

BELLEVUE PLANNING COMMISSION

Thursday, July 28, 2022 6:00 PM

Bellevue City Hall

1500 Wall Street

Bellevue, NE 68005

1. CALL TO ORDER:

a. Pledge of Allegiance

b. Roll Call

c. The Open Meetings Act location

d. Approve Minutes of June 23, 2022 Regular Meeting

e. Accept into the record all staff reports, attachments, memos, and handouts regarding each application.

2. CONSENT AGENDA/PUBLIC HEARINGS:

a. Request to final plat Lots 1 through 9, Fontenelle Hills Estates, being a replat of Lot 1, Fontenelle Replat 8, Lots 12, 13, 16 17, 19, 55A, 233 and 234, Fontenelle, and 1/2 of vacated Laurel Lane. Applicant: Hawkins & Strom Holdings, LLC. General Location: Martin Dr. and Ridgewood Dr./Martin Dr. and Ridgewood Ct. Case #: S-2206-14

b. Request to final plat Lots 192 through 266, and Outlots I and J, Lakewood West being a platting of Tax Lot 14, and a replat of Outlot H, Lakewood West, all located in the Southwest ¼ of Section 31, T14N, R13E of the 6th P.M., Sarpy County, Nebraska. Applicant: Woodsonia Lakewood West, LLC. General location: South 60th Street and Hwy 370. Case #: S-2206-15.

3. PUBLIC HEARINGS:

a. Request to declare as blighted and substandard Lot 21A, Old Orchard Place, Lot 3, Old Orchard Place I, Lots 1 and 2, Old Orchard Place II, Lots 1, 2, and 3, Old Orchard Place III, Lots 4 and 5, High School View, and Tax Lot 8A, all located in the Southeast ¼ of Section 22, T14N, R13E, Sarpy County, Nebraska. Applicant: Habitat For Humanity of Sarpy County, Inc. General location: 10th Street and Kasper Street. Case #: ECD-56.

b. Request to approve the Redevelopment Plan for Lots 1 and 3, Civic Center Plaza Replat One. Applicant: Mercury Property Management, Inc. General location: Washington Street and Mission Avenue. Case #: ECD-57

c. Request to approve the Fort Crook Road Plan. Applicant: City of Bellevue. Case #: 170

d. Request to approve the 2023-2028 Capital Improvement Plan. Applicant: City of Bellevue. Case #: 172

4. CURRENT BUSINESS

5. ADJOURNMENT



MINUTE RECORD

Bellevue Planning Commission Meeting, June 23, 2022, Page 1

The Bellevue Planning Commission held a regular meeting on Thursday, June 23, 2022, at 6:00 p.m. in the Bellevue City Council Chambers. Upon roll call, present were Commissioners Hankins, Ritz, Aerni, Cutsforth, Ackley, Compton, Perrin and Jacobson. Also present were Tammi Palm, Planning Department Manager, and Angela Curry, Assistant Planning Manager.

Notice of this meeting was given in advance thereof by publication in the Gretna Guide & News and posting 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.

Cutsforth 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 Jacobson, to approve the minutes of the May 26, 2022, regular meeting as presented. Upon roll call, all present voted yes. Motion carried unanimously.

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

Motion was made by Jacobson, seconded by Ritz, 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.

Cutsforth explained the public hearing procedures.

PUBLIC HEARING was held on a request to amend Ordinance No. 3619, city of Bellevue Zoning Ordinance, regarding minor text amendments for the purpose of updating staff titles, Article 2 Definitions, and miscellaneous section numbers. Applicant: City of Bellevue. Case #: 168.

Palm gave an overview of the request. She stated changes in staff titles and text amendments have occurred over time and because of those changes updates and cross references are now required regarding section numbers and article numbers. She stated due to text amendments, language pertaining to items like wireless communication towers and antennas and amateur radio towers needed to be updated. Palm stated updating the definition for fence was needed since Planning staff and Code Enforcement had dealt with reoccurring issues because of differences in interpretation of the current definition. She said a more precise definition was created. Palm said Ritz noted the word wire was omitted from the definition for fence. She stated wire will be added to allow chain link and similar types of fencing. She said Ritz also stated composite materials have become more popular and therefore should be included in the definition. Palm stated Jacobson noted wireless communication tower was redlined in Section 5.05.04 but it did not include antennas. She stated antennas would be included.

