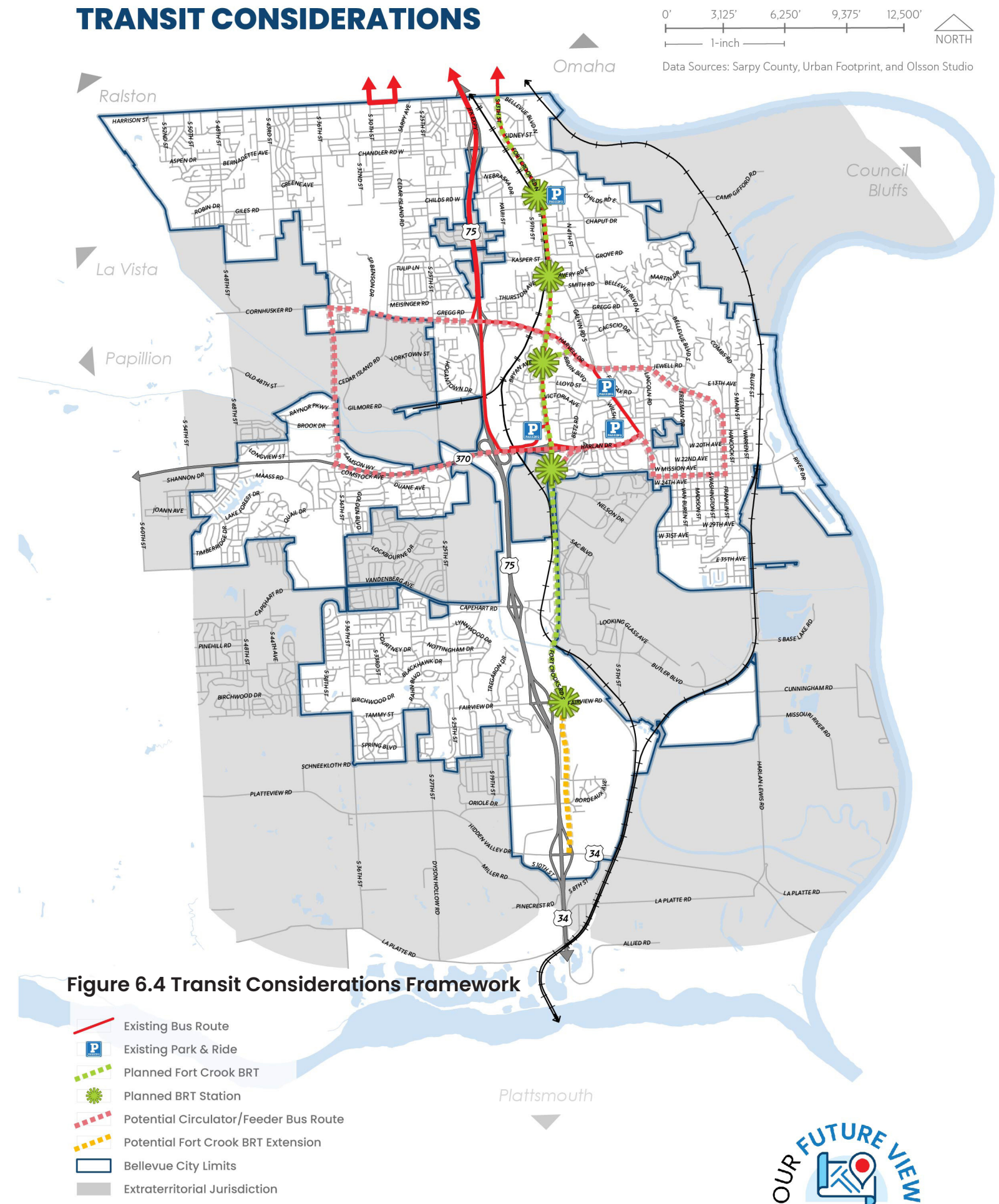
Bellevue desires a holistic transportation system, and transit service is necessary to achieve this. Omaha Metro, the regional transit authority, currently operates an express route along Fort Crook Road and is the basis upon which the system should grow. In the Transit Considerations Framework in **Figure 6.4**, Fort Crook Road is identified as a potential bus rapid transit (BRT) spine. In the interim, this corridor should be served by fixed-route service with feeder routes from growth areas such as Olde Towne, the Vue, and University Village as defined in **Section 3**. A fixed route designed to develop into BRT will support the dense, mixed-use growth expected in the Fort Crook Corridor both in the short and the long term. In the meantime, the city should work with Omaha Metro to develop a transit plan for the city and identify long-term aspirations for specific services and routes.

The addition of a fixed-route service in Bellevue would, by law, require the addition of Omaha Metro's paratransit MOBY service, filling a critical need as identified through community engagement. The MOBY service would free up resources currently used to operate the city's current paratransit program, Bellevue Specialized Transportation, allowing increased hours of operation to the rest of the city.

### Next Steps:

- Engage in a partnered study with Omaha Metro to identify new routes and services along Fort Crook Road and Bellevue as a whole. The study should consider interim options along Fort Crook Road as well as potential feeder service such as a shuttle connecting growth areas and activity centers to regional transit to allow people from Omaha to utilize the Plan outcome.

## TRANSIT CONSIDERATIONS



# Fort Crook Road

The 2022 Fort Crook Road Plan envisions an ambitious multimodal transportation spine for Bellevue and the first of its kind in the state. Fort Crook Road is today an underutilized corridor with the potential to connect downtown Bellevue and Omaha. The end goal for this corridor is clearly defined and envisioned in the plan, but the city must identify and take the necessary interim steps to achieve the vision of the plan:

## Establishing Fort Crook Road Trail

As its first step towards the multimodal corridor, the City should develop the Fort Crook Road Trail. While a corridor study and master plan is recommended to capture all the interim steps to achieve the 2022 Fort Crook Road Plan, this initial step in developing the trail is key to ultimately changing the landscape, both figuratively and literally. This step should involve a road diet, closing one side of the old highway to create bike and pedestrian paths, develop gathering spaces, and prepare for the transit corridor. Identified in both this Plan and the Parks Master Plan, the Fort Crook Road Trail connects identified growth areas of Bellevue to South Omaha. The trail is not defined in its form in the Parks Master Plan but could flex to meet the space available throughout the corridor. In the area covered by the Fort Crook Road Plan, the trail should be a separated, protected bikeway alongside the future transit corridor. Outside the focus area, this can morph into on-street protected bike lanes or wide multi-use paths/sidewalks.

Pedestrian infrastructure is critical to the success of Fort Crook Road and its role as a key destination for the city. While the Fort Crook Road Trail is primarily designed for the movement of bicycles and other micro-mobility, it should be wide enough to accommodate both bike and pedestrian traffic when available and should be complemented by a network of sidewalks that extend into the existing neighborhoods on either side of the corridor.

To achieve the vision for Fort Crook Road, the city must invest in upgrades to existing intersections that increase safety and connectivity for pedestrian and cyclist crossings. Where appropriate, additional signage, traffic lights, curb bump outs, and other safety features should be added. Improvements should also consider transit stops and signal upgrades to allow for additions of transit signal priority systems. A sidewalk audit should be performed to identify locations where connections between the corridor and surrounding areas are not up to par.

## Green Corridors and Gathering Spaces

By closing one side of the road for the trail, large green spaces, those created by this closure and those expanding from already underutilized space, can be utilized as pocket parks and gathering spaces.

While some of this space will ultimately become part of transportation infrastructure, in the short-term, these spaces can be used to develop interest and recognition for the growth area. Investments should be made in open green spaces and medians for pocket prairies or gathering spaces for the immediate communities along the corridor. Care of the greenery should fall to neighborhood associations or non-profit and community groups who already establish pocket prairies throughout the Omaha metropolitan area. Gathering spaces should be created that allow for trail users to pause on a bench in narrow parts of the corridor or for small festivals or farmer's markets to occur on wider sections such as the section of Fort Crook Road north of Childs Road or northwest of the intersection with Cornhusker Road. These low-cost installations can spark community interest and promote activity in the area, supporting the larger vision for the corridor.

## Activating an Established Park and Ride

One such parcel that should be leveraged as both a gathering space and multimodal hub is the existing Park and Ride southeast of the intersection of Fort Crook Road and Childs Road. These two roads and their intersection

are identified in the Active Mobility Framework in **Figure 6.1** as multimodal or trail corridors for connecting the east and west sides of Highway 75 as well as a spine of travel on the eastern side. Additionally, Childs Road links to Bellevue Boulevard (another trail corridor) and Fontenelle Forest, one of the Districts noted in this Plan. Childs Road has been noted as a key trail corridor in several sections throughout this plan.

The Park and Ride currently is a large parking lot, centered around car travel. Adding facilities that create a safer travel environment to multiple modes and connects to key destinations is a first step in changing the view of Fort Crook Road as a destination rather than a throughway. These facilities could include wider sidewalks, on-street bike lanes, covered bus shelters or benches, and B-Cycle stations. Connected, wider sidewalks and a B-Cycle station at both Fontenelle Forest and the Park and Ride may be two of the key improvements in denoting this as an active corridor. Ensuring sidewalks connect through to both destinations promotes safety—both perceived and actual—for cyclists and pedestrians. B-Cycle stations are key due to B-Cycle's electric fleet and the hills that a cyclist would encounter traveling east to Fontenelle Forest.

## Omaha Metro Coordination

In general, ORBT and transit lines take multiple years to plan and so coordination with Omaha Metro must be established early on to kickstart planning and funding activities for the new line. Typically, an ORBT line would replace an existing high performing fixed-route service, but with the next ORBT line being studied on 24th street (Route 24), there exists a possibility of connecting or extending from this route. ORBT, or the introduction of fixed-route service into the corridor will bring regional paratransit services that advance community goals as identified through public engagement. Early coordination and discussions related to planning and funding should begin to ensure that the infrastructure is accounted for in the interim.

## Next Steps:

- Develop Fort Crook Road Trail for both pedestrian and bicycle travel by closing one side of Fort Crook Road and implementing striping, signage, and other safety measures to form the cycling and pedestrian pathways.
- Identify and program the installation of sidewalk and trail gaps along Fort Crook Road and its intersecting streets.
- Establish pocket or linear parks along wider sections of the right of way and encourage local groups to use the linear spaces and pocket parks for farmer's markets or festivals.
- Establish the Childs Road/Fort Crook Road Park and Ride as a multimodal hub through the installation of B-Cycle stations, continuous sidewalks, and other transit and active improvements to provide multimodal access to destinations like Fontenelle Forest.
- Engage in a partnered study with Omaha Metro to identify new routes and services along Fort Crook Road and in Bellevue as a whole.



# Complete Streets and Design Standardization

As the city continues to grow, the city needs to provide an overview of design standards and establish a review process to meet the goals and objectives of this plan. These standards should be based on and implement city, state, and national laws, codes, regulations, ordinances, plans, policies, and best practices.

## Updating the City's Roadway Classification System

Consider updating the city's roadway rating classification system and roadway design standards so roadways can eventually be improved to include other modes of transportation as the city grows. The city's roadway network was designed to move traffic to its destination as quickly as possible. The new classifications can aim to address a shift to multimodal needs, including pedestrian and bicycle traffic. The city should update their Roadway Design Standards to align with city policies and goals listed in the comprehensive plan. These design standards are essential for ensuring safe, efficient, and sustainable transportation systems. Some design standards may include street widths, intersection design, pedestrian pathways, and bicycle lanes which correspond with the complete streets policy. Additionally, various environmental and safety standards should be listed in the design standards as well.

## Enhance the Complete Streets Policy

The City of Bellevue was the first municipality to adopt a Complete Streets Resolution in Nebraska, indicative of its commitment to a whole-focused infrastructure. The existing policy identifies the City's commitment to including bicycle and pedestrian infrastructure in policy and traffic improvements. The city should revisit the Resolution and create updated and more detailed standards for transportation enhancements.

Complete Streets is the process of creating and maintaining streets that serve people of all ages and abilities no matter how they use the public way. At one time, the street design process focused on moving people and goods as fast as possible, usually in a car. The Complete Streets process recognizes that streets are our most valuable public asset not only because they move people via many modes, but because they are the places in which we all live and socialize, form the backdrop of business and commerce, and shape our health and wellbeing

While outlining the City's commitment to accessible roadways, Bellevue's current Complete Streets Resolution does not detail the process, exceptions, or guidelines for officials to implement the principles acknowledged in the resolution. To reinforce the Resolution, the City should adopt a Complete Streets Policy. This policy should apply to all stages of public and private work, including design, construction, maintenance, and operations and be applicable to all organizations and departments doing work in Bellevue. It will cover all aspects of public right of way, including (but not excepting any) streets, sidewalks, alleys, bridges, and trails. Additionally, it should prioritize safety and street design elements that encourage walking, biking, and transit trips as well as universal and equitable investment throughout the City.

Following development and adoption of a Complete Streets Policy, a handbook should be written that further explains the policies. The handbook should be explicit and contain detailed rules procedures and design considerations for all projects in all phases. All ten elements from Smart Growth America's best policies should be accounted for:

- Establishes commitment and vision
- Prioritizes underinvested and underserved communities
- Applies to all projects and all phases
- Allows only clear exceptions
- Mandates coordination
- Adopts excellent design guidance
- Requires proactive land-use planning
- Measures progress

- Sets criteria for choosing projects
- Creates a plan for implementation

These same criteria and policies will apply to private developers and organizations. A review process of projects containing public right of way should be developed alongside the handbook and used to evaluate against the policy's goals and elements.

## More Comprehensive Development Review Process

The development review process needs to play a crucial role in shaping the growth of Bellevue and ensuring that new projects align with broader transportation goals listed in this plan. The city should take a comprehensive review approach, during development review, city staff should assess the proposed projects' impacts on the transportation network and traffic along with other facilities such as schools, land use, utility corridors, and emergency services. The overall goal should ensure that the review checks all the boxes to make sure the project fits seamlessly into the existing and proposed fabric of the city.

## Next Steps:

- Update the city's roadway classification system and roadway design standards to include all modes of transportation.
- Update the City's current complete streets resolution to include policy and create updated and more detailed standards for transportation enhancements.
- Relevant projects: Mission Avenue Complete Streetscape, Capehart Road Streetscape Improvements between 46th and 48th Streets, and Fort Crook Road Improvements.
- Establish a project review process that is comprehensive in nature, warranting that all new projects align with multiple elements of the this Plan and the Complete Streets Plan.
- Develop a comprehensive safety action plan that could include updates to the complete streets policy and design standards.



## Pedestrian and Sidewalk Plan

Safety was heard throughout the stakeholder engagement process, and it was heard loudest in connection to sidewalks in Bellevue. Understanding Bellevue's desire for a connected transportation network in all modes, the City should conduct a Pedestrian and Sidewalk plan that includes a review of areas with existing high pedestrian counts; areas with future high counts (such as the Districts of this Plan); identify locations where safety should be improved, and create a prioritized sidewalk reconstruction program to fill gaps in the network. This plan should review and complement the Active Framework, Bellevue's 2023 Parks Master Plan, and MAPA's 2015 Bicycle and Pedestrian Master Plan.

### Next Steps:

- Engage in a Pedestrian and Sidewalk Plan.
- Establish a Prioritized Sidewalks/Reconstruction Program for decision making and available funding sources for the city's sidewalk program.

## Transportation Capital Improvements Program

While improvements and proposed projects that are identified for Bellevue, it is important to understand that the city would benefit from implementing a Transportation Capital Improvements Program (TCIP) to track what transportation facilities are planned on a long-term basis. These programs are designed to provide a road map for implementation of core infrastructure improvement programs and standalone enhancement projects throughout a city. It also strives to balance regulatory requirements, safety issues, planned priorities, and desired enhancements to City assets and infrastructure. Various city departments such as Engineering, Public Works, and Planning would need to assess needs, plan, and develop specific projects that they feel would benefit the city. Projects should be developed and prioritized based on specific goals, consideration of public safety, operational deficiencies, financing, and availability of regional, state, and federal grant programs. During this prioritization process, it's important to identify funding sources and availability. These plans typically have planning horizons of between five and 10 years and beyond, with the first two to three years of funding generally appropriated by City Council at adoption. Additionally, TCIP should also have details on the city's current transportation maintenance and operations programs, their funding levels and the project selection criteria.

Fayetteville, AR



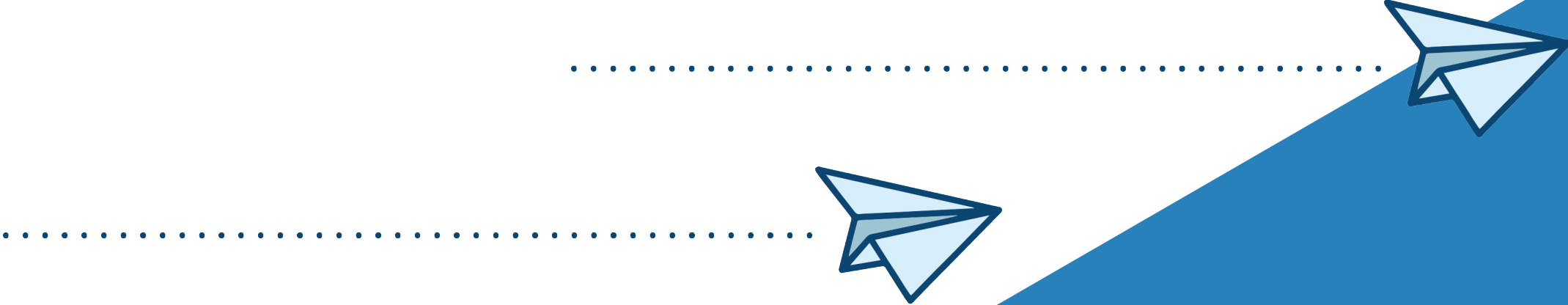
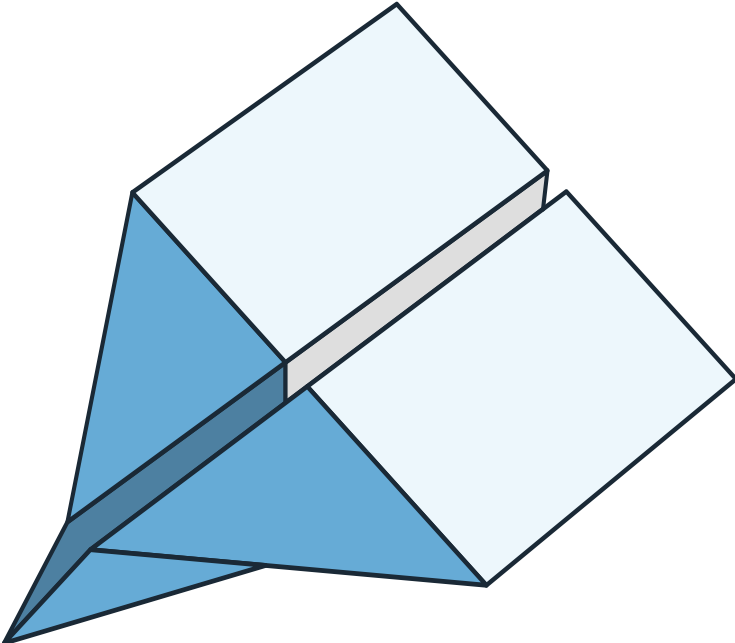
Dallas, TX



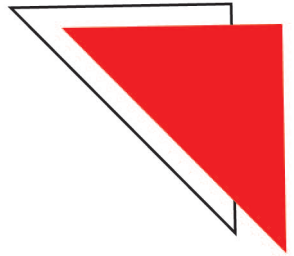
Fort Worth, TX



# SECTION 07.



# ACTION PLAN



# LET'S TALK IMPLEMENTATION!

Bellevue steps boldly into its future with the development of the Comprehensive + Long Range Transportation Plan and has taken a proactive first step in setting itself up for success. Bellevue should use this Plan to guide daily decision-making and as a guidepost by which success is measured. Bringing this Plan to life will take focus, dedication, and investment.

Bellevue can create continued momentum and excitement through careful prioritization of early, visible wins. This means that actions of all sizes and levels of investment can create community awareness and excitement that can build into further progress towards Bellevue's goals and aspirations. The city should maintain the momentum that has been developed through this planning effort through implementation of early, visible wins.

Implementation takes considerable time and effort. Bellevue should leverage the time frames, cost impacts, and other supporting information provided in the Action Plan to prioritize next steps and fold this Plan into the City of Bellevue's daily workflow, budgeting, and capital improvement planning. This planning effort has proven Bellevue's commitment to the advancement of the city. It is time to build upon the momentum of this Plan and bring Bellevue's aspirations to life.

## WHAT IS THE ACTION PLAN?

Adoption of this Plan kickstarts the process of community-wide implementation of the recommendations. The Action Plan provides a detailed and vetted road map for community investment. This section is critical to successful realization of the Plan, *providing the "how" to support the desired outcomes described in the recommendations.*

The Action Plan is organized into five tables corresponding to the structure of the Plan. Each table consists of actions described and supported by specific steps needed to be taken to move the Plan forward. Each action is supported by descriptions of ownership and partners of the action, the action type, projected time frame for completion, and relative cost impact.

An Action Plan sets forth the steps that must be taken to advance the Plan's vision, values, and recommendations, serving as a continuation of the recommendations described in **Sections 3 through 6** of this Plan, which dovetail from the vision and values provided in **Section 2**. The recommendations in this Plan are associated with specific actions to promote incremental and successful implementation. The Action Plan is not new or independent of the recommendations of this Plan, but rather, gets to the "how" and "when" that dictates clear next steps to achieve the community vision and values established in this Plan.

Implementation of the Plan will take commitment. The Action Plan should be used as a guide for the city, vested organizations, and elected officials when considering and allocating funds towards land use changes, enhancements to the public right-of-way, development projects, infrastructure-related projects, and other community enhancements.



## Ownership and Partners

Implementation of the Plan is a community effort and will require intentional ownership of and partnership in each action. Although members of the public should feel an investment in the Plan's successes, elected officials, city staff members, the private sector, and the public sector have a vested responsibility in this Plan's success, as indicated by **Owners** and **Partners** associated with each action in the Action Plan.

- **Owners:** Those that are charged with *leading the implementation* of the specific action and must take the lead in getting the action moving and completed. Owners of actions are responsible for ensuring that their actions do not sit idle. Owners should rely on Partners to do so.
- **Partners:** Those that are also *involved in the implementation* of the specific action and must provide support to the action Owner and be a proactive participant in the action. Partners should look to Owners to lead activities and look for opportunities to get involved.

## Relative Cost Impact

Relative **Cost** designations refer to implementation expenses incurred by the city or organization associated with each action, and do not account for private investment costs.

- **(\$)** **Low:** Actions that requires policy changes or partnerships with limited outside funding requirements or minimal investment to implement.
- **(\$\$)** **Medium:** Actions that require a degree of investment related to planning, engineering, design, infrastructure expansion, or other forms of investment to implement.
- **(\$\$\$)** **High:** Actions that require high levels of planning, engineering, design, infrastructure expansion, or other forms of investment to implement.

## Action Type

Each action is assigned a Type. Actions can vary widely in their form. It is important to understand the type of effort that each action represents. Action type can help determine ownership, partners, time frame, and cost impact. Some are physical projects that involve design development and construction (projects), while others seek to ensure policies are aligned with the Plan. Action Types and their definitions are as follows:

- **Project:** Actions that are physical built works.
- **Policy:** Actions that require city policy changes.
- **Program:** Actions that are a set of related measures or activities with a long-term aim and a set schedule and plan.
- **Plan:** Actions that involve additional study or the development of a separate plan.
- **Initiative:** Actions that require new, organized efforts by city leadership.
- **Protocol:** Actions that require the establishment of official procedures to accomplish.
- **Partnership:** Actions that require the formation of a committee, relationship, or regular meeting.

## Time Frame

Each action is assigned a relative **Time Frame**. Timing and phasing are critical to successful Plan implementation. While some actions should kick off immediately, others will take years of planning and preparation. The time frames provided are based on an understanding of Bellevue's needs and priorities. Some actions are more complex than others and factors such as the scope and scale of the project, funding and resources, property acquisition, assemblage, and sequencing of other projects may impact the time frame provided. This column of the Action Plan should be carefully analyzed and updated during the annual review of this Plan.

- **Continuous (Ongoing over Plan lifetime):** Necessary actions that must take place regularly or consistently.
- **Immediately (0-1 years from Plan approval):** Actions among the first that need to take place after the Plan is adopted, ideally in the first year.
- **Short-Term (0-3 years from Plan approval):** Actions that should be completed early on; often simpler actions that directly advance other actions, provide early wins, and address critical issues.
- **Mid-Term (0-8 years from Plan approval):** Actions that will capitalize on the early wins and keep revitalization momentum high, typically involving a capital expense that requires budgeting.
- **Long-Term (0-10+ years from Plan approval):** Actions that often have a significant level of complexity to accomplish (such as land acquisition, funding, or technical expertise). Long-term actions typically involve significant capital expenses and advanced budgeting.

# Advancing the Goals of the Plan

The Action Plan is designed as the implementation of Plan recommendations. In parenthesis next to each action are the goals which that action seeks to advance. The goals are embedded throughout **Sections 3 through Section 6** of this Plan and are listed again below for quick reference. Note that the goals for each section will occasionally overlap with those of other sections in the tables, advancing multiple goals at once.

## SECTION 3: Land Use, Development, and Economic Health (L)

- Goal L1** - Cultivate a balanced mixture of land uses and densities that serve community needs.
- Goal L2** - Take a strategic and measured approach to community growth and annexation.
- Goal L3** - Focus development and investment in key pockets of Bellevue to create destinations.
- Goal L4** - Expand the diversity and variety of housing to meet and anticipate community needs.
- Goal L5** - Protect, preserve, and unlock the economic potential of natural features.
- Goal L6** - Reinvest in Olde Towne.
- Goal L7** - Cultivate an increasingly diverse and stable local economy.

## SECTION 4: Character, Placemaking, and Art (C)

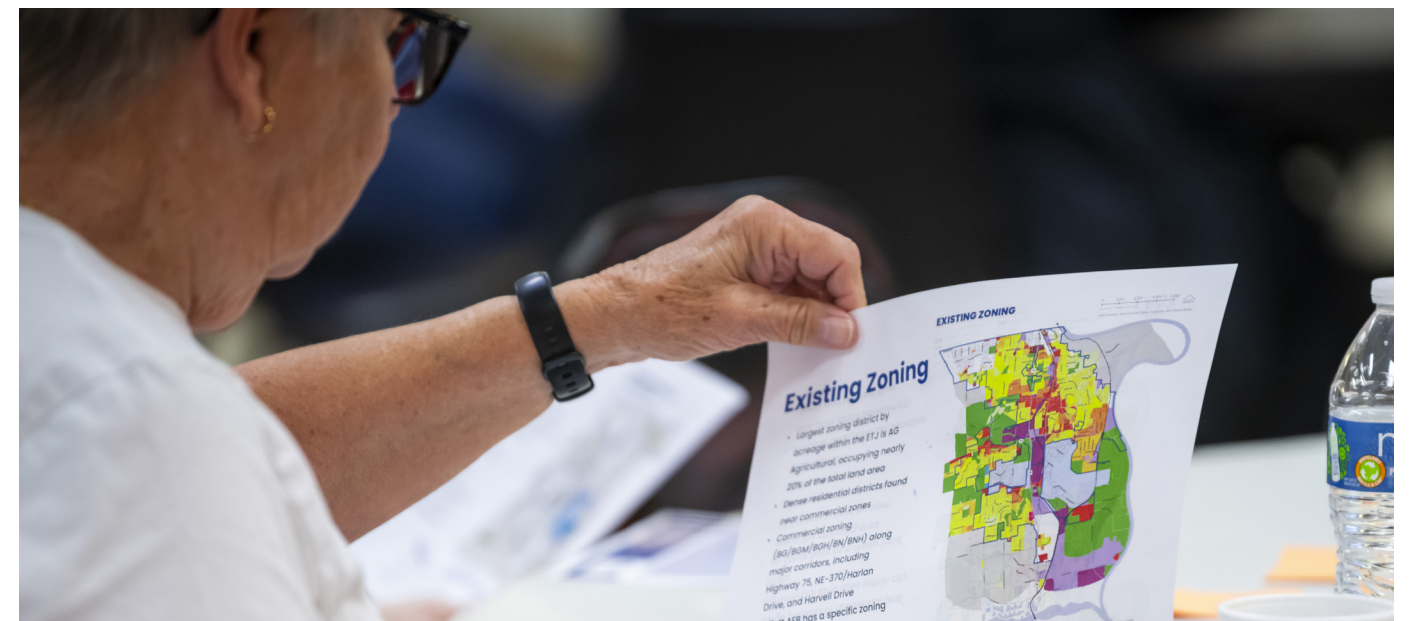
- Goal C1** - Establish a unique and identifiable community brand.
- Goal C2** - Cultivate enjoyable and attractive public spaces that enhance community aesthetics and sense of place.
- Goal C3** - Guide the creation of modern, functional, and aesthetically pleasing private properties.

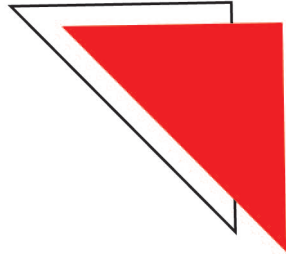
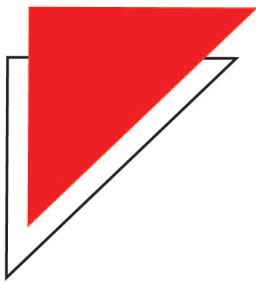
## SECTION 5: Quality of Life and Environmental Resiliency (Q)

- Goal Q1** - Enhance the quality and maintenance of parks and open spaces to promote health, wellness, and community cohesion.
- Goal Q2** - Integrate parks and public spaces into new development projects.
- Goal Q3** - Expand community programming to enhance social cohesion and quality of life.
- Goal Q4** - Preserve Bellevue's natural resources and conservation areas.
- Goal Q5** - Develop a citywide climate action program and plan.
- Goal Q6** - Promote walkable and connected development that enhances community health.
- Goal Q7** - Enhance the accessibility and design of community infrastructure to promote safety and wellness.

## SECTION 6: Transportation (T)

- Goal T1** - Improve roadway system efficiency to support planned growth.
- Goal T2** - Enhance the transportation system and functionality of roadways to align mobility, growth, and desired land use.
- Goal T3** - Establish and enhance multimodal connections to Growth Areas.
- Goal T4** - Provide a safe, comfortable, and reliable transportation network that provides adequate mobility for people, goods, and services.
- Goal T5** - Maintain a high standard of upkeep and preservation of all roadways within the city's jurisdiction.
- Goal T6** - Cultivate a robust transportation system that connects people with places both within the city and to the broader Omaha metropolitan area.
- Goal T7** - Identify opportunities to expand access to existing transit services and monitor new transit modes.
- Goal T8** - Actively coordinate with regional, state, and federal entities to garner additional transportation investment in Bellevue.
















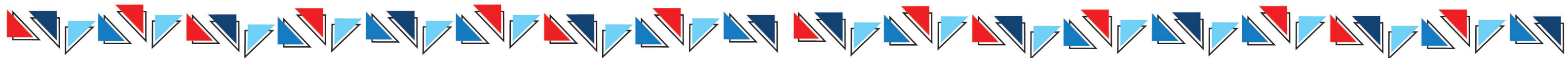
# THE HOT LIST

## “Where do we start?”

The Action Plan identifies dozens of steps that need to be taken to achieve the vision for the future of Bellevue. It can be difficult to know where to start. Early, visible wins can help to build upon the momentum and success created by this planning effort. The Hot List is the guide to the first couple of years after this Plan is adopted. Jump into these actions first steps to keep up the momentum, start on the to-do list, and set the city up for success.

There are ten actions on the Hot List, and they provide guidance on a great place to start on the implementation of the Comprehensive + Long Range Transportation Plan. These items are described in more detail in the Action Plan as indicated by the red icon. 

-  **01.06-C:** Promote and share this Plan with developers, partners, and other organizations to represent Bellevue’s commitment to community advancement.
-  **02.01-A:** Create district overlays aligning with the Districts and Destinations defined and described in Section 3. Formally establish districts as overlays in the Zoning Ordinance.
-  **02.05-A:** Publish and maintain an accessible ESRI ArcGIS Online map of vacant or underutilized sites that are available for development, infill, and redevelopment. This may include vacant sites, surface parking lots, and buildings near the downtown area and along commercial corridors.
-  **02.05-E:** Create a quick guide of best practices for redevelopment and adaptive reuse that align with this Plan. Share this with developers and use it as a tool for city staff members and elected officials as decisions are made about redevelopment.
-  **03.01-A:** Provide incentives to commercial and multifamily residential property owners for maintaining their building exteriors, such as tax breaks or advertising opportunities.
-  **03.02-C:** Establish a public arts commission to promote, implement, and facilitate public art installations and community art projects.
-  **05.01-D:** Prioritize intersection improvements at The Vue and University Village to support the development of these destinations.
-  **05.02-B:** Develop Fort Crook Road Trail for both pedestrian and bicycle travel by closing one side of Fort Crook Road and implementing striping, signage, and other safety measures to form the cycling and pedestrian pathways.
-  **05.03-D:** Establish a Prioritized Sidewalks/Reconstruction Program for decision making and identify available funding sources for the city’s sidewalk program.
-  **05.03-F:** Update the current complete streets resolution to include policy and create updated and more detailed standards for transportation enhancements. Relevant projects include the Mission Avenue complete streetscape and Fort Crook Road improvements.



# THE ACTION PLAN

**TABLE 1**

**Plan Adoption & Continuation**

**Action                                      Owner & Participants      Type      Time Frame      Cost**

*01.01 - Adopt this Plan. (Advancing all goals of this Plan)*

<b>A</b>	Post the final draft of this Plan on the City website prior to the City Council adoption hearing.	City of Bellevue	Initiative	Immediately	\$
<b>B</b>	Determine when and how the city will utilize the Plan during the development review process. Communicate this to the Planning Commission and to City Council.	City of Bellevue	Initiative	Immediately	\$
<b>C</b>	Present the Plan to City Council for adoption.	City of Bellevue	Initiative	Immediately	\$

*01.02 - Amend relevant plans and regulations. (Advancing all goals of this Plan)*

<b>A</b>	Conduct a thorough review of the existing Zoning Ordinance to compile a comprehensive list of changes with exact policy text necessary to align city zoning with the intent of this Plan.	City of Bellevue	Initiative	Immediately	\$
<b>B</b>	Communicate proposed changes to the community through the city website and other media as appropriate.	City of Bellevue	Initiative	Immediately	\$
<b>C</b>	Present proposed Zoning Ordinance amendments to Planning Commission for recommendation of approval and to the City Council for adoption.	City of Bellevue	Policy	Immediately	\$

**Action                                      Owner & Participants      Type      Time Frame      Cost**

*01.03 - Position this Plan to be used as a daily decision-making tool. (Advancing all goals of this Plan)*

<b>A</b>	Evaluate all development/ redevelopment and improvement proposals against the vision, values, and recommendations of this Plan. Consider whether the proposals align completely, partially, or not at all, with this Plan.	City of Bellevue	Initiative	Immediately	\$
<b>B</b>	Provide members of city staff, Planning Commission, and City Council with a copy of this Plan to be used in making decisions about the future of Bellevue.	City of Bellevue	Initiative	Immediately	\$

*01.04 - Educate community members, city staff, elected officials, developers, and the broader community about the value and role of this Plan. (Advancing all goals of this Plan)*

<b>A</b>	Right after Plan adoption, city staff members should host a work session with Planning Commission and City Council to discuss the Plan's details, its primary goals and recommendations, its role, and the role each individual plays in advocating for the implementation of Plan recommendations.	City of Bellevue	Initiative	Immediately	\$
<b>B</b>	When elected officials and city staff members change, ensure that new individuals are aware of the Plan and its purpose in shaping the community.	City of Bellevue	Initiative	Continuous	\$
<b>C</b>	Meet with relevant department heads to explain the findings and recommendations in the Plan. Identify recommendations relevant to each individual and explain the role that each individual plays in implementing the Plan.	City of Bellevue	Initiative	Immediately	\$

Action	Owner & Participants	Type	Time Frame	Cost
<i>D</i> Make a copy of the Plan available on the city website and provide hard copies at City Hall for purchase.	City of Bellevue	Initiative	Immediately	\$
<i>E</i> Create a clear way to direct questions from the public about the Plan to city staff members via the city website.	City of Bellevue	Initiative	Immediately	\$
<i>F</i> Assist the community (e.g., residents, developers, business owners, etc.) in understanding the Plan, as needed.	City of Bellevue	Initiative	Immediately	\$

**01.05 - Conduct an annual review, progress report, and amendment (if necessary) for this Plan. (Advancing All Goals of this Plan)**

<i>A</i> Maintain a list of possible amendment needs or Plan recommendations that may be a subject of change, addition, or deletion.	City of Bellevue	Initiative	Continuous	\$
<i>B</i> Prepare an annual progress report to present to the Planning Commission and City Council, celebrating implementation successes and identifying necessary amendments to the Plan.	City of Bellevue	Initiative	Continuous	\$
<i>C</i> Amend the plan (if necessary) every other year.	City of Bellevue	Policy	Continuous	\$
<i>D</i> Conduct an internal update of the Plan every three to five years. Align this review with the preparation of the city budget.	City of Bellevue	Policy	Continuous	\$
<i>E</i> Annually assess technology necessary to support the implementation of this Plan. Look for opportunities to invest in and integrate technology that supports the Plan.	City of Bellevue	Initiative	Continuous	\$

Action	Owner & Participants	Type	Time Frame	Cost
<b>01.06 - Track, promote, and celebrate Plan successes through city communication channels. (Advancing All Goals of this Plan)</b>				
<i>A</i> Use this Action Plan as both an internal and external tool to track the Plan's implementation.	City of Bellevue	Initiative	Continuous	\$
<i>B</i> Post updates celebrating the successful implementation of actions within this Plan on relevant social media accounts.	City of Bellevue	Initiative	Continuous	\$
<i>C</i> ♦ Promote and share this Plan with developers, partners, and other organizations to represent Bellevue's commitment to community advancement.	City of Bellevue	Initiative	Short-Term	\$

**01.07 - Establish and maintain relationships with partner organizations to facilitate Plan implementation. (Advancing All Goals of this Plan)**

<i>A</i> Identify potential partner organizations including developers, non-profits, employers, businesses and others who may have a vested interest in the future of Bellevue.	City of Bellevue	Partnership	Continuous	\$
<i>B</i> Establish or maintain strong relationships with these partners and advance this Plan through open communication about Bellevue's vision, values, and commitment to the future.	City of Bellevue	Partnership	Continuous	\$

# TABLE 2

## Land Use, Development, & Economic Health

**Action**                      **Owner & Participants**    **Type**    **Time Frame**    **Cost**

### 02.01 - Revise the Zoning Code to align with the Plan recommendations for land use and districting. (Advancing Goals L1, L2, L3, L4, L5, and L7)

<b>A</b> ♦	Create district overlays aligning with the Districts and Destinations defined and described in <b>Section 3</b> . Formally establish districts as overlays in the Zoning Ordinance.	City of Bellevue	Policy	Immediately	\$
<b>B</b>	Set regulations for each overlay district to align with Plan recommendations for land use, connectivity, and character.	City of Bellevue	Policy	Immediately	\$
<b>C</b>	Incentivize development and redevelopment projects that align with Plan recommendations for Districts and Destinations or recommendations for land use and character.	City of Bellevue	Policy	Immediately	\$

### 02.02 - Strategically acquire areas of importance for future growth. (Advancing Goals L1, L2, L3, and L4)

<b>A</b>	Develop an annexation plan to acquire priority areas outside Bellevue's existing city limits, using the Future Growth Framework in Figure 3.1 as a guide.	City of Bellevue	Plan	Short-Term	\$
<b>B</b>	Identify and acquire appropriate funding to support the site acquisition process for strategic community growth.	City of Bellevue	Initiative	Continuous	\$\$

**Action**                      **Owner & Participants**    **Type**    **Time Frame**    **Cost**

<b>C</b>	Determine the highest and best use of land; develop and implement a marketing strategy to advertise desired uses on the acquired properties.	City of Bellevue	Initiative	Short-Term	\$
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### 02.03 - Conduct district master plans. (Advancing Goals L1, L2, L3, L4, L5, L6, and L7)

<b>A</b>	Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for The Vue with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Short-Term	\$\$
<b>B</b>	Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for Olde Towne with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Short-Term	\$\$
<b>C</b>	Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for New Towne with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Short-Term	\$\$
<b>D</b>	Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for University Village with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$

Action	Owner & Participants	Type	Time Frame	Cost
<b>E</b> Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for The Riverfront with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$
<b>F</b> Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for Swanson Park with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$
<b>G</b> Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for Fort Crooke Corridor with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$
<b>H</b> Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for Sports Village with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$

**02.04 - Focus city investment in key destinations described in Section 3 of this Plan. (Advancing Goals L1, L2, L3, L4, L5, L6, and L7)**

<b>A</b> Leverage district master plans to inform city decision-making about development and redevelopment in each area, respectively.	City of Bellevue	Initiative	Short-Term/ Continuous	\$
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Action	Owner & Participants	Type	Time Frame	Cost
<b>B</b> Actively promote the vision for the districts as defined in the master plans and work with the development community to identify potential partners including master developers, architects, business owners, and others who will work with the city to bring the vision to life.	City of Bellevue; Economic Development Department	Initiative	Short-Term / Continuous	\$\$
<b>C</b> Create a consistent message, tone, and marketing strategy for each district. Content should be positive, meaningful, fun, and based in the values established in the master plans.	City of Bellevue	Protocol	Short-Term / Continuous	\$
<b>D</b> As development takes place and new businesses come to downtown, notice patterns in business-types and client-types that bring people to respective districts within Bellevue. Identify market niches and develop economic strategies to support them respectively.	City of Bellevue; Economic Development Department	Initiative	Long-Term / Continuous	\$
<b>E</b> As city budget priorities are discussed, city leadership should prioritize investment in the designated destinations and districts.	City of Bellevue	Initiative	Continuous	\$

**02.05 - Encourage development and redevelopment in line with the recommendations of this Plan. (Advancing Goals L1, L2, L3, L4, L6, and L7)**

<b>A</b> ♦ Publish and maintain an accessible ESRI ArcGIS Online map of vacant or underutilized sites that are available for development, infill, and redevelopment. This may include vacant sites, surface parking lots, and buildings near the downtown area and along commercial corridors.	City of Bellevue	Initiative	Short-Term / Continuous	\$
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Action	Owner & Participants	Type	Time Frame	Cost
<b>B</b> Prepare market incentive and assistance packages for private development. Consider tax abatements, permit fee waivers, and other funding mechanisms.	City of Bellevue	Initiative	Mid-Term	\$\$
<b>C</b> Leverage city staff members to seek out opportunities for public/private partnerships with ambitious property owners whose vision aligns with that established in this Plan.	City of Bellevue; Economic Development Department	Partnership	Continuous	\$
<b>D</b> Publicly invite and incentivize development that aligns with the vision for community land use and character as defined in <b>Section 3</b> of this Plan, with special attention paid to urban design, community aesthetics, and the public right-of-way.	City of Bellevue; Economic Development Department	Initiative	Continuous	\$
<b>E</b> ♦ Create a quick guide of best practices for redevelopment and adaptive reuse that align with this Plan. Share this with developers and use it as a tool for city staff members and elected officials as decisions are made about redevelopment.	City of Bellevue	Plan	Short-Term	\$\$

**02.06 - Pursue avenues to eliminate unsightly or dilapidated structures. (Advancing Goals L2, L3, and L7)**

<b>A</b> Identify unsightly or dilapidated structures and their property owners within Bellevue. Refer to the City Code of Ordinances to identify areas of noncompliance.	City of Bellevue	Initiative	Continuous	\$
<b>B</b> Develop and execute a protocol to approach property owners and encourage or assist in the transfer of properties.	City of Bellevue	Initiative	Continuous	\$

Action	Owner & Participants	Type	Time Frame	Cost
<b>02.07 - Advance the diversity, functionality, and aesthetic appeal of housing in Bellevue. (Advancing Goals L1, L2, L3, L4, and L7)</b>				
<b>A</b> Incentivize the inclusion of affordable housing in new developments.	City of Bellevue	Policy	Continuous	\$
<b>B</b> Encourage age-in-place opportunities to enhance Bellevue residents' ability to transition to different housing options within the community as their needs and lifestyles change over time.	City of Bellevue	Initiative	Continuous	\$
<b>C</b> Promote housing alternatives to achieve healthy housing diversity and gentle density. Encourage adaptive reuse of properties through options such as infill development tactics, brownfield redevelopment, repurposing of existing housing developments, and accessory dwelling units (ADUs).	City of Bellevue	Initiative	Continuous	\$
<b>D</b> Target priority locations for higher-density housing. Encourage higher-density housing along major corridors and as part of mixed-use activity centers, such as the destinations and districts described in <b>Section 3</b> .	City of Bellevue	Initiative	Continuous	\$
<b>E</b> Update the Zoning Ordinance to permit and encourage a wider variety of housing needs including multifamily options of various densities and price points. Ensure a variety of single-family and multifamily residences including duplexes, townhomes, tiny homes, etc., are permitted within Bellevue.	City of Bellevue	Policy	Short-Term	\$
<b>E</b> Use the Economic and Market Analysis ( <b>Appendix D</b> ) to identify target growth areas and align with projected housing needs.	City of Bellevue	Protocol	Continuous	\$

Action	Owner & Participants	Type	Time Frame	Cost	
<b>02.08 - Encourage economic growth and diverse business development that aligns with the desired outcomes described in this Plan and the opportunities presented in the Economic and Market Analysis (Appendix D). (Advancing Goals L3, L4, L5, L6, and L7)</b>					
<b>A</b>	Identify potential building sites for future business and invest in making them shovel-ready.	City of Bellevue	Initiative	Mid-Term	\$
<b>B</b>	Fund public places/improvements adjacent to potential building sites that will serve as anchors to create private development response.	City of Bellevue	Initiative	Mid-Term	\$\$
<b>C</b>	Further develop, standardize, and market economic, technical, and administrative incentives to foster a business-friendly environment that encourages the expansion of existing and establishing of new businesses.	City of Bellevue	Initiative	Continuous	\$\$
<b>D</b>	Leverage local resources and public/private partnerships to foster economic environments where business can thrive.	City of Bellevue	Initiative	Continuous	\$
<b>E</b>	Assess policies, procedures, and processes that impact private development decision making (i.e., zoning regulations, subdivision regulations, and financial policies). Confirm whether these advance the goals of this Plan and adjust as necessary to support appropriate development and economic growth.	City of Bellevue	Initiative	Continuous	\$

Action	Owner & Participants	Type	Time Frame	Cost	
<b>02.09 - Encourage the growth of local businesses. (Advancing Goals L3, L5, L6, and L7)</b>					
<b>A</b>	Work with regional economic partners and the private sector to identify ways to increase funds available to support the growth of local businesses and the creation and growth of new businesses by exploring state or federal tax credit programs and other financing options that can be leveraged to help small businesses succeed.	City of Bellevue; Economic Development Department	Partnership	Short-Term	\$
<b>B</b>	Support and encourage the expansion of existing businesses when not in conflict with the city's efforts to diversify its economy through other policies. Promote resources available to small businesses and businesses that are either expanding or relocating within Bellevue.	City of Bellevue; Economic Development Department	Protocol	Continuous	\$
<b>C</b>	Create an environment where local business can thrive and experience support from the City of Bellevue through the quality and quantity of communication from the city, removal of any unnecessary barriers in the development process, and clarity in permitting and development processes.	City of Bellevue	Initiative	Continuous	\$\$
<b>02.10 - Encourage, empower, and invest in neighborhoods. (Advancing Goals L1, L4, and L7)</b>					
<b>A</b>	Incentivize property maintenance practices. Support residents through safe building codes promoting routine property maintenance and new construction and renovation.	City of Bellevue	Initiative	Short-Term	\$

Action	Owner & Participants	Type	Time Frame	Cost
<b>B</b> Leverage existing relationships to establish effective and meaningful communication with local neighborhoods. Foster intentional efforts to employ public engagement tools that reveal the priorities of local neighborhoods and improve the mechanism by which neighborhoods can enact positive change within their area.	City of Bellevue	Partnership	Short-Term	\$
<b>C</b> Recognize community change-makers. Identify organizations and individuals who create positive social and economic change in their communities and reinforce the critical role of local partnerships, further strengthening partnerships and city communication with the public.	City of Bellevue	Initiative	Continuous	\$

## TABLE 3

### Character, Placemaking, & Art

Action	Owner & Participants	Type	Time Frame	Cost
<i>03.01 - Support and encourage residents, landlords, and building owners to provide routine property maintenance. (Advancing Goal C2)</i>				
<b>A</b> ♦ Provide incentives to commercial and multifamily residential property owners for maintaining their building exteriors, such as tax breaks or advertising opportunities.	City of Bellevue	Program	Short-Term	\$
<b>B</b> Implement a “yard of the month” club to promote and encourage curb appeal among homeowners.	City of Bellevue	Program	Short-Term	\$
<b>C</b> Collaborate with the Bellevue Public Library to implement a yard and home improvement tool checkout program. Promote the creation of this program to community members and local hardware stores and ask for new or gently used donations.	City of Bellevue; Bellevue Public Library	Program	Short-Term	\$
<i>03.02 - Increase public art. (Advancing Goals C1 and C2)</i>				
<b>A</b> Establish and conduct a recurring local roundtable discussion to understand the current state of Bellevue’s arts and culture scene and promote activity and integration of the arts.	City of Bellevue	Partnership	Continuous	\$
<b>B</b> Consider the creation of an arts and culture district, likely within one of the identified districts and destinations in Section 3.	City of Bellevue	Policy	Short-Term	\$

Action	Owner & Participants	Type	Time Frame	Cost
<b>C</b> ♦ Establish a public arts commission to promote, implement, and facilitate public art installations and community art projects.	City of Bellevue	Partnership	Short-Term	\$
<b>D</b> Establish a formal partnership between the city, the graphic design program at Bellevue University, and art students in Bellevue Public Schools to initiate localized art projects and give students the opportunity to work with a client on commissioned pieces.	City of Bellevue; Bellevue University; Bellevue Public Schools	Partnership	Mid-Term	\$
<b>03.03 - Enhance the aesthetics and character of civic infrastructure. (Advancing Goals C1 and C2)</b>				
<b>A</b> Create a community branding and design guide that can be integrated into placemaking elements. Consider working with graphic design students at Bellevue University on developing concepts and ideas.	City of Bellevue; Bellevue University	Project	Short-Term	\$
<b>B</b> Ensure that transportation improvements and Complete Street projects are well-designed, functional, and match the desired aesthetics of the area.	City of Bellevue	Policy	Short-Term	\$
<b>C</b> Create landscaping guidelines that implement stormwater best management practices (BMPs) and green infrastructure design. Utilize native plants, natural surfaces, and other environmentally friendly materials and designs to ensure that built infrastructure works with the natural environment and will last the test of time.	City of Bellevue	Policy	Short-Term	\$\$

Action	Owner & Participants	Type	Time Frame	Cost
<b>03.04 - Protect and preserve places of historic or cultural significance. (Advancing Goal C2)</b>				
<b>A</b> Consider establishing a historic preservation commission to oversee protection efforts of culturally significant places.	City of Bellevue	Partnership	Short-Term	\$
<b>B</b> Conduct an inventory of historic and culturally significant places within Bellevue, including details on their current condition and recommendations of how to utilize each resource in the future.	City of Bellevue; May Require Outside Partnership	Plan	Short-Term	\$\$
<b>C</b> Following the recommendations of the study, implement preservation and improvement projects for significant sites in Bellevue.	City of Bellevue	Project	Mid-Term	\$\$\$
<b>D</b> Celebrate and promote Bellevue's status and history as the first city in the state of Nebraska through informational signage and public artwork that incorporates historic elements.	City of Bellevue; Greater Bellevue Area Chamber of Commerce	Initiative	Short-Term	\$

# TABLE 4

## Quality of Life & Environmental Resiliency

**Action**                      **Owner & Participants**    **Type**    **Time Frame**    **Cost**

### 04.01 - Invest in education, advancement, and training opportunities that meet the needs of each resident. (Advancing Goal Q3)

**A**    Prioritize the removal of barriers to continued education and identify tools and funding sources that promote educational opportunity. Continue to promote both programs and institutions by finding opportunities to connect potential students with appropriate programs.

City of Bellevue;  
Bellevue University;  
Bellevue Public Schools

Initiative    Continuous    \$

**B**    Establish or enhance partnerships between public schools and Bellevue University.

City of Bellevue;  
Bellevue University

Partnership    Short-Term    \$

**C**    Explore opportunities and public-private partnerships to increase trade education within Bellevue.

City of Bellevue;  
Greater Bellevue Area Chamber of Commerce

Partnership    Short-Term    \$

### 04.02 - Address flooding issues along the Missouri River. (Advancing Goals Q1, Q4, and Q7)

**A**    Conduct a study on the current levy to evaluate its performance and identify areas for improvement.

City of Bellevue;  
May Require Outside Partnership

Plan    Immediately    \$\$

**B**    Evaluate future infrastructure needs to support and protect recreational development on the riverfront.

City of Bellevue

Protocol    Short-Term    \$

### 04.03 - Improve existing park and recreation facilities. (Advancing Goals Q1, Q6, and Q7)

**A**    Using the recommendations from the Parks Master Plan and this Plan, create a prioritized list of park facility improvement projects.

City of Bellevue

Protocol    Immediately    \$

**Action**                      **Owner & Participants**    **Type**    **Time Frame**    **Cost**

**A**    Ensure that park improvements are considered and incorporated into annual Capital Improvement Project (CIP) lists.

City of Bellevue

Policy    Continuous    \$

### 04.04 - Develop and integrate parks, plazas, and green space into new development. (Advancing Goals Q2, Q4, Q5, Q6, and Q7)

**A**    Develop regulatory language to ensure a portion of new developments are utilized as parks, plazas, green space or conservation areas.

City of Bellevue

Policy    Short-Term    \$

**B**    Draft updated requirements for sidewalk and trail infrastructure in new residential developments.

City of Bellevue

Policy    Short-Term    \$

**C**    Implement infrastructure improvement projects along the Missouri River to reactivate green space along the riverfront for recreational uses.

City of Bellevue

Project    Mid-Term    \$\$\$

**D**    Develop a climate action plan and integrate the framework into day-to-day operations and decision-making.

City of Bellevue

Plan    Mid-Term    \$\$

### 04.05 - Promote and support Bellevue wildlife through public education and programming. (Advancing Goals Q1, Q3, and Q4)

**A**    Create opportunities for people to engage with natural surroundings through informational signage and graphics. Showcase native species and local ecosystems through signage in outdoor recreation areas, along trails, and near dedicated conservation areas.

City of Bellevue;  
Nebraska Game and Parks Commission;  
Arbor Day Foundation

Project    Mid-Term    \$\$

Action	Owner & Participants	Type	Time Frame	Cost
<b>B</b> Promote and encourage residential composting to curb food waste in landfills. Consider implementing a citywide composting program.	City of Bellevue	Initiative	Mid-Term	\$
<b>C</b> Provide information on the benefits of using native plants in residential landscaping. Consider providing instructional resources on the City's website or through additional programming with the Parks and Recreation Department.	City of Bellevue	Initiative	Short-Term	\$
<b>D</b> Work with the Bellevue Public Library to provide free tools and resources for boosting backyard biodiversity, such as a seed library and garden tool check-out program.	City of Bellevue; Bellevue Public Library	Program	Mid-Term	\$

## TABLE 5

### Transportation

Action	Owner & Participants	Type	Time Frame	Cost
<i>5.01 - Identify roadway improvements that will benefit the long-term transportation needs for Bellevue. (Advancing Goals T1, T2, T3, T4, T5, T6, and T7)</i>				
<b>A</b> Complete corridor studies on the arterial roads of the Roadway functional Framework to identify necessary improvements. Consider improvements that would enhance safety, connectivity, efficiency, and, where necessary, capacity while supporting desired land uses. East-west corridors should be developed to mitigate demands on State Highway 370 and support traffic flow on the southern portions of the city. Corridors include Capehart Road west of 48th Street, Platteview/Hidden Valley Road, La Platte Road, and a more continuous connection from the US Highway 75/ Fairview Road Interchange west to Platteview Road.	City of Bellevue	Project	Mid-Term	\$\$\$
<b>B</b> Adjust signal timing to relieve congestion on Cornhusker Road.	City of Bellevue	Policy	Immediately	\$
<b>C</b> Enhance and preserve rights-of-way for arterial road networks. This will allow for multimodal upgrades when funding is available in the future.	City of Bellevue	Policy	Immediately	\$
<b>D</b> ♦ Prioritize intersection improvements at The Vue and University Village to support the development of these destinations.	City of Bellevue	Project	Short-Term	\$\$

Action	Owner & Participants	Type	Time Frame	Cost
<b>E</b> Evaluate options for truck traffic management on Mission Avenue consistent with a Olde Towne Master Plan whether it is set up as an interim or long-term policy-based approach or a designated route around Olde Towne.	City of Bellevue	Initiative/ Policy	Mid-Term	\$\$

**5.02 - Identify multi-modal improvements that will enhance the transportation options in Bellevue. (Advancing Goals: T2, T3, T4, T6, T7, and T8)**

<b>A</b> Establish the Childs Road/Fort Crook Road Park and Ride as a multimodal hub through the installation of B-Cycle stations, continuous sidewalks, and other transit and active improvements to provide multimodal access to destinations like Fontenelle Forest.	City of Bellevue	Initiative / Project	Short-term	\$
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<b>B</b> ♦ Develop Fort Crook Road Trail for both pedestrian and bicycle travel by closing one side of Fort Crook Road and implementing striping, signage, and other safety measures to form the cycling and pedestrian pathways.	City of Bellevue	Project	Short-Term	\$\$
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<b>C</b> Establish pocket or linear parks along wider sections of the Fort Crook Road right of way and encourage local groups to use the linear spaces and pocket parks for farmers' markets or festivals.	City of Bellevue	Project	Short-term	\$\$
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<b>D</b> Develop corridor plans for Harvell Drive, Fort Crook Road (north and south of Olde Towne), Mission Avenue, 36th Street, Childs Road, Harlan Lewis Road, Platteview Road and Bellevue Boulevard.	City of Bellevue	Plan	Short-term	\$\$
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Action	Owner & Participants	Type	Time Frame	Cost
<b>E</b> Program and implement pedestrian and accessibility intersection improvements at: <ul style="list-style-type: none"> <li>Fort Crook Road and Chandler Road</li> <li>Fort Crook Road and Childs Road</li> <li>36th Street and Cornhusker Road</li> <li>15th Street and Cornhusker Road</li> <li>Fort Crook Road and Cornhusker Road/Harvell Drive</li> <li>Lincoln Road and Harvell Drive</li> <li>Fort Crook Road and Offutt West Gate</li> <li>25th Street and Capehart Road</li> <li>Scarborough Drive and Capehart Road</li> <li>36th Street and Hwy 370</li> <li>Hwy 370 and Hwy 75</li> <li>Hwy 370 and Fort Crook trail bypass</li> </ul>	City of Bellevue	Project	Mid-term	\$\$

<b>F</b> Study and program east-west non-motorized connections across Highway 75 at one or more non-interchange locations such as at 15th Street, Platteview Road, Childs Road, and La Platte Road.	City of Bellevue	Plan	Mid-term	\$\$
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<b>G</b> Partner with Heartland B-Cycle to establish increased access between Districts and neighborhoods and promote active transportation.	City of Bellevue; Heartland B-Cycle	Program / Partnership	Immediately	\$
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<b>H</b> Identify and program the installation of sidewalk and trail gaps along Fort Crook Road and its intersecting streets.	City of Bellevue	Project	Mid-term	\$\$\$
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Action	Owner & Participants	Type	Time Frame	Cost	
<b>5.03 - Implement transportation policies and programs to ensure a more sustainable, efficient, and healthier transportation network. (Advancing Goals T1, T2, T3, T4, T5, T6, T7, and T8)</b>					
<b>A</b>	Update the city's roadway classification system and roadway design standards to include all modes of transportation. This includes enhancing the city's current complete streets policy and a more comprehensive development review process.	City of Bellevue	Initiative/ Policy/ Program	Short-Term	\$
<b>B</b>	Develop a prioritized project list from the Corridor Studies and develop a prioritized program of projects to feed a Transportation Capital Improvements Program.	City of Bellevue	Initiative/ Program	Short-term	\$
<b>C</b>	Engage in a Pedestrian and Sidewalk Plan.	City of Bellevue	Plan	Immediately	\$\$
<b>D</b> ♦	Establish a Prioritized Sidewalks/ Reconstruction Program for decision making and identify available funding sources for the city's sidewalk program.	City of Bellevue	Initiative / Program	Short-term	\$
<b>E</b>	Establish a wayfinding system using the community brand to create points of direction throughout the city. These signs should serve all transportation mode types.	City of Bellevue	Initiative	Short-term	\$
<b>F</b> ♦	Update the current complete streets resolution to include policy and create updated and more detailed standards for transportation enhancements. Relevant projects include the Mission Avenue complete streetscape and Fort Crook Road improvements.	City of Bellevue	Policy/ Program	Immediately	\$\$

Action	Owner & Participants	Type	Time Frame	Cost	
<b>G</b>	Engage in a partnered study with Omaha Metro to identify new routes and services along Fort Crook Road and in Bellevue as a whole.	City of Bellevue; Omaha Metro	Partnership / Policy	Immediately	\$
<b>H</b>	Establish a project review process that is comprehensive in nature, warranting that all new projects align with multiple elements of this Plan and the Complete Streets Plan.	City of Bellevue	Policy	Immediately	\$
<b>I</b>	Develop a comprehensive safety action plan. This should include the development of a public-facing crash dashboard/mapping tool to be shared with the public for safety improvements and transparency.	City of Bellevue	Initiative	Short-term	\$

# THE FUNDING PLAYBOOK

As a result of the strategic planning process, priority projects were identified in Bellevue. The Plan cannot be implemented without significant public and private investment. Based on the goals of this Plan, the Funding Playbook identifies funding programs and resources from federal, state, and local sources to launch the funding strategy for Bellevue's implementation of the Comprehensive Plan + Long Range Transportation Plan. This Playbook identified strategies for the identification and pursuit of potential funding sources including the MAPA Transportation Improvement Program (TIP) process; federal, state, and other grant opportunities; partnership opportunities; and new city-led initiatives.

## Funding Strategy #1: Capital Assessment

Annually, capital projects across all departments and municipally-funded agencies should be indexed and reviewed. This includes projects at all stages of development, from conceptual wants and needs to fully designed with identified funding sources. A brief scope for each project along with a comprehensive map will provide insights into the projects that overlap geographically or operationally and the projects that complement each other. This process allows for better resource allocation, determining the projects that may be phased either in discrete physical locations or by component type; assessing projects that may be combined to better access funding sources by aligning with agency and program priorities; and providing a comprehensive view of all available local and obligated non-local funding sources to better leverage resources to maximize potential over the long-term.

## Funding Strategy #2: Ongoing Prioritization

Every project has two priority indicators: local and outside funding agency. Local priorities indicate how important or urgent a project is within the community. This is based on the status of existing infrastructure and its remaining lifespan; the political influences and constraints; the public awareness, perception, and engagement for the project need; and other factors. Outside priorities determine the projects or aspects of projects that are likely to coincide with the goals of funding agencies. These tend to shift with changes in federal administration - such as the more recent emphasis on addressing climate change - but do have some constants, such as increasing safety. Along with assessing capital projects, reviewing the prioritization of each project both at the local level and in regard to outside funders will provide a roadmap for allocating limited local resources in an effective and efficient manner.

Utilizing these two strategies in conjunction, the City of Bellevue can spend less time and effort to find funding programs for competitive, well designed and thoughtful projects, rather than chasing funding and trying to create projects that fit each new federal program. To implement the capital projects that rise to the forefront with these strategies, the City will need tools - most notably sources of funds.

## Local Investments

To implement and sustain the projects identified in this Plan, Bellevue must allocate some local funds each fiscal year to ensure a timely deployment of resources and ample dollars to ensure competitiveness. The commitment of local funds is essential to competitiveness - especially when applying for federal and state grants, but also when establishing philanthropic funding relationships. In most cases, when applying for grant funding, local funds (also known as cost share or matching funds) are considered an eligibility requirement. In other cases, local matching funds greatly enhance the competitiveness of an application or demonstrate the level of commitment of the community toward project completion or success.

## Federal and State Funding Opportunities

The City of Bellevue has one Census Tract classified as historically disadvantaged or persistent poverty by the Council on Environmental Quality's Climate and Economic Justice Screening Tool. Given the Biden Administration's Justice40 Initiative<sup>[1]</sup> that prioritizes investments in disadvantaged communities, absent substantial economic and safety benefits, applications for federal discretionary funding for projects within this area will be more competitive than projects in other parts of the community. This tract (generally from Calhoun Street east to the Missouri River and from Offutt AFB north to Mission Avenue) specifically qualifies due to expected population loss from natural hazards or disasters and low-income residents. Projects that address these factors are particularly competitive for federal funding at this time.

Other opportunities also exist to support implementation of priority projects. A non-exhaustive list of relevant federal and state funding opportunities the City of Bellevue may choose to pursue and or deploy to implement or further priority projects and/or project concepts is provided as follows. Additional funding sources and opportunities may be identified once specific projects and associated scopes have been established.

## Land Use, Development, and Economic Health Funding Opportunities

### HUD Community Development Block Grant –

The CDBG Entitlement Program provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. Entitlement communities develop their own programs and funding priorities – a process currently underway for Bellevue. Draft priority #3 focuses on job creation and training.

### Tax Increment Financing (TIF) –

The City of Bellevue has a codified process for utilizing Tax Increment Financing to finance projects that further the goals of established redevelopment plans for blighted areas. Although legislation may alter the requirements for and benefits of TIF in the future, at this time, it is a powerful tool for economic development to attract new businesses, improve substandard infrastructure to allow for business expansion or attraction, and to manage the costs of constructing or rehabilitating workforce housing.

## Quality of Life and Environmental Resiliency Funding Opportunities

### Charging and Fueling Infrastructure Grant Program (CFI) –

The US Department of Transportation provides funding through the CFI program to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. Should additional funding be allocated in future federal budgets, the program would anticipate running under similar guidelines to FY24. The grant program has two tracks. The Community Charging and Alternative Fueling Grants (Community Program) funds the installation of electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. The Charging and Alternative Fuel Corridor Grants (Corridor Program) assists with the deployment of electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors.

### Land and Water Conservation Fund (LWCF) –

Annually, the Nebraska Department of Game and Parks administers the LWCF program on behalf of the Department of the Interior. The funds make awards ranging from \$75,000 to \$600,000 with a 1:1 required local match for the acquisition of land and the development of facilities for public outdoor recreation and ensure the availability of local outdoor recreation resources for public use in perpetuity. The State of Nebraska has identified their priorities in a Statewide Comprehensive Outdoor Recreation Plan (SCORP); in Sarpy County a need for green space is particularly noted in the plan. Priority facilities in FY24 include but are not limited to wildlife habitat viewing, outdoor recreation education, access to fishing, trails.

### USDA Urban and Community Forestry –

Authorized in 1978, the Urban Forestry program received a significant influx of funding from the Inflation Reduction Act. In FY23 a combined \$11 million was awarded to two entities in Nebraska, including one municipality, for tree planting and maintenance, restoration and resilience, and activities to combat extreme heat. Justice40 requirements apply.

### Federal Highway Administration Recreational Trails Program (RTP) –

Nebraska Game and Parks administers the RTP program annually in Nebraska. The program typically opens in May and closes in early September and accepts applications for land acquisition, development, and maintenance of recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Local cost shares of 20 percent can be leveraged for grant requests of \$50,000 to \$250,000.

## Character, Placemaking, and Art Funding Opportunities

### Nebraska Arts Council: Creative Districts Program –

In 2020, the Nebraska State legislature passed a bill to create the Creative Districts program. Managed by the Nebraska Arts Council (NAC), the program works to promote and support economic development and placemaking opportunities in communities dedicated to growing their arts-related economic sectors. Creative Districts are certified through an open application process. Certified Districts receive a host of benefits, including the value derived from joining a cohort of other Creative Districts across that state with similar interests, challenges, goals, and resources. This is a five-year designation. Once the Creative District Plan has been approved by NAC staff members and a panel of outside reviewers, the Creative District is considered 'certified' and will be awarded a \$10,000 Certification Grant. Once a community has been certified as a Nebraska Creative District, they will be eligible for a Creative District Development Grant of up to \$100,000 if they meet the eligibility requirements. Grant amounts will be based upon need and available funds and will be reviewed by a committee of outside reviewers. Other grant programs, such as those administered by the Nebraska Department of Economic Development, may annually offer preference or scoring advantages to Creative Districts for one or more funding opportunities.

### National Endowment for the Arts (NEA) –

Our Town - Our Town is the NEA's creative placemaking grants program. Through project-based funding, the program supports activities that integrate arts, culture, and design into local efforts that strengthen communities over the long term. Applicants may request an amount between \$25,000-\$150,000, with a required minimum nonfederal cost share/match equal to the grant amount.

### National Endowment for the Arts – Grants for Arts –

GAP provides expansive funding opportunities to strengthen the nation's arts and cultural ecosystem. Grants are available for arts projects in a wide variety of artistic disciplines. Each discipline has identified the types of projects that are of greatest interest within this program as well as the characteristics of competitive applications. Applicants may request cost share/matching grants ranging from \$10,000 to \$100,000.

### AARP Community Challenge –

The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages. In 2024, the AARP Community Challenge accepted applications for three different grant opportunities: Flagship Grants, Capacity-Building Microgrants, and Demonstration Grants. AARP Community Challenge grants may be used to support three project types: permanent physical improvements in the community; temporary demonstrations that lead to long-term change; and new, innovative programming pilots or services.

## Transportation Funding Opportunities

### MAPA Transportation Improvement Program (TIP) –

This six-year plan for regional transportation projects includes all types of transportation projects (e.g., highway maintenance or expansion, bicycle and pedestrian trail work, Metro Transit projects, and aviation projects) that are funded federally through the United States Department of Transportation (USDOT). MAPA is required to finalize their TIP through coordination with NDOT annually by mid-July. It is imperative that the process to secure a project on the MAPA TIP begin much earlier - often more than a year in advance. Frequent communication with MAPA to discuss project need and local investment is strongly recommended.

### HUD – Community Development Block Grant –

As an Entitlement community, Bellevue has developed their own programs and funding priorities including infrastructure that “promotes and encourages redevelopment and infill.” This includes projects centered on existing streets including ADA accessible sidewalks and multi-modal commuter pathways. However, grantees must give maximum feasible priority to activities which benefit low- and moderate-income persons. In the FY24 funding cycle, Bellevue received \$315,504 in CDBG funding.

### Transportation Alternatives (TA) –

The TA program provides funding to plan for and construct a variety of alternative transportation projects that improve safety and mobility for nonmotorized travelers and mitigate congestion by providing safe alternatives to motor vehicle transport. Bellevue is eligible to apply for TA funding through NDOT’s Call for Projects.

### Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The goal of the RAISE program is to fund eligible surface transportation projects that will have a significant local or regional impact that advance the Departmental priorities of safety, equity, climate and sustainability, workforce development, job quality, and wealth creation. The Department seeks to fund projects under the RAISE program that reduce greenhouse gas emissions in the transportation sector; incorporate evidence-based climate resilience measures and features; avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; and address the disproportionate negative environmental impacts of transportation on disadvantaged communities.

### Railroad Crossing Elimination Program –

The purpose of the RCE Program is to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. The RCE Program provides a federal funding opportunity to improve American rail infrastructure to enhance rail safety, improve the health and safety of communities, eliminate highway-rail and pathway-rail grade crossings that are frequently blocked by trains, and reduce the impacts that freight movement and railroad operations may have on underserved communities. FRA has a strong interest in promoting grade separations, closing crossings through track relocation, and corridor-wide grade crossing improvements that maximize the safety and efficiency of the U.S. rail network.

### Safe Streets and Roads for All (SS4A) Grant Program –

The SS4A discretionary grant program is focused on improving roadway safety for all users by reducing and eliminating serious injury and fatal crashes through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

*This Funding Playbook, in tandem with the Action Plan, should be leveraged to advance the vision, values, goals, and recommendations provided in this Plan. Implementation will require strategic investment of resources and continued partnership with the community to achieve the vision for the future of Bellevue.*

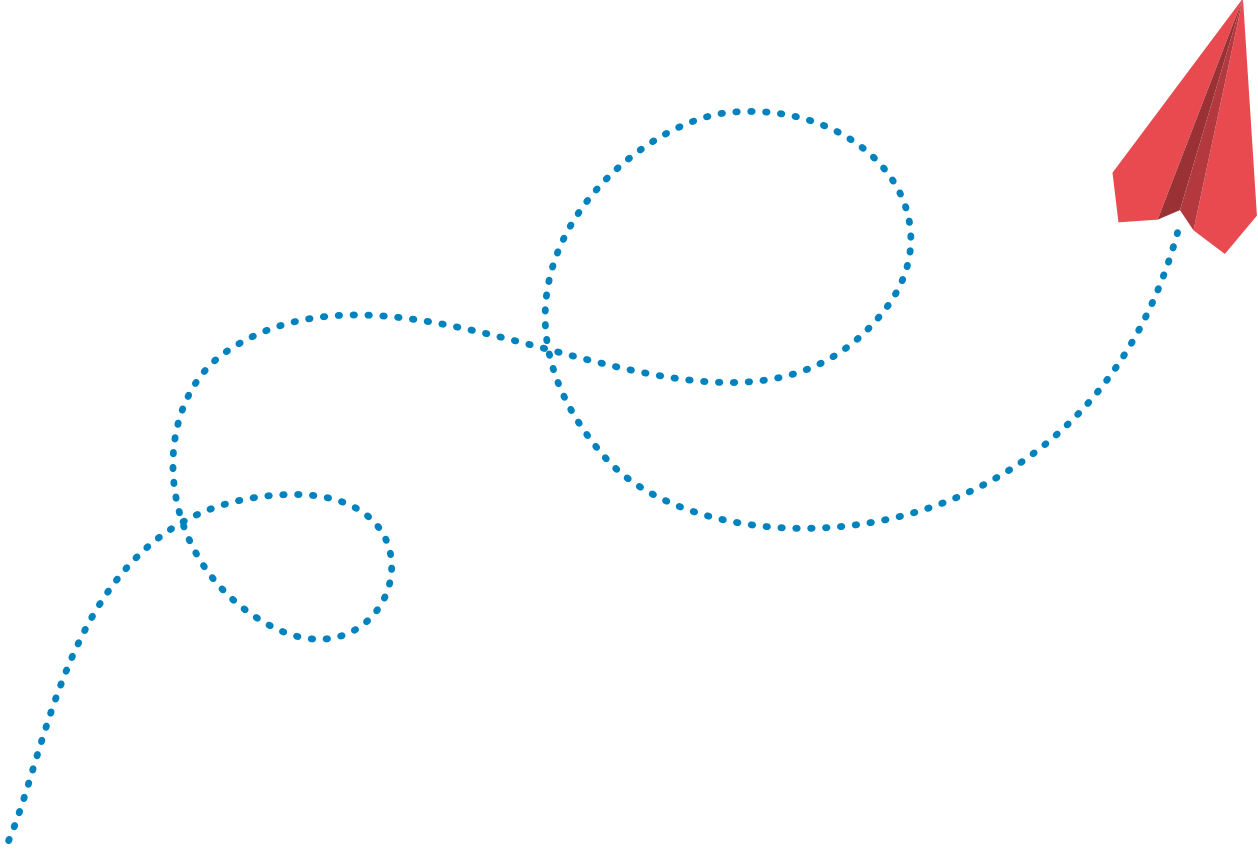
# A FINAL NOTE

## ***Bellevue is well on its way!***

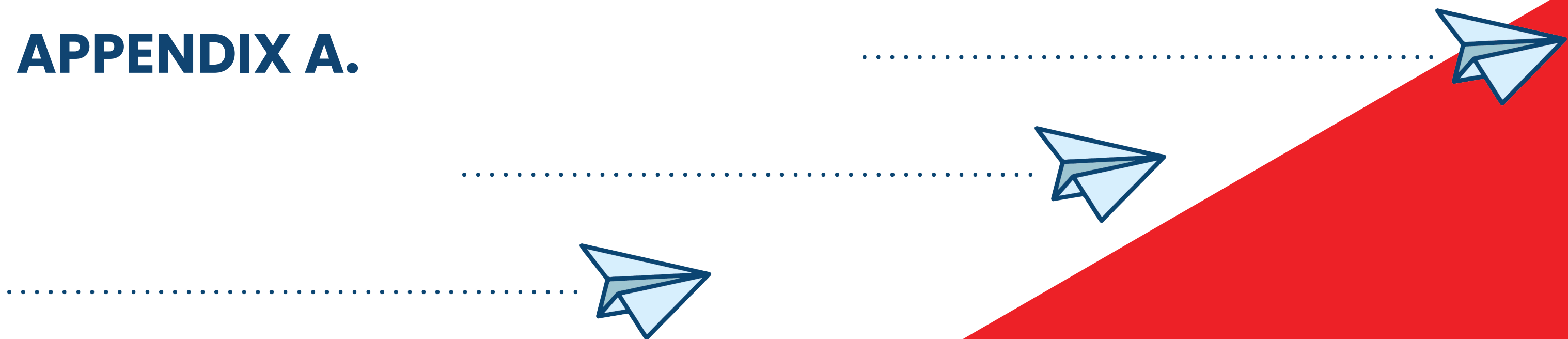
*This planning process has demonstrated the commitment and passion that the Bellevue community has for its future.*

*Implementation takes considerable time, investment, and devotion. As decisions are made over the next several years, city leadership and community members must continue to advance the vision and values established in this Plan.*

*Bellevue has a bright future ahead. Let's achieve Our Future View!*



**APPENDIX A.**



**EXISTING  
CONDITIONS**

Long-range planning must be founded on an understanding of a community's past and present. Appendix A presents a summary of the analysis of the current state of the City of Bellevue. This section acknowledges the importance of well-informed recommendations and strategies that properly respond to existing realities and historical trends.

Appendix A provides an overview of Bellevue's place and role within the region, natural and physical characteristics, the transportation network, and demographic and economic trends.

## Existing Land Use

Bellevue is in Sarpy County, Nebraska and is a part of the Omaha-Council Bluffs metropolitan area. The city is in the county's northeastern corner, bordering the Iowa state line and the Missouri River to the east and Omaha city limits to the north. With a population of just under 65,000 people, it is the third largest city in Nebraska, just behind Omaha and Lincoln. The planning area includes Bellevue city limits and the surrounding extraterritorial jurisdiction (ETJ) area. The ETJ includes a total area of 55 square miles, or 34,923 acres.

Existing land use within the ETJ and city limits is shown in Figure A.1. Generally, the area surrounding city limits is characterized by open space, agricultural uses, and low-density residential development. The area between city limits and the Missouri River to the east contains large areas of dedicated conservation and park lands, including the Fontenelle Forest and Gifford Point. The northern portion of the city is predominantly made up of single-family residential uses, with commercial development following along U.S. Route 75 (US 75) and Fort Crook Road to the south. The US 75 and Cornhusker Road intersection acts as a commercial hub.

Another commercial area to note is the Olde Towne district. Olde Towne Bellevue encompasses the original platted area of the city along Mission Avenue from Lincoln Road to the west to the Missouri River to the east. Except for the large pocket of civic and educational uses along Capehart Road, other similar facilities are spread throughout the city to reflect the distribution of residential areas.

## EXISTING LAND USE

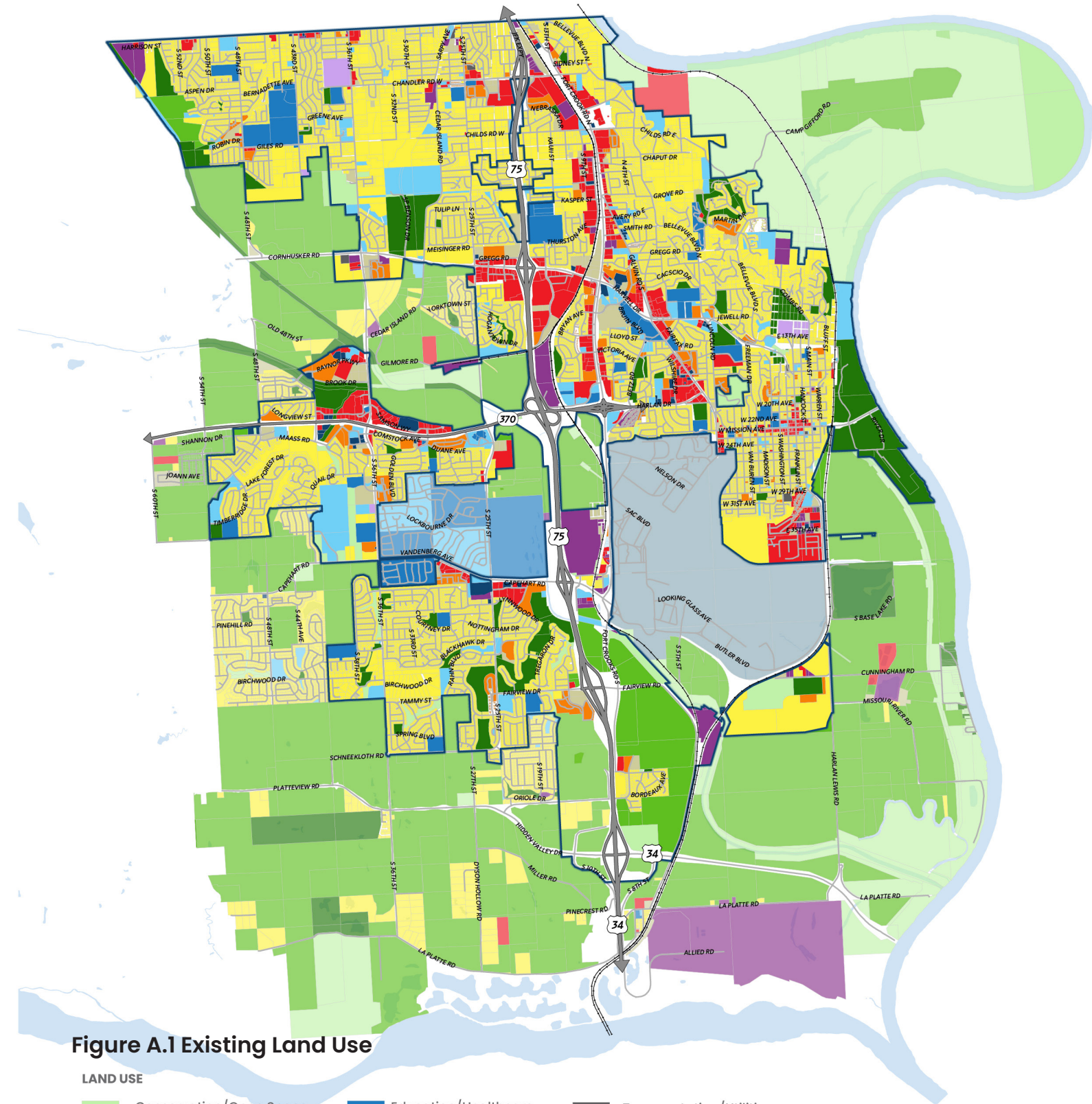


Figure A.1 Existing Land Use



# Offutt Air Force Base

Offutt Air Force Base (Offutt AFB) is southeast of the intersection of US 75 and Nebraska Highway 370 (NE-370). While the base is located outside of Bellevue city limits, it has and will continue to play a significant role in the growth and development of the city, ETJ, and surrounding region.

## History

Offutt AFB has over a century of American military history. Originally established in 1864 as Fort Crook, the area served as a military hub until the 61st Balloon Company became the first air unit to command the post in 1918, at which point the land was leveled and transformed into a suitable airfield. During World War II, the Army Air Corps selected Fort Crook as the site of a new bomber plant. By 1948, the new Department of the Air Force was operating the facility now known as Offutt AFB, the headquarters of the Strategic Air Command. The central location of the base and distance from the borders of the continental United States made it an advantageous hub for long-range atomic striking forces.

Even after the disestablishment of the Strategic Air Command in 1992, Offutt AFB retains its international importance as the United States Strategic Command headquarters. As of 2022, the combined military and civilian personnel includes over 45,000 individuals.

## Joint Land Use Study

The Offutt AFB Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure that civilian growth and development are compatible with vital training, testing, and other military operations at Offutt AFB. The JLUS process promotes and enhances civilian and military communication and collaboration; serves as a catalyst to sustain the military mission; and promotes the public health, safety, quality of life, and economic viability of the region. This planning effort is to foster and enhance an ongoing working relationship between Offutt AFB, federal and state agencies, neighboring jurisdictions, and local organizations.

# OFFUTT AIR FORCE BASE AND MILITARY COMPATIBILITY AREAS

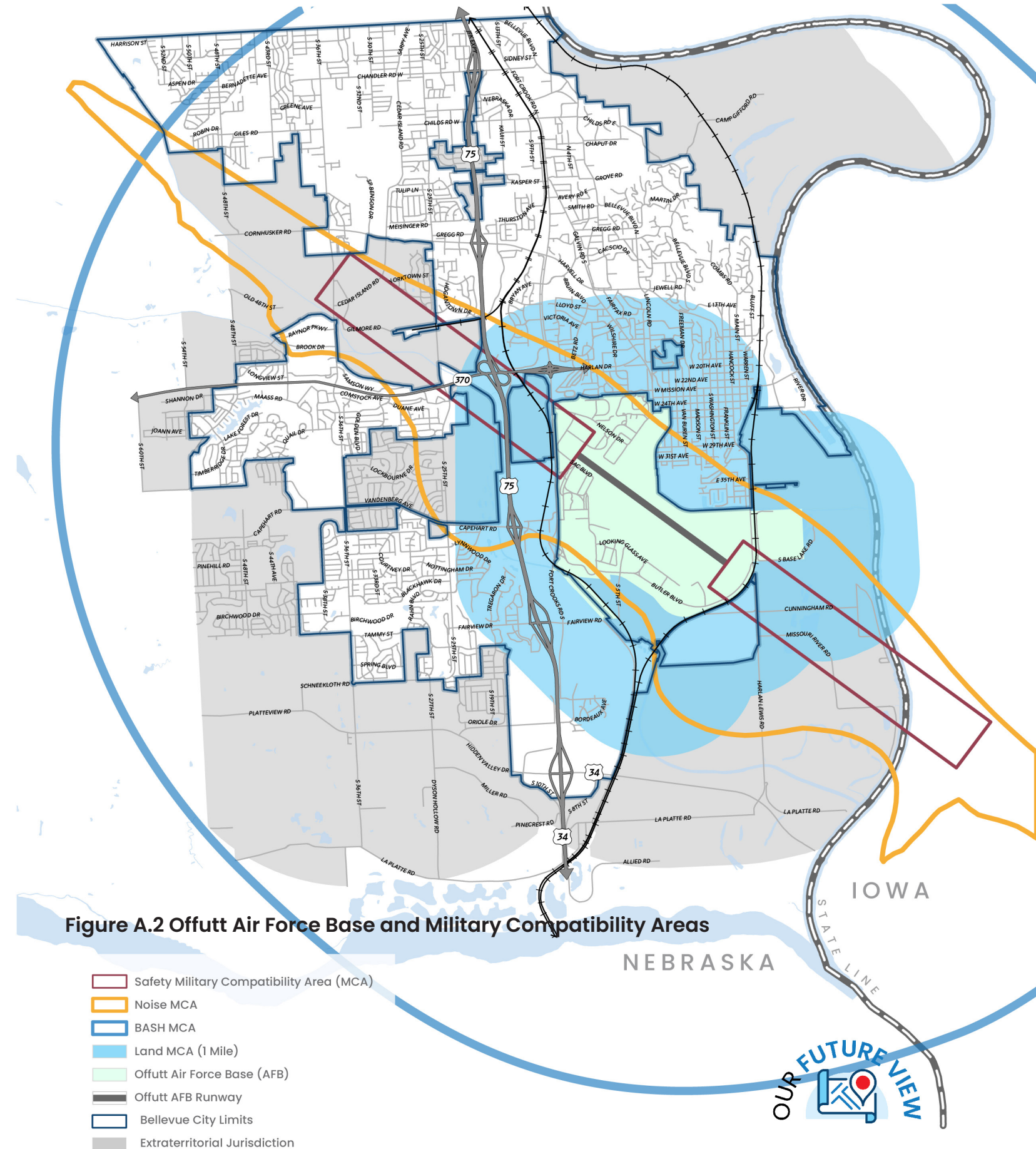


Figure A.2 Offutt Air Force Base and Military Compatibility Areas

The Offutt AFB JLUS area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The Offutt AFB MCAOD is an area that incorporates all the MCAs.

The MCAs were designated to accomplish the following:

1. Promote an orderly transition between community and military land uses to ensure land use compatibility;
2. Protect public health, safety, and welfare;
3. Maintain operational capabilities of military installations and areas;
4. Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes; and
5. Establish compatibility requirements within the five designated areas within the MCAOD.

## Clear Zone

The city enforces an Air Installation Compatible Use Zone (AICUZ). The only use allowed in the clear zone is agriculture. This includes the use of land for agriculture as the primary purpose of obtaining a profit by raising, harvesting, and selling crops.

## Accident Potential Zone I (APZ I)

No residential uses are permitted within the APZ I. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards as set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. No passenger terminals and no major above-ground transmission lines are to be developed in APZ I. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ I are to be low-density, excluding chapels. The development of club houses is not recommended.

## Accident Potential Zone II (APZ II)

The only residential development allowed within the APZ II are single unit detached residential units. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ II are to be low density, excluding chapels. The development of club houses and areas of gathering people is not recommended.

## Noise Contour MCA

The Noise Zone established in the AICUZ lists allowable developments within the 65-70 decibels (dB), 70-75 dB, 75-80 dB, and greater than 80 dB. Land uses and related structures that are generally compatible may require additional measures to achieve Noise Level Reduction (NLR) of 25, 30, or 35. These measures must be incorporated into the design and construction of structures. Overall noise level reduction may not necessarily solve noise difficulties and additional evaluation is warranted. No residential uses are allowable in areas over 80 dB. Other uses over 80 dB are highly restrictive.

## Imaginary Surfaces MCA

The entire area lies in 500-foot height limit established by the Imaginary Surfaces MCA. The area also lies between 200-foot and 500-foot of the FAR 77.23(a) (2) Obstruction Standards. Federal Aviation Regulation Part 77 (FAR Part 77) height limit requires minimization of vertical obstructions (e.g., buildings, telecommunications facilities, recreational facilities, energy transmission/generation towers, etc.).

## Bird/Wildlife Air Strike (BASH MCA)

The area impacted by the BASH MCA is within the entire city and most of the ETJ. Land west of 48th Street and north of Robin Drive is outside the BASH.

## Key Takeaways

With the proximity of Omaha and Council Bluffs, Bellevue is considered a suburban city. Commercial and civic facilities serve residents and are appropriately scaled as such, while larger attractions are found nearby in Omaha and Council Bluffs. Offutt AFB continues to play a significant role in the city's growth and development, given the AICUZ.

## EXISTING ZONING

Figure A.3 shows the distribution of zoning districts throughout the planning area. Zoning district by acreage is provided in Table A.1. The City of Bellevue's Zoning Ordinance was updated in 2022 and includes the following zoning districts:

- AG Agricultural
- RA Residential Agricultural
- RE Residential Estates
- RS-120 Single-Family Residential (12,000 square feet)
- RS-84 Single-Family Residential (8,400 square feet)
- RS-72 Single-Family Residential (7,200 square feet)
- RD-60 Duplex Residential (6,000 square feet)
- RG-50 General Residential (5,000 square feet)
- RG-28 General Residential (5,000 square feet)
- RG-20 General Residential (5,000 square feet)
- RG-8 General Residential (5,000 square feet)
- BN Neighborhood Business
- BNH Heavy Neighborhood Business
- BG General Business
- BGM Metropolitan General Business
- BGH Heavy General Business
- FX Flex Space
- MU Mixed Use
- ML Light Manufacturing
- MH Heavy Manufacturing
- FGZ Federal Government Zone

## What is the difference between zoning and land use?

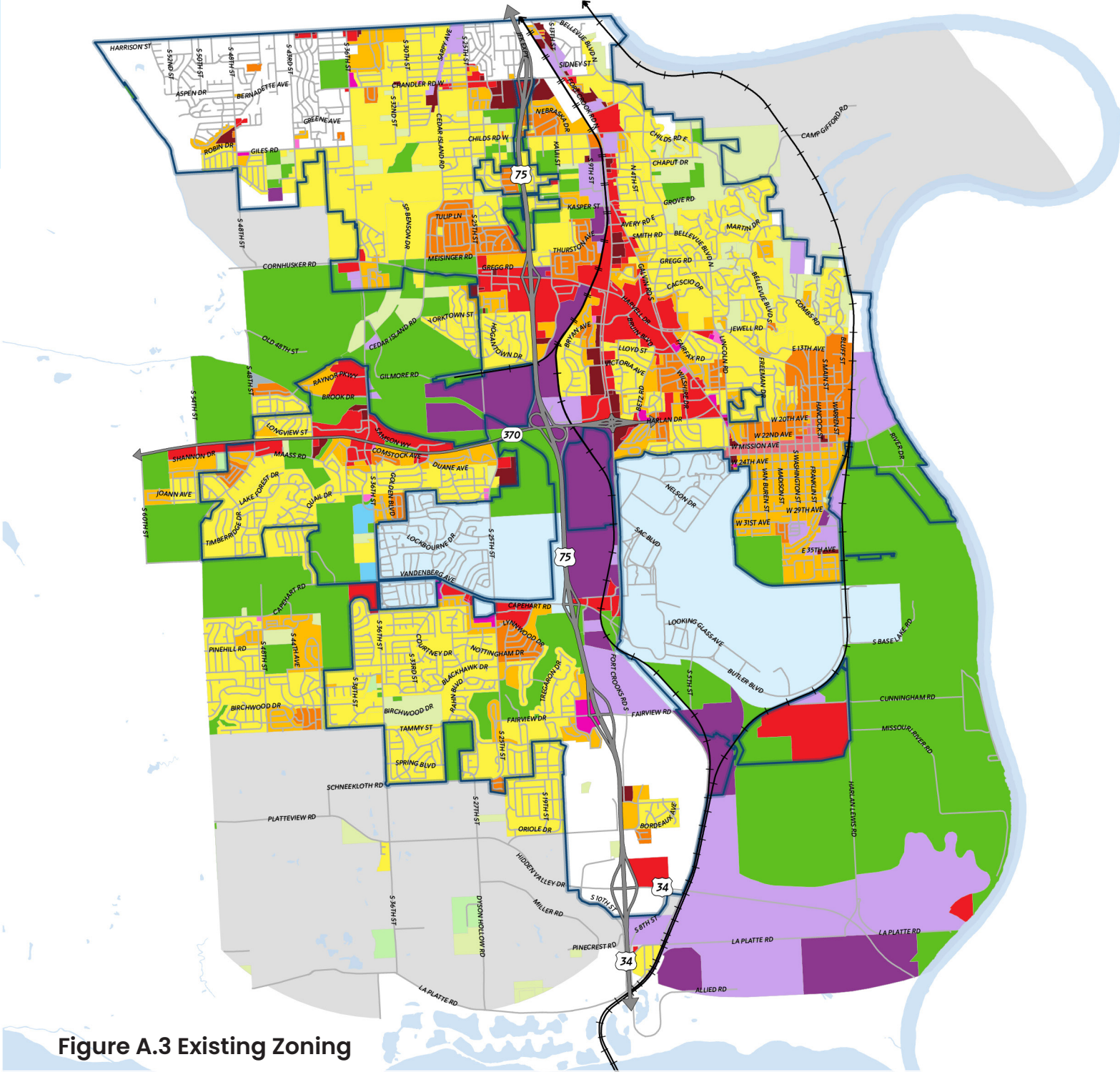
Zoning districts specifically define and regulate what kinds of uses are allowed on specific parcels and outline the city development requirements, while land use reflects the current or desired pattern in each area.

**Table A.1 Zoning Districts by Acreage**

Zoning District	Acreage	Total Percentage of ETJ
AG Agricultural	6,754.7	19.3%
RS-72 Single-Family Residential	4,588.0	13.1%
FGZ Federal Government Zone	2,843.0	8.1%
ML Light Manufacturing	2,083.2	6.0%
MH Heavy Manufacturing	1,443.7	4.1%
BG General Business	1,417.0	4.1%
RS-84 Single-Family Residential	978.0	2.8%
RE Residential Estates	961.9	2.8%
RS-120 Single-Family Residential	919.4	2.6%
RD-60 Duplex Residential	919.0	2.6%
RG-50 General Residential	901.0	2.6%
RG-20 General Residential	433.3	1.2%
BGH Heavy General Business	280.1	0.8%
RG-28 General Residential	277.0	0.8%
RG-8 General Residential	125.7	0.4%
RA Residential Agricultural	90.9	0.3%
BNH Heavy Neighborhood Business	72.5	0.2%
BGM Metropolitan General Business	68.9	0.2%
MU Mixed Use	42.3	0.1%
BN Neighborhood Business	23.1	0.1%
FX Flex Space	9.0	0.0%

# EXISTING ZONING

0' 3,125' 6,250' 9,375' 12,500'  
 1-inch  
 NORTH  
 Data Sources: Sarpy County, Urban Footprint, and Olsson Studio



**Figure A.3 Existing Zoning**

**ZONING DISTRICTS**

- AG Agricultural
- RA Residential Agricultural
- BN Neighborhood Business
- MU Mixed Use
- RE Residential Estates
- RS-120; RS-84; RS-72 Single-Family Residential
- BNH Heavy Neighborhood Business
- ML Light Manufacturing
- RD-60 Duplex Residential
- BG General Business
- FX Flex Space
- RG-50; RG-28; RG-20; RG-8 General Residential
- BGM Metropolitan General Business
- FGZ Federal Government Zone
- BGH Heavy General Business
- Bellevue City Limits
- Extraterritorial Jurisdiction



# EXISTING ZONING OVERLAY DISTRICTS



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

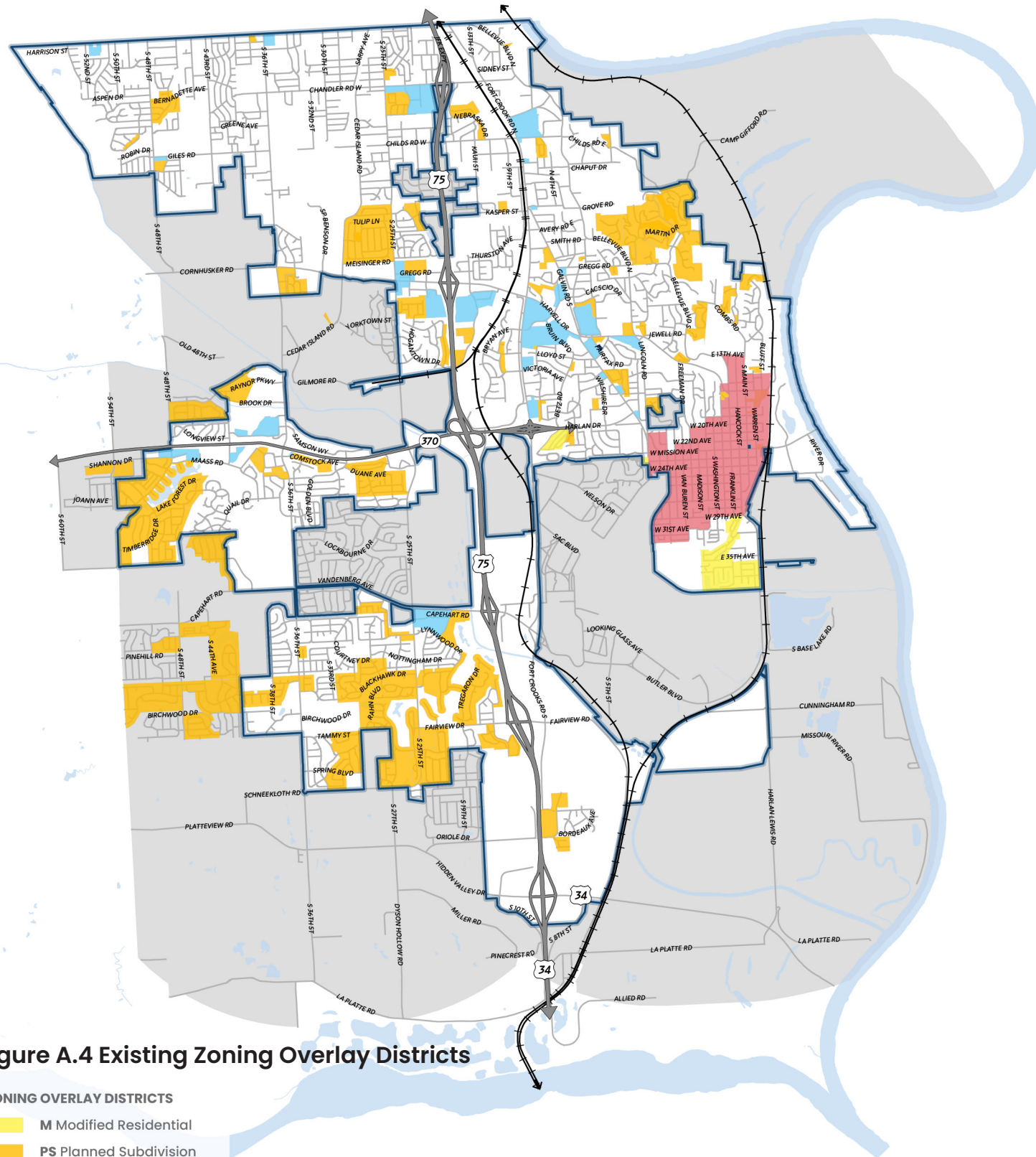


Figure A.4 Existing Zoning Overlay Districts

## ZONING OVERLAY DISTRICTS

- M Modified Residential
- PS Planned Subdivision
- PO Parking Overlay
- PCO Planned Center
- OTO Olde Towne Overlay
- Bellevue City Limits
- Extraterritorial Jurisdiction



Additionally, the city maintains overlay zoning districts for areas with unique considerations. An overlay district is a district in which additional requirements act in conjunction with the underlying zoning district. The City of Bellevue's Zoning Ordinance includes the following overlay districts:

- M Modified Residential. The Modified Residential Overlay provides for the inclusion of mobile home parks and the placement of more than one transportable structure on a zoned lot.
- PS Planned Subdivision. The intent of the Planned Subdivision Overlay is to encourage creative neighborhood design by modifying space limits and requirements.
- PO Parking. The Parking Overlay is intended to be used in zones that do not allow parking activity but generate the need for such activity.
- PCO Planned Center. The Planned Center Overlay District allows for new and modern design in commercial areas that would not typically be permitted under regulations for the development of adjacent business properties.
- AICUZ Air Installation Compatible Use Zone. The intent of this district is to reduce the risk to public health, safety, and quality of life due to aircraft noise exposure and accident potential.
- FF/FW Flood Plain. The Flood Plain Overlay District applies to all land within the city that is subject to a one percent or greater chance of flooding in any given year. The Federal Emergency Management Agency (FEMA) identifies these areas as Zone A, AE, AO, and AH on the Flood Insurance Rate Map (FIRM).
- OTO Olde Towne. The Olde Towne Overlay District is intended to protect the character of the Olde Towne area and aid in the implementation of the Olde Towne Vision Plan.
- CO Conservation. The Conservation Overlay district is intended to provide additional protection for urban forests, environmentally sensitive lands along streams and rivers, and other conservation areas.

Figure A.4 shows the current distribution of overlay districts in the city.

## Key Takeaways

While Bellevue has significantly large areas of moderately dense development, the largest zoning district by acreage within the ETJ is AG Agricultural, occupying just under 20 percent of the total land area. While the ETJ has some rural characteristics, especially in areas further away from Omaha city limits, residential development continues to fill out to the west and south. Denser residential districts, including duplexes, are found near commercial areas. The zoning code has commercial districts in a variety of scales and intensities. Large-scale commercial zones are found along major corridors while pockets of mid- to small-scale commercial uses can be found in more residential areas. Industrial areas tend to follow railroad corridors. Offutt AFB has a specific zoning district designation to protect the health, safety, and wellbeing of the surrounding areas.

# Existing Parks, Recreation, and Destinations

Parks and destinations within a city provide the Bellevue community and region with places to gather and engage in passive and active recreational activities. This section evaluates the existing parks space and amenities that are present within the city.

## Park Planning Efforts

Bellevue recently developed and completed a Parks and Recreation Master Plan in 2023, which was an update to the former plan completed in 2008. The 2023 plan carried over a key goal from the previous plan: have a park within one-quarter mile of every resident in Bellevue. In total, there are 55 parks in the City of Bellevue. This comprises approximately 14 percent, or 756 acres, of Bellevue's total land area. As noted by the recent plan, this equates to about one park for every 1,163 residents. The engagement period during the planning process found that the two largest parks and recreation needs—as identified by residents—included additional playgrounds and access to additional aquatic or swimming amenities.

Figure A.5 illustrates the location of the parks, recreation, and other destination amenities within the city.

### Parks

The City of Bellevue bases its park classifications on the National Recreation and Parks Association's (NRPA) parks classification system and city staff member analysis. This system includes three distinctions that are determined by the park's size and level of service to the community. The definitions are as follows:

- **Regional Parks:** These are large, multi-use parks that can serve several communities within a particular region. They are 150 acres or larger and accessible to those within a one-hour drive of the park. The regional park provides both active and passive recreation opportunities, with a wide selection of facilities for all age groups. They may also include areas of nature preservation for activities such as sightseeing, nature study areas, wildlife habitat, and conservation.
- **Community Parks:** Intended to be accessible to multiple neighborhoods, these parks focus on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces. Community Parks are generally larger in scale than neighborhood parks, but smaller than regional parks and are designed for residents living within a three-mile radius. Community Parks generally range from 20 to 100 acres depending on the city and serve a larger area.
- **Neighborhood Parks:** Neighborhood Parks contribute to a distinct neighborhood identity, reflecting the needs of the residents that live immediately around them - the parks' primary users. A Neighborhood Park is typically three to 10 acres; however, some Neighborhood Parks are determined by use and facilities offered and not by size alone. The service radius is typically one-half mile or six blocks.

In total, there are two regional parks, 17 community parks, and 36 neighborhood parks throughout the city. The following list is a brief overview of the most prominent parks in the city.

### American Heroes Park

This is the largest park in Bellevue. Spanning approximately 115 acres, this large riverfront park currently features a lake, fishing dock, loop trail, parking, and multiple sports fields. In March of 2022, the American Heroes Park Conceptual Site Master Plan was adopted, which included a complete site analysis, concept development, multiple site concepts and renderings, and a plan for infrastructure improvements. The implementation strategies included in the plan also include probable cost and assumptions for each phase of the concept's construction.

# EXISTING PARKS, RECREATION, AND DESTINATIONS

0' 3,125' 6,250' 9,375' 12,500'  
1-inch  
NORTH  
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

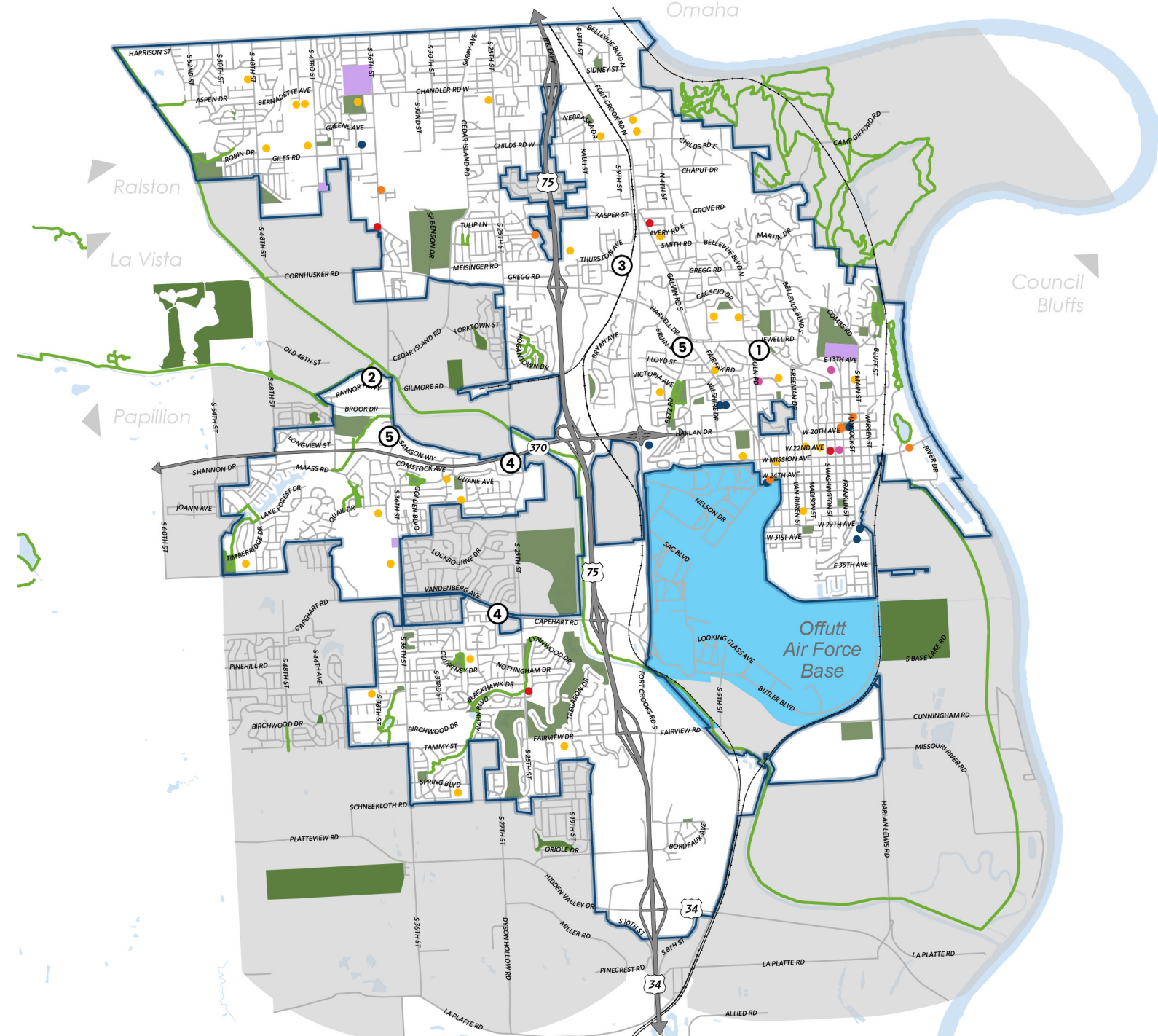


Figure A.5 Existing Parks, Recreation, and Destinations

#### POINTS OF INTEREST

- Park
- Trail
- Cemeteries
- Public Attraction / Landmark Building
- Schools (Elementary, Middle, High)
- Fire Station / EMS Services
- Municipal / Government Facility
- Community Recreation Center

#### DESTINATIONS

- ① Library
- ② Convention Center
- ③ Historic Site / Point of Interest
- ④ Hospital / Medical Center
- ⑤ College / University
- ▭ Bellevue City Limits
- ▭ Extraterritorial Jurisdiction

## Haworth Park

This is a regional park on the riverfront and is co-managed by the City of Bellevue and a private campground owner. It is approximately 153 acres and features several amenities including ballfields, a basketball court, a tennis court, a soccer field, multiple playgrounds and shelters, a picnic area, concessions, and restrooms. It is also connected via the Bellevue Loop trail.

## Jewell Park

This is a large community park featuring a dense tree canopy and several amenities. The park hosts a basketball court, picnic area, walking path, and a dog park.

## Swanson Park

A large community park in the northwest portion of Bellevue, Swanson Park is known for trails that allow for hiking and mountain biking. The park also features ballfields, a playground, picnic area, a shelter, a walking trail, and space for disc golf. The trails located within this park are managed by Trails Have Our Respect (THOR), an organization that builds and maintains natural surface trails and trail systems in eastern Nebraska and western Iowa.

## Everett Park

Everett Park is a community park that features a range of amenities including a splash pad, playground, shelter house, soccer and ball fields, tennis courts, a walking path, and restrooms.

## Gemini Park

A small neighborhood park of approximately three acres, featuring a playground, shelter house, and picnic area.

## Washington Park

A small community park of 2.2 acres located in downtown Bellevue, Washington Park serves as a central location for many city events and features a basketball court, playground, a shelter, restrooms, and walking path.

## Aspen/Sun Valley Park

A large community park of approximately 30.7 acre located in northwestern Bellevue. This park includes a playground, picnic area, access to the Papio Trail, soccer and ball fields, concession stands, restrooms, and sand volleyball courts. The 2023 Parks and Recreation Master Plan identified this as potentially becoming a regional park due to its size and level of amenities.

## Golden Hills Park

Located in a mixed-use development just south of Cornhusker Road, this small neighborhood park features a basketball court, playground, picnic area, and a shelter house.

## Lakewood Villages Park

This 27-acre community park is at the edge of a subdivision and features a pond, wooded area, shelter, restrooms, tennis courts, a basketball court, and playground.

## Pools and Aquatic Features

The City of Bellevue performed an aquatic study in 2013. This study took inventory of all existing aquatic features and attractions that were managed by the city at the time and provided recommendations for improvements. Additional survey efforts were a part of the planning process for the Parks and Recreation Master Plan completed in 2023. The following is a list of the facilities that are currently still in operation.

- Gilbert Pool: This swimming facility is located at Gilbert Park at 29th Avenue and Jackson Street. Nearby park amenities exist.
- Cascio Pool: Cascio Pool is located at 1500 Lawrence Lane and features a pool, connections to nearby trails, parking, public restrooms, and a concession stand.
- Dowding Pool: Dowding Pool is located at 14th Avenue and Washington Street and features a pool, shelter, small playground, and has available parking for its visitors.

Recent engagement efforts have indicated a strong desire from Bellevue residents to develop additional aquatic amenities. One recommendation from the 2023 Parks and Recreation Master Plan included an aquatic center. It was suggested that this facility could be in the southwest zone of Bellevue and could become a regional attraction. The aquatic center was estimated to cost between \$72-\$83 million and could feature an indoor waterpark and a large recreational and competitive swimming pool.

## Park Corridors and Trails

In addition to its extensive amount of park space, the City of Bellevue has park corridors, or parks situated along a trail, throughout the community. These corridors build on the existing natural spaces present within the community and provide additional wayfinding and infrastructure.

- Daniell Trail Corridor: An existing park corridor that has proven successful, this corridor was marked in the recent Parks and Recreation Master Plan as needing additional wayfinding and park amenities. The plan is for this trail to be connected to the 36th Street Trail and Papio Trail.
- 36th Street Trail Corridor: A trail was recently completed along 36th Street, which was also indicated as needing additional wayfinding, bicycle, and pedestrian amenities.
- Swanson-Papio Link Corridor: This corridor connects the Papio Trail to Swanson Park through northwest Bellevue. It was marked in the Parks and Recreation Master Plan as crucial for future development as many cyclists travel along the Papio Trail to Swanson Park for its mountain bike experience.
- North Central Link Corridor: This corridor does not currently exist but would connect Swanson Park to Brown Park in South Omaha. This would continue to augment Swanson Park's status as a regional destination located within Bellevue.

Additional park corridors would include Marv Holubar Trail Corridor, Jewell Park Corridor, and Hyda Hills Link Corridor.

## Destinations, Historic Places, and Tourism

The City of Bellevue features several destinations that are also on the National Register of Historic Places. These destinations are available to residents and visitors alike and include the Log Cabin, Fontenelle Bank, Fontenelle Forest, Olde Presbyterian Church, Bellevue Depot, and Bellevue Cemetery. Other recreational opportunities included in the city are both public and private ventures, providing additional options for those seeking things to see and do in Bellevue.

## Baldwin Field

Baldwin Field has three dirt-infield ball fields, supporting multiple games and tournaments throughout the year, and is located at 1301 Ludwig Drive.

## Beardmore Event Center of Bellevue

The Beardmore Event Center of Bellevue is at 3750 Raynor Parkway and is open to corporate events, weddings, family reunions, and other events. The event space is 18,000 square feet and includes multifunctional rooms for both large and small events, with a large patio as an outdoor option. In addition to high quality audio-visual technology, the event center also provides catering and an on-site event planner.

## Bellevue Depot

This depot was constructed between 1869 to 1879 as a station along the Omaha and Southern Railroad. It provided service to passenger and freight transportation from Bellevue to Omaha. In 1970, it was moved from its original place to Gemini Park. The Depot was included in the National Register of Historical Places in October of 1970.

## Bellevue Log Cabin

The Bellevue Log Cabin was built about 1835 in the Missouri River floodplains but was later moved in 1850 to its current location at 1805 Hancock Street. Built to function as a residence for pioneers, this structure was entered into the National Register of Historic Places on October 16, 1970.

## Bellevue Public Library

The Bellevue Public Library is at 1003 Lincoln Road and offers printed, audiovisual, and computer-related resources and programs for all ages. Originally started in 1929 by the Bellevue Junior Woman's Club, the Bellevue Public Library has been at its current location since 1975. It is open every day throughout the week, with various hours and is staffed by eight full-time employees and 16 part-time employees.

## Bellevue University

Bellevue University is located at 1000 Galvin Road South. The 46-acre campus was first founded in 1966. Since 2014, it has had an annual student body of at least 13,000 students. It was one of the first accredited institutions to offer online degree programs in 1996, and the first to offer a Master of Business Administration degree online.

## Fontenelle Bank

Constructed in 1856 at the corner of Main Street and East Mission Avenue, the Fontenelle Bank quickly failed in 1857 during the financial panic of 1857. It was acquired by Sarpy County in 1861 to function as a courthouse. It was then utilized as Bellevue's Town Hall from 1875 until 1960.

## Fontenelle Forest

The Fontenelle Forest is located to the immediate northeast of Bellevue and runs alongside the Missouri River, providing a large area of natural space filled with trails and wildlife.

## Fontenelle Forest Nature Center

Also known as the Katherine and Fred Buffett Forest Learning Center, the Fontenelle Forest Nature Center is a 25,000-square-foot building built in 2000. This building provides a space for school programs, public education, and can be rented for private events. The Fontenelle Nature Association acquired Raptor Recovery Nebraska in 2014, an organization that provides care to injured predatory birds. This led to the creation of the Raptor Woodland Refuge that opened in late 2016. The nature center is located at 1111 Bellevue Boulevard North and is home to the Raptor Woodland Refuge; the Baright Gallery; Acorn Acres, a one-acre playscape for children; Habitat Hollow, an educational indoor play area for children to learn about animal species and nature; Riverview Boardwalk; and multiple hiking trails. The nature center also offers programming for children, families, and adults. This includes Spring Break Camp; Winter Break Camp; Summer Camp; various school programs; Mudpies, a program for children ages three to five; and Seniors Understanding Nature (SUN).

## Gifford Point Wildlife Management Area

This area is a natural game area that is open for local hunting, trapping, and fishing through the issuance of access permits. It is managed by the Nebraska Game and Parks Commission's Wildlife Division and located just outside of Bellevue.

## Offutt Base Lake Recreation Area

Located just outside of Bellevue on the Offutt AFB, this recreation area is situated beside Offutt Base Lake and hosts six dry campsites and provides a local opportunity for fishing, non-motorized boating, and archery to active and retired military service members. It is at 13201 Harlan Lewis Road.

## Premier Sports Village

This privately owned property is located at 14402 Harlan Lewis Road and hosts six lighted athletic fields near Offutt ARB. Each field supports softball and baseball games, and the outfields provide enough space to support soccer and flag football games. The sports village can host up to 96 weekly team leagues and 60 weekly team tournaments. Public restrooms and concessions are available.

## Reed Center

The Reed Center is a facility that is available for rent for wedding receptions, parties, and banquets and can host up to 250 people. It is at 1200 Lord Boulevard.

## Sarpy County Museum

The Sarpy County Museum opened in 1970 and is currently overseen and operated by the Sarpy County Historical Society and its board of directors. The museum hosts historical artifacts, archives, and information regarding Native American tribes, Offutt AFB, and other information about early settlements in the State of Nebraska. In 2022, the museum announced that it would construct a new facility at the corner of NE-370 and 90th Street. This new facility will house the Wimmer Railroad Collection, a nationally renowned collection of 10,000 unique pieces of railroad history.

## Skate City Bellevue

A roller-skating rink located behind Mt. Carmel Baptist Church at 1220 Fort Crook Road South, this rink hosts roller hockey, open skate times, classes, and a day camp.

## Tree Rush Adventure

An adventure park located in Fontenelle Forest, this destination provides climbing, zip lines, and multiple cable and rope courses for adults and kids. Located at 1111 Bellevue Boulevard North, this destination is a unique activity located beside the Fontenelle Forest Nature Center.

## Key Takeaways

Bellevue shows strong support for their parks and recreation system. The city recently completed and adopted a Parks and Recreation Master Plan in 2023 and adopted the American Heroes Park Conceptual Site Master Plan, a specific area plan for American Heroes Park. In total, the city has 55 parks comprising 14 percent of the city's total land area. This includes two regional parks, 17 community parks, and 36 neighborhood parks. Through recent planning efforts, the Bellevue community has indicated a strong desire to see additional aquatic amenities develop. The 2023 Parks and Recreation Master Plan included a recommendation to construct an aquatic center in the southwestern portion of the city. In addition to the extensive amount of park space, the City of Bellevue has park corridors, trails, and several noteworthy destinations, including sites that are on the National Register of Historic Places.

## Existing Natural Features

The natural environment is a critical consideration for future development and planning efforts for the City of Bellevue. By better understanding how the local environment interacts with the community, the city can better understand the impact on these developable areas and much more.

## Waterbodies and Waterways

As illustrated in Figure A.6 Existing Water Features and Floodways, waterbodies and waterways are widely dispersed throughout the city. Many smaller waterways and small bodies of water such as streams, brooks, and creeks are located within residential developments. Two of the most prominent waterways are the Missouri and Platte Rivers. The Missouri River runs along the eastern edge of Bellevue, following the state line between Nebraska and Iowa. Further south, the Platte River flows into the Missouri River, contributing to its size as it continues south along the state line. Other waterways within and adjacent to the city include West Papillon Creek, Big Papillon Creek, Fricke Creek, Quali Creek, Fairview Creek, Betz Road Ditch, Mud Creek, Big Elk Creek, and Zwiebel Creek. In addition to waterways, Base Lake, on Offutt AFB, is a prominent waterbody in the area.

## Floodways and Floodplains

Flood risk has been mapped throughout the city through the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. FEMA typically identifies flood-prone areas through a detailed hydrologic and hydraulic modeling and occasionally through approximate methods to assist with planning, management, and risk assessment within watersheds.

## EXISTING WATER FEATURES AND FLOODWAYS

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NORTH  
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

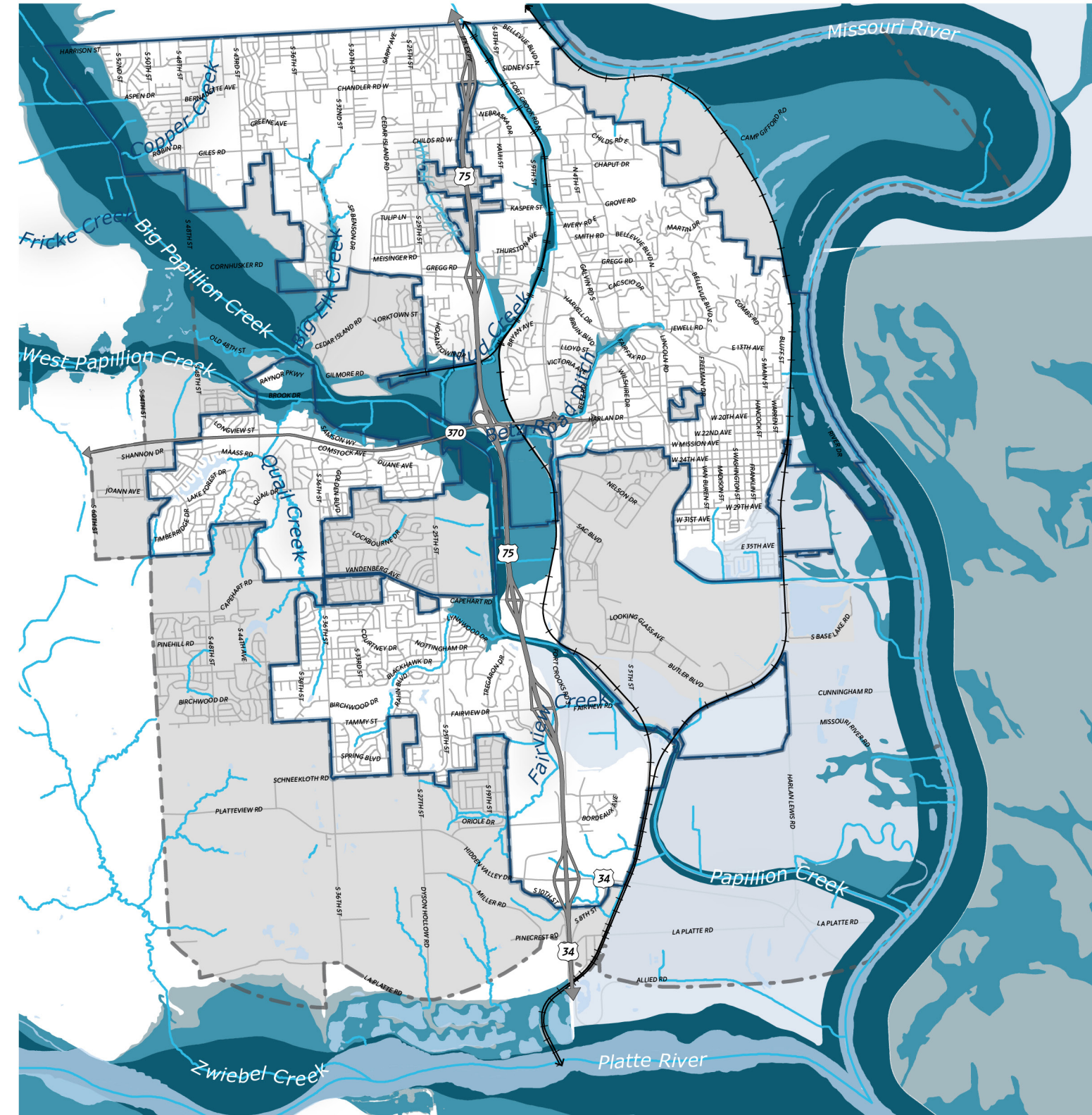
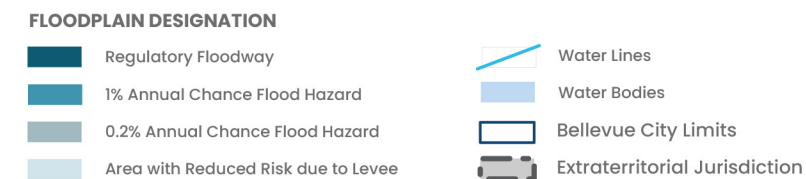


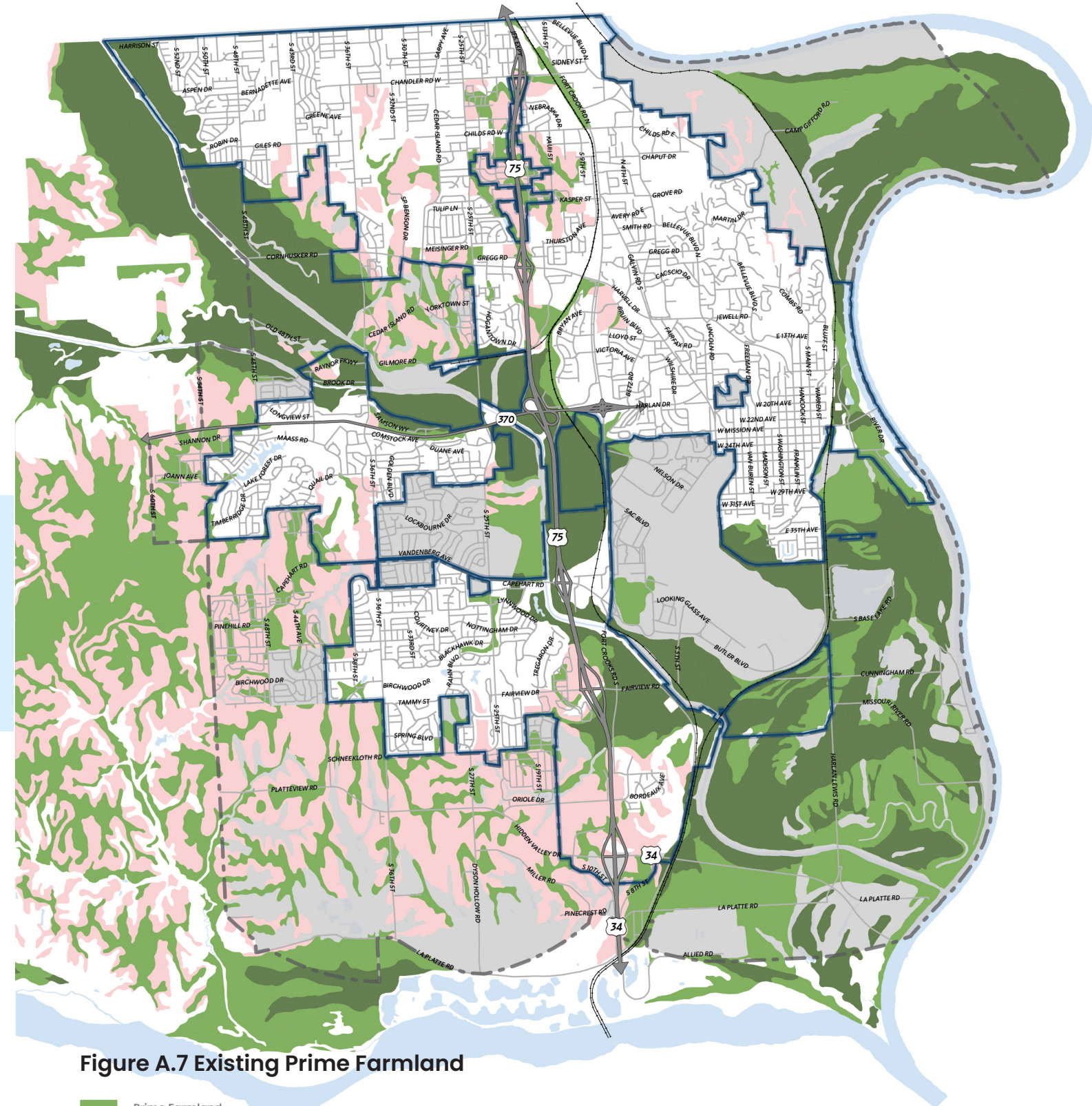
Figure A.6 Existing Water Features and Floodways



Based on FEMA's assessments, portions of the city exhibit two types of flood areas, with both types primarily located along the Missouri and Platte Rivers to the east and south, as well as the Big Papillon Creek located in the northwestern portions of the city. These areas are illustrated in Figure A.6 Existing Water Features and Floodways. The Special Flood Hazard Area (SFHA) is defined as the area that will be inundated by a flood event having a one-percent chance of being equaled or exceeded in any given year; this includes FEMA Zone A and Zone AE. The moderate flood hazard areas are between the limits of the base flood and the 0.2 percent-annual-chance (or 500-year) flood; this includes FEMA Zone B and Zone X.

Much of the area surrounding the Missouri and Platte Rivers are designated as a regulatory floodway, indicating that in severe precipitation events, these areas are likely to flood. Outside of the regulatory floodway, there are adjacent areas that are designated as a part of the SFHA, having a one-percent chance of being equaled to or exceeded in any given year. These areas are located just outside of city limits to the northeast. Known as Gifford Point Wildlife Management Area and Gifford Farm, these areas are within the SFHA and within the Missouri River Bend. In addition to these areas to the northeast, many of the waterways found throughout the city are designated with some special flood risk. The most prominent waterway, the Big Papillon Creek, stretches along the western portion of the city, both inside and alongside the city's limits. This is included as an SFHA in addition to the regulatory floodway.

## EXISTING PRIME FARMLAND



### What is a floodplain?

*Floodplain designated land is land with a one-percent chance of flood occurrence at any time is the standard for requiring the purchase of flood insurance and regulating development in flood prone areas. The Federal Emergency Management Agency (FEMA) designates such areas as Zone A or Zone AE, which are Special Flood Hazard Areas.*

### How is Prime Farmland Defined?

(Source: U.S. Department of Agriculture, Natural Resources Conservation Service)

- Prime Farmland if Drained is land that, if properly drained, is considered prime farmland.
- Farmland of Statewide Importance is land that nearly meets the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods.
- Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses.

Figure A.7 Existing Prime Farmland

- Prime Farmland
- Prime Farmland if Drained
- Farmland of Statewide Importance
- ▭ Bellevue City Limits
- ▭ Extraterritorial Jurisdiction



## Soil

According to data provided by Sarpy County and the United State Department of Agriculture (USDA), the city encompasses or is immediately adjacent to land that is classified as prime farmland, prime farmland if drained, and farmland of statewide importance. This is a significant benefit to the city's agricultural economy.

As illustrated in Figure A.7 Existing Areas of Prime Farmland (Soil), areas to the northwest, northeast, and southeast exist that exhibit high concentrations of land classified as prime farmland and prime farmland if drained. Prime farmland is the best for producing crops based on the soil's chemical and physical characteristics. Prime farmland if drained is a classification that indicates the soil has the right characteristics to be prime farmland but will need some level of intervention by infrastructure to drain the land and establish the right conditions for farming. The area largely to the southwest of the city is farmland of statewide importance, indicating the soil meets the requirements of prime farmland and could potentially produce high yields of crops after being treated by the city.

## Environmentally Sensitive Areas

As indicated in Figure A.8 Existing Environmentally Sensitive Areas, there are portions of environmentally sensitive areas that exist throughout the city. A large portion of this area runs along US 75 through the center of the city and tends to be situated along waterways and waterbodies. This includes the areas along Papillon Creek, Big Papillon Creek, Big Elk Creek, Copper Creek, and the Missouri River. In addition to the areas within the city, most of the land along the Missouri and Platte Rivers is classified as environmentally sensitive, mirroring the soil conditions illustrated in Figure A.8. This data was provided by Sarpy County and is a part of an environmental sensitivity index analysis. This analysis is based on the cumulative value of various environmental features in Sarpy County. These features are weighted for their relative significance or sensitivity. The greater the significance or sensitivity, the higher the score.

## Key Takeaways

There are many smaller waterways, such as creeks, brooks, and streams, dispersed throughout the City of Bellevue. The city is between two prominent waterways, the Missouri and Platte Rivers. The Missouri River runs along the eastern edge of Bellevue, forming the state line between Nebraska and Iowa. The Platte River drains into the Missouri River from the south, contributing to its size as it flows south along the state line. Much of the land alongside the Missouri and Platte Rivers, as well as the smaller waterbodies throughout the city, are designated as a regulatory floodway or a Special Flood Hazard Area. This is in line with prime farmland designations that were provided by the USDA. Areas alongside the Missouri River are defined as prime farmland or prime farmland if drained. The combination of these factors contributes to the environmentally sensitive nature of these areas as well.

## EXISTING ENVIRONMENTALLY SENSITIVE AREAS

0' 3,125' 6,250' 9,375' 12,500'  
1-inch  
NORTH  
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

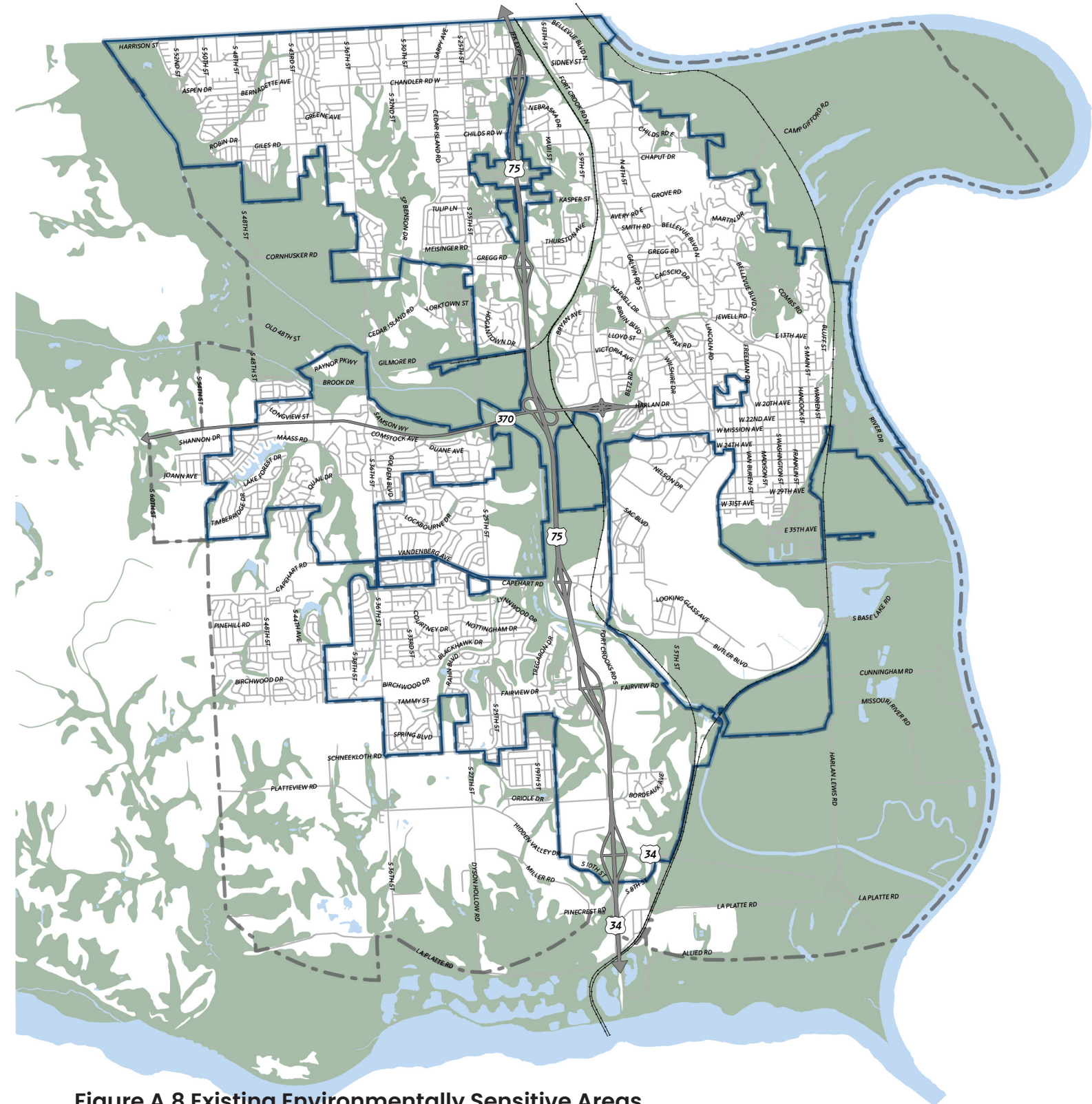


Figure A.8 Existing Environmentally Sensitive Areas

- Environmentally Sensitive Area
- Water Body
- Bellevue City Limits
- Extraterritorial Jurisdiction



# Existing Community Health and Quality of Life

Multiple factors have a significant impact on the quality of life experienced within a community. These factors range in importance and may be related to mental health, physical health, a community’s exposure to poverty, incidents of crime, and social vulnerability. This section explores these factors at a county and city level and relies on data provided by Sarpy County and by County Health Rankings & Roadmaps (CHR&R).

## Health Outcomes

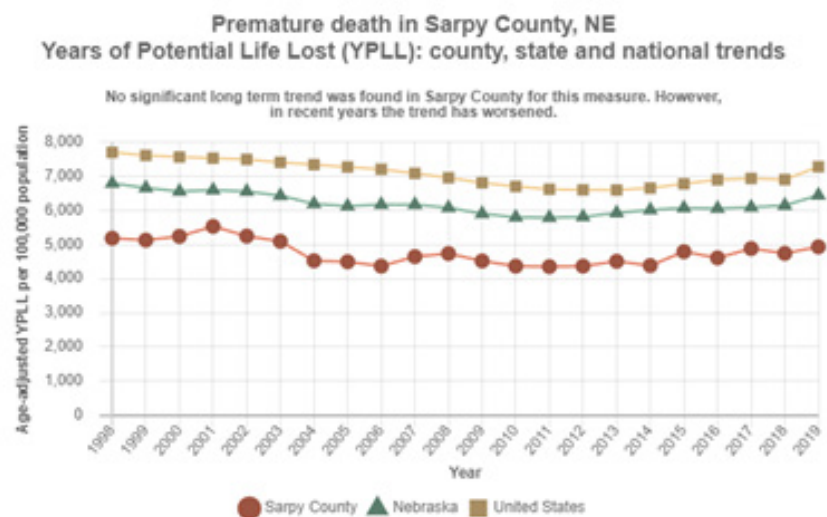
Health outcomes indicate how long people live on average within a community. These outcomes are determined by both length of life and quality of life. Different datasets are used to determine length and quality of life, which are detailed as follows:

### Length of Life Datasets

Premature Death Dataset refers to years of potential life lost before age 75 per 100,000 population (age-adjusted). In Sarpy County, 4,900 years of life were lost to deaths of people under age 75, per 100,000 people, compared to 6,400 years in Nebraska and 7,300 across the United States. Sarpy County is trending positively for this dataset. The leading causes of death in Sarpy County are malignant neoplasms, diseases of heart, accidents, intentional self-harm, and chronic lower respiratory diseases. See Figure A.9.

**Figure A.9 Premature Death in Sarpy County, Nebraska**

Source: Sarpy, Nebraska | County Health Rankings & Roadmaps



Notes:  
Each year represents a 3-year average around the middle year (e.g. 2015 is the middle year of 2014-2016).

## Quality of Life Datasets

Poor or Fair Health refers to the percentage of adults reporting fair or poor health (age-adjusted). In Sarpy County, nine percent of adults reported that they consider themselves in fair or poor health, compared to 10 percent in Nebraska and 12 percent across the United States.

- Poor Physical Health Days refers to the average number of physically unhealthy days reported in the past 30 days (age-adjusted). In Sarpy County, adults reported that their physical health was not good on 2.4 days of the previous 30 days, compared to 2.5 days in Nebraska and 3.0 days across the United States.
- Poor Mental Health Days refers to the average number of mentally unhealthy days reported in the past 30 days (age-adjusted). In Sarpy County, adults reported that their mental health was not good on 3.6 days of the previous 30 days, compared to 3.9 days in Nebraska and 4.4 days across the United States.
- Low Birthweight refers to the percentage of live births with low birthweights. In Sarpy County, seven percent of babies had low birthweights (under five pounds, eight ounces), compared to seven percent in Nebraska and eight percent across the United States.

## Health Factors

Health factors represent those things that can be modified to improve the length and quality of life for residents. Health factors include health behaviors, clinical care, social and economic factors, and the physical environment. Physical environment characteristics in a community can be affected most by comprehensive planning, though policy changes can be explored to better health behaviors, clinical care, and social and economic factors.

The following table indicates how Sarpy County compares to both the State of Nebraska and the United States regarding each of the health factors.

**Table A.2 Health Behaviors Comparison (Sarpy County vs. Nebraska vs. United States)**

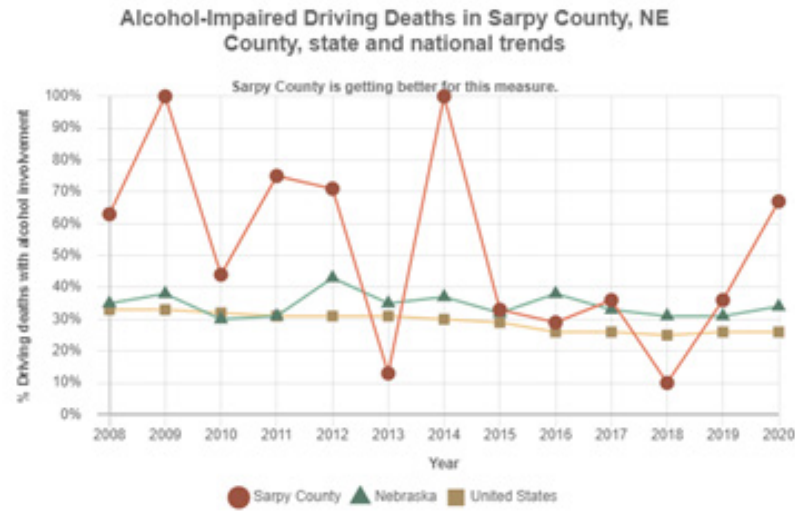
Source: Sarpy, Nebraska | County Health Rankings & Roadmaps

Health Behaviors	Sarpy County	Nebraska	United States
Adult Smoke	13%	15%	16%
Adult Obesity	33%	34%	32%
Physical Inactivity	19%	21%	22%
Access to Exercise Opportunities	92%	83%	84%
Excessive Drinking	20%	23%	19%
Alcohol-Impaired Driving Deaths	36%	33%	27%

Based on estimates, the County Health Rankings indicate that Sarpy County experienced a dramatic rise in the number of alcohol-impaired driving deaths in 2014, as shown in Figure A.10. The number of deaths increased from just under 15 percent in 2013 to 100 percent in 2014. This data indicates that all deaths within Sarpy County during 2014 involved alcohol.

**Figure A.10 Alcohol-Impaired Driving Deaths in Sarpy County, NE County, State, and National trends**

Source: Sarpy, Nebraska | County Health Rankings & Roadmaps



Notes:  
This trend graph uses single-year estimates.

Another health factor, Access to Exercise Opportunities, is determined based on the proximity that people live close to a park or to a recreational facility. At 92 percent, Sarpy County rates higher than the State of Nebraska and the United States. These exercise opportunities are also often correlated with active and passive recreational opportunities.

Other physical characteristics may influence a person’s desire to enjoy local recreational opportunities. These measurements are displayed in Table A.3 Physical Environment Comparison (Sarpy County vs. Nebraska vs. United States).

**Table A.3 Physical Environment Comparison (Sarpy County vs. Nebraska vs. United States)**

Physical Environment	Sarpy County	Nebraska	United States
Air Pollution - Particulate Matter	7.8 µg	5.8 µg	7.4 µg
Severe Housing Problems	9%	12%	17%
Driving Alone to Work	83%	79%	73%
Long Commute - Driving Alone	22%	19%	37%

In Sarpy County, an annual average of 7.8 micrograms of particulate matter was measured in the air. This metric is determined by the average daily density of fine particulate matter in micrograms per cubic meter. This is higher in comparison to Nebraska and slightly higher to the United States. However, it is still lower than the standard set by the Environmental Protection Agency (EPA). The EPA has a primary annual average standard of 12.0 micrograms per cubic meter. Other metrics also indicate that those that live in Sarpy County are less likely to suffer from severe housing problems when compared to state- and nation-wide rates and are more likely to drive alone to work compared to the state and national rates.

In addition to these factors within the physical environment, other health factors can affect a person’s state of well-being. Table A.4 Clinical Care Comparison (Sarpy County vs. Nebraska vs. United States) displays factors related to the clinical care available to a resident of Sarpy County. In comparison to the State of Nebraska and the United States, the county has higher ratios of citizens to primary care physicians, dentists, and mental health providers. This indicates that, when compared to state and national ratios, there are less of these healthcare professionals to take care of the county’s residents.

In addition, the rate of preventable hospital stays is lower than the national rate but higher than the state rate. Preventable hospital stays are determined by the rate of hospital stays for ambulatory-care sensitive conditions per 100,000 Medicare enrollees. In Sarpy County, 2,432 hospital stays per 100,000 people enrolled in Medicare might have been prevented by outpatient treatment.

**Table A.4 Clinical Care Comparison (Sarpy County vs. Nebraska vs. United States)**

Clinical Care	Sarpy County	Nebraska	United States
Uninsured	6%	9%	10%
Primary Care Physician	1,890:1	1,300:1	1,310:1
Dentists	1,520:1	1,240:1	1,380:1
Mental Health Providers	800:1	330:1	340:1
Preventable Hospital Stays	2,432	2,374	2,809

**Poverty Index**

The U.S. Department of Housing and Urban Development generates the Low Poverty Index (LPI), which captures the depth and intensity of poverty in a given neighborhood. The index uses both family poverty rates and public assistance receipt, in the form of cash-welfare, such as Temporary Assistance for Needy Families (TANF). The index is a linear combination of two vectors, the family poverty rate (pv) and the percentage of households receiving public assistance (pa). The poverty rate and public assistance for neighborhoods are determined at the census tract level. Values are inverted and percentile ranked nationally. The resulting values range from 0 to 100. The higher the score, the less exposure to poverty in a neighborhood.

# LOW POVERTY INDEX (2020)

0' 3,125' 6,250' 9,375' 12,500'  
 1-inch NORTH  
 Data Sources: Sarpy County, Urban Footprint, & Olsson Studio

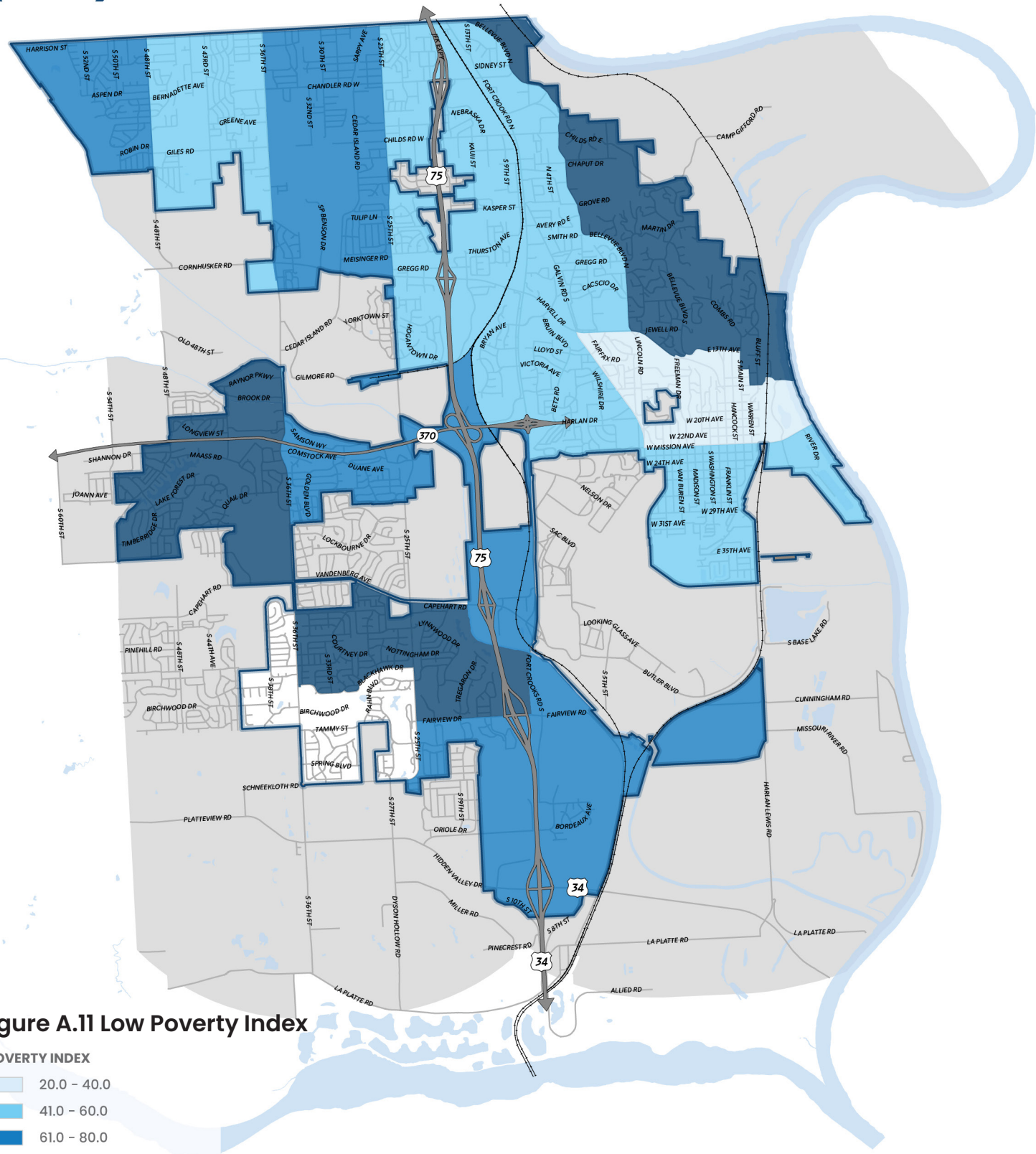


Figure A.11 Low Poverty Index

**POVERTY INDEX**

- 20.0 - 40.0
- 41.0 - 60.0
- 61.0 - 80.0
- 81.0 - 100.0
- Bellevue City Limits
- Extraterritorial Jurisdiction

As shown in Figure A.11 Low Poverty Index, the majority of the City of Bellevue received scores that were within the 61.0 - 80.0 and 81.0 - 100.00 ranges on the LPI. Within the city, there are two areas of concern. The first is in the most northwestern portion of the city, west of 48th Street. The other is in the eastern portion of the city, between West Mission Avenue to the south and East 13th Avenue to the north. These two areas received a score on the LPI that was within the 20.0 - 40.0 national percentile for poverty. Overall, Bellevue is much less exposed to poverty than other communities across the United States.

## Social Vulnerability

The Centers for Disease Control and Prevention's Social Vulnerability Index (SVI) uses U.S. Census data to determine the social vulnerability of every census tract. SVI was mapped for Bellevue in Figure A.11. The SVI ranks each tract on 15 social factors, including poverty, lack of vehicle access and crowded housing, and groups them into four related themes. The SVI can help public health officials and local planners better prepare for and respond to emergency events like disease outbreaks or exposure to dangerous chemicals.

According to the SVI, the majority of Bellevue experiences a moderate to low range of social vulnerability. This indicates that based on the 15 social factors, residents within Bellevue are moderately or less likely to be at risk during a public health emergency. Areas to the south scored very low on the SVI, indicating that census tracts in the south of the city are less socially vulnerable. Conversely, the area in dark blue to the eastern portion of the city is more socially vulnerable.

## Helpful Terms and Facts (Source: U.S. Census)

*Social Vulnerability refers to the resilience of communities (the ability to survive and thrive) when confronted by external stresses on human health, stresses such as natural or human-caused disasters or disease outbreaks.*

*Reducing social vulnerability can decrease both human suffering and economic loss. Socially Vulnerable Populations include those who have special needs, such as, but not limited to, people without vehicles, people with disabilities, older adults, and people with limited English proficiency.*

*Census tracts are subdivisions of counties for which the Census collects statistical data. The SVI ranks each tract on 15 social factors, including poverty, lack of vehicle access, and crowded housing, and groups them into four related themes. Each tract receives a separate ranking for each of the four themes, as well as an overall ranking.*

SVI Themes and Social Factors:

- Socioeconomic status (below poverty, unemployed, income, no high school diploma)
- Household composition and disability (aged 65 or older, aged 17 or younger, older than age 5 with a disability, single-parent households)
- Minority status and language (minority, speak English "less than well")
- Housing type and transportation (multi-unit structures, mobile homes, crowding, no vehicle, group quarters)



# SOCIAL VULNERABILITY INDEX



Data Sources: Sarpy County, Urban Footprint, & Olsson Studio

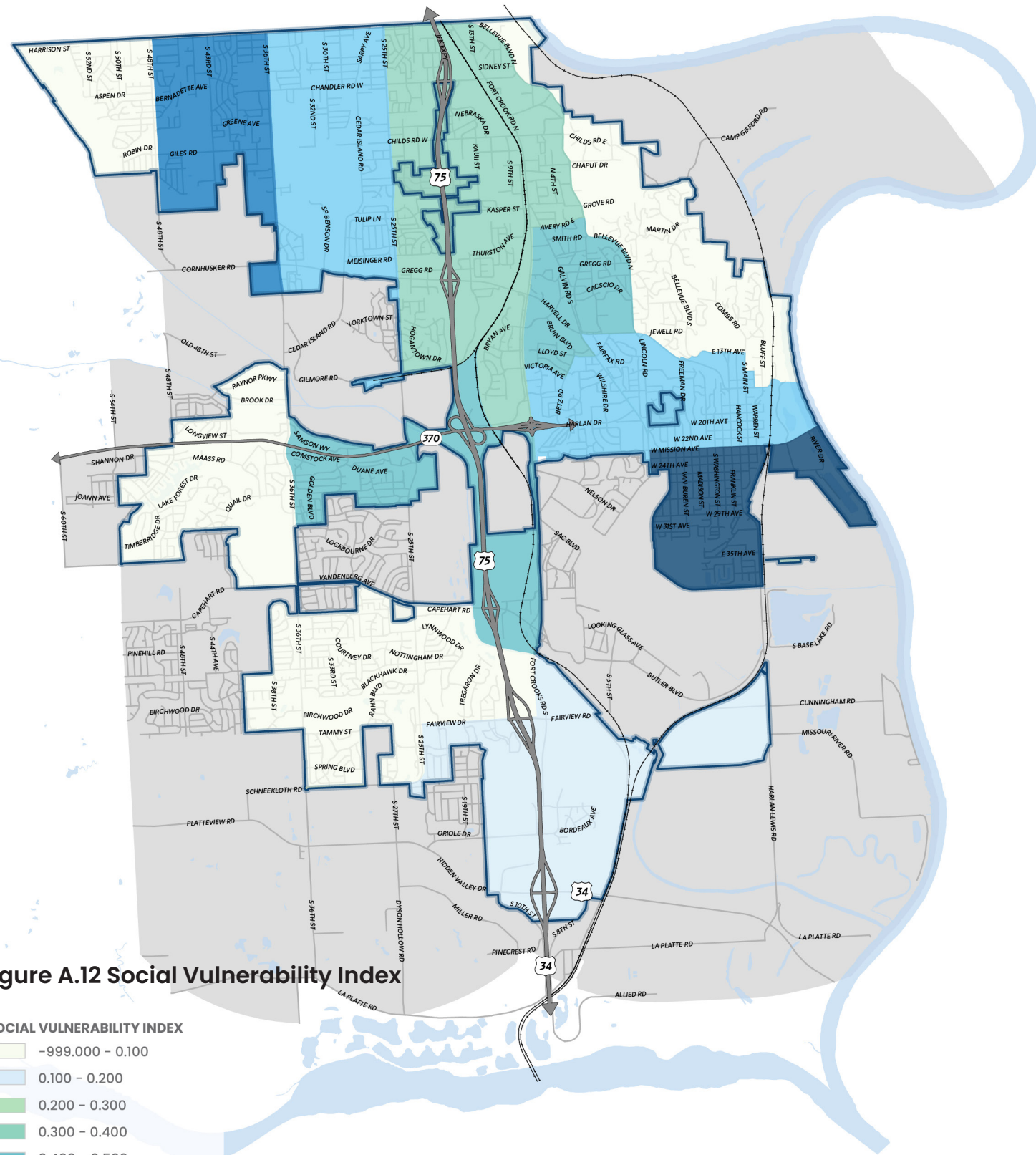


Figure A.12 Social Vulnerability Index

## SOCIAL VULNERABILITY INDEX



Bellevue City Limits  
 Extraterritorial Jurisdiction



## Crime Rates

The data for this section was provided by Sarpy County and includes all incidents that occurred in 2023. The data provides a baseline understanding of the most recent crime rates by type. These incident types include homicide; rape and other sexual offenses; assault; weapons offense; liquor or narcotics related incidents; property crime; and burglary or theft.

Certain crimes, such as burglary/theft, assault, and rape and other sexual offenses, are consistently reported throughout the city. However, even though burglary and thefts are reported throughout the city, there are clusters, or “hot spots,” that are apparent. One such cluster is south of Cornhusker Road and east of South 36th Street. Another is located just east of South 43rd Street in the north of the city. Olde Towne has also had a consistent number of burglaries or thefts in 2023. Additionally, incidents of weapons offense are located throughout the city, but higher numbers of incidents are in the Olde Towne in the eastern portion of the city and in the northern areas of the city.

Other notable patterns of crime include the high concentration of liquor or narcotic incidents located along Fort Cork Road and Galvin Road. There also appears to be less instances of property crime in the southern portion of the city, and a higher number of incidents located in Olde Towne and in the north. Throughout the entire city, there is only one incident of homicide, which was in the north of Bellevue along Fort Crook Road. These trends are illustrated in Figure A.13 Existing Crime Rates.

## Key Takeaways

When considering data at the county level, Sarpy County performs better than state or national trends in terms of physical health and mental health. Additionally, Sarpy County ranked lower than state and national rates for adults who smoke, adult obesity, and physical inactivity. The county also rates higher than the State of Nebraska and the United States for access to exercise opportunities, at a 92 percent compared to 83 and 84 percent respectively.

Unfortunately, Sarpy County experienced a dramatic rise in the number of alcohol-impaired driving deaths in 2014. The number of deaths increased from just under 15 percent in 2013 to 100 percent in 2014. This data indicates that all deaths occurring while driving within Sarpy County in 2014 were related to the involvement of alcohol. While this percentage has declined in subsequent years, the reported number was 67 percent in 2020.

According to the Low Poverty and Social Vulnerability Indices, the City of Bellevue is overall less exposed to poverty and is less socially vulnerable than other communities in the United States. Regarding crime in 2023, there were reported incidents of burglary and theft, assault, and rape or other sexual offense throughout the city. High concentrations of incidents involving liquor or narcotics took place along Fort Cork Road and Galvin Road. There were also less instances of property crime in the southern portion of the city with a higher number of these types of incidents located in Olde Towne and in the northern portion of the city. Throughout the entire city, there is only one incident of homicide, which was in the north of Bellevue along Fort Crook Road.

# EXISTING CRIME RATES



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

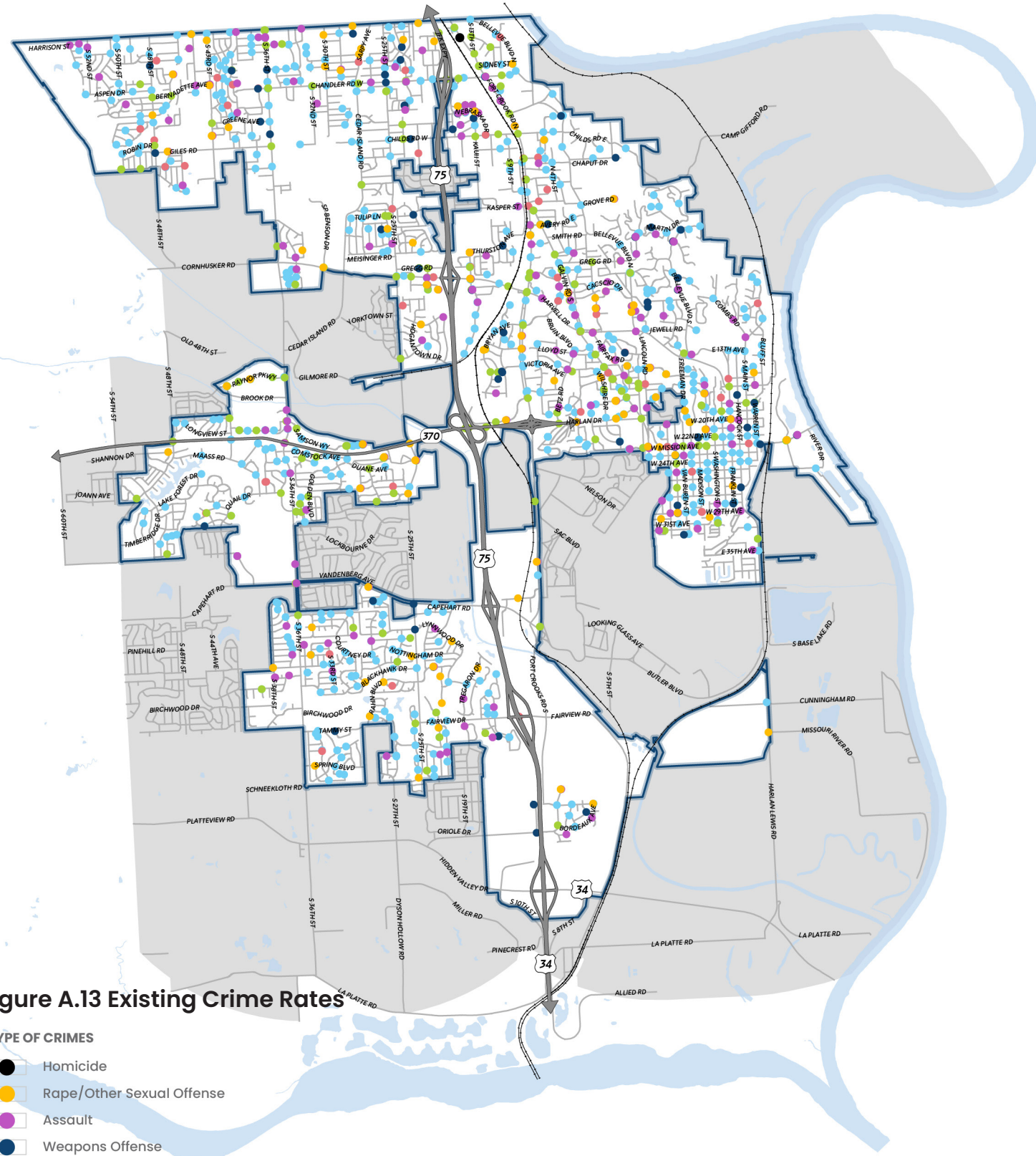


Figure A.13 Existing Crime Rates

- TYPE OF CRIMES**
- Homicide
  - Rape/Other Sexual Offense
  - Assault
  - Weapons Offense
  - Liquor/Narcotics
  - Property Crime
  - Burglary/Theft
  - Bellevue City Limits
  - Extraterritorial Jurisdiction



# Existing Utilities

To ensure the proper infrastructure for future development, redevelopment, or maintenance as the city's population grows, it is necessary to review the existing utility infrastructure within the city. Figure A.14 illustrates, in part, the existing utility infrastructure.

## Water

Water service is provided by the Metropolitan Utilities District of Omaha (the District), which is a customer-owned public utility serving over 600,000 people in Omaha metropolitan area. The District owns and operates three water treatment facilities, 3,155 miles of water distribution mains, and 27,603 water hydrants across the Omaha metropolitan area.

## Wastewater

The City of Bellevue's wastewater collection system consists of 335 miles of sanitary sewer lines, 5,289 manholes, 21 pumping stations, and two municipal wastewater treatment facilities: the Omaha Papio Wastewater Treatment Plant and the Omaha Missouri Wastewater Treatment Plant. Most pipes in the service area are six to eight inches in diameter and increase to up to 96 inches as they enter the treatment plants. The Wastewater Department operates a maintenance program to provide scheduled cleaning, maintenance, and inspection of sanitary sewer collection system for each of the 24 sub-drainage basins throughout the city.

Figure A.14 also includes Sanitary and Improvement Districts (SID). A SID may be created when a developer buys land for a housing development and has the authority to issue bonds, levy taxes and special assessments, and fix rates for special services. The SID can install streets, sewers, and power utilities, along with buying land for public parks. The district program is provided through Sarpy County.

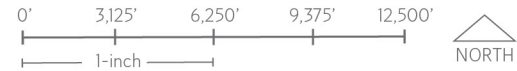
## Stormwater

The stormwater system is managed by the city's Public Works Department and is part of the larger Papillion Creek Watershed Partnership (PCWP). The Papillion Creek Watershed covers 402 square miles across Washington, Douglas, and Sarpy Counties and flows in a southeasterly direction to the Missouri River. Papillion Creek has three main tributaries: Little Papillion Creek, Big Papillion Creek, and West Papillion Creek. The PCWP was created in 2001 to consistently and comprehensively manage the watershed's surface water flow across numerous jurisdictional boundaries, including Bellevue, Omaha, Bennington, Boys Town, Gretna, La Vista, Papillon, and Ralston. PCWP follows the requirements of the National Pollutant Discharge Elimination System (NPDES) stormwater program to discharge stormwater from municipal separate storm sewer systems (MS4s) into local surface waters.

## Key Takeaways

Bellevue's position within a larger metropolitan area is especially evident through the collaborative effort required to manage the city's utility infrastructure systems. City department staff members must coordinate with neighboring jurisdictions, county government, and regional environmental management agencies regularly to ensure resources are being allocated responsibly.

# EXISTING UTILITIES



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

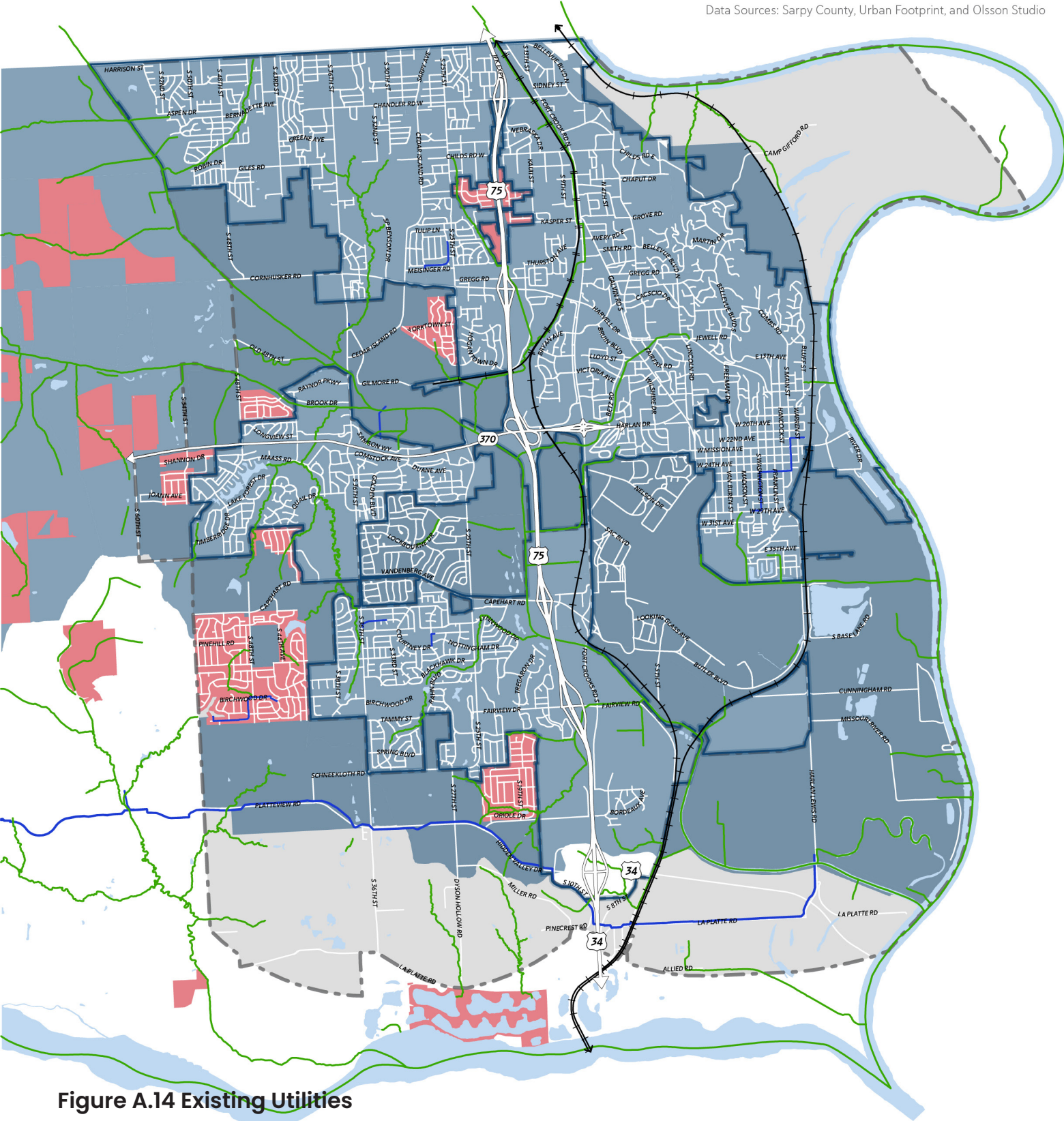
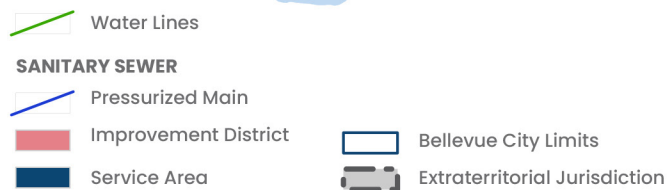


Figure A.14 Existing Utilities



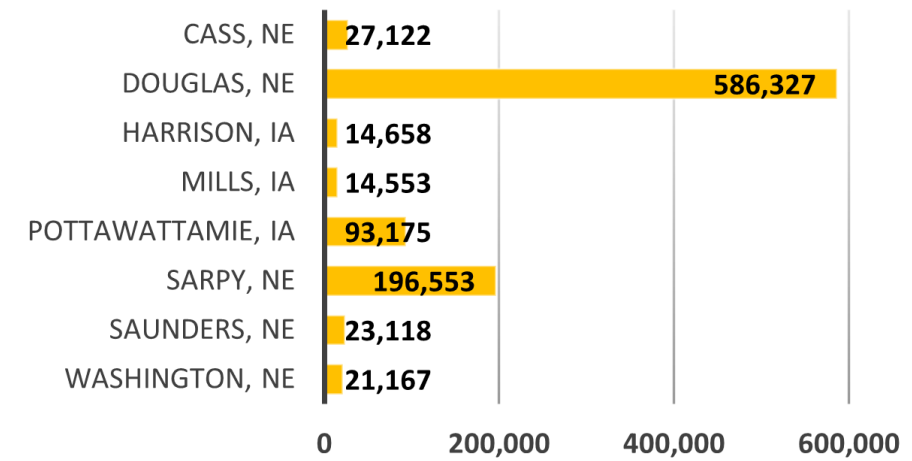
# Existing Demographics

This section provides a general overview of the existing demographics within the City of Bellevue, including population growth, population age, household composition, household income, and educational attainment. For additional information concerning the demographics of Bellevue, please see Appendix D Economic and Market Analysis.

## Population Growth

The City of Bellevue is in Sarpy County, one of the eight counties as part of the Omaha-Council Bluffs Metropolitan Service Area (MSA). By 2022, the Omaha-Council Bluffs MSA supported a total population of 976,671 residents. Of this total, Sarpy County had the second largest population, accounting for 196,553 people.

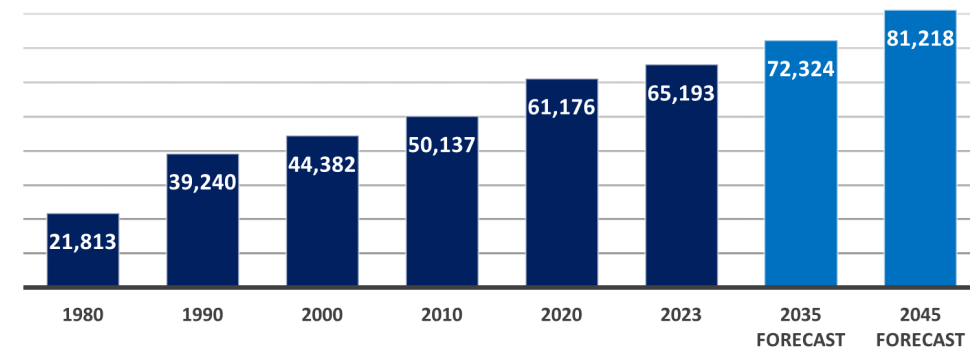
Figure A.15 Omaha-Council Bluff MSA Population by County



In 1980, the City of Bellevue's population totaled approximately 21,813 residents. By 2023, an additional 43,380 people were added to the city's population, bringing the total to 65,193 residents. The largest increases in population size were from 1980 to 1990, and from 2010 to 2020. Compared to other cities within Sarpy County, Bellevue accounted for one-third of the Sarpy County population, or 29.1 percent from 2000 to 2020.

Due to the steady population growth over the past several decades, the City of Bellevue has experienced a period of urban growth and development.

Figure A.16 Bellevue Population Trends



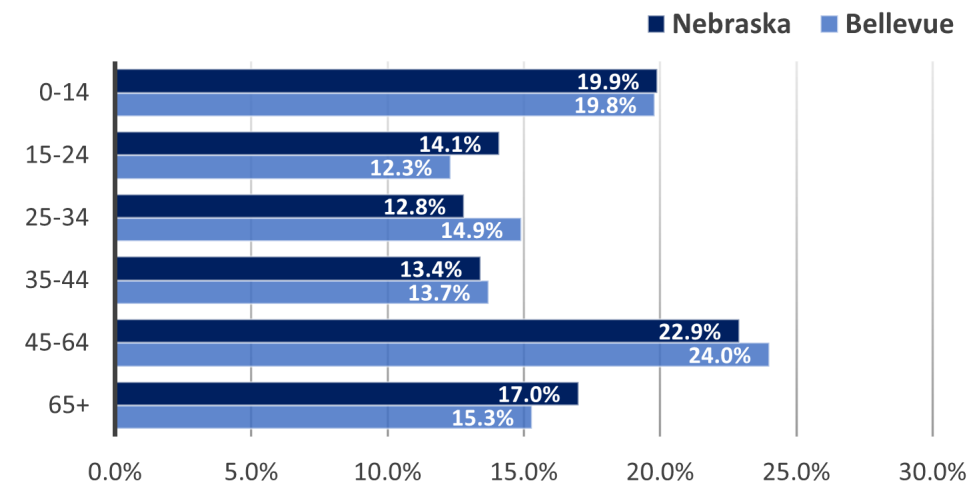
## Population Age

Age is an important indication in consumer identity and consumption patterns, housing needs, and financial security. In Figure A.17 Population by Age Comparison, a comparison of Bellevue's and Nebraska's population are broken down by six primary age groups, including:

- Children (0-14 years);
- Adolescent (15-24 years);
- Young adults (25-34 years);
- Family/working adults (35-44 years);
- Empty nesters (45-64 years);
- And elderly (65+ years).

Each of these age groups possesses distinctively different consumption and housing needs.

**Figure A.17 Population by Age Comparison**



Bellevue has low or slightly lower rates of children (0-14 years); adolescents (15-24 years); and elderly (65+ years) when compared to the statewide rates. Conversely, Bellevue demonstrates a high or slightly high rate of young adults (25 to 34 years); family/working adults (35 to 44 years); and empty nesters (45-64 years) when compared to the state.

## Household Composition

Household composition is an important indicator of retail expenditures and housing needs. An estimated 22,532 households in Bellevue have an average household size of 2.55 persons, which is higher than the 2.39 average household size for the State of Nebraska.

As evidenced by Table A.5 Bellevue Households by Type, Bellevue's household composition indicates a high amount of family households. In fact, family households account for over three-quarters of all households with 29.4 percent having children present. Married couple families account for 49.5 percent of all households, of which 19.3 percent had related children. These households tend to have a propensity for single-family housing and family-related retail expenditures such as groceries, clothing and accessories, sporting goods, consumer electronics, toys, home furnishings, furniture, hardware, daycare, financial services, dentists, and general practitioners.

Compared to the state, the city possesses an above average rate for families, married couples, and all households with children; and below average rates of married couples with children, householders living alone, senior households ages 65 years and older, and senior households living alone.

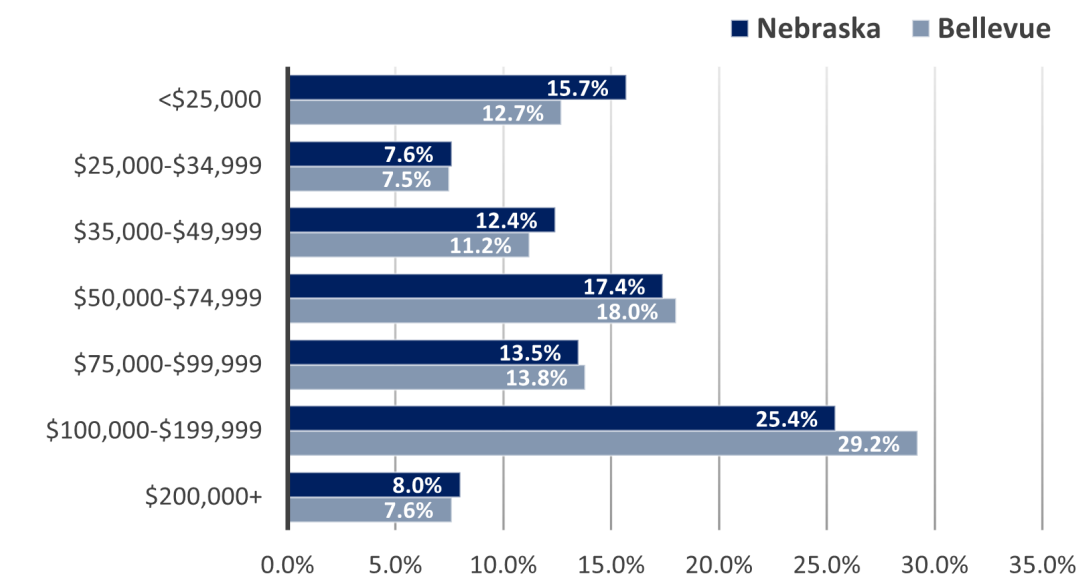
**Table A.5 Bellevue, Nebraska Households by Type**

Household Type	City of Bellevue	Nebraska
Total Households	22,532	803,157
Family Households	76.4%	62.5%
Married Couple Households	49.5%	48.6%
With Related Children	19.3%	20.1%
Householder Living Alone	26.6%	30.7%
Householder Living Alone 65+ Years Old	8.8%	12.2%
All Households with Children	29.4%	28.3%
Households with one or more people 65+	26.3%	29.3%
Average Household Size	2.55	2.39
Average Family Size	3.11	3.02

## Household Income

Household income levels have a direct impact on retail expenditures, housing needs, for-sale housing values, and residential rents. Bellevue's median household income of \$99,972 significantly exceeds the statewide median of \$69,597. This provides the opportunity to capture above average retail sales and rents, housing values, and residential rents.

**Figure A.18 Household Income Distribution Comparison**



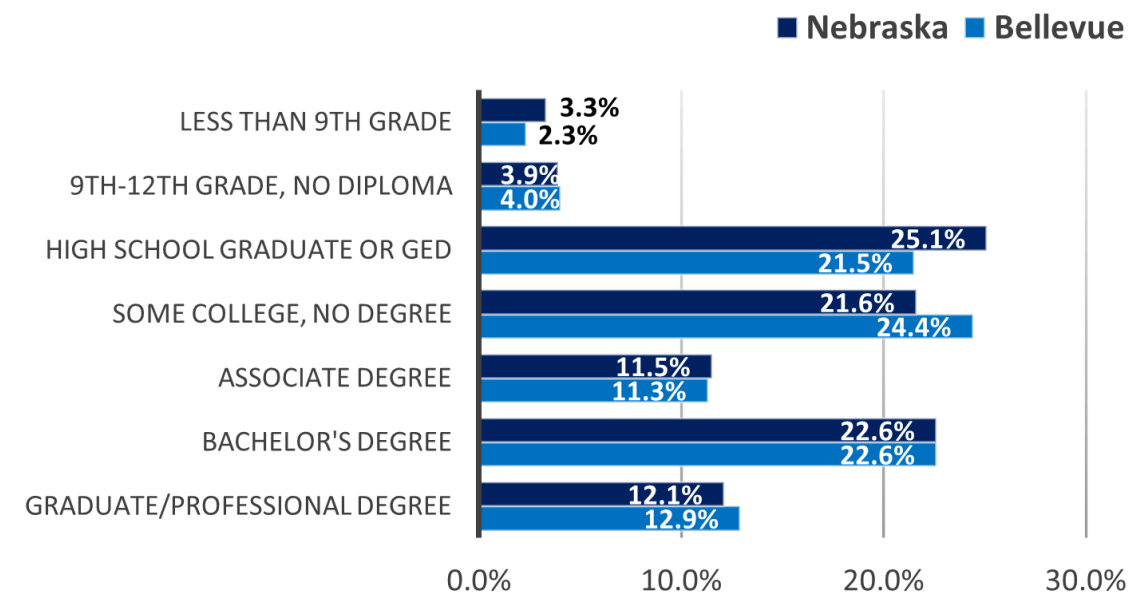
As shown in Figure A.18, compared to the statewide trends, Bellevue experiences higher rates in the following income ranges: \$50,000-74,999; \$75,000-99,999; and, \$100,000-199,999. These ranges tend to qualify for for-sale housing at market value.

Comparatively, a reported 12.7 percent of Bellevue households earn less than \$25,000 annually, compared to 15.7 percent statewide. This suggests a below average need for affordable and income-based housing.

#### Educational Attainment

Educational attainment levels indicate a community's ability to attract and retain knowledge-based industries and ability to support above-average wages. They also have a direct impact on achievable income levels, retail expenditure patterns, housing values, and the demand for commercial space. Figure A.19 Comparison of Educational Attainment Levels provides a comparison of educational attainment levels between the City of Bellevue and the State of Nebraska.

**Figure A.19 Comparison of Educational Attainment Levels**



Overall, the population in Bellevue is well-educated with 46.8 percent of the population attaining a graduate/professional, bachelor's, or associate degree compared to 46.2 percent statewide. Conversely, 27.8 percent of Bellevue residents attained a high school diploma or less compared to 32.3 percent of the statewide population.

These educational attainment levels suggest the potential to support high income levels, retail expenditures, housing values and rents, and the need for commercial space. These higher education levels also indicate a need for additional office space and the ability to support additional professional positions.

### Key Takeaways

Bellevue is located within Sarpy County, the second largest county within the Omaha-Council Bluffs MSA. Bellevue accounts for one-third of the Sarpy County population, or 29.1 percent of the total county population from 2000 to 2020. Of this population, Bellevue has a high or slightly high rate of young adults (25 to 34 years); family/working adults (35 to 44 years); and empty nesters (45-64 years) when compared to the State of Nebraska.

In terms of household composition, Bellevue's population has a high amount of family households, which account for over three-quarters of all households. Of this total, 29.4 percent indicated they have children present. Married couple families accounted for 49.5 percent of all households. These findings indicate a property for single-family housing and family-related retail expenditures such as groceries, clothing and accessories, sporting goods, consumer electronics, toys, home furnishings, furniture, hardware, daycare, financial services, dentists, and general practitioners. Compared to the state, the city possesses above average rate for families, married couples, and all households with children.

For income and educational attainment levels, Bellevue tends to trend higher than the State of Nebraska. Compared to the statewide trends, Bellevue experiences higher rates in the following income ranges: \$50,000-74,999; \$75,000-99,999; and, \$100,000-199,999. In terms of education, the population in Bellevue is well-educated with 46.8 percent of the population attaining a graduate/professional, bachelor's, or associate degree compared to 46.2 percent statewide. Conversely, 27.8 percent of Bellevue residents attained a high school diploma or less compared to 32.3 percent of the statewide population.

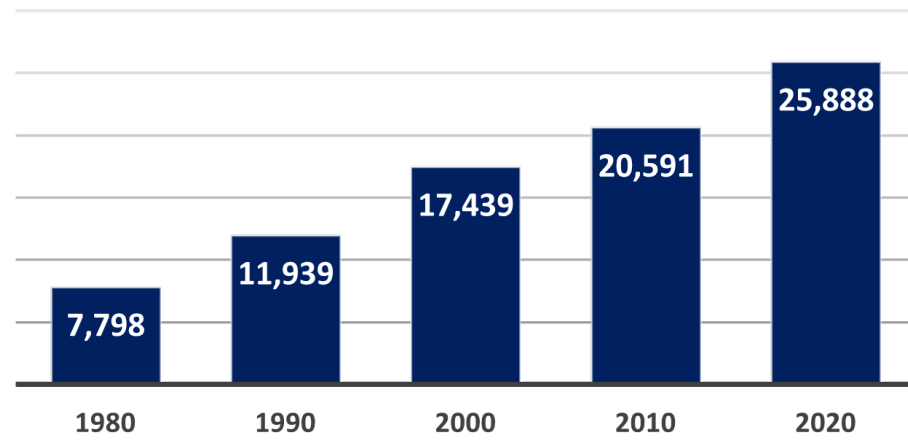
# Residential Housing Market

An evaluation of a residential housing market is important to identify current and future opportunities to support new housing stock. This section provides an overview of the housing market within the City of Bellevue, including housing types, housing values, and the apartment market.

## Housing Stock and Inventory

The housing stock within Bellevue has steadily increased since the 1980s. According to the U.S. Census, there was a recorded 7,798 dwelling units in 1980. An additional 5,500 dwelling units were added in the 1990s and 3,152 dwelling units were added during the 2000s. By 2020, the city's housing stock totaled 25,888 dwelling units.

**Figure A.20 Bellevue Housing Stock Trends**



Compared to the State of Nebraska's housing stock, Bellevue's housing stock is newer with 48.4 percent of the existing inventory built after 1979. This is 5.3 percent higher than the statewide percentage of 43.1. Recent numbers indicate that between 2010 and 2019, 1,535 dwelling units were added to the Bellevue housing market. These changes are indicated in Table A.6 Bellevue Housing Stock by Year Built.

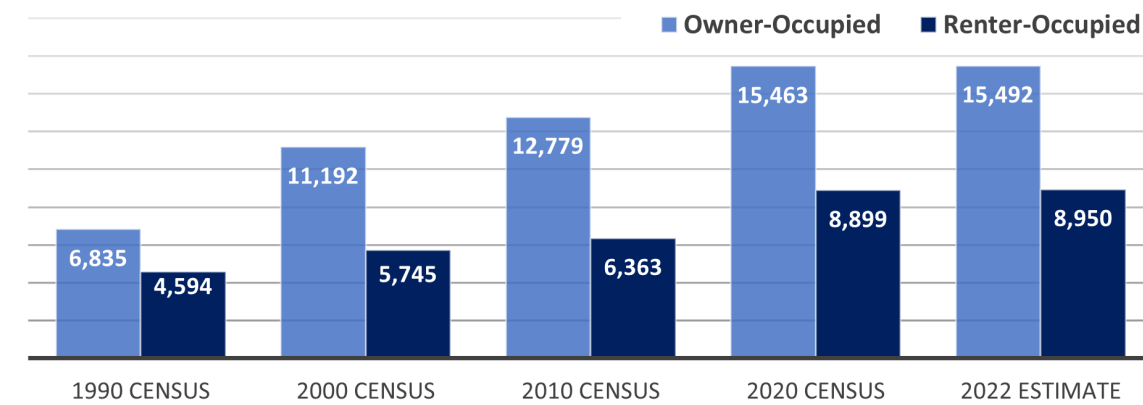
Owner-occupied housing increased from 59.8 percent in 1990 to 66.1 percent by 2000. Conversely, renter-occupied housing declined from 40.2 percent in 1990 to 33.9 percent by 2000. This indicates that more people were choosing to own their own homes instead of renting. These trends are indicated in Figure A.21 Bellevue Housing Tenure Trends.

**Table A.6 Bellevue, Nebraska Housing Stock by Year Built**

Source: U.S. Census.

Year Structure Built	Number of Units	Percent of Total	Nebraska
Total Housing Units	25,601		863,831
Built 2020 or later	47	0.2%	1.7%
Built 2010 to 2019	1,535	6.0%	9.9%
Built 2000 to 2009	3,772	14.7%	11.8%
Built 1990 to 1999	3,599	14.1%	10.7%
Built 1980 to 1989	3,433	13.4%	9.0%
Built 1970 to 1979	5,203	20.3%	14.8%
Built 1960 to 1969	4,013	15.7%	10.5%
Built 1950 to 1959	2,129	8.3%	8.4%
Built 1940 to 1949	855	3.3%	4.0%
Built 1939 or earlier	1,015	4.0%	19.0%

**Figure A.21 Bellevue Housing Tenure Trends**



From 2000 through 2010, owner-occupied housing continued its positive trend while renter-occupied housing continued to decline. As a share of the total occupied housing stock in the city, the housing tenure for Bellevue's owner-occupied housing increased from 66.1 percent in 2000 to 66.7 percent by 2010. Renter-occupied housing continued to decrease from 33.9 percent in 2000 to 33.2 percent by 2010.

By 2020, the total share of owner-occupied housing declined from 66.7 percent to 63.5 percent. For renter-occupied housing, the inverse was true, increasing from 33.2 percent of the total share of occupied housing to 36.5 percent in 2020. These trends indicate that over the past decade, less people are choosing to own their home and more people are choosing to rent.

According to the U.S. Census Bureau, the total number of occupied-housing units in the City of Bellevue was estimated to be 24,442 dwelling units. Of this total, 15,492 housing units were owner-occupied and 8,950 housing units were renter occupied. Detached single-family housing accounted for 92.5 percent of all occupied owner-occupied housing units. Attached single-family housing account for 3.7 percent and mobile home and other types of housing account for 2.5 percent of owner-occupied housing. These trends are further described in Table A.7 Bellevue Occupied Housing Stock by Type (2022).

**Table A.7 Bellevue Occupied Housing Stock by Type (2022)**

Source: U.S. Census Bureau.

Housing Type	Total	Owner-Occupied	Renter-Occupied
<b>Occupied Housing Units</b>	<b>24,442</b>	<b>15,492</b>	<b>8,950</b>
Units in Structure			
1-Unit, Detached	69.3%	92.5%	29.2%
1-Unit, Attached	3.9%	3.7%	4.4%
2 Units	0.3%	0.3%	0.4%
3 or 4 Units	1.6%	0.0%	4.2%
5 to 9 Units	8.5%	0.8%	21.9%
10 or More Units	14.5%	0.2%	39.2%
Mobile Home and other Types of Housing	1.8%	2.5%	0.6%
<b>Totals</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

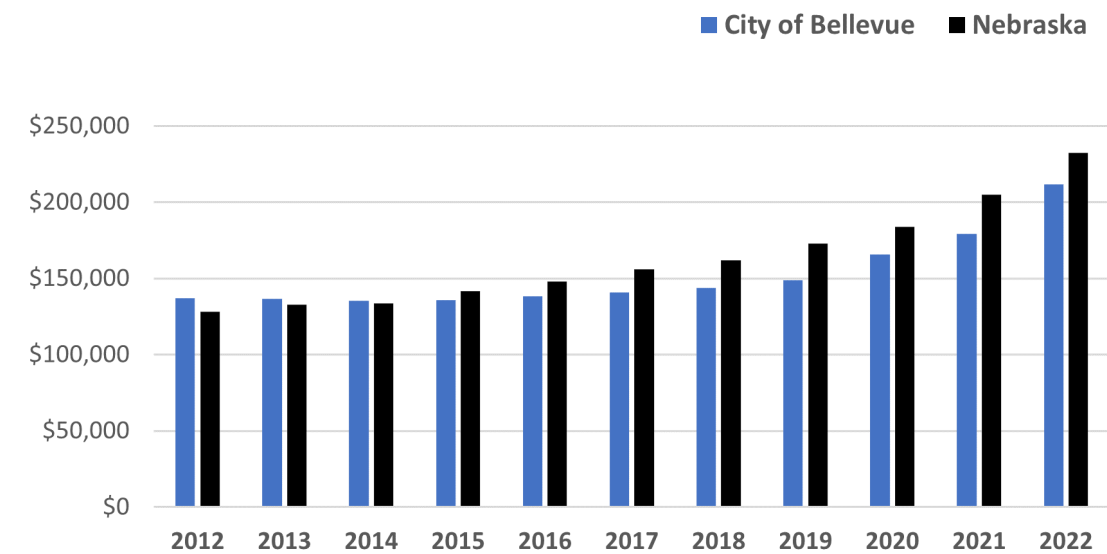
Meanwhile, renters indicated a strong preference for properties with ten or more dwelling units, accounting for 39.2 percent of all renter-occupied units. Renter-occupied single-family residences were the second largest category with a percentage of 29.2. Structures with 5 to 9 dwelling units account for 21.9 percent of all renter-occupied units.

Overall, the Bellevue housing market is dominated by single-family residences, with large structures with 10 or more units comprising the second largest group.

## Housing Values

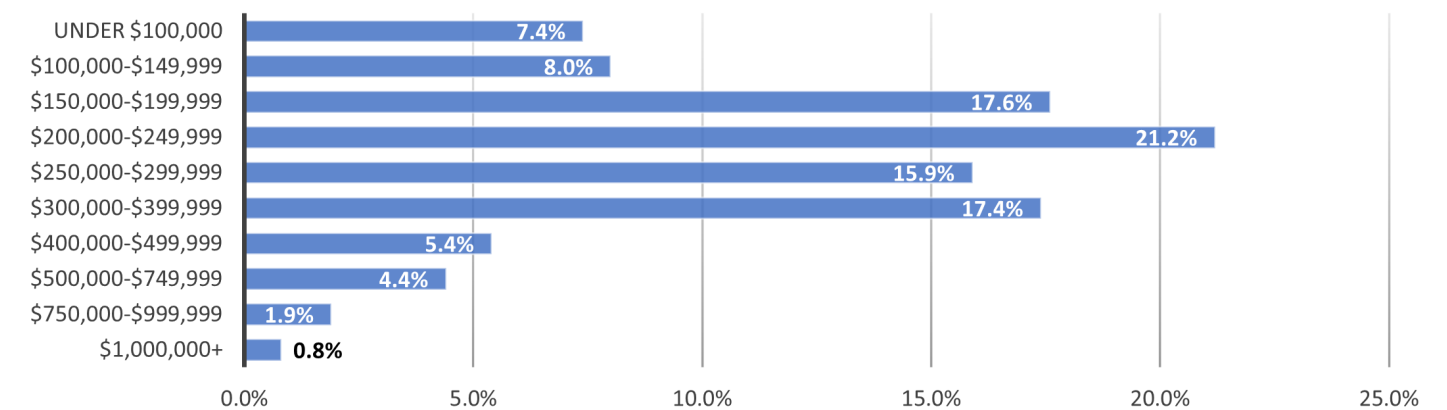
The median housing value in Bellevue in 2012 was \$136,800, exceeding the statewide median of \$128,300. This value declined steadily from 2010 to 2014. By 2015, the statewide median housing value of \$141,600 exceeded the City of Bellevue's median housing value of \$135,600. This trend continued through 2022, as illustrated in Figure A.22 Median Housing Value Comparison.

**Figure A.22 Median Housing Value Comparison**



The average value of owner-occupied housing in Bellevue was \$280,987 in 2023. Only 7.4 percent of the owner-occupied housing stock in Bellevue was valued under \$100,000. Approximately 25.6 percent of the housing stock was valued between \$100,000-199,999. This price range typically caters to first-time home buyers. Housing that is valued between \$200,000 and \$299,999 accounts for 33.3 percent of the housing market and represents Bellevue's largest portion of the market. Housing valued \$300,000 or more accounts for 29.9 percent of the housing market.

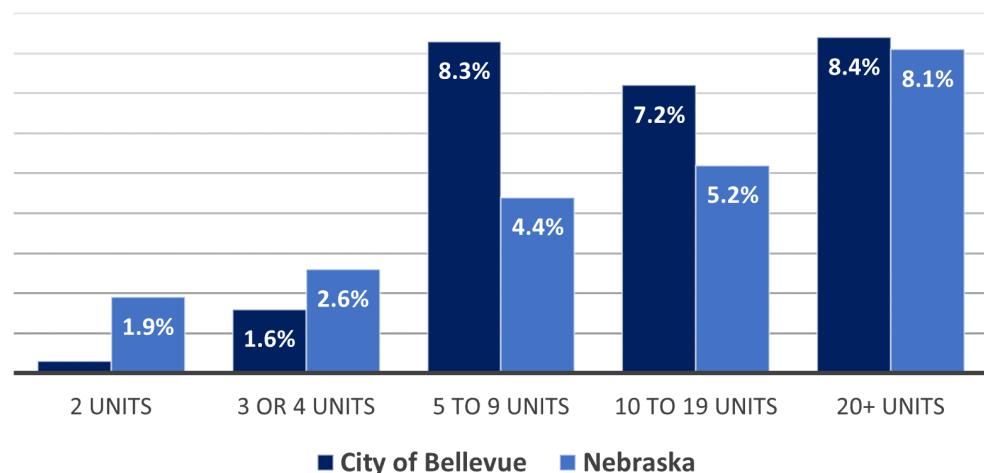
**Figure A.23 Bellevue Housing Values (2023)**



## Apartment Market

Of the 25,604 total dwelling units present in the City of Bellevue, approximately 6,600 dwelling units are located within multi-unit structures. This is approximately 25.8 percent of the total housing stock.

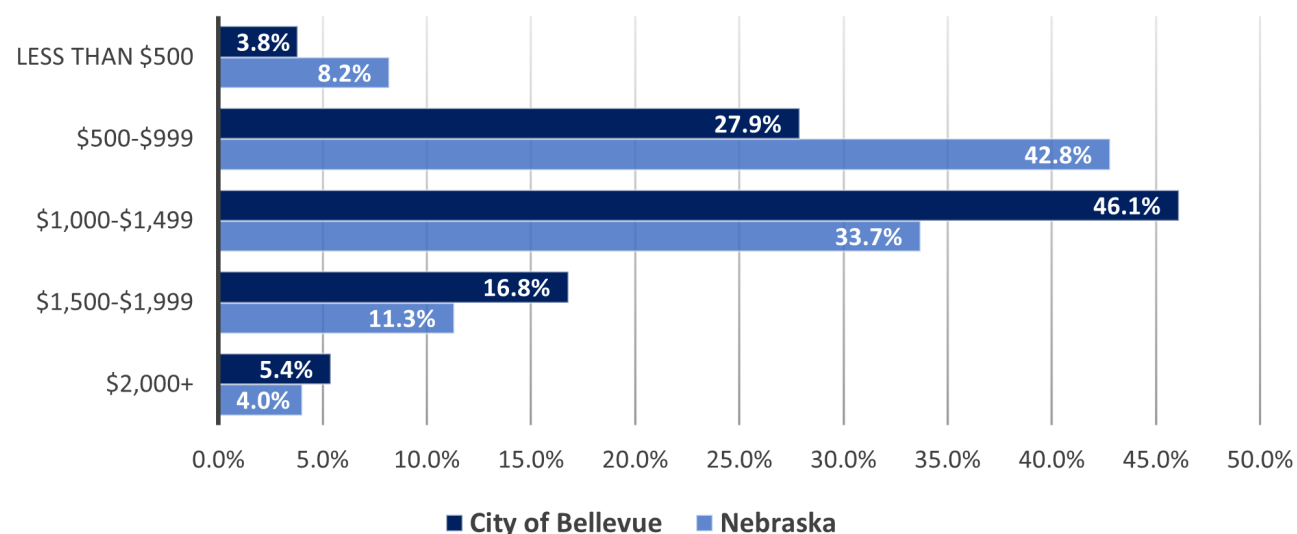
**Figure A.24 Comparison of Multi-Family Housing Stock (2022)**



Compared to the State of Nebraska, the city has a higher rate of multi-unit structures with 5 to 9 units (8.3 percent); 10 to 19 units (7.2 percent); and 20 or more units (8.4 percent). However, the city has a lower rate of duplexes (0.3 percent) and multi-unit structures with 3 or 4 units (1.6 percent).

Since 2015, Bellevue’s median monthly housing rent has exceeded the statewide median. From 2015 through 2022, Bellevue’s median monthly housing rent increased 33.9 percent, reaching a monthly rent of \$1,141 by 2022.

**Figure A.25 Comparison of Monthly Housing Rents (2022)**



Of the rental housing units, only 3.8 percent had a monthly rent of \$500 per month compared to 8.2 percent statewide. An estimated 27.9 percent of the Bellevue rental housing stock garner rents of \$500 to \$999 per month, compared to 42.8 percent statewide. Housing units renting for \$1,000 to \$1,499 per month account for 46.1 percent of the Bellevue rental market compared to 33.7 percent statewide. Luxury rental units renting for \$1,500 per month and above account for 22.2 percent of Bellevue’s housing stock compared to 15.3 percent statewide.

## Key Takeaways

The housing stock within the City of Bellevue increased from 7,798 dwelling units in 1980 to 25,888 dwelling units in 2020. Compared to the state, Bellevue’s housing stock is newer with 48.4 percent of the existing inventory being built after 1979. This is 5.3 percent higher than the statewide percentage of 43.1 percent.

For housing tenure, the city has seen a recent shift in the percentage of owner-occupied versus renter-occupied housing. In 2010, owner-occupied housing totaled 15,463 units, or 66.7 percent of the total housing stock. Renter-occupied housing totaled 8,899 units, or 33.2 percent for the same period. By 2020, the share of owner-occupied housing decreased from 66.7 percent to 63.5 percent and the share of renter-occupied housing increased from 33.2 percent to 36.5 percent. This indicates that over the past decade, less people are choosing to own their own home and more people are choosing to rent. Overall, the Bellevue housing market is dominated by single-family residences, with 69.3 percent of the total housing stock. The second largest category is large, multi-unit structures with 10 or more units.

The city’s housing market exhibits a low availability of affordable housing options and first-time home buyer housing options. Only 7.4 percent of the owner-occupied housing stock in Bellevue was valued under \$100,000, indicating a small supply of affordable housing options. Housing stock that is valued between \$100,000 and \$199,999, the typical range for first-time homeowners, makes up 25.6 percent of the total housing stock. Housing valued between \$200,000 to \$299,999 represent Bellevue’s largest category, accounting for 33.3 percent of the housing market.

The city’s rental market experiences a propensity for housing units renting for \$1,000 to \$1,499 per month. This accounts for 46.1 percent of the Bellevue rental market compared to 33.7 percent statewide for the same range. Only 3.8 percent had a monthly rent of \$500 per month compared to 8.2 percent statewide. Luxury rental units renting for \$1,500 per month and above account for 22.2 percent of Bellevue’s housing stock compared to 15.3 percent statewide. This indicates that compared to the state, Bellevue’s rental market experiences higher rents overall.

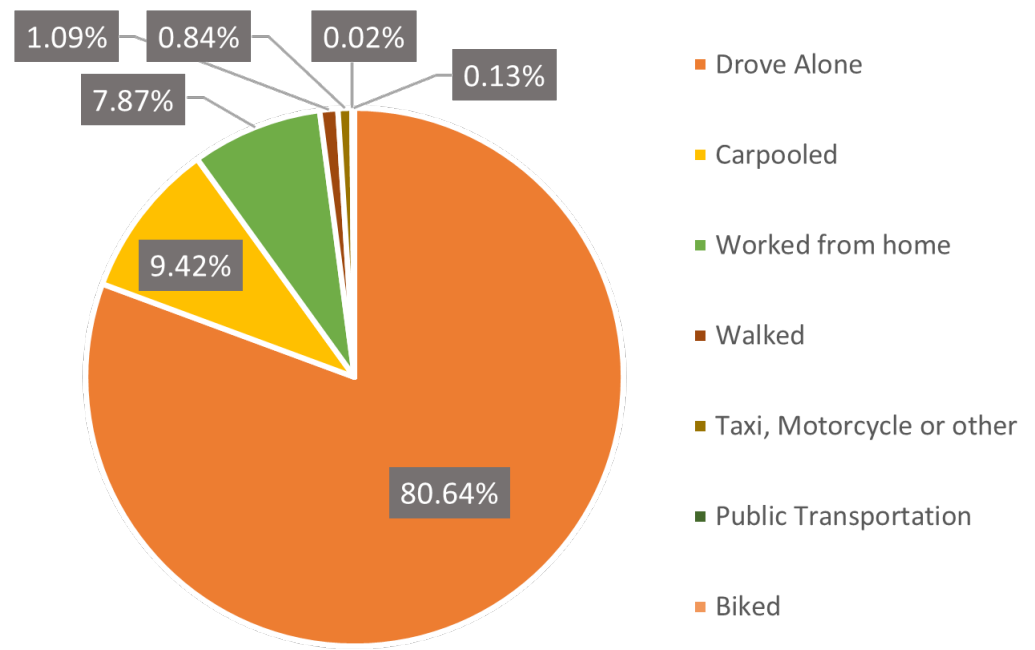
## Community Mobility Analysis

Understanding the current transportation network and the populations driving growth in the city is key to identifying needed transportation investments. Especially important is strategically directing these investments towards the communities, people, and corridors that need them most. This community mobility analysis helps pinpoint those priority areas, needs, and opportunities within Bellevue, setting the stage for the identification of projects that benefit the entire community locally and advance critical regional connections.

Mirroring most places in the United States, Bellevue’s current mode share is dominated by auto-centric commutes. Most commuters in Bellevue, or approximately 90 percent, utilize private vehicles by driving alone or carpooling, as shown in Figure A.26. This represents a slightly higher percentage (4%) than the share of car, truck, or van commutes at the state level. Unsurprisingly, the amount of work from home commuters has increased by 3.5 times the amount estimated five years ago. And while the taxi, motorcycle, or other commuters have stayed stagnant, active transportation users (walking, biking, and public transportation) have increased slightly but not significantly. These active modes are still only utilized by less than two percent of commuters. This indicates a high reliance on the roadway network by commuters and potentially a need for increased or improved active transportation facilities.

**Figure A.26 Bellevue Mode Share (2022)**

Source: 2022: American Community Survey 5-year Estimates Detailed Tables (B08006)



**Vulnerable Populations Analysis**

Vulnerable populations are another key indicator of transportation need and opportunity throughout the community. While the minority population in Bellevue is much lower than the national level, it is slightly higher than that of the state or the county. Minority populations are concentrated the most in the southern and northeast portions of the city.

**Table A.8 Non-White (Minority) Population Comparison**

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Total Population	Non-Non-White (Minority) Population	Percentage of Population	
City of Bellevue	62,888	14,600	23%
Sarpy County	193,418	37,395	19%
State of Nebraska	1,963,520	423,000	21.5%
United States	331,893,745	128,911,954	38.8%

**Table A.9 Elderly Population (Over 65 Years Old) Comparison**

Source: U.S. Census Bureau, 2021 American Community Survey 1-Year Estimates

Total Population	Population 65 and Older	Percentage of Population	
City of Bellevue	62,888	8,970	14.3%
Sarpy County	188,464	22,278	11.8%
State of Nebraska	1,963,692	322,833	16.4%
United States	331,893,745	55,892,014	16.8%

There is a notable presence of seniors in the city compared to Sarpy County. However, in comparison to the State of Nebraska and the United States, the city has a lower senior population. Regardless, the need for proactive planning and resource allocation relating to the needs and challenges of an aging population is necessary and therefore a consideration of this Plan.

**Table A.10 Youth Population (Less than 18 Years Old) Comparison**

Source: U.S. Census Bureau, 2021 American Community Survey 1-Year Estimates

Total Population	Population Less than 18 Years	Percentage of Population	
City of Bellevue	62,888	15,316	24.4%
Sarpy County	193,418	51,844	26.8%
State of Nebraska	1,963,692	482,202	24.6%
United States	331,893,745	73,475,278	22.1%

The percentage of youth in the city is comparable to that of the state and is a few points higher than the national percentage. This suggests a moderate representation of young individuals in the city, potentially indicating a vibrant and growing community. The pivotal role that youth play in shaping communities prompts the consideration of transportation investments that foster an environment where young people can thrive and contribute to the growth and development of the community.

**Table A.11 Disability Population Comparison**

Source: U.S. Census Bureau, 2022 American Community Survey 1-Year Estimates

Total Population	Population with a Disability	Percentage of Population	
City of Bellevue	61,594	8,300	13.5%
Sarpy County	191,400	16,553	8.6%
State of Nebraska	1,939,912	244,402	12.6%
United States	328,309,810	44,146,764	13.4%

Finally, the percentage of population living with a disability in Bellevue is higher in comparison to Sarpy County, the State of Nebraska, and the United States. In comparison to Sarpy County, Bellevue is almost five percentage points higher. This highlights the importance of accessibility and inclusivity within the city's infrastructure and services. The city and this Plan have a responsibility to ensure that transportation strategies and investments accommodate and prioritize the needs of this demographic.

## Vehicular Traffic Operations

### Roadway Network Overview

The City of Bellevue's existing transportation system primarily follows an east-west grid with US 75, also known as the Kennedy Freeway, bisecting the city north and south and NE-370 bisecting the city east and west. These two highways are heavily travelled and are regionally important roadways in the Omaha metropolitan area. Other major east-west roadways include arterials such as Harrison Street, Chandler Road, Cornhusker Road, Harvell Drive, Franklin Street, and Capehart Road. Major north-south arterial roads include South 36th Street, Fort Crook Road, and Bellevue Boulevard/Lincoln Road. See Figure A.27.

### Traffic Flow

US 75 and NE-370 see the largest volumes of traffic. The arterial and collector roads see less traffic volume throughout the city. The 2020 annual average daily traffic (AADT) data provided by MAPA show US 75's AADT flow range from 35,000 to 70,000 vehicles, with lesser amounts south of Capehart Road, ranging from 13,000 to 22,000 AADT. NE-370's flow averages around 26,000 to 30,000 AADT. The other principal arterial roadways, Cornhusker and Fort Crook Roads, see higher traffic volumes range from 10,000 to 20,000 AADT. The arterial and collector roadways in Bellevue have lower AADT flows, which are typically less than 10,000 AADT. See Figure A.28.

Historically Bellevue's expressways saw lighter traffic volumes, indicated in Table A.12.

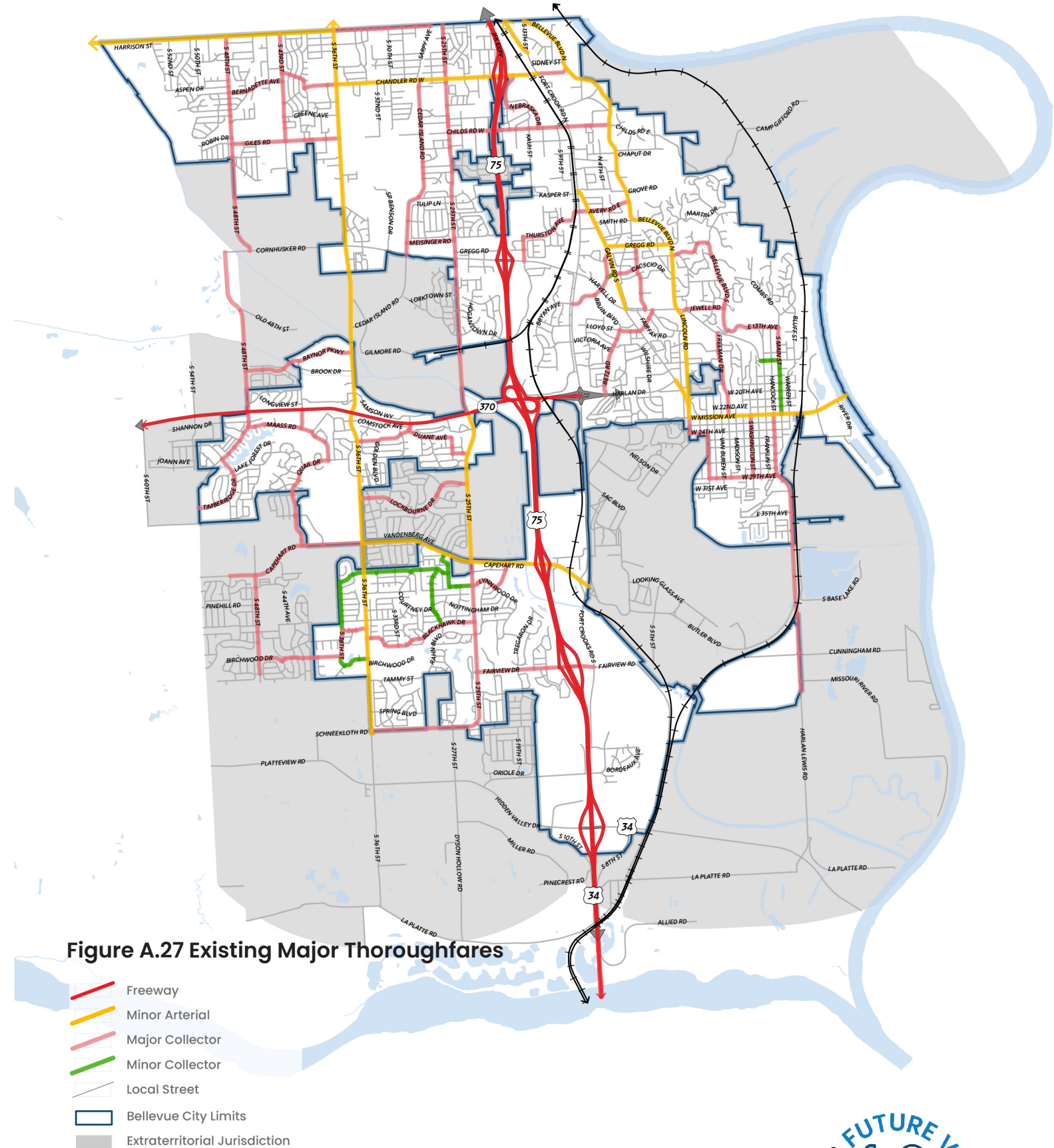
**Table A.12 Historic AADT Flows for US 75 and NE-310**

Source: MAPA Traffic Reports/Yearly Traffic Flow Maps (Traffic Reports - Metropolitan Area Planning Agency (mapacog.org)); Nebraska Department of Transportation Statewide Traffic Flow Maps (Map Library - NDOT (nebraska.gov))

Total Population	US 75	NE-370
2010	23,200 - 61,500	33,000 - 37,000
2000	23,700 - 50,300	22,300 - 32,300
1990	11,200 - 33,300	11,000 - 27,000
1980	9,300 - 32,800	8,800 - 14,600
1970	10,000 - 34,000	6,800 - 10,500

In addition to vehicular traffic, freight movement is another factor in Bellevue's flow on roadways. On the two primary truck routes: US 75 and NE-370, truck AADT is summarized in Table A.13. In general, truck traffic slightly decreased between 2016 and 2022. Additionally, truck volume becomes increasingly heavier the closer they get to Omaha, with lighter flows in southern Bellevue.

## EXISTING MAJOR THOROUGHFARES



**Figure A.27 Existing Major Thoroughfares**

- Freeway
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street
- Bellevue City Limits
- Extraterritorial Jurisdiction

# EXISTING TRAFFIC VOLUMES



Data Sources: Sarpy County, Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), & Olsson Studio

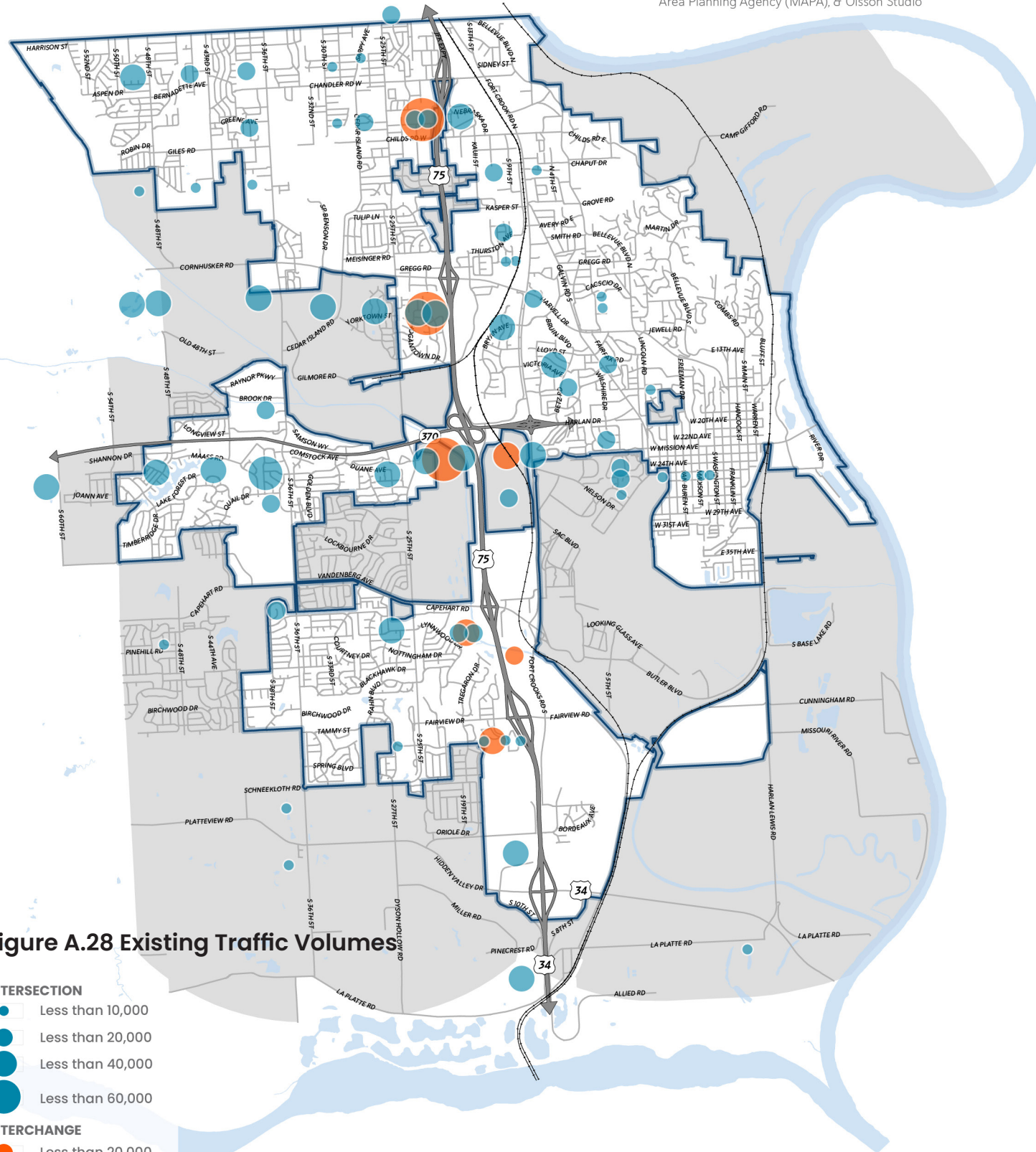


Figure A.28 Existing Traffic Volumes

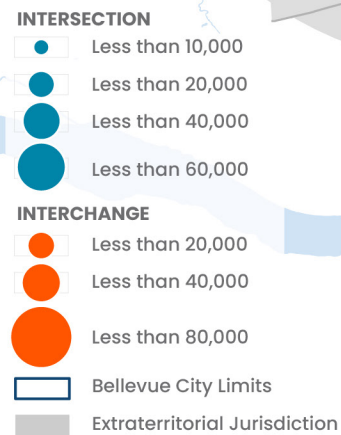


Table A.13 Historic AADT Flows for US 75 and NE-310

Source: Nebraska Department of Transportation Average Daily Traffic Flow Map (Average Annual Daily Traffic Flow (ne.gov))

Total Population	US 75	NE-370
2022	1,500 - 2,020	595 - 745
2018	1,355 - 2,510	495 - 1,055
2016	1,460 - 2,655	660 - 735

Vehicle miles traveled (VMT) provides a metric for evaluating potential decisions regarding roadways and other transportation infrastructure. VMT is a popular metric for evaluating projects and developments as these can have an impact on transportation. VMT is calculated by multiplying the length of road segment in miles by the average daily traffic (AADT). The VMT observations in 2020 for the Omaha metropolitan area have fallen, but more specifically, have fallen by four percent in Sarpy County. Traffic volumes across the region were greatly affected by the regional flooding in 2019 and the COVID-19 pandemic in 2020 (MAPA Regional Traffic Patterns Report, 2020).

## Speed Limits

Both US 75 and NE-370 are classified as freeways and expressways that allow for higher speeds and capacities. US 75 has a speed limit of 70 miles per hour (mph) starting at Chandler Rd south, and NE-370 has a speed limit of 55 miles per hour until it meets US 75. The arterial roadways generally have speed limits ranging from 40 to 45 miles per hour, collector roadways being 35 miles per hour and all other local roadways having 20 to 25 miles per hour speed limits.

## Crash Data Assessment

To summarize traffic safety for Bellevue, crash data was analyzed from Nebraska Department of Transportation's (NDOT) crash data 2016 to 2020. In this five-year span, 4,080 crashes were reported within the city. That total includes a range from fatal crashes to property damage only crashes. Of those crashes, 1,583 of those resulted in some sort of injury. Eighteen of those crashes resulted in a fatality and 108 resulted in a serious injury.

The number of crashes slightly decreased from 2016 to 2017, but crash counts continued to gradually rise through 2019. The crash count decreased significantly in 2020, likely due to the COVID-19 pandemic and the percentage of people working from home and not commuting to and from work.

# EXISTING CRASH TYPES

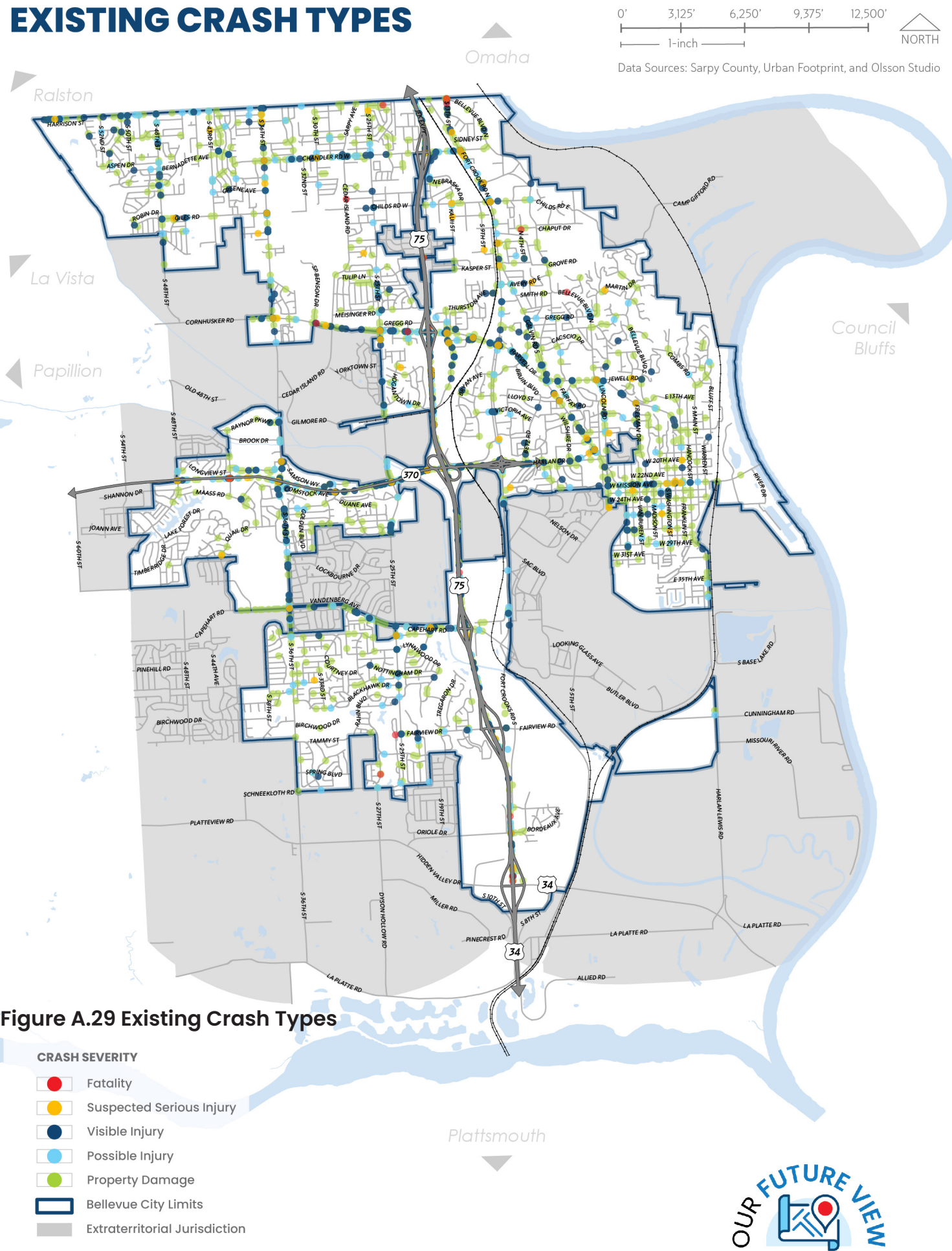
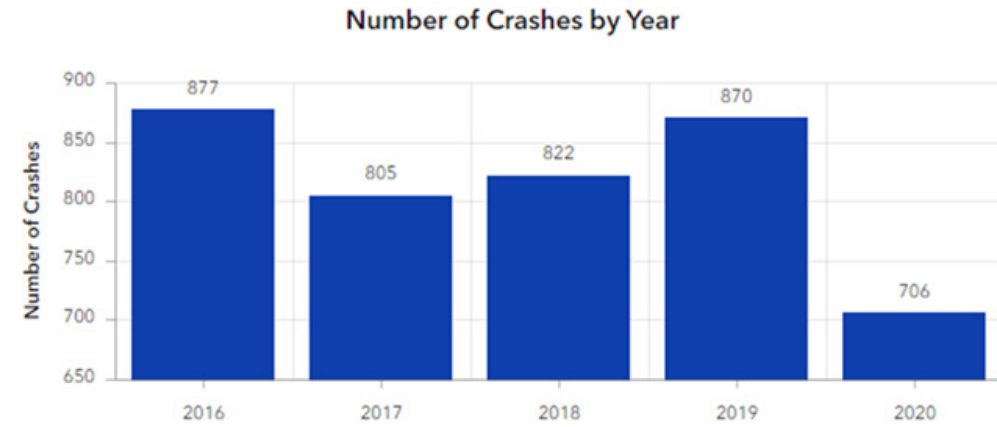


Figure A.29 Existing Crash Types

Figure A.30 Number of Crashes by Year within Bellevue (2016 to 2020)

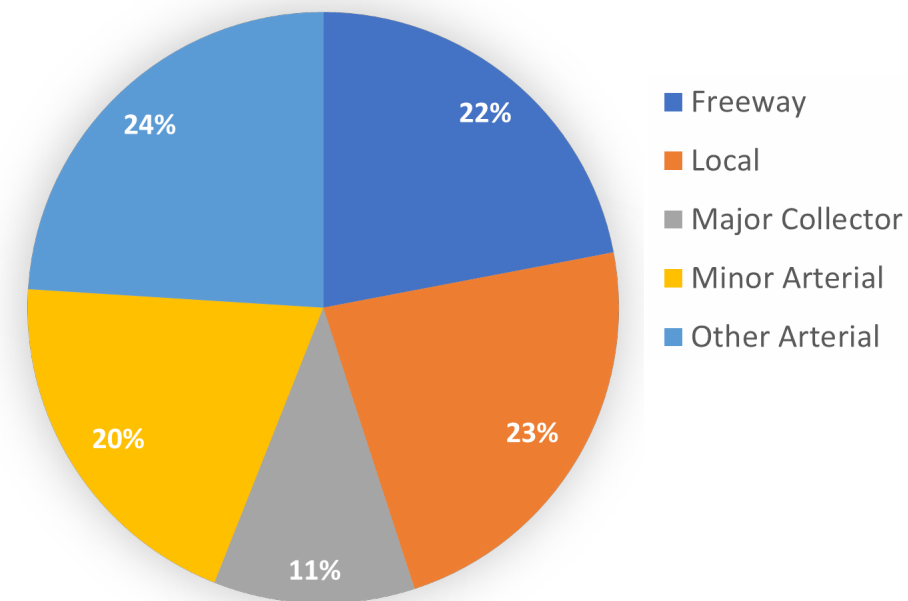


## Crashes by Roadway Classification

Roadway functional classification is the process by which a network of streets and highways are categorized according to the type of service they provide. Such classifications represent the function of a roadway based on several factors including volume of traffic and types of trips served. Freeways/expressways carry higher volumes of traffic at higher speeds. Arterial roads generally provide the fastest method of travel and typically have low accessibility from neighboring roads. Collector roadways and local road classifications carry lower traffic volumes at slower speeds. Collector roads are used as a connection between local roads and arterial roads. Local roads provide the slowest travel, but they are designed to have high accessibility and are typically not used for through traffic.

Understanding a roadway's functional classification may help understand the crash patterns within the city. In this analysis, all crashes were linked to a corresponding roadway and its associated roadway functional classification. Figure A.31 compares the percentage of fatal and serious injury crashes by roadway classification. The crashes that involved an injury, 24 percent of those occurred on freeways/expressways, 22 percent on arterials, 21 percent on local roads, and 14 percent on collector roadways.

Figure A.31 Fatal and Serious Injury Crashes by Roadway Classification in Bellevue (2016 to 2020)



Fatal and serious Injury crashes by roadway classification show that most fatal and serious injury crashes occur on freeways, arterials, and local roads. Speed may be a factor in the severity of these crashes as freeways and arterials streets. The severe and fatal crashes on local roads may be attributed to intersection-related crashes. Crash information at these locations can be evaluated further by completing detailed corridor studies or intersection screenings for safety improvements.

**Table A.14 Bellevue Crashes Involving an Injury (2016 to 2020)**

	Fatal	Serious Injuries	Total Crashes involving an injury
Freeways	8	20	400
Arterial Streets	5	50	720
Collector Streets	0	14	192
Local Streets	5	24	260
<b>Total</b>	<b>18</b>	<b>108</b>	<b>1,572</b>

The City of Bellevue strives to provide a safe, efficient, and reliable transportation system for people using all modes of transportation. Improving roadway safety requires commitment and contributions from various departments, public agencies, and industry leaders. By collaborating and coming up with strategies, those strategies should include all the various components including engineering, enforcement, education, and emergency medical services to improve safety outcomes. Bellevue community members should also have a voice when it comes to safety as they are the ones using the transportation system. Information should be shared with residents for education and messaging for reducing crashes and creating a safer transportation network.

## Active Transportation

Bellevue does not currently have a standalone active transportation or bicycle master plan. Data obtained from MAPA shows that on-street biking facilities align with varying degrees of rider experience. At least 15 of the city's parks feature paths and trails for use. A few mountain bike trails, hiking trails, and other trails also exist throughout the city. When analyzing this network of designated facilities and shared roadways, it is clear there are gaps to be filled to support meaningful use of the system for mobility. Roads that incorporate spacing or other protective features for bicyclists are limited. Overall, limits on the network directly impact the ability for more community members to access and safely utilize the facilities.

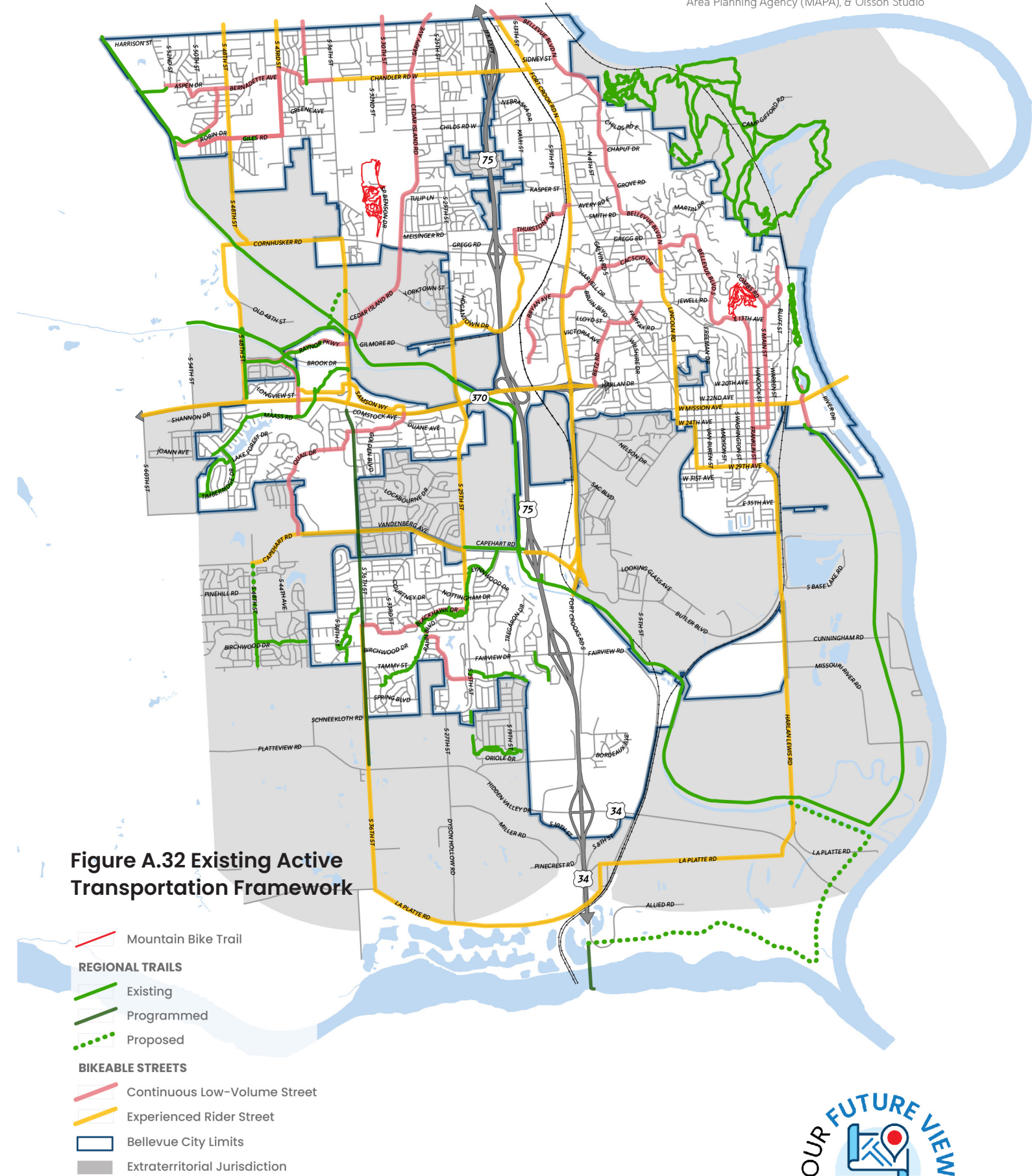
Bellevue passed a complete streets resolution in 2010 and enacted a complete streets policy (the first formal policy in Nebraska) by ordinance in 2011. The policy provides guiding principles for designing and constructing transportation improvements to encourage walking, biking, and transit use. Key to this policy is the safety of all users. Under this policy, appropriate accommodations must be provided for these users and streets are to emphasize multimodal, context sensitive design.

The MAPA Regional Bike and Pedestrian Plan (2015) indicated a shift in Bellevue toward a greater preference for biking and walking. At that time however, the plan indicated Bellevue had a low Walk Score compared to other municipalities in the region at only 28. The recommendations in the plan prioritize safety, connectivity, return on investment, and collaboration between jurisdictions.

## EXISTING ACTIVE TRANSPORTATION NETWORK



Data Sources: Sarpy County, Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), & Olsson Studio



**Figure A.32 Existing Active Transportation Framework**

# EXISTING SIDEWALK NETWORK



Data Sources: Sarpy County, Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), & Olsson Studio

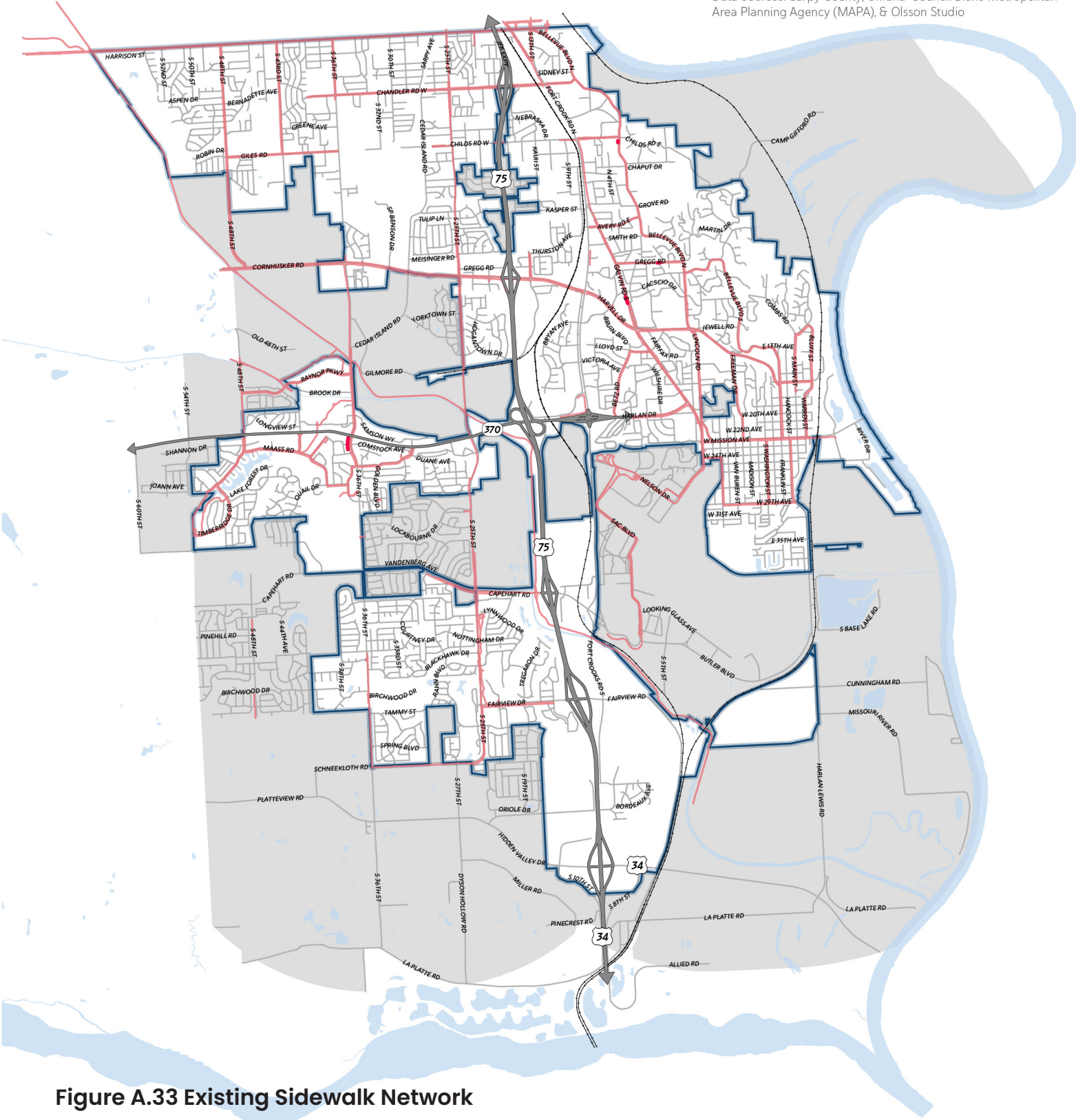


Figure A.33 Existing Sidewalk Network

- Existing Sidewalk
- Desired Path
- Bellevue City Limits
- Extraterritorial Jurisdiction



Figure A.31 illustrates the city's existing transit services, and it primarily consists of the Omaha Metro Route 95 Bellevue Express with four Park and Rides around the city. Omaha Metro operates Moby, the ADA complementary paratransit service for people who cannot access the fixed-route bus network due to a disability or disabling health condition. The Moby paratransit service operates with a width of three-fourths a mile on each side/end of each fixed route. Unfortunately, express routes do not qualify for this service, meaning this service is not available in the Bellevue area. Given the relatively high disabled population percentage, paratransit service is a great need for the city.

## Transit Propensity

Transit dependent population characteristics utilized to identify those members of the community who depend upon transit for mobility and access to work, school, and shopping include the following:

- Minority Population
- Elderly Population (65+ years)
- Youth Population
- Disabled Population

When combined, the demographic data above provide a snapshot of Bellevue residents' likelihood to use public transportation. This likelihood, or transit propensity, is used to analyze the current network's coverage and identify areas of need.

## Plans

MAPA 2050 discusses expanding the ORBT, Rapid Bus Transit, service to include a route along the Omaha/Bellevue North-South Spine: 30th-24th-Fort Crook. This would connect Metropolitan Community College's Fort Omaha campus, South Omaha campus, Creighton University, Bellevue University, and Offutt AFB.

MAPA 2050 also discusses the very limited transit access to Bellevue University. Providing a regular fixed route to Bellevue is a medium-term goal outlined in MAPA 2050. MetroNEXT has similar goals of expanding in the Bellevue area. This plan, however, discusses the potential for microtransit in the Bellevue area. Each of these plans recognize the importance of increasing transit options in the City of Bellevue.

The Fort Crook Road Plan discusses extension of transit service as the Fort Crook corridor experiences redevelopment. The plan also recommends enhanced and alternative mobility options to enhance the character of the area. The plan states that the City and Metro Area Transit (MAT) should consider the introduction of retro circular buses within the corridor to enhance Fort Crook Road.

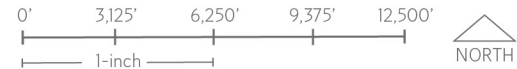
## Local Growth Assessment

Growth and development within Bellevue need specific planning and implementation considerations to the transportation network within the city. Disorganized development has the potential to negatively affect the efficiency of the transportation system. By identifying the existing and future land uses as well as proposed development and annexation areas, transportation needs become more apparent.

## Land Use

Based on Bellevue's existing Future Land Use map, agricultural use within the ETJ accounts for more than half of the available land. Land currently designated for agricultural use is expected to be developed for use as low-density residential (Bellevue 2021 Comprehensive Plan Update). Currently Bellevue's agricultural land use areas are primarily south and

# EXISTING TRANSIT NETWORK



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

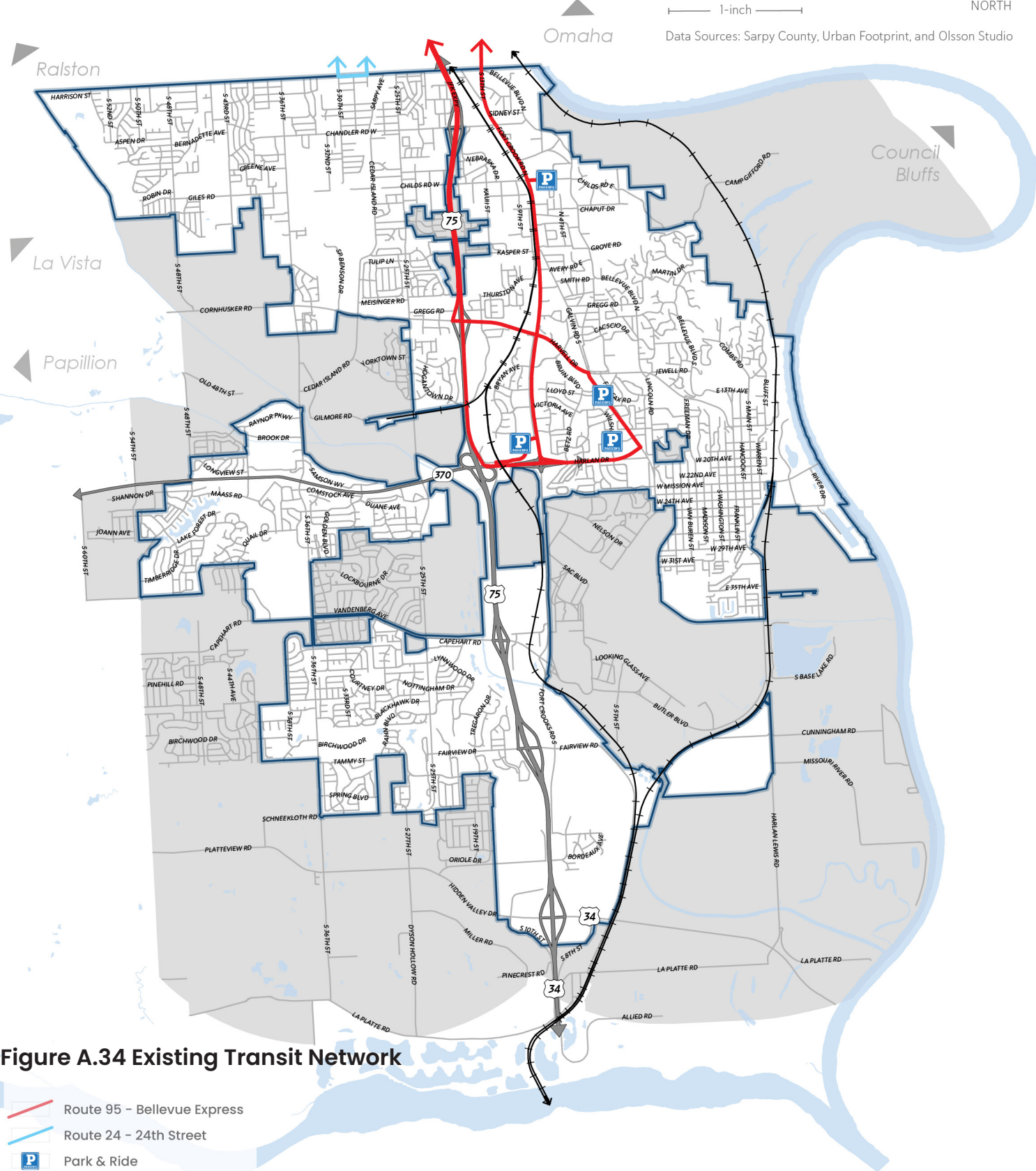


Figure A.34 Existing Transit Network

- Route 95 - Bellevue Express
- Route 24 - 24th Street
- Park & Ride
- Rail Line
- Bellevue City Limits
- Extraterritorial Jurisdiction

southwest of the city but there are some swaths of agricultural land throughout the city's core. Currently, Bellevue's street network covers much of these areas, but farther out from the city center, roadways may need to be improved for better accessibility and support a higher volume of road users.

## Phased-Growth Plan and Annexation Priorities

In the 2021 Comprehensive Plan update, the plan lists a phasing development plan that would expand services on an incremental level. Areas around Bellevue have been divided into six different areas called Tiers for potential development. The primary focus on development would be in the Tier 1 area, which is currently within corporate boundaries. The Tier 2 development is located within Bellevue and spread evenly across the community. These locations are adjacent to the existing municipal boundary and along Offutt AFB and US 75. Tier 3 development areas are also around Bellevue, one being near Offutt AFB and the far west-central section of the city. Tiers 4 through 6 are on the fringes of the ETJ and have high costs associated with development.

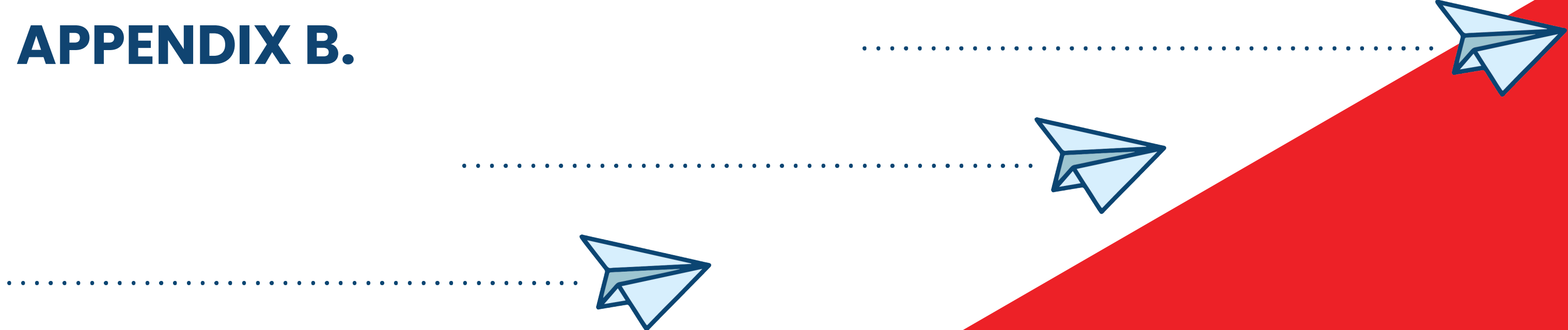
## Annexation

According to the 2021 Comprehensive Plan update, there are high, medium, and low annexation priority areas based on an area's location, the amount of development in the area, and the potential for growth. The high-annexation priorities are in the city's north-central and south-central areas. The medium-priority areas are along US 75 and within developed areas on the community's far southwest fringe while still within the corporate boundary. The low-priority areas are primarily fringe areas on the southeast side of the city and the majority of the AICUZ noise zone is in the northwest part of the city.

Based on the development tiers and annexation priorities that Bellevue has previously identified, the transportation priorities and needs will need to be analyzed for these areas.



# APPENDIX B.



# COMMUNITY ENGAGEMENT

# INTRODUCTION

Public Engagement for the Bellevue Comprehensive and Transportation Plan provides an exciting direction for the city's future, collecting important community input for a blueprint containing long-term growth, improved livability, and efficient transportation infrastructure. It acknowledges the vital contribution and collaboration of community members, stakeholders, and specialists in creating the city's future.

The Bellevue community has joined together to provide feedback and input through numerous engagement activities. The planning team was able to gather qualitative and quantitative information from valuable different perspectives provided from the community in order to help build the plan. Appendix B highlights all the ideas and opinions from the multiple stakeholder and public engagement activities held, including:

- Public Survey
- Visioning Workshop
- Planning and Design Charrette
- Public Open House
- Virtual Open House

# PUBLIC ENGAGEMENT PLAN OVERVIEW

The planning team looks to build framework that promotes the community's involvement and open communication throughout the planning process. The strategy aims to gather a variety of views from community members through different engagement approaches. First, stakeholders and other community members have the chance to go online to the website ([www.bellevuecompplan.com](http://www.bellevuecompplan.com)) to sign up and participate in numerous engagement activities for the project. Those who go on the website are able to see take the public survey, participate in the open house, and digital open house (when open). Not only can all members of the community participate in those events but also have the opportunity to sign up for project alerts so they can stay informed about the planning process and plan updates. A Stakeholder Committee and Technical Committee were formed, as these two committees play an important role in the development and implementation of the plan. The Stakeholder committee comprise of representatives from various sectors of the community including residents, businesses, advocacy groups, and local organizations. While, the Technical Committee consist of city officials, engineers, planners, and subject matter experts. Through open public involvement, this plan aims to represent different views, objectives, goals, and ambitions of the whole community, establishing the framework for a future that genuinely reflects Bellevue's collective vision.

## Interactive Website

The website [www.bellevuecompplan.com](http://www.bellevuecompplan.com) was established and served an informative and accessible platform for residents, stakeholders, and visitors to interact with the vision of the Plan. When users join the site, they are met with a user-friendly layout that allows for navigation of the plan's components, including:

- An outline of the project that explains what the Plan is for and what the planning process's goals are;
- A project timeline that displaying the distinct stages of the project;
- Different ways for community members to get involved during the planning process (e.g., public survey, public open house, virtual open house, etc.)
- A video explaining the project and the importance of the plan for the City of Bellevue going forward; and
- An opportunity to offer feedback or ask questions to the City.

## Project Kickoff Video

A video was created featuring Mayor Rusty Hike to announced the beginning of the planning effort through a kickoff video. He emphasized the importance of thorough planning process and the role that the community must play to make this Plan a success. He encouraged the viewers to visit the project webpage to sign-up to receive notifications and take the public survey.

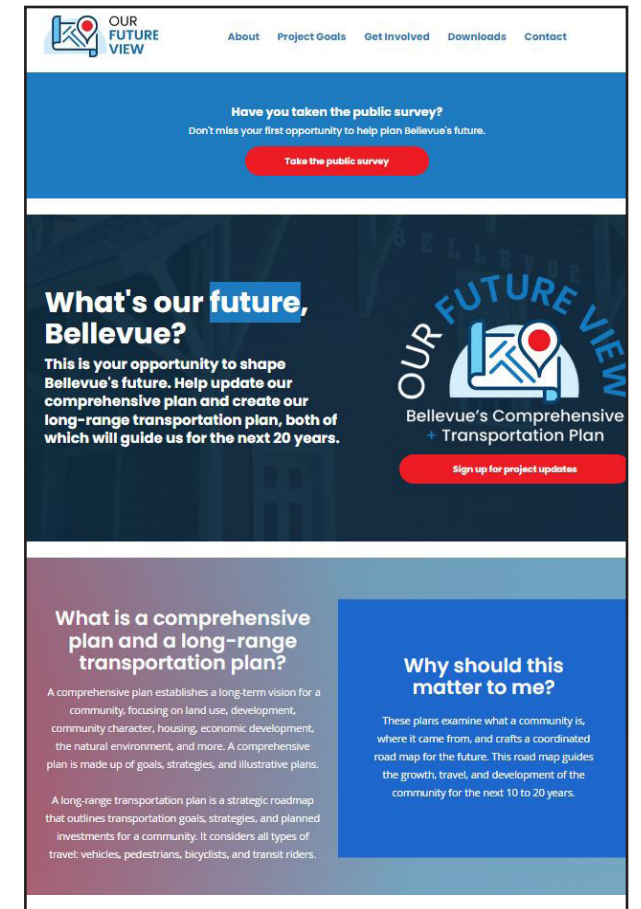
## Postcard Mailers

Postcard mailers were mailed to to community residents. It encouraged recipients to take the public survey, sign up for project alerts via the project website, and participate in the open houses.

## Media/Press Releases

Four press releases were distributed and used to formally announce milestones in the planning process. Each press release included basic project information and directed readers to the project website. In addition to the press releases, The four press releases focused on the follow topics:

- Press Release 1: Project kick-off
- Press Release 2: Stakeholder Committee Open Call
- Press Release 3: Public Open House
- Press Release 4: Virtual Open House



## Email Blasts

The project webpage provided the public with the option of joining the contact list to receive project communications. Various e-blasts were sent to those who opted into email notifications about the project to provide information on engagement opportunities.

## Text Message Blasts

Community members had the option to opt into regular text blasts about the planning process, engagement opportunities, and project updates.

## Social Media

The planning team developed social media graphics for the city's existing social media pages (Facebook, Twitter and Instagram). Area organizations were able to repost the social media graphics to increase the project's reach. The City posted these graphics to provide updates on the project progress, solicit participation in engagement events, and invite residents to take the public survey.

## Bellevue TV Ads

The planning team developed graphics that were distributed and shared on Bellevue TV, promoting engagement opportunities such as the public survey, public open house, and virtual open house.

4:15

< Inbox Help Plan Bellevue's Futu... ^ v

**Do you want to help plan Bellevue's future at a deeper level?**

**Apply to be a member of the Stakeholder Committee today!**

**Apply Now!**

**SEEKING OUR STAKEHOLDER COMMITTEE**

Take a deeper dive into the citywide planning effort by applying to be a member of the Stakeholder Committee today.

To learn more and apply, visit [bellevuecompplan.com](http://bellevuecompplan.com).

**OUR FUTURE VIEW**  
Bellevue's Comprehensive + Transportation Plan

Application period closes January 26, 2024.

1500 Wall Street, Bellevue NE 68005  
(402) 293-3000

**BIG NEWS, BELLEVUE!**

We're planning for our future, and we need *your* help.

Learn more and take the public survey at [bellevuecompplan.com](http://bellevuecompplan.com).

**OUR FUTURE VIEW**  
Bellevue's Comprehensive + Transportation Plan



Learn more at [bellevuecompplan.com](http://bellevuecompplan.com)

**PUBLIC OPEN HOUSE DETAILS**

**OUR FUTURE VIEW**  
Bellevue's Comprehensive + Transportation Plan

**IN PERSON**  
Wednesday, April 10th  
5:30 PM to 7:30 PM  
Bellevue Volunteer Firefighter Hall  
2108 Franklin Street  
Bellevue, NE 68005

**VIRTUAL**  
Available online via [bellevuecompplan.com](http://bellevuecompplan.com)  
April 16th-30th

**LAST CHANCE TO PARTICIPATE IN THE PUBLIC SURVEY!**

Don't miss the opportunity to share your thoughts on the future of Bellevue.

To learn more, visit [bellevuecompplan.com](http://bellevuecompplan.com).

The survey will close on March 22. Visit the website today!

**OUR FUTURE VIEW**  
Bellevue's Comprehensive + Transportation Plan

**OUR FUTURE VIEW**

**What is a comprehensive + transportation plan, and why should it matter to me?**

Our comprehensive + transportation plan will set the long-term vision for Bellevue, focusing on land use, development, character, housing, economic development, all modes of transportation, the natural environment, and more. This plan will shape how you move through and enjoy Bellevue every day!

**What's **our** future, Bellevue?**

Bellevue's new comprehensive + transportation plan is under development and **we need your help** to determine our city's future.

**Take the Public Survey**

Share your priorities for Bellevue's future. Take the survey at [bellevuecompplan.com](http://bellevuecompplan.com) before January 28, 2024!

**Sign Up for Project Alerts**

Visit [bellevuecompplan.com](http://bellevuecompplan.com) to sign up for email alerts, or text [bellevueplan](tel:8885213871) to 888.521.3871.

**Participate in the Open Houses**

Sign up for project alerts to receive more details about the public open houses as they become available.

**Bellevue**  
NEBRASKA  
We Influence The World.

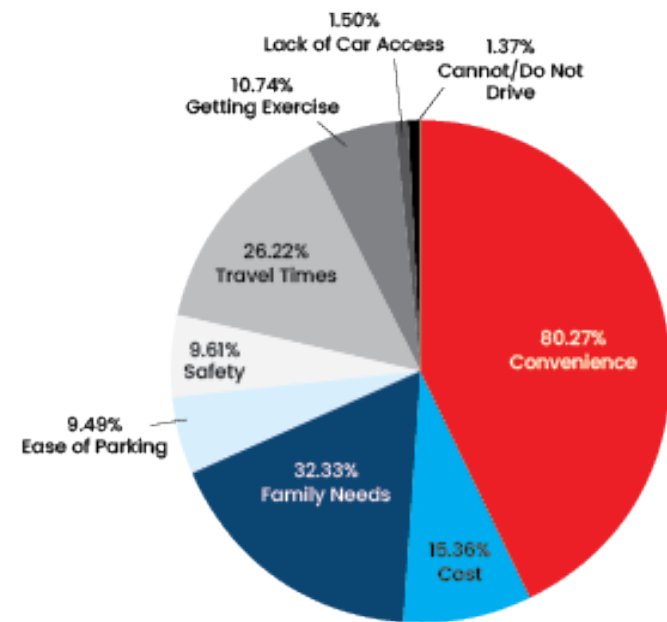
[bellevuecompplan.com](http://bellevuecompplan.com)

## Public Survey

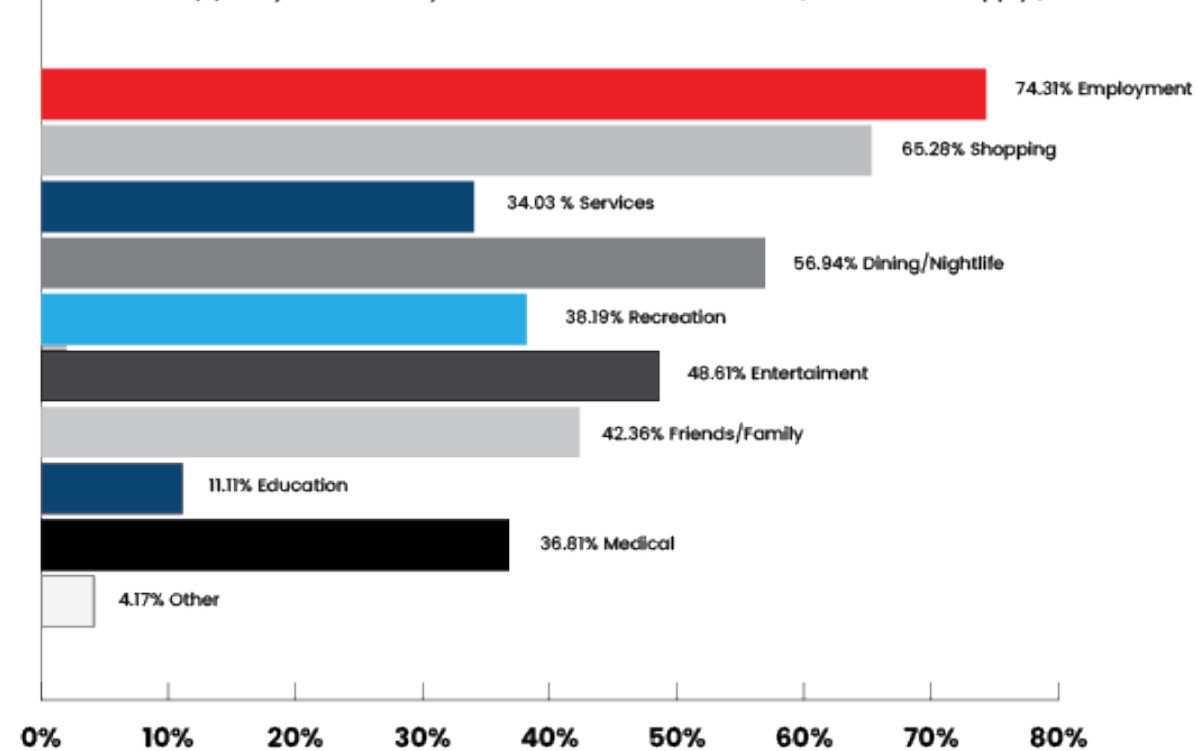
As part of the community engagement process, a public survey was distributed to residents and stakeholders, as the first primary engagement opportunity for this planning effort. The survey focused on residents' and stakeholders' preferences for the community's future. These results were used to identify potential areas of focus or concern for the planning process.

The survey was available from December 2023 to March 2024, via the project webpage. The survey was completed by 923 respondents. 92% of survey respondents indicated that they live in Bellevue. The results of the survey are detailed briefly with the following graphics.

Which two factors most influence your decisions about how to travel within Bellevue?



As you generally remain outside of Bellevue on WEEKDAYS, which types of destination(s) are you most likely to visit in other communities? (Select all that apply.)



## Visioning Workshop

The Visioning Workshop was hosted on February 21, 2024, with the Stakeholder Committee and Technical Committee to serve as a platform for gaining the collective feedback and aspirations of the community. Through guided exercises and facilitated discussions, participants were encouraged to provide their feedback and insights on the overarching goals and strategies of the plan. Additionally, the Visioning Workshop served as a catalyst for building social cohesion and open dialogue within the community.

The goal for the workshop was to gain insights into an initial vision and set of guiding principles for the Plan. Attendees were asked to participate in individual and group exercises compiling responses, ideas, and thoughts to convey their suggestions and priorities for Bellevue. The planning team prompted participants to big-picture questions like "What's working well in Bellevue" and "Whats not working in Bellevue?" Participants provided their thoughts and were encouraged to place as many comments as they wanted. Participants provided comments on their overarching needs, wants and desires for Bellevue, as well as record the barriers, obstacles, and annoyances that get in the way of success in Bellevue. The participants also engaged in a Mobility SWOT exercise, which prompted feedback on Bellevue's transportation system; Strengths, Weaknesses, Opportunities, and Threats. All exercises were performed individually. Then, participants were placed in randomized groups to negotiate amongst themselves to determine their priorities for each topic area. All written comments are provided in the Full Documentation later in this appendix.



# Planning and Design Charrette

The Planning and Design Charrette took place at the Bellevue Volunteer Firefighter Hall (2108 Franklin Street) from Tuesday April 9, 2024, to Thursday April 11, 2024. This event was intended to gather important feedback from the Bellevue community over period of several days. Each day, the planning team created information, questions, and frameworks for the community to examine and provide comments on. The following is a daily recap of the charrette.

## Day One

In the morning of day one of the charrette, the planning team met with the Bellevue Comprehensive + Transportation Plan Stakeholder Committee to discuss the charrette process and the schedule for the upcoming two-day charrette session. The planning team updated participants on recent public engagement activities, reviewed the existing conditions analysis and presented findings from the economic and market conditions report. Participants were then divided into groups and instructed work through five different topic stations. Each group was allowed approximately 15 minutes at each station to respond to written questions created by the team. For community feedback, the topic stations asked the following directions and questions:

### Think Big!

- What is your vision for the future of Bellevue?
- What should be the mission of Bellevue?
- What should be our community goals for the future of Bellevue?
- What community values should we keep in mind as we create the plan?
- What are Bellevue's goals for its transportation system?
- What do you value in your transportation system?

### Land Use

- Which land uses would you like more of in Bellevue? Tell us by placing a dot next to each land use you want more of. [Single Family Residential, Multifamily Residential, Mixed Use, Commercial, Office, Light Industrial, Heavy Industrial, Parks and Recreation, Conservation/Open Space, Civic Facilities, Education/Healthcare, Agriculture]
- Following the legend, indicate on the map where each type of land use appropriate. Add as many dots as you'd like. [Commercial, Public/Government, Flex/Industrial, Single Family Residential, Multifamily Residential, Mixed Use, Parks and Recreation/Open Space]
- Are there land uses in Bellevue that are misplaced? If so, which ones? Tell us with a sticky note and show us by placing a red dot on the map.
- What land uses should be preserved? Tell us with a sticky note and show us by placing a green dot on the map.
- Show us where you think different kinds of housing are appropriate. Use as many dots as you'd like, following the legend below. [Detached Single Family Homes, Townhomes/Duplexes, Bungalow/Garden Style Apartments, Apartments, Age-Restricted or Senior-Oriented Communities, Accessory Dwelling Units, Mixed Use Residential]
- What are Bellevue's main landmark's or destinations? Show us by placing a blue dot on the map, and list them using sticky notes.

### Development & Redevelopment

- Which areas of Bellevue should be considered for new development? Tell us with a sticky note and show us by placing a blue dot on the map.
- Which areas of Bellevue need to be redeveloped or are available for infill development? Use yellow dots to show us where and your sticky notes to tell us why.
- What areas, or sites in Bellevue are underutilized or misused? Show us by placing a red dot on the map and tell us why with a sticky note.
- Where do you consider the center or "heart" of Bellevue? Place a green dot on the map to show us. Use a sticky note to tell us why.
- What new attractions, entertainment, opportunities, programs, or events would you like to see in Bellevue? Tell us with a sticky note.

### Placemaking & Public Space

- What aesthetic and/or cultural aspects of the Bellevue do you think should be preserved or enhanced? Tell us with a sticky note.
- Are there code enforcement and/or maintenance concerns that the City should focus on more? Tell us with a sticky note.
- What areas of Bellevue most need aesthetic improvements? What types of enhancements would you like to see in these areas? Use Red dots to show us where and your sticky notes to describe the types of desired enhancements.
- Where are the "gateways" or entry points to Bellevue? Use blue dots to show us where.
- Should new parks or public gathering spaces be developed in Bellevue? If so, where? Show us by placing a green dot on the map and describe your desired space using a sticky note.
- How should we make Bellevue more beautiful?
- Which of these enhancements should be prioritized in Bellevue? [Public Art, Gateways, Benches/Outdoor Furniture, Lighting, Street Trees/Landscaping, Shade Structures, Alleyway Beautification, Public Wi-Fi, Wayfinding/Signage, Public Performance Space, Playground/Splash Pad, Public Restrooms]

### Mobility & Connectivity

- Where do you notice transportation safety issues in Bellevue (i.e., traffic, speeding, dangerous turns, low visibility)? Show us where by placing a yellow dot on the map and use your sticky notes to describe the issue.
- Where is traffic congested? Are there any high crash locations? Show us by placing a red dot on the map and tell us why using a sticky note.
- What are the missing vehicular connections within or to/from Bellevue? Show us by placing a green dot on the map and tell us why with a sticky note.
- Where do you experience issues with accessibility (lack of parking, poor connections, personal safety concerns, etc.)?
- Where is it difficult to walk in Bellevue? Where are there missing connections (i.e., sidewalks, safe crossings, etc.)? Use green dots to show us where and use a sticky note to give us details.
- Where is additional biking infrastructure needed in Bellevue (i.e., off-road trails, road shoulder, painted bike lanes, etc.)? Show us where by placing a yellow dot on the map and use a sticky note to give us details.

- What would make walking or biking around Bellevue more enjoyable for you? Tell us with a sticky note.
- Should Bellevue encourage public transit use and options within the community? If yes, how? If no, what transit modes should be invested in? Please be specific. Tell us with a sticky note.
- What modes of transportation do you use when traveling in Bellevue? [Personal Vehicle, Carpool with others, Rideshare/Uber, Metro/MOBY Bus, Walking, Bicycling, Micromobility (Scooter/Skateboard)]
- What do you want transportation in Bellevue to be known for? [Walkability, Drivability, Transit/Accessibility, Other (specify)]

All comments received from the charrette are listed in the Full Documentation of Community Responses in the following portion of this Appendix.

## Day Two

Day two began with an open studio from 9:00 am to 2:30 pm. The planning team worked on generating preliminary design concepts and ideas for the plan based on participant feedback obtained during the previous day's exercises. During this time, members of the Stakeholder Committee and participants who are interested in the plan were able to engage and interact with the planning team. Later that evening, was Stakeholder Session #2, where members of the Stakeholder Committee were able to get the first look at the content produced from the planning team during their studio time. From 5:30 pm to 7:30 pm was the **Public Open House** where all members of the community were invited to see the ideas and visions produced from the public's feedback given about the plan. The planning was present during the open house to help facilitate the participants and were prepared to present/answer questions.

## Day Three

Day three started off with a **Technical Committee Meeting** from 9:00 am to 10:00 am. During this time those from the Technical Committee provided feedback to the planning team about their thoughts on the content produced from the Public Open House. During the Technical Committee Meeting until 2:45 pm the planning team had closed studio time to produce the final concepts for the Stakeholder Session and Advisory Group Session later that evening. Stakeholders, city officials, and members of the advisory group were able to provide detailed feedback throughout the day on the amended concepts, which were then examined by the planning team and included in to the plan's creation.

## Virtual Public Open House

Following the public planning charrette, a virtual open house was made available on the project website. The virtual public open house featured stations with drop-down menus for easy navigation. Each station replicated what stakeholders and the Technical Committee witnessed at the Planning and Design Charrette. This included the planning team's questions and initial concepts and ideas. Participants in the virtual open house could pin their comments to the pages of the stations as they answered the questions. The comments were gathered and included in the Full Documentation of Responses.



# FULL DOCUMENTATION OF COMMUNITY RESPONSES

## Visioning Workshop

### What's Working Well

- Embracing our history
- Roads
- Bellevue Blvd north and south
- Slow/paced growth
- Local restaurants
- Space and community for families
- A sense of community
- Engage community members
- Road conditions, access to neighborhoods
- Roads to Bellevue
- A great place to raise a family
- New development to the south of town
- Small town feel
- Engaged community members
- Traffic flow (normally)
- Roads in and out 370, Hwy 73-75. Platteview Road
- Cost/affordable housing
- Eating establishments
- Local restaurants
- Sense of community
- Friendly citizens
- Military support
- Road system
- Variety of housing choice
- Restaurant variety

- Community
- Involvement
- Diversity in population. (race, ethnicity, age, backgrounds, etc.)
- Bellevue <--> Offutt, good relations
- Affordability
- More diverse dining options than 10-20 years ago
- Like the small town feel on the edge of a metropolitan areas
- Small community feel
- What is working well? Community support on growth
- Veteran friendly
- Offutt/air force base
- Library growth
- Developing
- Roads
- Bellevue first Bee City USA in Nebraska
- Friendly community
- Community resources
- Amenities close by
- Close to base facilities
- Library existing and the new one
- Small business
- Friendly neighbors. Nice neighborhoods
- Community involvement
- Scenery River/woods, rolling hills
- Greenspace
- Relationship with Offutt
- Easy access to anything in the metro are like airport,

shopping, etc.

- Locally owned businesses
- Feels disconnected from big city problems
- Good communication with city leaders and planners
- Green Bellevue helping educate about sustainability
- Fontenelle Forest as a draw
- Base-adjacent
- Partnership with AFB
- Location in the Omaha Metro
- New business
- Feels disconnected
- River access and parks at river
- Fontenelle forest
- Lots of new people due to Air Force Base
- Access to diverse retail options in close proximity
- Setting a vision for future development
- Not too urban
- Still plenty of nature/green space
- Community events, Bellevue rocks
- Retail and commerce
- Schools
- Great education opportunities
- Schools
- Schools
- Schools
- Schools
- Schools
- Schools
- Schools
- School system
- Teacher-student ratio
- Great school district
- Strong school systems
- Schools
- Expanding educational opportunities

- Education
- Education
- Schools
- Great schools
- Support schools quality
- Great school system
- Outdoor rec and parks
- Parks - especially the American heroes
- Safety
- City road crews
- City leadership is accessible
- Decent parks
- Trails and parks
- Safe
- Public works
- Engaging and listening to citizens
- Parks
- Several city parks
- Fire and police
- City services
- Community engagement options
- Bellevue Rec department offers grant programs
- Safety
- Pot holes repair is good
- Collaboration to assist families faced with challenges
- Walking trail and its connectors
- American heroes park growth
- People want to help others

### Group Priorities: Working

- Good People
- Place to a raise a family
- Safe community
- Concerned citizens

- Small town community
- Public schools
- Long-term relationships among agencies, especially Offutt
- City Services

## What's Not Working

- Got rid of bike lanes
- Bicycle transportation is hazardous
- Not enough bike trails
- Extremely car-centric
- Pedestrian access
- Not enough sidewalks (kids have to walk in streets)
- Trails and sidewalk connectivity
- Parks department resourcing
- Bike access
- Poor planning
- Need to spruce up mission avenue
- Transportation is disoriented
- Lack of sidewalks
- SILO'd city administration (US vs. them)
- Disjoined sidewalks
- Pedestrian lanes (sidewalks)
- Hard to walk to places
- Lack of access to bike paths and bike lanes
- Bike lane/trail system
- Securing commercial development
- Downtown development
- Not bikeable
- Business-friendly, policies/incentives
- Old Town is fairly empty
- Outside person is negative
- Multi-use trails
- Old town area
- Communicating with public on city direction/projects

- Late input from city when it comes to projects (costly projects)
- Not very pedestrian friendly
- That bike lane thing... glad its done
- Westward expansion
- High low income residents
- Sense of community
- Petty crime
- Southroads area
- No low income properties
- Intercommunity transport
- Highway 75 division
- Lack of an official entry point and welcome sign
- Own identity = compared to Omaha
- School mascot offensive
- Cornhusker road fast food blight
- Lack of pride of ownership (garbage along roads)
- EV
- Political discouragement
- Corrupt mayor
- Housing options
- Lack of affordable housing
- Higher taxes
- Parks need updated/new equipment and maintained better
- Lack of follow through on promises from officials
- Lack of property use of river front
- Land use
- Lack of downtown investment
- Inclusion of disabled individuals living in Bellevue
- Increased social problems. Homelessness and poverty
- Lack of communication with the Park Department and Director
- Creating affordable housing
- Large planned development

- ADA access
- No real city center or main street
- Lack of upscale restaurant or restaurant area
- Not enough mental services
- Aging infrastructure
- Affordable housing
- Commitment to previous growth plans in Olde Towne
- Voter education
- Communication from city (council and administration)
- No main street
- High property taxes
- Limited activity needs to expand
- Transportation options
- Transportation to Omaha. Taxi/uber
- Economic development
- Not enough special education services
- City government
- 370 is not a highway
- Not all of Bellevue is in BPS district - odd
- Specialized services for disabled
- Too many car dealerships on east side of Ft. Crook
- School district lines OPS in Bellevue
- No communication on movement DF projects
- Downtown seems sad
- No identity. Bedroom community, tech centric, business hub, and what are we?
- Cornhusker road (especially near HWY 75)
- Train tracks
- Parks (lack of play equipment)
- Too many storage units
- Old outdated roadways
- City planning with resident input
- 36th street needs more lanes
- Lack of control on Bellevue public schools selection at high school level. Seems to be west has more of the

- funding.
- Need for EV charging in community
- Administration doesn't listen to all people
- Lack of a community focus east vs. west
- Shopping - go to Paillios
- Lack of shipping choice in city
- Not retail center
- Lack of upscale retail
- Not able to meet all your shopping/dining needs to Bellevue
- Outdated shopping areas
- Need better traffic show on Hwy 370 and cornhusker
- New shopping/retail
- Movement of projects are slower than expected
- Seem to be behind on upgrades to street capacity, 36th street project should have been down 5+ years ago.
- Food areas
- Infrastructure limitations
- Roads
- Lack of redevelopment
- Restaurants (need more)
- Traffic at specific locations. Bellevue west and east
- Updated sports, more splash pads
- Limited vision of future by citizens who don't want change
- Roads and traffic
- Not enough family-friendly entertainment
- Not enough businesses that offer family entertainment
- Decision making and leadership seem confined to small group
- The ideas of a stupid big swim pool and gambling
- Public pools need updating
- Limited commercial development
- Road Maintenance

- Intersections
- Lacking community wide events for all ages to support
- Limited public transportation
- No public transportation
- Not working... repetitive “plan” that results in researching forever
- Converting ideas into plans
- Seems to be an agenda to help real estate owners
- Busy intersections (cornhusker, hwy 370/25th, hwy 370/36th)
- Lack of public transportation
- More things for families
- Retaining talent
- Lack of public transit
- Lack of public transportation
- Economic development
- Transportation options
- Traffic flow to the west
- Developing a strategic vision/plan (and sticking to it)
- No public buses
- Lack of public transportation
- Lack of services for elderly
- Traffic on cornhusker is becoming increasingly congested
- Very little access to public transit
- No public transportation
- Public transportation lacking
- Lack of public transportation
- Transportation

### Group Priorities: Not Working

- Property tax
- Budget reality
- Continuity of a vision
- Not connected/continuous sidewalks

- Difficult access across town
- Downtown Bellevue. Loss of Strong (historic) downtown
- Downtown planning
- Affordable housing

### The ONE Thing

- Accessible public transportation options
- Committee feedback included, even if it means layering in suggestions into future planning
- Adoption and adherence to plan by city-council
- Truly being heard
- Lower property taxes
- Results not dreams
- Vision/plan is actualized. Funded, adopted, progress
- See the plan be followed by staff and elected officials
- Effective plan
- A plan that works and is realistic emerges
- A feasible, 10-15 year comprehensive plan for Bellevue
- Good connected bike trails-connected to the metro area trails
- Better trail system that incorporate old town and businesses in Bellevue
- Results
- Growth and old town Bellevue
- Transparency --> Communication
- Positive public feedback
- High speed trail, public transit to Omaha. Paillion and beyond Lincoln
- Encourage redevelopment
- That the plan prioritizes public transportation (bus service)
- Community by-in
- Fort Crook roads revival as a critical beautified road and pedestrian way
- Better transportation for disabled
- Something, anything, that presents Bellevue to the

public in a positive light

- City admin is supportive and creativity finds ways to make it happen
- Planned growth
- A cohesive plan that give Bellevue a unified growth plan that most of the community can agree with
- Improve Bellevue’s image in Omaha Metro
- An agreeable transportation comp plan
- No one group gets everything they want. For example, if everyone gets most and losses a little its best
- Involvement
- One overall comprehensive plan, that is agree upon and will be implemented by city government
- Ability to complete
- Plan implementation that reflects the public interest
- Finish park improvement plan
- Sustainable growth without eliminating the community or small town feel
- A product that we can all support and defend to others
- That its not “too” aspirational and not achievable
- We will know it when we get there
- Coming up with a concrete plan with duties, stakeholders, and assigned responsibilities and a true end image!

### Group Priorities: The ONE Thing

- Agreement on the plan for Bellevue and implemented by council
- Have the plan reflect community’s reflect community vision for the future
- A clear and forward thinking plan for Bellevue’s future success and growth
- A vision that is inclusive
- Implementation of the final plan
- Land use and transportation vision align
- City council commits to the plan, holds the administration accountable and plan transcends the

current council and administration

- Follow through with the plan that is made

### Needs

- Multi-use trail system
- More business
- Inclusive trail system
- Complete system of sidewalks
- Public transportation
- Better transportation
- Good roads and road system
- Develop a funding plan to implement
- Sidewalk infrastructure
- A plan to bring new business to the city
- Better/safer east to west connection
- Make Bellevue more modern
- School district re-zoning. Get OPS out of Bellevue
- More transportation options and efficiency
- Improve the traffic flow in and out of Bellevue
- More opportunities for individuals with disabilities
- Better sidewalk plans for established area of Bellevue
- Better access to biking trail
- Well though out land use plan taking geography into account, not just percentage of land use
- Improvement of traffic patterns especially Cornhusker road between Ft. Crook and 36th Street
- Tax relief
- Parking max
- Continuous (touching) development versus have hazard with open space in between
- Diverse economic development
- Increased job opportunities, range of housing options, more businesses increased tax revenue
- Alignment of city government and those working for the city
- Business and people growth

- To execute plans that are announced to citizens
- Better public transportation
- Need protected bike lanes
- Family oriented amenities
- Follow through on plan for Ft. Crook
- Lower property taxes for adequate public services
- Economic development that brings folks from outside Bellevue to increase tax base
- Major commercial/retail growth
- Need lower property taxes and increase affordable housing
- More commercial development to support tax base
- Public transportation
- Low income transportation access from residence work force
- Local shopping so we don't need to go Papillion, Council Bluff
- Revitalization of Ft Crook Road
- Engaged and well trained law enforcement
- Sidewalks
- Old Towne upgrade
- Safe bikeable paths
- Lower taxes
- Develop tax base increase jobs, economic development
- Commitment to change to better the community - buy in
- City council members to communicate
- Walkability
- Roundabouts (changed my mind after 36th street is hard to drive during rush hour)
- EV car charging
- Better traffic flow 370 and Cornhusker
- Need more recreation opportunities
- An identity with community buy in an identity to rally around
- Need more green space connections. Green space so

- wildlife can move around and not be trapped
- A draw to make people want to spend money here
- Aquatic center
- Affordable and accessible public transportation
- Sidewalks my neighborhood is dangerous because lack of sidewalks everywhere
- Special ed services
- Work force housing
- Public transportation
- Create workforce housing
- Add more public transportation
- Create more shopping (not restaurants)
- More focus on environment for example more trash recycle containers in public places
- Create more after school options for kids to support working parents
- 75 and Cornhusker needs re-designed too dangerous
- Built up downtown, Old Town with mixed-use
- Need affordable housing
- A coherent and comprehensive vision

### Group Priorities: Needs

- Bellevue property taxes need to be lower
- Affordable housing
- Connected sidewalk and bikeway network
- Cohesive city planning for growth
- Affordable housing - disabled/low income
- Public transportation
- Economic development
- Variety of housing options so everyone has an affordable place to live

### Wants

- Identity - physical brand for Bellevue
- More trails

- Metro bus routes in Bellevue
- A local shopping area with multiple stores and restaurants
- Commercial development to increase tax revenue
- More entertainment
- More choices preventing companies from moving
- Old Town reinvigorated
- Bellevue growth
- Additional retail and entertainment
- Create city one school district
- Parks to invest
- Safer pedestrian paths
- Higher density
- Trail/recreational system
- Improve roads and sidewalks around downtown
- New retail businesses downtown
- Unique shopping options
- Walkable community with pedestrian safety
- Activities or businesses to attract families
- More youth organizations/funding
- More residential amenities
- Affordable housing, more socializing areas, businesses
- Less apartments
- Premiere destination park similar to gene large park
- Public access space, parks, venues, green spaces, and libraries
- Commercial development
- The parks updated/better maintained equipment
- Upscale restaurants and entertainment
- More summer and school break programming
- More recreation options
- More natural areas
- Gathering spaces
- Enhanced residential development
- More focus activities kids and elderly

- Sidewalks repairs
- Family fun activities
- More native plants
- Community center for individuals with disability
- No dependence on cars
- A library with a location that people don't need to drive to
- Take advantage of the river and the views
- Family friendly space
- Accessible parks and playgrounds
- Rapid transit
- Shopping options and shopping
- One-stop "shop" for services
- Museums
- Parks with native grasses and plants
- Reliable bus to downtown Omaha
- More restaurants and shopping
- Stop the train horns. Other communities do this - why not here?
- A smoother Ft. Crook Road

### Group Priorities: Wants

- Would like to have downtown developed like Dundee and Bensen. Old Town should be a Nebraska showcase
- More inviting climate for new residents and businesses
- Destination downtown district, arts, food and events
- Livable community with amenities
- Community center , senior's center
- Quality of life amenities
- Destination space (restaurants, hotels, nightlife) and parks
- Trails and sidewalk connectivity between housing and commercial

### Desires

- More bike lanes
- More entertainment venues

- A convention center to bring concerts, shows, etc. to the city
- Public transportation
- Whole foods
- More community events for Bellevue like Papillion
- Swimming pool for people with disabilities
- Activities for kids
- Remove parking requirements
- Bigger activity center
- Arts and entertainment area
- Friendly walking paths (through old town or other business districts)
- Concert arena
- More focus on arts
- Premier dog park in Old Towne area
- East/west trails for bikes/pedestrians
- All inclusive sports complex
- Be nice to have coffee shop on every corner
- Small business start up zone
- Better snow removal at intersection
- Better public transportation for those without cars
- Better equipped parks
- Better restaurant choices
- A biking/walking city
- Shopping center like south roads could be
- Recreational trails
- Riverfront marina
- Winery
- The new waterpark
- Open and transparent city council
- Shuttle from base barracks to downtown old town
- State of art museum to draw people
- Develop Haworth Park
- A business that would offer things like putt putt golf, go carts, etc.

- Outdoor concert venue
- Higher end housing development
- More areas to hike
- Good working relationships with all local governments as all areas develop
- Higher end shopping district
- Parks, camping, entertainment, venues. For example pickleball
- Taking land out of flood plain
- Groomed/manicured street sides and medians
- Tourism options

### Group Priorities: Desires

- Light rail transit
- Continuous development from Olde Town to the River
- Great interactive walking/shopping/eating/space walkable/livable
- More connected greenspace and parks
- Fun-park for families (year round)
- Ft. Crook Road redeveloped similar to Antelope Valley in Lincoln
- Create new indoor public complex that includes sports, fitness, wellness, indoor/outdoor
- More entertainment and recreation options

### Barriers

- Portions of the community are not open to change. Views of Bellevue by residents outside of Bellevue as a 3rd world country
- Wanting to keep Bellevue a “small town”
- Budget transparency
- Ft. Crook ending into a neighborhood and not connecting to the Platte River directly
- Traffic flow on Cornhusker. Same as 36th on 25th
- Competition with Omaha downtown
- Geographical restaurants. For example, Harrison street = north. Missouri River = east. Platte River = south ? =

west

- Olde Town infrastructure
- Attitude of “the way it has always been”
- Need a larger tax base to build what we want
- Shadow of Omaha
- Hwy 75
- Image of certain parts of Bellevue
- Offutt AFB
- Too many car lots and car part stores
- Zoning regulations
- Lack of imagination
- Prioritizing cost over ensuring proper recycling
- City leadership public display of assistance working with neighborhood communities and resources
- Community leadership
- Difficult traffic patterns
- Competition with Papillion (especially) and other Sarpy cities for economic development
- Flood plains Offutt crash zone
- Working with city government
- Business attraction
- Liberals
- Offutt, Kennedy/Fort Crook
- Attitudes of people against energy sustainability
- Workforce housing (we’re losing people to other communities)
- Senators that don’t put value on their districts
- Unsustainable practices
- No public transportation
- Age demographic and what they value
- Potential flooding
- Land infrastructure
- Zoning overlays? (lacking)
- Hwy 370- I avoid because of all the stoplights
- Papio creek

- Papio creek
- Railroad tracks along Fort Crook Road impeding development land use, etc.
- Funding for large projects
- Only open land is to south and west
- No open land in eastern part of Bellevue
- City motto “we influence the world”, really?
- Funding money for city entertainment and family activities
- Need large entertainment district like Old Market
- Limited/zero public transportation
- Growth limited by surrounding community
- Geographic limitations
- Geography- river/flood plain
- No current public transportation options
- Land locked
- Land locked on growth

### Group Priorities: Barriers

- Politicians not listening to constituents
- Geographical limitations
- Physical limitations to city’s potential for growth
- Some physical (land) growth barriers, come cannot be removed
- Railroad tracks
- Affordable/workforce housing
- Land locked, flood plain, Offutt, forest, city boundaries
- Good leadership

### Obstacles

- Current sidewalks would need to be done in order to make bike/walk friendly
- Sidewalks
- Public transit
- Transit flow, Hwy 370 and Cornhusker
- Better access via interstate system

- Pedestrian routes especially Old Town
- Finding funding paths to accomplish potential property
- Liberals
- Train crossings
- Some poor maintenance on public infrastructure
- Obstacle has been a somewhat narrow fear toward change
- Lack of shopping options
- Public dissent
- Attitude of it can't be done
- Political leadership
- Lack of money
- Physical/federal limits/AFB/federal land/location of 73 and 75
- Lack of good communication from city government
- Offutt AFC
- Attitudes of people against energy sustainability
- Turnover of population
- Lack of desire for developers
- Funding available for projects public transportation options
- Road construction
- West park
- Labor cost
- Land locked not a lot of room for physical growth
- Affordable/workforce housing
- Having to drive my kids to parks due to distance
- The amount of landlords that don't take care of their properties
- Zoning
- Language- lots of new neighbors not speaking English
- Ordinances/codes prevents adoption of native planting
- Negative public opinions
- Funding
- Communication with city officials voicing concern

- Reputation of not business friendly
- More involvement from Bellevue employees on city improvement
- Lack of focus on pedestrians
- More talented BPS leadership to elevate our public schools
- Community engagement
- Budget
- Not a lot of diverse voices in the rooms where decisions are made
- Really difficult to get around with a car
- Lack of consistent sidewalks, my dog gets walked less now that we have zero sidewalks in the neighborhood
- Flight path policies
- Financial limitation
- Papillion is very attractive and way ahead of BLU in future planning
- I-75 bisecting Bellevue
- Up railroad tracks bisecting Bellevue
- Infrastructure aging
- Infrastructure
- Funding
- Need more entertainment in Bellevue for families

### Group Priorities: Obstacles

- Good Ole boy network
- Inability to attract new large commercial/industry business
- The tough process of not accepting or wanting change
- Lack of community leadership
- Funding
- Streets, some large capacity dump you into lower capacity
- Lack of childcare options
- A population that doesn't want to see change in taxes

### Annoyances

- Traffic at 19th and cornhusker road created by Bellevue west
- Property taxes
- The negativity toward the biking community
- Weather
- Liberals
- Often-moving workforce (military families)
- Corrupt mayor
- Lack of support for new ventures
- Stores more west in the city for those who live in the east
- Annoyances people who worship mono-culture turf
- Traffic layout
- People who say if costs too much
- County and state level mandates
- Institutional/community
- Have to keep the base happy
- One city-one school district
- Over reaching codes and standards such as NRD storm water when really not appropriate
- Poor street and sidewalk lighting
- Get rid of bicycle paths on main roads
- Bike path east / west
- Building designs are from the 90's
- Construction takes forever because of weather
- Annoyed that public perception and/or do not give adequate time for Bellevue news
- Social media gossip like Facebook groups, etc.
- City limited between Bellevue and Papillion
- Lack of YMCA
- City/design standards and requirements
- Trailer parks. Low end housing not keep yards nice
- Lack of decent sit down restaurants
- Too many residences need up keep - weeds in yard, junk in driveway

- Lack of trash bins along mission
- Low long it takes city of Bellevue projects to be completed
- Need more restaurant variety

### Group Priorities: Annoyances

- Super high property tax with little to show for it
- Not being part of the planning process
- Improve self image
- Negativity of residents
- Lack of focus on rising population of seniors and their needs
- Traffic flow east to west and north to south. Challenging
- Traffic flow is not easy east to west routes or north to south
- Lack of understand around environmentally friendly practices

### Mobility Strengths

- Close to Omaha with Hwy access
- Quality, well maintained roads
- Road condition- snow removal
- Overall road conditions are good
- Good highway access
- Road conditions
- Fairly good roads
- Drivable community, 10 minutes
- A trail that goes through Bellevue to connect to
- Access to interstate
- Focus on car/vehicle access
- Bellevue blvd is unique in Omaha metro - winding residential and yet a way to avoid traffic
- Traffic flow (for now)
- Keystone trail for recreation
- North/south connectivity (hwy 75)

- South Kennedy expressway access to Omaha and South
- Adequate roads, corridors, park trails
- North-south I-75 access to Omaha
- Roads are good
- Good connections west to Papillion, etc.
- Access if you have a car
- Fort Crook and Highway 370 seem to function without too much congestion
- Transportation. Good major highway access 370/75
- Easy access to council bluffs
- New US-34 access to I-29
- Easy access north to downtown Omaha
- Not too many pot holes to deal with!
- Roads in good shape maintained well
- Walking and bike paths
- In main city, the ability to walk safely through the city
- Auto infrastructure
- Connection to the rest of the metro (370/75 interstate)
- Highway 370 and highway 75 as main arteries into Bellevue
- Police presence
- Illuminated Street sign and major intersections
- 75 and 34
- Roadway system is readily accessible
- North and south traffic
- Papio trail
- Easy access to old market and I-80 and Kennedy

### Group Priorities: Mobility Strengths

- Good east/west, north/south road network
- Connectivity
- Easy access to interstate and highway
- Bellevue has couple council people concerned about sustainability concerning transportation going into the rest of this century

- East of access to highway
- Roads to Bellevue
- Many major highways and key/major roads
- Good east/west north/south access

### Mobility Weaknesses

- Lack of bike options
- Lack of continuity of city sidewalk system
- No transit options an almost non-existent mass transit system
- No public transit system
- Lack of public transportation limited mobility transport
- Limited public transportation
- Lacking sidewalks or areas that need a lot of sidewalk repair (Old Town)
- Hwy 370 stoplight timing
- Multi-use trail system
- Intersection timing
- East-west and north-west roads are limited so 370/cornhusker very congested
- Local roads and traffic lights congested
- Hard to walk from some neighborhoods to stores
- Not enough public transportation
- Timeline to make enhancements (too long)
- Old infrastructure
- Pockets of extreme congestion of traffic
- Low bike ability, bike routes, and bike parking
- Sidewalks
- Fort Crook road not maintained. I-75 tends to form a barrier going east-west
- Railroad tracks
- Need more lanes for increased traffic
- No walkability on major roadways
- Lack of connection to city bus system
- No roundabouts so we rely too much on stop lights

- Biking/walking path (east/west)
- Too much car parking
- Trains stopping traffic
- Quality of roads (maintenance/repair)
- Not bikeable and with out sidewalks no place for kids to ride
- Access to northwest Omaha (but that is mostly ok)
- Lack of public transportation routes/times
- No public transportation
- Allowing high density residential development with limited street access
- Lack of sidewalks in many areas
- Car centric
- East to west connections
- No taxis and limited uber, lyft, rideshare
- Too many petroleum rovers
- Limited access to neighborhoods
- Commercial too concentrated
- Sidewalks in neighborhood
- Bike paths
- East/west connectivity. Hwy 370 stoplight central
- Limited connectivity over major infrastructure (highway 75)
- Travel time from one side of Bellevue to the other
- Lack of walkable areas to shop-commute
- Lack of sidewalks
- We need sidewalk on busy streets like Bellevue Blvd.
- Cornhusker is becoming more and more congested
- Lack of connected sidewalks
- City streets not wide enough for bus lines
- Traffic flow/patterns for streets
- Wheelchair access along sidewalk intersections (some of newer plates are coming up)
- Lack of public transportation
- Fort Crook divide east/west

- Cross town thoroughfare (getting from one side of town to the other)
- Olde towne Bellevue is clunky and hard to get to with meandering Highway 370
- Offutt AFB cuts off north and south lack of transportation for those that are disabled or elderly or kids
- 73/75 divides the city limits , east-west transportation
- Not widening the roads as they city has grown
- No public transit
- Public transportation, I don't mean private vehicles
- More sidewalks along main streets
- Need more bike and pedestrian opportunities that are safe
- No public transportation to other cities
- Few public transport options

### Group Priorities: Mobility Weaknesses

- Public transit
- Heavy traffic on all roads due to community growth
- Virtual nonexistence of any options besides cars
- Lack of affordable transport options with in Bellevue and to and from surrounding cities
- Lack of transportation options very car centric
- Need protective bike lanes with paths to get to work and school locations
- Lack of sidewalks, public transportation
- Lack of public transportation

### Mobility Opportunities

- Lack of bike trail connections on Bellevue Loop
- Bike path Platteview Road, Capehart Road
- Recreational bike and pedestrian trails
- Great trail system underutilized
- Access to bike trails from neighborhood
- More mass transit

- Increase access to public transportation/access to downtown
- More three-ways east to west and north to south
- Rethink Fort Crook
- Public transportation is lacking
- To build off of the keystone trail to make a huge loop around into city
- Broader bike path and walking path through city
- Transit opportunities existing residential and commercial/retail areas
- Turn to ORBIT
- Buses or other public transportation
- Development of local transportation system
- Work with metro area transit
- Space where native plants can be included providing shade and carbon capture
- Space to expand roads and include space bikes
- Busy roads and places where people travel through regularly who could utilize public transit (cornhusker)
- Work, play and stay
- Improve pedestrian connections
- Increase public transportation with adjourning communication
- Expand public transportation
- Grow US-34 southern entrance to KC and points south
- Develop bike destination center, shopping, work locations
- A south metro loop on W 34 could really help spur development and access
- Ft. Crook plan has good ideas
- Connecting community to others Omaha, Papillion, Council Bluffs
- To improve bike ability
- Provide walkability
- Roadways have excess capacity
- Come finding with MAT

- Limited transportation for seniors
- Omaha is starting to think about a climate action plan - that includes transportation
- Add fast-charging station
- Opportunity to expand transportation options using newer, low cost alternatives (e-bikes and scooters)
- Partnerships with the base on projects
- Additional traffic studies
- City is tarting to think about transportation
- The infrastructure bill may be able to help with sustainable transportation
- Opportunity to connect to Omaha's climate action for sustainable transportation concerning sustainable transportation
- Better integration and shuttle service with base
- Setup transportation lines from old Bellevue time when students go to school estimated. (dedicated lines). Old Town to Omaha.
- Better connections to Omaha - Bus, etc.
- More money for infrastructure improvements from state
- Safety
- Potential water park being built
- Bellevue is now big enough to have some sort of public transportation but what?
- Growth on 34th
- More buses, more bike paths, more walkability (entertainment district)
- Bike/walk paths connecting neighborhoods

### Group Priorities: Mobility Opportunities

- Bus routes
- Improve public transportation
- Partnership with Omaha/Douglas County Transportation Systems
- Old infrastructure can be redesigned for cars and people (When its replaced)
- Overall connectivity of walking/biking system through

various districts (high schools, downtown)

- Development of a local transportation system (pedestrian, bike, public buses, etc.)
- Infrastructure blitz, before, the waterpark innovation hub, and horse track/casino
- Huge biking community - expand trails and how to get to trails safely

### Mobility Threats

- Need buy in from Omaha for many of the solutions
- Rooftops/cars seem to be outpacing transportation infrastructure
- City planning department
- Need for EV charging in Bellevue as purchase of EV increase
- MAT uses all funding for public transportation
- Poorly though out bike lanes
- Community will
- The mindset of people making decision. Need to be more open to bike lanes
- Safety/concerns of public transportation
- Over spending on bad mass transit ideas
- Ruining the peaceful streets with buses running all over town
- Bellevue is comparatively small geographically don't want to make a bigger problem
- Rising costs for vehicles and fuel
- High cost of public transportation
- Pedestrian safety
- Traffic congestion leading to more accidents
- Environmental concerns/climate change
- Lack of funding to complete the long list of road projects
- Hard to expand roads and crossing railroads tracks making over passes is expensive
- Traffic flow relating to walking path and bike traffic
- General layout of greater metro is just hard to get parts

of Omaha from Bellevue

- Lovers of Petroleum
- Hard to expand roads and crossing railroad tracks and making overpasses expensive
- Fixes on D.O.T timeline that are immediate needs (walk signals)
- Increased population
- The city of Bellevue has a lack of vacant land for building projects
- Cant bus for school under 4 miles but not enough sidewalks or guards on busy streets
- Infrastructure poor maintenance cause cascading problems
- Running out of the proper space to build infrastructures
- Flooding east side of town
- Bike paths on main roads
- Limited by county/state infrastructure improvements
- Fear of death of injury for bike riders

### Group Priorities: Mobility Threats

- If we don't find a solution to public transportation we will not be able to get workers here for new industry
- Funding
- Funding
- Willingness to work with other communities, vice versa
- Increase population with out dealing with traffic flow will be very problematic
- Funding
- US-34/US-75 provide a way to totally bypass Bellevue
- Safety

# Planning and Design Charrette

## Land Use

Which land uses would you like more of in Bellevue? Tell us by placing a dot next to each land use you want more of.

- Commercial/Retail/Office 9
- Civic Facilities/Education/Healthcare 8
- Flex/Industrial 6
- Single-family Residential 6
- Multi-family Residential 7
- Mixed-Use 11
- Parks/Recreation/Open Space 11

*Are there land uses in Bellevue that are misplaced? If so, which ones? Tell us with a sticky note and show us by placing a red dot on the map.*

- Capehart Housing
- Too many used car lots
- Industrial in flood plane south of La Platte Rd
- Old Catfish Lake area Shown as Industrial
- Homes in flood plain being rebuilt\*
- Residential in flood plain SE of Base\*
- Rendering plant
- Car dealerships on east side of ft Crook
- Chemical plant next to residential
- Old concrete plant in prime location
- Industrial on riverfront
- Chlorine Plant!
- Area off fort crook near railroad tracks - retail places are hard to get to
- National guard to on elementary school

*What land uses should be preserved? Tell us with a sticky note and show us by placing a green dot on the map.*

- River
- River
- Parks
- Parks
- Parks and trails - single family residence
- Fontenelle forest
- Parks
- Trails
- Haworth park area
- Riverfront
- Riverfront
- Papio trails + Bike paths
- Trails
- (sidewalks) Trails
- Trails - expansion
- River and expand access from rest of metro to river greenspace
- Forest
- Forest
- Parks and expand
- Forest
- Fontenelle forest
- Riverfront
- Fontenelle forest area
- Parks
- Athletic fields Bellevue Soccer Club Mclann Baldwin, etc.
- Trails need more access
- Old Towne Family Housing (single
- Forest
- Former Bellevue Campus + Native "cemetery"; Mission Treaty Area

*What are Bellevue's main landmarks or destinations? Show us by placing a blue dot on the map, and list them using sticky notes.*

- Fontenelle forest
- River
- Fontenelle forest
- Heroes park
- Fontenelle forest
- American heroes park...if the \$32 Million vision becomes reality
- Forest
- Olde town
- Church on Franklin street
- Should build first trading post in college heights on spot where manual Lisa build first post on Missouri river
- Fontelle Forest
- Old Towne
- Fontanelle
- River
- Old Town
- Fontenelle Forest
- Fontenelle forest
- Fontenelle Forest
- Fontenelle Forest
- Trail system on Papio Creek
- Fontenelle Forest
- Fontenelle Forest
- Old Towne
- Bellevue Public Library
- Offutt Base
- Olde Towne could become more
- Haworth Park
- American Heroes Park
- Fontenelle Forest
- Keystone Trail
- Not much for attractions
- Forest - log cabin/train depot / old bank (1st bank)

- Fontenelle forest
- B-52 Offutt AFB
- Fontenelle Forest
- Bellevue Bridge

## Development & Redevelopment

*Which areas of Bellevue should be considered for new development? Tell us with a sticky note and show us by placing a blue dot on the map.*

- South Bellevue Hwy 34
- South Bellevue + Platteview
- Hwy 75/Hwy 34
- Fort Crook in its Entirety
- Platteview Rd - Hwy 34
- 25th Fairview
- Southwest Bellevue
- 54th and 370
- Hwy 34 + Hwy 75
- Riverfront Area / for possible entertainment areas
- Willow lakes Golf course area
- Riverfront
- Olde Towne in its Entirety
- Base Lake Road
- South of Base to 34/75
- Fort Crook + Cornhusker NW side Sports complex for Youth
- Need a tree lined boulevard (Chandler Rd) from North across point to Fontenelle +River access to downtown
- Lake Bellevue as a buffer lake Harland Lewis Rd from Mission Rd to 34
- Harlan Lewis Le Platte
- Riverfront
- 75 + 34
- Fort Crook East Side north of Harvell
- Plattview Rd (negative \*)

- For redevelopment + redevelopment suggest empowering and taxing all outdated or underperforming XXX structures 1st. Build XXX base upon which improvement may be done.
- Cornhusker west of 75
- Riverfront
- Old Wilson Concrete Plant

*Which areas of Bellevue need to be redeveloped or are available for infill development? Use yellow dots to show us where and your sticky notes to tell us why.*

- Mission Ave - Ft Crook
- Old Towne Haworth Park
- Old Towne
- Fort Crook n of Cornhusker
- Southroads area\*
- Old Town Mission\*
- Olde Town
- Old Towne
- Fort Crook Road
- Most of Fort Crook Rd
- Platteview and 34 Corridor
- Old Concrete facility area
- Old Towne
- Ft Crook car sales
- Fort Crook
- Galvin
- Ft Crook Rd
- South road area
- Ft Crook Rd
- Old Town
- Ft Crook Rd
- Fort Crook (multifamily, retail, restaurants, senior living)
- Old Town (ASAP)
- South of Hwy 34
- Fort Crook Rd

- Olde Towne
- Southroads Area (N+S) Along Fort Crook
- 36 + Cornhusker
- Fort Crook North of cornhusker
- Old Capehart housing
- Fort Crook Road has many areas that need to be redeveloped for new businesses Southroads
- Olde Towne
- Flood area south Hancock
- Bottom of Hancock Street (City Yard, Old VFW Area)
- Old Landfill Solar
- Fort Crook
- Old Towne + Ft Crook
- Old Towne + Fort Crook Rd
- Riverfront - use business or parks that will survive flood

*What areas, or sites in Bellevue are underutilized or misused? Show us by placing a red dot on the map and tell us why with a sticky note.*

- Old Towne\*
- Ft Crook could be much more densely commercial is revamped/overhauled
- Riverfront is underutilized
- Put solar on landfill
- Could do more with our riverfront to draw people to American hero's park
- Old Towne Bellevue
- Ft Crook
- Ft Crook Rd South Actually most of it
- 25th/Capehart
- Ft Crook Rd the entire stretch
- Olde Towne
- Haworth
- Riverfront
- Fort Crook Road
- Old Wilson Concrete

- Fort Crook Road North of Cornhusker
- New library location (poor for accessibility)\*\*
- Old Town needs to become a "niche" not more of the same\*
- Fort Crook Road North
- Fairview w 36th
- Old Towne and River Front Haworth Park
- Cedar Island Landfill
- Ft Crook Road corridor
- Fort Crook
- Northwest Bellevue
- Fort Crook N of Cornhusker
- Old Town
- Ft Crook Rd Corridor
- Old Towne Lots of Potential!
- Riverfront
- New library should have its own site. Look to New Omaha Library for inspiration
- More mixed use zoning like Prairie queen have residence upstairs and commercial/zoning on the ground level.
- Some old retail-zoned areas could better serve the area with flexible zoning - People shop in new area, old retail spaces stuck with retail use are unattractive to investors.

*Where do you consider the center or "heart" of Bellevue? Place a green dot on the map to show us. Use a sticky note to tell us why.*

- 36+2 Street north of 370
- Old Town but it needs work!
- Cornhusker between Galvin Rd 25th street
- 25th and Cornhusker food and retail
- 36 370\*
- Target area retail
- Galvin Harrell area

- Fort Crook area Harvell
- Olde Towne
- Olde Towne
- Should be Olde Towne - IS 370 or cornhusker
- Ft Crook/Cornhusker
- Not Olde Towne
- Bellevue BLVD for north to downtown
- Olde Town
- Old Towne
- Mission Ave to Downtown
- Historically, I don't think a hub or heart is present. The city seems to relocate with new developments

*What new attractions, entertainment opportunities, programs, or events would you like to see in Bellevue? Tell us with a sticky note.*

- Live music venues amphitheater\*
- Live music
- Mountain Biking (recreational and competitive)
- Shops in Old Towne
- Spa services
- Boutiques upscale shopping\*
- Brewery along trail
- A time bank
- Development of American Heroes park for outdoor music events
- Boutiques in Old Towne
- More events like Bellevue Rocks
- Family Entertainment
- Pickleball courts (more)
- Live music
- Winery
- Special Events "4th July" size
- Expand Lied Activity Center
- Pickleball

- Dog parks
- More upscale restaurants
- More upscale clothing stores
- Concerts
- Restaurants
- Outdoor music venues
- Space for indoor concerts and entertainers
- Community band like Papillon has (and band shell to play in)
- River history museum between downtown and Fontenelle
- Relocate base AF museum back to Bellevue
- Need a multi-use facility for youth this will grow business. All parents go to other communities to play
- Sports complex
- Amphitheater near Old Towne
- Activities for tweeners and teens and 20s somethings
- Movie theater
- Check out Auburn, Alabama, Opelika Alabama has a sports complex worth looking at.
- Lake Bellevue flood and recreation buffer lake at Harlan Lewis road\*
- Young adult activities
- More family centered entertainment

## Placemaking & Public Space

*What aesthetic and/or cultural aspects of the Bellevue do you think should be preserved or enhanced? Tell us with a sticky note.*

- Bring back old Town
- Develop river front
- River front
- Bellevue Marina
- Fix Haworth park
- Riverfront area
- Riverfront

- Mission Ave
- Hayworth
- Historic value
- River access and hilly treed area on east side
- Olde Town connect with new parts
- Old Towne
- Erect monuments/noticeable and impressive entrances at the gateways
- Riverfront parks with veins of river
- Fort Crook Road south of Childs
- Maintain military history
- Enhance Mission Ave
- Maintain Fontenelle Forest Area - don't allow encroachment
- Old Town
- Fort Crook (enhanced)
- Old Town (Enhanced)
- Bellevue log cabin - Rail depot - First missionaries - Fort Crook history - bomber plant employee contributions - Riverfront heritage
- Invest in infrastructure and charges that are beautiful and useful, preferably with an eye toward the future for example: work in flood mitigation to this riverfront developments so many are asking for example: Squeeze some marsh lands to absorb flood water and maybe study the Dutch to add moving walls to protect property.

*Are there code enforcement and/or maintenance concerns that the City should focus on more? Tell us with a sticky note.*

- Need more code enforce
- Should be easier to get permits for new business
- Vehicles parked on lawns
- Too much garbage thrown from cars
- Missing or broken sidewalks
- Vehicles off the streets for snowplowing

- Cars on streets
- Ft Crook RD
- Condition of businesses on Galvin Rd
- Condition on businesses on Ft Crook Rd (Bldg./parking lots)
- Better recycling amenities
- Cars in yard
- Residential parking code (people park on sidewalks)
- Residential parking codes
- Sidewalks on Bellevue Blvd.
- Rentals that are not kept up by landlords
- Olde Towne
- Need more trained staff
- Fully enforce code and ordinances
- Work on waterfront to build it out (infrastructure)

*What areas of Bellevue most need aesthetic improvements? What types of enhancements would you like to see in these areas? Use red dots to show us where and your sticky notes to describe the types of desired enhancements.*

- Move planter/flowers along mission
- Ft crook corridor always looks/feels run down.
- Highway 75 ramps
- Many neighborhoods - rental (landlords) do not keep houses up
- Haworth park along river Hwy 34 corridor
- FT Crook Road
- Downtown
- Ft Crook Corridor
- Fort Crook Corridor
- Mission Ave aesthetic upgrade make mission area walkable corridor
- River front
- Old town/mission Ave - streetscape and store fronts
- Mission Ave needs a comprehensive aesthetic

- revitalization plan. It looks/feels off and uncared for.
- Galvin Road between cornhusker and why 370 needs beautifying!
- Need a few beautiful welcome to Bellevue garden plots
- Cornhusker Road near 75
- McCann Park
- Galvin
- Olde Town
- Mission Ave is walkable district
- Mission Ave need to be similar to old market and Blackstone districts
- Old town
- Old town area boutique shopping
- Old Towne
- Old Town charming coffee/ice cream or breweries
- Statues fountains or flowers in walking areas
- Any street repair should include sidewalks for use.
- Old Towne nice restaurant
- 1 Ft Crook (so much potential)
- 2 Old Towne (underutilized)
- Feel infrastructure is most important
- Mission
- Ft crook
- All of ft crook road (Should have basic design standards)
- Fort crook
- Fort crook
- Build a community at the riverfront (living, shopping, entertainment) (a mini downtown Omaha)
- Keep native wildlife in mind with changes and include them
- Infrastructure - keep in mind planting trees and placement of streetlights and sidewalks limit future ability to expand roads

Where are the "gateways" or entry points to Bellevue? Use blue dots to show us where.

- 13th street to Southroads area
- From north 13th street Chandler rd. interchange
- Bellevue toll bridge to Haworth park
- From south Capehart rd
- Hwy 370 hwy 370
- 13th and 25th
- Cornhusker/Harvell
- Cornhusker at 48th/60th
- Kennedey
- North and South
- Ft Crook @ Chandler to Omaha
- Cornhusker
- Hwy 370
- Hwy 34/75 has opportunity to have art over bridge
- 54th and 370
- Hwy 75
- 36th North @ Harrison
- 370 @60th
- Mission Ave

*Should new parks or public gathering spaces be developed in Bellevue? If so, where? Show us by placing a green dot on the map and describe your desired space using a sticky note.*

- Bellevue has plenty of parks and the existing parks need to be maintained better
- More improvement to existing Hayworth
- Library SW part of community\*
- In new housing areas should be parks
- No new parks unless we resource the parks department to maintain them. Prefer to jus improve and maintain what we've got
- If any new parks, then focus on SW Bellevue - quite a few SIDs there that will be incorporated in years to come
- Improve/maintain current parks first

- We have plenty of parks I would like to see them better maintained - mowed weekly mulched, flowers etc.
- Park/trail sidewalks all the way down Ft Crook
- Update Swanson Park
- Restrooms added to larger existing parks
- Parkway corridor from US 75 to Fontenelle and points south
- No new parks but add equipment to existing ones park near me have no slides or swigs
- Trails connecting business to keystone trail
- More connected trails
- Fix Haworth Park
- Buffer lake Bellevue
- Along Capehart after 48th and connecting to Papillion
- Senior center expansion and or relocation
- No! Enhance what we have and eliminate the minimally used parks
- Hayward Park - Food trucks - planned events around trail access
- Implement newly adopted parks plan
- Where current museum is make into a nice park w/ walking 'circle'
- Redevelop riverfront including infrastructure
- Expand and develop park on cornhusker west of cedar island
- More pickleball
- New neighborhoods being built
- For sure connect and expand current
- Maintenance of Park spaces is mandatory with skilled educated staff not just mow-boys

*How should we make Bellevue more beautiful?*

- Landscaping in retail areas flowers/trees
- Landscape/hardscape...but MUST resource the maintenance! Retail areas specially
- More connected trails

- Incorporate more Tree USA grants
- Ped scale lighting
- Greening of Median
- Signs along multi-use trails showing business along trails
- More trash cans Mission
- Increase Pride of ownership - clean up the trash
- Landscape along 370 and Hwy 370
- Trees along 370
- Landscape along trails
- Welcoming signs that label the area or district
- Erect monuments/noticeable and impressive entrances to Bellevue at the gateways
- Landscaping in green spaces at entrance to subdivisions
- Enforce no dumping
- Old Town Civic Center mission St Area
- Fewer 2nd hand car dealerships
- No Junk cars
- Volunteer program - pick up trash
- Open area park and adjacent alley way for public event space - farmers market; food trucks; allow alcohol
- Less prominent dumpsters- hide the dumpsters
- Bandshell for Omaha symphony/concerts
- Fewer smoke/vape shops
- Paint bridge and add new welcome to Bellevue sign
- Trees along 370
- Landscaped sidewalks
- Less political signs
- Diverse native plantings (i.e. trees, pocket prairies)
- Build out waterfront
- Invite the Bellevue garden club to install or maintain natural features.
- Reward business and homeowners that landscape with native-scaping rather than turf only landscapes that do not support wildlife

- Our neighborhood (Blackhawk) is part of the city but we have a coop agreement with City for park maintenance whereby the City provides our annual \$ that we add the park how our HCA wants to which means walking-trail lighting, dog waste bag dispensary, irrigation system etc....things the city would not maintain for us. This could be an option for other neighborhoods to reduce city expense while maintaining some local control of neighborhood parks.

*Which of these enhancements should be prioritized in Bellevue?*

- Public Art 4
- Gateways 5
- Benches/Outdoor furniture 11
- Lighting 7
- Street trees/landscaping 17
- Shade structures 5
- Alleyway beautification 3
- Public Wi-Fi 4
- Wayfinding/Signage 6
- Public Performance space 14
- Playground/splash pad 5
- Public restrooms 11

## Mobility & Connectivity

Where do you notice transportation safety issues in Bellevue (i.e., traffic, speeding, dangerous turns, low visibility)? Show us where by placing a yellow dot on the map and use your sticky notes to describe the issue.

- Speeding (esp. Hwy 75)
- Traffic Cornhusker Rd
- 15th Cornhusker
- Bike vs Car
- Cornhusker/Bellevue West
- 36th and 370
- Ft Crook

- 36th and Hwy 370 running red lights
- Red light runner 25th and Hwy 370 running red lights
- Red light runners!!!
- 370 and Arboretum Drive Intersection
- Use Roundabouts
- Speeding down (south) Lincoln Rd by Wake Robin Elementary
- Cornhusker and 75 access/ramps
- Along Capehart no sidewalks
- Not a lot of pedestrian crossing
- Cornhusker road/us-75 poor planning signals/access
- Speeding on Bellevue Blvd.
- Fort crook/cornhusker intersection is dangerous red light runners
- Cornhusker Rd needs 2 more lanes in each direction, multiple turn lanes
- No way for walkers to cross 370
- Lincoln Rd and High School Drive
- Betz and Harlan Drive
- Being a Pedestrian in Bellevue
- 370 and 36th
- Spelling on 370
- Cornhusker and 36th
- Difficult for pedestrians to cross streets. Need especially where there is a neighborhood and a destination across the other side of a main street and lights.
- Aggressive tailgate drivers.
- Wayne Street speeding narrow no sidewalks odd intersections Jackson/Freeman

*Where is traffic congested? Are there any high crash locations? Show us by placing a red dot on the map and tell us why using a sticky note.*

- Cornhusker and 15th
- Aldi and Menards intersection
- Cornhusker between 25th and Ft Crook

- Bellevue West
- Congested Traffic Down Cornhusker Especially by 15th Street Leading to High School and Walmart
- 25th and Cornhusker
- Cornhusker Rd
- I-75 and Hwy 370
- Cornhusker many spots between Ft Crook and 36th
- Hwy 370 36th to Hwy 75
- 36th and Chandler
- Cornhusker 15th
- Cornhusker 15th
- 3-6 PM Cornhusker and Kennedy Cornhusker 25th to Fort Crook
- Any road near a school at drop off pickup and events
- Cornhusker
- 370
- Base entrances morning/end of day
- 36th and Capehart
- Cornhusker between 15th and 36th
- Cornhusker after school 4 PM
- Ft Crook and Cornhusker
- Capehart and 36 in AM for school drop off
- Hwy 370 between 15th and 48th
- Hwy 75 to 25 St
- Cornhusker @ 75

*What are the missing vehicular connections within or to/from Bellevue? Show us by placing a green dot on the map and tell us why with a sticky note.*

- Public transportation to area of interest i.e. zoo, Lauritzen Gardens even from a central location in Bellevue
- Going west out of Bellevue has limited routes
- SW Bellevue needs improved through for both N/S and E/W traffic
- Capehart and Platteview are insufficient as is

- 36th is improved but needs to continue south to Platteview
- Extend 60th - work with Sarpy County on this
- East to west public trans
- Driving from Old Town around the base
- Crosswalks (lack of) cornhusker and Fort Crook
- Public transit for disabled
- Oddly disconnected Bordeaux Ave area
- Going north out of Bellevue has limited routes
- Childs Giles Rd
- 48th to Platteview
- East West Cornhusker and 370 were overburdened
- Crosswalks busy intersections Ford Crook Chandler
- Retail on west side of Ft Crook
- Capehart at 48th or 60th through
- Platteview Road got block off to get to 75. Now you have to drive halfway to Plattsmouth to get on 75.
- Purple dot limited connectors to main roads

*Where do you experience issues with accessibility (lack of parking, poor connections, personal safety concerns, etc.)?*

- Galvin Rd and Cornhusker
- Neighborhoods to library
- Mission parking
- Old town
- The street coming out of Wal-Mart 15th south of cornhusker hard to turn left.
- Fort Crook chandler walking
- Limited sidewalks in Old Town and surrounding areas
- Only 1 path to bike. Keystone. Need more! Will help business
- New library location poor walking accessibility
- Walking across any intersection
- Difficult to get from east to west "around" Offutt\*
- Railroad crossing

- Downtown no parking
- All over
- Motorcycle parking - saves space!
- Crosswalks to mission lead to grass path- no sidewalk
- Old Towne
- Left turn into dairy twist - safety/congestion issues
- Crossing Hwy 370 to get to the trails
- Better patrolling of trails
- Crossing Rail Rd

*Where is it difficult to walk in Bellevue? Where are there missing connections (i.e., sidewalks, safe crossings, etc.)? Use GREEN dots to show us where and use a sticky note to give us details.*

- 370
- Fort Crook
- West of Hwy 75
- 25th Street by Stonecroft park
- 36th and 370
- Along cedar island road
- Bellevue Blvd
- Ft Crook
- Galvin Rd north of Harvell Cornhusker
- 370 E/W Bike or walk
- Sidewalks in older established areas
- Hayworth park to Fontenelle
- Bellevue Blvd missing sidewalks speeding
- Residential sidewalks not connected
- Harvell Drive in vicinity of Bellevue University
- 15th and cornhusker
- Connect and parks
- Connect business to keystone by trail
- Areas of Bellevue are walkable, but on the whole is not - commercial and residential areas are not integrated
- Crossing 370 at 25th Street is dangerous Blvd!

- Bellevue Boulevard sidewalks (lack of)
- Cross Ft Crook at any point
- Bellevue Blvd No sidewalk
- West along cornhusker/Harvell west past Bellevue university
- Bellevue Blvd - no sidewalks and fast traffic
- Anywhere
- Chandler Rd and Fort Crook
- Cornhusker 36th to Highschool
- Dangerous to cross Hwy 370 from 25th to 48th
- Crossing 370
- On Chandler to 25th-and 36th - kids safe walk to school

*Where is additional biking infrastructure needed in Bellevue (i.e., off-road trails, road shoulder, painted bike lanes, etc.)? Show us where by placing a YELLOW dot on the map and use a sticky note to give us details.*

- Blvd
- Trail and park connections
- Protected bike lane by Fort Crook
- Trying to have better/more interconnection to existing trail systems
- Plattview Rd
- Bike trail connection to mission Haworth park and NRF trails
- Capehart
- 370
- 370th to trail
- East/west
- Safe walking to new library\*
- Need a river access bike trail - very pie in sky item but would be nice
- Trail access to river could at one time
- Bring back fort crook bike lane
- Should not be on the roads

- Connect 25th to cornhusker to Harvel to Franklin
- 370
- 25th and Capehart to trail at 370 and 36th
- 36th - Capehart - Plattview - 370 - Cornhusker - did 75 - 25th
- Sidewalks in older parts of Bellevue

*What would make walking or biking around Bellevue more enjoyable for you? Tell us with a sticky note.*

- Wayfinding signs
- Signage @ XXX, high walk/ride areas
- Sidewalks in neighborhoods like Bellevue Blvd
- Protected or separate bike lands no worry of getting hit
- Separate bike/walking from vehicle traffic
- Better/safer ways to cross throughfares
- Slower speeds for vehicles
- Something like Wabash Trail Council Bluffs
- Lighting
- Sidewalks
- Trail Maps (connected)
- More Ped/bike connections over major barriers
- More protected/connected networks
- More access to trails - connected parking lots?
- Go look @ Bentonville AK or Des Moines Iowa Copy them
- Less congestion
- Better sidewalks
- Sidewalks
- Sidewalk existing and not existing
- Improve sidewalks
- More parks connected to bike or walking trails
- Connections
- Drinking water in all parks bathroom or porta potties in all parks year round
- Shade along trail

- Water stations along rail\*
- Shaded areas
- Separate bike/walk lanes or sidewalks
- Connections for biking/walking through neighborhoods to neighboring neighborhoods add natural landscaping
- Dedicated bike lanes

*Should Bellevue encourage public transit use and options within the community? If yes, how? If no, what transit modes should be invested in? Please be specific. Tell us with a sticky note.*

- Yes more bus scheduled times throughout the day/night
- More public options more rideshare/TNC
- Yes, old Town MAT Route
- Yes - more options for people living in Old Town to have public transportation
- More E/West
- Bus transportation to points of interest in Omaha
- Yes! Promote with local ads and signage
- Higher Density
- No Cost/Benefit probably not there
- No-not a taxpayer funded service that is needed. No ROI or bang for the buck.
- Better uber options can't get them in reasonable times
- More bus options
- Need options for Disabled
- Yes to East Omaha or Papillion
- More public transportation
- Yes! In Bellevue and to surrounding areas
- Be Smart about Bike lands, don't force them
- Yes - we need more public transit options
- More public transit
- Light rail connected to 24th St Phase to Ft Crook
- Yes, more available times

- Link to Lincoln
- Light rail for Ft. Crook To Omaha +Offutt
- Develop Old Towne and Ft Crook then Streetcar!

*What modes of transportation do you use when traveling in Bellevue?*

- What modes of transportation d you use when traveling in Bellevue?
- Personal Vehicle - 29
- Carpool with Others - 3
- Rideshare/Uber - 3
- Metro Moby Use - 0
- Walking - 13
- Bicycling - 6
- Micromobility - 1

*What do you want transportation in Bellevue to be known for?*

- What do you want transportation in Bellevue to be known for?
- Walkability - 16
- Drivability - 11
- Bikability - 11
- Transit/Accessibility - 12
- Other - Bike Rental - 4

## Think Big!

*What is your vision for the future of Bellevue?*

- Take advantage of any future of opportunities for land expansion i.e. lost a lot of appox to Papillion
- Robust downtown/old town that attracts shoppers
- Growth of the city that meets the needs the resident
- Be a small town with a worldview. Not just the birthplace of Nebraska, but the birthplace of ideas that drive our community and state.
- To "be" the 2nd largest metro city
- A destination city

- Public transit throughout and connected to Omaha and Papillion LA Vista
- A safe beautiful city with a clear vision and plan for the future
- Having a city that is aesthetically please and draws people in for entertainment and shopping
- Need a full time mayor like Papillion. Focus on Bellevue
- Affordability housing transportation
- Trails, trees, rolling hills thanks to River history and Base
- Transportation public and accessible and for disabled
- 21st Century modern city balancing the past
- More parks
- Small town vibe big city amenities
- More family recreation year round
- A “family friendly” community with the appropriate mix of business/industrial/residential to stabilize property taxes
- Connected bike trails
- Large entertainment district - trampolines, skating (roller/ice), ball parks, go karts, walking trails, pool
- Be the best city in the state and not a footnote
- Create a historic destination area on mission st birthplace of Nebraska
- A place we all can afford to live
- A trail system by Des Moines or Bentonville AK
- Social fabric is stronger
- Connected facilities
- Increase in services
- Business focus along trail system
- Buried utilities everywhere
- Complete sidewalks throughout the city
- Cohesive decision on mission Ave - shops - bars - green space
- No more blighted areas
- Education system that competes with the rest of the state

- Well planed growth (economic Dev.)
- Growth with vision and planning
- Expand upon Sarpy county’s vision and move into the future/keep moving forward
- A city plan that consistently updates improves and keeps infrastructure working efficiently
- Competitive sports

*What should be the mission of Bellevue?*

- Make bringing business to Bellevue easy
- Growth opportunities
- A community that supports the different needs of the residents
- Growth
- The mission of the city gov/t should be to develop and implement a coherent vision and plan for Bellevue. And actively encourage it’s residents to be neighborly, respectful, and embrace/unify/rally around the Bellevue identity and vision.
- Safety
- To take good care of their residents
- Continue to strengthen bonds with Offutt
- Provide safe place to live with attractive amenities
- Create a destination for recreational experiences.
- Provide a quality place to live where all amenities are available to families within a reasonable distance
- Economically diverse
- Provide reliable services
- Be a city not divided (physically) by train tracks and highways
- To be a beautiful city with well kept parks and many amenities
- Inclusive growth
- Diverse options in all aspects of city and community
- Become a city with all of its own amenities that others see as a leader
- Be known for something other than Offutt AFB

- Encourage retail growth
- Restaurants shopping entertainment to keep \$in BLV, not Papillion
- Create a community people are proud to call home
- Economic development
- To be a growing community and known as a safe place t raise a family
- Provide a safe place for individuals/families to live/ grow
- Family Friendly
- Management of city. Stop land grabbing to focus on what is present
- Fortifying neighborhood community help and support

*What should be our community goals for the future of Bellevue?*

- Attract/retain businesses to keep people
- Inclusive belonging for all
- Unity of Bellevue vision and mission
- Top choice to live and operate a business in metro area
- Inclusive
- Mixed use development
- Accessible transportation
- Keep youth and older pops in mind
- Affordable housing
- To be a city where people want to live work raise a family and own a business. Senior center and housing
- Bigger and senior center
- Housing affordability for all income groups
- Connect all parts of the community
- Community spaces (i.e.- Parks) better connected
- Safety
- Be open minded of everyone’s needs/wants
- Enhance school programs opportunity/ college prep
- Better monitoring of physical status of “rentals” within neighborhoods (some falling apart)

- Clean up fort crook rd. to make it more attractive
- Lots of entertainment options
- Build for families
- Inclusivity
- Economic growth
- Equitable access to services
- Diversity in businesses
- A place where people want to live
- Quality of life for all
- Support quality of life opportunities
- Increase pride of ownership
- Walkable community
- Create walkable old Towne or shopping area with diverse vendors
- Diversity in persons
- Keep the base
- Have nice shopping wellness
- Ofer/create places and opportunities to keep young people and families l the area (shopping, jobs, entertainment, etc.)
- Innovate for the citizens of Bellevue using useful, novel ideas,. Don’t copy all of the cities around us.
- Short, medium, and long term plans for management of neighborhoods currently in Bellevue
- Create community activities that attract outsiders
- Managed growth
- Diversified housing \$->\$\$\$\$
- Attract new economic growth

*What community values should we kept in mind as we create the plan?*

- Growth
- Equity
- Open communication
- Bellevue strong
- Accessibility - physically to economically

- Equity
- Bellevue is a diverse community and options should be affordable
- Respect for heritage
- Leave politics out of the planning
- Family education (on all levels)
- Connections between groups
- Common sense
- Support base but remember all residents
- Blended housing and not neighborhoods of a single type and social class
- Safety
- Focus on sustainability
- Inclusivity
- Diversity
- Diversity
- Fiscal responsibility
- Family friendly
- Education
- Sense of pride to be the setting for Offutt
- Support for new neighbors “welcome basket” concept to help new neighbors learn code, ordinances and upkeep of home and where/whom to ask questions
- An alternative to big city Omaha and all the rules, regulations, etc.

#### *What are Bellevue’s goals for its transportation system?*

- Access
- Live in a walkable city
- Safe
- Options for disabled
- Connected for all ages and abilities
- Connect all - disabled - poverty
- Multiple routes options
- Better access and connection to Omaha Papillion, etc.
- Ollie the trolley

- Public transport options
- Increase public transportation time frame/schedule
- Connected to the other communities
- Multiple pick up times to correlate with work times
- Multiple pickup places
- Better traffic flow
- Accessible for those who need it
- Access to bike parks from more neighborhoods
- Provide all modes of transportation
- Beautify/revitalize our existing older streets
- Bring folks in and out safety
- Improved traffic flow from US 75/34 to attractions
- Easy movement East West and north south
- Accessibility
- Make 25th and Cornhusker easier to traverse during school drop off times
- Roads and trail walk system that grow with the city
- Maintain vehicle usage and supplement with other modes
- Transit system
- Safe for all ages
- Sidewalks with pedestrian lighting
- Bike trails you can access without having to drive to them
- Low emissions

#### *What do you value in your transportation system?*

- Connectivity
- Accessibility and Affordability
- Ease or travel to airport
- Times travel times
- More public transportation options
- Walking
- Safe transit
- Scheduling

- Good roads with sidewalks
- Safety and options
- Inclusivity (i.e. - ADA)
- More sidewalks and walking trails
- Choices - types, routes, etc.
- Add beautification elements where possible
- Ease of use and consistency
- Ease of access
- Biking and walkability
- Well- kept transportation through-ways
- Access
- Accessibility
- Options for disabled
- Safety
- Public transport
- Limited congestion - less time stuck in traffic
- Safe roads
- Affordability
- Availability
- Variety of options
- Whether it is keep it well maintained low technology will and be redundant and a bust

### Sport Complex Concept

- This seems like it could be a great place to incorporate native plants/grasses (along with the streetscaping)\*
- Add turn lanes to help with the thru traffic please
- Please do not let a cemetery on Mission Ave XXX any traction. Use this space for boutique retail and flats.
- Pickleball courts, please.
- Great addition to the Good Life District (waterpark, casino, racetrack)

### Street Cross Section of Mission Avenue

- Look at La Salla Blvd in Bird Rock neighborhood in San Diego, CA

- Roundabouts
- Diverse, native plantings - beyond just trees!
- Please don’t narrow mission Old Towne roads too narrow now Thank you!
- There is a trade off...diagonal parking would suit more cars trucks at the same time
- St trees required per code?

### Placemaking

- More pickleball (esp. in areas more accessible to greater metro - could be a draw to community!)
- Remember the wild life where ever we build improvements and even where there is no new work
- Consider native habitat connectivity “butterfly corridors”
- Free way capping?
- Maintain and update historical signs (a Bellevue college (original) cemetery for natives - log cabin)
- TC - Policy Framework Gateways, way finding, minimum standard of care?
- Look at streets to see if they are wide enough to handle increased traffic
- Nebraska Game and Parks commission - Gifford Point Wildlife Management Area - accessible green space

### Transit Considerations Comments

- Need transit services to bring workforce
- TC - chicken and egg
- Align local transit to Activity centers IE “Vue” to “Old Town”
- TC - Regional Connections
- Don’t neglect the ETF. We’re SIDs now, we’ll be in Bellevue soon. Note to Bellevue Leaders and Gov/t: show me that these a vision for the tax basis you want to incorporate.
- 2017 Sarpy Transit study
- Travel shed analysis
- On demand transport to Omaha for Medical - Moby? - Collab?

- Paratransit considerations
- Collab with MOBY to expand service - Cheaper?
- Expand Bellevue specialized services for City Limits (working hours)
- Need public options for residents
- Grants for additional paratransit
- On demand transport in Bellevue uber/Lyft/zip not reliable
- Please consider where schools are located and their respective traffic (especially events)
- Local bus looks like it follows former Bus line (MAT) Again, school traffic slows only forward movement
- Transit needs to coordinate with Sarpy county cities. Need to be able to get in and out of Bellevue from west.
- Older neighborhoods don't have many exits to main roads
- I love the local transportation option and I know that's something I'll use. I also think that even if the bus route isn't immediately widely used, it's important and commuter demand will grow as culture shifts.

## Active Framework

- East/west between Vue and Olde Town
- Possible on trails - call boxes - rest areas - "poop scoop" trash cans/stations
- Need alternative access to and from Walmart area under Hwy 75 - so south to concrete plant or south of Williams buys neighborhoods
- Bike lanes in all major destination streets
- Given our flood plain and runoff concerns, consider water-permeable options for surfaces (roads, trails, parking)
- Cornhusker (near 75) is a nightmare during morning and evenings
- Are there ways to alleviate traffic on cornhusker? 1) back road out to 25th from Menards area 2) expansion?
- FF - admission fee charged to support non-profit

- RR already impacting Gifford Point wetland habitats - trails would disturb even further
- Include bike lanes/active transportation along main thoroughfares Ex: along 370 and Cornhusker Allow more direct active transportation along those routes.
- All bike lanes need to be separated or protected.
- Lights with pedestrian controlled crossing at all street that lead to destination like parks etc. even if there is no stop light
- Make it easy for pedestrians to cross streets

## Roadway Framework

- Sarpy county is considering an arterial by extending 60th street south and dog-legging to 57th Street, further south to Fairview or Platteview/Hwy 34. PLEASE don't make 48th St an arterial.
- Find ways to make existing thoroughfares more pedestrian (active transp.) friendly Ex: 370 and Cornhusker are not
- TC - Truck route map
- TC - EV's vs power generation
- TC - Downtown improvement 1/3 cost will be utility upgrades
- When 34 gets re-done, please remember a bike lane along the bridge over 75.
- TC - HDR plans 36th SE Sarpy Plan
- How can we encourage more mass and active transp to the base along major corridors? (or discourage single-passenger car travel?)
- Access across 75? On non-arterials
- Please add sidewalks in older areas especially on school routes
- Habitat connectivity native sections to connect for wildlife
- Creative ideas to discourage single-passenger travel - what are other cities doing in design and policy. Ex: some cities are charging tolls to make mass & active transportation more attractive
- Through streets need to go back to 4-way stops or go

to the dreaded circles. Stop lights really slow traffic

- Active network looks sparse compared to arterial
- Look at zoning code on max block length, link node ratio, cul de sac
- Green spaces need to All be connected so wildlife is not, or does not continue to be TRAPPED in small spaces of Habitat areas.

## Destinations and Districts

- Love improving Swanson Park. Maybe a pump track, skate park with lots of lighting
- Swanson Park: feels unsafe "in a hole" - if this is to be developed more, this needs to be addressed
- Swanson Park: please develop/improve mindful of the natural attraction as a forested area, destination for mountain bikers!
- Don't neglect the ETJ in the south-west. If you want our taxes in the future, then now is the time to plan on the ROI!
- A supermarket in Old Town would be nice
- And wildlife / Native Habitat
- Remember Parking
- Need to show prioritization of new SID development in the areas Bellevue controls
- Please make sure entertainment parts are connected via a trail system and any connectors connect to the keystone.
- Love the idea of a Sports Village.
- If there's plans for this to be walkable, are there plans for pedestrian options to cross 75?
- Park and Recreation Extension as flood buffer lake to bring public access locally.
- An idea for Old Town - rather than making it a "city wide center" look at it as a neighborhood hub for the people who live around there. What do they need for everyday life and activities. Maybe all of Bellevue needs to be looked at as many smaller hubs!
- Why do all the young military members and families move out of Bellevue. What can we do/create to keep

them here? What can we offer?

- Ensure the access to ballparks (proposed) is not one way in/one way out - especially if its paid entry for day.
- Bellevue Gov't: What is the status of HDR's \$32M vision for American Heroes Park?
- Building out infrastructure to make tree Riverfront more of a destination and provide more than just a park (i.e. amphitheater)
- Draw Bellevue University into this? They already are expanding student housing in this area.
- Connect The Riverfront to Fontenelle Forest.
- TC - Planning comm. Could use language that explains 20 year vs 50 year priorities
- TC - Boutique business financial support policy plan
- TC - SWETJ silent on new development - fix
- Near base lake watch out for flooding!
- Please put in schools
- Park hours
- Parking free - metered
- Improved interactive website with information that supports new improvements
- Perhaps develop Olde Towne as a neighborhood center of activity similar Dundee; neighborhood center
- Twin Creek Vue Make a major way to honor the Omaha Nation who were forced from their last village and homes before forced to be evicted to reservations; between the 2 streams.
- Wildlife inclusion in all remaining spaces would be nice to see with corridors to get from place to place.

## Vision and Values

- Historic is great as long as the word is not used to hinder change.
- Part of "Historic"... find opportunities to honor indigenous/native people! Rich indigenous history
- Future school buildings more people = more schools
- Parks - need skilled personnel horticulturists gardeners arborists as well as mow-boys

- We have very little in historic buildings for community values
- Small town - not in terms of size/population - but in terms of “feel”
- Right now there is much “charm” in any of Bellevue - Old Town needs help - the rest, too many strip shopping centers
- Bellevue has lots of potential in/near old Towne, but it’s not a real “destination” it lacks charm and the uniqueness that something like old market has
- Feedback on the vision: “Bellevue is a small town with a world view, seeking to preserve its history and heritage while inviting growth and inclusivity offering vibrant and connected destinations, diverse business opportunities and a strong sense of community.

## Community Values

- 12. Patriotism
- ...community values... patriotic value
- ...”small town” ?? by whose count? State? Or national?

## Transportation

- 7. impeccably maintained infrastructure
- Safety (it was talked about a lot in several groups yesterday)

## Our Vision for Bellevue

- Great! (x2)
- Great Improvement! (x2)
- Nice
- Excellent

## Our Community Values

- Growth (3)
- Equity (2)
- Inclusivity (2)
- Diversity (2)
- Education (2)
- Family-Friendly (5)

- Connected (2)
- History (4)
- Vibrant (1)
- Affordable (7)
- Attractive (3)
- Patriotism (0)

## Transportation Values

- Connectivity (3)
- Accessibility (2)
- Diverse modes (1)
- Easy Use (2)
- Efficiency (0)
- Smooth Travels (0)
- Safety (2)
- Maintenance (2)

## Future Land Use Map

- Affordable houses not just multifamily. Next to services. Policy framework?
- Trail here <-----> here
- Where new schools planned?
- Add retail commercial
- Large opportunity for a recreation area + flood buffer lake between levee + offutt AFB
- Agree with statement
- Also agree with statement!

## Destinations and Districts

- Need to include additional parking

## Land Use and Development

### Policies/Strategies

- Leverage public/private partnerships (1)
- Provide small-business support incentives (1)
- Infrastructure improvement requirements for new development (0)

- Incentivize new development (0)
- Create affordable housing development (1)
- Leverage diverse funding mechanisms including state/federal grants to make enhancements to public spaces of public right-of-way
- Establish regular/formal communications with Offutt (1)

## This Destination & Districts Framework

- Fort Crook Commercial is an area that needs mixed-use development and redevelopment To become an attractive commercial destination and social hub (2)
- Swanson Park should be enhanced with ball fields, recreational amenities, and a higher standard of maintenance to become more of an anchor park and resource (6)
- Fontenelle Forest is an important asset (3)
- University Village is an opportunity to create a dynamic mixed-use transit orientated development center surround Bellevue University (1)
- Olde Towne should be invested to create a hub of economic activity and vibrant mix of uses and attractions (3)
- The Riverfont is an opportunity to create an outdoor hub for recreational activity, picnics, and enjoyment by the river (4)
- The “Vue” is an opportunity vibrant new mixed use development like that of Akasben Village, offering dining entertainment, and recreation in a modern, beautiful space. (2)
- OffettAFB is an important destination (0)
- New Towne is an opportunity for fresh, mixed-use and recreational development including entertainment, commercial, and housing (2)
- Sports Village is an opportunity for new mixed use and recreational uses focused on fun, family, and sports (2)
- Industry and Innovation is an opportunity for new light and heavy industrial development to bring employment and innovation. (1)

## Active Transportation Framework

- Why no trail to connect to existing Fontenelle to trails to south?
- Trails need to expand into Old Towne
- Need connector trail here from north to Sports Village idea

## Transit Considerations

- ETJ summer circulator?

## Transportation Policies and Strategies

- Identify designated truck (0)
- Implement sidewalk policy for new and existing development (3)
- Consider community wide paratransit service for seniors and individuals with disabilities (2)
- Consider a city-wide bikeshare service/program (1)
- Investigate EV infrastructure
- Needs to connect to other spots in Sarpy County
- “Fast lane” to Kansas City
- “Fast lane” to Lincoln
- Yes. Yes. Yes
- Pedestrian lanes
- Good - more discussion needed
- Add bikeshare requiem for rev developments
- Bike parking
- To reduce parking requirements
- Build multi-modal into roadway design
- See city of Denver program
- Eliminate parking minimum

## Placemaking and Aesthetic Framework

- Why no aesthetic enhancements along Cornhusker?
- Do we have the ability/authority to extend placemaking/aesthetics along 370? What limitations

are there to enhancements?

- Disagree with cornhusker aesthetics - better to focus on cornhusker or 370. More opportunity try on Cornhusker/370
- Placemaking Policies and Strategies
- Establish a minimum standard of care for Landscaping and parks (0)
- Implement Olde-Towne specific streetscape policy (0)
- Enhance code enforcement (0)
- Implement a public art/muraling program (1)
- Improve maintenance of former ETJ areas annexed into Bellevue (1)
- Establish a unified community brand for monumentation/beautification to reflect and create character of Bellevue (1)
- Incentives/grants for landlords who make improvements to homes
- More advertisements or outreach for non-profit programs that help with housing repairs
- No more grandfathering

## Sports Village Concept

- This alone will create business & bring people to Bellevue
- Bridge needs to be pedestrian friendly to connect to river trails

# Virtual Public Open House

## Issues and Opportunities - Land Use

### (Page 3)

*Which land uses would you like more of in Bellevue?*

### Commercial/Retail/Office

- A lot of people work from home now so co-working spaces or some community centers where people can rent out meeting rooms.
- Some areas have free access to meeting space. Libraries, Do Space, and Digital Express. I can see how having that in this area would be beneficial.
- Hard to believe there is no grocery store in old town. Who would want to move there. All other smaller cities around have much more to offer.
- Dedicated area where multiple food trucks could be brought in to provide selection of foods; or portable food stalls set up.
- This could easily be done around Washington Park and could be a weekly event.
- We need more competitive shopping in what I call Bellevue proper (I live in Olde Towne), without having to go to Shadow Lake (I hate the traffic on 370) or go into Omaha.
- I'd love to see more small shops and restaurants, as well as "third spaces" where people can gather over shared interests. It's probably a dream, but it would be incredible to have a large bookstore in Bellevue. (Although Barnes & Noble coming to Papillion's Shadow Lake Towne Center does help meet this need.)
- I would second the third space idea! I think we need to have more things for young people to do in Bellevue outside of attractions (expensive things). Wifi areas or even community spaces where youth can study/hangout

- Commercial/retail/office brings valued commerce and services to the area.
- Promoting use of existing commercial space like the Northrup Grumman building should be a priority. Nothing looks worse than a large number of space available signs. Makes you wonder why they are vacant.
- Can't something be done with the property across from Offutt that houses the motel, tattoo parlor, etc. Such an eyesore.

### Civic Facilities/Education/Healthcare

- Something my kids would love to see is a public fitness facility like what Papillon has with their Landing facility. The Lied center that BPS owns is good with the space they have but limited. We don't have a city owned facility.
- I love the opportunities that the library has. I would love to have them continue expanding their audio books, programs and community partnerships and opportunities.
- Addition of an amphitheater that could be used for educational or entertainment purposes.
- We could use additional facilities in the area. Although the drive into Omaha is not too far, convenience is a factor when choosing where to go.

### Flex/Industrial

- There is NO manufacturing in Bellevue. For the 3rd largest city in NB that seems really strange.
- Agreed. Drive through Columbus, NE, a city a third our size, and you'll find tons of mfr. by comparison (along with the jobs that brings)
- Why not the old style, like Olde Towne, where commercial on main floor and residence above it.
- How many cars washes does a town need. Seems like an environmentally unfriendly situation.

### Single-Family Residential

- We could use more affordable, smaller homes for individuals or small families/groups. A larger variety of

reasonably priced apartments would also be welcome.

- YES, to many apartments now
- Celebrity builds starter homes. Encourage a good mix of builders and developed amenities.

### Multi-Family Residential

- An inviting 55+ community with amenities would be nice, not a nursing home.
- We need more AFFORDABLE housing, duplexes, apartments, and single-home rentals. Apartments buildings are built, but who can afford them? I certainly can't.
- Too many apartments now. traffic is already bad and getting worse!

### Mixed Use

- Could have mixed use buildings around the bellevue university area to attract more youth as well as new businesses!

### Parks/Recreation/Open Space

- A fenced area divided for dogs to play, benches and retail that would offer coffee, beverages, snacks to enjoy while furry friends play. An adjoining area for kids to play as well.
- Why is Sun Valley Park just being allowed to fall apart? A pool that cannot be used and not the playground equipment is being removed. This park is a huge space that could easily be salvaged and redeveloped to meet the needs of great number of activities: Dog park, pickleball, new swimming pool (not a splash pad please). And please control the geese on the walking trail.
- I'd like an answer to this as well. We bought our house in Sun valley specifically because of the immediate access to pool, playground, Frisbee golf field, and the keystone trail. We moved in during fall 2018 and pools been closed since 2020. Have a kid now and they just ripped out the playground. Now there's just a big pile of wood chips for kids to stand around on while the baseball games go on for their older siblings. A guy was

bringing his truck full of kiddos to the park the other day and in shock he asked my husband and I “what happened to the playground!” As we were out for a walk through there, and we said they tore it out and the kids were all so deflated. It was really a great park and they’re piecing it up until there’s nothing left. Probably want to squeeze apartments in there just our luck. I want my children to grow up with some semblance of an active childhood like we had with access to recreational amenities within safe walking distance of our home. If we can’t have that in Bellevue any longer, then we will leave.

- Get the Ampitheatre going! Lavista’s ASTRO is bringing big name performers. Papillion’s Landing also has great entertainment.
- Indoor would be useable for much more of the year though. We have such drastic weather extremes
- More safe, connected sidewalks and scenic walking areas, please!
- I have to second this one. There are so many gaps in Bellevue that people often end up walking or running in the road. this isn’t terrible except on those roads where there isn’t safe space for cars and people. Bellevue Blvd is a good example.
- I am very disappointed that the city has not taken action on the traffic and speeders on Bellevue Blvd. Many people like to walk the Blvd, but it is dangerous with the traffic and drivers who have no regard for the safety of pedestrians. Other residential areas of Sarpy County place speed bumps and stop signs in recognizing that the safety of its residents is more important than vehicular traffic. The Blvd is a winding road with many blind spots and it’s residents deserve safety over traffic flow.
- I could not agree more. We have a 1 year old and another to be born in the next month and live in Old Towne and the lack of connected pedestrian walking areas even within the few blocks it takes to get to Washington park is crazy. I don’t feel like it’s very safe to walk with 2 under 2 or 2 under 3 to the park on the streets especially with people speeding on all the roads all the time and many having bad habits such as

dealing with their phones while behind the wheel.

- It would be wonderful to have up-to-date parks for families to enjoy. Also, there are many recreational options away from Bellevue and it seems we could benefit from having our own right here.
- Thought Bellevue was approved for a casino? Horsemans Park, Lincoln, and GI are already receiving revenue on theirs.
- It is great to get out in nature close to home. I enjoy walking trails. It would be super great to have some dog runs for small and large dogs so they can play together. Not sure where to place this. It’s unfortunate that multiple places and main streets do not have adequate lighting.
- I do not feel that spending tons of money is wise for an indoor water park.
- Yes to much money with no guarantee of a return.
- Would like to see the Aspen Park in Sun Valley restored to its former glory or improved upon. Lots of kids in this area and yet the park seems to be target of decommission. Love the Frisbee golf and keystone trailhead. Love hearing the baseball games and children playing but need the pool fixed and new playground installed since it was taken away. There’s enough room for a small fenced dog park to sate the dog people. The Keystone trail is still great despite zero shade trees along the route - would be awesome for some new connecting trails to be developed. It’s nice that the trail allows a bit of escape from the ever growing construction projects around town. I’m worried it won’t be that way for much longer the way things are going. Congested expansion versus improvement. The GAP rail trail on the east coast passes through many tiny towns and is a source of revenue because it passes close to opportune businesses and is lovingly equipped with stations for pumping tires and getting water etc. connecting to dozens of smaller trails and the C&O towpath, It brings tourists in droves every year as a whimsical ride & fitness challenge - one example as food for thought. Bellevue’s namesake is “Beautiful View”. It would be exciting to develop something worthy of that name.

- North Dog run, fenced in.
- An indoor pickleball facility. I go to Papillion Landing since there is nothing in Bellevue. Parks build a community. Need more parks comparable to Stonecroft which is packed on a good weather day. Keep tennis courts too. Not everyone wants to play pickleball. Covered picnic shelters get lots of use too.
- Bike trails connecting to other trails

### Issues and Opportunities – Land Use (Page 4)

*Existing Land Use Map - Indicate where each type land use is appropriate.*

- Since when is this Civic Services? I thought it was zoned for a park to be going in here?
- The 2021 updated comprehensive plan talks about a community park being developed in this area.
- 25th Street needs sidewalks
- Chandler needs sidewalks
- Childs Road needs sidewalks
- Childs road and Fort Crook needs rebuilt into a safe crossing and sidewalks are needed!!
- Chandler and Fort Crook need sidewalks.
- This intersection needs work and sidewalks!!
- There are such a limited number or parks/recreational areas actually in Bellevue. There are some options to spend money but very few options to spend time together in a safe and natural setting.
- I agree, we are constantly going into Papillion for parks and recreation areas.

### Issues and Opportunities – Land Use (Page 5)

*Existing Land Use Map - What land uses should be preserved?*

- Trails should be kept; beautification around trails

should be considered..

- Green space, parks, walking trails. Libraries and free resource areas. Senior transportation and more activities would be good.
- Preserve park land as once it is gone it cannot be reclaimed easily, or cheaply.
- This looks great! -CFG
- Riverfront and green space should be preserved and developed for recreational purposes.
- Trails and parks should be preserved. We need natural spaces to experience respite and sport that are easily/safely accessible.

*Existing Land Use Map - Are there existing land uses that are misplaced? If so, which ones?*

- Yes but the planning should have been done decades ago. there are to many commercial entities clustered in areas that should have been for residential and green space. The commercial properties should be zoned on the periphery of anticipated growth areas instead of being clustered internal to the community. Most large commercial entities do not have a tie to the community and have a single purpose in mind (no blame towards the commercial entities). Clustering commercial entities towards the center of a town/city/community tends to drive those who live “in” the community outwards and ultimately away from those clusters. This is obvious in Bellevue as can be seen around Fort Crook Road. Most areas directly adjacent to Fort Crook Road are not in good shape and people are fleeing away if they have the chance. Let’s focus on the community, not the property.
- I agree with this comment and believe that if there are chronically disused commercial spaces it should be considered a viable option to convert back to green space or “reinvented” entirely to suit the present situation. The part about clustering is spot on. Congesting the town internally presents more problems than solutions such as traffic flow issues and needing road expansions etc. and does drive people elsewhere for all mode of leisure activities (shopping, dining,

recreation).

## Issues and Opportunities – Land Use

### (Page 6)

*Existing Land Use Map - What are Bellevue's most important landmarks and attractions?*

- Fontenelle forest.
- Sarpy County Museum, oh wait they left Bellevue for Papillion.
- Sadly, there are not many attractions in Bellevue. Olde Towne does have the potential to be more of a draw.
- Everything green and blue
- The attraction I am familiar with and I know people who actually drive to Bellevue to visit is Fontenelle Forest, the nature center and the actual forest trails. It would be nice to see an effort to bring life into old town Bellevue. There is a potential for it to be a place for young and old to come together, but not in today's configuration. There is nothing there to attract anyone to spend more than 30 minutes in old town. Frankly, it does not look unsafe but it is not inviting either.

## Issues and Opportunities – Land Use

### (Page 7)

*Planning Area Map - Indicate where different kinds of housing is appropriate in Bellevue.*

- I feel it's more important to have well-maintained, safe residential living no matter what type of housing it is. Lower property taxes are a huge need.
- Senior areas would be best with needs and resources within a short distance of walking or frequent public transportation and health care.
- ADU is touchy and should be considered per area and with allowable resources to have it.
- Tregaron senior apartments are not appealing. No patios or decks and the community building is separated from the apartment building. Need

something new and exciting for seniors to move into.

## Issues and Opportunities – Development and Redevelopment

### (Page 8)

*Existing Land Use Map - Which areas of Bellevue need to be redeveloped or are available for infill development?*

- Southroads Mall has a lot of potential to get redeveloped! I would love to see a grocery store and retail shops there!
- HOW ABOUT FT CROOK & CORNHUSKER WHERE THE CEMENT PLANT USE TO BE? BEEN VACANT FOR OVER 15 YEARS.
- They're developing it currently. Probably into an apartment complex.
- Either side of Ft Crook road.
- Why focus on having to build new? There are many buildings, especially around Southroads mall, that could most likely be renovated. Please stop the focus of building new strip malls and consider what you have in place that could be repurposed.
- Not sure what "civic facility" this is. It was a dive bar across from the base Stratcom gate. Looks like it's been an empty building for years. I keep thinking a breakfast/lunch drive through would be so popular here especially as there's limited options at the base and lunch break is too short for many of us to go very far. Donuts are a wildly popular staple because you're not late if you bring donuts (not Dunkin, think more like Square Donut or Le Mars that we beg those who live far out to bring to work) and anything that's a quick grab and go. Breakfast burritos, breakfast sandwiches, etc. The talk of the base was the "For the Love of Food" burrito truck parked by Walgreens. They recently moved across from Bellevue University into the strip mall which stopped a ton of people from going to it because now it's out of the way. Something right by the gate would surely be a draw if it's GOOD and quick hence the drive thru. Cool places like square donut, zen coffee, tupelo Honey, you name it. It would be great to have unique food close by, not the typical big name

chain places.

- There are several opportunities along Fort Crook Road, throughout. The South end does have a business or two hanging on but mostly, it's an eyesore. The North end is not much better and in the same state of confusion. The entire middle section, Hwy 370 to Chandler Road, needs to love. There remain failed business ventures, empty lots, too many car dealers, underutilized structures that could be revitalized. There has to be some city planning to determine where these businesses would then go but relocated outside the city center is better.

## Issues and Opportunities – Development and Redevelopment

### (Page 9)

*Existing Land Use Map - What areas or sites in Bellevue are underutilized or misused?*

- Fort Crook Road was once the heart of business opportunities in Bellevue. As Hwy 75 was completed, the need for such a throughfare was no longer needed but instead of revamping the layout in that area, it was allowed to become carlot headquarters. Even the mall fell apart, figuratively of course. As the businesses began to vacate, it would have been a great time for city planning to design a modern layout and flow through the area. Instead, the area became run down and often times resembling a small scale inner city. The population of Bellevue does not support an inner city approach and so businesses continue to struggle.

*Existing Land Use Map - What do you consider the "heart" of Bellevue?*

- The area around 36th and 370 seems to be becoming the center due to commercial and residential development. Before Hwy 75 was completed through Bellevue, Ft Crook was the main drag and commercial space was occupied and prosperous. Public transportation is located east of 75 and should be expanded west through the use of hubs.
- Bellevue has no heart, it has not since Southroads

deteriorated. The problem is too little planning too late in the game. It will take a lot to bring that part of town back and it really is too bad. Perhaps the focus could be Twin creek as others have suggested, but there is not a lot of room to grow. The purposed water park seems excessive out of the way as a destination but maybe a drive in would be fun on this side of town. Maybe a comfortable concert venue with seating and not standing only for smaller bands (think waiting room and slow down but with seating). Maybe a true dinner theatre with live performances and full dining options, maybe a place to dance that is not just a bar but a little more upscale.

- I don't feel Bellevue has a heart any more. There are several pockets of activity but most prefer to drive to Papillion, La Vista, or Omaha. I find myself doing the same because the outer areas are often more welcoming and offer more services. I really want Old Town to be the heart but I believe most folks find Twin Creek area more welcoming. Besides, Old Town has approximately six places to go.
- Library with all age activities, including good adult activities.
- The library with all the programs and resources.
- Olde Towne
- Harvel dr and cornhusker
- Wolf Creek or Twin Creek
- University Area (Walmart to Bellevue Public Library area)
- Twin Creek areas with food, entertainment, and shopping.
- I think Old Town has become too much of a "dead end" to be the heart of the city anymore. It is convoluted to get there and going through is not an option either, since you end up in Iowa. With the current road systems, the intersection of 36th and 370 feels more like the center of Bellevue.

## Issues and Opportunities – Development and Redevelopment

### (Page 10)

*Existing Land Use Map - What new attractions, entertainment opportunities, programs, or events would you like to see in Bellevue?*

- I enjoy arts and crafts, making and creating like a proto lab (the library has some small things). Getting together and playing games. Girls night out (no alcohol). Mom/Dad & me (child) time activities. Free/inexpensive park events. Learning about nature, yard care, DIY for the house. City-wide and personnel emergency preparedness and resources.
- Performing arts theatre or concert venue!
- I've noticed an increase in food trucks in the Bellevue area, so maybe we can host food truck events at parks in the summer?
- Not interested in funds going to an enclosed water park.
- If not for the high schools not much in the way of sporting events.
- Bellevue University has several sports teams with very little advertising. Will their new facility open up opportunities to watch them?

## Issues and Opportunities – Placemaking and Public Space

(Page 11)

*Planning Area Map - What aesthetic elements or cultural aspects of Bellevue should be preserved or enhanced?*

- GET RID OF “THE GREAT CHRISTMAS TREE”. NOBODY SEES IT ANYWAY. USE FUNDS IN A BETTER WAY.
- Why don't we have a better farmers market in Old Town and the accessibility is terrible. It really is not what most of us expect as a “market” anyway.
- The areas around Fontenelle must be preserved as the last natural area in Bellevue.
- The area around Fontenelle Forest must be preserved. There is no other option in Bellevue for a nature hike.

*Planning Area Map - Are there code enforcement or maintenance concerns that the City should focus on*

*more?*

- Normal road maintenance and street light concerns.
- Code enforcement is hit or miss.
- Parking situations throughout many neighborhoods is terrible. Many choose not to adhere to the law and there is minimal enforcement. Also, noise ordinances are not adhered to either. Some neighborhoods have people working on their unmuffled race cars in their driveway which is disturbing the entire neighborhood. Nobody wants to cause bad blood between neighbors but where is the enforcement?
- Abandoned vehicles continues to be an issue. And could we get people to mow at least once a week.
- Snow removal is excellent!!
- When out walking I see way to many cars parked in yards. Also parked in street for days or weeks and never moving. Also many RV's parked in residential driveways or yards, quite the eyesore. Also many expired, out of city, and out of state plates. Should enforce codes on the books. Somebody told me that Bellevue increased size of police force!

## Issues and Opportunities – Placemaking and Public Space

(Page 12)

*Planning Area Map - What areas of Bellevue most need aesthetic improvements? What kinds of enhancements would you like to see in these areas?*

- Ft Crook and Chandler needs sidewalks. Ft Crook needs sidewalks and aesthetic improvements. Ft Crook and Childs Road needs the RR track to be improved. Such a dangerous and hideous crossing. Ft. Crook and Childs Road needs sidewalks. Childs Road needs sidewalks!! Chandler needs sidewalks. 25th Street needs sidewalks
- Just a matter of time before somebody gets hit/hurt.
- Hayworth Park took my grand kids there, ONCE. Not really a park.
- The majority of Fort Crook Road is an eyesore. You enter on the South end, near the base, and there

dilapidated structures on the West side of the road and businesses which look as though they moved on some time ago. As you continue on, the aesthetics improve slightly around Hwy 370 only to fall off again after Cornhusker. The old cement plant area is being worked but nobody seems to know what's going on. Hopefully it's not another car lot or car wash.

*Planning Area Map - What are the “gateways” or entry points to Bellevue?*

- HWY 75, Cornhusker, 370, East HWY 34
- Hwy 75 is the easy answer but many enter Bellevue from the West on Hwy 370 and Cornhusker Road. Often times 13th Street is forgotten but if you use it much, there are a lot of folks who know it well. I use it to avoid the drama on Hwy 75.

## Issues and Opportunities – Placemaking and Public Space

(Page 13)

*Planning Area Map - Should new parks or public gathering spaces be developed in Bellevue? If so, where?*

- I feel there are multiple parks. Some could use improvements like rubber mulch instead of sand. Keeping the weeds out. Maintenance. Keep clean.
- NO, take care of the ones we have.
- Somewhere between 25th and 36th on Schneekloth road since it won't be long before housing expands in the area.
- It would be fantastic to have some additional green spaces throughout Bellevue. There are several places I'd like to see leveled because they are troublesome to look at but I don't have insight into zoning requirements.

*Planning Area Map - How should we make Bellevue more beautiful?*

- Any grants to help old town to present itself better? Updates? Multiple businesses/stores feel run down. Even the atmosphere in them is not caring, old, and cost more than Papillion.

- Fort Crooks is just trash looking. Spend some money and improve the drainage and RR tracks. Get some sidewalks and improved street crossings.
- Everything is old construction except Bellevue U. Nothing to shop for or see in ‘Old Town’ or Southroads. Wife said Walmart area is too busy traffic wise so she goes to CB or Shadow Lake.
- There are a few neighborhood parks in Bellevue but it would be nice to have larger green spaces where many people can gather, but they have to be clean and safe. There appears to be several opportunities along Fort Crook Road for such activities.
- Seriously, tear down the old town? There is nothing there to beautify. Turn it into a park or senior housing village with contained small shopette/drug store/sit-down eatery.
- At least come up with a uniform design plan for sidewalks, trees, benches, etc. and then implement it. There's a lack of trees and nothing is uniform.

## Issues and Opportunities – Placemaking and Public Space

(Page 14)

Which one of these enhancements should be prioritized in Bellevue?

## Public Art

- We could use more murals and art pieces! Partner with young people to make it more of a community effort

### Benches/Outdoor Furniture

- What happened to the bus benches, nice to rest on when went for walks?

### Lighting

- Several of the main roads do not have any or enough street lights. Offhand, I'm thinking of 25th, 36th, 48th, and others.

### Street trees/Landscaping

- What's being done about the Ash trees? Public and

residential.

- Add lots of trees especially along roadways, old town sidewalks, and open areas with no trees. They can hide areas that look run down.

## Issues and Opportunities – Mobility and Connectivity

### (Page 15)

*Existing Major Thoroughfares Map - Where do you see transportation safety issues in Bellevue?*

- 1) Ft Crook at Cornhusker/Harvel 2) Hwy 370 at 36th St
- Ft Crook and Chandler no sidewalks
- Fort Crook and Childs
- Bellevue Blvd & Chandler
- 36 and Harrison area! We need a green arrow or 2 lanes so traffic doesn't build up for those wanting to turn
- The railroad tracks on 25th Street between Cornhusker and 370 are rough when driving the speed limit and when slowing way down.
- I'm not certain what can be done about it but I routinely use the intersection at Childs Road and Fort Crook Road. Vehicles routinely run red lights in the area and I am concerned about safety through the intersection. It doesn't help that the area has also turned into an unofficial 60mph zone. I have personally witnessed more "close calls" at this intersection than I have anywhere else in Bellevue.
- Cornhusker Road has a short turn lane to get onto the interstate. During peak time, the backed-up traffic can line up along the bridge. For North 75 has a tight turn with a short ramp to merge with high-speed traffic. Multiple main roads do not have streetlights. This is dangerous for two-way and cross traffic drivers and for anyone walking when the sun is not adequate.

*Existing Major Thoroughfares Map - Where is traffic congested in Bellevue?*

- Cornhusker from Ft Crook to 36th

- I would agree that this is the primary source of congestion in Bellevue. I often avoid Cornhusker because of this.
- On Cornhusker Rd before and after HWY 75. There are not only short turn lanes to get onto the interstate but also multiple businesses on both sides of Cornhusker and HWY 75. The entrance turn for North 75 is a tight turn and a short ramp to merge with 70-mile hour traffic. I have spent a long time inching along between 25th Street and 21st Street. If I want to continue East along Cornhusker or go West it is backed up during peak times.

## Issues and Opportunities – Mobility and Connectivity

### (Page 16)

*Existing Major Thoroughfares Map - Where are the missing vehicular connections within or to/from Bellevue?*

- Cornhusker Road is a busy main way in and out of Bellevue.
- Depending on your direction easier to go to Council Bluffs or Plattsmouth then get off at Bellevue bridge.
- Since The Kennedy Freeway was put in Bellevue is now being bypassed. Bellevue bridge is way too narrow. Needs to be replaced but way too much money. What would toll be then?

*Existing Major Thoroughfares Map - Where do you experience issues with accessibility?*

- Crossing Hwy 370 on bicycle to get to the Papio Trails can be dangerous. A crosswalk with a light for pedestrians and bicyclists would help.
- The Marv Holubar Trail goes under 370 straight to Twin Creek and from there can safely get to the trail. Depends where you're coming from though.
- Bike paths. No way of connecting to the wonderful Papio bike path. It would be great to ride my bike to work but with the lack of good roads and lack of sidewalks, I will get hit so easily on a bike.

- Sidewalks.
- We need sidewalks by school areas! Lots of kids walk to and from school (Chandler view, Gilder, Bellevue West, etc.)
- I agree with more sidewalks. I drive Harvell to Mission daily and see young students walking on the west side of Lincoln Rd. There is a hill there that is right along Lincoln Rd, and no sidewalk. It's extremely dangerous in the winter especially where plows have pushed snow up. Please look into putting a sidewalk in that area.
- It would be good to have sidewalks along main roads, going to parks and schools. There are no sidewalks from 25th Street to Swanson Park or the churches along Cornhusker.
- Congestion by Bellevue West High and Cornhusker and all the business along both sides of the street.

## Issues and Opportunities – Mobility and Connectivity

### (Page 17)

*Existing Active Transportation Network Map - Where is it difficult to walk in Bellevue? Where are the missing connections?*

- So many!!, Cornhusker, Chandler, Childs Road, Ft Crook, 36th street, 25th street., To name a few!!, Childs Road RR crossing to Ft. Crook
- There isn't a sidewalk along Lincoln Rd. between Harvell and Mission on the west side. Younger students walk along that path going to school and back home. In the winter especially, it's dangerous because if there is snow, the plows push snow where the students walk. Some kind of safe path is really needed there
- By Fontenelle Forest
- How about we connect the existing sidewalks, especially along Bellevue Blvd. It is shown as a low volume roadway but it really only takes one car to cause unrecoverable damage in someone's life. Sidewalks aren't that expensive. I've lived well off the Blvd for decades and have never understood why the sidewalks can't be finished.

- Certain sidewalks in the Old Town area were in pretty bad shape but honestly, the lack of parking, good footing, and shops to visit have kept me away for so long that I have no idea if they are improved. I do know where the shops and sidewalks are good though.
- They have not changed.

*Existing Active Transportation Network Map - Where is additional biking infrastructure needed in Bellevue?*

- Don't need anymore at this time.
- Ft Crook and Chandler, no possible way to get on 13th street from Chandler in a safe way on a bike. 13th Street is scarier than heck to ride a bike on. Build some sidewalks on 13th and Ft. Crook. A connection to the Papio path would be great! Cornhusker Road needs sidewalks or a path!!
- Bike lanes weren't used very much and were removed. Bike trails would be better

## Issues and Opportunities – Mobility and Connectivity

### (Page 18)

*Existing Active Transportation Network Map - What would make walking or biking around Bellevue more enjoyable?*

- Watering stations.
- Art! And sidewalks!
- Rest areas with picnic tables or benches that are covered

*Existing Active Transportation Network Map - Should Bellevue encourage public transit use/options in the community? If so, how? If not, what modes should be invested in? Please be specific.*

- Encourage small business provisions for local public transit
- I'm new to this area. I have a car but my elderly parents will be moving here and I don't know how they can get around when I'm working. Is there senior transportation? If it were a bus, would it be equipped to

not have high steps (distance) to get in and out?

- Not sure Bellevue has option since Omaha's bus don't want to come this way. Not enough biz to support a taxi. I'll stick to Uber.
- Transit is needed for people on either side of 370 since the pedestrian crossings were removed. People still try to cross to get to jobs or stores.
- Wouldn't a planner consider who the largest employers are in Bellevue and then consider options to make their employees lives easier, as a reasonable test bed of course. Once public transit becomes easier and convenient, more people would utilize it. For anyone who has visited Europe, public transit is the way to go.
- Transit options east/west, north/south, to trailheads and other communities like Papillion or Omaha. Allow people options to not have to own a car or have to use it all the time.

## Issues and Opportunities – Mobility and Connectivity

(Page 19)

*What modes of transportation do you use when traveling in Bellevue?*

### Personal Vehicle

- Nothing is really handy due to traffic. No destinations close to each other IE shopping, nice sit down restaurant, entertainment. Have to travel to each by car.
- I haven't seen buses in this area. There are a few places that I can walk to but carrying things back would not be enjoyable. I choose to drive and leave the walking with the dog.
- Everything is so far from each other so you need a car to get around in Bellevue
- There is so little flexiility in getting from one end of Fort Crook Road to the other, so I simply drive. I actually would prefer to not have to drive but would need an option for my vehicle and some additional flexibility in obtaining public transportation.

- Car

### Bicycling

- Would love to ride my bike but with no sidewalks or paths, I am scared to.

## Issues and Opportunities – Mobility and Connectivity

(Page 20)

*What do you want transportation in Bellevue to be know for?*

### Walkability

- It would be good to have sidewalks along the main roads connecting walking paths, shopping, and parks.
- Agree with this comment. Daily seeing people have to walk on medians, through narrow grass strips along high traffic high speed roads etc.

### Drivability

- Eliminate congestion to make more drivable and more safe.
- Timed lights to make it easy and quickly get where you want to go. Improve congested, backed-up areas that bunch up traffic for several lights. Have more right turn lanes.
- Although I don't think most people avoid Bellevue because of drivability of the roads. It's pretty easy to get around with only a few exceptions. There is very simply stated, not much happening in Bellevue that is worth driving here to do. Fontenelle Forest is the exception.

### Bikability

- Trails are used for more than recreation. Many commute to work in Omaha. Make sure connections are contiguous to neighboring communities.

### Transit/Accessibility

- Would it be practical to establish a rail supported system of public transport between Bellevue and

Omaha, mutiple stop locations of course. This could be a viable option if planned well at the onset.

- North and South 24th Street are part of a proposed phase 3 of Omaha's light rail. Could be a good opportunity for Ft. Crook Rd to tie in if it ever happens.
- Lots of us who live in Bellevue work in Omaha so connecting the two areas would be great! Can we get transportation (bus maybe?) that runs through both cities?
- Link as much as possible with public transit. For people that can't get a car or those that don't want to use it all the time. Provide options, keep it simple and available.

## Initial Ideas – Vision Statement and Values

(Page 21)

*What do you think of the proposed vision statement for Bellevue?*

### Community Values

- I would like to see Bellevue develop into a vibrant family city as well as bringing in more diverse business opportunities but typically, the two diametrically oppose each other. Growth through annexation is interesting but the trade off is elimination of natural forest area and farmland. Consider wisely.
- Community Activities and events.
- It's important to be affordable. It will keep people in the area and bring more people here, either to visit or to live. For moving and staying here, it would be great to be on the lower rate of property taxes.
- Family-friendly for not having alcohol. Having more activities for older teens, adults, and seniors. There are already lots of activities and options for children.

### Transportation Values

- Those who need public transportation are usually low-income or disabled in some way.
- But does it have to be just for them? Try thinking

differently and break out of the "norms."

- Having timed lights, streetlights, easy flow traffic that doesn't back up and take a long time to get through. Currently, it can be faster at certain areas to take a different road then to wait to get through the congested portions of traffic.
- This is a good grouping regarding transportation but "safety" is at least as high a priority as connectivity. It doesn't matter where your transport begins and ends, if it's not safe, nobody will ride.

## Initial Ideas – Growth Framework

(Page 22)

*The map below shows priority growth areas within the ETJ. What do you think?*

- This area appears populated and I would guess would have more people paying Bellevue taxes that would immediately help the city.
- This area looks like it maybe an area in the future for an investment.
- Are you kidding. Bellevue wants to annex Fontenelle Forest area and convince people the city will not consider developing it in the future. For the next decade or more, Fontenelle Forest is what keeps outsiders coming to Bellevue. Annexation leads to elimination because there are developers who would chose to develop the land available to them.
- Or maybe I am reading this incorrectly since I don't actually find a "number" written in the area. If not proposing annexation, please ignore. If planning annexation, please read it again.

## Initial Ideas – Future Land Use Framework

(Page 23)

*The map below shows proposed future land use. What do you think?*

- This area is very large single family residences with little

commercial space. Creates a car only centric area, and likely a tax burden in time once the SIDs expire and we have to maintain.

- I don't understand as the map appears to show the current use, I'm not sure of the proposed future use and what areas those are to be able to comment on them.

## Initial Ideas – Destinations and Districts Framework

### (Page 24)

*The map below shows proposed destinations areas, further described on the following page. What do you think?*

- Rural King
- Costco
- Garden
- Severely limited by railroad tracks with the amount of trains that pass through daily
- Mini Golf
- Concert Arena
- Museum
- Really wish dogs were allowed on the trails here. Really the only place in the area to hike, but am never able to take advantage.
- Would have to spend allot of money to attract people when they could just go to Omaha and Council Bluff's river fronts that already have great attractions on going development.

## Initial Ideas – Destinations and Districts

### (Page 25)

Fort Crook Commercial

- Yes, I feel that redevelopment of the old mall into usable "everything you need in one area would be

great". A place to hang out and socialize without alcohol would be great.

- Oh, The Vue is a better area for my comment above.

Swanson Park

- I like the Swanson Park ideas of recreational amenities and maintenance including trash cans. I would also really enjoy having a fenced-in small and large dog run so dogs can socialize and play without a leash. I would add, having a Cornhusker sidewalk accessible. There are close single-housing residences on the East and West sides and apartments across the road.

Fontenelle Forest

- Love walking and seeing the birds at Fontenelle Forest.

University Village

- Not enough information to know what the vision is for this area.

Olde Towne

- Agreed but I also feel that it is run down and I don't feel the safest if I needed to walk in the area at night.

The Riverfront

- Are there events that people and the city has in this area?

The Vue

- Love this idea.
- This sounds great!

Overall Comments

- All great ideas but we're playing second fiddle to the surrounding communities. we are always coming late and as a "me to"
- I agree. Additionally, all of these proposed items are a further drive for people in my neighborhood than heading into LaVista or Ralston. It's guessing most would continue to go to places that are already

established and closer.

- I was thinking driving South to New Towne would need to be something that would really draw me there to drive that far.

## Initial Ideas – Placemaking and Aesthetic Framework

### (Page 26)

The map below shows high-level enhancements to community beautification. What do you think?

- This interesting how a public golf course is listed as an existing park. I can't go there unless I pay. Not my idea of a park environment.
- Just the fact that this shows the toll bridge being a primary entrance is absurd. The primary should be at the Glenwood river crossing and the toll bridge can become another secondary entry.
- Agreed. I avoid toll roads. I also feel like I'm going through a back way because the roads feel more like side roads, not main roads.

## Initial Ideas – Active Transportation Framework

### (Page 27)

*The map below shows both existing and proposed trails that provide access to recreation and multimodal enhancements that connect existing trails and neighborhoods to destinations. What do you think?*

- Add trail connection here!! There is trail on both sides of 370, with no connection to access other side.
- Trails/sidewalks to the park and surrounding housing.
- Would this take out the existing hiking trail at Fontanel?

## Initial Ideas – Functional Roadway Framework

### (Page 28)

*The map below shows a mix of roadway types, spacing, and connections that include existing roads adjusted to more appropriate functional classes. What do you think?*

- Is the plan to reopen this railroad crossing?

## Initial Ideas – Transit Considerations

### (Page 29)

*The map below shows initial considerations for an expanded transit system. What do you think?*

- Send a line to Shadow Lake or connect to Papillion.
- Link these neighborhoods to a line.
- 36th/25th Street feeder to purple line. Service neighborhoods to shopping, work, and other lines.
- Link to Plattsmouth?
- Connect this to water park area.
- Going by the library and senior center is good.
- Pink route is a great idea, add station outside Bellevue gate of base and downtown old towne for easy access to military.

## Initial Ideas – Mission Avenue Streetscaping Idea

### (Page 30)

*A streetscape concept for Mission Avenue is shown below. What do you think?*

- Don't see how this will help anything. Are the business buying in? Are they going to remake their store fronts to attract more biz? What about Mission Jr, High, it's not very attractive or inviting now.
- Make the businesses adapt to make it uniform. Other communities have a plan that must be used.
- It would be good to have some right-turn lanes. Why bump out the pedestrians?

## Initial Ideas – Mission Avenue Street Sections

## (Page 31)

*Two street sections for Mission Avenue are shown below.  
What do you think?*

- How much time?
- How many additional employee will be needed for upkeep?
- I think a turn lane will help traffic flow better.
- Is the whole area getting updates or only this small area?
- Aesthetically, I prefer the second option with a divided street. Each concern mentioned already is valid and my biggest concern is what is going to be done to attract business or revamp the area to become more accommodating? It sounds good to say, if we make it pretty, they will come but how realistic is that?
- I think you would be surprised how an implemented landscape plan would help attract businesses. Today there is no plan and way too much concrete with no trees.
- I would worry about building business up along Mission before I'd worry about streetscaping. What about an Aldis or some other type of neighborhood grocery/general store where those who don't have transportation can go to pick up a few things.
- If the area looks run down, as it does now, why would businesses want to invest in this area?

## Initial Ideas – Mission Avenue Streetscaping Idea

### (Page 32)

*A concept for the Sports Village district is shown below.  
What do you think?*

- Don't like this idea at all!
- Don't see this taking off at all with what Omaha, La Vista, and Papillion already has to offer. The ball park on base lake road has not been a good investment.
- I already see the Lavista fields empty more than in use.

- Nobody lives close to that.
- I don't see where we would use this space compared to existing areas and surrounding locations.
- You must not live near it.
- Are 12 soccer fields required for a tournament? Perhaps 2 of them could be pickle ball/tennis courts instead. Basketball courts would work too, if not in the 'indoor sports' area.
- Finally and idea for people in South Bellevue. We get overlooked.

## Initial Ideas – Olde Towne Streetscape

### (Page 33)

*A streetscape concept for Olde Towne is shown below.  
What do you think?*

- What???
- Cemetery in the middle of downtown is a terrible idea. Last thing people want to see when walking out of lunch or the bar is a cemetery. Should be more mixed use considering the actual downtown are is so small. Also doesn't make sense considering the other cemetery is only about a mile away and is approx only 3/4 full still.
- I agree. Not sure why a cemetery would be added to a down town area trying to revitalize/attract people to the area.
- A community Center would be better.
- There is absolutely zero need for a cemetery in the middle of Old Towne Bellevue. We're trying to attract more people, more businesses, and younger folks to the area. Why in any way, shape, or form would we put a cemetery in the middle of a hopefully more upcoming vibrant town. It does not apply to curb appeal or do anything for the city image. Instead why are we not creating some mixed use area, such as smaller spaces for small businesses with residential apartments/condos above. Let's work on making Old Towne have a better curb appeal and not more "dead" than it currently is.

- Are we trying to attract live people or dead people?

## What did we miss?

- Has anybody put a pencil to this for some sort of cost and a time frame for all of this development. Start date, est. completion?
- How about planning for future land uses south of Platteview Rd / Hidden Valley Drive?
- Is there any sort of debrief/discussion of previous comprehensive plans and what did not happen/is being changed from previous plans ?
- That is a good point. I've lost count of how many Ft. Crook redevelopment plans there have been. None have been implemented.
- I am not seeing any projected costs affiliated with any of these ideas, thus I am also not seeing a proposed rate of return on how these changes could impact Bellevue in a positive way, reduce taxes, etc.

# Public Survey



## Bellevue Comprehensive + Transportation Plan Public Survey

### What is a comprehensive + transportation plan, and why should it matter to me?

Our comprehensive + transportation plan will set the long-term vision for Bellevue, focusing on land use, development, character, housing, economic development, all modes of transportation, the natural environment, and more. This plan will shape how you move through and enjoy Bellevue every day in the future! Your input in the comprehensive planning process is essential in determining the destination—the vision—for the City of Bellevue.

#### What am I being asked to do?

We are asking for insight into several topics that will help shape the plan. This survey should take no more than 15 minutes to complete. Thank you for your time and insight!

OK

CONTINUE

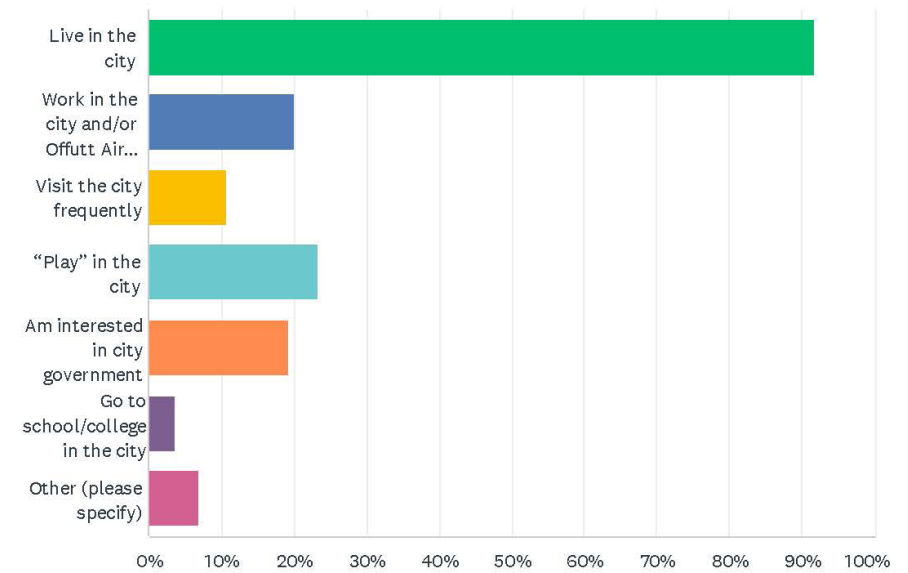
Powered by  
 SurveyMonkey  
 See how easy it is to [create surveys and forms](#).

0 of 49 answered

## QUESTION 1:

“I am interested in the City of Bellevue because I...” (Select all that apply.)

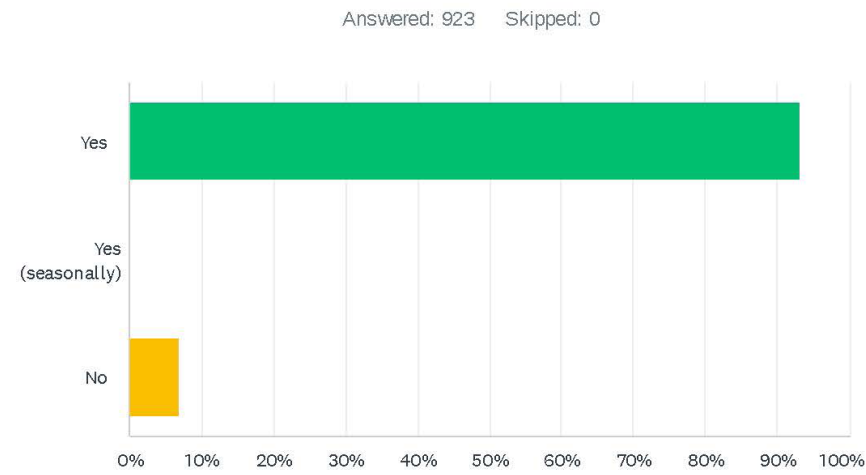
Answered: 923 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live in the city	91.66%	846
Work in the city and/or Offutt Air Force Base	20.04%	185
Visit the city frequently	10.73%	99
“Play” in the city	23.29%	215
Am interested in city government	19.28%	178
Go to school/college in the city	3.68%	34
Other (please specify)	6.83%	63
Total Respondents: 923		

QUESTION 2:

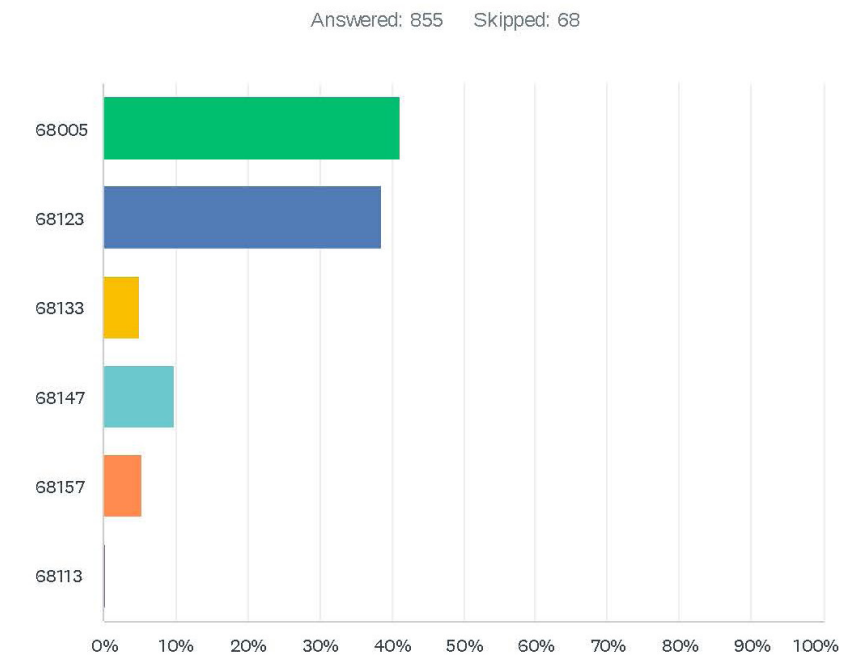
Do you currently live in Bellevue?



ANSWER CHOICES	RESPONSES	
Yes	93.17%	860
Yes (seasonally)	0.00%	0
No	6.83%	63
<b>TOTAL</b>		<b>923</b>

QUESTION 3:

What is your Zip Code?

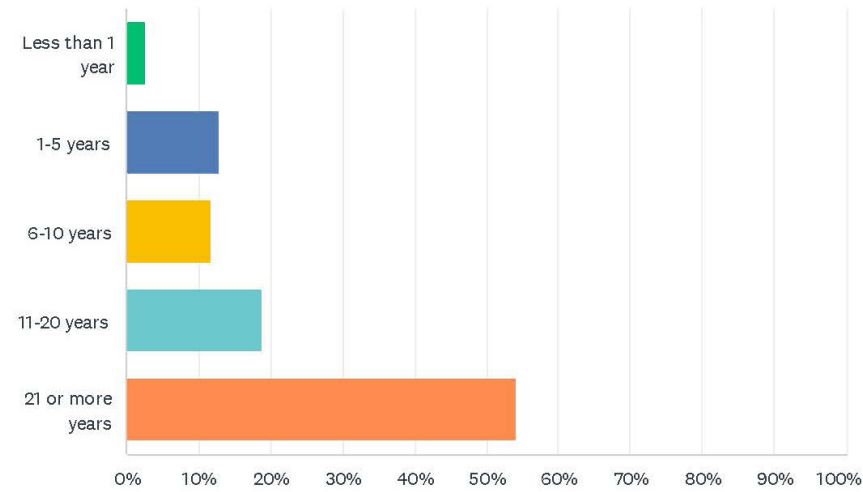


ANSWER CHOICES	RESPONSES	
68005	41.05%	351
68123	38.60%	330
68133	4.91%	42
68147	9.82%	84
68157	5.38%	46
68113	0.23%	2
<b>TOTAL</b>		<b>855</b>

QUESTION 4:

How long have you lived in Bellevue?

Answered: 855 Skipped: 68

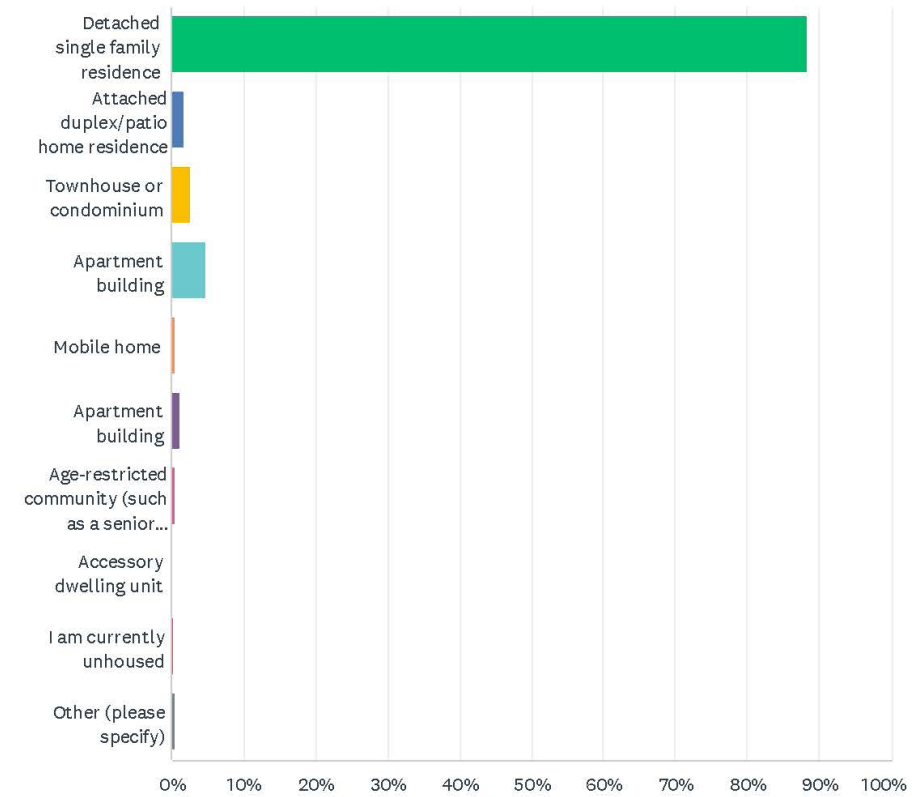


ANSWER CHOICES	RESPONSES
Less than 1 year	2.46% 21
1-5 years	12.87% 110
6-10 years	11.81% 101
11-20 years	18.71% 160
21 or more years	54.15% 463
TOTAL	855

QUESTION 5:

What type of home do you currently reside in?

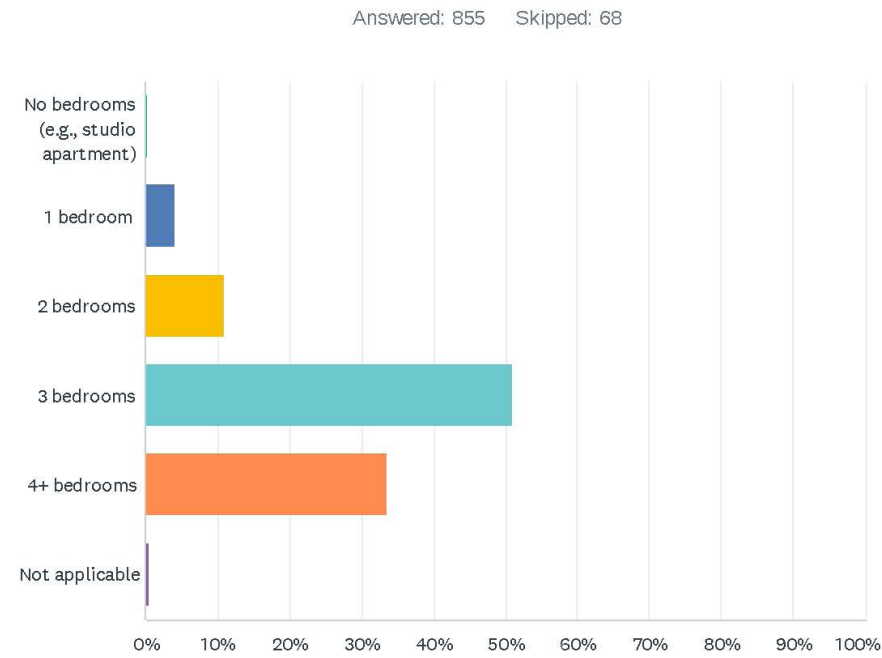
Answered: 855 Skipped: 68



ANSWER CHOICES	RESPONSES
Detached single family residence	88.30% 755
Attached duplex/patio home residence	1.75% 15
Townhouse or condominium	2.57% 22
Apartment building	4.80% 41
Mobile home	0.35% 3
Apartment building	1.17% 10
Age-restricted community (such as a senior living facility)	0.47% 4
Accessory dwelling unit	0.00% 0
I am currently unhoused	0.12% 1
Other (please specify)	0.47% 4
TOTAL	855

QUESTION 6:

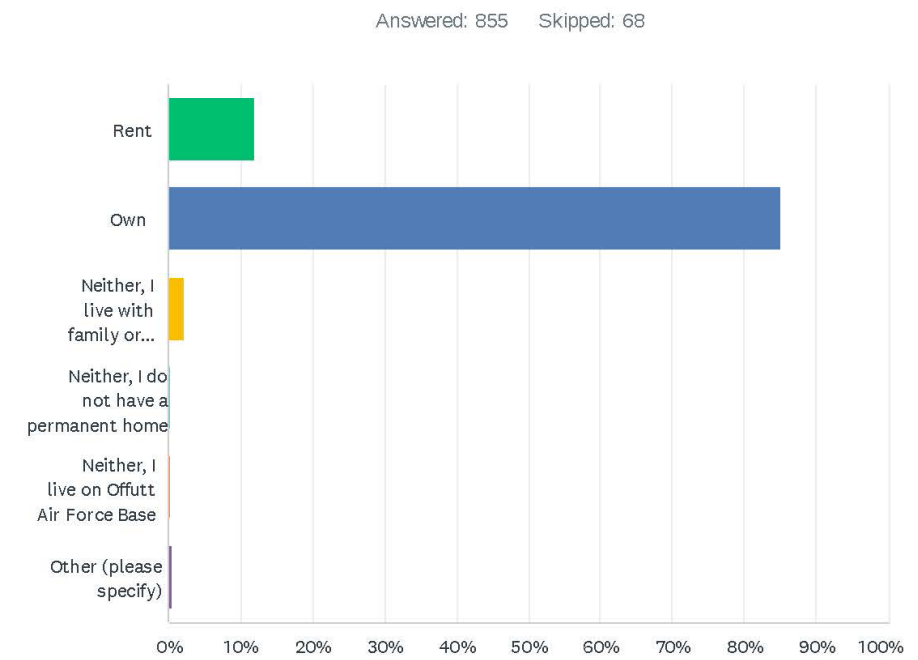
How many bedrooms does your current residence have?



ANSWER CHOICES	RESPONSES	
No bedrooms (e.g., studio apartment)	0.12%	1
1 bedroom	3.98%	34
2 bedrooms	10.88%	93
3 bedrooms	50.99%	436
4+ bedrooms	33.57%	287
Not applicable	0.47%	4
<b>TOTAL</b>		<b>855</b>

QUESTION 7:

Do you currently rent or own your residence/townhouse/mobile home/etc. in Bellevue?

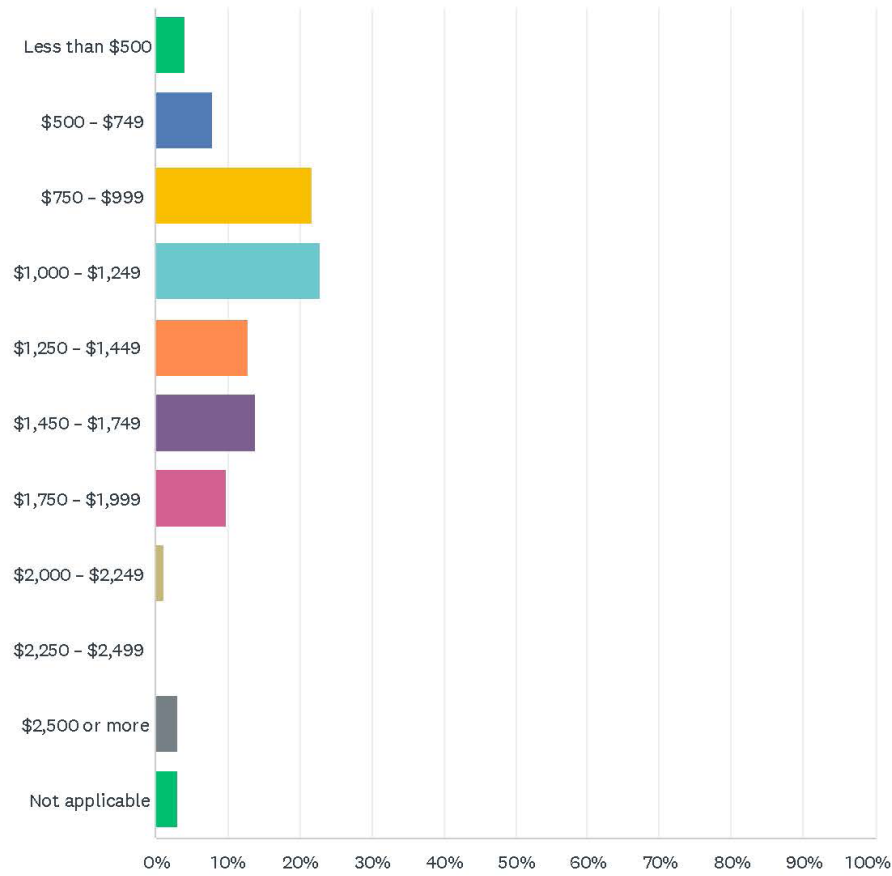


ANSWER CHOICES	RESPONSES	
Rent	11.93%	102
Own	85.03%	727
Neither, I live with family or friends	2.22%	19
Neither, I do not have a permanent home	0.12%	1
Neither, I live on Offutt Air Force Base	0.23%	2
Other (please specify)	0.47%	4
<b>TOTAL</b>		<b>855</b>

QUESTION 8:

What is your monthly rent?

Answered: 101 Skipped: 822

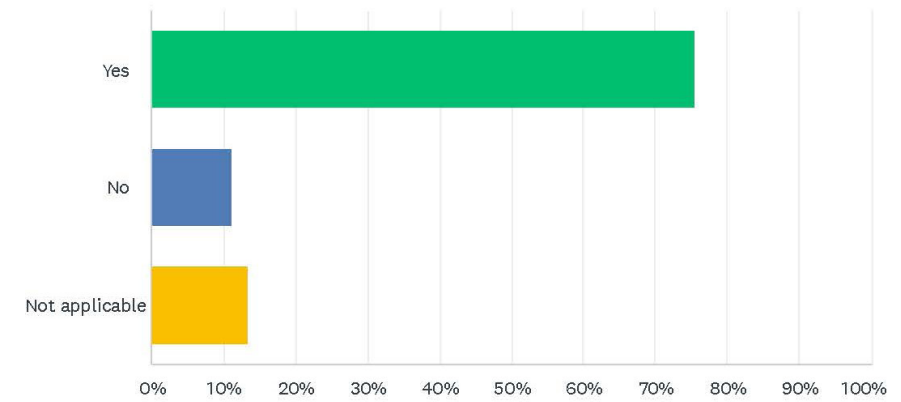


ANSWER CHOICES	RESPONSES	
Less than \$500	3.96%	4
\$500 - \$749	7.92%	8
\$750 - \$999	21.78%	22
\$1,000 - \$1,249	22.77%	23
\$1,250 - \$1,449	12.87%	13
\$1,450 - \$1,749	13.86%	14
\$1,750 - \$1,999	9.90%	10
\$2,000 - \$2,249	0.99%	1
\$2,250 - \$2,499	0.00%	0
\$2,500 or more	2.97%	3
Not applicable	2.97%	3
<b>TOTAL</b>		<b>101</b>

QUESTION 9:

Would you consider buying a home in Bellevue if adequate housing were available?

Answered: 126 Skipped: 797

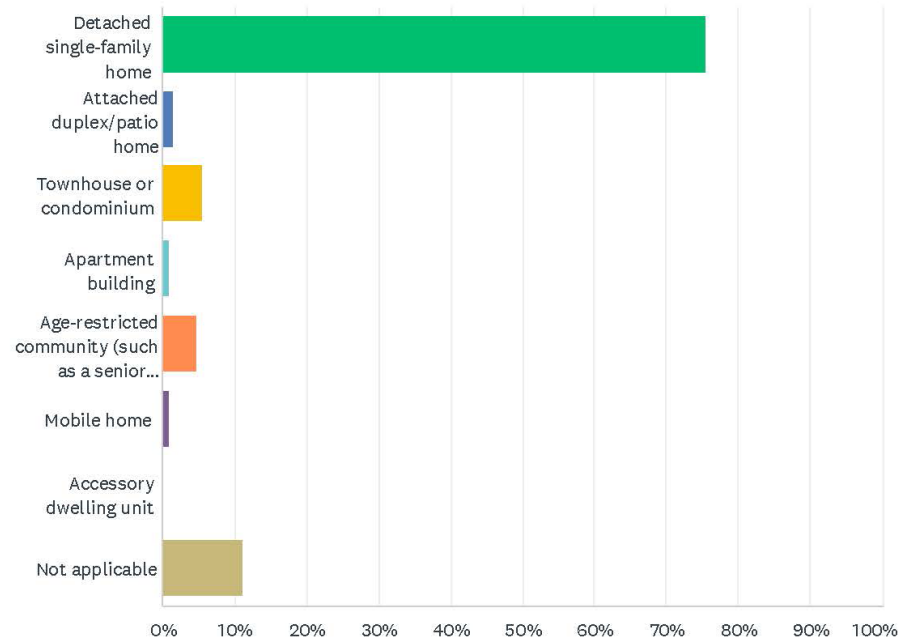


ANSWER CHOICES	RESPONSES	
Yes	75.40%	95
No	11.11%	14
Not applicable	13.49%	17
<b>TOTAL</b>		<b>126</b>

QUESTION 10:

If you would consider buying a residence in Bellevue, what type of residence would you consider purchasing?

Answered: 126 Skipped: 797

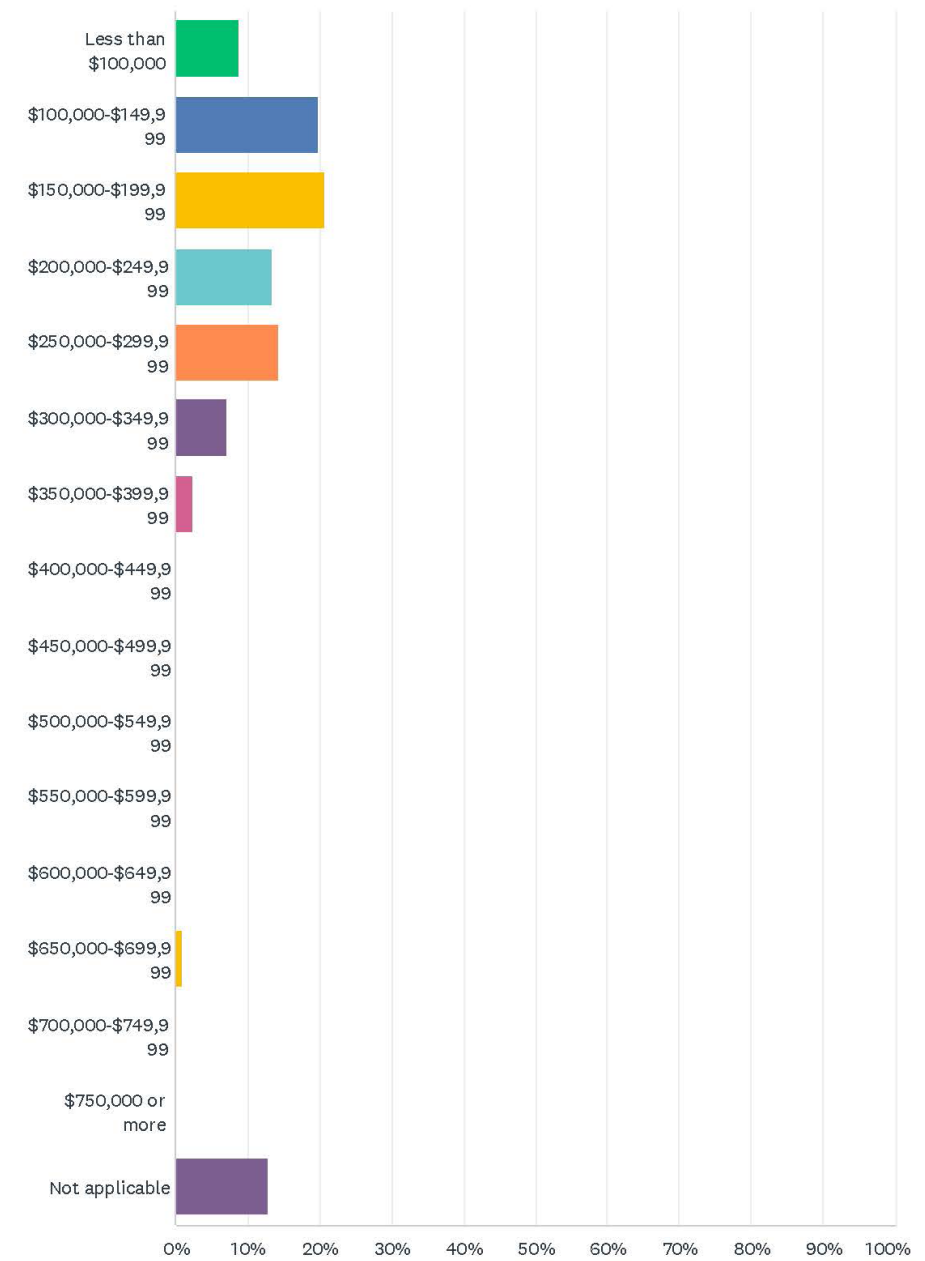


ANSWER CHOICES	RESPONSES	
Detached single-family home	75.40%	95
Attached duplex/patio home	1.59%	2
Townhouse or condominium	5.56%	7
Apartment building	0.79%	1
Age-restricted community (such as a senior living facility)	4.76%	6
Mobile home	0.79%	1
Accessory dwelling unit	0.00%	0
Not applicable	11.11%	14
<b>TOTAL</b>		<b>126</b>

QUESTION 11:

If you would consider buying a residence if adequate housing were available, what price range would you consider purchasing in?

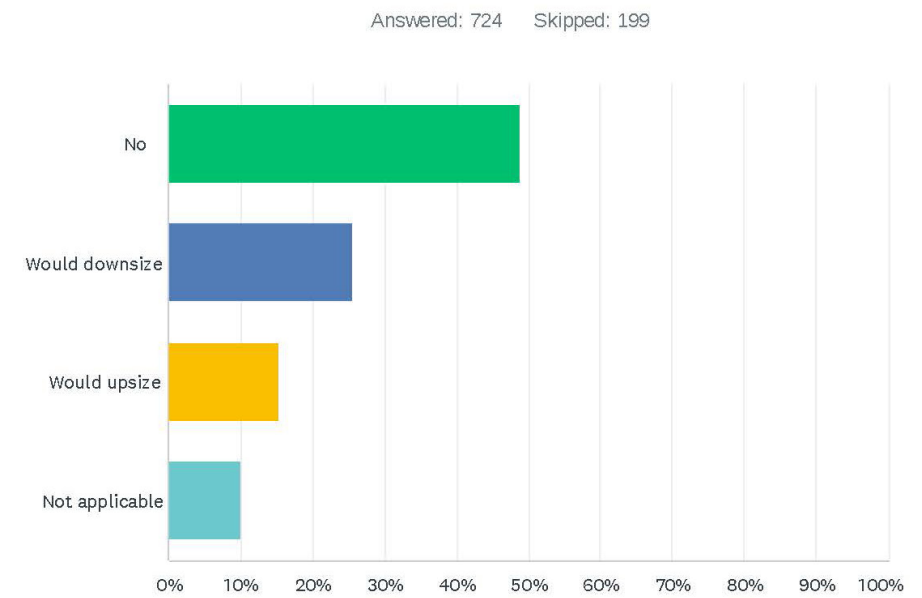
Answered: 126 Skipped: 797



ANSWER CHOICES	RESPONSES	
Less than \$100,000	8.73%	11
\$100,000-\$149,999	19.84%	25
\$150,000-\$199,999	20.63%	26
\$200,000-\$249,999	13.49%	17
\$250,000-\$299,999	14.29%	18
\$300,000-\$349,999	7.14%	9
\$350,000-\$399,999	2.38%	3
\$400,000-\$449,999	0.00%	0
\$450,000-\$499,999	0.00%	0
\$500,000-\$549,999	0.00%	0
\$550,000-\$599,999	0.00%	0
\$600,000-\$649,999	0.00%	0
\$650,000-\$699,999	0.79%	1
\$700,000-\$749,999	0.00%	0
\$750,000 or more	0.00%	0
Not applicable	12.70%	16
<b>TOTAL</b>		<b>126</b>

QUESTION 12:

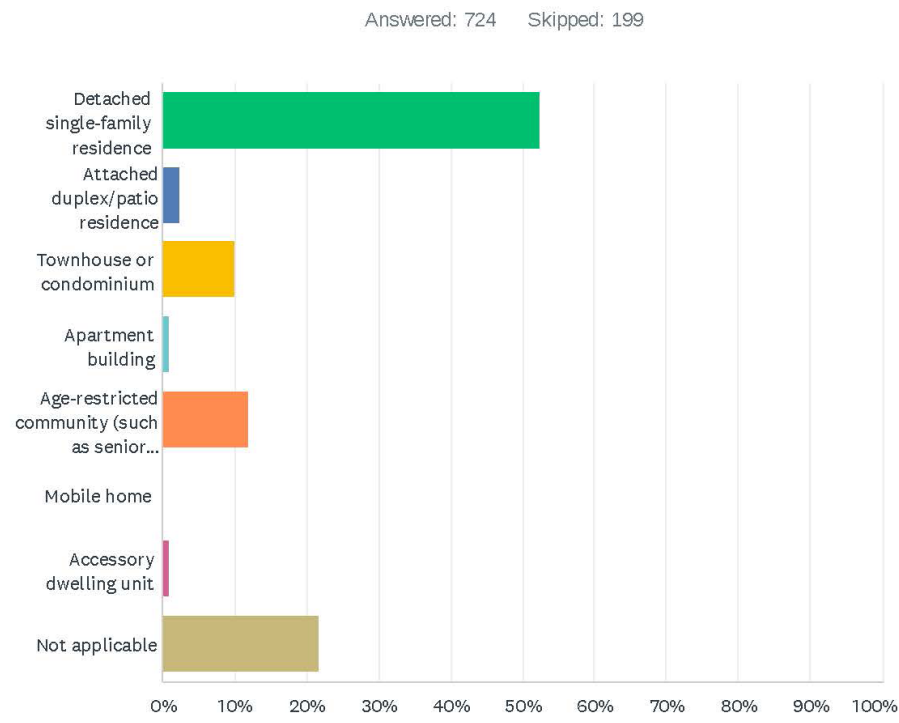
Would you consider downsizing or upsizing?



ANSWER CHOICES	RESPONSES	
No	48.90%	354
Would downsize	25.69%	186
Would upsize	15.33%	111
Not applicable	10.08%	73
<b>TOTAL</b>		<b>724</b>

QUESTION 13:

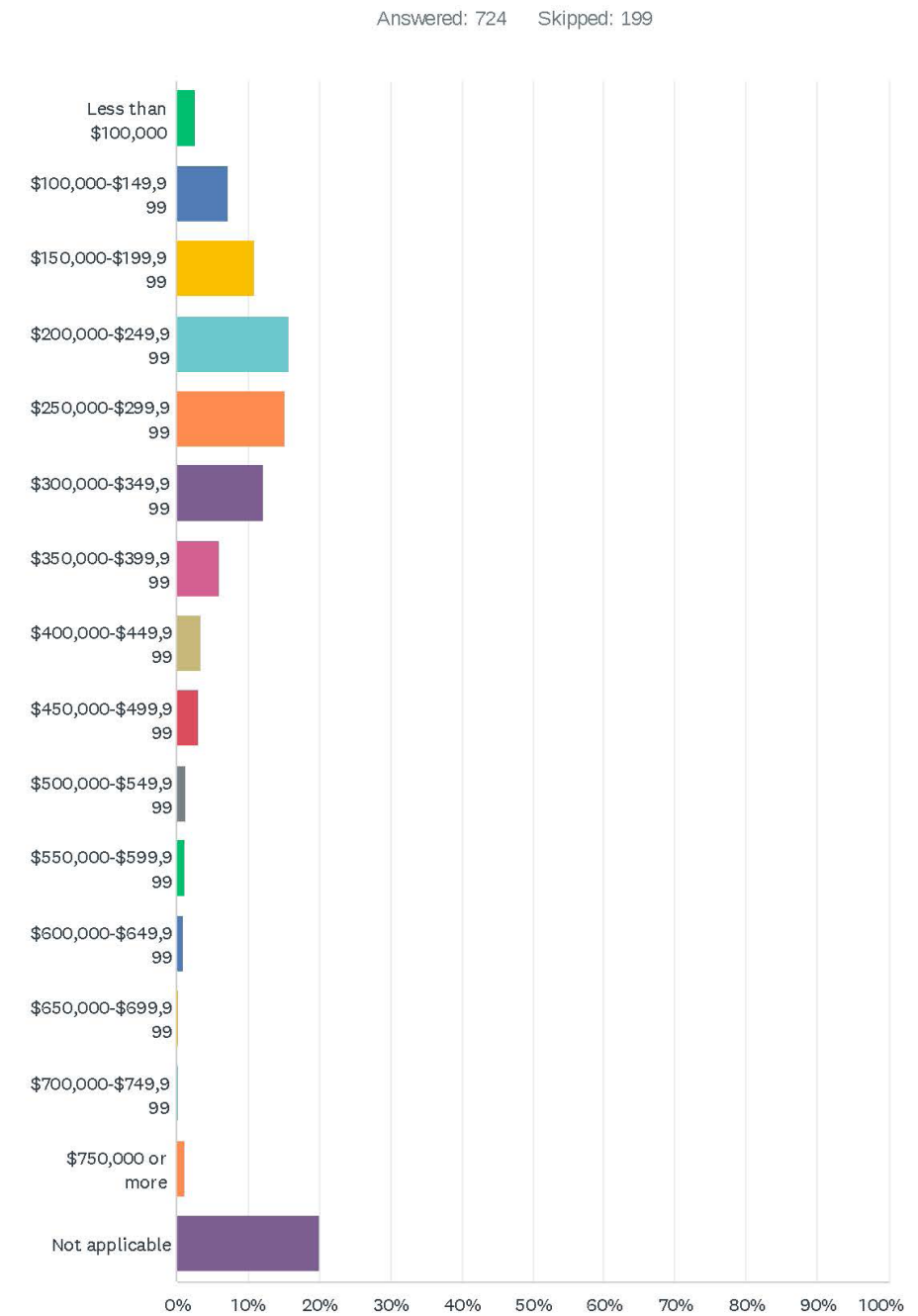
If you would consider changing your residence in Bellevue, what type of housing would you select?



ANSWER CHOICES	RESPONSES	
Detached single-family residence	52.35%	379
Attached duplex/patio residence	2.35%	17
Townhouse or condominium	9.94%	72
Apartment building	0.83%	6
Age-restricted community (such as senior living facility)	11.88%	86
Mobile home	0.00%	0
Accessory dwelling unit	0.83%	6
Not applicable	21.82%	158
<b>TOTAL</b>		<b>724</b>

QUESTION 14:

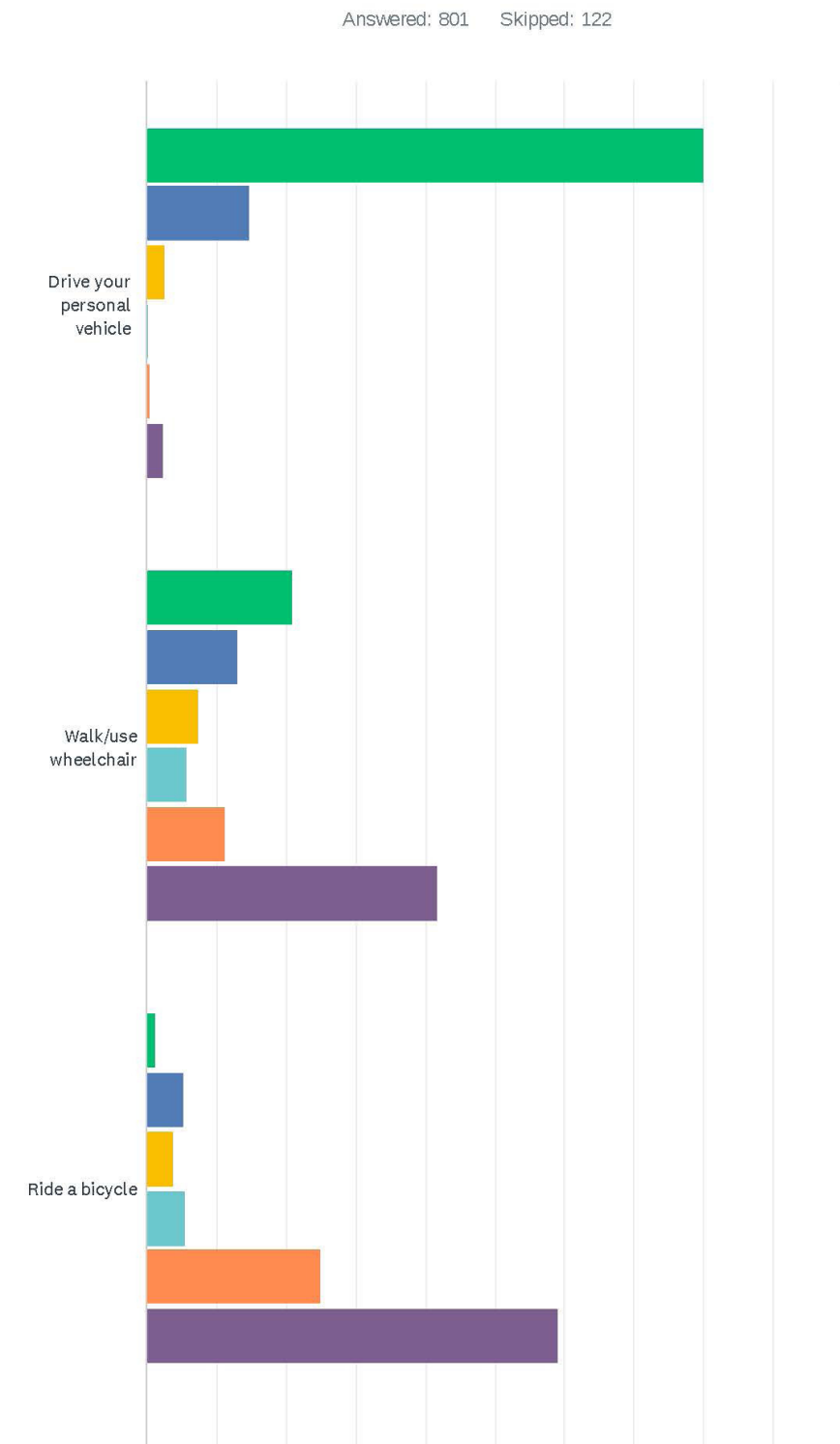
If you would consider changing your current residence in Bellevue, which price range would you consider purchasing in?

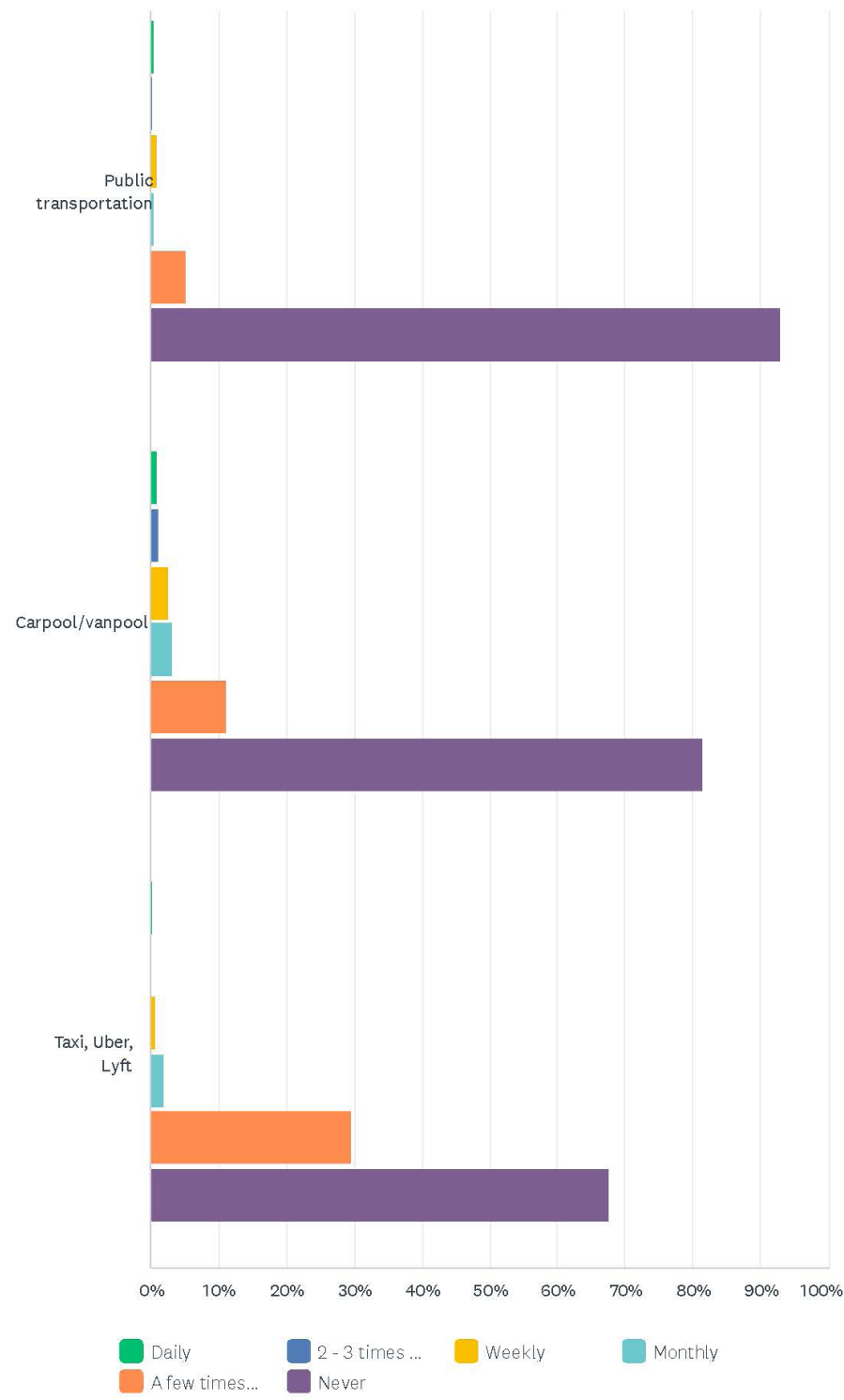


ANSWER CHOICES	RESPONSES	
Less than \$100,000	2.49%	18
\$100,000-\$149,999	7.18%	52
\$150,000-\$199,999	10.77%	78
\$200,000-\$249,999	15.75%	114
\$250,000-\$299,999	15.06%	109
\$300,000-\$349,999	12.15%	88
\$350,000-\$399,999	5.94%	43
\$400,000-\$449,999	3.31%	24
\$450,000-\$499,999	2.90%	21
\$500,000-\$549,999	1.24%	9
\$550,000-\$599,999	0.97%	7
\$600,000-\$649,999	0.83%	6
\$650,000-\$699,999	0.14%	1
\$700,000-\$749,999	0.14%	1
\$750,000 or more	1.10%	8
Not applicable	20.03%	145
TOTAL		724

QUESTION 15:

How often do you travel by the following transportation modes?

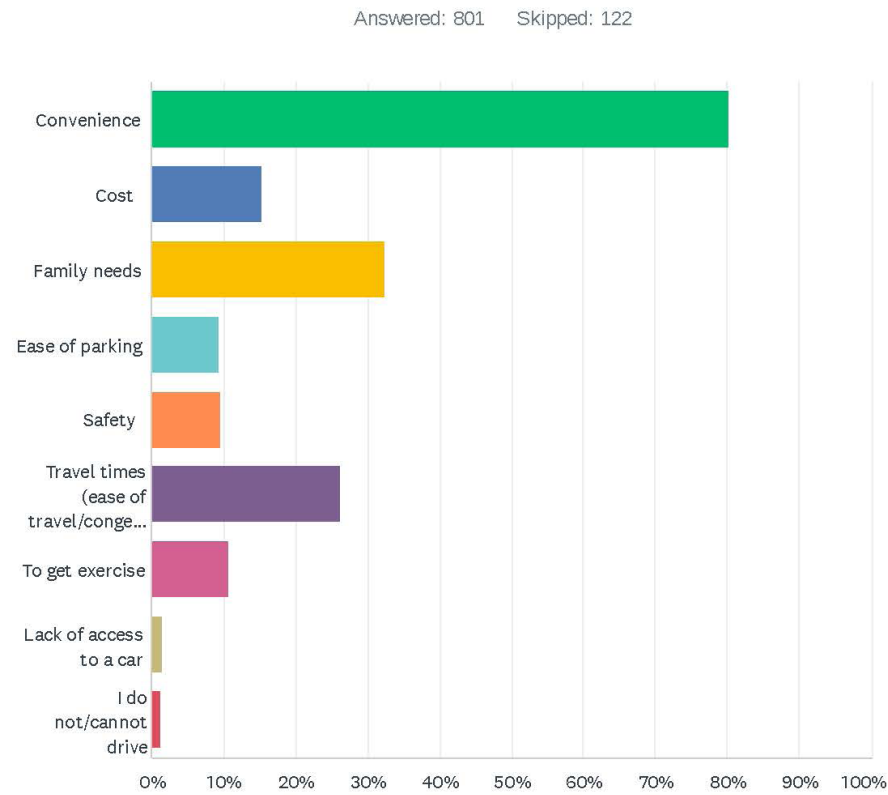




	DAILY	2 - 3 TIMES PER WEEK	WEEKLY	MONTHLY	A FEW TIMES A YEAR	NEVER	TOTAL
Drive your personal vehicle	79.90% 640	14.61% 117	2.50% 20	0.25% 2	0.37% 3	2.37% 19	801
Walk/use wheelchair	20.85% 167	12.98% 104	7.37% 59	5.74% 46	11.24% 90	41.82% 335	801
Ride a bicycle	1.25% 10	5.24% 42	3.87% 31	5.62% 45	24.97% 200	59.05% 473	801
Public transportation	0.50% 4	0.12% 1	0.87% 7	0.50% 4	5.12% 41	92.88% 744	801
Carpool/vanpool	0.75% 6	1.00% 8	2.50% 20	3.12% 25	11.11% 89	81.52% 653	801
Taxi, Uber, Lyft	0.12% 1	0.00% 0	0.62% 5	2.00% 16	29.59% 237	67.67% 542	801

QUESTION 16:

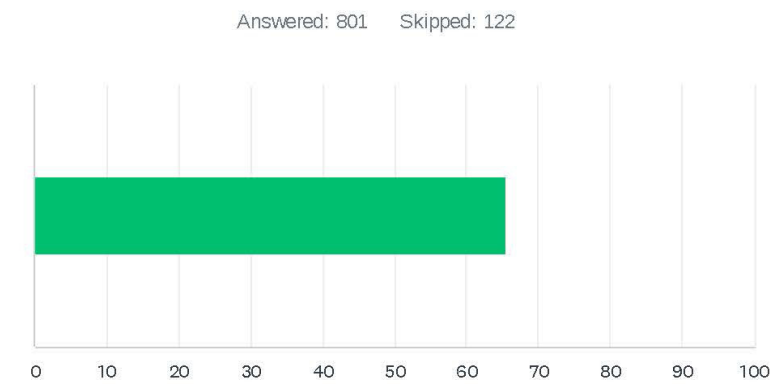
Which two factors most influence your decisions about how to travel within Bellevue? (Select up to two options; note that if you select more than two, the survey will not allow you to advance to the next page.)



ANSWER CHOICES	RESPONSES
Convenience	80.27% 643
Cost	15.36% 123
Family needs	32.33% 259
Ease of parking	9.49% 76
Safety	9.61% 77
Travel times (ease of travel/congestion)	26.22% 210
To get exercise	10.74% 86
Lack of access to a car	1.50% 12
I do not/cannot drive	1.37% 11
Total Respondents: 801	

QUESTION 17:

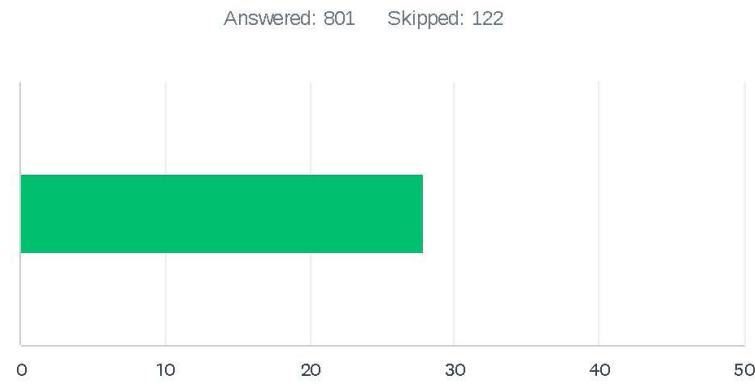
There are several transportation functions available (e.g., roadways; public transportation; bike facilities/paths; sidewalks and other pedestrian facilities, such as trails). How well do the roadways meet your needs?



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	65	52,434	801
Total Respondents: 801			

QUESTION 18:

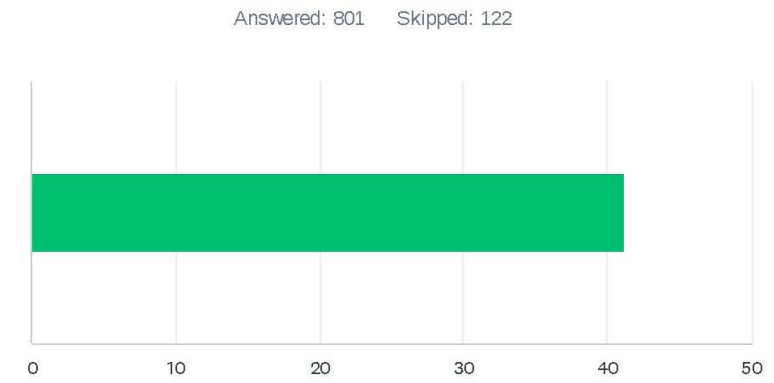
There are several transportation functions available (e.g., roadways; public transportation; bike facilities/paths; sidewalks and other pedestrian facilities, such as trails). How well does public transportation meet your needs?



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	28	22,293	801
Total Respondents: 801			

QUESTION 19:

There are several transportation functions available (e.g., roadways; public transportation; bike facilities/paths; sidewalks and other pedestrian facilities, such as trails). How well do the bike facilities/paths meet your needs?

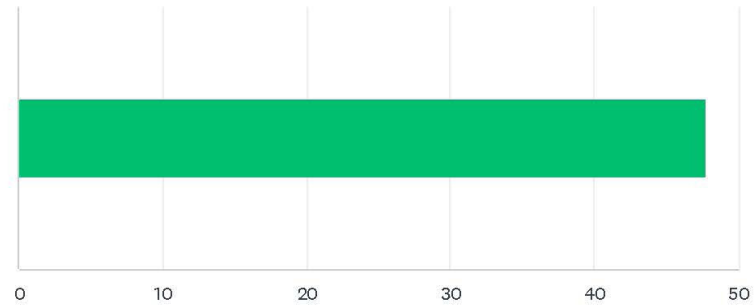


ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	41	32,920	801
Total Respondents: 801			

QUESTION 20:

There are several transportation functions available (e.g., roadways; public transportation; bike facilities/paths; sidewalks and other pedestrian facilities, such as trails). How well do the sidewalks and pedestrian facilities (such as trails) meet your needs?

Answered: 801 Skipped: 122

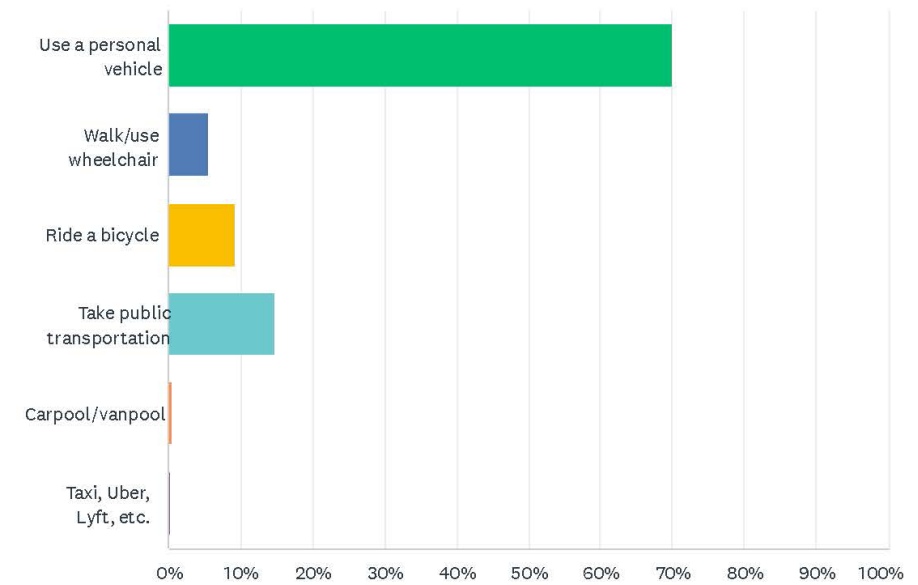


ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	48	38,293	801
Total Respondents: 801			

QUESTION 21:

In an ideal scenario, which mode of transportation would you most prefer to use?

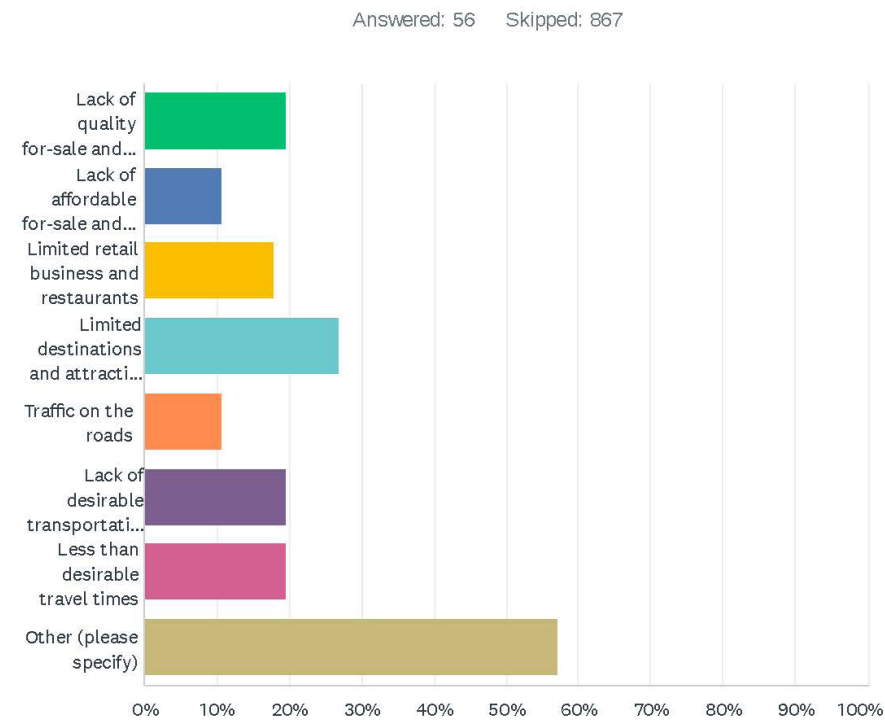
Answered: 801 Skipped: 122



ANSWER CHOICES	RESPONSES
Use a personal vehicle	70.04% 561
Walk/use wheelchair	5.49% 44
Ride a bicycle	9.11% 73
Take public transportation	14.61% 117
Carpool/vanpool	0.50% 4
Taxi, Uber, Lyft, etc.	0.25% 2
TOTAL	801

QUESTION 22:

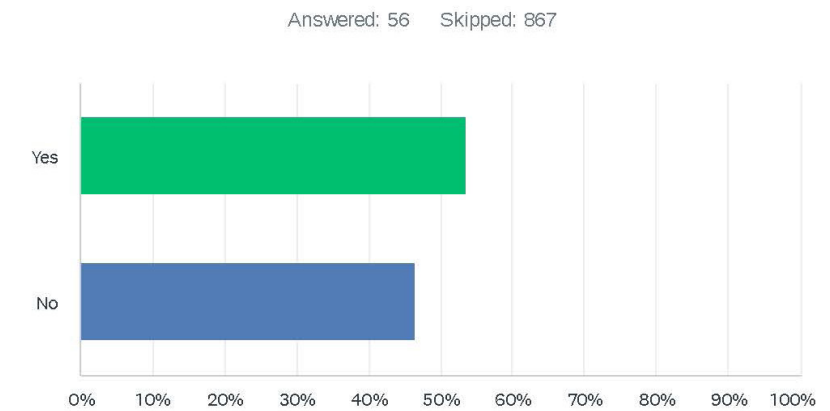
What are the principal reasons why you do not currently live in Bellevue?  
(Select all that apply.)



ANSWER CHOICES	RESPONSES
Lack of quality for-sale and rental housing	19.64% 11
Lack of affordable for-sale and rental housing	10.71% 6
Limited retail business and restaurants	17.86% 10
Limited destinations and attractions that fit my needs and interests	26.79% 15
Traffic on the roads	10.71% 6
Lack of desirable transportation options	19.64% 11
Less than desirable travel times	19.64% 11
Other (please specify)	57.14% 32
Total Respondents: 56	

QUESTION 23:

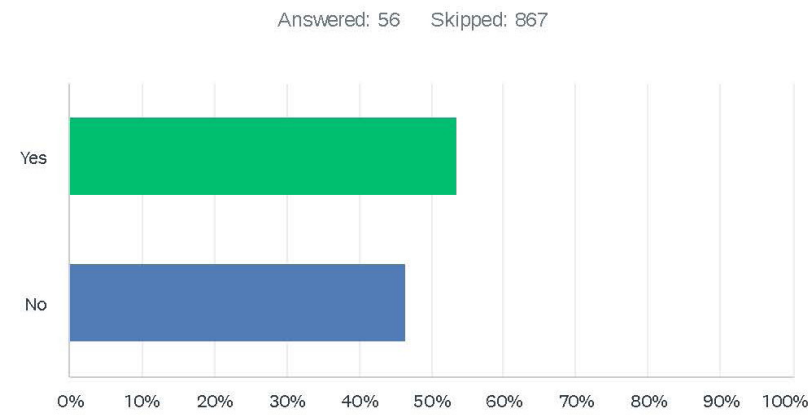
Would you consider living in Bellevue if more quality, affordable housing was available?



ANSWER CHOICES	RESPONSES
Yes	53.57% 30
No	46.43% 26
TOTAL	56

QUESTION 24:

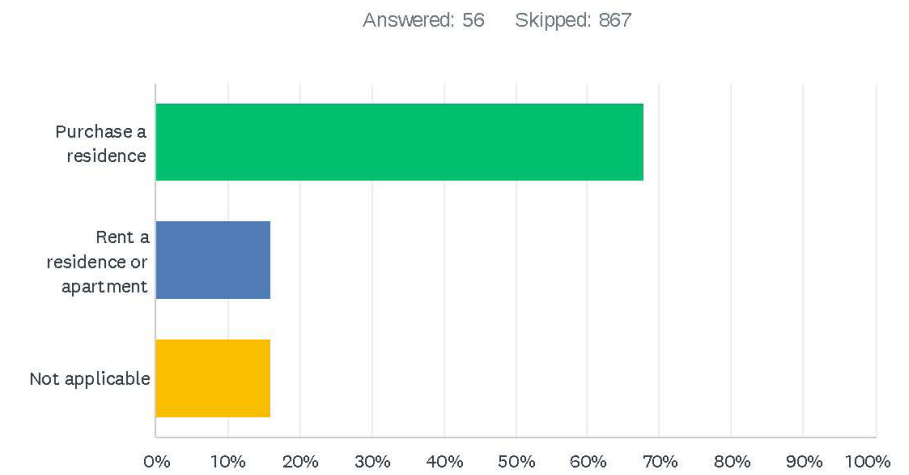
Would you consider living in Bellevue if additional convenient and safe transportation options were available?



ANSWER CHOICES	RESPONSES	
Yes	53.57%	30
No	46.43%	26
TOTAL		56

QUESTION 25:

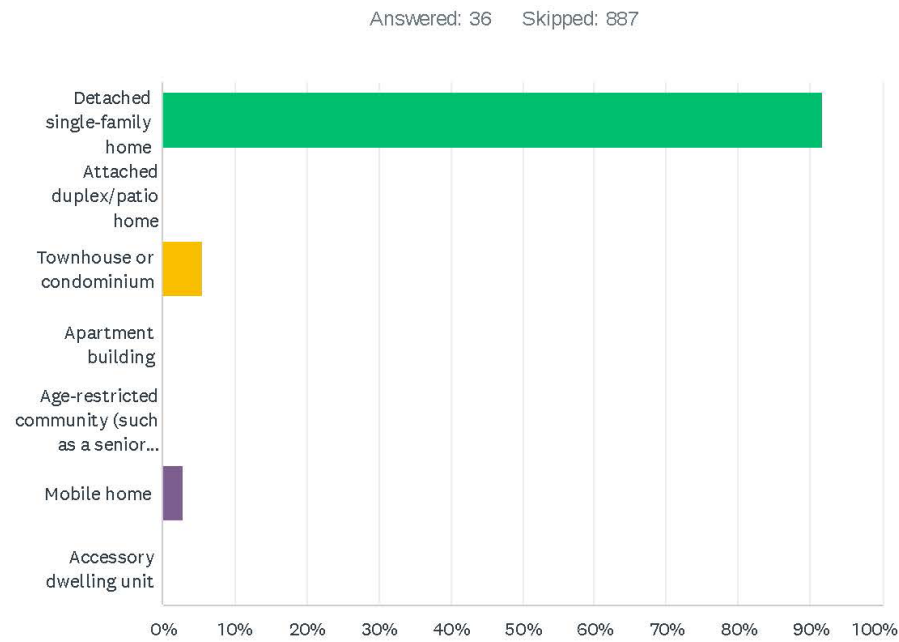
If you would consider living in Bellevue, would you prefer to:



ANSWER CHOICES	RESPONSES	
Purchase a residence	67.86%	38
Rent a residence or apartment	16.07%	9
Not applicable	16.07%	9
TOTAL		56

QUESTION 26:

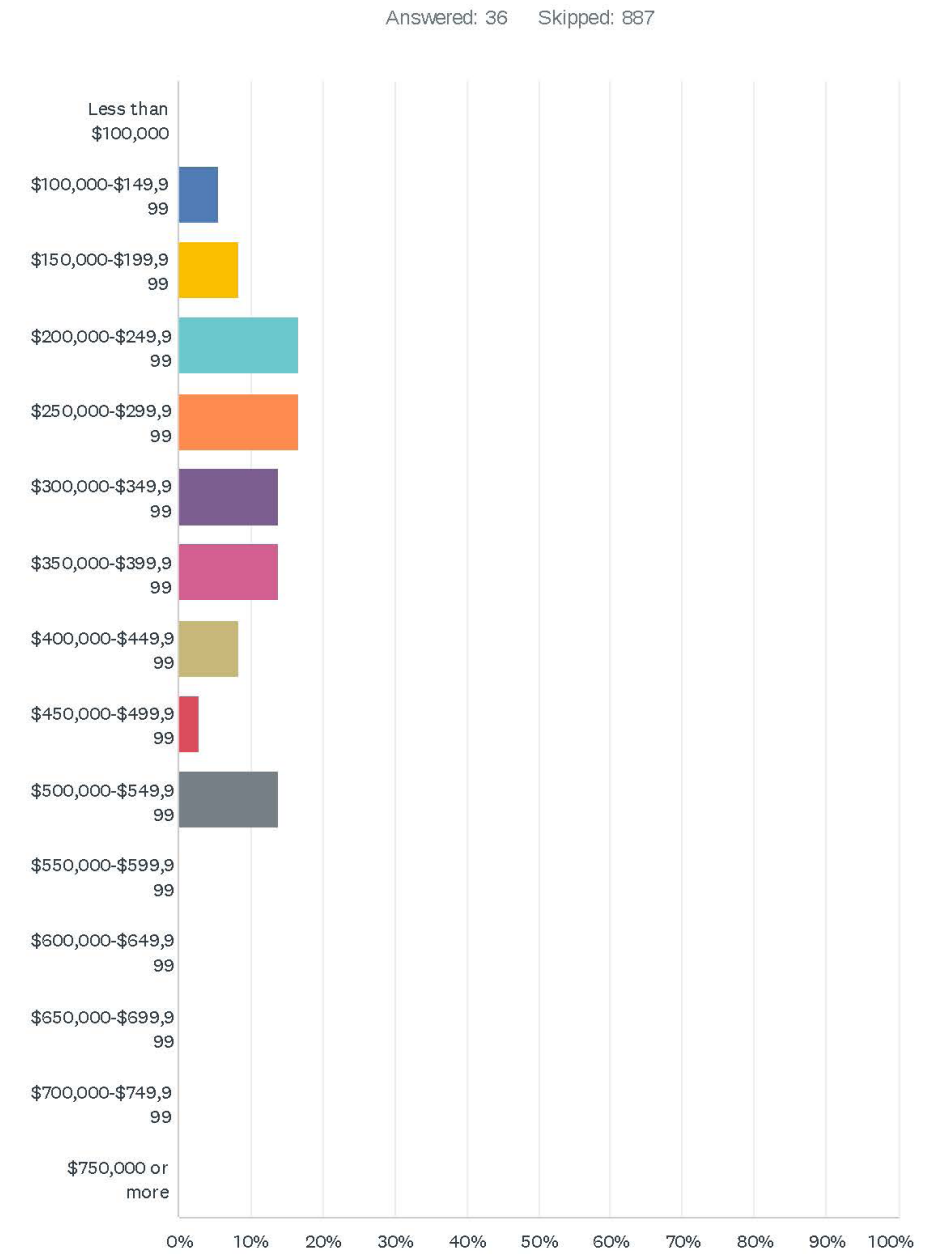
As you would consider purchasing a residence in Bellevue, what type of housing would you select?



ANSWER CHOICES	RESPONSES
Detached single-family home	91.67% 33
Attached duplex/patio home	0.00% 0
Townhouse or condominium	5.56% 2
Apartment building	0.00% 0
Age-restricted community (such as a senior living facility)	0.00% 0
Mobile home	2.78% 1
Accessory dwelling unit	0.00% 0
<b>TOTAL</b>	<b>36</b>

QUESTION 27:

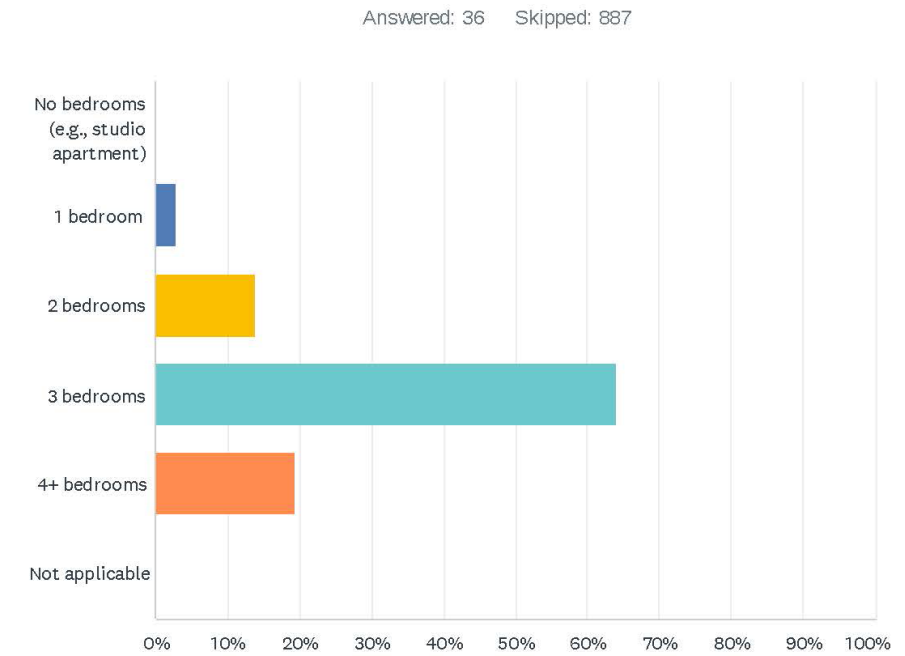
As you would consider purchasing a residence in Bellevue, which price range would you most likely consider purchasing in?



ANSWER CHOICES	RESPONSES	
Less than \$100,000	0.00%	0
\$100,000-\$149,999	5.56%	2
\$150,000-\$199,999	8.33%	3
\$200,000-\$249,999	16.67%	6
\$250,000-\$299,999	16.67%	6
\$300,000-\$349,999	13.89%	5
\$350,000-\$399,999	13.89%	5
\$400,000-\$449,999	8.33%	3
\$450,000-\$499,999	2.78%	1
\$500,000-\$549,999	13.89%	5
\$550,000-\$599,999	0.00%	0
\$600,000-\$649,999	0.00%	0
\$650,000-\$699,999	0.00%	0
\$700,000-\$749,999	0.00%	0
\$750,000 or more	0.00%	0
<b>TOTAL</b>		<b>36</b>

QUESTION 28:

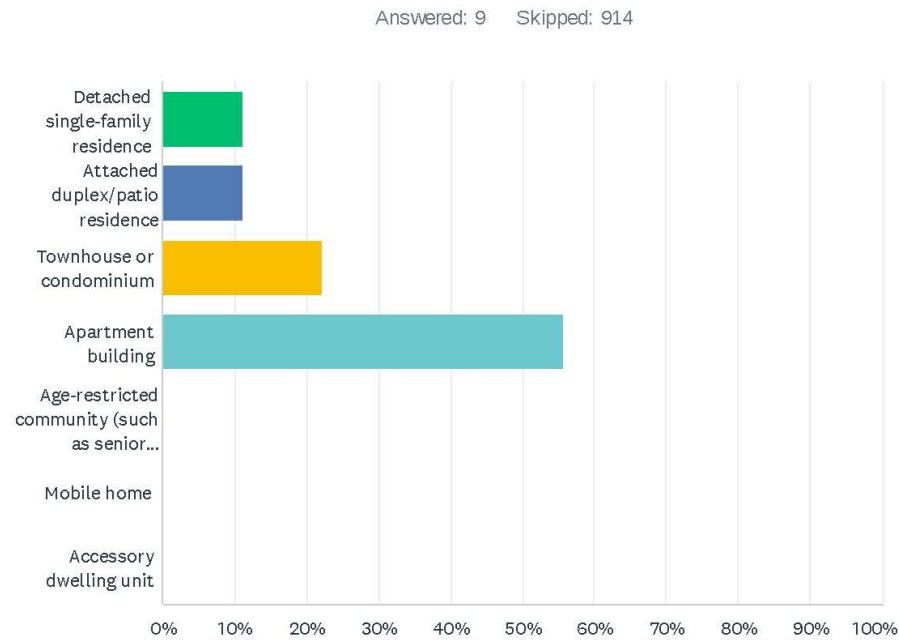
As you would consider purchasing a residence in Bellevue, what size of home would you prefer to purchase?



ANSWER CHOICES	RESPONSES	
No bedrooms (e.g., studio apartment)	0.00%	0
1 bedroom	2.78%	1
2 bedrooms	13.89%	5
3 bedrooms	63.89%	23
4+ bedrooms	19.44%	7
Not applicable	0.00%	0
<b>TOTAL</b>		<b>36</b>

QUESTION 29:

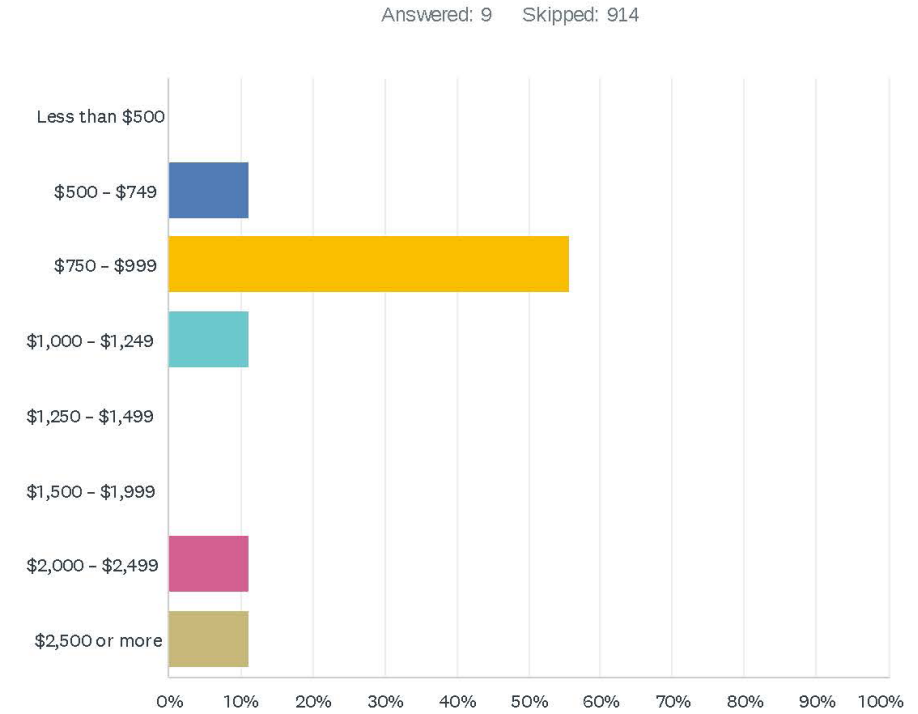
As you would consider renting a home in Bellevue, what type of housing would you select?



ANSWER CHOICES	RESPONSES	
Detached single-family residence	11.11%	1
Attached duplex/patio residence	11.11%	1
Townhouse or condominium	22.22%	2
Apartment building	55.56%	5
Age-restricted community (such as senior living facility)	0.00%	0
Mobile home	0.00%	0
Accessory dwelling unit	0.00%	0
<b>TOTAL</b>		<b>9</b>

QUESTION 30:

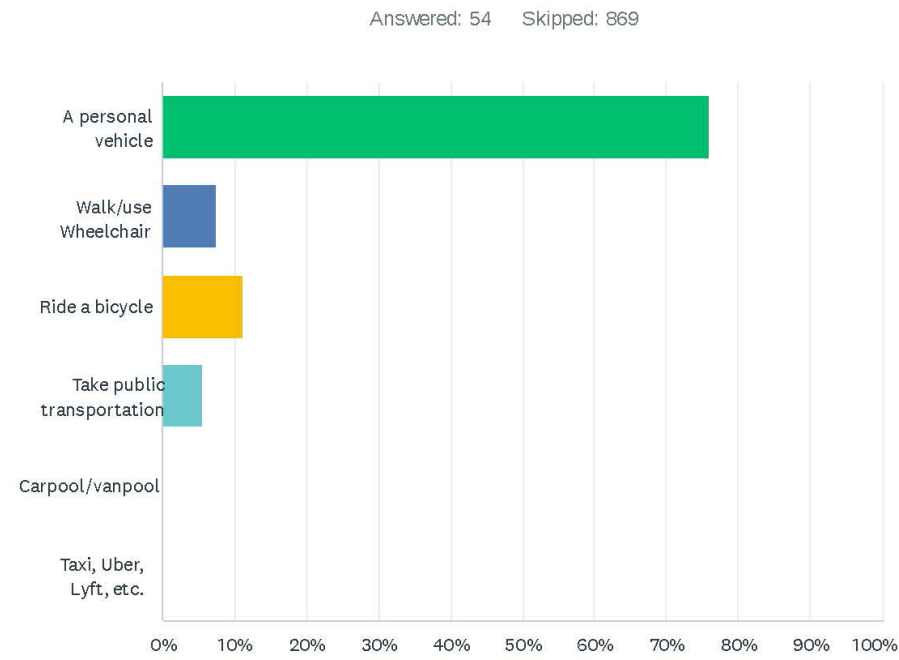
As you would consider renting a residence in Bellevue, what monthly rent would you most consider?



ANSWER CHOICES	RESPONSES	
Less than \$500	0.00%	0
\$500 - \$749	11.11%	1
\$750 - \$999	55.56%	5
\$1,000 - \$1,249	11.11%	1
\$1,250 - \$1,499	0.00%	0
\$1,500 - \$1,999	0.00%	0
\$2,000 - \$2,499	11.11%	1
\$2,500 or more	11.11%	1
<b>TOTAL</b>		<b>9</b>

QUESTION 31:

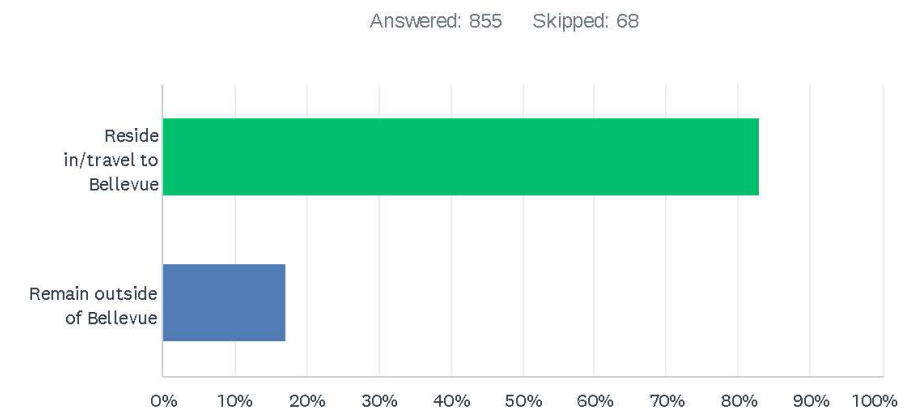
If you were to consider living in Bellevue, what transportation mode would you most prefer?



ANSWER CHOICES	RESPONSES	
A personal vehicle	75.93%	41
Walk/use Wheelchair	7.41%	4
Ride a bicycle	11.11%	6
Take public transportation	5.56%	3
Carpool/vanpool	0.00%	0
Taxi, Uber, Lyft, etc.	0.00%	0
<b>TOTAL</b>		<b>54</b>

QUESTION 32:

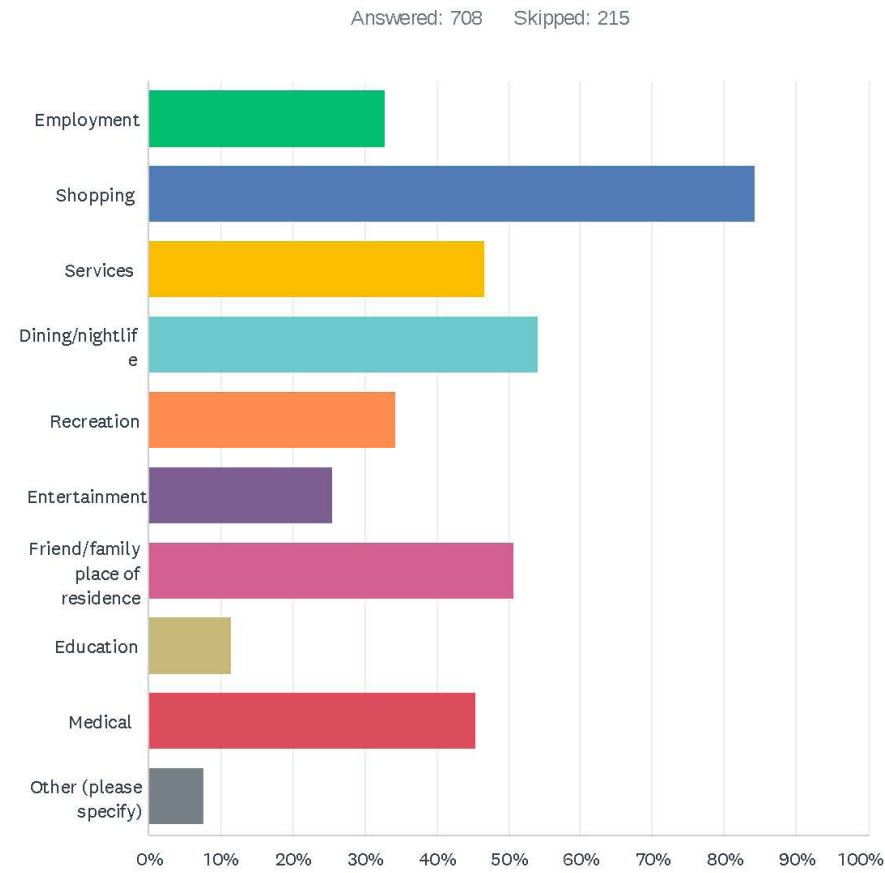
On a typical WEEKDAY, do you generally...



ANSWER CHOICES	RESPONSES	
Reside in/travel to Bellevue	83.04%	710
Remain outside of Bellevue	16.96%	145
<b>TOTAL</b>		<b>855</b>

QUESTION 33:

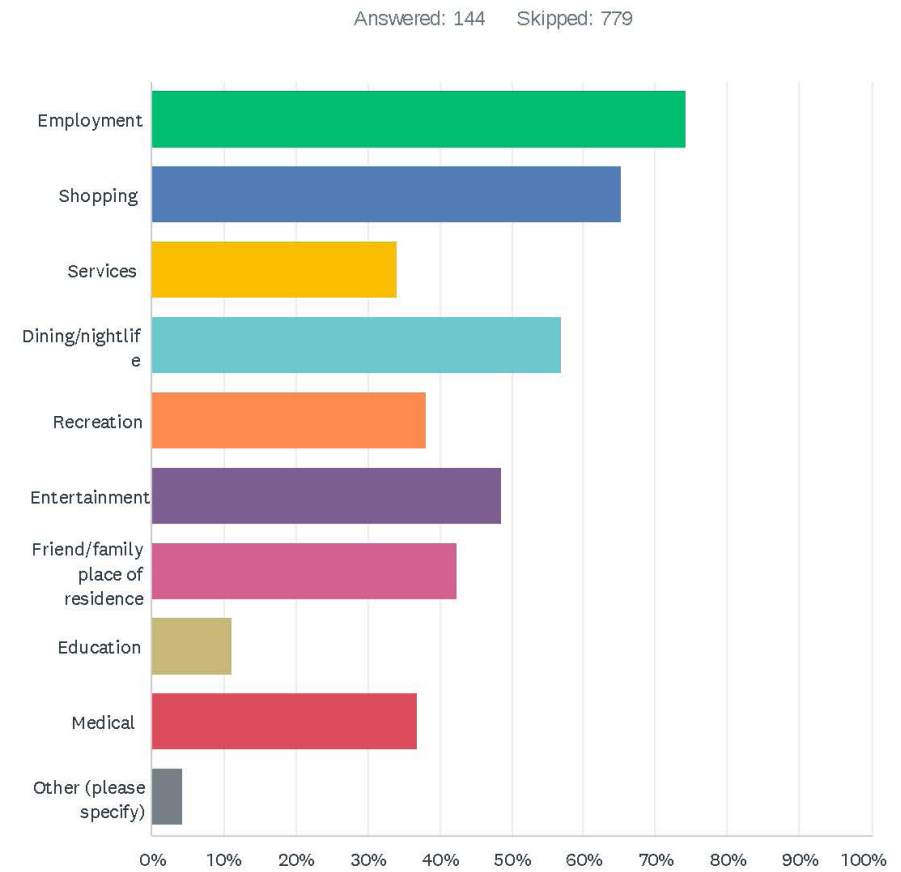
As you generally reside in/travel to Bellevue on WEEKDAYS, which type of destination(s) are you most likely to visit within Bellevue? (Select all that apply.)



ANSWER CHOICES	RESPONSES	
Employment	32.77%	232
Shopping	84.32%	597
Services	46.61%	330
Dining/nightlife	54.24%	384
Recreation	34.32%	243
Entertainment	25.56%	181
Friend/family place of residence	50.85%	360
Education	11.58%	82
Medical	45.48%	322
Other (please specify)	7.63%	54
Total Respondents: 708		

QUESTION 34:

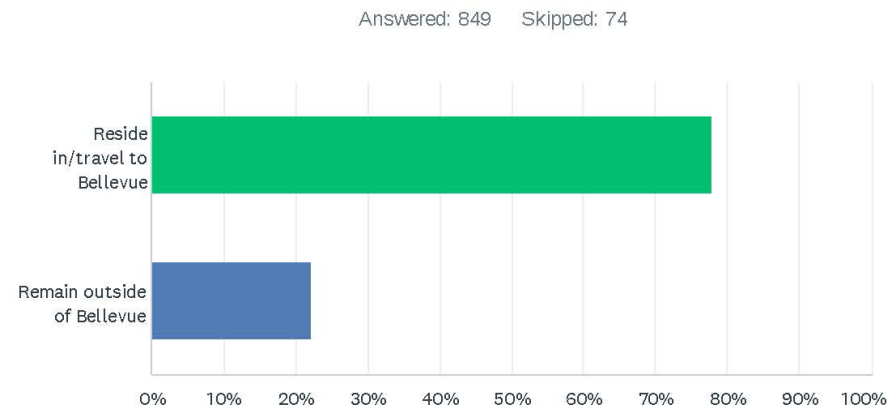
As you generally remain outside of Bellevue on WEEKDAYS, which types of destination(s) are you most likely to visit in other communities? (Select all that apply.)



ANSWER CHOICES	RESPONSES	
Employment	74.31%	107
Shopping	65.28%	94
Services	34.03%	49
Dining/nightlife	56.94%	82
Recreation	38.19%	55
Entertainment	48.61%	70
Friend/family place of residence	42.36%	61
Education	11.11%	16
Medical	36.81%	53
Other (please specify)	4.17%	6
Total Respondents: 144		

QUESTION 35:

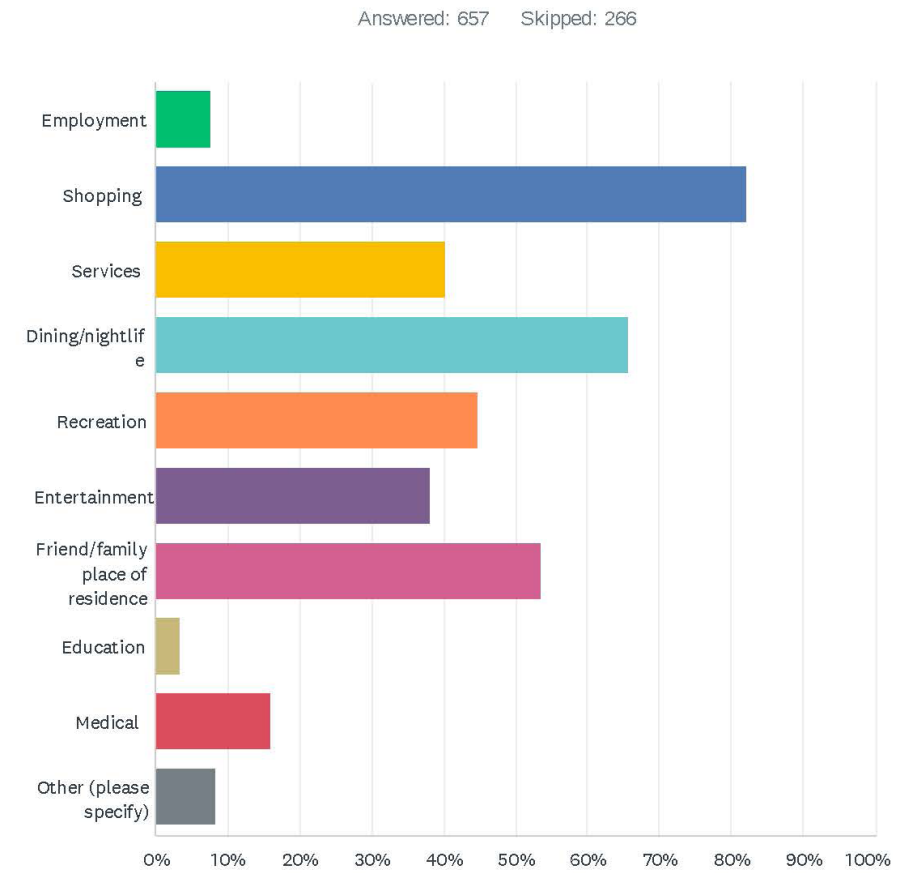
On a typical WEEKEND, do you generally...



ANSWER CHOICES	RESPONSES	
Reside in/travel to Bellevue	77.74%	660
Remain outside of Bellevue	22.26%	189
TOTAL		849

QUESTION 36:

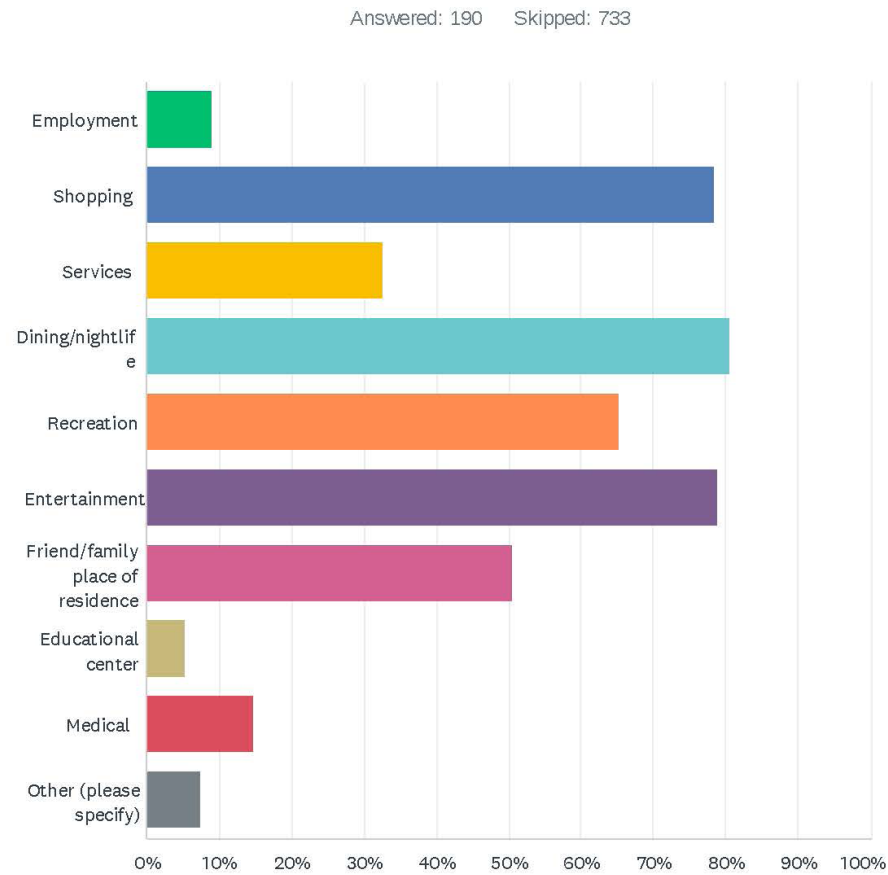
As you generally reside in/travel to Bellevue on WEEKENDS, which type of destination(s) are you most likely to visit within Bellevue? (Select all that apply.)



ANSWER CHOICES	RESPONSES	
Employment	7.61%	50
Shopping	82.04%	539
Services	40.33%	265
Dining/nightlife	65.60%	431
Recreation	44.75%	294
Entertainment	38.20%	251
Friend/family place of residence	53.58%	352
Education	3.35%	22
Medical	15.98%	105
Other (please specify)	8.22%	54
Total Respondents:		657

QUESTION 37:

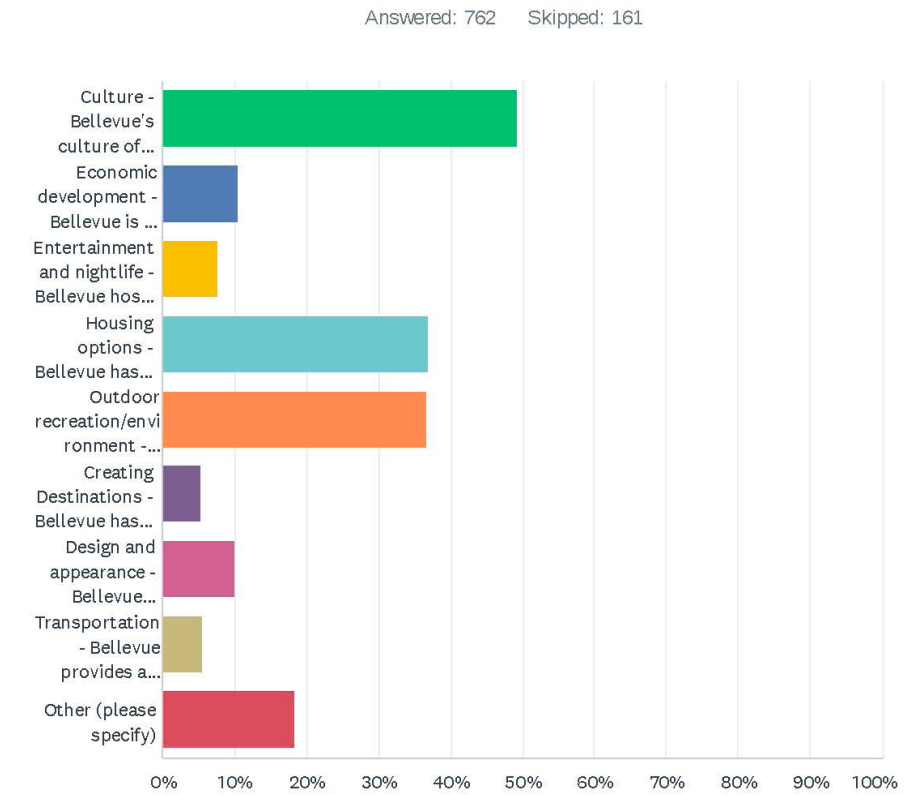
As you generally remain outside of Bellevue on WEEKENDS, which types of destination(s) are you most likely to visit in other communities? (Select all that apply.)



ANSWER CHOICES	RESPONSES
Employment	8.95% 17
Shopping	78.42% 149
Services	32.63% 62
Dining/nightlife	80.53% 153
Recreation	65.26% 124
Entertainment	78.95% 150
Friend/family place of residence	50.53% 96
Educational center	5.26% 10
Medical	14.74% 28
Other (please specify)	7.37% 14
Total Respondents: 190	

QUESTION 38:

What do you value most about Bellevue? In other words, what is the City of Bellevue currently doing well? (Select up to 3 responses; please note that if you select more than 3 responses, you will not be able to proceed to the next page.)

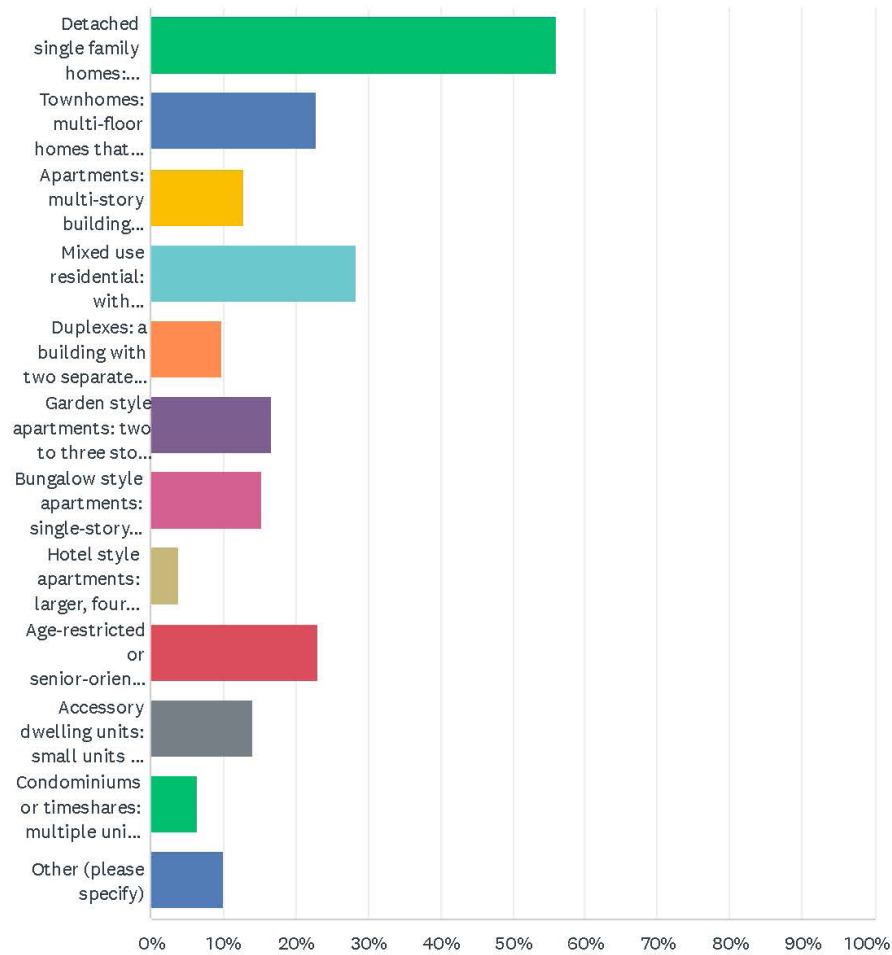


ANSWER CHOICES	RESPONSES
Culture - Bellevue's culture of family-friendliness, recreation, and hometown feel is strong.	49.34% 376
Economic development - Bellevue is an attractive place for businesses to relocate and thrive. It is a business-friendly environment.	10.37% 79
Entertainment and nightlife - Bellevue hosts fun and engaging activities for all ages and encourages businesses that support nighttime activities (e.g., restaurants, bars, etc.)	7.74% 59
Housing options - Bellevue has a diverse array of housing options, including type, size, cost and amenities.	36.88% 281
Outdoor recreation/environment - Bellevue does a good job protecting, maintaining and expanding its parks, green space, trails and athletic facilities.	36.75% 280
Creating Destinations - Bellevue has a variety of activities within a certain area of the city or along a particular corridor that incorporates shops, housing, offices and other business types.	5.38% 41
Design and appearance - Bellevue provides a positive first impression and continues to support aesthetic improvements and new developments, the reuse and redevelopment of vacant buildings, the enhancement of public spaces and corridors, and the maintenance of landscapes.	9.97% 76
Transportation - Bellevue provides a range of safe and efficient transportation options appropriate for existing traffic levels and supportive of future growth.	5.64% 43
Other (please specify)	18.24% 139
Total Respondents: 762	

QUESTION 39:

Which housing types are most needed and appropriate in Bellevue?  
 (Select up to 3 responses; please note that if you select more than 3 responses, you will not be able to proceed to the next page.)

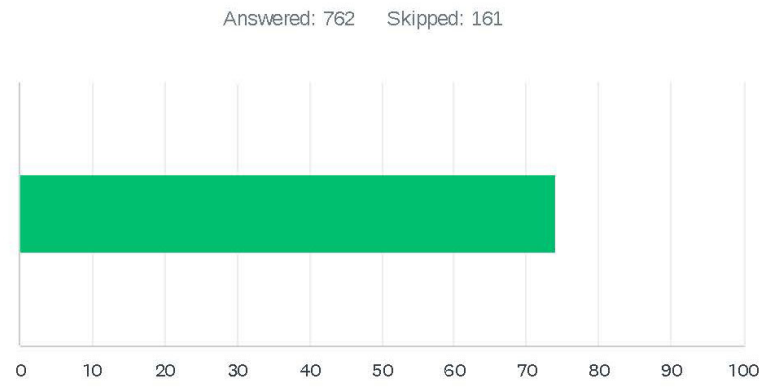
Answered: 762 Skipped: 161



ANSWER CHOICES	RESPONSES
Detached single family homes: standalone housing structures intended for one family/household	56.17% 428
Townhomes: multi-floor homes that share one to two walls with adjacent properties but have their own entrances	22.83% 174
Apartments: multi-story building dedicated to a mix of studio/loft, 1-, 2-, and/or 3-bedroom units (vary in size)	12.86% 98
Mixed use residential: with retail/office/dining on the bottom floor with multiple floors of residential above	28.35% 216
Duplexes: a building with two separate but attached units	9.71% 74
Garden style apartments: two to three story buildings, each with multiple units, arranged around a centralized open space amenity area	16.54% 126
Bungalow style apartments: single-story detached homes within a community owned and managed by a single property owner	15.35% 117
Hotel style apartments: larger, four+ story elevator served buildings where units are accessed from interior corridors	3.81% 29
Age-restricted or senior-oriented communities: a collection of apartments, townhomes, or multiplex options specifically designed for senior citizens	22.97% 175
Accessory dwelling units: small units in the backyard or above a garage designed for multigenerational households	14.04% 107
Condominiums or timeshares: multiple units located within the same building that are owned, and not rented, by the occupant; residency may not be full-time	6.43% 49
Other (please specify)	10.10% 77
Total Respondents: 762	

QUESTION 40:

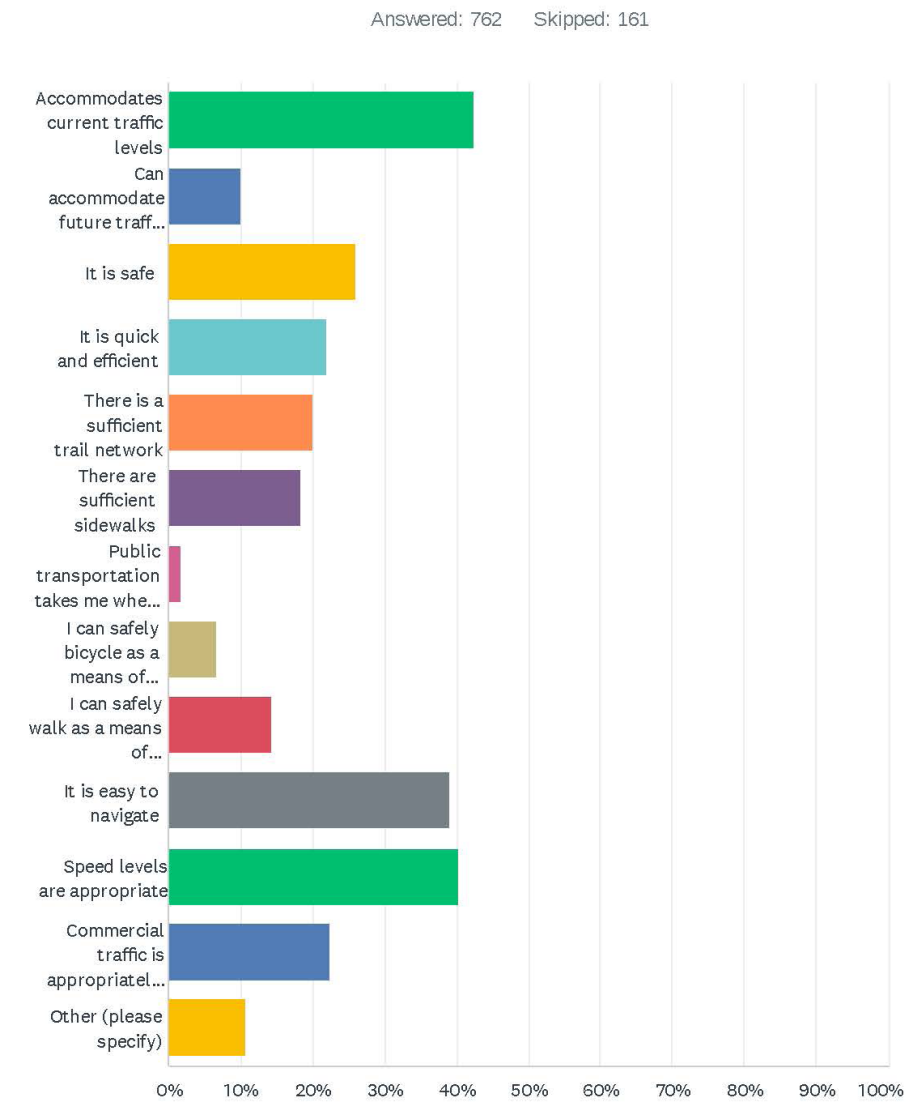
On a scale of extremely important to not important at all, how important is it for people in Bellevue to have transportation choices (e.g., driving, walking, biking, bus, etc.)?



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	74	56,406	762
Total Respondents: 762			

QUESTION 41:

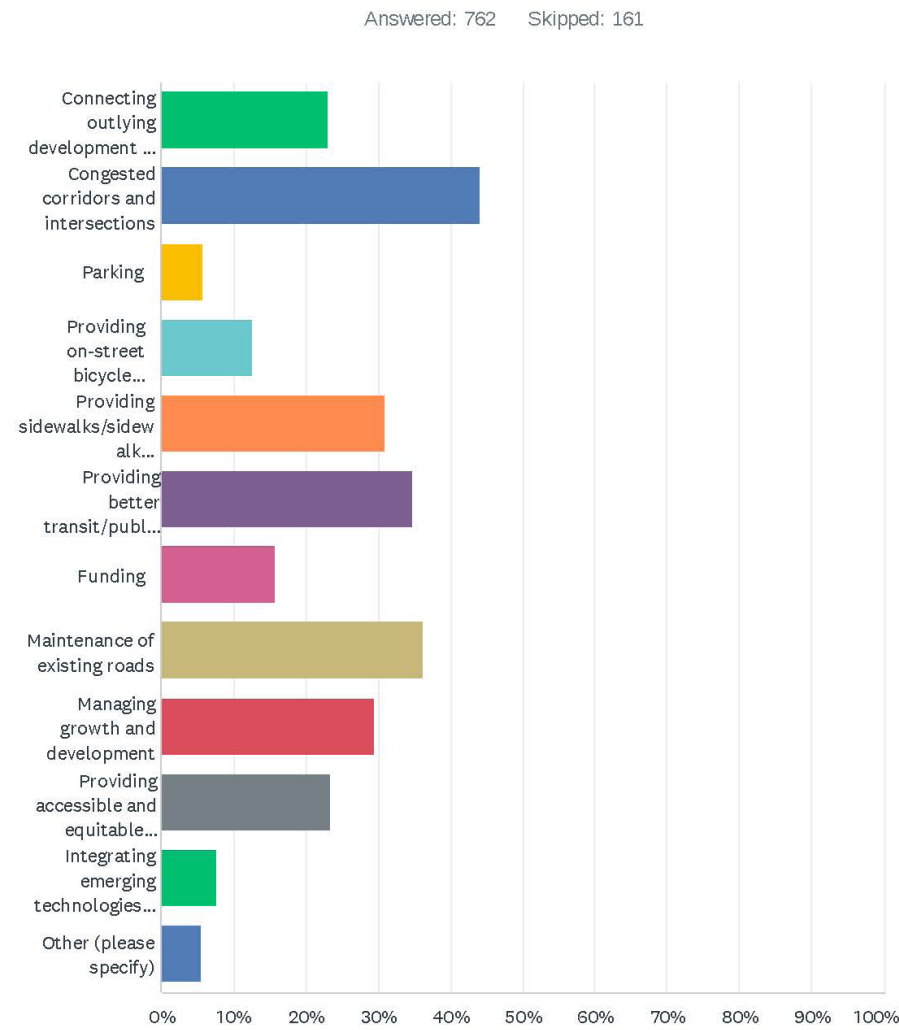
What is working well with Bellevue's existing transportation system? (Select all that apply.)





QUESTION 43:

What are the top three greatest challenges facing the future of Bellevue's transportation system? (Select up to 3 responses; please note that if you select more than 3 responses, you will not be able to proceed to the next page.)



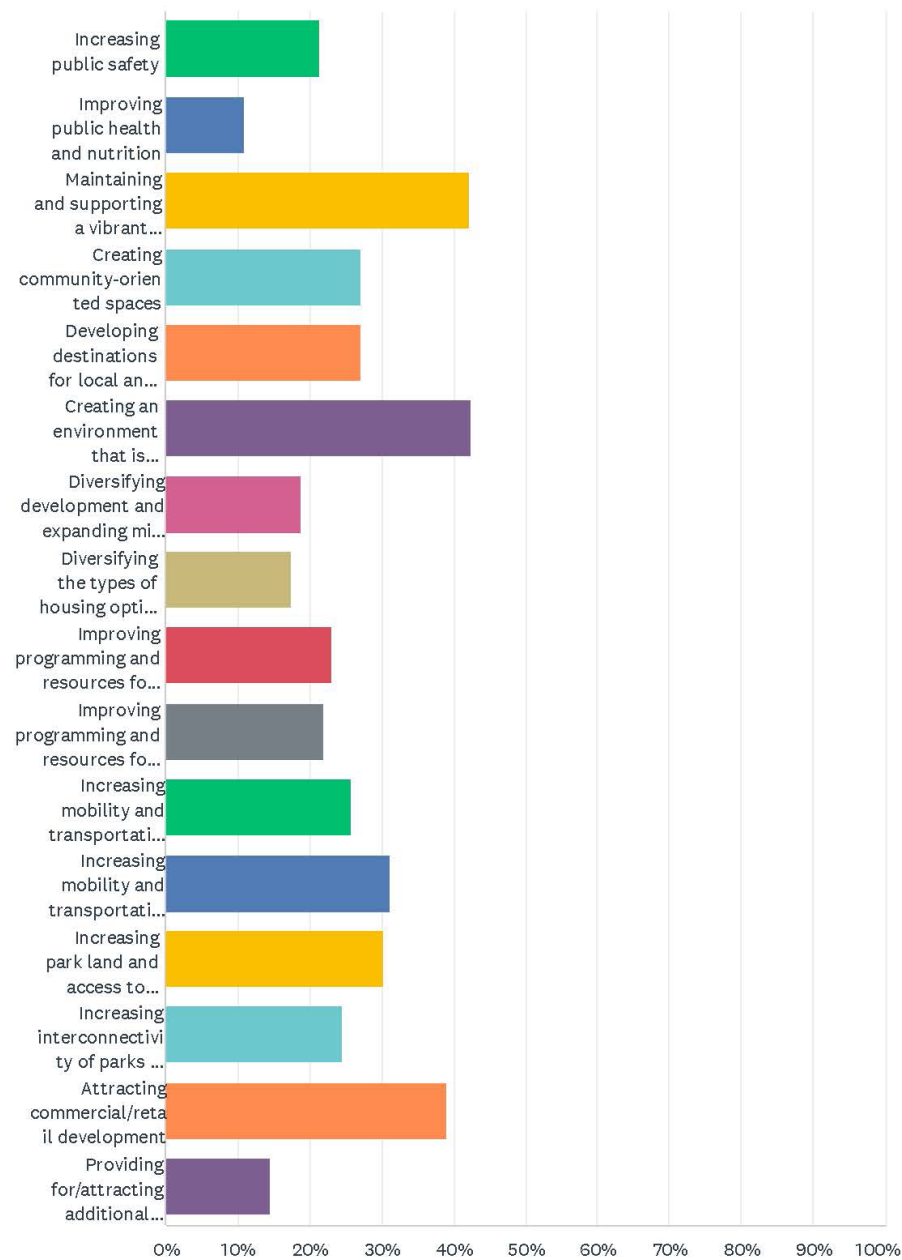
ANSWER CHOICES	RESPONSES
Connecting outlying development to existing activity centers	23.10% 176
Congested corridors and intersections	44.23% 337
Parking	5.77% 44
Providing on-street bicycle infrastructure	12.60% 96
Providing sidewalks/sidewalk improvements	30.84% 235
Providing better transit/public transportation options	34.78% 265
Funding	15.75% 120
Maintenance of existing roads	36.22% 276
Managing growth and development	29.40% 224
Providing accessible and equitable transportation options to all segments of the community	23.36% 178
Integrating emerging technologies (i.e., electric vehicles)	7.74% 59
Other (please specify)	5.51% 42
Total Respondents: 762	

QUESTION 44:

Of the following choices, what are the top five opportunities/priorities that you think Bellevue should pursue? (Select up to 5 responses; please note that if you select more than 5 responses, you will not be able to proceed to the next page.)

Answered: 762 Skipped: 161

Bellevue Comprehensive + Transportation Plan Public Survey

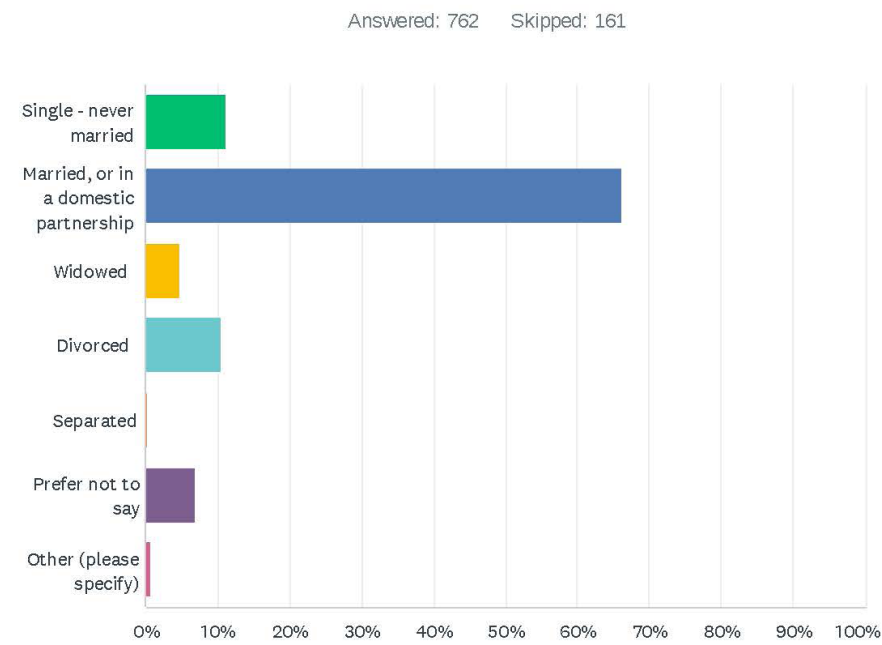


ANSWER CHOICES	RESPONSES
Increasing public safety	21.26% 162
Improving public health and nutrition	10.89% 83
Maintaining and supporting a vibrant downtown Bellevue	42.26% 322
Creating community-oriented spaces	27.03% 206
Developing destinations for local and regional tourism	27.17% 207
Creating an environment that is attractive for prospective businesses	42.52% 324
Diversifying development and expanding mixed use areas	18.77% 143
Diversifying the types of housing options in the city	17.45% 133
Improving programming and resources for children and young adults	23.10% 176
Improving programming and resources for seniors and older adults	21.92% 167
Increasing mobility and transportation resources within the city	25.85% 197
Increasing mobility and transportation resource connectivity from Bellevue to other cities such as Omaha	31.23% 238
Increasing park land and access to trails	30.31% 231
Increasing interconnectivity of parks and trails	24.54% 187
Attracting commercial/retail development	38.98% 297
Providing for/attracting additional industrial development opportunities.	14.44% 110
Total Respondents: 762	



QUESTION 47:

What is your marital status?



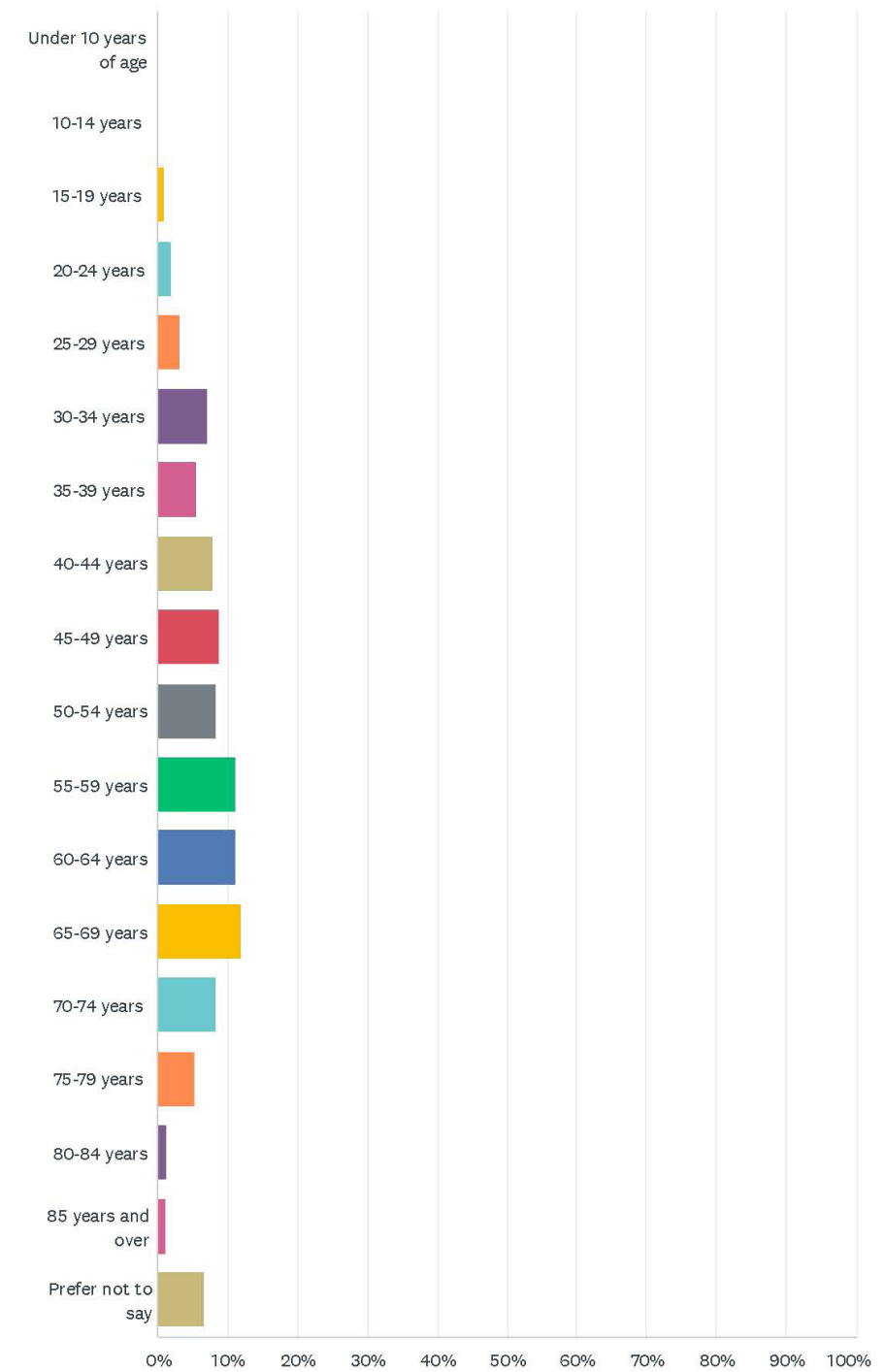
ANSWER CHOICES	RESPONSES
Single - never married	11.15% 85
Married, or in a domestic partnership	66.01% 503
Widowed	4.72% 36
Divorced	10.50% 80
Separated	0.13% 1
Prefer not to say	6.82% 52
Other (please specify)	0.66% 5
<b>TOTAL</b>	<b>762</b>

QUESTION 48:

What is your age?

Answered: 762 Skipped: 161

Bellevue Comprehensive + Transportation Plan Public Survey



ANSWER CHOICES	RESPONSES	
Under 10 years of age	0.00%	0
10-14 years	0.00%	0
15-19 years	0.79%	6
20-24 years	1.97%	15
25-29 years	3.28%	25
30-34 years	6.96%	53
35-39 years	5.64%	43
40-44 years	7.87%	60
45-49 years	8.66%	66
50-54 years	8.27%	63
55-59 years	11.02%	84
60-64 years	11.02%	84
65-69 years	11.94%	91
70-74 years	8.27%	63
75-79 years	5.25%	40
80-84 years	1.31%	10
85 years and over	1.05%	8
Prefer not to say	6.69%	51
TOTAL		762

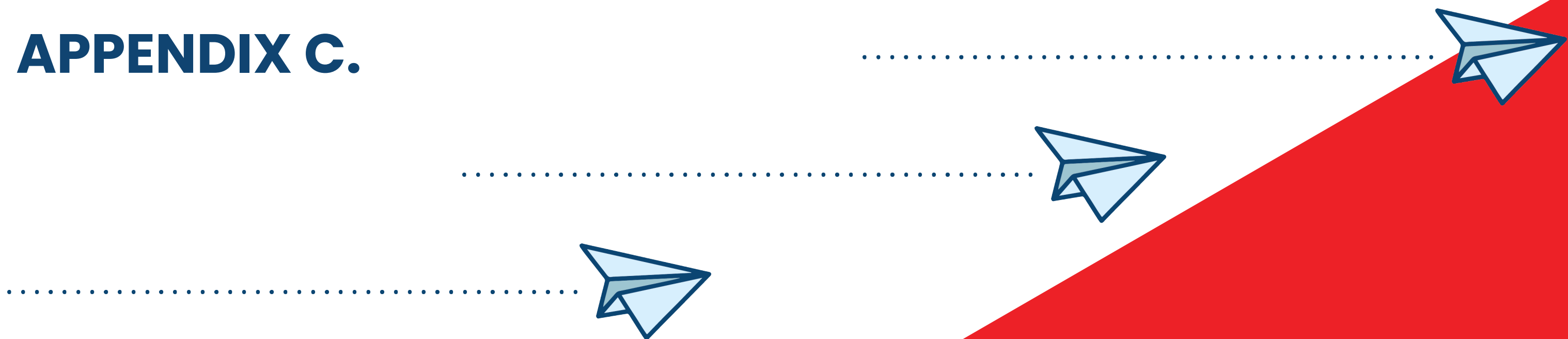
QUESTION 49:

What is your email address?

(information not disclosed)

Answered: 414 Skipped: 509

# APPENDIX C.



# EXISTING PLANS REVIEW

# UNDERSTANDING ONGOING EFFORTS

This appendix summarizes the plans and studies that Bellevue already has in place that are relevant to this planning effort. These documents have a dedicated appendix to illustrate their importance in the planning process.

## 2021 Comprehensive Plan Update Amended August 2021

This comprehensive plan update establishes a vision for the next 20-30-year period and identifies a method for attaining this vision for the citizens, city staff, and elected officials of Bellevue. The plan was created in accordance with the four key planning principles over eight phases of the planning process. The majority of land is 49.8% used for single family residential purposes while the other half of land uses are used for mobile homes residential, multifamily residential, office, retail, parks, utilities, and public spaces. The city additionally houses Offutt Air Base, so this plan addresses land uses directly adjacent to this facility. Members of the public were asked to give feedback on drafts of four development plans intended to accommodate population growth, support the need for additional recreational spaces in closer proximity to neighborhoods, and address concerns over underutilized vacant space. A phased-growth plan is a component that plans development over six tiers depending on location, type, and cost of development. This plan incorporates a transportation plan that identifies general location of existing streets, and proposed options for multimodal options that supports the development patterns in the Future Land Use Plan. Nebraska legislature requires an energy component which accesses energy by use of sector, evaluates utilization of energy sources, and promotes energy conservation. Citywide recommendations are categorized in short-term, mid-term, and long-term timeframes. The plan additionally addresses recommendations within the nine districts listed in the Appendix C (Community Character) that focus on individual assessments of Bellevue's districts.

## American Heros Park Conceptual Site Master Plan

American Heroes Park, a destination park, was created to attract a wider age range of residents than typical parks. It was anticipated that this park would serve as the town's center of recreation, and a stimulate for economic activity. This plan was created in collaboration with HDR to propose sites for the destination park, show initial conceptual plans, and explain the various amenities within the site plan. The park is separated into five sections along the plan including Nature and Explorative Play, Celebration of Service and Amenities, Memorial Gardens, Activity Zone and Play, and Lake Pavilion. The first area, Nature and Explorative Play, provides opportunities to explore within native plantings, picnic areas, activity zones for youth, and dynamic play areas for creative development. Celebration of Service Area and Amenities will have active zones for games and artwork, an event hall, a performance stage, and an observation tower overlooking the Missouri River. The activity zone will become a destination for youth, and families with a playground, shelters, a restroom, and sea wall along the lake that provides opportunities to interact with the water. Finally, the Lake Pavilion is designed as a glass box providing views over the lake. The entire park is designed with native plantings which is crucial to sustainability, longevity, and maintenance of the park.

## Bellevue Parks Master Plan

As Bellevue continues to grow and change, parks and green spaces play a crucial role in creating a path forward as a community. With 55 parks totaling over 14% of Bellevue's total land use, the City of Bellevue embarked on a master planning process to develop a vision and framework for Bellevue's parks for the next 15-20 years. This plan provides a framework for park improvements, recreational facilities, programs, and services. Through three phases of development, the city engaged residents through survey, interviews, focus groups, workshops, pop-ups, and an open house to gauge themes for recommendations. Parks within Bellevue are sectioned into four park types including regional parks, community parks, and neighborhood parks. By establishing these park types, Bellevue is able to plan for improvements that best fit the park's characteristics and the communities need. The plan has two system goals that follow three strategies established in the development process. These recommendations which are linked to action steps, are seen through system or park zone lenses. System Lenses organize operations, communications, and land use at the System level, where actions have wide-reaching impacts and affect the cohesion of the system. Park Lenses organizes recommendations for communications, operations, and land use decisions at the park level. These park recommendations are followed by an implementation matrix that delegates tasks to specific parties.

## Affordable Housing Action Plan

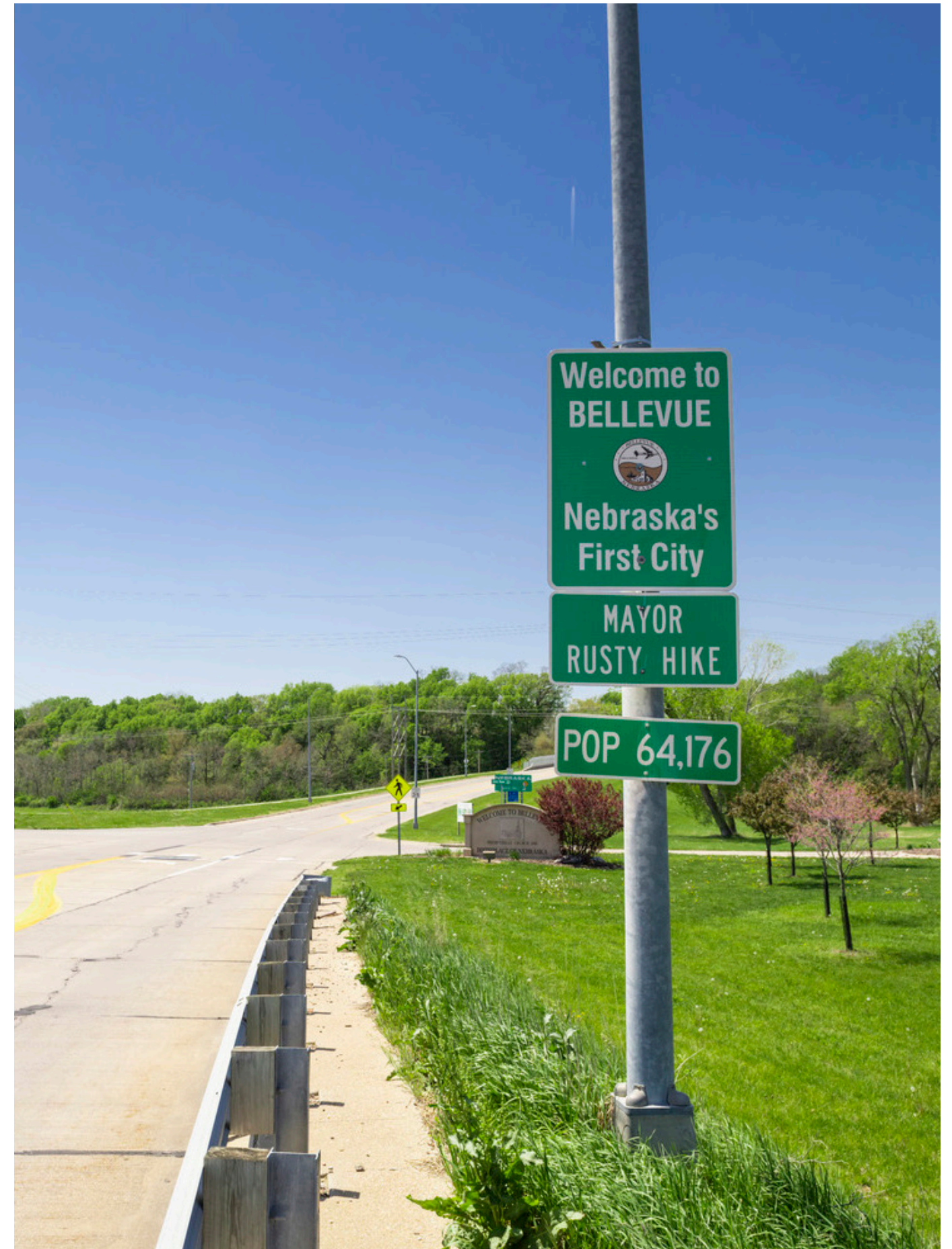
An Affordable Housing Action Plan is required by Nebraska Legislative Bill 866 for communities with greater than 50,000 in population. This plan promotes affordable housing projects based statistical data on demographics, economic and housing conditions, local affordable housing demand, and narrative given by public engagement. This city identifies specific initiatives, future affordable housing programs, and funding partners for the development process.

## Fort Crook Road 2040

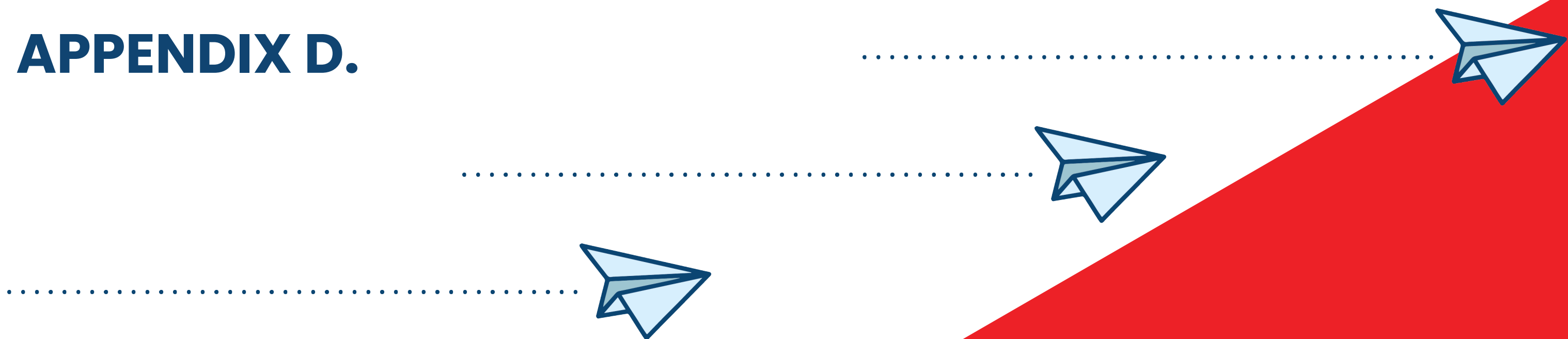
The Fort Crook Road corridor is envisioned to serve as another transformative districts within the region, including Aksarben Village, River's Edge, and the Blackstone District. To achieve this vision, there must be a balance of green infrastructure, transit-orientated development, and total mobility system. This corridor should provide other methods of transportation other than cars, employ green infrastructure that addresses stormwater, and create new development that supports BRT ridership. With limited development opportunities due to lack of "greenfield" land, Bellevue should capitalize on infill development within the core of the city to avoid stagnant population growth. It is recommended that the BRT Line extend north and south to connect with 24th Street Corridor in Omaha and the Offutt Air Force Base in Bellevue. Additionally, five proposed BRT stations should at Childs Road, Avery Road, Herman Road, Kenney Gate, and Fairview Road. The existing traffic lanes on Fort Crook Road should be converted to a roadway with a shared bike path to accommodate bicycle and pedestrian traffic. There are several segments of the corridor impacted by a floodplain, so this plan recommends a sustainable approach that includes daylighting, channel restoration, strategic infill, and green infrastructure. A larger piece of this plan, redevelopment opportunities, acknowledges that this plan will serve as a foundation for Bellevue City Council and Planning Commission until the city approves of the location for any BRT stations, adopts an overlay district or other planning tools within the City's zoning regulations to implement a plan related to construction of the BRT stations, and approves a specific timeline for any future applicants with redevelopment plans to comply with the finalized and adopted Fort Crook Road plan. Four newly developed neighborhoods are proposed at Childs Road Station, Avery Road Station, Cornhusker Road, Fairview Road, Herman Drive Station that incorporate themes such as transit-orientated development and walkable urbanism. These proposed developments are suggested to follow incremental development guidelines.

## Sarpy County and Cities Wastewater Agency Growth Management Plan

Adopted on June 19th, 2019, this growth management plan created by Sarpy County and Cities Wastewater Agency aims to guide suburban and urban development within the Agency's jurisdiction in southern Sarpy County. The document lists Urban Reserve Zone and Urban Development zone policies, with agreement policies, and policies applicable to governmental or quasi-governmental developments set for by the agency. Following these procedures, this plan identifies steps to periodically review the growth management plan, adjust the boundary of the agency, address criteria for exceptions, administratively amend the agency's jurisdiction, and set fees for development located within the agency's service area.



**APPENDIX D.**



# **ECONOMIC AND MARKET ANALYSIS**

# EXECUTIVE SUMMARY

## Economic and Demographic Trends

Employment in the City of Bellevue totals 20,452 jobs. Principal employment sectors in Bellevue include services (5,449 jobs); retail trade (5,517 jobs); education and healthcare (4,514 jobs); and government (1,133 jobs).

Offutt is greater Omaha's second largest employer and according to the FY 2023 Economic Impact Statement produced by the 55th Comptroller Squadron, operations support 10,797 military and civilian personnel. A reported 44,261 military, civilians, contractors, dependents, and retirees make their home in the Omaha area. The base generates 23,014 jobs regionally with an estimated annual value of \$1.11 billion.

Offutt is a vital part of Omaha's economy with an annual economic impact of over \$2.9 billion, including \$1.01 billion in payroll, \$437.9 million in expenditures, \$931 million in indirect output from payroll, and \$525 million in indirect output from expenditures. Service contracts total \$307.5 million annually. In addition, more than 65 defense companies have a presence near Offutt, providing direct support to its missions.

Since 1980, Bellevue's population has nearly doubled in size, adding 43,380 residents, and reaching a population of 65,193 by 2023. Population growth was the strongest during the decades of the 1980's and 2010's.

When compared to that of the State of Nebraska, Bellevue's household composition possesses above average rates for families, married couples, and all households with children and below average rates of married couples with children, householders living alone, senior households ages 65 years and over, and senior households living alone.

Bellevue's household composition suggests a strong need for single-family housing and such retail goods and services as groceries, clothing and accessories, sporting goods, consumer electronics, toys, home furnishings, furniture, hardware, daycare, financial services, dentists, and general practitioners.

Children ages 0 to 14 years and empty nesters 45 to 64 years comprise the largest age groups in Bellevue with 19.8 percent and 24.0 percent of the total population, respectively. When compared to statewide averages, Bellevue possesses above average rates of young adults ages 25 to 34 years (14.9%), family/working adults ages 35 to 44 years (13.7%), and empty nester population ages 45 to 64 years (24.0%) and below average rates of children ages 0-14 years (19.8%), adolescents ages 15 to 24 years (12.3%), and elderly ages 65+ years (15.3%).

Bellevue's population age 25 and older is well educated with 46.8 percent of the population attaining a graduate/professional, bachelor's, or associate degree compared to 46.2 percent statewide. Conversely, 27.8 percent of Bellevue residents attained a high school diploma or less compared to 32.3 percent of the statewide population.

Bellevue's educational attainment levels suggest the potential to support high income levels, retail expenditures, housing values and rents, and the need for commercial space. The higher education levels also support professional positions and the need for office space.

Bellevue's median household income of \$99,972 significantly exceeds the statewide median of \$69,597, supporting a below average rate of households earning less than \$25,000 and above average rate of high-income households earning \$100,000 or more. Bellevue's well above average median household income provides the opportunity to capture above average retail sales and rents, housing values, and residential rents.

From 2024 through 2045, the City of Bellevue is forecast to add 3,919 to 5,005 jobs and 16,025 to 18,787 new residents. Principal employment sectors anticipated to support the strongest job growth through 2045 include services, retail trade, education and healthcare, and finance, insurance, and real estate. The future job and population growth will generate the need for new housing, retail goods and services, eating and drinking establishments, and commercial and industrial space.

## Real Estate Market Trends

The study evaluated Bellevue's retail, office, industrial, and housing markets. The text to follow summarizes the major study findings.

### Retail Market Overview

The City of Bellevue supports 1,172,675 square feet of retail space. Bellevue prominent retail and shopping destinations, including: 1) Fort Crook Road corridor, 2) intersection of U.S. Highway 75 and Cornhusker Road, and 3) intersection of 36th Street and Highway 370.

From 2012 to 2023, 62,357 square feet of retail space was built in Bellevue, with net space absorption totaling 69,247 square feet of building area. From 2012 to 2023, the Bellevue retail market operated at vacancies well below market equilibrium. By year-end 2023, the overall vacancy rate stood at 3.6 percent with just 89,742 square feet of vacant space available for immediate occupancy. The modest inventory of vacant retail space places a constraint on the ability to accommodate the expansion of existing retail businesses or attracting new retail businesses seeking a location in Bellevue. Bellevue's pull factor of 1.2 indicates the city captures retail sales at a rate 20 percent above the statewide average.

From 2024 through 2045, the City of Bellevue is forecast to support the need for 1,081,000 square feet to 1,251,000 square feet of new retail space, absorbing an estimated 108 to 124 acres of commercial land under the conservative scenario and 125 acres to 144 acres under the optimistic scenario.

### Office Market Overview

Office-related employment in the City of Bellevue consists of 3,014 jobs in the management and administrative, legal services, information, and finance, insurance, and real estate sectors, accounting for 14.7 percent of total employment. By comparison, office-related jobs account for 23.6 percent of employment in the Omaha-Council Bluffs MSA.

Bellevue maintains a total inventory of 1,464,987 square feet of space professional and medical office space, operating at a vacancy rate of 13.9 percent. The principal concentrations of office buildings are located within Highway 370, Fort Crook Road, and Galvin Road corridors.

From 2012 through 2023, only one office building with 6,448 square feet of space was built in Bellevue with net absorption amounting to 57,543 square feet. From 2012 through 2021, the office vacancy rate remained well over market equilibrium ranging from a high of 15.8 percent in 2017 to a low of 10.8 percent by 2021. During 2022, net absorption of 63,421 square feet reduced the vacancy rate to 6.5 percent. However, with negative absorption of 116,792 square feet during 2023 the vacancy rate rose to 14.4 percent by year-end.

From 2024 through 2045, Bellevue is forecast to support the need for 227,000 square feet to 330,000 square feet of professional and medical office space, absorbing 17 acres to 21 acres of land under the conservative scenario and 25 acres to 30 acres under the optimistic scenario.

## Industrial Market Overview

Industrial-related employment in the City of Bellevue totals 1,862 jobs in the manufacturing, wholesale trade, transportation and warehousing, and utilities sectors, or 9.1 percent of total employment. By comparison, industrial-related jobs account for 25.9 percent of employment in the Omaha-Council Bluffs MSA.

By year-end 2023, Bellevue had 64 existing industrial buildings totaling 1.48 million square feet of space operating at a cumulative vacancy rate of just 1.8 percent. Industrial buildings are scattered throughout Bellevue with principal concentrations including: 1) north Fort Crook Road corridor, 2) east of Offutt Air Force Base, and 3) west of Offutt Air Force Base.

From 2012 through 2023, the Bellevue industrial market absorbed a total of 47,520 square feet of space. Industrial space absorption peaked in 2017 with 133,378 square feet of net occupied space. Since 2020, a total of 79,253 square feet of net industrial space was absorbed in Bellevue.

Bellevue's overall industrial vacancy rate peaked at 11.7 percent in 2015. Since 2020, the Bellevue industrial market has gradually improved operating at vacancies well below market equilibrium. By the fourth quarter 2023, the Bellevue industrial market operated at a vacancy rate of 1.8 percent. With just 27,010 square feet of vacant industrial space available for immediate occupancy is a barrier to accommodating expansion of existing industrial businesses and attracting prospective new businesses to Bellevue.

From 2024 through 2045, industrial job growth in Bellevue is projected to support the need for 419,000 square feet to 620,000 square feet of industrial space, resulting in the absorption of an estimated 24 acres to 28 acres of industrial land under the conservative scenario and 36 acres to 41 acres under the optimistic scenario.

## Residential Housing Market Overview

Over the past 40 years Bellevue's housing stock has increased steadily. The 1980 Census reported the Bellevue housing stock at 7,798 dwelling units. By the 2010 Census, Bellevue's housing stock increased to 11,939 dwelling units. Housing stock increased by 5,500 dwelling units during the 1990's and 3,152 dwelling units during the 2000's. From 2010 through 2020, the city's housing stock increased by 25.7 percent, or 5,297 dwelling units. By 2022, Bellevue's housing stock totaled 25,601 dwelling units.

Bellevue's housing stock mix is influenced by its suburb character whereby the demand for single-family housing exceeds that for attached rental housing. Detached single-family housing accounts for 68.4 percent of Bellevue's housing stock which lags the statewide rate of 71.2 percent.

Multi-family housing accounts for 25.8 percent of Bellevue's housing stock compared to 22.2 percent for Nebraska. Large-scale properties in Bellevue with 20 or more dwelling units account for 8.4 percent of the housing stock, compared to 8.1 percent statewide. Duplexes account for just 0.3 percent of the Bellevue housing stock which is well below the statewide rate of 1.9 percent. Properties with 3 to 9 housing units account for 9.9 percent of Bellevue's housing stock, compared to 7.0 percent statewide.

During 2022 owner-occupied housing in Bellevue accounted for 63.4 percent of the entire occupied housing stock with renter-occupied accounting for 36.6 percent. By comparison, owner-occupied housing accounts for 66.0 percent of

Nebraska's total occupied housing stock with renter-occupied accounting for 34.0 percent.

Detached single-family homes account for 92.5 percent of Bellevue's owner-occupied housing stock, compared to 93.0 percent for the State of Nebraska. Renters are much less likely to occupy detached single-family homes accounting for 29.2 percent of all occupied rental units.

During 2012 the median housing value in Bellevue of \$136,800 exceeded the statewide median of \$128,300. Stemming from the national housing bust, the median housing value for Bellevue declined steadily from 2010 through 2014. By 2015, Nebraska's median housing value of \$141,600 exceeded Bellevue's median value of \$135,600. Through 2022, the median home value in Nebraska continued to exceed Bellevue's median value.

For 2023, Esri Business Analyst reported the average value of owner-occupied housing in Bellevue at \$280,987. Just 7.4 percent of the owner-occupied housing stock in Bellevue was valued under \$100,000. Housing valued at \$100,000 to \$199,999 accounts for 25.6 percent of Bellevue's housing stock. This price range caters to first time homebuyers.

Housing valued at \$200,000 to \$299,999 accounts for 33.3 percent of the housing stock and represents Bellevue's largest market segment. Housing priced at \$300,000 to \$399,999 accounts for 17.4 percent of Bellevue's housing stock and represents the move-up market. Owner-occupied housing priced at \$400,000 and above represents Bellevue's luxury housing market and accounts for 12.5 percent of the entire housing stock.

Multi-family structures account for 25.8 percent of Bellevue's housing stock, or 6,600 dwelling units were in multi-unit structures. By comparison, multi-family housing accounts for 22.2 percent of the statewide housing stock.

Large-scale properties in Bellevue with 20 or more dwelling units account for 8.4 percent of the housing stock, compared to 8.1 percent statewide. Duplexes account for just 0.3 percent of the Bellevue housing stock which is well below the statewide rate of 1.9 percent. Properties with 3 to 9 housing units account for 9.9 percent of Bellevue's housing stock, compared to 7.0 percent statewide.

Since 2015, Bellevue's median monthly housing rent has exceeded the statewide median. From 2015 through 2022, Bellevue's median monthly housing rent increased 33.9 percent, reaching \$1,141 by 2022. Nebraska's median rent in 2022 of \$909 per month was 14.2 percent below the median for Bellevue.

Fifty-two large-scale apartment properties in Bellevue totaling 8,157 dwelling units. Since 2010, nine large-scale apartment properties have been built in Bellevue, totaling 931 rental units. New construction peaked from 2016 to 2020 with 609 apartment units completed and again during 2022 and 2023 when 262 units came online. Net absorption since 2010 totaled 1,217 apartment units.

Net unit absorption exceeding new supply since 2010 has produced a gradual decline in the overall vacancy rate. From 2018 to 2022, the apartment properties operated at a health vacancy rate well below market equilibrium. By year-end 2022, just 15 vacant apartments were available for lease yielding a vacancy rate of 1.2 percent. During 2023, 96 apartment units came online with net YTD absorption of 34 dwelling units, pushing the overall vacancy rate to 6.4 percent. This spike in the vacancy rate is temporary and will improve as the new property achieves lease-up.

Since 2010, the average rent for large-scale apartment properties in Bellevue increased by 43.6 percent, reaching \$1,182 per month by year-end 2023. Rent escalations were strong from 2019 to 2023 in response to the construction of five new apartment properties totaling 466 rental units as well as well below market equilibrium vacancy rates.

From 2024 through 2045, the City of Bellevue's forecast population growth and latent housing need will create the need for an estimated 6,719 to 7,856 new housing units. By housing type, Bellevue's forecast housing need equates to 4,703 to 5,499 single-family detached and attached housing units, 201 to 236 housing units in 2- to 9-unit structures, and 1,814 to 2,121 housing units in structures with ten or more dwelling units.

# Study Conclusions and Recommendations

The Economic and Market Analysis evaluated the ability of the Bellevue Planning Area (“Planning Area”) to accommodate development of a variety of retail, office, industrial, and residential uses. Study conclusions and recommendations include the following:

1. Quantify supportable long-term need for new commercial and industrial space as well as residential housing units.
2. Identify feasible land use mix, location, and development formats.

## Forecast Real Estate Need

From 2024 through 2045 the City of Bellevue is forecast to support the need for 1,081,000 to 1,251,000 square feet of new retail space, 227,000 to 330,000 square feet of professional and medical office space, and 419,000 to 620,000 square feet of industrial space.

Through 2045, Bellevue’s new housing need is forecast at 6,719 to 7,856 dwelling units, consisting of 4,703 to 5,499 single-family detached and attached housing units, 201 to 236 housing units in 2- to 9-unit structures, and 1,814 to 2,121 housing units in structures with ten or more dwelling units.

**Forecast Real Estate Need  
Bellevue, Nebraska, 2024 - 2045**

Land Use	Forecast Demand		Land Acres	
	Low	High	Low	High
Retail	1,081,000 SF	1,251,000 SF	108 - 124	125 - 144
Office	227,000 SF	330,000 SF	17 - 21	25 - 30
Industrial	419,000 SF	620,000 SF	24 - 28	36 - 41
Residential	6,719 DUs	7,856 DUs	1,288 - 1,478	1,506 - 1,728
<b>Totals</b>			<b>1,437 - 1,651</b>	<b>1,692 - 1,943</b>

The forecast real estate needs through 2045 for Bellevue would require an estimated 1,437 to 1,651 acres of land under the conservative scenario and 1,692 to 1,943 acres of land under the optimistic scenario.

## Land Use Patterns and Development Opportunities

Based on the study findings and future demand projections, future development opportunities in Bellevue, Nebraska for retail, office, industrial, and housing were identified.

## Retail Development Sites

Retail developers and retailers evaluate potential retail locations based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, traffic counts, traffic signal access, and direct competition. Using these site selection criteria, potential retail development sites in the City of Bellevue were identified. Prospective retail development sites in the City of Bellevue include the following:

1. Northeast of Golden Boulevard and Samsom Way
2. Southwest corner of 42nd Street and Highway 370
3. Northwest corner of 48th Street and Highway 370
4. Southeast corner of 54th Street and Highway 370
5. Southeast corner of 60th Street and Highway 370
6. Southeast corner 25th Street and Capehart Road
7. Northwest corner of 36th Street and Capehart Road
8. Southwest corner of 36th Street and Capehart Road
9. Northwest corner of 36th Street and Cornhusker Road
10. Southwest corner of 36th Street and Cornhusker Road
11. Northwest corner of 25th Street and Cornhusker Road
12. Southwest corner of 25th Street and Cornhusker Road
13. Northwest corner of Harvell Drive and Fort Crook Road
14. Intersection of Hidden Valley Drive and U.S. Highway 75
15. Intersection of 36th Street and Platteview Road

Office and industrial developers evaluate potential development sites based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, availability to a large and diverse labor pool, proximity to customers, and availability of support goods and services. Using these site selection criteria, potential development sites in the City of Bellevue were identified. Prospective office and industrial development sites in the City of Bellevue include the following:

## Office Development Sites

1. Northeast of Golden Boulevard and Samsom Way
2. Southeast corner of Maass Road and Highway 370
3. Southwest corner of Maass Road and Highway 370
4. Southwest corner of 42nd Street and Highway 370
5. Southeast corner 25th Street and Capehart Road
6. Northwest corner of 36th Street and Cornhusker Road
7. Southwest corner of 36th Street and Cornhusker Road

8. Southwest corner of 25th Street and Cornhusker Road
9. Northwest corner of Harvell Drive and Fort Crook Road
10. Intersection of Hidden Valley Drive and U.S. Highway 75

### Industrial Development Sites

1. Along the east side of Fort Crook Road southwest of Offutt Air Force Base
2. West side of Harlan Lewis Road south of Offutt Air Force Base

Creating a master planned business park in Bellevue featuring quality infrastructure, design guidelines, CC&R's, and designed for mixed-use development will be critical in retaining existing companies and attracting new companies. Offering shovel ready sites complete with an economic incentive package, expedited municipal plan approval and permitting process, and political support will provide competitive advantages in successfully marketing and developing building sites.

### Residential Development Sites

The criteria used to evaluate the suitability of property as a future residential housing development site include site location; parcel size and configuration; availability of infrastructure; entitlements; access; visibility and exposure; and proximity to housing demand generators and services.

Based on these criteria, the southeast portion of Bellevue is anticipated to be the prominent location for new single-family subdivisions. Infill housing in older residential neighborhoods and vacant lots is also possible. Suitable large-scale apartment sites are best located along major arterial streets such as Highway 370, Cornhusker Road, and Capehart Road, within mixed-use developments, and adjacent to retail and employment centers. Small-scale, multi-family development may also be possible within infill locations throughout the city.

### Redevelopment Opportunities

Downtown Bellevue is located along a 3-block portion of Mission Avenue between Washington and Hancock Streets. Community uses downtown include the Mission Middle School, Fire Department, Senior Community Center, Bellevue Little Theatre, Bellevue Eagles Lodge, U.S. Post Office, and two churches. A total of 42 downtown businesses were identified, including eating and drinking places, financial services, insurance, hair salons, massage therapist, tattoo, real estate, lawyers, computer repair, and automotive repair. The Bridge is a redevelopment project at northeast corner of Mission Avenue and Washington Street planned for 53 apartments and ground floor commercial space. The opportunity exists to support continued redevelopment efforts with the potential to expand downtown several blocks to the west along Mission Avenue.

Barriers or restrictions to Bellevue's future urban growth include the presence of the Offutt Airforce Base that divides the city and creates development restrictions, floodplain impacted areas, cost on new residential and commercial construction, and funding public infrastructure and city services for green field sites. Continued commercial and industrial development is critical in expanding the city's tax base that supports sustainable city services.

# FULL REPORT: ECONOMIC AND MARKET ANALYSIS

## Planning Area Defined

The City of Bellevue, Nebraska (the "Planning Area") is in southeast Nebraska within Sarpy County and the Omaha-Council Bluffs, NE-IA, MSA. Bellevue encompasses 7,382 acres of land inside the city limits, including 294.7 acres of vacant land and 315.9 acres of agricultural land. Another 15,546 acres is located inside the ETJ. The map on the following page depicts the City Bellevue's existing land use.

The Omaha-Council Bluffs, NE-IA, Metropolitan Statistical Area (MSA), is an urbanized, bi-state metro region in Nebraska and Iowa, centered on the city of Omaha, Nebraska. The region consists of eight counties (five in Nebraska and three in Iowa), and covers 4,407 square miles on both sides of the Missouri River. With a population 2020 Census population of 967,604, the metro Omaha area is the most populous in both Nebraska and Iowa (although the Des Moines-West Des Moines MSA is the largest MSA centered entirely in Iowa), and is the 58th most populous MSA in the United States.

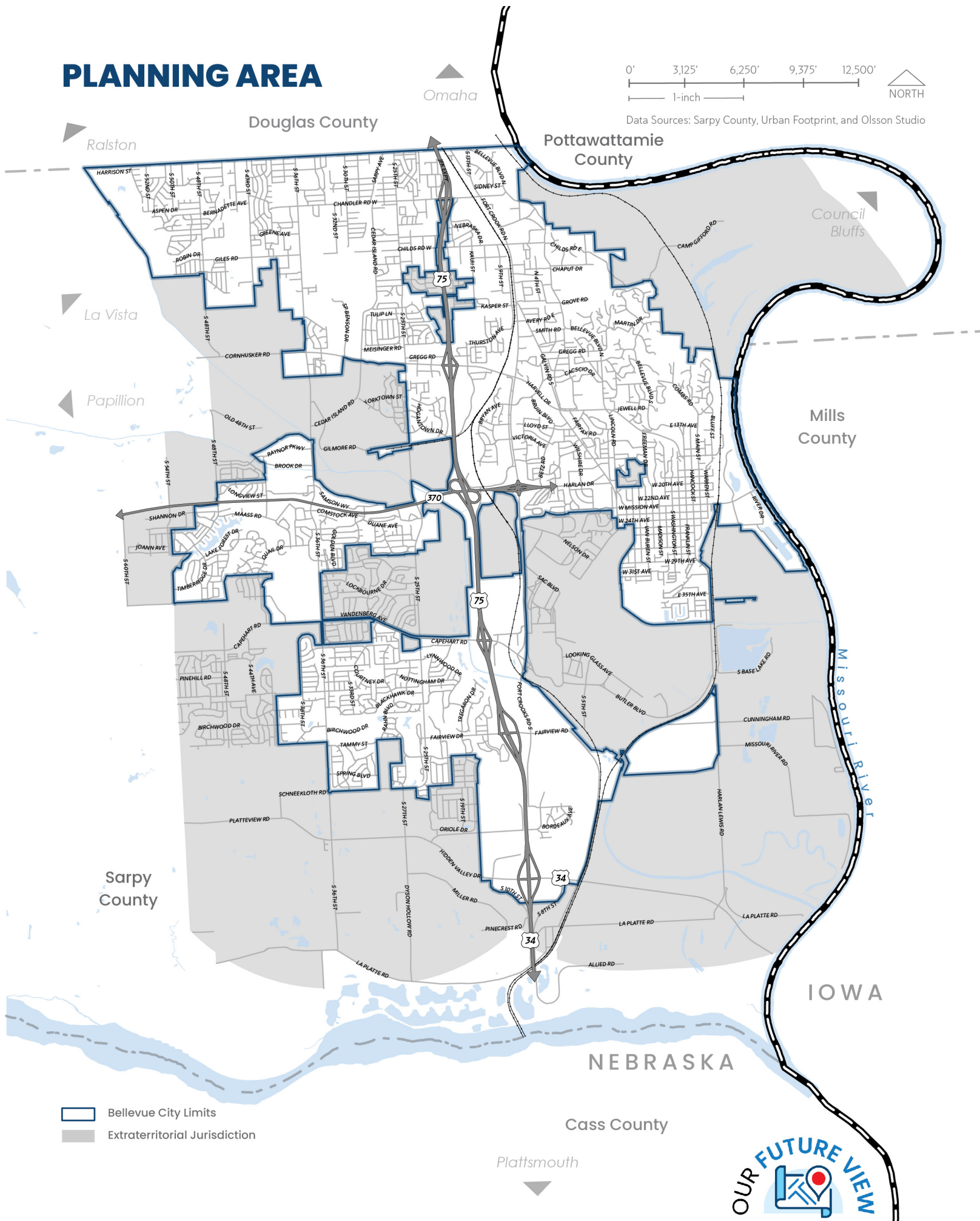
Bellevue's 2020 Census population of 64,176 residents and was the second largest city in the Omaha-Council Bluffs MSA, trailing only Omaha with 486,051 residents.

Established by European Americans in the 1830s, Bellevue was incorporated in 1855 and is the oldest continuously-inhabited town in Nebraska. It has been credited by the Nebraska State Legislature as being the state's second-oldest incorporated settlement after Nebraska City; previously it served as the seat of government in Nebraska.

Bellevue was founded as a trading post for the Missouri Fur Company by Joshua Pilcher, but there were financial problems, and, eventually, Lucien Fontanelle became the owner of the post, and the first permanent resident of Bellevue. Moses Merrill founded a mission, which was the first Christian mission in Nebraska, in Bellevue. Since it was the oldest city in the Nebraska Territory, the residents were optimistic that Bellevue would become the capital of it, and the new territorial governor, Francis Burt, had already moved there, but shortly after, he died. The next governor selected Omaha as the capital instead.

In 1921, the Offutt Air Force Base was built south of Bellevue, and is the headquarters of the United States Strategic Command, the 557th Weather Wing, and the 55th Wing of the Air Combat Command. The Offutt Air Force Base has an annual economic impact of \$2.6 billion on the Omaha-Council Bluffs region.

# PLANNING AREA



# Employment Trends

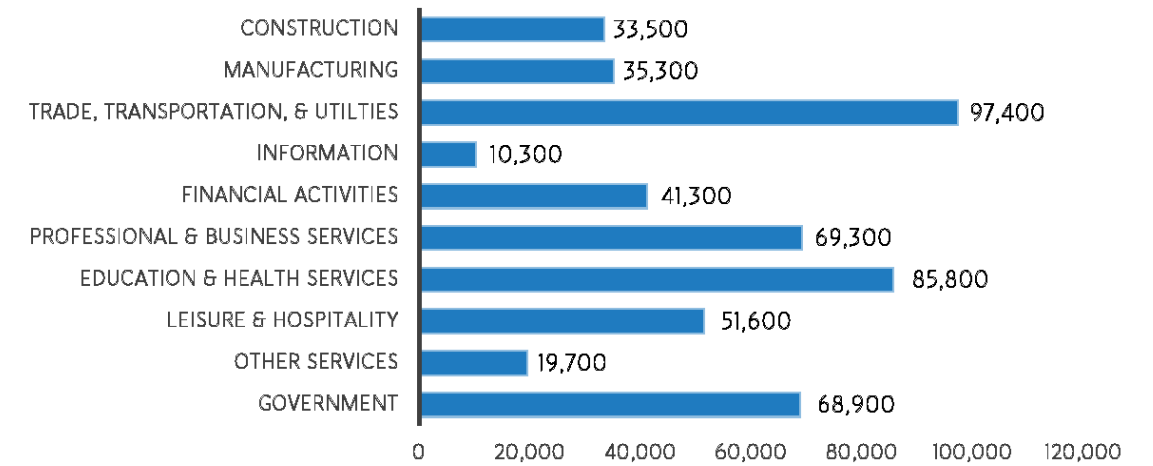
Since gains in employment fuel the growth in population, income, and retail expenditures, job growth is a reliable indicator of general economic conditions and need for housing and commercial and industrial space. Households typically prefer to live near work for convenience. Affordable housing costs, reduced commute times, and higher quality of life can motivate employees to relocate to the community where their job exists.

The City of Bellevue is located within the Omaha-Council Bluffs MSA. As of November 2023, leading employment sectors in the Omaha-Council Bluffs MSA included:

1. Trade, Transportation & Utilities
2. Education & Healthcare Services
3. Government
4. Professional & Business Services
5. Leisure & Hospitality

Compared to statewide averages, according to the U.S. Bureau of Labor Statistics, the Omaha-Council Bluffs MSA supports a higher rate of employment in the construction, information, financial activities, professional and business services, education and health services, trade, and leisure and hospitality sectors. Lagging employment sectors include manufacturing and government.

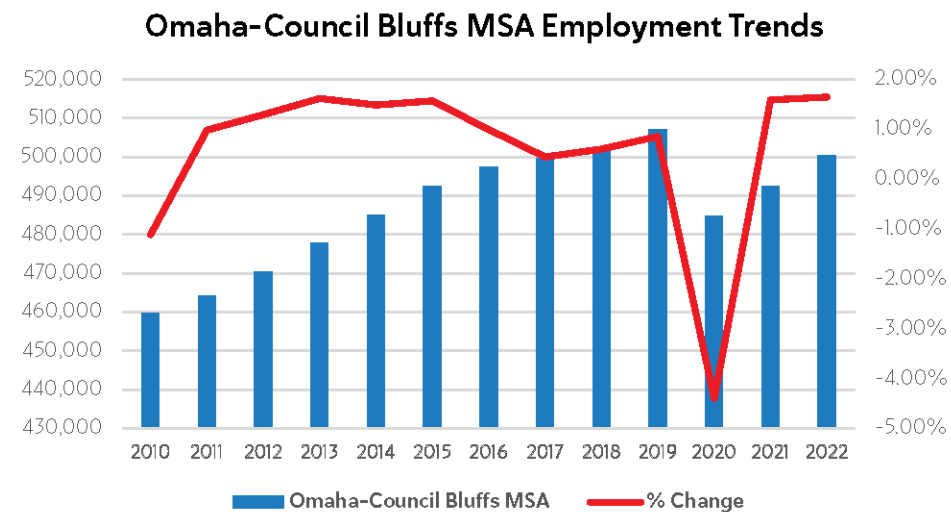
**Omaha-Council Bluffs MSA Employment by Sector**



The U.S. Bureau of Labor Statistics reported from 2010 to 2019 the Omaha-Council Bluffs MSA added 47,200 new nonfarm wage and salary jobs, an increase of 10.3 percent. By 2019, total employment reached 507,000 jobs and an unemployment rate of 3.1 percent. By March 2020, employment in the Omaha-Council Bluffs MSA totaled 501,500 jobs and an unemployment rate of 3.6 percent. The COVID-19 pandemic resulted in the loss of 45,800 jobs by April 2020, pushing the unemployment rate to 9.2 percent. By year-end 2020, three-quarters of the lost jobs, or 34,200 jobs, were returned to the Omaha-Council Bluffs MSA economy.



By August 2022, total employment in the Omaha-Council Bluffs MSA exceeded pre-pandemic levels and the unemployment rate recovered to 3.5 percent. Employment growth has continued, adding 8,100 jobs in 2022 and 17,800 jobs through November 2023. By November 2023, employment in the Omaha-Council Bluffs MSA reached 513,100 nonfarm wage and salary jobs with an unemployment rate of just 2.3 percent. Annualized employment levels for the Omaha-Council Bluffs MSA from 2010 through 2022 are depicted in the bar chart below.



The Offutt Air Force Base located in Bellevue plays a crucial role in U.S. national defense, housing the 55th Wing, Air Combat Command's largest wing; headquarters for the United States Strategic Command (USSTRATCOM); the Air Force Weather Agency; and the new Joint POW/MIA Accounting Command CONUS Annex (JCA). The base covers 3,633 acres, supports a building stock of 7.5 million square feet, 1,954 family homes, and 68 transient rooms. Of the 5,934 active duty, military personnel, 1,342 soldiers reside on base while 2,244 soldiers live in Bellevue.

Offutt is greater Omaha's second largest employer and according to the FY 2023 Economic Impact Statement produced by the 55th Comptroller Squadron, operations support 10,797 military and civilian personnel. A reported 44,261 military, civilians, contractors, dependents, and retirees make their home in the Omaha area. The base generates 23,014 jobs regionally with an estimated annual value of \$1.11 billion.

Offutt is a vital part of Omaha's economy with an annual economic impact of over \$2.9 billion, including \$1.01 billion in

### Offutt AFB Local Expenditures FY 2023

Category	Expenditures FY 2023
Construction Contracts	\$32,243,718
Service Contracts	\$307,537,693
Base Exchange	\$2,026,180
Health/TRICARE	\$70,439,928
Commissary	\$21,031,931
Impact Aid/Tuition Assistance	\$2,948,844
TDY/Travel to Offutt	\$1,670,400
<b>Total Expenditures</b>	<b>\$437,898,695</b>

Source: 55th Comptroller Squadron.

payroll, \$437.9 million in expenditures, \$931 million in indirect output from payroll, and \$525 million in indirect output from expenditures. Service contracts total \$307.5 million annually. In addition, more than 65 defense companies have a presence near Offutt, providing direct support to its missions.

The Flood Recovery PMO is tasked with rebuilding the Offutt Air Force Base from the 500-year flood of March 2019 that destroyed one-third of the base, worth approximately \$700 million, including \$234 million in simulators and information technology. The flood waters affected 137 base facilities, 1.2 million square feet of workspace, and displaced more than 3,200 personnel. With most of the displaced personnel relocated to temporary long-term facilities, the PMO team focused on how to rebuild Offutt. With levee upgrades and the location of the runway it was decided to rebuild on the southeastern portion of the installation. The Air Force Civil Engineer Center's Natural Disaster Recovery Program's \$693 million plan to recover the Offutt Air Force Base began awarding contracts to rebuild the base in September 2021, which will result in 26 new facilities separated into eight campuses scheduled for completion by 2027.

According to the Economic Impact Statements generated by the 55th Comptroller Squadron, Offutt Air Force Base's military and civilian personnel has remained steady in recent years despite the impact of the 2019 flood. Future employment growth forecasts for Bellevue assumed stable Offutt base employment with continued growth in defense companies and contractors stemming from local expenditures. Base-related job growth will be most pronounced in the industrial and office sectors.

According to Esri Business Analyst, the City of Bellevue supports employment totaling 20,452 jobs. Principal employment sectors in Bellevue include services (5,449 jobs); retail trade (5,517 jobs); education and healthcare (4,514 jobs); and government (1,133 jobs). The table on the following page shows employment by sector for the City of Bellevue.

From 2024 through 2045, the City of Bellevue is estimated to realize job growth at an average annual rate of 0.8 percent to 1.0 percent, yielding a total of 3,919 to 5,005 new jobs. Principal employment sectors anticipated to support the strongest job growth through 2045 include services, retail trade, education and healthcare, and finance, insurance, and real estate. Future job growth will generate increased population and the need for additional housing and commercial space.

### City of Bellevue Employment by Sector

Employment Sector	City of Bellevue # of Jobs	% of Total
Agriculture & Mining	214	1.0%
Construction	604	3.0%
Manufacturing	846	4.1%
Transportation	307	1.5%
Communication	48	0.2%
Utility	52	0.3%
Wholesale Trade	566	2.8%
Retail Trade	5,517	27.0%
Finance, Insurance & Real Estate	970	4.7%
Education & Health Services	4,514	22.1%
Government	1,133	5.5%
Services	5,449	26.6%
Unclassified	232	1.1%
<b>Totals</b>	<b>20,452</b>	<b>100.0%</b>

Source: Esri Business Analyst.

The Bellevue Nebraska Economic Development Program encourages economic growth, new industries, and investment in the community. Funds may be available to businesses in the form of low or 0% interest loans and performance-based forgivable loans (grants), based upon creation of new jobs and investment in Bellevue. Businesses must provide matching funds for a project.

Potential uses of funding include land improvements; public infrastructure; building acquisition and improvements; retail industry; service industry; other new industry; equipment, working capital, job training and buy-down leases for primary industry; equipment, job training, buy-down leases, land improvements, building acquisition and improvements and infrastructure for non-primary industry; and other economic development activities allowed by statute.

Eligible activities under the Economic Development Plan may include the following to attract new and existing business and industry development in Bellevue.

- Land purchase options
- Infrastructure to new or existing business and industry
- Site improvements
- Construction for new or existing business or industry or on a specific basis

## Demographic Trends

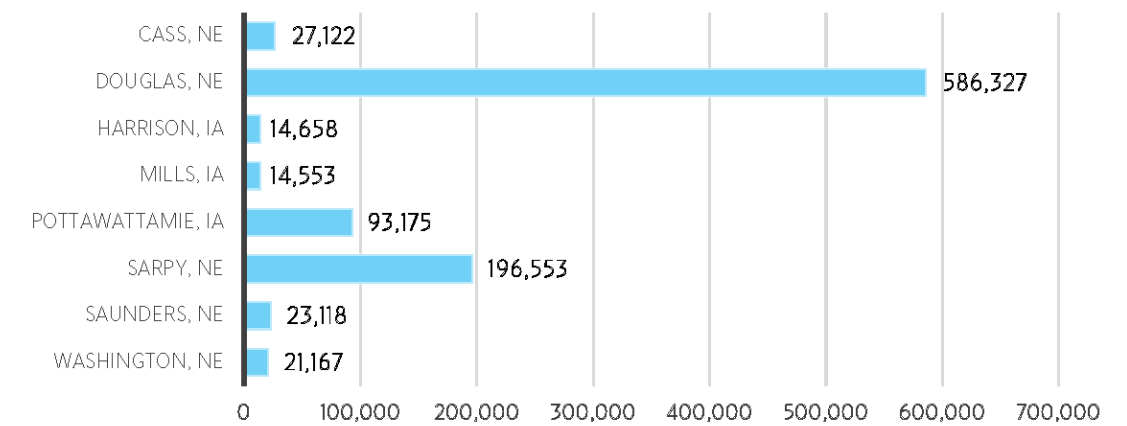
Demographic trends for Bellevue, Nebraska provided by Esri Business Analyst, a leading international demographic research firm, are summarized in the table on page 9.

### Population Growth Trends

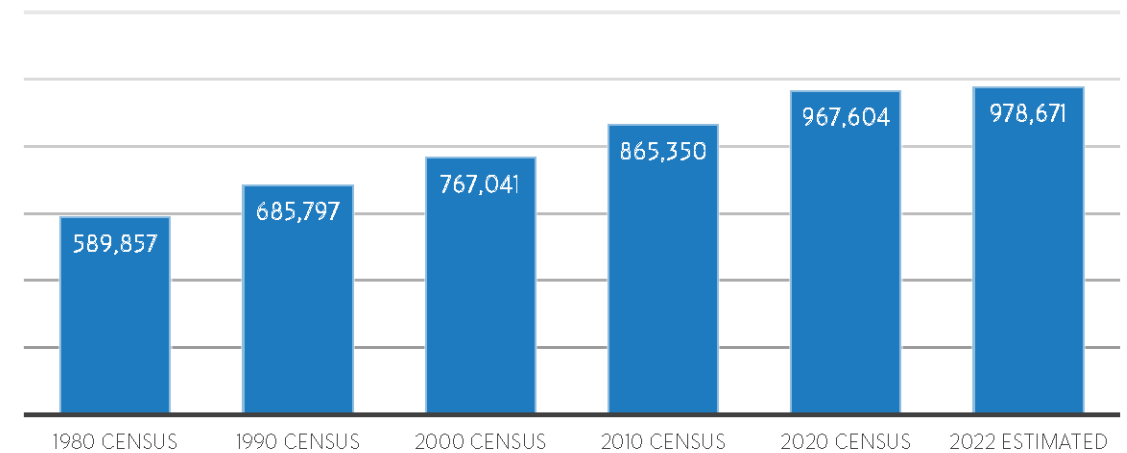
Population growth has a direct impact on the demand for housing and retail space. The City of Bellevue is located within the 8-county Omaha-Council Bluffs MSA. By 2022, the Omaha-Council Bluffs MSA supported a total population of 976,671 residents, anchored by the City of Omaha, Nebraska's largest city. Bellevue is in Sarpy County which is the second most populated county in the metro area.

The Omaha-Council Bluffs MSA has added approximately 389,000 residents since 1980. By 2022, the metro population totaled 978,671 residents.

Omaha-Council Bluff MSA  
Population by County



Omaha-Council Bluffs MSA Population Trends



### City of Bellevue, Nebraska Demographic Trends

Demographic Characteristic	City of Bellevue	State of Nebraska
<b>Population</b>		
2000 Census	44,382	1,711,263
2010 Census	50,137	1,826,341
2020 Census	64,176	1,961,504
2023 Estimate	65,193	1,968,060
<b>Households by Type</b>		
Total Households	22,532	803,157
Family Households	76.4%	62.5%
Married Couple Family	49.5%	48.6%
With Own Children	19.3%	20.1%
Households with One Person 65+ Years Living Alone	8.8%	12.2%
Householder Living Alone	26.6%	30.7%
All Households with Children	29.4%	28.3%
<b>Distribution of Population by Age</b>		
	<b>65,193</b>	<b>1967,923</b>
0-14 Years	19.8%	19.9%
15-24 Years	12.3%	14.1%
25-34 Years	14.9%	12.8%
35-44 Years	13.7%	13.4%
45-64 Years	24.0%	22.9%
65+ Years	15.3%	17.0%
<b>Distribution in Household Income</b>		
	<b>25,335</b>	<b>803,157</b>
Less than \$15,000	6.5%	8.3%
\$15,000 - \$24,999	6.2%	7.4%
\$25,000 - \$34,999	7.5%	7.6%
\$35,000 - \$49,999	11.2%	12.4%
\$50,000 - \$74,999	18.0%	17.4%
\$75,000 - \$99,999	13.8%	13.5%
\$100,000 - \$149,999	20.9%	17.4%
\$150,000 - \$199,999	8.3%	8.0%
\$200,000+	7.6%	8.0%
Median Household Income	\$99,972	\$69,597
<b>Educational Attainment for Residents 25+ Years</b>		
Total Population 25+	44,295	1,300,094
Less than 9th Grade	2.3%	3.3%
9th - 12th Grade, No Diploma	4.0%	3.9%
High School Graduate/GED	21.5%	25.1%
Some College, No Degree	24.4%	21.6%
Associate Degree	11.3%	11.5%
Bachelor's Degree	22.6%	22.6%
Graduate/Professional Degree	12.9%	12.1%

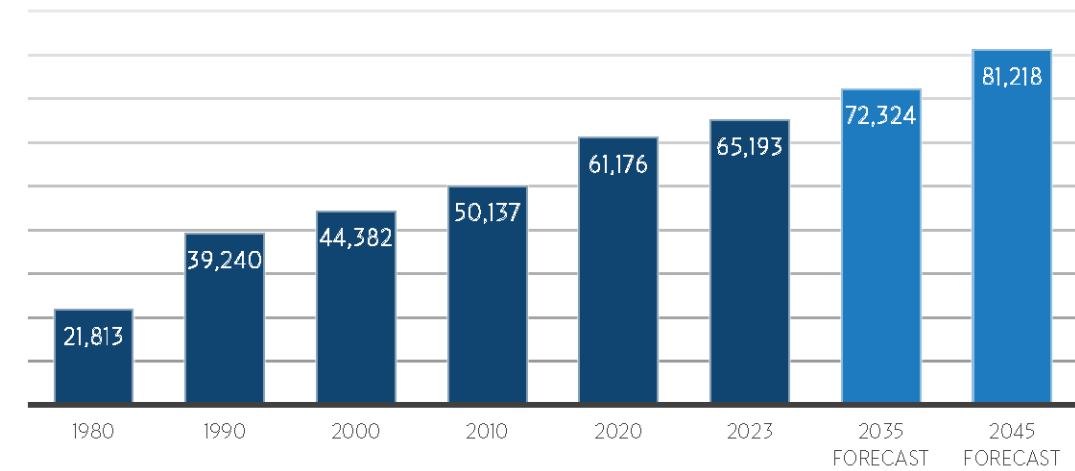
Source: Esri Business Analyst and U.S. Census

Since 1980, Bellevue's population has nearly doubled in size, adding 43,380 residents, and reaching a population of 65,193 by 2023. Population growth was the strongest during the decades of the 1980's and 2010's.

Of the 5,934 active-duty military personnel stationed at Offutt Air Force Base, 1,342 soldiers reside on base while 2,244 soldiers live in Bellevue. As the base's military population has remained relatively stable in recent years, Bellevue's future population growth and housing need will be more influenced by the growth in military contractors.

The City of Bellevue is in Sarpy County. The Sarpy County population has grown from 122,595 residents in 2000 to 190,604 residents by 2020. From 2000 to 2020 Bellevue accounted for 29.1 percent of the Sarpy County population growth and now totals one-third of the Sarpy County population. The University of Nebraska Center for Public Affairs Research forecast the Sarpy County population to reach 245,861 by 2050, equating to an average annual growth rate of 0.85 percent. At a capture rate of 29 percent to 34 percent of the Sarpy County population growth, the City of Bellevue is forecast to add 16,025 to 18,787 residents through 2045.

**Bellevue, Nebraska Population Trends**



Over the past several decades continued population growth within the City of Bellevue has fueled steady urban growth and the development of housing, commercial, and industrial land uses. Continued population growth over the coming two decades in Bellevue will drive further urban expansion and development opportunities.

# Household Composition

Household formation and the mix of household types have a direct impact on the composition of retail sales and housing demand. The table below summarizes households by type for Nebraska and the City of Bellevue.

**Bellevue, Nebraska Households by Type**

Household Type	City of Bellevue	State of Nebraska
Total Households	22,532	803,157
Family Households	76.4%	62.5%
Married Couple Households	49.5%	48.6%
With Related Children	19.3%	20.1%
Householder Living Alone	26.6%	30.7%
Householder Living Alone 65+ Years Old	8.8%	12.2%
All Households with Children	29.4%	28.3%
Households with one or more people 65+	26.3%	29.3%
Average Household Size	2.55	2.39
Average Family Size	3.11	3.02

Source: U.S. Census Bureau.

Bellevue’s household composition characteristics support a demographic heavily populated by married couples with children, creating a need for single-family housing and family-related retail expenditures. An estimated 22,532 households reside in Bellevue with an average household size of 2.55 persons. Family households accounted for over three-quarters of all households with 29.4 percent of all households having children present. Married couple families accounted for 49.5 percent of all households, of which 19.3 percent had related children.

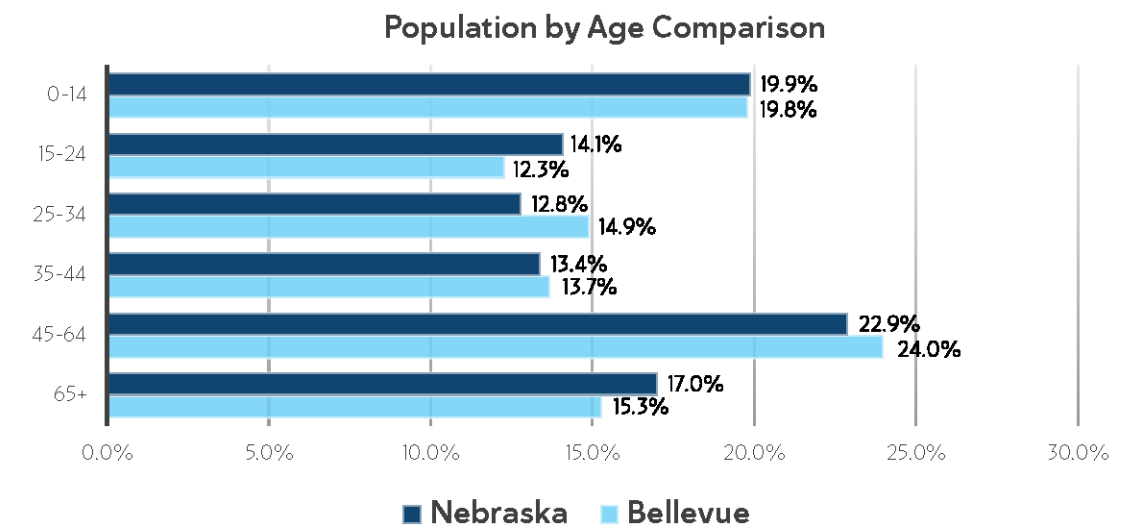
When compared to that of the State of Nebraska, Bellevue’s household composition possesses above average rates for families, married couples, and all households with children and below average rates of married couples with children, householders living alone, senior households ages 65 years and over, and senior households living alone.

Bellevue’s household composition suggests a strong need for single-family housing and such retail goods and services as groceries, clothing and accessories, sporting goods, consumer electronics, toys, home furnishings, furniture, hardware, daycare, financial services, dentists, and general practitioners.

# Population Age Distribution

Demographic characteristics are one of the most key factors influencing the behavior of the consumer towards the acquisition of products, whether in terms of the impact of sex on the purchasing decision or the age of the consumer, the level of education and occupation, or consumer income. Age is a key factor in consumer identity and behavior, since consumption patterns, housing needs, and financial situation change significantly throughout an individual’s lifetime.

The bar chart below provides a comparison of the Bellevue and Nebraska population by six primary age groups, including children (0-14 years), adolescent (15-24 years), young adults (25 to 34 years), family/working adults (35-44 years); empty nesters (45-64 years) and elderly (65+ years). Each age group possesses distinctively different consumption and housing needs.



Children ages 0 to 14 years are not consumers per say, but their presence within a household generates retail expenditures on apparel, accessories, and groceries. Children ages 0 to 14 years account for 19.8 percent of Bellevue’s total population, compared to 19.9 percent statewide. Bellevue’s population of children generate retail sales of child-related goods and services such as groceries, clothing and accessories, toys, and daycare.

Adolescents ages 15 to 24 support the sales of apparel and accessories, groceries, sporting goods, music, consumer electronics, eating and drinking places, and general merchandise. Adolescents account for 12.3 percent of the Bellevue population and 14.1 percent of the Nebraska population.

Young adults aged 25 to 34 years are new to the workforce. These tech savvy young adults are heavy consumers of electronics, apparel and accessories, entertainment, and rental housing. Young adults account for 14.9 percent of the Bellevue population and will have a growing impact on the local workforce, retail goods and services, and housing market. Young adults account for 12.8 percent of the Nebraska population.

Family/working adults ages 35 to 44 years account for 13.7 percent of the Bellevue population, compared to 13.4 percent of the statewide population. These adults are in their child raising and principal consumer years, with expenditures favoring hardware, furniture and home furnishings, consumer electronics, department stores, and eating and drinking places. Bellevue’s above average share of family/working adults will have a positive impact on retail sales and the local labor force.

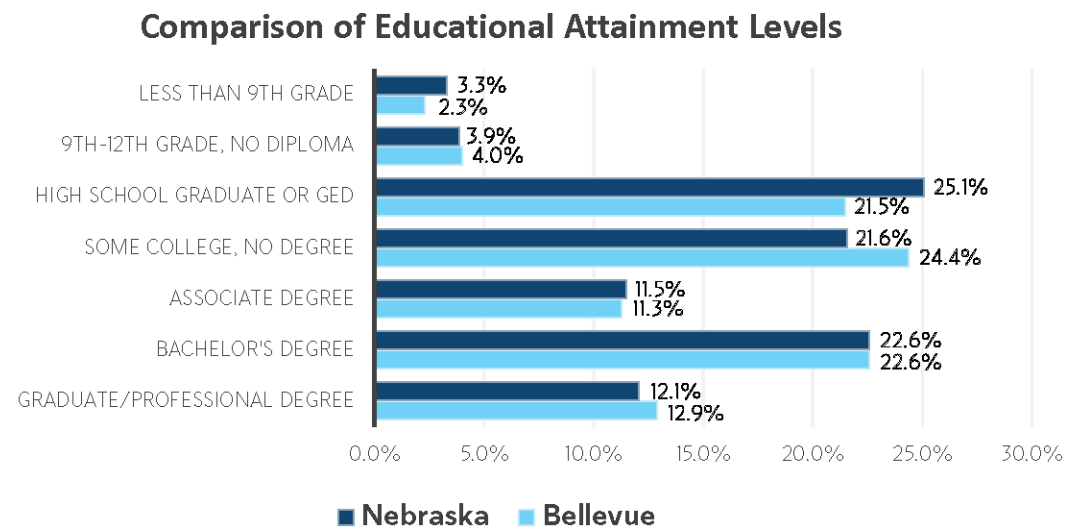
Bellevue’s empty nester population ages 45 to 64 years account for 24.0 percent of the total population, which significantly

lags the statewide rate of 22.9 percent. The empty nester age group in a suburban city like Bellevue are aging in place after raising their family and now provide opportunities for home downsizing, restaurants, entertainment, and travel and will also produce a growing need for healthcare services and continuum care housing facilities.

Residents 65+ years of age account for 15.3 percent of the Bellevue population, which is well above the statewide rate of 17.0 percent. Bellevue's senior population poses a growing market for healthcare goods and services, senior housing, and downsized housing. The senior population will over time have an impact on the future availability of housing in Bellevue.

## Educational Attainment

Educational attainment levels of a market area's labor pool are becoming increasingly important in the ability to attract and retain knowledge-based industries as well as the ability to support above average wages. The bar chart below provides a comparison of educational attainment levels between the City of Bellevue and State of Nebraska as provided by Esri Business Analyst.



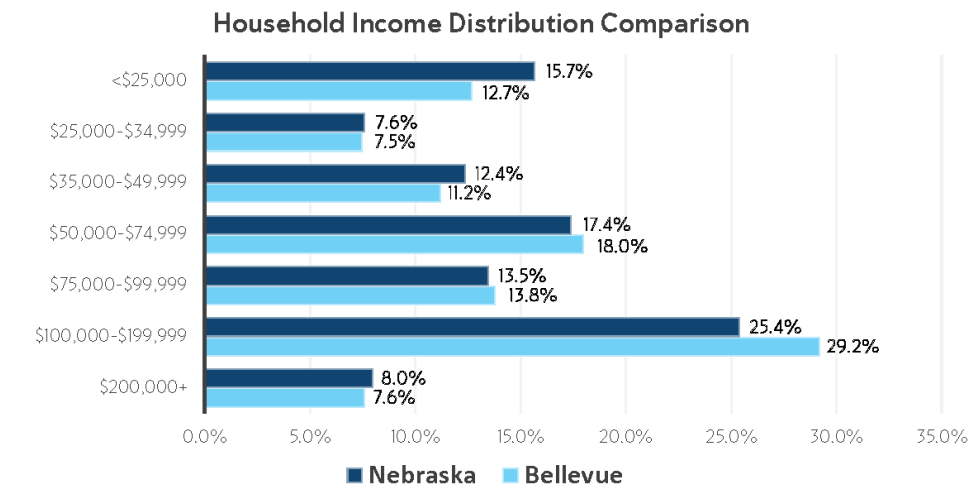
Educational levels have a direct impact on achievable income levels, retail expenditure patterns, housing values, and the need for commercial space. The need for retail space increases as income and retail sales levels rise. The type of retail space is also influenced by high-income households that support increased demand for higher valued goods and services. The need for office space improves at higher educational attainment levels as a larger percentage of residents are more likely to be employed in professional service and medical professions.

Bellevue residents aged 25 and older are well-educated with 46.8 percent of the population attaining a graduate/professional, bachelor's, or associate degree compared to 46.2 percent statewide. Conversely, 27.8 percent of Bellevue residents attained a high school diploma or less compared to 32.3 percent of the statewide population.

Bellevue's educational attainment levels suggest the potential to support high income levels, retail expenditures, housing values and rents, and the need for commercial space. The higher education levels also support professional positions and the need for office space.

## Household Income Distribution

Household income levels have a direct impact on retail sales volumes, housing needs, for-sale housing values, and residential rents. A comparison of household income distribution estimates for the City of Bellevue and State of Nebraska is outlined in the bar chart below.



Bellevue's median household income of \$99,972 significantly exceeds the statewide median of \$69,597. Bellevue's well above average median household income provides the opportunity to capture above average retail sales and rents, housing values, and residential rents.

A reported 12.7 percent of Bellevue households earn less than \$25,000 annually, compared to 15.7 percent statewide, suggesting a below average need for affordable and income-based housing.

An estimated 7.5 percent of Bellevue households earn \$25,000 to \$34,999 annually which is at par with 7.6 percent statewide. These households tend to be perpetual renters with the lowest income households potentially qualifying for some form of housing assistance.

An estimated 11.2 percent of Bellevue households earn \$35,000 to \$49,999 annually. The median rent of per month in Bellevue of \$1,141 per month as reported by the U.S. Census requires annual household incomes within the low-end of the \$35,000 to \$49,999 income range.

According to Esri Business Analyst, housing valued between \$100,000 and \$199,999 accounts for 25.6 percent of the Bellevue housing stock. Households earning \$35,000 to \$49,999 can qualify for-sale housing priced from \$100,000 to \$199,999. An estimated 11.2 percent of Bellevue households earn \$35,000 to \$49,999, compared to 12.4 percent statewide.

The median homeowner cost in Bellevue of \$1,676 per month as reported by the U.S. Census requires annual household incomes within the \$50,000 to \$74,999 income range. An estimated 18.0 percent of Bellevue households earn \$50,000 to \$74,999, compared to 17.4 percent statewide.

According to Esri Business Analyst, housing valued between \$200,000 and \$399,999 accounts for 44.5 percent of the Bellevue housing stock. Households earning \$50,000 to \$99,999 can qualify for-sale housing priced from \$200,000 to \$399,999. An estimated 31.8 percent of Bellevue households earn \$50,000 to \$99,999, compared to 30.9 percent statewide.

High-income households with annual incomes of \$100,000 or more account for 36.8 percent of Bellevue households compared to 33.4 percent for Nebraska. These households represent potential demand for housing priced at more than \$400,000, luxury automobiles, retail goods and services, travel, and entertainment.

# MARKET ANALYSIS

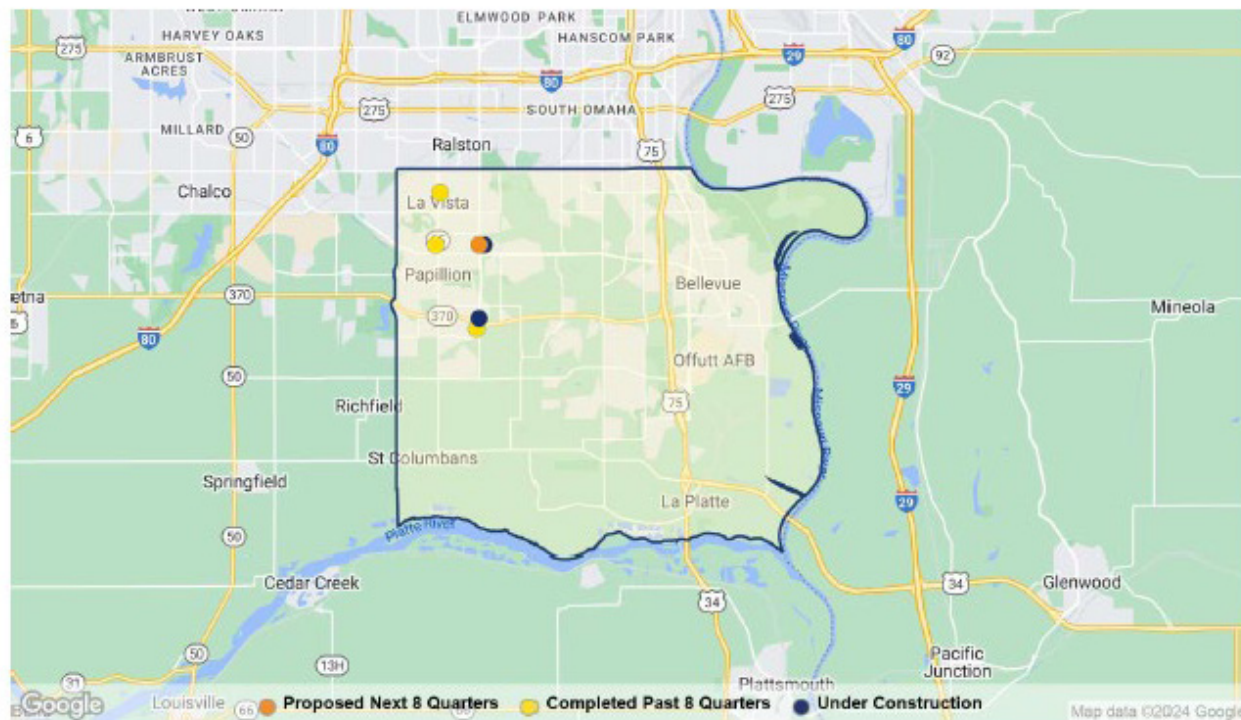
The Market Analysis portion of the study evaluated directly competitive retail, office, industrial, and housing market trends impacting Bellevue, Nebraska. The market trends for each land use were evaluated and the long-term need for additional commercial space, industrial space, and housing units was forecast to quantify the level of future real estate development in Bellevue. Real estate market historic operating data for retail, office, industrial, and apartment was provided by CoStar.

## Retail Market Analysis

The Retail Market Analysis portion of the report evaluates directly competitive retail market trends impacting Bellevue, Nebraska, with the intent of quantifying future demand for commercial space and identifying development opportunities.

### East Sarpy County Retail Market

Bellevue is in CoStar's East Sarpy County submarket whose boundaries are depicted below.



By the fourth quarter 2023 the inventory of retail space within the East Sarpy County submarket totaled 7.3 million square feet, operating at an overall vacancy rate of 4.9 percent. General retail and neighborhood centers maintain an inventory of 3.68 million square feet and 1.25 million square feet, respectively. At year-end 2023, 22,220 square feet of retail space was under construction in the East Sarpy County submarket.

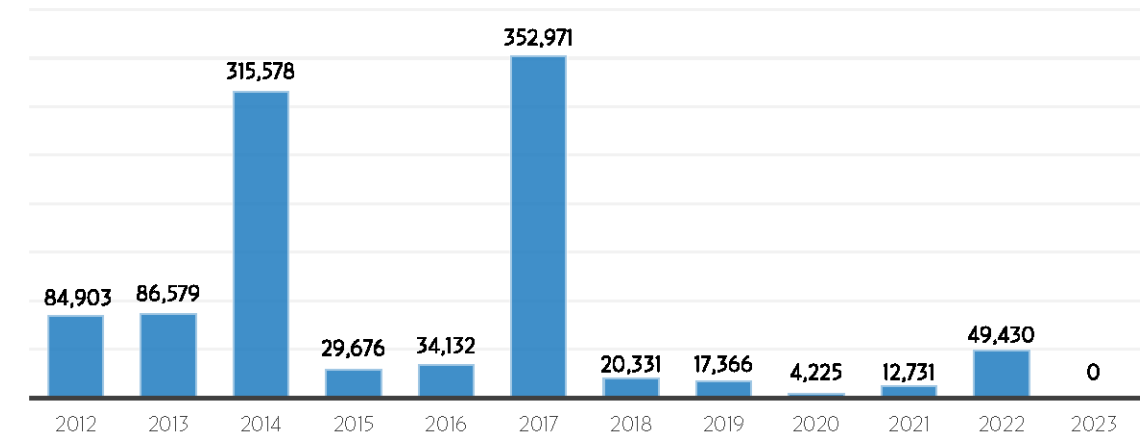
**East Sarpy County Submarket  
Retail Market Conditions; 2023 Q4**

Product Type	Building Area	Vacancy Rate	Effective Rent	Absorption YTD 2023	Space U/C
Regional Mall	1,029,960	10.0%	\$23.57	-13,931	20,669
Power Center	519,398	3.6%	\$20.26	-2,438	0
Neighborhood Center	1,245,742	4.5%	\$15.89	2,458	0
Strip Center	846,566	5.1%	\$14.67	22,612	0
General Retail	3,677,256	2.6%	\$17.35	-7,572	1,551
<b>Totals</b>	<b>7,318,922</b>	<b>4.9%</b>	<b>\$17.79</b>	<b>1,129</b>	<b>22,220</b>

Source: CoStar.

From 2012 to 2023, a total of 1,007,922 square feet of retail space was constructed in the East Sarpy County submarket. Retail construction peaked from 2014 to 2017 with a total of 732,357 square feet of new space. Since 2018, annual retail construction levels have been modest, totaling just 104,083 square feet. At year-end 2023 two retail projects were under construction, including a 20,669 square foot Aldi store and 1,551 square foot Take 5 Oil Change.

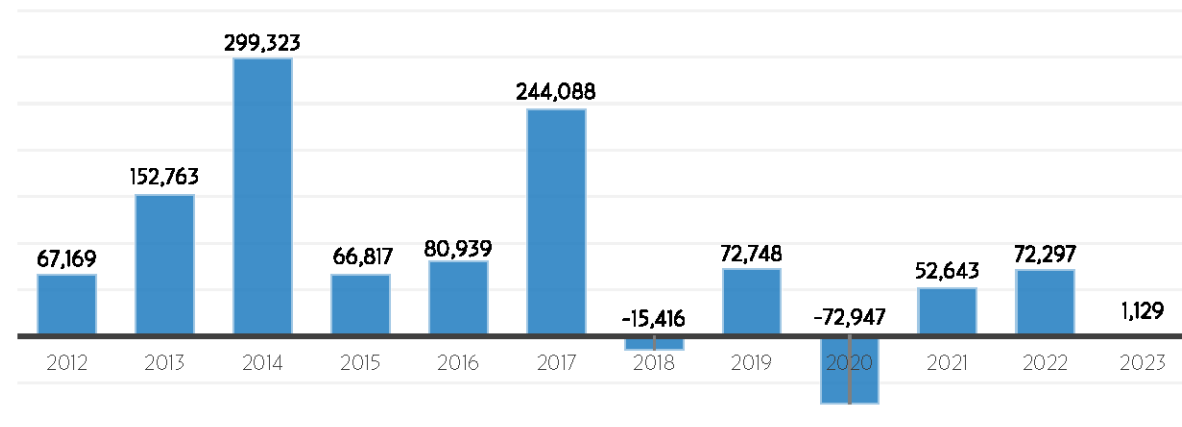
**East Sarpy County Submarket  
Trends in New Retail Inventory (Sq. Ft.)**



As of the fourth quarter 2023, the average retail rent in the East Sarpy County submarket was \$17.79 per square foot, a 10.8 percent increase from a year ago. Regional mall space supports the highest average rent of \$23.57 per square foot, followed by power center space at \$20.26 per square foot. In the past three years, rents have increased a cumulative 21.9 percent.

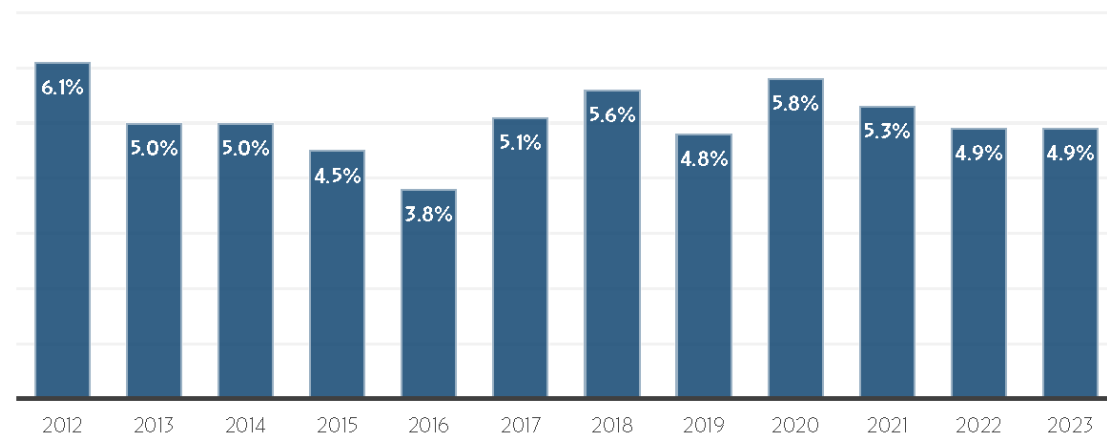
From 2012 to 2023, Costar reported 1,021,553 square feet of retail space was absorbed in the East Sarpy County submarket. Mirroring retail construction trends, retail space absorption peaked from 2013 to 2017 with net occupancy of 691,167 square feet of space.

**East Sarpy County Submarket  
Trends in Retail Space Absorption (Sq. Ft.)**



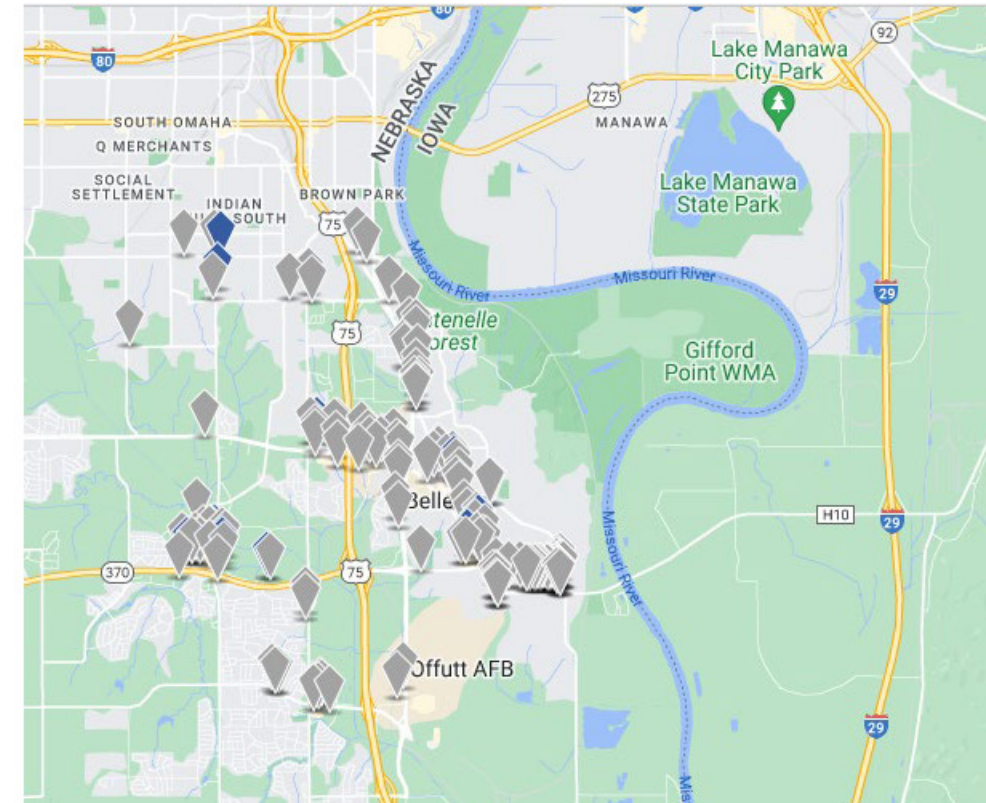
From 2012 to 2023, the overall retail vacancy rate for the East Sarpy County submarket operated well below market equilibrium with year-end vacancies ranging from a low of 3.8 percent in 2016 to a high of 6.1 percent in 2012. With just 356,422 square feet of vacant space at year-end 2023 available for occupancy places constraints on the ability to attract retailers interested in opening a location in the East Sarpy County submarket.

**East Sarpy County Submarket  
Trends in Retail Vacancy Rate**



## Bellevue Retail Market Overview

To provide a more macro perspective of the competitive retail market the Costar database was searched for existing shopping centers and retail buildings that are impactful on the development potential of the Planning Area. The competitive retail market was defined as the City of Bellevue. Bank branches, convenience stores, automotive sales and repair, daycare, and fast food and sit-down restaurants were not included in the retail survey. The map below depicts the location of each surveyed shopping center and retail building in Bellevue.



As the map illustrates, Bellevue supports three prominent retail and shopping destinations, including: 1) Fort Crook Road corridor, 2) intersection of U.S. Highway 75 and Cornhusker Road, and 3) intersection of 36th Street and Highway 370. Downtown maintains a modest inventory of commercial properties and businesses operating along a 3-block section of Mission Avenue from Washington Street east to Hancock Street. Forty-two downtown businesses were identified. The Bridge is a redevelopment project planned for 53 apartments and ground floor commercial space.

Major retailers operating stores in Bellevue include Walmart Supercenter, Target, Ross Dress for Less, Petco, CVS Pharmacy, Walgreens, Dollar Tree, Family Dollar, and Bakers.

Casual dining restaurant chains restaurants operating in Bellevue include Applebee's, Buffalo Wild Wings, Famous Dave's, Golden Corral, IHOP, Outback Steakhouse, Ruby Tuesday, and Village Inn.

Fast food chains operating restaurants in Bellevue include Arby's, Burger King, Chick fil A, KFC, Long John Silver's, McDonald's, Pizza Hut, Popeyes, Sonic, Taco Bell, and Wendy's.

Operating results from 2012 to 2023 for Bellevue's retail market are depicted in the table below.

### Bellevue, Nebraska Retail Market Trends

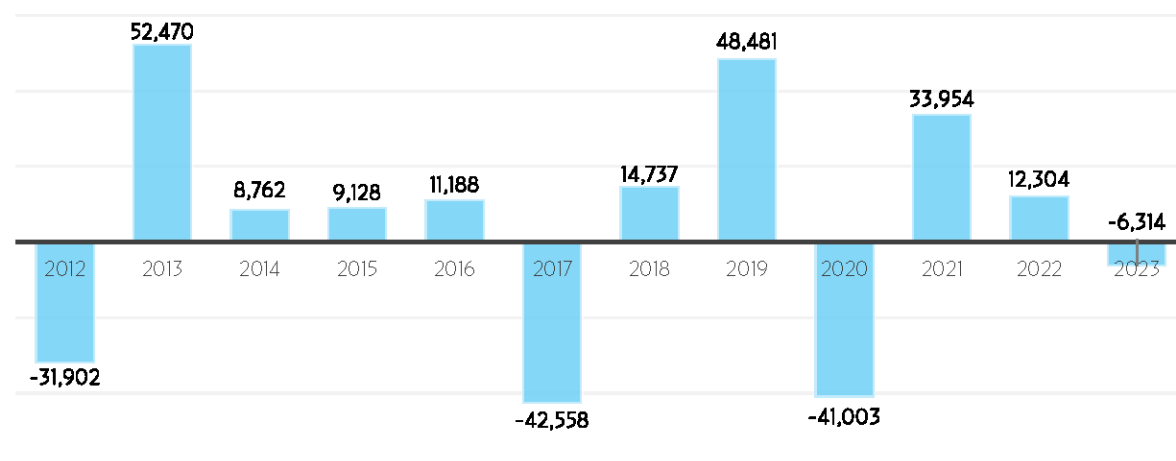
Year	# of Properties	Inventory Sq. Ft.	Vacant Space	Vacancy Rate	Net Absorption
2012	136	2,424,001	128,534	5.3%	-31,902
2013	136	2,424,001	76,064	3.1%	52,470
2014	138	2,438,764	82,065	3.4%	8,762
2015	138	2,438,764	72,937	3.0%	9,128
2016	138	2,438,764	61,749	2.5%	11,188
2017	139	2,472,358	137,901	5.6%	-42,558
2018	139	2,472,358	123,164	5.0%	14,737
2019	140	2,486,358	88,683	3.6%	48,481
2020	140	2,486,358	129,686	5.2%	-41,003
2021	140	2,486,358	95,732	3.9%	33,954
2022	140	2,486,358	83,428	3.4%	12,304
2023	140	2,486,358	89,742	3.6%	-6,314

Source: CoStar.

By year-end 2023, the City of Bellevue supported 1,172,675 square feet of retail space. Since 2012, four new retail properties totaling 62,357 square feet have been constructed in Bellevue and net absorption of retail space totaled 69,247 square feet of building area. Annual space absorption activity peaked during 2018 and 2019 totaling 63,218 square feet of space before a lull in demand marked by negative space absorption during 2020 due to the negative impact of the COVID-19 pandemic. The market rebounded with 33,954 square feet of net absorption in 2021 and 12,304 square feet in 2022. During 2023, net absorption totaled -6,314 square feet as many retailers dealt with rising costs of goods and labor.

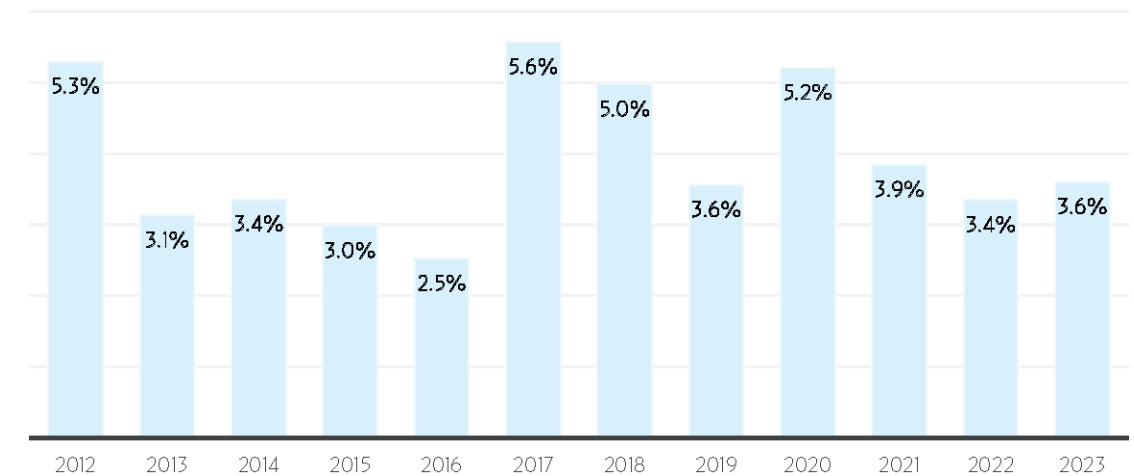
From 2012 to 2023, the Bellevue retail market operated at vacancies well below market equilibrium. By year-end 2023, the overall vacancy rate stood at 3.6 percent with just 89,742 square feet of vacant space available for immediate occupancy.

### Bellevue Retail Space Net Absorption Trends



The modest inventory of vacant retail space places a constraint on the ability to accommodate the expansion of existing retail businesses or attracting new retail businesses seeking a location in Bellevue.

### Bellevue, Nebraska Retail Vacancy Rate Trends



Papillion, Nebraska to the immediate west serves as a competitor to retailers operating in Bellevue. Major retailers operating in Papillion include JC Penney, Sam’s Club, Walmart Supercenter, Target, Kohl’s, Home Goods, TJ Maxx, Home Depot, and Lowe’s.

### Trade Area Capture

Information about a community’s retail trade area can help assess the ability of local merchants to attract and capture the retail business of residents. The trade area capture (“TAC”) is an estimate of the number of people who shop in the local area during a certain period. TAC assumes that residents will buy goods at the same rate as the state average, and that the only force that causes a variation in spending patterns is income. The formula for calculating TAC is:

$$TAC = \frac{\text{Community's Actual Retail Sales}}{\text{State Per Capita Sales} \times \frac{\text{Community's Per Capita Income}}{\text{State Per Capita Income}}}$$

If the TAC estimate is larger than the community’s population, it suggests: 1) the community is attracting customers outside its boundaries or 2) residents of the community are spending more than the state average. If the estimate is smaller than the community’s population: 1) the community is losing its customers to other regions for retail purchases or 2) residents of the community are spending less than the state average.

Esri Business Analyst estimated the City of Bellevue population as of 2023 at 65,193 residents and per capita income of \$38,862. The Nebraska Department of Revenue reported CY 2022 non-motor vehicle taxable sales for the City of Bellevue of \$550,143,423.

The U.S. Census Bureau reported the 2022 population for Nebraska at 1,967,923 residents and per capita income of \$38,525. Based on CY 2022 non-vehicle taxable retail sales of \$13.75 billion reported by the Nebraska Department of Revenue, the state’s per capita retail sales amount to \$6,987.

$$\text{Trade Area Capture} = \frac{\$550,143,423}{\$6,987 \times (\$38,862 / \$38,525)} = 78,055 \text{ Residents}$$

Bellevue’s population of 65,193 residents and estimated TAC of 78,055 people illustrates that Bellevue attracts non-residents to shop in the city.

### Retail Pull Factor

Pull factors (“PF”) measure a community’s ability to attract shoppers, residents, and non-residents alike, to make retail purchases within the community. A pull factor is a measure of the strength of a community’s retail trade, based on a comparison of local spending in relation to that of a wider geographic area (e.g., the state), with a measure of 1.0 representing a perfect balance. A pull factor greater than 1.0 indicates that the community is pulling in retail sales from beyond its boundaries and the balance of trade is favorable. Alternatively, a pull factor less than 1.0 indicates that the community is not capturing local shoppers and is experiencing retail sales leakage. Pull factors are calculated by dividing the TAC by the community’s population.

Dividing the trade area capture of 78,055 residents by Bellevue’s 2023 population of 65,193 yields a pull factor of 1.2, indicating the City captures retail sales at a rate 20 percent above the statewide average.

### Forecast Retail Space Need

As of year-end 2023, Bellevue’s inventory of 2,486,358 square feet of retail space was operating at an overall vacancy rate of 3.6 percent with 89,742 square feet of vacant space. Market equilibrium vacancy rate is 7.0 percent. This section of the study provides conservative and optimistic retail space demand estimates from 2024 to 2045 for the City of Bellevue.

Supportable retail sales are a function of consumer population and income levels. A trade area’s total income is calculated by multiplying the total trade area population by the per capita personal income. Purchasing power, or total sales potential of the trade area, is then quantified by applying average retail expenditures as a percentage of total income.

According to Esri Business Analyst, during 2023 the City of Bellevue’s population was 65,193 residents with the per capita income of \$38,862, yields total personal income of \$2.53 billion. Based on the U.S. Census Bureau Annual Retail Trade Survey and Bellevue’s per capita income and retail sales levels, retail goods and services sales equate to a spending rate equivalent to 40 percent of total personal income. During 2022, e-commerce accounted for 14.9 percent of total retail sales in the United States. Accounting for e-commerce sales, retail sales in Bellevue were reduced to 34 percent of total personal income.

The City of Bellevue’s retail pull factor is 1.2. This analysis assumed an equilibrium retail pull factor of 1.00 resulting from Bellevue’s future population growth through 2045.

Bellevue’s CY 2022 taxable non-motor vehicle retail sales of \$550,143,423 and occupied retail space of 2,396,616 square feet equates to average sales of \$230 per square foot.

From 2000 to 2023 the City of Bellevue population increased by 46.9 percent, adding 20,811 residents. By 2045, the city’s population is forecast to increase by 16,025 to 18,787 new residents. For this analysis per capita income, average retail sales per square foot, and pull factor remained constant.

Under the conservative scenario, by 2045, Bellevue is forecast to capture new retail and services sales of \$211.7 million, supporting an estimated 920,607 square feet of occupied retail space.

The optimistic scenario assumes stronger population growth will yield increased retail space need. By 2045, Bellevue is forecast to capture new retail goods and services sales of \$248.2 million and 1,079,279 square feet of occupied retail space.

### Forecast Retail Space Need from Population Growth Bellevue, Nebraska; 2024 - 2045

Retail Sales Formula	Conservative Scenario	Optimistic Scenario
Residential Population Growth (2024-2045)	16,025	18,787
Per Capita Income	\$38,862	\$38,862
Total Gross Personal Income	\$622,763,550	\$730,100,394
% Income Spent on Retail Goods and Services	0.34	0.34
Supportable Goods and Services by City Residents	\$211,739,607	\$248,234,134
Retail Pull Factor	1.00	1.00
Total Supportable Retail Goods & Services Sales	\$211,739,607	\$248,234,134
Average Retail Sales Per Sq. Ft.	\$230	\$230
<b>Retail Space Need 2024-2045 (Sq. Ft.)</b>	<b>920,607</b>	<b>1,079,279</b>

Source: Canyon Research Southwest, Inc.; April 2024.

At year-end 2023, the City of Bellevue supported a total inventory of 2,486,358 square feet of retail space. Accounting for the year-end 2023 inventory of vacant commercial space in Bellevue and a market equilibrium vacancy rate of 7.0 percent, through 2045 the city is estimated to support the need for 1.1 million to 1.25 million square feet of new retail space. Based on an average floor-area-ratio of 20 percent to 23 percent, the forecast retail space need through 2045 would absorb an estimated 108 to 124 acres of commercial land under the conservative scenario and 125 acres to 144 acres under the optimistic scenario.

The following table provides the supportable retail space absorption estimates and required commercial land calculations for the City of Bellevue through the year 2045.

**Supportable Retail Space New Estimates  
Bellevue, Nebraska; 2024 - 2025**

	Conservative Scenario	Optimistic Scenario
<b>Supportable New Retail Space Need</b>		
Bellevue Inventory of Occupied Retail Space 2023 Q4	2,396,616	2,396,616
Forecast Retail Space Need 2024-2025	920,607	1,079,279
Total Occupied Retail Space Inventory 2025	3,317,223	3,475,895
Market Equilibrium Retail Space Need (7% Vacancy Rate)	3,566,906	3,737,521
Less: Existing Inventory of Retail Space 2023 Q4	2,486,358	2,486,358
Supportable New Retail Space 2024-2025	1,080,548	1,251,163
<b>Supportable Development Acres</b>		
20% FAR	124.0	143.6
23% FAR	107.9	124.9

Source: Canyon Research Southwest, Inc.; April 2024.

**Retail Site Evaluation**

Retail developers and retailers evaluate potential retail locations based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, traffic counts, traffic signal access, and direct competition. Using these site selection criteria, potential retail development sites in the City of Bellevue were identified. Prospective retail development sites in the City of Bellevue include the following:

1. Northeast of Golden Boulevard and Samsom Way
2. Southwest corner of 42nd Street and Highway 370
3. Northwest corner of 48th Street and Highway 370
4. Southeast corner of 54th Street and Highway 370
5. Southeast corner of 60th Street and Highway 370
6. Southeast corner 25th Street and Capehart Road
7. Northwest corner of 36th Street and Capehart Road
8. Southwest corner of 36th Street and Capehart Road
9. Northwest corner of 36th Street and Cornhusker Road
10. Southwest corner of 36th Street and Cornhusker Road
11. Northwest corner of 25th Street and Cornhusker Road
12. Southwest corner of 25th Street and Cornhusker Road
13. Northwest corner of Harvell Drive and Fort Crook Road
14. Intersection of Hidden Valley Drive and U.S. Highway 75
15. Intersection of 36th Street and Platteview Road

While downtown Bellevue currently supports a modest inventory of commercial space, the opportunity exists to support redevelopment efforts focusing on supporting mixed-use development and creating a walkable urban core that would elevate Bellevue’s image.

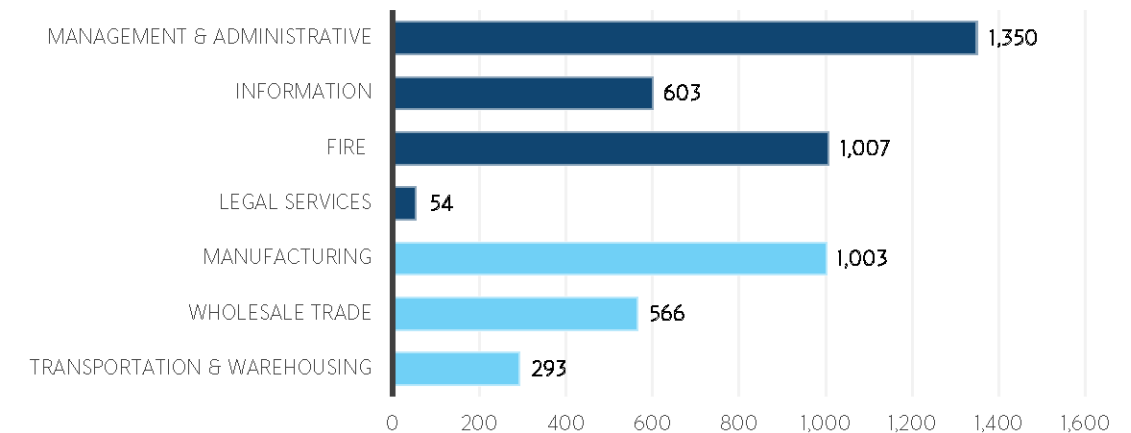
**Employment Market Analysis**

This section of the study evaluates directly competitive employment-related market conditions impacting Bellevue, Nebraska by identifying office and industrial market trends and forecasting long-term office and industrial space needs.

**Employment-Related Business Mix**

Current office- and industrial-related employment in Bellevue, Nebraska as published by Esri Business Analyst is depicted in the bar chart below. Industrial-related employment is defined as the manufacturing, wholesale trade, transportation and warehousing, and utilities sectors while office-related employment includes the management and administrative, legal services, information, and finance, insurance, and real estate (FIRE) sector. In the bar chart below industrial-related sectors are outlined in “yellow” with office-related sectors in “orange.”

**Bellevue, Nebraska Office and Industrial Jobs**



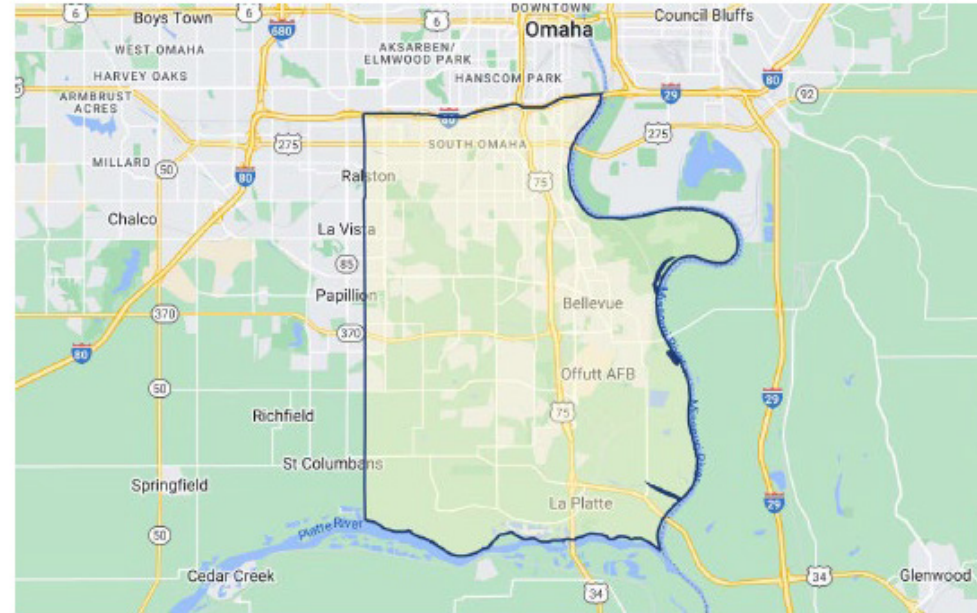
According to Esri Business Analyst, office-related employment in the City of Bellevue consists of 3,014 jobs in the management and administrative, legal services, information, and finance, insurance, and real estate sectors, accounting for 14.7 percent of total employment. By comparison, office-related jobs account for 23.6 percent of employment in the Omaha-Council Bluffs MSA. At an average space requirement of 200 to 225 square feet per employee, current employment levels in Bellevue can support 602,800 square feet to 678,150 square feet of occupied professional office space.

Industrial-related employment in the City of Bellevue totals 1,862 jobs in the manufacturing, wholesale trade, transportation and warehousing, and utilities sectors, or 9.1 percent of total employment. By comparison, industrial-related jobs account for 25.9 percent of employment in the Omaha-Council Bluffs MSA. At an average space requirement of 900 to 1,000 square feet per employee, current employment levels in Bellevue can support 1,675,800 square feet to 1,862,000 square feet of occupied industrial space.

Continued job growth in the City of Bellevue will generate the need for additional professional office space and industrial space.

## Southeast Omaha Office Market

Bellevue is located within the Southeast Omaha office submarket which includes portions of south Omaha, Ralston, La Vista, and Papillion. The boundaries of the Southeast Omaha submarket are depicted below.



According to CoStar, by the fourth quarter 2023 the Southeast Omaha submarket supported 2.58 million square feet of professional office space operating at an overall vacancy rate of 8.3 percent. Existing office space by classification includes 180,564 square feet of Class A space, 750,530 square feet of Class B space, and 1,651,484 square feet of Class C space. Since 2012, just 42,813 square feet of office space was constructed in the Southeast Omaha submarket with the last building coming online in 2020. By year-end 2023 no office space was under construction within the Southeast Omaha submarket.

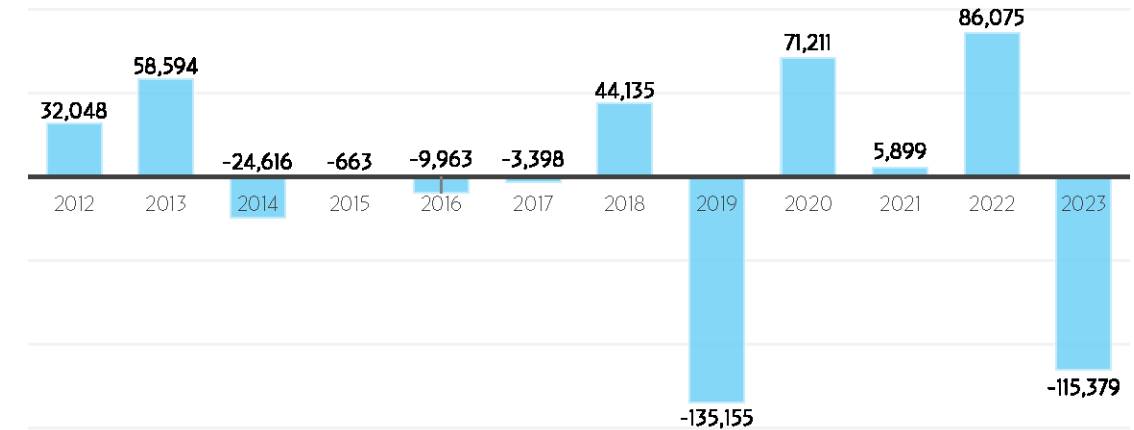
**Southeast Omaha Submarket  
Office Market Conditions; 2023 Q4**

Product Type	Building Sq. Ft.	Vacancy Rate	Effective Rent	Absorption YTD 2023	Space U/C
Class A	180,564	3.7%	\$33.58	0	0
Class B	750,530	5.8%	\$21.28	3,766	0
Class C	1,651,484	9.9%	\$21.66	-119,145	0
<b>Totals</b>	<b>2,582,578</b>	<b>8.3%</b>	<b>\$22.31</b>	<b>-115,379</b>	<b>0</b>

Source: CoStar.

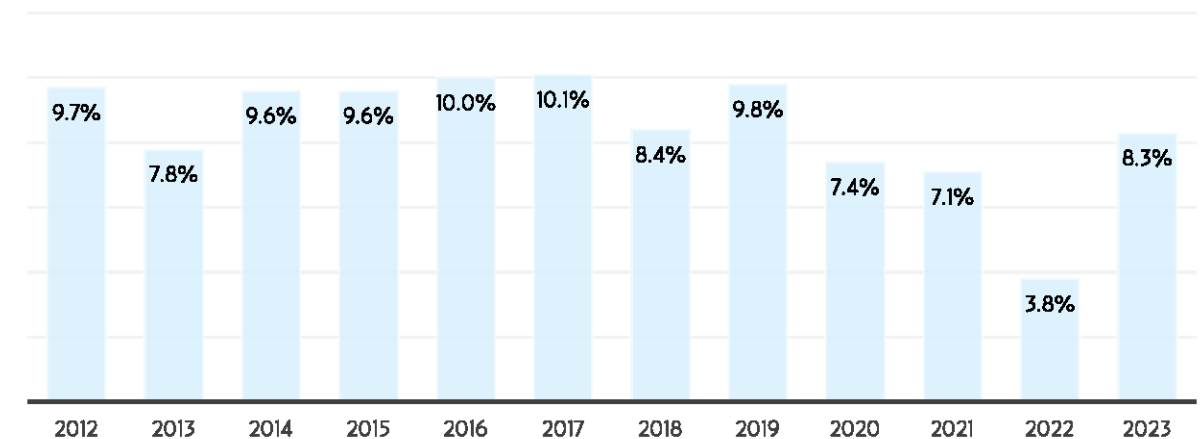
From 2012 through 2023, Costar reported just 8,788 square feet of office space was absorbed in the Southeast Omaha submarket. From 2014 to 2019, negative absorption of -129,660 square feet was reported with 2019 the worst year at negative absorption of -135,155 square feet of office space. Office space absorption rebounded from 2020 and 2022 with net occupancy of 163,185 square feet of space. During 2023, 115,379 square feet of office space was vacated in the Southeast Omaha submarket.

**Southeast Omaha Submarket  
Trends in Office Space Absorption (Sq. Ft.)**



During 2012, the Southeast Omaha office submarket operated at a vacancy rate of 9.7 percent. Through 2021, the office vacancy rate remained well over market equilibrium ranging from a high of 10.1 percent in 2017 to a low of 7.1 percent by 2021. During 2022, net absorption amounted to 86,075 square feet, reducing the vacancy rate to its lowest level in over a decade to 3.8 percent. However, with negative absorption of 115,379 square feet during 2023 the vacancy rate rose to 8.3 percent by year-end. Given the high vacancy level, speculative office development is not warranted at this time.

**Southeast Omaha Submarket  
Trends in Office Vacancy Rate**



The average rent as of the fourth quarter 2023 was \$22.31 per square foot, which is a 0.3 percent increase from year-end 2022. Class A space commands the highest average rent of \$33.58 per square foot. Class B office buildings support an average rent of \$21.28 per square foot, with Class C space at \$21.66 per square foot. Due to the abundance of vacant office space, over the past three years rents have increased just 4.2 percent.



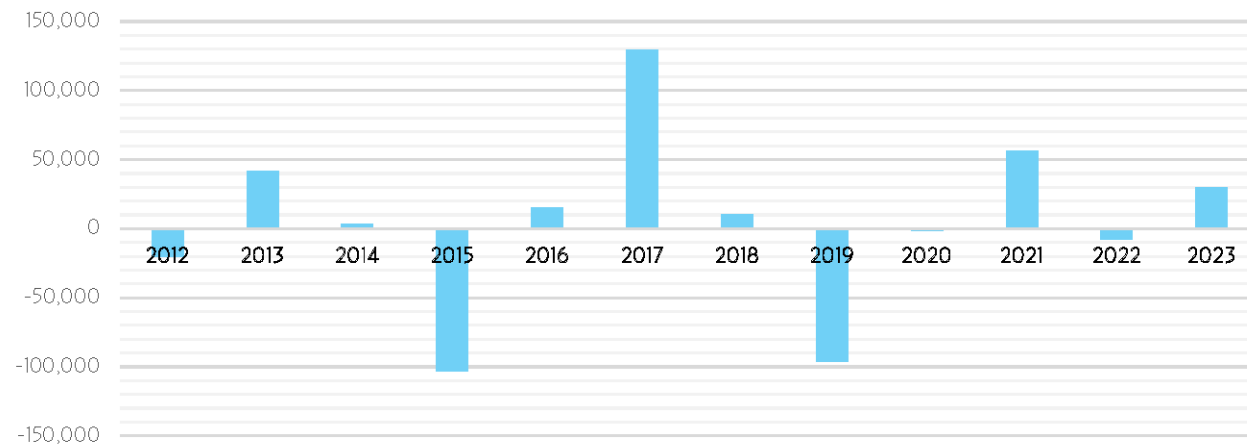
### Sarpy County East Submarket Industrial Market Conditions; 2023

Product Type	Building Sq. Ft.	Vacancy Rate	Effective Rent	Absorption YTD 2023	Space U/C
Logistics	1,094,061	1.4%	\$6.62	10,420	0
Specialized Industrial	1,080,892	1.8%	\$6.87	0	0
Flex	126,547	0.0%	\$9.76	19,810	0
<b>Totals</b>	<b>2,301,500</b>	<b>1.5%</b>	<b>\$6.91</b>	<b>30,230</b>	<b>0</b>

Source: CoStar.

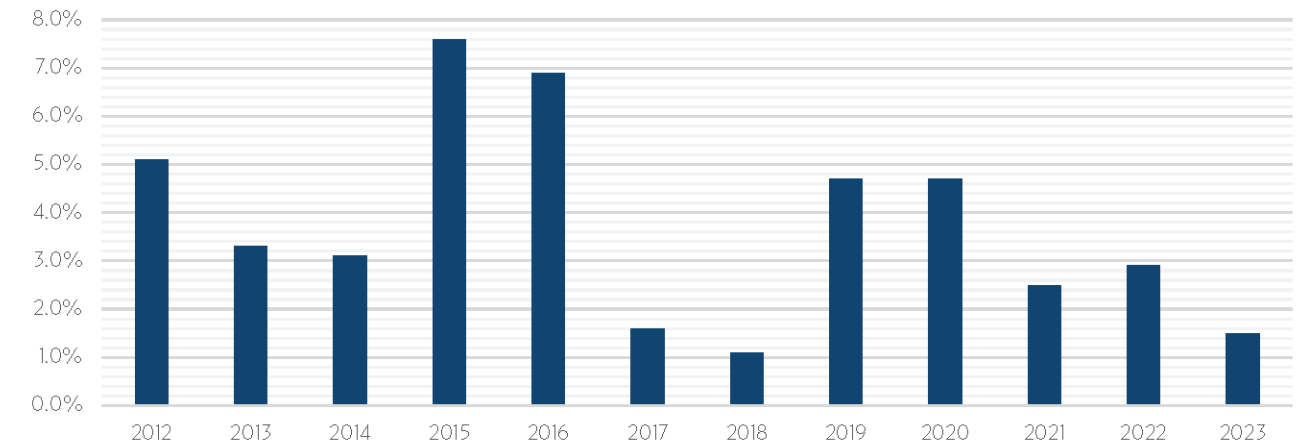
From 2012 through 2023, Costar reported a total of 58,620 square feet of industrial space was absorbed in the Sarpy County East submarket. Space absorption peaked from 2016 to 2018 with net occupancy of 155,059 square feet of space. From 2019 to 2023, the market struggled with negative absorption of -18,482 square feet of space.

### Sarpy County East Submarket Trends in Industrial Space Absorption



During 2011, the Sarpy County East industrial submarket operated at a vacancy rate of 5.1 percent. By the end of 2014, the market improved to an overall vacancy rate of 3.1 percent. Negative space absorption during 2015 of -103,159 square feet pushed the vacancy rate up to 7.6 percent. Vacancies gradually improved to a low of 1.1 percent by year-end 2018. Negative space absorption in 2019 and 2020 again pushed up the vacancy rate to 4.7 percent. With net absorption of 79,311 square feet since 2021, by year-end 2023, the Sarpy County East submarket was operating at a vacancy rate of just 1.5 percent. With only 35,410 square feet of vacant space available for occupancy places a constraint on the ability accommodate the expansion of existing businesses or attract new businesses interested in opening a facility.

### Sarpy County East Submarket Trends in Industrial Vacancy Rates



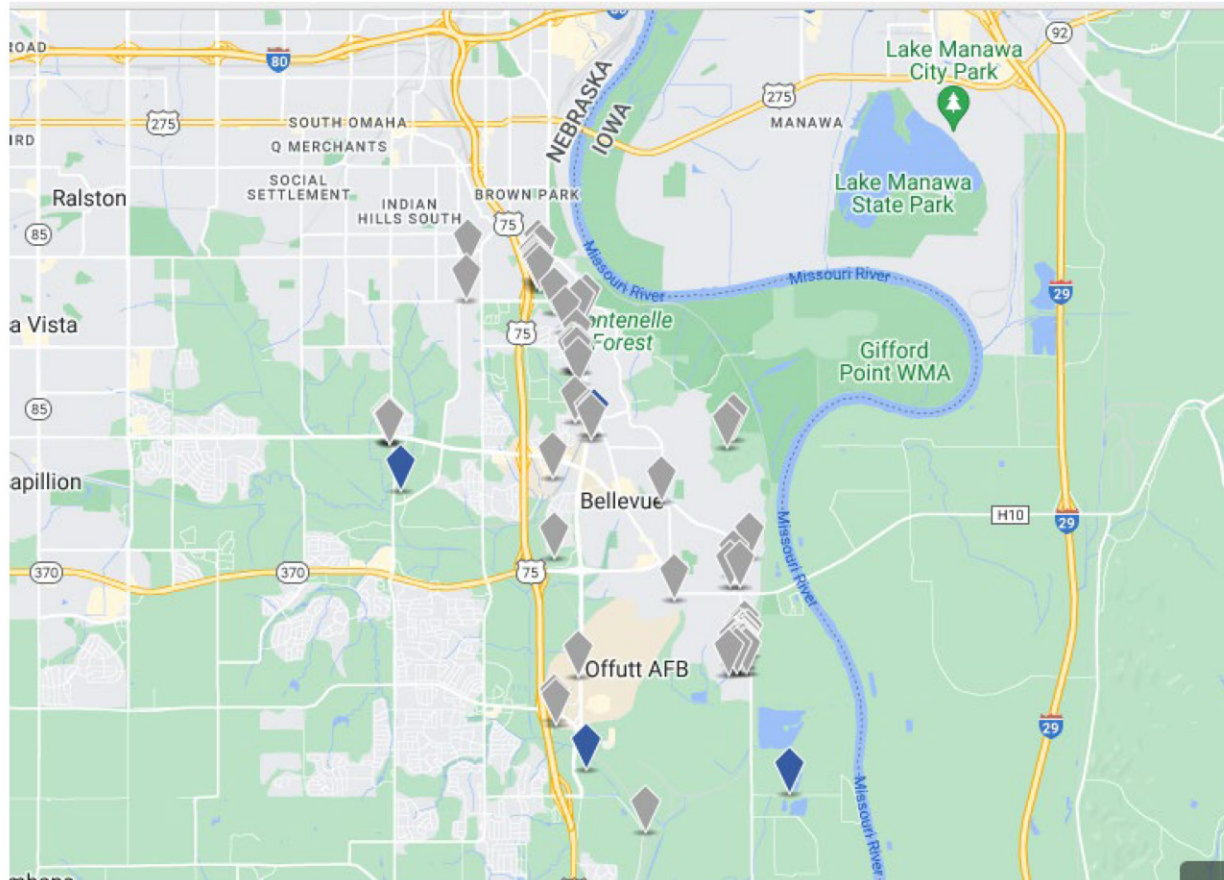
### Bellevue Industrial Market Trends

According to Esri Business Analyst, industrial-related employment in Bellevue totals 1,862 jobs in the manufacturing, wholesale trade, transportation, and utilities sectors, accounting for 9.1 percent of total employment.

CoStar provided historical industrial market trends for Bellevue, Nebraska. By year-end 2023, Bellevue had 64 existing industrial buildings totaling 1.48 million square feet of space operating at a cumulative vacancy rate of just 1.8 percent. The map below depicts the location of the surveyed industrial buildings in Bellevue, Nebraska.

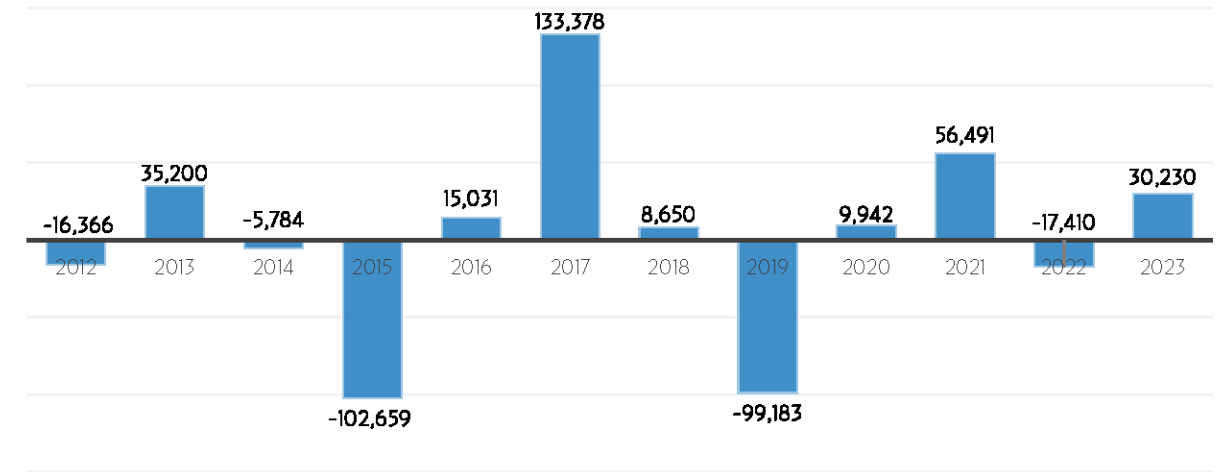
Industrial buildings are located throughout Bellevue with principal concentrations including: 1) north Fort Crook Road corridor, 2) east of Offutt Air Force Base, and 3) west of Offutt Air Force Base. The table on the following page summarizes industrial market trends in Bellevue from 2012 through 2023.

### Bellevue, Nebraska Industrial Buildings



According to Costar, from 2012 through 2023, the Bellevue industrial market absorbed a total of 47,520 square feet of space. Industrial space absorption peaked in 2017 with 133,378 square feet of net occupied space. Since 2020, a total of 79,253 square feet of net industrial space was absorbed in Bellevue.

### Bellevue, Nebraska Industrial Space Absorption



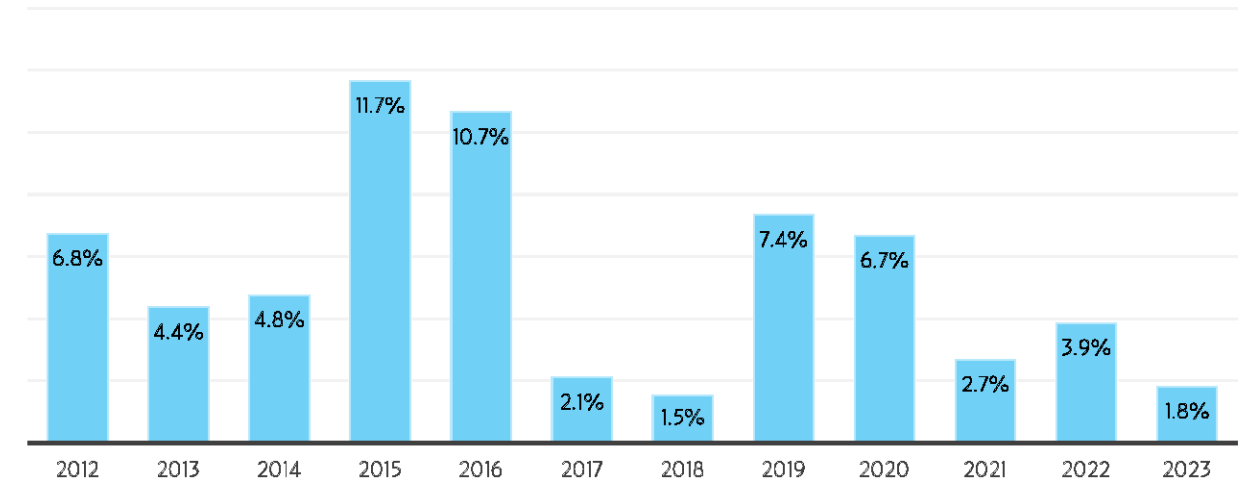
Bellevue's overall industrial vacancy rate peaked at 11.7 percent in 2015. Since 2020, the Bellevue industrial market has gradually improved operating at vacancies well below market equilibrium. By the fourth quarter 2023, the Bellevue industrial market operated at a vacancy rate of 1.8 percent.

### Bellevue, Nebraska Industrial Market Trends

Year	# of Properties	Inventory Sq. Ft.	Vacant Space	Vacancy Rate	Net Absorption	Average Rent
2012	65	1,487,818	100,466	6.8%	-16,366	\$4.14
2013	65	1,487,818	65,266	4.4%	35,200	\$4.31
2014	65	1,487,818	71,050	4.8%	-5,784	\$3.10
2015	65	1,487,818	173,709	11.7%	-102,659	\$4.20
2016	65	1,487,818	158,678	10.7%	15,031	\$4.58
2017	66	1,494,218	31,700	2.1%	133,378	\$4.63
2018	66	1,494,218	23,050	1.5%	8,650	\$4.24
2019	65	1,480,948	108,963	7.4%	-99,183	\$3.48
2020	65	1,480,948	99,021	6.7%	9,942	\$6.32
2021	64	1,478,248	39,830	2.7%	56,491	\$5.25
2022	64	1,478,248	57,240	3.9%	-17,410	\$5.50
2023	64	1,478,248	27,010	1.8%	30,230	\$5.52

Source: CoStar.

### Bellevue, Nebraska Industrial Vacancy Rates



By year-end 2023, Bellevue supported 1.48 million square feet of industrial space operating at an overall occupancy rate of 98.2 percent. With just 27,010 square feet of vacant industrial space available for immediate occupancy is a barrier to accommodating expansion of existing industrial businesses and attracting prospective new businesses to Bellevue.

## Forecast Space Need

Professional office, medical office, and industrial space need projections for the City of Bellevue through the year 2045 provide an understanding of future market conditions directly impacting the feasibility of supporting new employment-related development. Contractors of the Offutt Air Force Base employ 23,014 workers in the Omaha area. The base affords the opportunity for Bellevue to foster future job growth and the need for additional office and industrial development.

### Professional Office Space

According to Costar, by year-end 2023, Bellevue supported 1,464,987 square feet of office space, operating at 14.4 percent vacancy rate. The need for professional office space is closely correlated with expansion in office-related employment sectors. Future need for professional office space was forecast utilizing an occupational employment-driven model. This model applies the variables of increased employment in categories of economic activity typically associated with the need for office space and average space requirements per employee.

According to the Esri Business Analyst, the City of Bellevue supports 20,452 total jobs. Office-related employment in Bellevue totals 3,014 jobs in the information; management and administration; legal services; and finance, insurance, and real estate sectors, accounting for 14.7 percent of total employment. By comparison, office-related jobs account for 23.6 percent of employment in the Omaha-Council Bluffs MSA.

From 2024 through 2045, the City of Bellevue is estimated to support job growth at an annualized rate of 0.8 percent to 1.0 percent, yielding 3,919 to 5,005 new jobs. Office-related employment is forecast to account for 20 percent of total job growth, yielding 785 to 1,000 new jobs.

Office space need created by the future growth in office-related employment was forecast by applying standard job creation ratios published by NAIOP of 1.0 job per 200 to 225 square feet of office space that accounts for both owner-occupied and speculative office space. From 2024 through 2045, office-related job growth in Bellevue is projected to support the need for 157,000 square feet to 225,000 square feet of occupied owner-occupied and speculative office space.

### Forecast Professional Office Space Need Bellevue, Nebraska; 2024 to 2045

	Conservative Scenario	Optimistic Scenario
<b>Bellevue, Nebraska</b>		
Office-Related Employment Growth	785	1,000
Net Office Space Demand (Sq. Ft.)	157,000	225,000
Average Annual Office Space Demand (Sq. Ft.)	7,136	10,227

As outlined in the table below, accounting for the current inventory of vacant office space in Bellevue and a market equilibrium vacancy rate of 7.0 percent, through 2045 the City of Bellevue is estimated to support the need for 51,774 square feet to 124,893 square feet of new office space.

Based on an average floor-area-ratio of 25 percent to 30 percent, the forecast office space need through 2045 would absorb an estimated 4.0 acres to 4.8 acres of commercial land under the conservative scenario and 9.6 acres to 11.5 acres under the optimistic scenario.

### Supportable New Office Space Estimates Bellevue, Nebraska; 2024 - 2045

	Conservative Scenario	Optimistic Scenario
<b>Supportable New Office Space Need</b>		
Bellevue Inventory of Occupied Office Space 2023 Q4	1,253,588	1,253,588
Forecast Office Space Demand 2024-2045	157,000	225,000
Total Occupied Office Space Inventory 2045	1,410,588	1,478,588
Market Equilibrium Office Space Need (7% Vacancy)	1,516,761	1,589,880
Less: Existing Inventory of Office Space 2023 Q4	1,464,987	1,464,987
Supportable New Office Space 2024-2045	51,774	124,893
<b>Supportable Development Acres</b>		
25% FAR	4.8	11.5
30% FAR	4.0	9.6

Source: Canyon Research Southwest, Inc.; April 2024.

### Medical Office Space

Medical office space need is a function of expansion in medical practices and associated needs, which is related to growth in population. While population growth trends are associated with economic trends, the fluctuations are less pronounced and demand for this market segment is less cyclical. The need for medical office space is typically highly specific geographically, with healthcare services gravitating to locations at or near hospitals.

The need for medical office space is forecast via a methodology that includes a determination of medical employment per capita for the trade area which is then multiplied by the average square footage required per medical employee to derive a total medical office square footage per capita coefficient. This local area coefficient is applied to current (future) estimates of area population to generate an estimate of current (future) medical space need, excluding demand related to acute care hospitals and other more specialized surgical centers.

According to physician census data compiled by the Federation of State Medical Boards (FSMB) in 2022, the number of licensed physicians in the United States totaled 1,044,734. The United State population of 333 million, equating to 313 licensed physicians per 100,000 population. The 11,337 licensed physicians in Nebraska amounts to an average of 576 physicians per 100,000 population.

The City of Bellevue is forecast to add 16,025 to 18,787 residents through 2045. The statewide average for physician density and forecast population growth produces the need by 2045 for 92 to 108 additional physicians. The Medical Group Management Association (“MGMA”) in its annual costs survey reported that for family practices, the median medical office space need is approximately 1,900 square feet per full-time equivalent physician.

Based on these factors, from 2024 through 2045, population growth within the City of Bellevue is estimated to support the need for 174,800 square feet to 205,200 square feet of medical office space.

**Forecast Medical Office Space Need  
Bellevue, Nebraska; 2024 to 2045**

	Moderate Scenario	Optimistic Scenario
<b>Bellevue, Nebraska</b>		
Forecast Population Growth	16,025	18,787
Need in New Physicians	92	108
Net Medical Office Space Demand (Sq. Ft.)	174,800	205,200
Average Annual Space Demand (Sq. Ft.)	7,945	9,327

Based on an average floor-area-ratio of 25 percent to 30 percent, the forecast medical office space need through 2045 would absorb an estimated 13.4 acres to 16.1 acres of commercial land under the conservative scenario and 15.7 acres to 18.8 acres under the optimistic scenario.

**Industrial Space**

By year-end 2023, Bellevue supported 1,478,248 square feet of industrial space, operating at 98.2 percent occupancy with just 27,010 square feet of vacant space.

The need for industrial space is a function of employment, investment, and technology. The U.S. Department of Labor defines industrial employment as jobs in the manufacturing, wholesale trade, and transportation and warehousing industries. According to Esri Business Analyst, industrial-related employment in Bellevue totals 1,862 jobs in the manufacturing, wholesale trade, transportation, and utilities sectors, or 9.1 percent of total employment. By comparison, industrial-related jobs account for 25.9 percent of employment in the Omaha-Council Bluffs MSA.

Through 2045, the City of Bellevue is forecast to add 3,919 to 5,005 jobs. Industrial employment is forecast to account for 10 percent of total job growth, adding an estimated 392 to 500 jobs.

Space needs created by the future growth in industrial employment was forecast by applying standard job creation ratios of 1.0 job per 800 to 1,000 square feet of light manufacturing, warehouse, and flex industrial space. These job creation rates account for both owner-occupied and speculative industrial space.

**Forecast Industrial Space Need  
Bellevue, Nebraska; 2024 to 2045**

	Conservative Scenario	Optimistic Scenario
<b>Bellevue, Nebraska</b>		
Industrial-Based Employment Growth	392	500
Industrial Space Demand (Sq. Ft.)	313,600	500,000
Average Annual Industrial Space Demand (Sq. Ft.)	14,255	22,727

Source: Canyon Research Southwest, Inc.; April 2024.

From 2024 through 2045, industrial job growth in Bellevue, Nebraska is projected to support the need for 313,600 square feet to 500,000 square feet of industrial space.

Accounting for the inventory of vacant industrial space in Bellevue as of year-end 2023 and a market equilibrium vacancy rate of 7.0 percent, through 2045 the city is estimated to support the development of 419,000 square feet to 620,000 square feet of new industrial space.

Based on an average floor-area-ratio of 35 percent to 40 percent, the forecast industrial space need through 2040 would absorb an estimated 24.1 acres to 27.5 acres of industrial land under the conservative scenario and 35.6 acres to 40.7 acres under the optimistic scenario.

**Supportable New Industrial Space Estimates  
Bellevue, Nebraska; 2024 - 2045**

	Conservative Scenario	Optimistic Scenario
<b>Supportable New Industrial Space Need</b>		
Bellevue Inventory of Occupied Industrial Space 2023 Q4	1,451,238	1,451,238
Forecast Industrial Space Demand 2024-2045	313,600	500,000
Total Occupied Industrial Space Inventory 2045	1,764,838	1,951,238
Market Equilibrium Industrial Space Need (7% Vacancy)	1,897,675	2,098,105
Less: Existing Inventory of Industrial Space 2023 Q4	1,478,248	1,478,248
Supportable New Industrial Space 2024-2045	419,427	619,857
<b>Supportable Development Acres</b>		
35% FAR	27.5	40.7
40% FAR	24.1	35.6

Source: Canyon Research Southwest, Inc.; April 2024.

## Site Evaluation

Office and industrial developers evaluate potential development sites based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, availability to a large and diverse labor pool, proximity to customers, and availability of support goods and services. Using these site selection criteria, potential development sites in the City of Bellevue were identified. Prospective office and industrial development sites in the City of Bellevue include the following:

### Potential Office Sites

1. Northeast of Golden Boulevard and Samsom Way
2. Southeast corner of Maass Road and Highway 370
3. Southwest corner of Maass Road and Highway 370
4. Southwest corner of 42nd Street and Highway 370
5. Southeast corner 25th Street and Capehart Road
6. Northwest corner of 36th Street and Cornhusker Road
7. Southwest corner of 36th Street and Cornhusker Road
8. Southwest corner of 25th Street and Cornhusker Road
9. Northwest corner of Harvell Drive and Fort Crook Road
10. Intersection of Hidden Valley Drive and U.S. Highway 75

### Potential Industrial Sites

1. Along the east side of Fort Crook Road southwest of Offutt Air Force Base
2. West side of Harlan Lewis Road south of Offutt Air Force Base

## Residential Housing Market Analysis

This section of the report evaluates the City of Bellevue residential housing market to identify future opportunities to support new housing stock within the Planning Area.

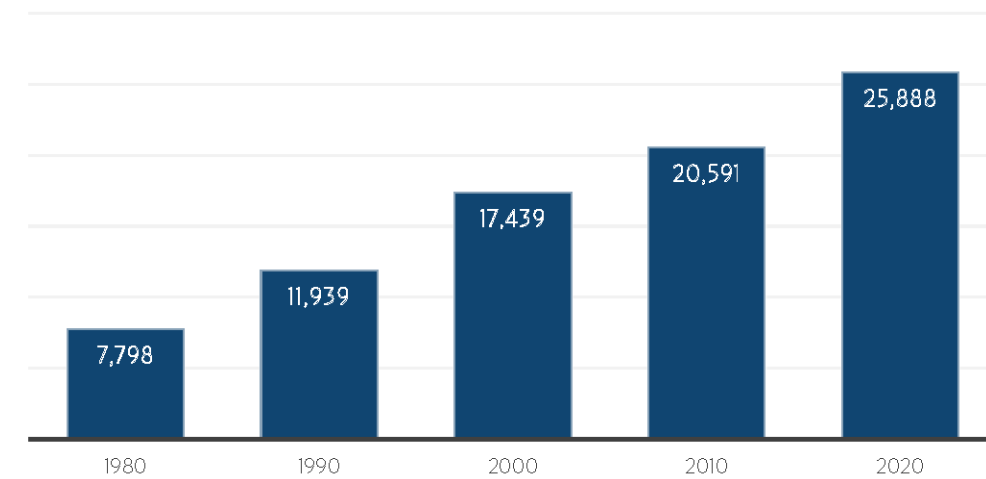
### Housing Stock Characteristics

To identify the City of Bellevue's existing housing stock characteristics this section of the study addresses the total inventory of dwelling units, age of housing stock, housing tenure, mix of housing types, and occupancy by housing type.

### Housing Inventory Trends

Over the past 40 years Bellevue's housing stock has increased steadily. The 1980 Census reported the Bellevue housing stock at 7,798 dwelling units. By the 2010 Census, Bellevue's housing stock increased to 11,939 dwelling units. Housing stock increased by 5,500 dwelling units during the 1990's and 3,152 dwelling units during the 2000's. From 2010 through 2020, the city's housing stock increased by 25.7 percent, or 5,297 dwelling units. By 2020, Bellevue's housing stock totaled 25,888 dwelling units.

**Bellevue, Nebraska Housing Stock Trends**



### Age of Housing Stock

The table below compares the age of Bellevue's housing stock with that of the State of Nebraska as reported by the American Community Survey 2022 published by the U.S. Census Bureau. Compared to Nebraska's housing stock, Bellevue's housing stock is newer with 48.4 percent of the existing inventory built after 1979. By comparison, 43.1 percent of the state's housing stock was built after 1979. Housing built prior to 1950 accounts for just 15.6 percent of the city's total housing stock, compared to 31.4 percent statewide.

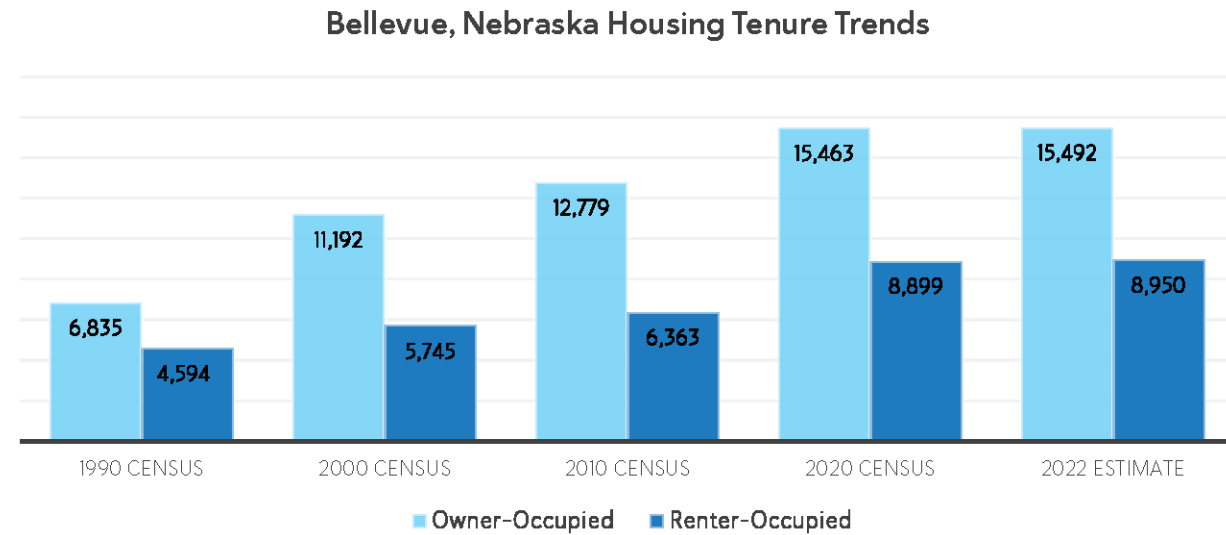
**Bellevue, Nebraska Housing Stock by Year Built**

Year Structure Built	# of Units	% of Total	Nebraska
<b>Total Housing Units</b>	<b>25,601</b>		<b>863,831</b>
Built 2020 or Later	47	0.2%	1.7%
Built 2010 to 2019	1,535	6.0%	9.9%
Built 2000 to 2009	3,772	14.7%	11.8%
Built 1990 to 1999	3,599	14.1%	10.7%
Built 1980 to 1989	3,433	13.4%	9.0%
Built 1970 to 1979	5,203	20.3%	14.8%
Built 1960 to 1969	4,013	15.7%	10.5%
Built 1950 to 1959	2,129	8.3%	8.4%
Built 1940 to 1949	855	3.3%	4.0%
Built 1939 or Earlier	1,015	4.0%	19.0%

Source: U.S. Census.

## Housing Tenure Trends

The 1990 Census reported that 11,429 housing units were occupied in Bellevue, including 6,835 owner-occupied units and 4,594 renter-occupied units. By 2000 of the 11,192 occupied housing units in Bellevue, 11,192 were occupied units and 5,745 were occupied renter-occupied units. As a share of the total occupied housing stock, owner-occupied housing increased from 59.8 percent in 1990 to 66.1 percent by 2000 while renter-occupied housing declined from 40.2 percent in 1990 to 33.9 percent by 2000.



From 2000 through 2010, owner-occupied housing continued to gain market share while renter-occupied housing lost. As a share of the total occupied housing stock, the housing tenure for Bellevue's owner-occupied housing increased from 66.1 percent in 2000 to 66.8 percent by 2010 while renter-occupied housing decreased from 33.9 percent in 2000 to 33.2 percent by 2010.

From 2010 through 2020, owner-occupied housing lost market share while renter-occupied housing gained. The share of the total occupied housing stock, owner-occupied housing declined to 63.5 percent by 2020 while renter-occupied housing increased to 36.5 percent by 2020. This trend continued through 2022 with owner-occupied housing decreasing to 63.4 percent and renter-occupied increasing to 36.6 percent.

From 1990 through 2022, Bellevue's owner-occupied housing stock increased by 8,657 dwelling units, or 126.7 percent, while the renter-occupied housing stock added 4,356 dwelling units, an increase of 94.8 percent over 1990.

## Housing Stock Mix

Bellevue's housing stock mix is influenced by its suburb character whereby the demand for single-family housing exceeds that for attached rental housing. Detached single-family housing accounts for 68.4 percent of Bellevue's housing stock which lags the statewide rate of 71.2 percent.

Multi-family housing accounts for 25.8 percent of Bellevue's housing stock compared to 22.2 percent for Nebraska. Large-scale properties in Bellevue with 20 or more dwelling units account for 8.4 percent of the housing stock, compared to 8.1 percent statewide. Duplexes account for just 0.3 percent of the Bellevue housing stock which is well below the statewide rate of 1.9 percent. Properties with 3 to 9 housing units account for 9.9 percent of Bellevue's housing stock, compared to 7.0 percent statewide.

The table below provides a comparison of Bellevue's housing stock with that of statewide norms.

**Bellevue, Nebraska Housing Stock by Type, 2022**

Units in Structure	# of Units	% of Total	Nebraska %
1-Unit, Detached	17,520	68.4%	71.2%
1-Unit, Attached	965	3.8%	4.2%
2 Units	85	0.3%	1.9%
3 or 4 Units	404	1.6%	2.6%
5 to 9 Units	2,117	8.3%	4.4%
10 to 19 Units	1,847	7.2%	5.2%
20+ Units	2,147	8.4%	8.1%
Mobile Home	501	2.0%	2.6%
Boat, RV, Van, etc.	13	0.1%	0.1%
<b>Total Housing Units</b>	<b>25,601</b>	<b>100.0%</b>	<b>100.0%</b>

Source: U.S. Census Bureau.

## Occupancy by Housing Type

Homeowners in Bellevue are more likely to occupy detached single-family housing while renters occupy attached multi-family housing. According to the U.S. Census Bureau, during 2022 owner-occupied housing in Bellevue accounted for 63.4 percent of the entire occupied housing stock with renter-occupied accounting for 36.6 percent. By comparison, owner-occupied housing accounts for 66.0 percent of Nebraska's total occupied housing stock with renter-occupied accounting for 34.0 percent.

**City of Bellevue Occupied Housing Stock by Type - 2022**  
Owner-Occupied vs. Renter-Occupied Housing

Housing Type	Total	Owner-Occupied	Renter-Occupied
<b>Occupied Housing Units</b>	<b>24,442</b>	<b>15,492</b>	<b>8,950</b>
<b>Units in Structure</b>			
1-Unit, Detached	69.3%	92.5%	29.2%
1-Unit, Attached	3.9%	3.7%	4.4%
2 Units	0.3%	0.3%	0.4%
3 or 4 Units	1.6%	0.0%	4.2%
5 to 9 Units	8.5%	0.8%	21.9%
10 or More Units	14.5%	0.2%	39.2%
Mobile Home and other Types of Housing	1.8%	2.5%	0.6%
<b>Totals</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: U.S. Census Bureau.

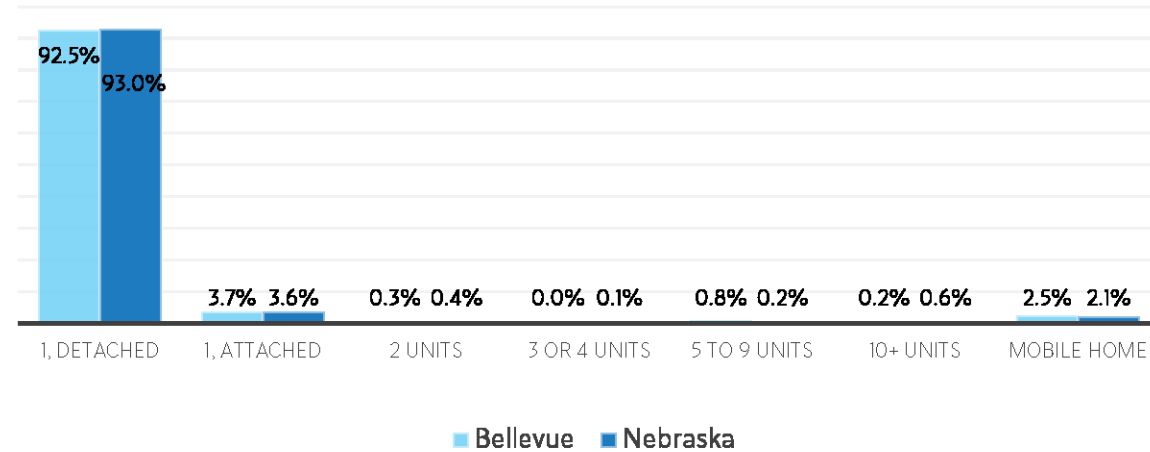
For 2022, according to the U.S. Census Bureau, of Bellevue's housing stock an estimated 24,442 dwelling units were occupied, including 15,492 owner-occupied housing units and 8,950 renter-occupied housing units. Detached single-family homes accounted for 92.5 percent of all occupied owner-occupied housing units. Meanwhile, renters were much less likely to occupy detached single-family homes accounting for 29.2 percent of all occupied rental units.

Properties in Bellevue with ten or more dwelling units are the most popular attached housing product for renters accounting for 39.2 percent of all renter-occupied units. Structures with 5 to 9 dwelling units account for 21.9 percent of all renter-occupied units while structures with 3 or 4 dwelling units account for 4.2 percent of all renter-occupied units. Duplexes account for just 0.4 percent of all renter-occupied housing units in Bellevue.

### For-Sale Housing Market

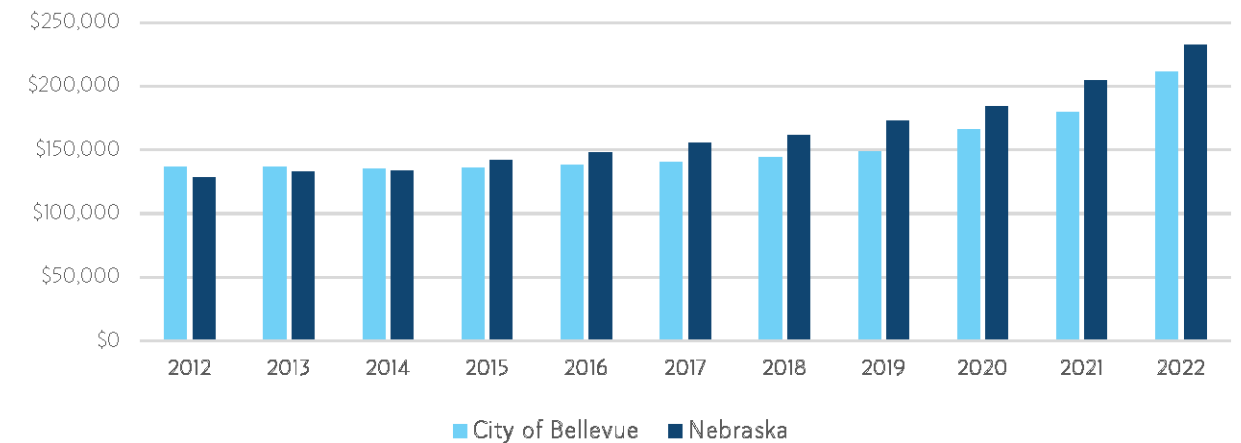
According to the American Community Survey 2022, owner-occupied housing in Bellevue accounted for 63.4 percent of the entire occupied housing stock, compared to 69.2 percent of Nebraska's total occupied housing stock. Detached single-family homes account for 92.5 percent of Bellevue's owner-occupied housing stock, compared to 93.0 percent for the State of Nebraska. The predominance of owner-occupied detached single-family housing is common within suburban communities. One-unit attached housing accounts for 3.7 percent of Bellevue's owner-occupied housing and multi-family units with mobile homes accounting for just 3.8 percent.

**Owner-Occupied Housing by Product Type  
City of Bellevue vs. State of Nebraska, 2022**



According to the American Community Survey, during 2012 the median housing value in Bellevue of \$136,800 exceeded the statewide median of \$128,300. Stemming from the national housing bust, the median housing value for Bellevue declined steadily from 2010 through 2014. From 2015 to 2022, the median housing value in Bellevue rose 32.2 percent while Nebraska's median housing value appreciation of 44.7 percent. By 2015, Nebraska's median housing value of \$141,600 exceeded Bellevue's median value of \$135,600. Through 2022, the median home value in Nebraska exceeded Bellevue's median value. The bar chart below provides a comparison of median housing values between the City of Bellevue and the State of Nebraska from 2012 to 2022.

**Median Housing Value Comparison  
City of Bellevue vs. State of Nebraska**



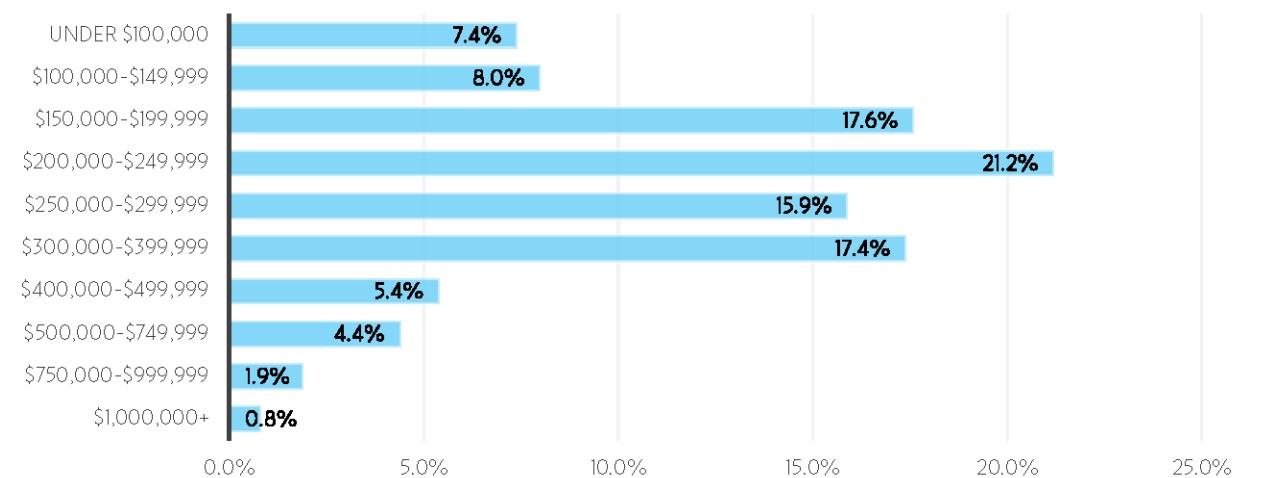
For 2023, Esri Business Analyst reported the average value of owner-occupied housing in Bellevue at \$280,987. Just 7.4 percent of the owner-occupied housing stock in Bellevue was valued under \$100,000. Housing valued at \$100,000 to \$199,999 accounts for 25.6 percent of Bellevue's housing stock. This price range caters to first time homebuyers.

Housing valued at \$200,000 to \$299,999 accounts for 33.3 percent of the housing stock and represents Bellevue's largest market segment.

Housing priced at \$300,000 to \$399,999 accounts for 17.4 percent of Bellevue's housing stock and represents the move-up market.

Owner-occupied housing priced at \$400,000 and above represents Bellevue's luxury housing market and accounts for 12.5 percent of the entire housing stock.

**Bellevue, Nebraska Housing Values, 2023**



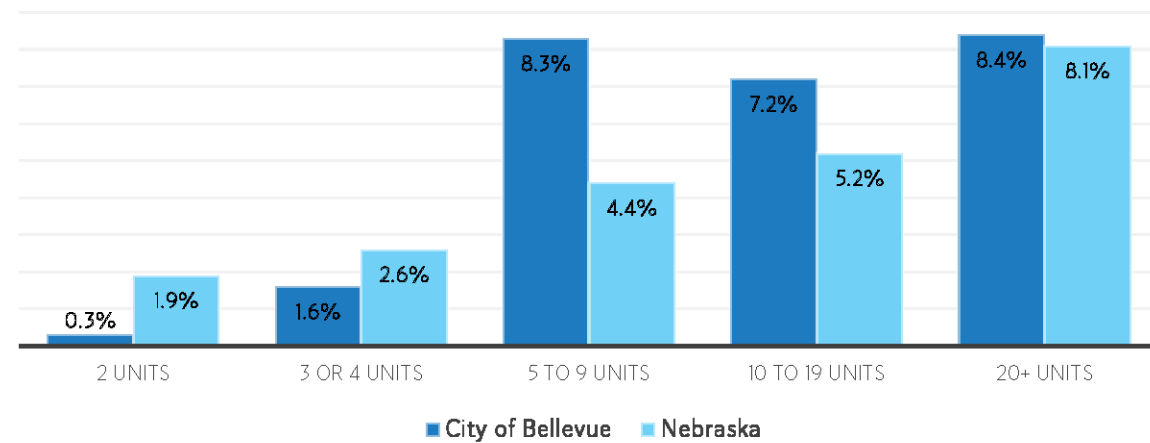
Given the cost of land, infrastructure, and vertical construction, it is difficult to meet the need for first-time home buyers.

## Rental Housing Market

According to the American Community Survey 2022, Bellevue's housing stock totaled 25,601 dwelling units, of which 25.8 percent, or 6,600 dwelling units were in multi-unit structures. By comparison, multi-family housing accounts for 22.2 percent of the statewide housing stock.

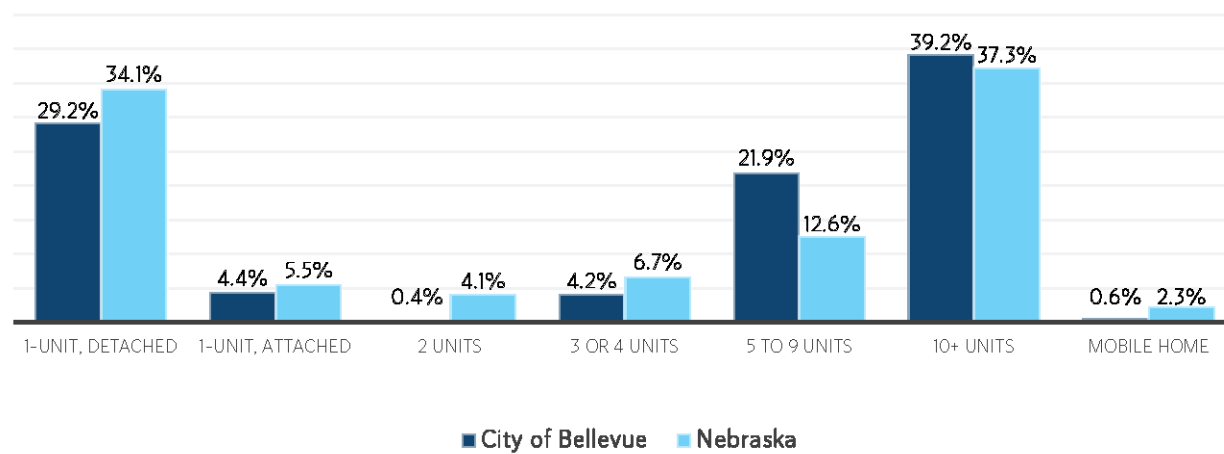
Large-scale properties in Bellevue with 20 or more dwelling units account for 8.4 percent of the housing stock, compared to 8.1 percent statewide. Duplexes account for just 0.3 percent of the Bellevue housing stock which is well below the statewide rate of 1.9 percent. Properties with 3 to 9 housing units account for 9.9 percent of Bellevue's housing stock, compared to 7.0 percent statewide.

**Comparison of Multi-Family Housing Stock  
City of Bellevue vs. State of Nebraska, 2022**



According to the U.S. Census Bureau, as of 2022, Bellevue's inventory of occupied rental housing totaled 8,950 dwelling units, or 36.6 percent of the city's occupied housing stock. By comparison, rental housing accounts for 34.0 percent of Nebraska's occupied housing stock.

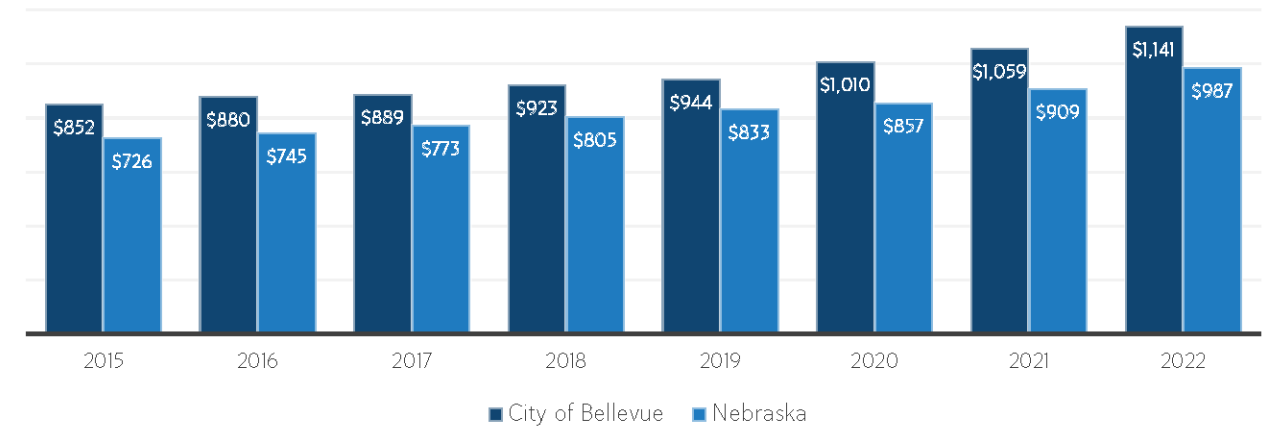
**Comparison of Renter-Occupied Housing  
City of Bellevue vs. State of Nebraska, 2022**



Large-scale apartment properties with 10 or more units account for 39.2 percent of Bellevue's occupied housing stock, compared to 37.3 percent statewide. Duplexes and properties with 3 to 4 dwelling units together account for just 4.6 percent of Bellevue's occupied housing stock, compared to 9.6 percent statewide.

Since 2015, Bellevue's median monthly housing rent has exceeded the statewide median. From 2015 through 2022, Bellevue's median monthly housing rent increased 33.9 percent, reaching \$1,141 by 2022. Nebraska's median rent in 2022 of \$909 per month was 14.2 percent below the median for Bellevue.

**Median Monthly Housing Rent Trends  
City of Bellevue vs. State of Nebraska**

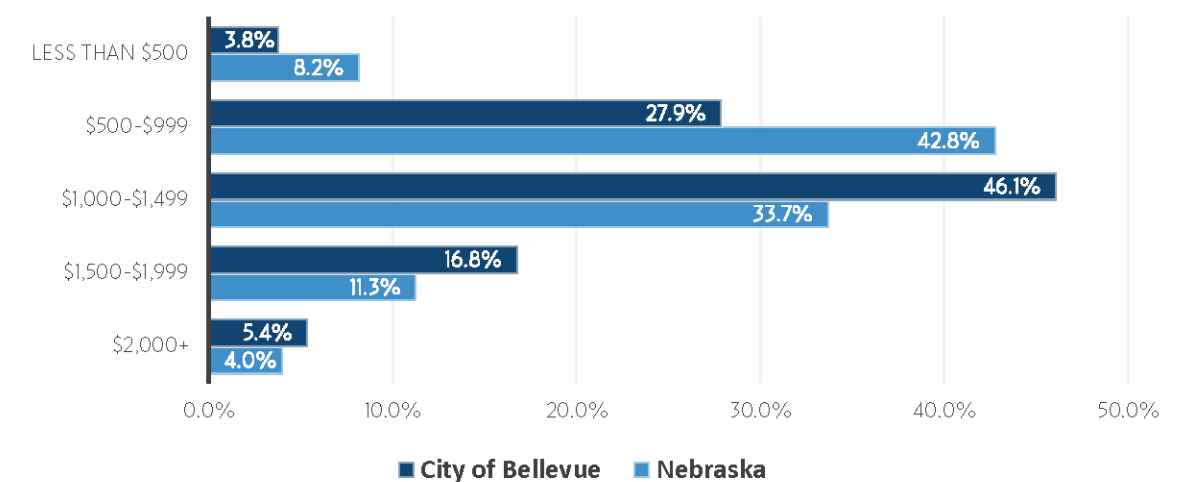


Of Bellevue's occupied rental housing units, just 3.8 percent rented for less than \$500 per month compared to 8.2 percent statewide. This disparity in rents suggests Bellevue may be able to support a larger inventory of affordable and income-based rental housing.

An estimated 27.9 percent of the Bellevue rental housing stock garner rents of \$500 to \$999 per month, compared to 42.8 percent statewide. Housing units renting for \$1,000 to \$1,499 per month account for 46.1 percent of the Bellevue rental market compared to 33.7 percent statewide.

Luxury rental units renting for \$1,500 per month and above account for 22.2 percent of Bellevue's housing stock compared to 15.3 percent statewide. Bellevue's modest supply of luxury rental housing stems from a limited inventory of newer large-scale apartment properties that support unit features and community amenities that garner above market rents.

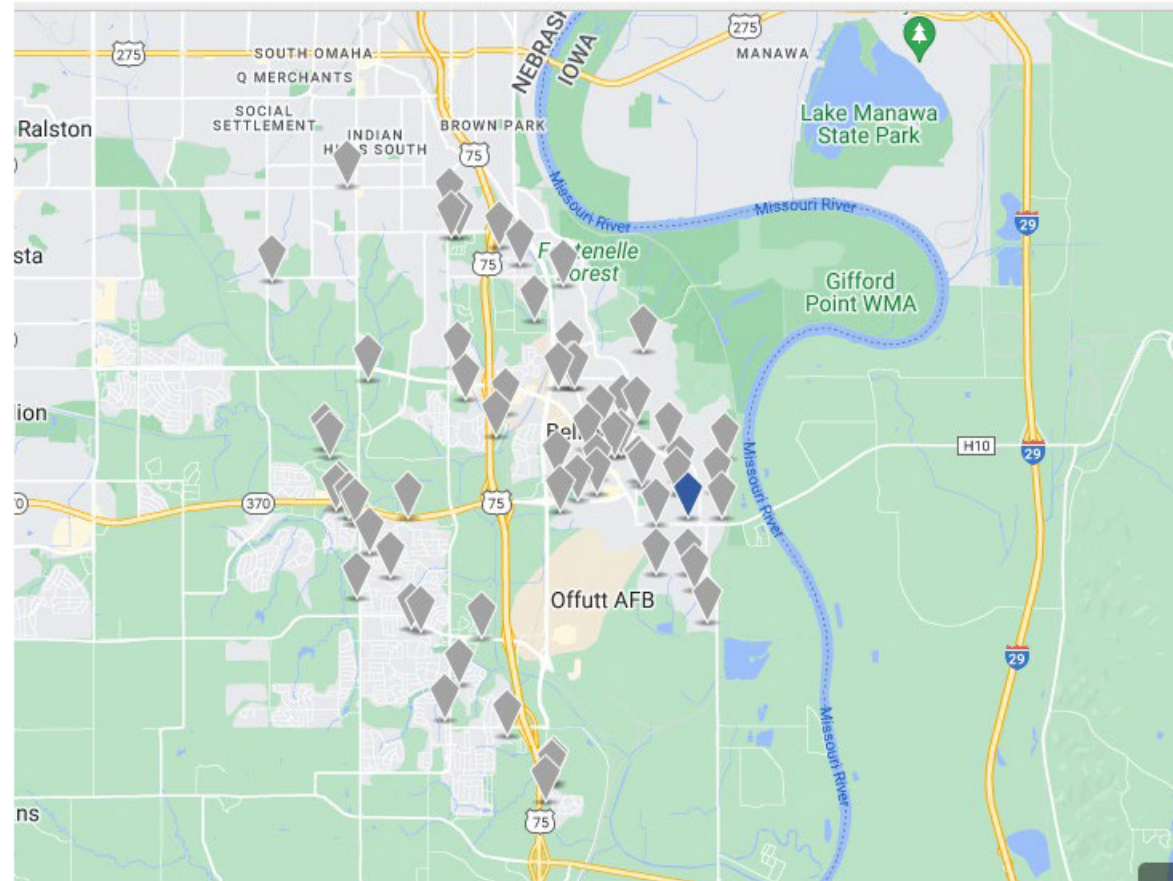
**Comparison of Monthly Housing Rents, 2022**



In summary, of Bellevue's housing stock, 25.8 percent, or 6,600 dwelling units are in multi-unit structures. Large-scale properties with 20 or more dwelling units account for 8.4 percent of Bellevue's housing stock, compared to 8.1 percent statewide. Given Bellevue's above average inventory of large-scale apartment properties, median monthly rents significantly exceed the statewide median. Luxury rental units renting for \$1,500 per month and above account for 22.2 percent of Bellevue's housing stock compared to 15.3 percent statewide.

As Bellevue continues to grow, its rental housing stock is anticipated to mature, marked by the construction of large-scale apartment communities featuring luxury unit features and community amenities that warrant above market rents.

### Bellevue, Nebraska Large Apartment Properties



The table on the following page summarizes operating trends for large-scale apartment properties from 2010 through 2023 in Bellevue. Since 2010, nine large-scale apartment properties have been built in Bellevue, totaling 931 rental units. New construction peaked from 2016 to 2020 with 609 apartment units completed and again during 2022 and 2023 when 262 units came online. Net absorption since 2010 totaled 1,217 apartment units. Net unit absorption exceeding new supply has produced a gradual decline in the overall vacancy rate.

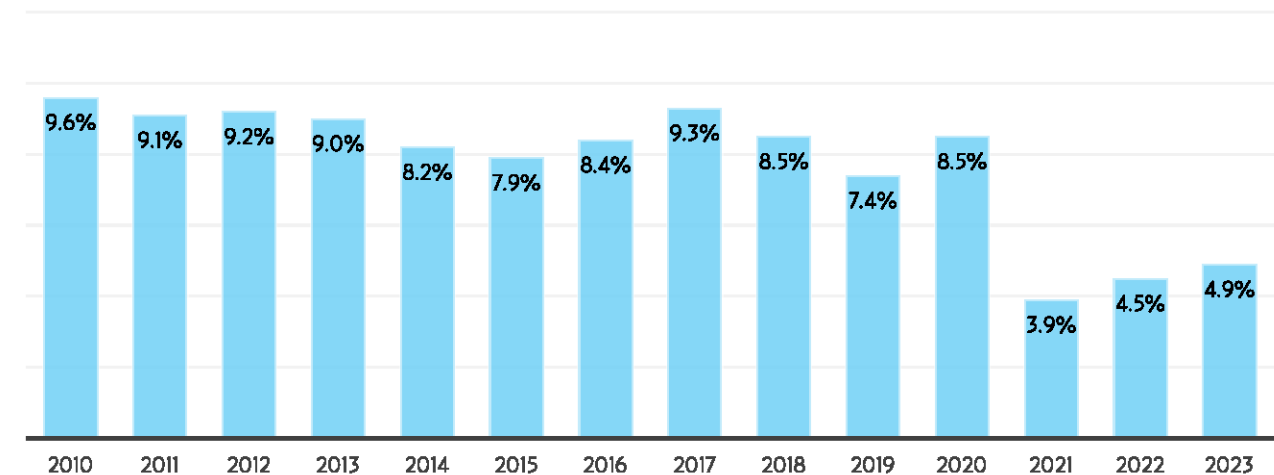
### Bellevue, Nebraska Apartment Market Trends

Year	# of Properties	Inventory # of Units	Net Absorption	Vacant Units	Vacancy Rate	Average Rent/Mo.
2010	43	7,226	-11	695	9.6%	\$823
2011	43	7,226	34	661	9.1%	\$830
2012	44	7,286	49	672	9.2%	\$841
2013	44	7,286	18	654	9.0%	\$860
2014	44	7,286	60	594	8.2%	\$882
2015	44	7,286	19	575	7.9%	\$903
2016	46	7,451	114	626	8.4%	\$917
2017	46	7,451	-67	693	9.3%	\$921
2018	47	7,691	277	656	8.5%	\$958
2019	47	7,691	91	565	7.3%	\$983
2020	48	7,895	98	671	8.5%	\$999
2021	48	7,895	366	305	3.9%	\$1,063
2022	50	8,058	106	362	4.5%	\$1,139
2023	52	8,157	63	398	4.9%	\$1,182

Source: CoStar.

From 2018 to 2022, the apartment properties operated at a health vacancy rate well below market equilibrium. By year-end 2022, just 15 vacant apartments were available for lease yielding a vacancy rate of 1.2 percent. During 2023, 96 apartment units came online with net YTD absorption of 34 dwelling units, pushing the overall vacancy rate to 6.4 percent. This spike in the vacancy rate is temporary and will improve as the new property achieves lease-up.

### Bellevue Large-Scale Apartment Vacancy Trends



Since 2010, the average rent for large-scale apartment properties in Bellevue increased by 43.6 percent, reaching \$1,182 per month by year-end 2023. Rent escalations were strong from 2019 to 2023 in response to the construction of five new apartment properties totaling 466 rental units as well as well below market equilibrium vacancy rates.

As the City of Bellevue continues to grow, the construction of large-scale apartment communities will continue. The introduction of additional market-rate apartment properties will be important in supporting continued economic development of the city by providing a housing product suitable for young professionals, young couples without children, and empty nesters.

## Forecast Housing Need

Residential housing need estimates for the City of Bellevue through the year 2045 were forecast based on anticipated demographic and economic trends for the community. Key input to the model includes historical patterns in annual residential building permit activity and projected population and household growth, average household formation rates, households by income levels, and population by age.

Demographic characteristics and historic population growth trends for Bellevue were provided by the U.S. Census Bureau and employment data was provided by Esri Business Analyst. Housing characteristics for Bellevue were provided by the American Community Survey. Population growth projections for Bellevue are based on historic growth patterns, forecast employment growth, availability of developable land, and economic development factors.

The U.S. Census Bureau estimated Bellevue's 2022 residential housing stock at 25,601 dwelling units, operating at an overall occupancy rate of 95.5 percent. The occupied housing stock included 15,492 owner-occupied units (63.4%) and 8,950 renter-occupied units (36.6%). A total of 1,159 vacant housing units were reported. Bellevue's current average household size is 2.55 persons.

Esri Business Analyst estimated Bellevue's 2023 population at 65,193 residents. From 2024 to 2045, Bellevue's population is forecast to increase by 16,025 to 18,787 residents, generating the need for additional housing units.

Supportable residential housing absorption through 2045 will be a function of resident population growth and latent demand while income levels and age composition will dictate the type and mix of housing product.

## Housing Need from Population Growth

Net population and household growth are the largest single drivers of the need for new housing units. From 2024 through 2045, the City of Bellevue population is forecast to increase by 16,025 to 18,787 new residents. The City of Bellevue's average household size is 2.55 persons. Bellevue's forecast population growth through 2045 is estimated to yield an estimated 6,284 to 7,367 new households and occupied housing units.

## Latent Housing Need

Another housing needs component considers the number of units a market requires to offer balanced market conditions. Vacant housing units are necessary to accommodate the turnover of the housing stock as people move for family, work-related, or financial reasons. Latent demand occurs when the inventory of available housing is severely constrained.

A housing market operating at equilibrium supports a 92 percent to 95 percent occupancy rate. Healthy markets require 5 percent to 8 percent of the housing stock to be available to allow for inner-market mobility and encourage competitive housing prices and rental rates. Markets with vacancy rates below a healthy rate often suffer from escalating home values

and rents, minimal tenant turnover, residents being forced into housing situations that do not meet their housing needs, and the inability of nonresidents to enter the market. During 2022, 1,159 residential housing units were vacant in Bellevue, equating to an overall occupancy rate of 95.5 percent.

Bellevue's 2022 residential housing stock totaled 25,601 dwelling units, of which 24,442 dwelling units were occupied. Through 2045, population growth is anticipated to result in the need for 6,284 to 7,367 additional housing units, bringing the total inventory to 31,885 to 32,968 total housing units.

At market equilibrium occupancy rate of 95 percent, by 2045 Bellevue's housing stock would total 31,885 to 32,968 dwelling units, of which 1,594 to 1,648 dwelling units would be vacant and available for sale or rent. Given the 2022 inventory of 1,159 vacant housing units in Bellevue, latent housing need is estimated at 435 to 489 dwelling units.

## Total Housing Need

From 2024 through 2045, the City of Bellevue's forecast population growth and latent housing need is anticipated to create the need for an estimated 6,719 to 7,856 new housing units. Bellevue's current mix of occupied housing units is 63.4 percent owner-occupied and 36.6 percent renter occupied. Given the city's population age composition, household income levels, and existing housing stock, from 2024 through 2045 the housing need is estimated to be segmented 65 percent owner-occupied and 35 percent renter occupied. Therefore, by 2045 the mix of new housing inventory is estimated at 4,367 to 5,106 homeownership units and 2,352 to 2,750 rental units.

The City of Bellevue's mix of future housing needs is best determined by evaluating the city's population demographics with that of the various housing life-cycle stages. Emphasis is placed on age, education, and income.

Entry-level householders are typically single or couples without children in their early 20's and often prefer to rent basic, inexpensive apartments. Residents 15 to 24 years of age account for 12.3 percent of the Bellevue population with those 25 to 34 years of age accounting for 14.9 percent. Individuals with high school degrees or less are more likely to be renters than homeowners. An estimated 27.8 percent of Bellevue residents are high school graduates or less. Bellevue's population demographics provide a market for entry-level for-sale and rental housing.

An estimated 20.2 percent of Bellevue households earn less than \$35,000 annually with 12.7 percent of households earning less than \$25,000. These households tend to be perpetual renters with the lowest income households potentially qualifying for some form of housing assistance. Bellevue's resident profile suggests an additional need for rental housing with an emphasis on affordable and income-based housing. A sizable market exists for housing priced under \$150,000.

First-time homebuyers and move-up renters are usually married or cohabitating couples in their mid-20's or 30's, some with children, but most are without children. These individuals prefer to purchase modest-priced single-family homes or rent more upscale apartments. An estimated 14.9 percent of Bellevue residents are 25 to 34 years of age with 11.2 percent of residents attaining an associate degree and 22.6 percent of residents possess a bachelor's degree. An estimated 11.2 percent of households earn \$35,000 to \$49,999 annually and 18.0 percent of households earn \$50,000 to \$74,999 annually. Bellevue possesses a sized market for homes priced from \$150,000 to \$300,000 and move-up renters.

Move-up homebuyers are typically in their late 30's to 40's, married with children. There is a total of 29.4 percent of households in Bellevue with children. An estimated 13.7 percent of Bellevue residents are 35 to 44 years of age with 22.6 percent of residents attaining a bachelor's degree and 12.9 percent of residents possessing a graduate or professional degree. An estimated 13.8 percent of households earn \$75,000 to \$99,999 annually and 30.8 percent of households earn \$100,000 or more annually. Bellevue possesses a large market for housing priced at \$300,000 or more.

The following table summarizes the forecast housing mix by owner-occupied and renter-occupied units and by product

type.

Through 2045, the market share for new single-family housing in Bellevue is expected to decrease slightly relative to the trends over the past twenty years. The market share of 2- to 9-unit multi-family structures is anticipated to decline with large-scale apartment development becoming more prevalent.

Through 2045, Bellevue’s housing need is forecast at 4,703 to 5,499 single-family detached and attached housing units, 201 to 236 housing units in 2- to 9-unit structures, and 1,814 to 2,121 housing units in structures with ten or more dwelling units.

### Residential Site Evaluation

The criteria used to evaluate the suitability of property as a future residential housing development site include site location; parcel size and configuration; availability of infrastructure; entitlements; access; visibility and exposure; and proximity to housing demand generators and services.

Based on these criteria, the southeast portion of Bellevue is anticipated to be the prominent location for new single-family subdivisions. Infill housing in older residential neighborhoods and vacant lots is also possible. Suitable large-scale apartment sites are best located along major arterial streets such as Highway 370, Cornhusker Road, and Capehart Road, within mixed-use developments, and adjacent to retail and employment centers. Small-scale, multi-family development may also be possible within infill locations throughout the city.

**Forecast Housing Need by Product Type  
Bellevue, Nebraska; 2024-2045**

	2022 Estimate		2045 Forecast	
	# of Units	# of Total	# of Units	# of Total
Total Housing Units (2022)	25,601		6,719 - 7,856	
Occupied Housing Units	24,442			
Home Ownership Units	15,492	63.4%	4,367 - 5,106	65.0%
Rental Units	8,950	36.6%	2,352 - 2,750	35.0%
Vacant Housing Units	1,159			
2022 Housing Inventory				
Single Family	18,485	72.2%	4,703 - 5,499	70.0%
2 to 4 Units	489	1.9%	67 - 79	1.0%
5 to 9 Units	2,117	8.3%	134 - 157	2.0%
10 or More Units	2,147	8.4%	1,814 - 2,121	27.0%

Source: U.S. Census and Canyon Research Southwest, Inc.

At an average density of 3.5 to 4.0 dwelling units per acre for single-family homes and 15 to 18 dwelling units per acre for multi-family housing, the forecast housing need through 2045 for Bellevue would require an estimated 1,288 acres to 1,478 acres of land under the conservative scenario and 1,506 acres to 1,728 acres of land under the optimistic scenario.

## Recommendations

The Economic and Market Analysis evaluated the ability of the Bellevue Planning Area (“Planning Area”) to accommodate development of a variety of retail, office, industrial, and residential uses. Study conclusions and recommendations include the following:

1. Quantify supportable long-term demand for new commercial and industrial space as well as residential housing units.
2. Identify feasible land use mix, location, and development formats.

### Forecast Real Estate Need

From 2024 through 2045 the City of Bellevue is estimated to support the need for 1,081,000 to 1,251,000 square feet of new retail space, 227,000 to 330,000 square feet of professional and medical office space, and 419,000 to 620,000 square feet of industrial space.

Through 2045, Bellevue’s new housing need is forecast at 6,719 to 7,856 dwelling units, consisting of 4,703 to 5,499 single-family detached and attached housing units, 201 to 236 housing units in 2- to 9-unit structures, and 1,814 to 2,121 housing units in structures with ten or more dwelling units.

**Forecast Real Estate Need  
Bellevue, Nebraska, 2024 - 2045**

Land Use	Forecast		Demand		Land Acres	
	Low	High	Low	High	Low	High
Retail	1,081,000 SF	1,251,000 SF			108 - 124	125 - 144
Office	227,000 SF	330,000 SF			17 - 21	25 - 30
Industrial	419,000 SF	620,000 SF			24 - 28	36 - 41
Residential	6,719 Dus	7,856 Dus			1,288 - 1,478	1,506 - 1,728
<b>Totals</b>					<b>1,437 - 1,651</b>	<b>1,692 - 1,943</b>

Source: Canyon Research Southwest, Inc.; April 2024.

The forecast real estate needs through 2045 for Bellevue would require an estimated 1,437 to 1,651 acres of land under the conservative scenario and 1,692 to 1,943 acres of land under the optimistic scenario.

## Land Use Patterns and Development Opportunities

Based on the study findings and future demand projections, future development sites in Bellevue, Nebraska for retail, office, industrial, and housing have been identified.

### Retail Development Sites

Retail developers and retailers evaluate potential retail locations based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, traffic counts, traffic signal access, and direct competition. Using these site selection criteria, potential retail development sites in the City of Bellevue were identified. Prospective retail development sites in the City of Bellevue include the following:

1. Northeast of Golden Boulevard and Samsom Way
2. Southwest corner of 42nd Street and Highway 370
3. Northwest corner of 48th Street and Highway 370
4. Southeast corner of 54th Street and Highway 370
5. Southeast corner of 60th Street and Highway 370
6. Southeast corner 25th Street and Capehart Road
7. Northwest corner of 36th Street and Capehart Road
8. Southwest corner of 36th Street and Capehart Road
9. Northwest corner of 36th Street and Cornhusker Road
10. Southwest corner of 36th Street and Cornhusker Road
11. Northwest corner of 25th Street and Cornhusker Road
12. Southwest corner of 25th Street and Cornhusker Road
13. Northwest corner of Harvell Drive and Fort Crook Road
14. Intersection of Hidden Valley Drive and U.S. Highway 75
15. Intersection of 36th Street and Platteview Road

Office and industrial developers evaluate potential development sites based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, availability to a large and diverse labor pool, proximity to customers, and availability of support goods and services. Using these site selection criteria, potential development sites in the City of Bellevue were identified. Prospective office and industrial development sites in the City of Bellevue include the following:

### Office Development Sites

1. Northeast of Golden Boulevard and Samsom Way
2. Southeast corner of Maass Road and Highway 370
3. Southwest corner of Maass Road and Highway 370
4. Southwest corner of 42nd Street and Highway 370

5. Southeast corner 25th Street and Capehart Road
6. Northwest corner of 36th Street and Cornhusker Road
7. Southwest corner of 36th Street and Cornhusker Road
8. Southwest corner of 25th Street and Cornhusker Road
9. Northwest corner of Harvell Drive and Fort Crook Road
10. Intersection of Hidden Valley Drive and U.S. Highway 75

### Industrial Development Sites

1. Along the east side of Fort Crook Road southwest of Offutt Air Force Base
2. West side of Harlan Lewis Road south of Offutt Air Force Base

Creating a master planned business park in Bellevue featuring quality infrastructure, design guidelines, CC&R's, and designed for mixed-use development will be critical in retaining existing companies and attracting new companies. Offering shovel ready sites complete with an economic incentive package, expedited municipal plan approval and permitting process, and political support will provide competitive advantages in successfully marketing and developing building sites.

### Residential Development Sites

The criteria used to evaluate the suitability of property as a future residential housing development site include site location; parcel size and configuration; availability of infrastructure; entitlements; access; visibility and exposure; and proximity to housing demand generators and services.

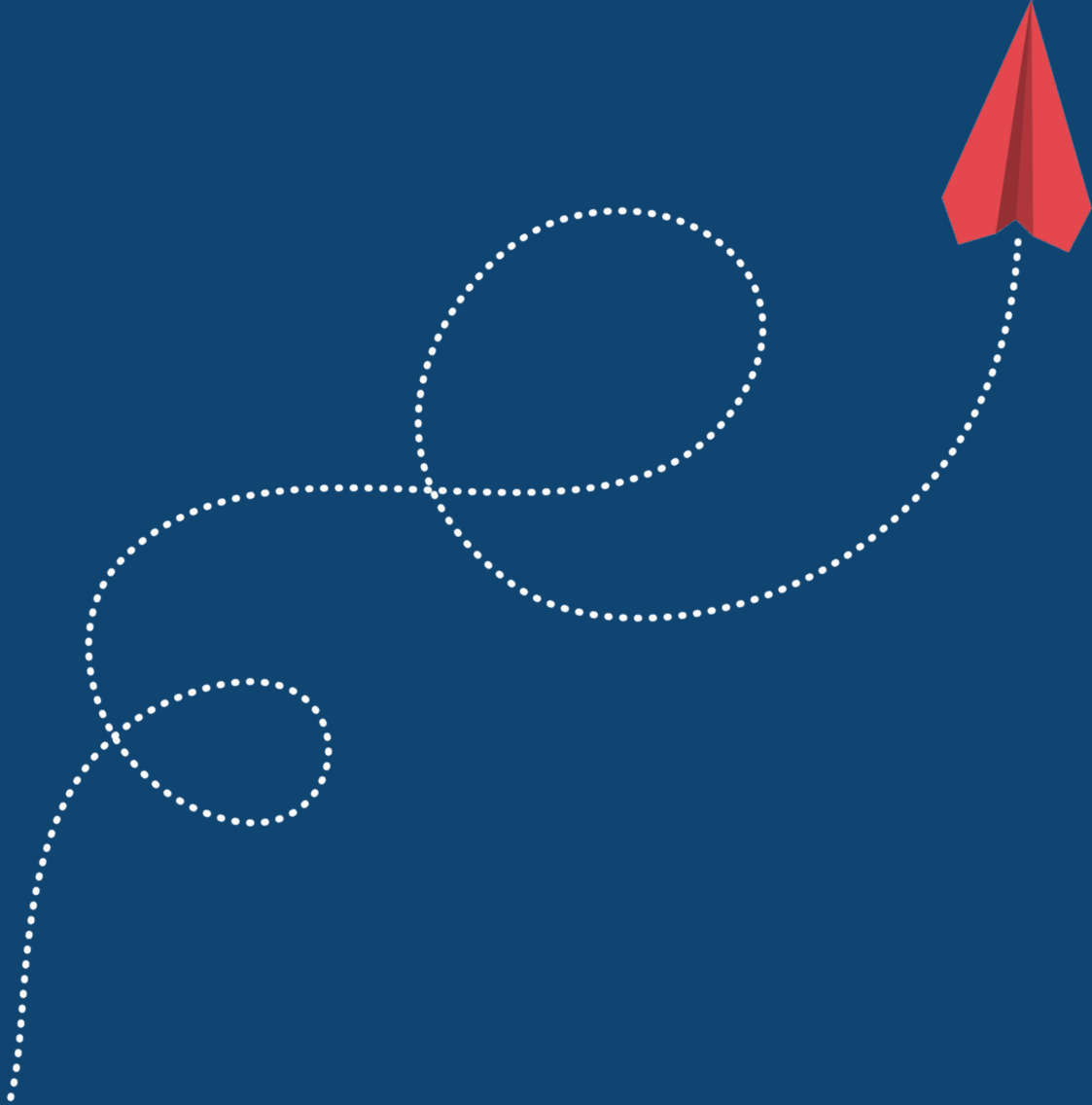
Based on these criteria, the southeast portion of Bellevue is anticipated to be the prominent location for new single-family subdivisions. Infill housing in older residential neighborhoods and vacant lots is also possible. Suitable large-scale apartment sites are best located along major arterial streets such as Highway 370, Cornhusker Road, and Capehart Road, within mixed-use developments, and adjacent to retail and employment centers. Small-scale, multi-family development may also be possible within infill locations throughout the city.

### Redevelopment Opportunities

Downtown Bellevue is located along a 3-block portion of Mission Avenue between Washington and Hancock Streets. Community uses downtown include the Mission Middle School, Fire Department, Senior Community Center, Bellevue Little Theatre, Bellevue Eagles Lodge, U.S. Post Office, and two churches. A total of 42 downtown businesses are in downtown Bellevue, including eating and drinking places, financial services, insurance agents, hair salons, massage therapist, tattoo, real estate, lawyers, computer repair, and automotive repair. The Bridge is a redevelopment project at northeast corner of Mission Avenue and Washington Street planned for 53 apartments and ground floor commercial space. The opportunity exists to support continued redevelopment efforts with the potential to expand downtown several blocks to the west along Mission Avenue.

Barriers or restrictions to Bellevue's future urban growth include the presence of the Offutt Airforce Base that divides the city and creates development restrictions, floodplain impacted areas, cost on new residential and commercial construction, and funding public infrastructure and city services for green field sites. Continued commercial and industrial development is critical in expanding the city's tax base that supports sustainable city services.





OUR  
FUTURE  
VIEW

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

COUNCIL MEETING DATE: 10/15/2024		SUBMITTED BY: City Clerk	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input type="checkbox"/>	PUBLIC HEARING <input type="checkbox"/>	
RESOLUTION <input type="checkbox"/>	CURRENT BUSINESS <input checked="" type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

Approval of the Redevelopment Agreement and Redevelopment Promissory Note, allowing up to \$1,100,000.00 plus accrued interest, to offset TIF eligible expenses, for Heere, Theree & Everywhere, LLC Redevelopment Project located at 2302 Lincoln Road, Tax Lot 2, Heere & Theree Addition to the City of Bellevue, Sarpy County, Nebraska.

SYNOPSIS/BACKGROUND:

The approval of the Redevelopment Agreement and Redevelopment Promissory Note are the final City approvals necessary to implement the redevelopment plan for Heere, Theree & Everywhere, LLC Redevelopment Project located at 2302 Lincoln Road, Tax Lot 2, Heere & Theree Addition to the City of Bellevue, Sarpy County, Nebraska. These documents provide for the use of Tax Increment Financing, in the principal amount of \$1,100,000.00. On February 21, 2023 the city approved the Redevelopment Plan, by Resolution #2023-04, for Missing Middle Housing at 2302 Lincoln Rd, Tax Lot 2, Heere & Theree Addition to the City of Bellevue, Sarpy County, Nebraska. The Redevelopment Plan proposes the construction of nine (9) over/under Duplex buildings.

FISCAL IMPACT:  BUDGETED FUNDS?:  GRANT/MATCHING FUNDS?:

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?:  COUNTER-PARTY:  INTERLOCAL AGREEMENT:

CONTRACT DESCRIPTION:

CONTRACT EFFECTIVE DATE:  CONTRACT TERM:  CONTRACT END DATE:

PROJECT NAME:

START DATE:  END DATE:  PAYMENT DATE:  INSURANCE REQUIRED:

CIP PROJECT NAME:  CIP PROJECT NUMBER:

STREET DISTRICT NAME (S):  STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRIBUTION CODE:  ACCOUNT NUMBER:

RECOMMENDATION:

Approval of the Redevelopment Agreement and Redevelopment Promissory Note, allowing up to \$1,100,000.00 plus accrued interest, to offset TIF eligible expenses, for Heere, Theree & Everywhere, LLC Redevelopment Project located at 2302 Lincoln Road, Tax Lot 2, Heere & Theree Addition to the City of Bellevue, Sarpy County, Nebraska and authorize the Mayor to sign

ATTACHMENTS:

1. <input type="text" value="Redevelopment Agreement"/>	2. <input type="text" value="Redevelopment Promissory Note"/>	3. <input type="text"/>
4. <input type="text"/>	5. <input type="text"/>	6. <input type="text"/>

SIGNATURES:

LEGAL APPROVAL AS TO FORM: \_\_\_\_\_

FINANCE APPROVAL AS TO FORM: \_\_\_\_\_

ADMINISTRATOR APPROVAL AS TO FORM: \_\_\_\_\_

*James Brubaker*  
\_\_\_\_\_  
*[Signature]*  
\_\_\_\_\_  
*[Signature]*  
\_\_\_\_\_

## REDEVELOPMENT AGREEMENT

THIS AGREEMENT is entered into by and between the City of Bellevue, Nebraska, a Nebraska Municipal Corporation (the "City"), and Heere, Theere & Everywhere, LLC ("Owner").

### RECITALS:

WHEREAS, on February 21, 2023, by Resolution No. 2023-04, the City Council of the City of Bellevue approved the Redevelopment Plan for Missing Middle Housing at 2302 Lincoln Road, Lot 2, Heere and Theere Addition, an addition to the City of Bellevue, Sarpy County, Nebraska (the "Redevelopment Plan"), which Redevelopment Plan proposes the construction of nine (9) over/under Duplex buildings, consisting of eighteen (18) two-bedroom/two bath units around a central courtyard, three (3) Carriage House buildings consisting of five (5) one-bedroom units and fifteen (15) garages with an emphasis on revitalizing Lincoln Road which serves as a gateway to both Old Towne Bellevue and Offutt's Strategic Air Command Base, all as shown on the site plan attached hereto as Exhibit "A", which is attached hereto and made a part hereof (the "Site Plan"); and,

WHEREAS, the Redevelopment Plan recommends allowing up to \$1,100,000.00, plus accrued interest, to offset TIF eligible expenses, as allowed by the Community Redevelopment Law, for acquisition, demolition, site preparation, public improvements, architectural and engineering fees and any public improvements, as required, for a project with total projected valuation of \$6,250,000 for real estate tax purposes; and,

WHEREAS, this Agreement is a redevelopment agreement prepared pursuant to the Nebraska Community Development Law in order to implement the above-referenced Redevelopment Plan, and contemplates the use of the excess ad valorem taxes generated by such development.

IN CONSIDERATION OF THESE MUTUAL COVENANTS, THE PARTIES AGREE AS FOLLOWS:

### SECTION 1. DEFINITIONS

The following terms, whether plural or singular, shall have the following meanings for purposes of this Agreement.

- 1.1 "Base Year" and "Base Year Valuation" shall mean the year prior to the calendar year that the division of the property tax levied on the Redevelopment Site is to become effective. It is established by the Notice to Divide Tax for Community Redevelopment Project ("Notice to Divide") form prepared by the City of Bellevue, which establishes the valuation for the base amount and the calendar year that division of real property tax levied is to become effective. For purposes of this Agreement, the parties agree the Base Year and associated Base Year Valuation shall be established on January 1, 2024.

- 1.2 “City” shall mean the City of Bellevue, Nebraska, a Municipal Corporation of the metropolitan class or such successor entity lawfully established pursuant to the applicable provision of the Nebraska Community Development Law.
- 1.3 “Community Redevelopment Law” shall mean the Community Redevelopment Law of the State of Nebraska (Chapter 18, Article 21, Sections 18-2101, et. seq.), as supplemented by and including Sections 18-2147 to 18-2153, Reissue Revised Statutes of Nebraska, 1943, as amended.
- 1.4 “Director” shall mean the Director of the City of Bellevue Planning Department.
- 1.5 “Division Date” shall mean the agreed upon date after which any ad valorem real estate taxes levied upon the Redevelopment Site shall be divided by the Sarpy County Assessor pursuant to the Community Redevelopment Law and the Notice to Divide. For purposes of this Agreement, the parties agree the Division Date shall be January 1, 2025.
- 1.6 “Excess ad valorem Taxes” shall mean any ad valorem real estate tax levied upon and generated by the real property in the Redevelopment Site after the Division Date (at the rate fixed each year by or for each of the hereinafter defined public bodies) by or for the benefit of the State of Nebraska, the City, and any board, commission, authority, district or any other political subdivision or public body of the State of Nebraska (collectively “public bodies”) in excess of any ad valorem real estate tax generated by the levy on the Base Year Valuation.
- 1.7 “Owner” shall mean Heere, There & Everywhere, LLC.
- 1.8 “Redevelopment Project” shall mean the Missing Middle Housing project at 2302 Lincoln Road, Lot 2, Heer and There Addition, an addition to the City of Bellevue, Sarpy County, Nebraska proposing the construction of nine (9) over/under Duplex buildings, consisting of eighteen (18) two-bedroom/two bath units around a central courtyard, three (3) Carriage House buildings consisting of five (5) one-bedroom units and fifteen (15) garages with an emphasis on revitalizing Lincoln Road which serves as a gateway to both Old Towne Bellevue and Offutt’s Strategic Air Command Base, all as shown on the site plan attached hereto as Exhibit “A” and incorporated herein.
- 1.9 “Redevelopment Promissory Note” or “Note” shall mean any obligation issued by the City in the form of Exhibit “B” attached hereto and incorporated herein by reference, which shall be in the principal amount set forth in such Exhibit (“Redevelopment Loan Proceeds”) and which shall be repaid from and secured by the Excess ad valorem Taxes generated by the real property within the Redevelopment Site.
- 1.10 “Redevelopment Plan” shall mean the Redevelopment Plan for the Missing Middle Housing project at 2302 Lincoln Road approved by the City Council of the City of Bellevue on February 21, 2023, by Resolution No. 2023-04.

- 1.11 "Redevelopment Site" shall mean the real property legally described on Exhibit "C", attached hereto and incorporated herein, and all adjacent public right-of-ways.

## SECTION 2. OBLIGATIONS OF THE CITY

The City shall:

- 2.1 execute and deliver to the Owner at closing the Redevelopment Promissory Note in substantially the same form as that which is attached hereto as Exhibit "B".
- 2.2 grant Redevelopment Loan Proceeds for TIF eligible expenses, including any public improvements, to the Owner in an amount not to exceed \$1,100,000.00, plus accrued interest at the rate of 6.75% per annum.
- 2.3 establish a special fund, as required under Section 18-2147(b) of the Nebraska Revised Statutes, for the Excess ad valorem Taxes, if any, generated by the Redevelopment Project and the Redevelopment Site, which shall be allocated to and, when collected, paid into this special fund, and shall be used for no other purpose than to pay debt retirement principal and interest as required by the Redevelopment Promissory Note. Interest on monies in the special fund shall accrue first to debt retirement interest and then to principal.
- 2.4 ensure that prior to expenditure or disbursement of Redevelopment Loan Proceeds, the following shall be obtained, to wit:
  - 2.4.1 Owner shall provide the Director with evidence, acceptable to the Director, in their sole discretion, that sufficient private funds have been committed to complete the Redevelopment Project.
  - 2.4.2 Owner shall provide evidence of, and maintain, adequate performance and labor materials bonds during the period of construction of the project. The City shall be specified as a co-obligee.
- 2.5 make payments, as required by this Redevelopment Agreement and the Redevelopment Promissory Note, of the Excess ad valorem Taxes held in the special fund called for in Section 2.3 above. All Excess ad valorem Taxes shall be allocated, and when collected, paid into the special fund for a period not to exceed fifteen (15) calendar years after the Division Date. Under no circumstance shall the Owner receive payments from the special fund for more than fifteen (15) years of Excess ad valorem Taxes (i.e. thirty (30) semi-annual installments) after the Division Date or after such time as the Redevelopment Promissory Note has been paid in full.

**The City and Owner acknowledge and agree that the Owner shall receive the benefit of the Redevelopment Loan Proceeds, as limited to eligible expenses allowed by the Community Redevelopment Law, with the understanding that the Excess ad valorem Taxes and resulting Redevelopment Loan Proceeds may not be available for each and every installment or may not be sufficient to fully amortize the Redevelopment Promissory Note issued by the City.**

- 2.6 grant the entire amount of the Redevelopment Loan proceeds to the Owner for costs of improving and redeveloping the Redevelopment Site, as allowed by law, including, but not limited to, those estimated eligible costs set forth on Exhibit "D", attached hereto, within the Redevelopment Area. Expenses identified on Exhibit "D" are a reasonably accurate estimate of the eligible expenses for the Redevelopment Project.
- 2.7 Execute such documents as may be reasonably necessary to effectuate the City's obligations under this Agreement.

### SECTION 3. OBLIGATIONS OF THE OWNER

The Owner shall:

- 3.1 complete the Redevelopment Project on or before December 31, 2026. In the event the Redevelopment Project cannot be completed on or before December 31, 2026, the Owner may submit a request, in writing, or an extension of the completion date. The request must be submitted no less than three (3) months prior to the completion date set forth herein. The request may be acknowledged and approved by the Planning Director.
- 3.2 cause all real estate taxes and assessments levied on the Redevelopment Site and Redevelopment Project to be paid prior to the time such become delinquent.
- 3.3 loan redevelopment funds to the City in the principal amount of \$1,100,000.00, plus accrued interest, as set forth in Section 2.2, which, when combined with other private funds available, will be sufficient to construct the Redevelopment Project. Execution and delivery of the Redevelopment Promissory Note shall be at closing, which shall be as soon as reasonably possible after execution of this Agreement but not more than 60 days thereafter. At closing, the loan to be accomplished by this Section and the obligation of the City to use the Redevelopment Loan Proceeds for redevelopment purposes under Section 2.2 may be accomplished by offset so that the Owner retains the Redevelopment Loan Proceeds. If the City so requests, the Owner shall, from time-to-time, furnish the City with satisfactory evidence as to the use and application of the Redevelopment Loan Proceeds.
  - 3.3.1 Such loan funds shall be disbursed as provided in Section 2.
  - 3.3.2 Such loan shall bear a 6.75% interest rate.
  - 3.3.3 The principal shall be repaid by the City from the special fund established pursuant to Section 2.3 to collect and hold Excess ad valorem Taxes, pursuant to the Redevelopment Plan and Section 18-2147 of the Nebraska Revised Statutes, as they become collected in such fund and available to the City for such use. To the extent such excess ad valorem taxes are insufficient or unavailable to the City, the loan shall be forgiven and the obligations of the Owner shall remain unaffected.
- 3.4 provide the City with quarterly progress reports during the construction of the Redevelopment Project and allow the City reasonable access, upon written

request to Owner, to any relevant financial records pertaining to the Redevelopment Project.

3.5 retain copies of all supporting documents (as defined under Section 18-2119(4) of the Nebraska Revised Statutes) that are received or generated by the Owner in relation to the Redevelopment Project or Redevelopment Plan, until the expiration of three (3) years following the end of the last fiscal year in which Excess ad valorem Taxes are divided in relation to the Redevelopment Project and provide such copies to the City upon written request of the Director.

3.6 during the period that the Redevelopment Promissory Note is outstanding:

3.6.1 not protest for a reduction in the real estate improvement valuation on the Redevelopment Site certified as of January 1, 2024 (Base Year) or less prior to and during construction; and not protest for a reduction in the real estate improvement base valuation on the Redevelopment Site certified as of January 1, 2024 (Base Year) **plus \$6,250,000 (excess valuation) or less** after substantial completion or occupancy of the Redevelopment Project. **The covenant agreed to herein is for the benefit of, and binding upon, both the City and the Owner and any successors and assigns, but all parties acknowledge that the excess valuation agreed to herein is not binding on the Sarpy County Assessor and that any partial or full valuation designated by the Sarpy County Assessor may not be an amount sufficient to produce Excess ad valorem Taxes necessary on an annual basis to amortize the Redevelopment Promissory Note;**

3.6.2 not convey the Redevelopment Site or structures thereon to any entity which would be exempt from the payment of real estate taxes, not apply for exemption of real estate taxes from the county or the state, or cause the nonpayment of such real estate taxes; if the county and/or state award the exemption of real estate taxes, this Redevelopment Agreement and its associated Redevelopment Promissory Note will be rendered void and cancelled;

3.6.3 not apply to the Sarpy County Assessor for the structures, or any portion thereof, to be taxed separately from the underlying real property encompassed within the Redevelopment Site;

3.6.4 maintain insurance for ninety percent (90%) of the full value of the structures on the Redevelopment Site;

3.6.5 in the event of casualty, apply such insurance proceeds to the reconstruction of the Redevelopment Project, to the extent permitted by Owner's mortgage lender, and

3.6.6 cause all real estate taxes and assessments levied on the Redevelopment Site to be paid *prior to* the time such become delinquent. The Owner acknowledges and agrees that any portion of the Excess ad valorem Taxes levied in the fifteenth year under this Redevelopment Agreement that become delinquent shall be forfeited and returned to the appropriate public bodies.

In the event the Owner violates or breaches any of the agreements, representations or covenants in this section, the Owner may be required by the City to surrender any remaining amount outstanding of the Redevelopment Promissory Note, after reasonable notice and opportunity to cure. Each of the foregoing covenants shall be referenced in a Notice of Redevelopment Agreement to be recorded by the Owner with the Sarpy County, Nebraska Register of Deeds within sixty (60) days of the execution of this Redevelopment Agreement. The Owner shall include the same covenants and restrictions agreed to above in any conveyance of the Redevelopment Site, or any portion thereof, including but not limited to, any sale, assignment, sale-leaseback or other such transfer of the property, but shall not be responsible otherwise for the actions of the third parties if these covenants are breached by such third parties if the Owner no longer owns the Redevelopment Site.

- 3.7 shall provide the City of Bellevue Finance Department with an executed copy of the Redevelopment Promissory Note prior to disbursement of any proceeds for repayment of such Note pursuant to Section 2.5, so that such payment can be noted on the Note and the Note returned to Owner.
- 3.8 acquiesce to any and all requests deemed necessary by the City related to compliance with the applicable Nebraska Revised Statutes.
- 3.9 the Owner shall provide the City with a penal bond as may be required by Section 18-2151 of the Community Redevelopment Law. A reasonably sufficient payment and performance bond from the Owner's general contractor or contractors will satisfy this requirement.
- 3.10 install and construct all of the public infrastructure improvements related to the Redevelopment Project approved by the City Council of the City of Bellevue on February 21, 2023, by Resolution No. 2023-04, in coordination with the Owner's development team, the City of Bellevue Planning Department, and the City of Bellevue Public Works Department as referenced in the Redevelopment Plan, and as subsequently modified to comply with City of Bellevue requirements.
- 3.11 inform the City, in writing, of any conveyance of the entire Redevelopment Project or Redevelopment Site, which shall include the name and address of the purchaser and contact information for the purchaser's authorized representative.

#### SECTION 4. PROVISIONS OF THE AGREEMENT

- 4.1 Non-discrimination. The Owner shall not, in the performance of this Agreement, discriminate or permit discrimination in violation of federal or state laws or local ordinances because of race, color, sex, age, political or religious opinions, affiliations or national origin.
- 4.2 Captions. Captions used in this Agreement are for convenience and are not used in the construction of this Agreement.

- 4.3 Applicable Law. Parties to this Agreement shall conform with all existing and applicable city ordinances, resolutions, state laws, federal laws, and all existing and applicable rules and regulations. Nebraska law will govern the terms and the performance under this Agreement.
- 4.4 Interest to the City. No elected official or any officer or employee of the City of Bellevue shall have a financial interest, direct or indirect, in any City of Bellevue Agreement. Any violation of this section with the knowledge of the person or corporation contracting with the City of Bellevue shall render the Agreement voidable by the Mayor or Council.
- 4.5 Merger. This Agreement shall not be merged into any other oral or written Agreement, lease or deed of any type.
- 4.6 Administrative Amendments. The parties hereto recognize that certain administrative amendments may need to be made to this Agreement in order to carry out the intent of this Agreement and the Redevelopment Plan. The parties hereto recognize that any such minor amendments to this Agreement negotiated and executed by the parties' respective representatives, other than those defined in §18-2117 of the Community Redevelopment Law, shall be considered and treated as administrative in nature and not as a legislative amendment to this Agreement or the Redevelopment Plan. However, amendments of the following types shall be referred to the City Council for approval:
- (1) Those that materially alter or reduce existing areas or structures otherwise available for public use or access;
  - (2) Those that require the expenditure of \$75,000.00 or more of City funds above the levels contained in this Agreement;
  - (3) Those that increase City loans, bonded indebtedness, deferred payments of any types, or other financial obligations above the levels contained in this Agreement; and
  - (4) Those otherwise considered major or material in the reasonable discretion of the City.
- 4.7 Modification. This Agreement contains the entire agreement of the parties. No representations were made or relied upon by either party other than those that are expressly set forth herein. No agent, employee or other representative of either party is empowered to alter any of the terms herein unless done in writing and signed by an authorized officer of the respective parties.
- 4.8 Assignment. The Owner may not assign its rights under this Agreement without the express prior written consent of the City; such consent not to be unreasonably withheld. The Mayor may, without City Council approval, approve, in writing, the assignment of all rights hereunder to a successor entity owned by, or under common control with Owner.

- 4.9 Strict Compliance. All provisions of this Agreement and each and every document that shall be attached shall be strictly complied with as written, and no substitution or change shall be made except upon written direction from authorized representatives of the parties.
- 4.10 Binding Effect. This Agreement shall be binding upon the Owner's successors and assigns, and shall run with the land described in Exhibit "C", attached hereto, to the benefit of the City of Bellevue.

**SECTION 5. AUTHORIZED REPRESENTATIVE**

In further consideration of the mutual covenants herein contained, the parties hereto expressly agree that for the purposes of notice, including legal service of process, during the term of this Agreement and for the period of any applicable statute of limitations thereafter, the following named individuals shall be the authorized representatives of the parties:

- (1) City of Bellevue:  
Tammi Palm, Planning Director  
City Planning Department  
1510 Wall Street  
Bellevue, NE 68005
- Legal Service, c/o City Clerk  
1510 Wall Street  
Bellevue, NE 68005
- (2) Owner:  
Heere, Theere & Everywhere, LLC  
5920 S 118<sup>th</sup> Circle  
Omaha, NE 68137
- Fullenkamp, Jobeun, Johnson & Beller, LLP  
Attn: Brent Beller  
11440 W Center Road, Suite C  
Omaha, NE 68144

Either party may designate additional representatives or substitute representatives by giving written notice thereof to the designated representative of the other party.

Executed this \_\_\_\_ day of \_\_\_\_\_, 2024.

ATTEST:

CITY OF BELLEVUE, NEBRASKA:

\_\_\_\_\_  
CITY CLERK OF THE CITY OF BELLEVUE

\_\_\_\_\_  
MAYOR OF THE CITY OF BELLEVUE

APPROVED AS TO FORM:

\_\_\_\_\_  
CITY ATTORNEY

Executed this \_\_\_\_ day of \_\_\_\_\_, 2024.

OWNER:

Heere, Theere & Everywhere , LLC, a Nebraska limited liability company,

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

STATE OF NEBRASKA    )  
  )ss.  
COUNTY OF SARPY     )

\_\_\_\_\_ acknowledged the foregoing Redevelopment Agreement before me this \_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
Notary Public, State of Nebraska

**EXHIBIT "A"**  
**SITE PLAN**

**SITE PLAN CONSTRUCTION NOTES**

- EXISTING FEATURES, PROTECT THE FOLLOWING:
  - PAVEMENTS TO REMAIN.
  - ACCESS EASEMENT, COORDINATE ACCESS WITH PROPERTY TO THE NORTH.
- PAVEMENTS, PROVIDE THE FOLLOWING:
  - PCC DRIVES AND PARKING, 6" DEPTH PAVEMENT.
  - PCC SIDEWALKS, 4" DEPTH.
  - 6-INCH STANDARD CURB, SEE DETAIL.
  - TAPER TO NO CURB, 1' DISTANCE.
  - THICKENED EDGE, SEE DETAIL.
  - ROW PCC DRIVE, 7" DEPTH PAVEMENT.
- PAVEMENT MARKINGS, PROVIDE THE FOLLOWING:
  - 4" WIDE YELLOW PAINTED PARKING STALL LINES.
  - PAINTED STATE OF NEBRASKA APPROVED ACCESSIBLE PARKING SYMBOL.
  - ACCESSIBLE AISLE, 45 DEGREE YELLOW STRIPING AT 3' ON CENTER.
  - PROVIDE VAN ACCESSIBLE PARKING SIGNAGE PER ADAAG REQUIREMENTS.
- SITE AMENITIES, SEE ARCHITECTURAL OR MEP PLANS FOR DETAIL.
  - TRASH ENCLOSURE.
  - HEAT PUMP CONCRETE PAD.
  - TRANSFORMER CONCRETE PAD.
- RETAINING WALLS, TO BE DESIGNED BY OTHERS. SEE WALL ELEVATIONS ON GRADING SHEET. WHERE RETAINING WALL EXCEEDS 3 FEET IN HEIGHT, FENCING WILL BE NEEDED ON THE HIGH SIDE OF THE WALL.

**SETBACKS**

FRONT YARD 20'  
 REAR YARD 15'  
 SIDE YARD 8'





**ZONING**

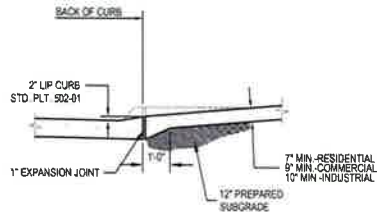
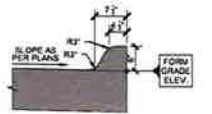
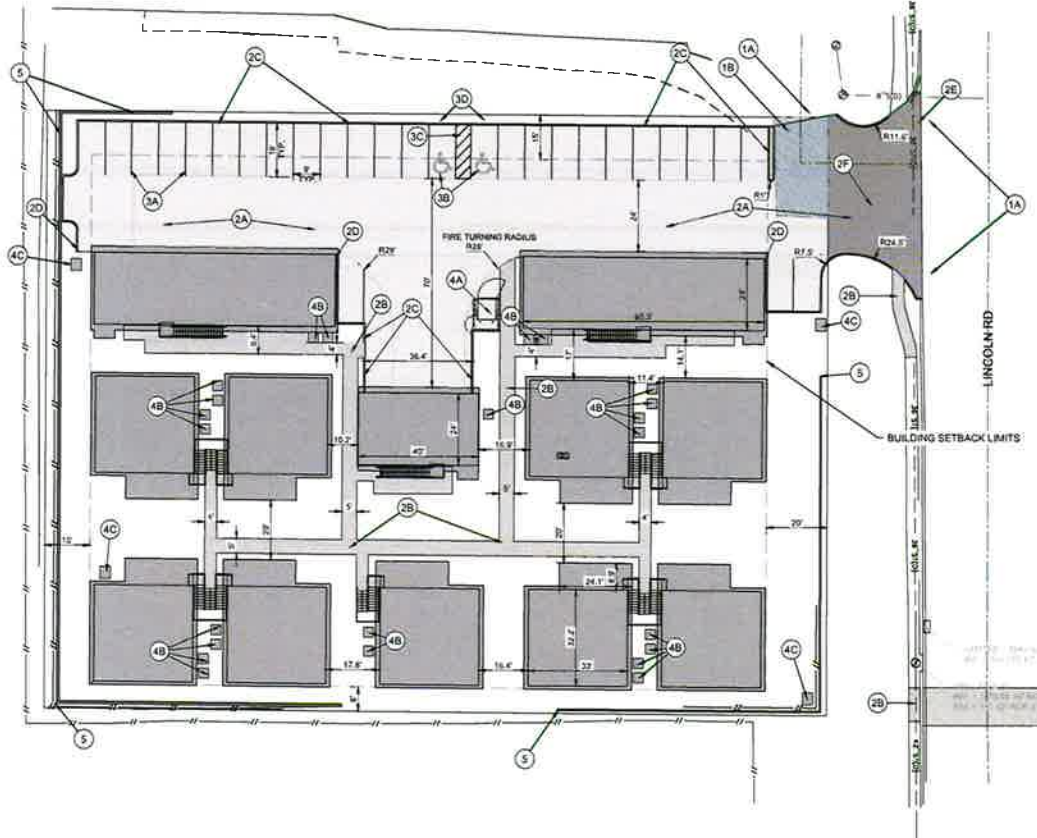
BGM

**PARKING STALLS PROVIDED**

41 STALLS  
 2 ADA STALLS  
 43 TOTAL STALLS

**HATCHING LEGEND**

-  PROPOSED 6" PCC PAVEMENT
-  PROPOSED 4" PCC SIDEWALK
-  PROPOSED BUILDING BY OTHERS
-  PROPOSED 7" PCC PAVEMENT



**2-INCH STANDARD DRIVEWAY LIP CURB  
 W/ THICKENED EDGE**  
 NO SCALE

DATE	BY
REVISION	
Checked By: EAT	Issue: 1" = 20'
Drawn By: EAT	Scale: 1/8" = 1" (AS BUILT)
Date: 8/1/2024	
Project No: 124.0635.10	Sheet CD04

**BELLEVUE, NEBRASKA**  
 1180 NICHOLAS STREET  
 SUITE 1100A00A, NEBRASKA 68104  
 402.524.1231 www.snyder-associates.com

**23 FLATS**  
**SITE PLAN**  
**SNYDER & ASSOCIATES, INC.**



Project No 124.0635.10  
 Sheet CD04

**EXHIBIT "B"**

**THIS BOND HAS NOT BEEN REGISTERED UNDER THE SECURITIES ACT OF 1933 (THE "33 ACT") AND MAY NOT BE TRANSFERRED, ASSIGNED, SOLD OR HYPOTHECATED UNLESS A REGISTRATION STATEMENT UNDER THE '33 ACT SHALL BE IN EFFECT WITH RESPECT THERETO AND THERE SHALL HAVE BEEN COMPLIANCE WITH THE '33 ACT AND ALL APPLICABLE RULES AND REGULATIONS THEREUNDER, OR THERE SHALL HAVE BEEN DELIVERED TO THE CITY OF BELLEVUE PRIOR TO TRANSFER, ASSIGNMENT, SALE OR HYPOTHECATION AN OPINION OF COUNSEL, SATISFACTORY TO THE CITY OF BELLEVUE TO THE EFFECT THAT REGISTRATION UNDER THE '33 ACT IS NOT REQUIRED.**

**REDEVELOPMENT PROMISSORY NOTE**

\$1,100,000.00 \_\_\_\_\_, 2026

FOR VALUE RECEIVED, the undersigned Borrower promises to pay to Heere, There & Everywhere, LLC, whose address is 5920 S 118<sup>th</sup> Circle, Omaha, NE 68137, and/or its assigns ("Holder"), the principal sum of One Million One Hundred Thousand and No/100th (\$1,100,000.00) Dollars, together with interest thereon at the rate of Six and 75/100ths percent (6.75%) per annum from the date of the execution of this Note until paid in full. The principal balance and interest thereon shall be due and payable to the holder of said Redevelopment Promissory Note as and at such time as any excess ad valorem taxes generated by the Redevelopment Project as set forth in that certain Redevelopment Agreement dated \_\_\_\_\_, 2024, by and between the Borrower and Holder (as revised, the "Redevelopment Agreement") are collected by the City of Bellevue, Nebraska, and available for the retirement of this debt. All payments shall be applied first to interest and then to the principal sum of this Note.

In the event of default under said Redevelopment Promissory Note, all sums secured by this Note or any other agreement securing this Note shall bear interest at a rate equal to six percent (6.00%) above the national prime rate as published by the *Wallstreet Journal*; however, in the event said interest rate exceeds the maximum rate allowable by law then such rate of interest shall equal the highest legal rate available.

Borrower may prepay the principal amount outstanding in whole or in part, without the prior consent of the Holder.

In the event the monies collected and held in that special fund established under Section 18-2147 of the Nebraska Revised Statutes and pursuant to the Redevelopment Agreement are insufficient to pay in full all amounts due and owing at a date fifteen (15) years from January 1, 2025, and all excess ad valorem taxes generated by the Redevelopment Project, as set forth in the Redevelopment Agreement, have been collected by the City of Bellevue, Nebraska, and have been paid, immediately upon being available, towards the retirement of the amounts due hereunder, then, at said date fifteen (15) years from January 1, 2025, the Holder shall waive any unpaid portion of the principal and interest due upon written request of the City of Bellevue, Nebraska.

In the event this Note is referred to an attorney for collection the Holder shall be entitled to reasonable attorney fees allowable by law and all court costs and other expenses incurred in connection with such collection.

The Borrower shall be in default in the event the Borrower shall fail to pay, when due, any amount required hereunder.

Unless prohibited by law, the Holder may, at its option, declare the entire unpaid balance of principal and interest immediately due and payable without notice or demand at any time after default, as such term is defined in the Redevelopment Agreement.

Holder may at any time before or after default, exercise its right to set off all or any portion of the indebtedness evidenced hereby against any liability or indebtedness of the Holder to the Borrower without prior notice to the Borrower.

Demand, presentment, protest and notice of nonpayment under this Note are hereby waived.

No delay or omission on the part of the Holder in exercising any remedy, right or option under this Note shall operate as a waiver of such remedy, right or option. In any event, a waiver on any one occasion shall not be construed as a waiver or bar to any such remedy, right or option on a future occasion.

Any notice provided for in this Note to the Borrower or the Holder shall be in writing and shall be given by regular mail to the Holder or Borrower, or at such other address as either party may designate by notice in writing.

This Note shall be governed by and construed in accordance with the laws of the State of Nebraska. All payments hereunder shall be payable in lawful money of the United States of America and shall be legal tender for public and private debts at the time of payment.

**CITY OF BELLEVUE, NEBRASKA, a  
Municipal Corporation**

By: \_\_\_\_\_  
Mayor of the City of Bellevue

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
City Clerk of the City of Bellevue

\_\_\_\_\_  
City Attorney

**EXHIBIT "C"**  
**REDEVELOPMENT SITE**

Lot 2, Heer and Theer Addition, an addition in the City of Bellevue, Sarpy County, Nebraska.

Parcel Number: 011615524

**EXHIBIT "D"**  
**TIF ELIGIBLE EXPENSES**

<b>Item</b>	<b>Cost</b>
Acquisition Cost	\$100,000
Architectural	\$315,000
Demolition	\$100,000
Engineering	\$35,000
Sidewalks/Streetscape	\$200,000
Grading/Landscaping	\$100,000
Sewer and Water	\$250,000
<b>TOTAL</b>	<b>\$1,100,000.00</b>

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

16b.  
11/19/2024

COUNCIL MEETING DATE: 8/20/2024		SUBMITTED BY: David Goedeken - Public Works Director	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input type="checkbox"/>	PUBLIC HEARING <input type="checkbox"/>	
RESOLUTION <input type="checkbox"/>	CURRENT BUSINESS <input checked="" type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

250108 PK25(3) Everett Park Pickleball Courts and Parking Lot

SYNOPSIS/BACKGROUND:

HGM Associates submitted a design engineering proposal in the total amount of \$27,700 for Everett Park to design 4-pickleball courts and 4-stall parking lot to be located north of Englewood Dr and east of Betz Rd. This amount includes geotechnical soils investigation and reporting.

FISCAL IMPACT:: \$27,700 BUDGETED FUNDS?: Yes GRANT/MATCHING FUNDS?: NO

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?: Yes COUNTER-PARTY: HGM Associates INTERLOCAL AGREEMENT: No

CONTRACT DESCRIPTION: HGM Associates design engineering for Everett Park pickleball courts and parking lot

CONTRACT EFFECTIVE DATE: CONTRACT TERM: CONTRACT END DATE:

PROJECT NAME: Everett Park Pickleball Courts and Parking Lot

START DATE: END DATE: PAYMENT DATE: INSURANCE REQUIRED:

CIP PROJECT NAME: Everett Park Pickleball Courts and Parking Lot CIP PROJECT NUMBER: PK25(3)

STREET DISTRICT NAME (S): STREET DISTRICT NUMBER (S):

ACCOUNTING DISTRIBUTION CODE: 11 ACCOUNT NUMBER: 7040

RECOMMENDATION:

City Council to approve and authorize the Mayor to sign the agreement between the City of Bellevue and HGM Associates in the amount of \$27,700 for design engineering for the Everett Park pickleball court and parking lot

ATTACHMENTS:

1. Agreement	2.	3.
4.	5.	6.

SIGNATURES:

LEGAL APPROVAL AS TO FORM:

FINANCE APPROVAL AS TO FORM:

ADMINISTRATOR APPROVAL AS TO FORM:

*David Goedeken*  
*[Signature]*  
*[Signature]*



October 17, 2024

**John Krager, PE**  
**City of Bellevue, Public Works Dept**  
1510 Wall Street  
Bellevue, NE 68005Address

Subject: Everett Park Pickleball and Parking Improvements-Revised  
Bellevue, Nebraska  
HGM Proposal No. 0000724-165R

Dear John:

On behalf of HGM ASSOCIATES INC. (HGM) we are pleased to submit this letter form agreement for landscape architectural and civil engineering services for the referenced project. This agreement consists of this letter, the attached Scope of Services (labeled Exhibit A), the attached General Provisions (labeled Exhibit B), and the Geotechnical Proposal (labeled Exhibit C).

HGM will provide Basic Services including Surveying, Preliminary Design, and Final Construction Documents. These services are more specifically defined in the attached Scope of Services, Exhibit A. We will also provide Additional Services upon your request and receipt of your written authorization.

HGM will provide these Basic services for a for a lump sum amount of \$23,700. Additional Services will be charged on an hourly basis in accordance with our standard hourly rate schedule.

Any reimbursable expenses and the use of outside testing laboratories will be charged on the basis of actual cost, invoiced to HGM. Geotechnical report expenses are estimated to be \$4,000. A copy of the Theile Geotech Inc. proposal is attached (see Exhibit C). All reimbursable expenses are in addition to the cost for Basic Services defined above.

We will bill you monthly for our services and reimbursable expenses proportionate to the work completed on the project. All fees are due and payable to HGM within 90 days of the invoice date. A service charge of one and one-half percent per month will be added to any amounts outstanding after 30 days.

We anticipate that we will be able to begin work on this project within (5) five calendar days of receiving your authorization to proceed in the form of your acceptance of this agreement. We estimate that all work can be completed on the construction documents within 75 days, assuming a quick authorization to proceed. If at any time we are delayed in the performance of these services, we will notify you immediately.

**John Krager, PE**  
**City of Bellevue, Public Works Dept**  
October 17, 2024

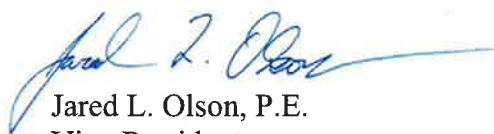
Please note that any information to be provided by you as defined under Client's Responsibilities in the attached Scope of Services will need to be furnished to HGM prior to our beginning work.

**Please indicate your acceptance of this agreement by signing where indicated below and returning one original signed copy to this office OR you may then scan a complete set of this document and email or fax it in its entirety to HGM. We sincerely appreciate the opportunity to work with you.**

Yours very truly,  
HGM ASSOCIATES INC. – CONSULTANT



Todd Maiellaro, ASLA  
Landscape Architect



Jared L. Olson, P.E.  
Vice-President

Acceptance of Proposal:

CITY OF BELLEVUE, PUBLIC WORKS DEPT - CLIENT

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Printed Name & Title

\_\_\_\_\_  
Date of Acceptance

## SCOPE OF SERVICES

## EXHIBIT A

This is an exhibit attached to and made part of the letter agreement dated October 17, 2024, between: CITY OF BELLEVUE, PUBLIC WORKS DEPT (CLIENT) and HGM ASSOCIATES INC. (CONSULTANT).

Project Description: Everett Park Pickleball and Parking Improvements-Revised

The Basic Services to be provided by the CONSULTANT under this agreement, were discussed during phone conversations on October 9, 2024, and are further described as follows:

**I. SURVEYING**

- A. One Call Utility Locates will be called.
- B. A topographic survey will be performed in the area for the proposed park and adjacent areas.
- C. Download field survey into AutoCAD to produce the topographic survey of the site.

**Deliverables:**

- Topographic Survey of Site.

**II. PRELIMINARY DESIGN**

- A. HGM will develop a preliminary site layout plan for the addition of four new pickleball courts and four parking stalls off Englewood Drive, as discussed during the phone conversation on October 9th, 2024.
- B. HGM will develop an Opinion of Probable Construction Cost (OPC).
- C. A Preliminary Design Review Meeting will be held to review the Preliminary Design and the Opinion of Probable Construction Cost.

**Deliverables:**

- Preliminary Site Plan.
- Preliminary Opinion of Probable Construction Cost.

**III. DRAFT – 90% CONSTRUCTION DOCUMENTS**

- A. Upon approval of the Preliminary Design, HGM will develop a Draft Final set of Construction Documents based on comments received from the staff at the Preliminary Design Review meeting. The Draft Final Plans will include an almost complete layout, grading, and details set of Plans for final review.
- B. Develop Draft-Final project specifications, including coordinating with the Client for bidding information and process.
- C. Update the Opinion of Probable Cost for the project.
- D. A final review meeting with the Client will be held to review the plans and specifications prior to going out to bid. Any final changes will be made before turning the plans and specifications over to the Client for bidding.

**Deliverables:**

- Draft-Final Construction Documents including specifications for final review with the Client prior to Finalizing and preparing to send out to bid.
- Draft-Final Opinion of Probable Construction Cost for the Project.

IV. FINAL CONSTRUCTION DOCUMENT SET

- A. Incorporate any final comments received at the last review meeting into the Final set of Construction Documents prior to going to bid.
- B. Final Construction Documents shall be stamped by licensed Engineer and Landscape Architect, as necessary.
- C. Finalize specifications for all products and materials included in the Project.
- D. Coordinate bidding document information with the Client's process.

**Deliverables:**

- Final Construction Documents stamped by licensed Engineer and/or Landscape Architect.
- Final Specifications for all products and materials included in the Project, prepared for Client to send out to bid.

ITEMS NOT INCLUDED IN THIS PROPOSAL:

The following items are **not** included in this proposal but can be added as an Additional Service with an Amendment to this agreement.

- A. Bidding or negotiation services.
- B. Construction administration services.
- C. Grant writing assistance.
- D. Structural or Electrical engineering services.
- E. Other services not specifically mentioned in Exhibit A.

CLIENT'S RESPONSIBILITIES:

In order for the CONSULTANT to perform these services, the CLIENT agrees to furnish the following information:

- A. Access to site.
- B. Use of existing available drawings and record information, if available.
- C. Contact person to coordinate the design.

## GENERAL PROVISION

## EXHIBIT B

This is an exhibit attached to and made part of the letter agreement dated October 17, 2024, between: CITY OF BELLEVUE, PUBLIC WORKS DEPT (CLIENT) and HGM ASSOCIATES INC. (CONSULTANT). The General Provisions agreed to by CONSULTANT and CLIENT are as follows:

**Ownership of Instruments of Service:** All reports, plans, specifications, field data, field notes, laboratory test data, calculations, estimates, and other documents prepared by the CONSULTANT as instruments of service shall remain the property of the CONSULTANT. The CONSULTANT shall retain these records for a period of ten (10) years, during which period they will be made available to the CLIENT at all reasonable times. CONSULTANT will provide CLIENT with a paper copy of the plans, the specifications, and laboratory test reports for information and reference in connection with the project; however, such documents are not intended or represented to be suitable for reuse by CLIENT or others. Any such reuse will be at CLIENT'S sole risk and without liability or legal exposure to CONSULTANT or CONSULTANT'S subconsultants.

**CADD/Electronic Files:** In accepting, and utilizing any drawings, reports and data on any form of electronic media generated by the CONSULTANT, the CLIENT agrees that all such electronic files are instruments of service. The CLIENT agrees to waive all claims against the CONSULTANT resulting in any way from any unauthorized changes to, or reuse of, the electronic files for any projects by anyone other than the CONSULTANT. In the event of a conflict between printed hard copy documents signed and sealed by the CONSULTANT and electronic files, the hard copy documents shall govern.

**Termination or Suspension:** If the CLIENT fails to make payments to the CONSULTANT in accordance with this Agreement, such failure shall be considered substantial nonperformance and cause for termination or, at the CONSULTANT'S option, cause for suspension of performance of services under this Agreement. If the CONSULTANT elects to suspend services, the CONSULTANT shall give seven days' written notice to the CLIENT before suspending services. In the event of a suspension of services, the CONSULTANT shall have no liability to the CLIENT for delay or damage caused the CLIENT because of such suspension of services. Before resuming services, the CONSULTANT shall be paid all sums due prior to suspension and any expenses incurred in the interruption and resumption of the CONSULTANT'S services. The CONSULTANT'S fees for the remaining services and the time schedules shall be equitably adjusted.

If the CLIENT suspends the Project, the CONSULTANT shall be compensated for services performed prior to notice of such suspension. When the Project is resumed, the CONSULTANT shall be compensated for expenses incurred in the interruption and resumption of the CONSULTANT'S services. The CONSULTANT'S fees for the remaining services and the time schedules shall be equitably adjusted.

Either party may terminate this Agreement upon not less than seven days' written notice should the other party fail substantially to perform in accordance with the terms of this Agreement through no fault of the party initiating the termination.

In the event of termination not the fault of the CONSULTANT, the CONSULTANT shall be compensated for services performed prior to termination, together with Reimbursable Expenses then due and all Termination Expenses indicated in the next paragraph.

Termination Expenses are in addition to compensation for the CONSULTANT'S services and include expenses directly attributable to termination for which the CONSULTANT is not otherwise compensated.

The CLIENT'S rights to use the CONSULTANT'S Instruments of Service in the event of a termination of this Agreement are set forth in the Ownership of Instruments of Service clause above. If the CLIENT requests copies of the CONSULTANT'S Instruments of Service, the cost of the preparation of those copies shall be considered as a Termination Expense.

**Plan Revisions:** If, after any plans or specifications are completed on any portion thereof, and are approved by the CLIENT and other necessary agencies, the CONSULTANT is required to change plans and specifications because of changes made, authorized, or ordered by the CLIENT, then the CONSULTANT shall receive additional compensation for such changes. Fees for these changes will be computed on an hourly basis.

**Information Furnished by CLIENT:** CLIENT shall be responsible for, and CONSULTANT may rely upon, the accuracy and completeness of all requirements, programs, instructions, reports, data and other information furnished by CLIENT to CONSULTANT pursuant to this Agreement. CONSULTANT may use such requirements, programs, instructions, reports, data, and information in performing or furnishing services under this Agreement.

**Information Furnished by Utility Companies:** The utility locations shown on the CONSULTANT'S instruments of service are from locates or drawings provided to the CONSULTANT by the utility companies. The CONSULTANT makes no guarantee that the utilities shown on the CONSULTANT'S instruments of service comprise all such utilities in the area, either in service or abandoned. The CONSULTANT further does not warrant that the utilities shown on the instruments of service are in the exact location indicated.

**Successors and Assigns:** Both parties agree that, upon execution of this agreement, same shall be binding upon their/its successors, assigns, and legal representatives until terminated by the expiration of agreement or termination by written notice, as provided above.

**Limitation of Liability:** The CLIENT agrees that to the fullest extent permitted by law, the total liability, in the aggregate, of CONSULTANT, CONSULTANT'S officers, directors, partners, employees, agents, and subconsultants, to CLIENT, and anyone claiming by, through, or under CLIENT for any claims, losses, costs, or damages whatsoever arising out of, resulting from or in any way related to this Project or Agreement from any cause or causes, including but not limited to torts, negligence, professional errors or omissions, strict liability, breach of contract, or breach of warranty, shall not exceed the total compensation received by CONSULTANT or \$100,000 whichever is greater.

## GENERAL PROVISIONS

## EXHIBIT B

**Waiver of Consequential Damages:** Notwithstanding anything in this Agreement to the Contrary, it is agreed that CONSULTANT shall not be liable in any event for any special or consequential damages suffered by the CLIENT arising out of the services hereunder. Special or consequential damages as used herein shall include, but not limited to, loss of capital, loss of product, loss of use of any system, or other property, or any other indirect, special or consequential damage, whether arising in contract, tort (including negligence), warranty or strict liability.

**Opinion of Probable Construction Cost:** Opinions of probable construction costs and detailed cost estimates prepared by the CONSULTANT represent his/her best judgment as a design professional familiar with the construction industry. It is recognized, however, that the CONSULTANT has no control over the cost of labor, materials or equipment, over the Contractor's methods of determining bid prices or over competitive bidding or market conditions. Accordingly, the CONSULTANT makes no warranty, express or implied, that the bids or the negotiated cost of the work will not vary from the CONSULTANT's opinion of probable construction cost.

**Construction Phase Services:** (If included under the scope of this Agreement) The CONSULTANT shall provide administration of the Contract between the CLIENT and the Contractor as set forth below and in General Conditions of the Contract for Construction. The CONSULTANT's responsibility to provide Construction Phase Services commences with the award of the Contract for Construction and terminates on the date the CONSULTANT issues the Statement of Final Completion.

The CONSULTANT shall advise and consult with the CLIENT during the Construction Phase Services. The CONSULTANT shall have authority to act on behalf of the CLIENT only to the extent provided in this Agreement or the General Conditions of the Contract for Construction. The CONSULTANT shall not have control over, charge of, or responsibility for the construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the Work, nor shall the CONSULTANT be responsible for the Contractor's failure to perform the Work in accordance with the requirements of the Contract Documents. The CONSULTANT shall be responsible for the CONSULTANT's negligent acts or omissions, but shall not have control over or charge of, and shall not be responsible for, acts or omissions of the Contractor or of any other persons or entities performing portions of the Work.

The CONSULTANT shall visit the site at intervals appropriate to the stage of construction to become generally familiar with the progress and quality of the portion of the Work completed, and to determine, in general, if the Work observed is being performed in a manner indicating that the Work, when fully completed, will be in substantial compliance with the Contract Documents. However, the CONSULTANT shall not be required to make exhaustive or continuous on-site inspections to check the quality or quantity of the Work. On the basis of the site visits, the CONSULTANT shall keep the CLIENT reasonably informed about the progress and quality of the portion of the Work completed, and report to the CLIENT (1) known deviations from the Contract Documents and from the most recent construction schedule submitted by the Contractor, and (2) defects and deficiencies observed in the Work.

**Jobsite Safety:** That the General Contractor shall be solely responsible for jobsite safety, and that this intent shall be carried out in the CLIENT'S contract with the General Contractor, and that such contract shall indemnify the CONSULTANT. The CONSULTANT, and his agents, shall be named as an additional insured on the General Contractor's policies of general liability insurance.

**Construction Staking:** That the Fees the CONSULTANT receives for the task of construction staking are not commensurate with the potential risk. CLIENT, therefore, agrees to check or require General Contractor to check the location of all construction stakes placed by the CONSULTANT. CLIENT further agrees to limit liability of CONSULTANT for construction staking services such that the total liability of the CONSULTANT shall not exceed the CONSULTANT'S compensation received for the particular service, or \$5,000.00, whichever is greater.

**Hazardous Materials:** The CLIENT agrees that the CONSULTANT's scope of services does not include any services related to the presence of any asbestos, fungi, bacteria, mold or hazardous or toxic materials. Should it become known to the CONSULTANT that such materials may be present on or adjacent to the jobsite, the CONSULTANT may, without liability for any damages, suspend performance under this agreement, until CLIENT takes appropriate action to remove or abate said materials. The CLIENT further agrees, notwithstanding any other provision of this Agreement, to the fullest extent permitted by law, to indemnify and hold harmless the CONSULTANT, its officers, partners, employees and subconsultants (collectively, CONSULTANT) from and against any and all claims, suits, demands, liabilities, losses, damages or costs, including reasonable attorneys' fees and defense costs arising out of or in any way connected with the detection, presence, handling, removal, abatement, or disposal of any asbestos, fungi, bacteria, mold, hazardous or toxic substances, or products or materials that exist on, about or adjacent to the Project site, whether liability arises under breach of contract or warranty, tort, including negligence, strict liability or statutory liability or any other cause of action, except for the sole negligence or willful misconduct of the CONSULTANT.

**Mediation:** Any claims or disputes under this agreement shall be submitted to non-binding mediation.



13478 Chandler Road  
Omaha, Nebraska 68138-3716  
402.556.2171 Fax 402.556.7831  
www.thielegeotech.com

October 16, 2024

Todd Maiellaro, ASLA  
HGM Associates Inc.  
640 Fifth Avenue  
Council Bluffs, IA 51501

**RE: PROPOSAL FOR GEOTECHNICAL EXPLORATION  
EVERETT PARK PICKLEBALL COURTS  
BETZ ROAD AND ENGLEWOOD DRIVE, BELLEVUE, NEBRASKA**

Dear Mr. Maiellaro:

Enclosed is our proposal for geotechnical exploration related to the proposed pickleball courts project located in Everett Park near the intersection of Betz Road and Englewood Drive in Bellevue, Nebraska. The accompanying proposal describes our approach and proposed scope of services, the estimated cost of the study, and the contract terms.

Thiele Geotech is a service-oriented firm offering geotechnical, material, and environmental engineering. Our focus is on providing quality engineering solutions based on each individual client's needs. Our professional staff has extensive experience with similar projects, and we have the equipment and resources available to complete this study.

We look forward to working with you and your design team on this project. If you have any questions, please call. If the accompanying proposal is acceptable, please return an executed copy to our office.

Respectfully,  
**Thiele Geotech, Inc.**

A handwritten signature in blue ink that reads 'Heath E. Cutler'.

Heath E. Cutler, P.E.  
Senior Project Engineer

Enclosure

R:\PROPOSAL\GEOTECHNICAL DEPARTMENT\EVERETT PARK PICKLEBALL COURTS.DOCX

**Geotechnical Exploration Proposal  
Everett Park Pickleball Courts  
Betz Road and Englewood Drive  
Bellevue, Nebraska  
October 16, 2024**

Thiele Geotech, Inc. is pleased to submit our proposal for geotechnical exploration related to the referenced project. The following sections detail our understanding of the project, our proposed scope of services, and the cost of the study. The contract terms are attached in Exhibit A. This proposal will be held open for a period of 45 days from the above date.

### **PROJECT DESCRIPTION**

Our understanding of the project is based upon preliminary information provided by HGM Associates.

The project consists of constructing four pickleball courts for recreational use in the City of Bellevue's Everett Park. The new courts will be located on the northeast corner of Betz Road and Englewood Drive, situated north of the tennis courts. The pickleball courts are anticipated to be constructed of post-tensioned concrete slabs with an acrylic surface coating supported on a compacted subbase and prepared subgrade. In addition, a 4-car paved parking lot will be constructed south of the proposed courts on the north side of Englewood Drive.

Grade changes within the court footprints are assumed to be minimal at 2 feet or less to achieve finished court slab elevations.

Based on previous experience in the surrounding area, the soils on the site are expected to consist of man-placed fill overlying Peoria loess deposits. The loess is assumed to be of firm consistency.

### **SCOPE OF SERVICES**

Our proposed geotechnical exploration will consist of test borings to obtain geologic information and samples of the site soils, laboratory tests to determine the relevant engineering properties of the various soil strata, and a report of geotechnical engineering recommendations.

Prior to mobilization, we will contact Nebraska One-Call for public utility locates. Locations of private utilities not identified as part of the public locate are the responsibility of the Owner. Boring locations will be modified as necessary to avoid utilities and/or areas of limited access.

With the anticipated soil conditions, we propose to conduct a total of two (2) test borings spaced throughout the footprint of the courts. Based on boring depths of 10 feet, a total drilling footage of up to 20 lineal feet is proposed. The borings will be sampled at intervals of 5 feet or less and a descriptive log of the test borings will be prepared. All borings will be backfilled with auger cuttings.

Based on the results of the test borings, a laboratory testing program will be established to evaluate the engineering properties of the various soil strata. Laboratory testing may include moisture content and density determinations to characterize the state and uniformity of the deposits, unconfined compression tests to determine shear strength parameters, and index property tests for classification.

Our report will discuss the general soil and ground water conditions underlying the site; present the relevant engineering properties of the existing soils; provide earthwork and site preparation recommendations; and recommend design criteria and parameters for court construction.

The proposed scope of services does not include an evaluation of potential contamination on or near the site. If the environmental condition of the property is a concern, an environmental site assessment can be provided as an additional service.

**ESTIMATED COST & SCHEDULE**

Based on the indicated work scope, we propose a lump sum fee of \$4,000 for the geotechnical exploration. If additional work is authorized by the client due to unforeseen subsurface conditions or due to a change in scope, additional drilling, testing, and/or engineering will be provided at our normal fee schedule rates or for an agreed lump sum fee.

Approximately 4 to 6 weeks from your notice to proceed will be required to complete the study. The schedule is somewhat dependent on weather, site access conditions, and other factors including the actual subsurface conditions identified in the test borings. If this proposed schedule does not meet your project requirements, we would be happy to discuss alternate schedules.

**ADDITIONAL SERVICES**

Subsequent to completion of the geotechnical exploration report, additional services are often required that are not included in the above estimate. These include consultation with the design team and review of the final plans and specifications. In addition, construction phase quality control testing is an additional service not included in the above estimate. An environmental assessment, if required, can also be performed as an additional service. If we are requested to provide additional services including, but not limited to the above, you will be billed in accordance with our normal fee schedule. We would be happy to provide cost estimates for any additional services at your request.

**EXHIBITS**

Exhibit A – General Conditions

**THIELE GEOTECH, INC.**

By: Raeanna CD Thiele

Raeanna C. D. Thiele

13478 Chandler Road

Omaha, Nebraska 68138-3716

402/556-2171 Fax 402/556-7831

CLIENT: \_\_\_\_\_

By: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

## GENERAL CONDITIONS

- 1. SCOPE OF WORK:** Thiele Geotech, Inc. (including its officers, directors, employees and subconsultants, hereafter referred to as TG) shall perform the services described in the contract and shall invoice the client for those services at the Fee Schedule rates. Any cost estimates stated in this contract shall not be considered as firm figures unless specifically stated in this contract. If unexpected site conditions are discovered, the scope of services may change. TG will provide additional services at the contract Fee Schedule rates.
- 2. ACCESS TO SITES, PERMITS, AND APPROVALS:** The client shall furnish TG with right-of-access to the site in order to conduct the planned exploration. Unless otherwise agreed, the client will also secure all necessary permits, approvals, licenses, and consents necessary to the performance of the services hereunder. While TG will take reasonable precautions to minimize damage to the property, it is understood by the client that, in the normal course of work, some damage may occur, the restoration of which is not part of this agreement.
- 3. UTILITIES:** In the performance of its work, TG will take reasonable precautions to avoid damage or injury to subsurface utilities or structures. This includes requesting locates of utility owned lines and services. The client agrees to identify the type and location of any privately owned subsurface utilities or structures. The client further agrees to hold TG harmless and indemnify TG for any claims, payments, or other liability, including attorney fees, incurred by TG for damage to any privately owned subsurface utilities or structures which are not correctly identified to TG.
- 4. UNANTICIPATED HAZARDOUS MATERIALS:** It shall be the duty of the client to advise TG of any known or suspected hazardous substances which are or may be related to the services provided; such hazardous substances including but not limited to products, materials, or wastes which may exist on or near any premises upon which work is to be performed by TG. If TG observes or suspects the existence of hazardous materials during the course of providing services, TG may, at its option, suspend further work on the project and notify client of the conditions. Services will be resumed only after a renegotiation of scope of services and fees. In the event that such renegotiation cannot occur to the satisfaction of TG, TG may, at its option, terminate this contract. It is understood and agreed that TG does not create, generate, or at any time take possession or ownership of hazardous materials as a result of its exploration services.
- 5. REPORTS AND INVOICES:** TG will furnish up to 3 copies of reports to the client. Additional copies will be provided at the expense of the client. TG may submit invoices to the client monthly and upon completion of services. Payment is due upon presentation of invoices and past due 30 days from the invoice date. Client agrees to pay a finance charge on past due invoices of 1.25 percent per month, but not exceeding the maximum rate allowed by law.
- 6. OWNERSHIP OF DOCUMENTS:** All reports, boring logs, data, notes, calculations, estimates, and other documents prepared by TG as instruments of service shall remain the property of TG.
- 7. SAMPLE DISPOSAL:** Unless otherwise agreed, test specimens or samples will be disposed immediately upon completion of the test.
- 8. CONFIDENTIALITY:** TG will hold confidential all business or technical information obtained from the client or generated in the performance of services hereunder and identified in writing by the client as confidential. TG will not disclose such information without the client's consent except to the extent required for; 1) performance of services under this contract; 2) compliance with professional standards of conduct for preservation of public safety, health, and welfare; 3) compliance with any court order or other governmental directive; and/or 4) protection of TG against claims or liabilities arising from performance of services under this contract. TG's obligations hereunder shall not apply to information in the public domain or lawfully acquired on a non-confidential basis from others. TG's technical and pricing information are to be considered confidential and proprietary, and shall not be released or otherwise made available to any third party without the express written consent of TG.
- 9. STANDARD OF CARE:** Services performed by TG under this contract will be conducted in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranty, express or implied, is made or intended by the proposal for services or by furnishing oral or written reports of the findings made. The client recognizes that TG does not owe any fiduciary responsibility to the client. The client further recognizes that subsurface conditions may vary from those encountered at the location where borings, surveys, tests, or explorations are made by TG, and that the data, interpretations, and recommendations of TG are based solely upon the data available to TG. TG will be responsible for those data, interpretations, and recommendations, but shall not be responsible for the interpretation by others of the information developed.
- 10. LIMITATION OF LIABILITY:** In recognition of the relative risks, rewards, and benefits to both the client and to TG, the risks have been allocated such that the client agrees to limit TG's liability to the client and all other parties claiming to have relied on TG's work provided through the client to \$50,000 or TG's total fee for services rendered on this project, whichever is greater. This limitation of liability is a business understanding between the parties voluntarily and knowingly entered into, and shall apply to all theories of recovery including, but not limited to, breach of contract, warranty, tort (including negligence), strict or statutory liability, or any other cause of action except for willful misconduct or gross negligence.
- 11. CONSEQUENTIAL DAMAGES:** Neither party, including their respective contractors or subconsultants, shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages. This mutual waiver of consequential damages shall include, but is not limited to: loss of use, loss of profit, loss of business, loss of income, loss of reputation, and any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract, and breach of strict or implied warranty.
- 12. CLAIMS:** Client agrees that any claim for damages filed against TG by Client or any contractor or subcontractor hired directly or indirectly by Client will be filed solely against TG or its successors or assigns, and that no individual person shall be made personally liable for damages, in whole or in part. All claims by Client shall be deemed relinquished unless filed within one year after substantial completion of TG's services under this agreement.
- 13. TERMINATION:** This contract may be terminated by either party upon 7 days prior written notice. In the event of termination, TG shall be compensated by client for all services performed up to and including the termination date and for the completion of such services and records as are necessary to place TG's files in order and/or protect its professional reputation. If either party terminates this contract, these General Conditions shall survive termination and shall remain enforceable between the parties.
- 14. DISPUTE RESOLUTION:** In an effort to resolve any conflicts that arise during or following this project, the client and TG agree that all disputes between them arising out of or related to this agreement shall be submitted to nonbinding mediation unless the parties mutually agree otherwise. The client and TG also agree to include a similar mediation provision in all agreements with independent contractors and consultants thereby providing for mediation as the primary method for dispute resolution for all parties on the project.
- 15. PRECEDENCE:** These standards, terms, and conditions shall take precedence over any inconsistent or contradictory language contained in any proposal, contract, purchase order, requisition, notice to proceed, or like document regarding TG's services.
- 16. ASSIGNMENT:** Neither party under this contract may transfer or assign any rights under or interests in this contract without the prior written consent of the other party.
- 17. PROVISIONS SEVERABLE:** In the event that any of the provisions of these General Conditions should be found to be unenforceable, it shall be stricken and the remaining provisions shall be enforceable.

CITY OF BELLEVUE, NEBRASKA  
AGENDA ITEM COVER SHEET

COUNCIL MEETING DATE: 11/19/2024		SUBMITTED BY: Phil Davidson	
AGENDA ITEM:	CONSENT AGENDA <input type="checkbox"/>	SPECIAL PRESENTATION <input type="checkbox"/>	
LIQUOR LICENSE <input type="checkbox"/>	ORDINANCE <input type="checkbox"/>	PUBLIC HEARING <input type="checkbox"/>	
RESOLUTION <input type="checkbox"/>	CURRENT BUSINESS <input checked="" type="checkbox"/>	OTHER <input type="checkbox"/>	

SUBJECT:

City of Bellevue - BTV Cablecast/Carousol Replacement and Upgrade

SYNOPSIS/BACKGROUND:

The Cablecast system that is vital to the functionality of the CTV Department has reached its end-of-life era and is in need of replacement. This Cablecast system was installed in 2017 when we first moved into the new building at 1500 Wall Street and has exceeded it's estimated shelf life of 5 years. The Cablecast system helps run the graphics on BTV Channel 17 along with all of the City Council, Planning and other meetings that we run on that channel. Staci Nelson has been functioning with this system for the last year or so while its functions have been declining. After consulting with the team at AVI Systems, who is our contracted Audio/Visual consultant, it has been recommended that the City of Bellevue upgrade to the latest version of the Cablecast system that includes high availability servers along with closed captioning and simulcast services. The estimate cost is just over \$60,000 as detailed in the attached proposal.

FISCAL IMPACT: \$60,267 BUDGETED FUNDS?: No GRANT/MATCHING FUNDS?: No

TRACKING INFORMATION FOR CONTRACTS AND PROJECTS:

IS THIS A CONTRACT?: No COUNTER-PARTY: No INTERLOCAL AGREEMENT: No

CONTRACT DESCRIPTION: \_\_\_\_\_

CONTRACT EFFECTIVE DATE: \_\_\_\_\_ CONTRACT TERM: \_\_\_\_\_ CONTRACT END DATE: \_\_\_\_\_

PROJECT NAME: \_\_\_\_\_

START DATE: \_\_\_\_\_ END DATE: \_\_\_\_\_ PAYMENT DATE: \_\_\_\_\_ INSURANCE REQUIRED: \_\_\_\_\_

CIP PROJECT NAME: \_\_\_\_\_ CIP PROJECT NAME: \_\_\_\_\_

STREET DISTRICT NAME (S): \_\_\_\_\_ STREET DISTRICT NUMBER (S): \_\_\_\_\_

ACCOUNTING DISTRUBUTION CODE: CablecastSys ACCOUNT NUMBER: GL=7140

RECOMMENDATION:

Recommend approval of the purchase of a new and upgraded Cablecast/Carousel system for the Cable TV Department

ATTACHMENTS:

- Cablecast /Carousel Modemation Initiative
- 
- 
- Email to Finance Director and City Administrator
- 
- 

SIGNATURES:

LEGAL APPROVAL AS TO FORM:

FINANCE APPROVAL AS TO FORM:

ADMINISTRATOR APPROVAL AS TO FORM:

*[Handwritten signatures]*

# Retail Sales Agreement



**Reference Number:** 1253778  
Prepared For: Bellevue, City of  
**Attn:** Staci Nelson

Prepared By: Kevin Keller  
Phone: (402)384-4563  
Email: kevin.keller@avisystems.com

**Date:** October 23, 2024  
**Bellevue, City of - "Cablecast/Carousel Modernization Initiative"**  
**Project:**  
**Project Number:**

AVI Systems Inc.  
5055 S 111th St, Omaha, NE 68137-2339  
Phone: (402)593-6500  
Fax: (402)593-8500

## INVOICE TO

Attn: Staci Nelson  
Bellevue, City of  
1500 Wall Street  
Bellevue, NE 68005

Phone: (402)293-3000  
Email: staci.nelson@bellevue.net  
Customer Number: 9552

## SITE

Attn: Staci Nelson  
Bellevue, City of  
1500 Wall Street  
Bellevue, NE 68005

Phone: (402)321-1496  
Email: staci.nelson@bellevue.net

## COMMENTS

## PRODUCTS AND SERVICES SUMMARY

Equipment	\$50,216.86
Integration	\$8,617.20
PRO Support	\$0.00
Shipping & Handling	\$1,432.00
Tax	\$0.00
<b>Grand Total</b>	<b>\$60,266.06</b>

Unless otherwise specified. The prices quoted reflect a discount for a cash payment (i.e., check, wire transfer) made by Customer in full within the time stated for payment on each invoice. Discount only applies to new items included on the invoice, and only applies if the balance on the invoice is paid in full.

All returned equipment is subject to a restocking charge. The prices are valid for 15 days and may be locked in by signing this Retail Sales Agreement.

Overdue balances are subject to a finance charge of 1.5% per month, or interest at the highest rate permitted by applicable law. In the event AVI must pursue collection of unpaid invoices, Customer agrees to pay all of AVI's costs of collection, including its attorneys' fees.

## INVOICING AND PAYMENT TERMS

Customer and AVI have agreed on the payment method of CHECK. Payment must be remitted by stated method. To the extent Customer seeks to use of any payment methods other than stated, and that payment method results in an increased transaction cost to AVI, the new payment must be approved in writing, and the Customer shall be responsible for paying the increased transaction cost to AVI associated with the change in payment method. Payments shall be made 30 days from invoice date. So long as the invoice has been sent and the Customer's payment is made within the terms work will continue.

AVI uses progress billing, and invoices for equipment and services allocated to the contract on a monthly basis. Unless otherwise specified, all items quoted (goods and services) as well as applicable out of pocket expenses (permits, licenses, shipping, etc.) are invoiced in summary (including applicable sales taxes due for each category of invoiced items).

Customer is to make payments to the following "Remit to" address:

AVI Systems  
PO Box 842607  
Kansas City, MO 64184-2607

**If Payment Method is ACH:** Customer must make all payments in the form of bank wire transfers or electronic funds transfers through an automated clearinghouse with electronic remittance detail, in accordance with the payment instructions AVI Systems provides on its invoice to Customer.

A monthly summary of detailed equipment received is available upon request. Equipment received may be different than equipment billed based on agreed billing method.

## TAXES AND DELIVERY

Unless stated otherwise in the Products and Services Summary above, AVI will add and include all applicable taxes, permit fees, license fees, and delivery charges to the amount of each invoice. Taxes will be calculated according to the state law(s) in which the product(s) and/or service(s) are provided. Unless Customer provides a valid tax exemption certificate for any tax exemption(s) claimed, AVI shall invoice for and collect all applicable taxes in accordance with state law(s), and Customer will be responsible for seeking a tax credit/refund from the applicable taxing authority.

## AGREEMENT TO QUOTE AND DOCUMENTS CONSTITUTING YOUR CONTRACT WITH AVI

Customer hereby accepts the above quote for goods and/or services from AVI. When duly executed and returned to AVI, AVI's Credit Department will check Customer's credit and approve the terms. After approval by AVI's Credit Department and signature by AVI, this Retail Sales Agreement will, together with the AVI General Terms & Conditions (which can be found at <http://www.avisystems.com/TermsOfSale>) form a binding agreement between Customer and AVI. (This Retail Sales Agreement and the AVI General Terms & Conditions of Sale (the T&Cs) are referred to collectively as the Agreement). If not defined in this Agreement, all capitalized terms shall have the meaning given to them in the T&Cs. Should AVI's Credit Department determine at any point prior to AVI commencing work that Customer's credit is not adequate, or should it otherwise disapprove of the commercial terms, AVI reserves the right to terminate the Agreement without cause and without penalty to AVI.

## AGREED AND ACCEPTED BY

_____ Company	<b>AVI Systems, Inc.</b> _____ Company
_____ Signature	_____ Signature
_____ Printed Name	_____ Printed Name
_____ Date	_____ Date

## CONFIDENTIAL INFORMATION

The company listed in the "Prepared For" line has requested this confidential price quotation, and shall be deemed "Confidential Information" as that term is defined in the T&Cs. This information and document is confidential and is intended solely for the private use of the customer identified above. Customer agrees it will not disseminate copies of this quote to any third party without the prior written consent of AVI. Sharing a copy of this quote, or any portion of the Agreement with any competitor of AVI is a violation of this confidentiality provision. If you are not the intended recipient of this quote (i.e., the customer), you are not properly in possession of this document and you should immediately destroy all copies of it.

**PRODUCTS AND SERVICES DETAIL**

**PRODUCTS:**

<u>Model #</u>	<u>Mfg</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>	<u>Extended</u>
<b>1st Flr, Council Chamber</b>					
CBL-VIO2-OMNI-700	TIGHTROPE	Cablecast OMNICHANNEL video server, with SDI and HLS out - 10TB RAID5	1	\$26,295.00	\$26,295.00
CBL-GOLD-CH-1YR	TIGHTROPE	Cablecast Gold Assurance for 1yr per channel (I/O)	8	\$400.00	\$3,200.00
CBL-SVC-UPGRADE	TIGHTROPE	Remote Upgrade Assistance	4	\$400.00	\$1,600.00
CBL-VIO2-OMNI-HA	TIGHTROPE	Hardware Assurance for CBL-VIO2-OMNI	2	\$2,629.00	\$5,258.00
CBL-SVC-ON-DAILY	TIGHTROPE	One 8-hour day of on-site training or installation assistance.	1	\$2,600.00	\$2,600.00
CBL-SVC-TRVL-DOM	TIGHTROPE	Round-trip domestic air travel expenses.	1	\$2,352.94	\$2,352.94
CBL-CAPTIONING-1000	TIGHTROPE	CABLECAST CLOSED CAPTIONING - 1000 HOUR BLOCK	1	\$6,500.00	\$6,500.00
60-1674-02	EXTRON	Four Output 12G-SDI Distribution Amplifier	1	\$687.50	\$687.50
60-1303-01	EXTRON	3G-SDI to HDMI Scaler with Audio Embedding	1	\$1,300.00	\$1,300.00
BMD-CONVMASA	BLACK MAGIC DE	Mini Converter - SDI to Analog	1	\$209.76	\$209.76
BMD-CONVMCAUDS2	BLACK MAGIC DE	Mini Converter - Audio to SDI 2	1	\$213.66	\$213.66
<b>Sub-Total: 1st Flr, Council Chamber</b>					<b>\$50,216.86</b>
<b>Integration</b>					
Engineering & Drawings					\$2,397.00
Project Management					\$918.00
On Site Integration					\$4,182.00
Integration Cables & Connectors					\$610.20
Professional Services					\$510.00
<b>Sub-Total: Integration</b>					<b>\$8,617.20</b>
<b>Total:</b>					<b>\$58,834.06</b>

## SERVICES TO BE PROVIDED

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### INTEGRATION SERVICES INTEGRATION SCOPE OF WORK

**Location:** City of Bellevue  
1500 Wall Street  
Bellevue, NE 68005

**Environment:** Legislative Chambers (Control Rack Room)

**Site Contact:** Staci Nelson [staci.nelson@bellevue.net](mailto:staci.nelson@bellevue.net)  
Phil Davidson [phil.davidson@bellevue.net](mailto:phil.davidson@bellevue.net)

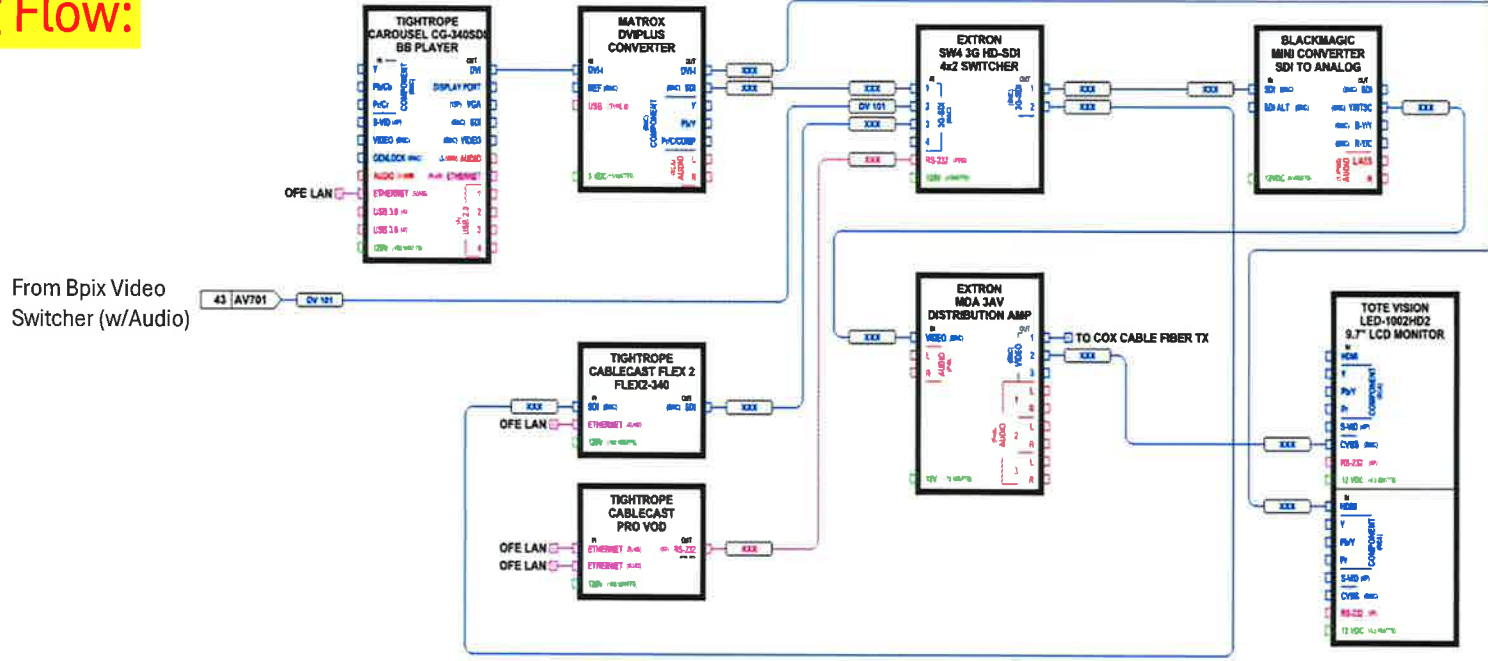
**A. SUMMARY:** The City of Bellevue requires a replacement of their end-of-life Cablecast system.

### B. SYSTEM DESCRIPTION:

#### Existing Location

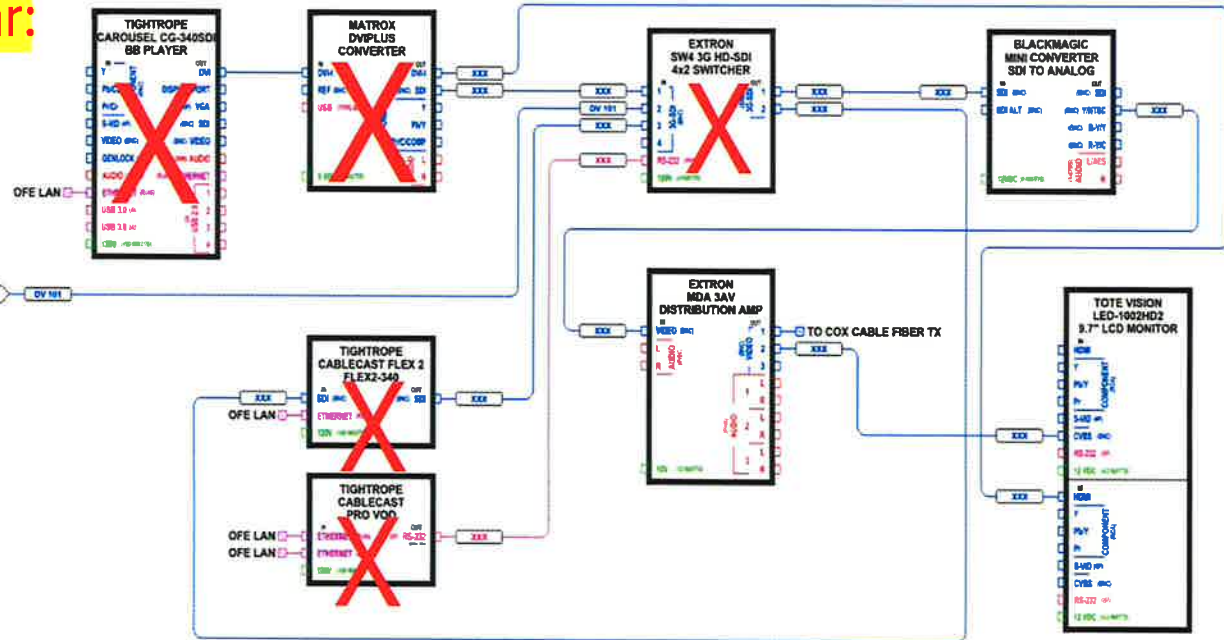
- **Functionality Description:** AVI Systems recommends an upgraded Cablecast solution with high availability servers and closed captioning services.
- **Cablecast Solution:**
  - Cablecast Omnichannel VIO2 video server, with SDI and HLS streaming output and 10TB RAID storage.
    - Includes (5 yr Hardware Assurance contract for CBL-VIO2-OMNI-HA)
    - Includes (5 year Annual Support Subscription)
    - \*\*Future CDN Service or Reflex Streaming support can be added in future with additional subscription/unlock as desired
  - Included Cablecast Closed Captioning 1000 hours -Do not expire
- **Source Devices:**
  - OFE Existing
- **Switching:**
  - OFE Existing
- **Controls:**
  - OFE Existing
- **Equipment Location:**
  - Existing rack location.
- **Integration:**
  - AVI will facilitate Cablecast on-site engineer for installation of new Cablecast Server, Data Migration, Configuration, Testing and Training with end user
  - AVI Lead Technician will assist Engineer to remove legacy Cablecast components.
  - AVI to update CAD System Flows to reflect new environment

# Existing Flow:

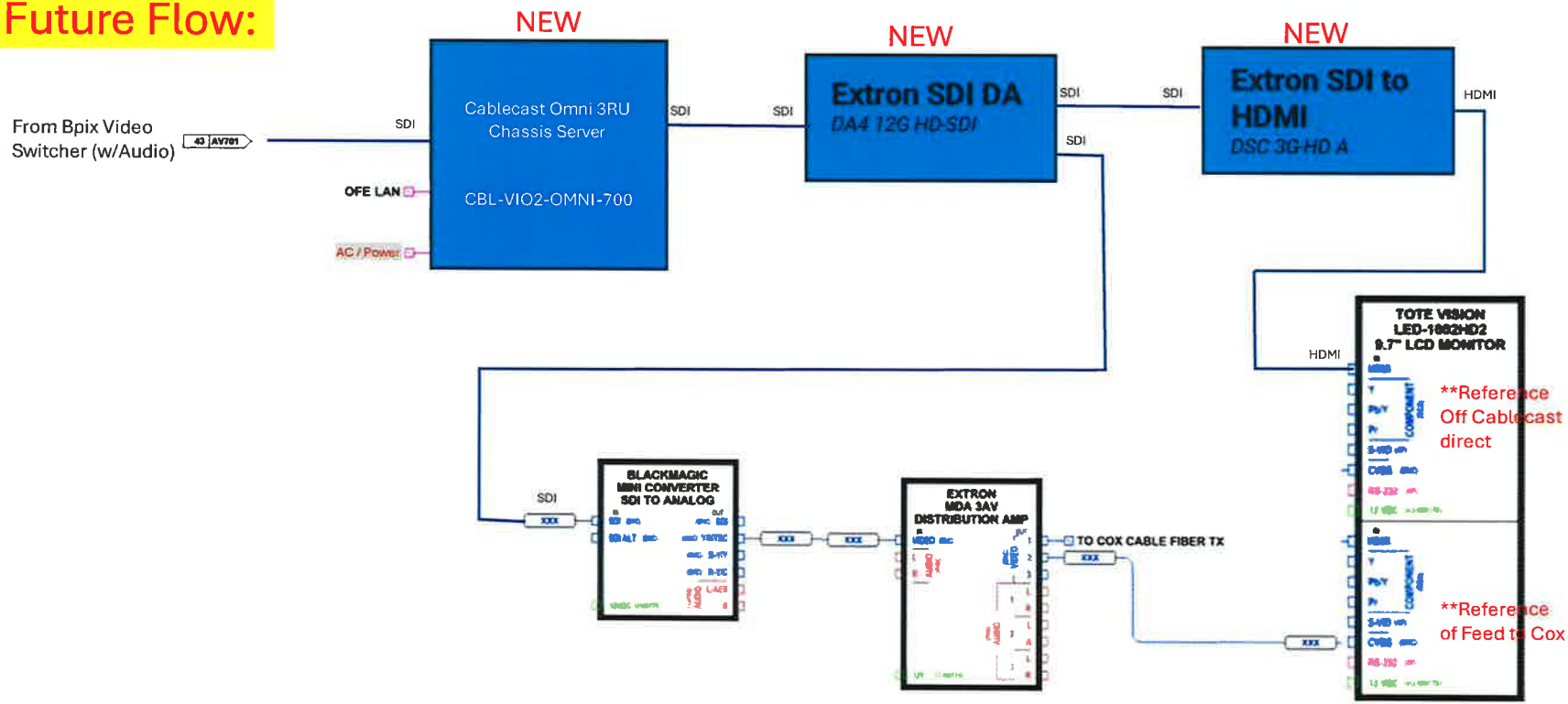


# Remove Legacy Gear:

From Bpix Video  
Switcher (w/Audio)



**Future Flow:**



**C. EXCLUSIONS:** The following work is **not included** in our Scope of Work:

- All conduits, high voltage, wiring panels, breakers, relays, boxes, receptacles, etc.
- Concrete saw cutting and/or core drilling
- Firewall, ceiling, roof, and floor penetration
- Necessary gypsum board replacement and/or repair
- Necessary ceiling tile or T-bar modifications, replacements, and/or repair
- Structural support of equipment \*AVI Systems is not responsible for building-related vibrations
- Installation of the ceiling-mounted projection screen
- All millwork (moldings, trim, cutouts, etc.)
- Patching and Painting
- Permits (unless specifically provided for and identified within the contract)
- Unless otherwise stated, the pricing in this agreement does not include prevailing wage or union labor
- Unless specifically noted, lifts and scaffolding are not included

**D. CONSTRUCTION CONSIDERATIONS:**

In order to accomplish the outlined goals of this project, the Customer will be responsible for contracting with an outside entity to make the necessary modifications to the space as directed by AVI Systems. The costs associated with these modifications are not included in this proposal.

**E. NOTICE: THIS SCOPE OF WORK IS DELIVERED ON THE BASIS OF THE FOLLOWING ASSUMPTIONS:**

- The room(s) match(es) the drawings provided.
- Site preparation by the Customer and their contractors include electrical and data placement per AVI Systems specification.
- Site preparation will be verified by AVI Systems project manager or representative before the scheduling of the installation. All work areas should be clean and dust free prior to the beginning of the on-site integration of electronic equipment.
- Customer communication of readiness will be considered accurate and executable by AVI Systems project manager.
- In the event of any arrival to the site that AVI Systems is not able to execute work efficiently and definably progress, the Customer will be charged a fee to reimburse AVI Systems for all lost time and inefficiencies. At this time, the Customer will be presented with a Contract Change Order and will/may halt work until acceptance by the Customer and rescheduling of the integration effort is agreed upon.
- Rescheduling and redeployment of AVI Systems technicians due to unacceptable site preparation may cause scheduling delays of up to 10 business days.
- There is ready access to the building/facility and the room(s) for equipment and materials.
- There is secure storage for equipment during a multi-day integration.
- If Customer furnished equipment and existing cabling are to be used, AVI Systems assumes that these items are in good working condition at this time and will integrate into the designed solution. Any repair, replacement, and/or configuration of these items that may be necessary will be made at an additional cost.
- All Network configurations, including IP addresses, are to be provided, operational and functional before AVI Systems integration begins. AVI Systems will not be responsible for testing the LAN connections.
- Cable or Satellite drops must be in place with converter boxes operational before the completion of integration. Any delay resulting in extra work caused by the late arrival of these items will result in a change order for time and materials.
- Document review/feedback on drawings/correspondence will be completed by the Customer within two business days (unless otherwise noted).
- The documented Change Control process will be used to the maximum extent possible – the Customer will have an assigned person with the authority to communicate/approve project Field Directed Change Orders and Contract Change Orders (see Appendix).
- In developing a comprehensive proposal for equipment and integration services, AVI Systems' Sales Representatives and Engineering teams must make some assumptions regarding the physical construction of your facility, the availability of technical infrastructure, and site conditions for installation. If any of the conditions we have indicated in the site survey form are incorrect or have changed for your project or project site, please let your Sales representative know as soon as possible. Conditions of the site found during the integration effort, which are different from those documented, may affect the price of the system solution, integration, or services. To ensure that you have an accurate proposal based on your facility and specific to the conditions of your project, please review all project documentation carefully.

**F. INTEGRATION PROJECT MANAGEMENT PROCESSES**

AVI Systems will follow a foundational project management process which may include the following actions/deliverables (based on the size/complexity/duration of the integration project):

- Site Survey – performed prior to Retail Sales Agreement and attached
- Project Welcome Notice – emailed upon receipt of Purchase Order
- Project Kick-Off meeting with Customer Representative(s) – either by phone or in-person
- Project Status reviews – informal or formal – either by phone or in person (based on the size/complexity/duration of the project)
- Project Change Control – comprised of Field Directed Change Order and/or Contract Change Order submittals (see Appendix)

- Notice of Substantial Completion (see Appendix) – at Customer walk-through – prior to Service Transition

**G. KNOWLEDGE TRANSFER (TRAINING)**

This is geared specifically towards the end-user / operator. The purpose of this knowledge transfer is to provide operators with the necessary knowledge to confidently and comfortably operate all aspects of the integrated system. Areas covered include the following:

- Equipment and system overview
- Equipment operation and function
- Equipment start-up, stop and shut down
- Equipment automatic and manual operation
- Discussion and documentation relating to control system operation
- Discussion and documentation relating to the system processor and its control applications
- Powering up and powering down the AV system via the control system
- Manual operation of display systems, audio systems, and all other related components
- Use/operation of patch panels, when and where to be used
- Whom to call when help is required

**H. AVI SYSTEMS INTEGRATION SERVICES RESPONSIBILITIES**

AVI Systems will provide services/work for the project as described above in the Scope of Work or per the attached separate Scope of Work document detailing the scope of work to be performed.

- Provide equipment, materials, and service items per the contract products and services detail.
- Provide systems equipment integration and supervisory responsibility for the equipment integration.
- Provide systems configuration, checkout, and testing.
- Provide project timeline schedules.
- Provide necessary information, as requested, to the owner or other parties involved with this project to ensure that proper AC electrical power and cableways and/or conduits are provided to properly integrate the equipment within the facilities.
- Provide manufacturer-supplied equipment documentation.
- Provide final documentation and “as built” system drawings (CAD) - if purchased.
- Provide system training following integration to the designated project leader or team.

**I. CUSTOMER INTEGRATION SERVICES RESPONSIBILITIES**

- Provide for the construction or modification of the facilities for soundproofing, lighting, electrical, HVAC, structural support of equipment, and decorating as appropriate. Includes installation of any ceiling-mounted projection screen.
- Provide for the ordering, provisioning, installation, wiring, and verification of any Data Network (LAN, WAN, T1, ISDN, etc.) and Telephone Line (Analog or Digital) equipment and services prior to on-site integration.
- Provide all necessary cableways and/or conduits required to facilitate AV systems wiring.
- Provide all necessary conduits, wiring, and devices for technical power to the AV systems equipment.
- Provide reasonable access of AVI Systems personnel to the facilities during periods of integration, testing, and training, including off hours and weekends.
- Provide a secure area to house all integration materials and equipment.
- Provide a project leader who will be available for consultation and meetings.
- Provide timely review and approval of all documentation (Technical Reports, Drawings, Contracts, etc.).

**CUSTOMER CARE**

**CUSTOMER CARE SERVICES TO BE PROVIDED**

Customer Care is the ongoing care and maintenance services delivered to keep your System(s) functioning as originally designed and installed. AVI Systems will perform the services below, as further described in the Definitions, for covered Systems.

**Customer Care Entitlement Matrix**

Entitlement	Definition	System Support	Unified Communications	Digital Media	Service Level
Incident Management	AVI Systems provides Priority Support to troubleshoot, remediate, and escalate all Incidents through to resolution.	Included	Not Included	Not Included	Remote initiation within two (2) business hours, Monday through Friday, during standard hours (8 am-5 pm local time, excluding holidays)
Remote Support	AVI Systems provides remote Priority Support for supported systems to diagnose and resolve incidents.	Included	Not Included	Not Included	Remote response within (8) business hours, Monday through Friday during standard hours (8 am-5 pm local time, excluding holidays)
Onsite Support	AVI Systems provides Priority Support for technician dispatch to the client location to diagnose and resolve an Incident.	Included	Not Included	Not Included	Onsite response within eight (8) business hours, Monday through Friday, during standard hours (8 am-5 pm local time, excluding holidays)

Advanced Parts Replacement	AVI Systems provides advanced replacement of failed hardware components. Does not include consumables or obsolete equipment.	Included	Not Included	Not Included	Repair and/or replacement is manufacturer dependent. Loaner Equipment on Best Effort basis
Software Update Assistance	AVI Systems provides labor to implement updates of existing software to correct software errors and/or resolve incidents	Included	Not Included	Not Included	
System Training	AVI Systems conducts user training to cover the operation of the system and how to contact AVI Systems for support. Technical, Administrative, or Product Specific training is available separately from this agreement.	Included	Not Included	Not Included	Remote user training, scheduled at least one (1) week in advance
System Health Checks	AVI Systems personnel perform preventative maintenance. Includes cleaning, adjustments, functional tests, and replacement of parts to keep the system equipment in efficient operating condition.	Included	Not Included	Not Included	Two (2) System Health Checks per year, each scheduled at least one (1) week in advance
Asset Management	AVI Systems tracks asset information for Systems.	Included	Not Included	Not Included	

## Phil Davidson

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**From:** Phil Davidson  
**Sent:** Wednesday, November 13, 2024 11:56 AM  
**To:** Richard Severson; Jim Ristow  
**Cc:** Staci Nelson  
**Subject:** Cablecast System Upgrade for BTV  
**Attachments:** 10-23-24 Bellevue City of - \_Cablecast\_Carousel Modernization Initiative AVI RSA 1253778.pdf

Good Morning,

As I mentioned to you in a conversation last week, the Cablecast system that is vital to the functionality of our department has reached its end-of-life era and is in need of replacement. This Cablecast system was installed in 2017 when we first moved into the new building at 1500 Wall Street and has exceeded its estimated shelf life of 5 years. The Cablecast system helps run the graphics on BTV Channel 17 along with all of the City Council, Planning and other meetings that we run on that channel.

Staci Nelson has been functioning with this system for the last year or so while its functions have been declining. After consulting with the team at AVI Systems, who is our contracted Audio/Visual consultant, it has been recommended that the City of Bellevue upgrade to the latest version of the Cablecast system that includes high availability servers along with closed captioning and simulcast services. I have included the bid with this email that has all of the technical details for you to review and Staci would be available to answer any more detailed questions.

The estimate cost is just under \$60,000 as detailed in the proposal. It includes all the necessary hardware, software and licensing needed for this upgrade and also provides for the removal of the old system and the complete installation of the new system along with detailed training on the features provided with the upgraded Cablecast system. AVI Systems would be taking the lead on this project.

Since our budget does not include enough money in any budget cycle for this type of upgrade, I am requesting your help in finding the appropriate line item to use for this necessary purchase. I would estimate the total cost of this project would not exceed \$65,000 and we would like to get the equipment ordered so we can start the installation and training process at the beginning of the 2025 calendar year.

Thank you for your help with this and I am more than happy to provide any other information that you may need.

Phil Davidson  
Community Relations  
City of Bellevue  
402-293-3052  
[Phil.davidson@bellevue.net](mailto:Phil.davidson@bellevue.net)