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

Ritz stated composite type materials have become more popular. He stated composite type fence materials or solid polyvinyl chloride (PVC) look like wood. Ritz stated these types of material have become more popular because they are easier to install and seem to meet the visual appearances the city would like to maintain. He also suggested the use of block and stone fencing. He noted the ordinance states retaining walls over four feet are considered a fence and therefore the ordinance should be consistent by including modular block or concrete masonry units (CMU's) to the definition as an allowed fence material. Ackley asked Palm to explain the difference between a retaining wall over a certain height versus one to be considered as a fence. Palm stated retaining walls follow Building Code requirements if they are over four feet in height. She said the Zoning Ordinance does not address a retaining wall as a fence other than in Article 2: Definitions, Section 2.09; a fence shall include retaining walls over four feet in height. Palm stated the Planning Department wants to avoid requests to use storage containers, temporary snow fencing around a pool, and the use of reclaimed tin or industrial metal as fencing materials. She said composite materials, stone or brick would be acceptable. Ackley noted a fence is meant to be a permanent enclosure and suggested the definition should include the word permanent. Additional discussion ensued on how the definition of fence should be worded.

Ackley asked if a definition for accessory dwelling units (ADU's); units used for affordable housing should be added. He stated the Ordinance currently has definitions for accessory structures and an accessory living quarter: something that could be placed in RG-28, RG-50, or RD-60 zoning districts, but does not have a definition for an accessory dwelling unit. Palm stated guest houses are permitted in a residential district but cannot be sold or rented as a separate principal structure. She stated

MINUTE RECORD

Bellevue Planning Commission Meeting, May 26, 2022, Page 2

Hanna:Keelan, a planning and research consulting firm, is presently completing an Affordable Housing Action Plan study for the City of Bellevue, estimated to be completed by October 2022. She stated changes to the ordinance regarding accessory dwellings would be addressed after the plan is complete.

Ackley inquired about future definitions for vape and CBD shops in anticipation of legalizing marijuana in Nebraska. Palm stated she agreed this should be taken into consideration but she would like to wait and see what happens at the state level on legalizing marijuana. She said the city would then look at definitions and regulations regarding CBD shops. Ackley also asked about definitions for gambling. Palm stated at some point the city would need definitions for casinos and racetracks. She stated there would also be a need to determine what zoning districts would be appropriate for those types of businesses.

Aerni stated the Zoning Ordinance design standards for exterior architectural designs on commercial multi-family structures does not match the Building Code requirements. He said this might be an appropriate time to look at conjoining those requirements. Palm stated building code can often have different definitions for single family and multi-family based on fire walls and separation. She stated the design standards in Section 8.12 goes back to underlying zoning and use. She said the definition of multifamily in the Zoning Ordinance could mean something different from what is written in the building code. Palm said if a 6-plex were zoned RG-28 it would be considered multi-family in the Zoning Ordinance. She said building code sees the same RG-28 as single family or townhomes if the developer fire rates the units or creates extra separation. Palm stated further conversation should be had by the Design Review Board and the Planning Department would look at how surrounding jurisdictions are handling this type of situation. Jacobson stated this was discussed at Design Review Board meetings on different projects that came before them. He said he would suggest giving Design Review Board an opportunity to meet, discuss this matter, and then present to Planning Commission. Discussion ensued regarding differences between design standards and building code. Palm stated the Planning Department should have more conversation with the Design Review Board and investigate how other jurisdictions handle this before making changes to Section 8.12.

Ritz asked if during the Affordable Housing Study, the definition of single-family dwelling could be updated and the minimum square feet changed from 900 square feet to 600 square feet in an effort to include tiny homes. He also inquired about the inclusion of charging stations in both commercial and residential areas.

MOTION was made by Jacobson, seconded by Ritz, to recommend APPROVAL of a request to amend Ordinance No. 3619, city of Bellevue Zoning Ordinance, regarding minor text amendments for the purpose of updating staff titles, Article 2 Definitions, and miscellaneous section numbers. Applicant: City of Bellevue. Case #: 168. APPROVAL of a request to amend Ordinance No. 3619, City of Bellevue Zoning Ordinance as presented regarding minor text amendments for the purpose of updating staff titles, Article 2 Definitions including updated fence definition to read, "fence shall mean an enclosure or barrier intended to be permanent and made from materials intended for fencing, such as wood, wire, vinyl, wrought iron, composite, block or stone materials creating a boundary," and miscellaneous section numbers including adding wireless communication towers and antennae to Section 5.05.04. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to City Council for PUBLIC HEARING on August 2, 2022.

PUBLIC HEARING was held on a request to amend the City of Bellevue Subdivision Regulations regarding minor text amendments for the purpose of updating staff titles. Applicant: City of Bellevue. Case#: 169.

Palm stated updates to the Subdivision Regulations include updates to staff titles to include a definition for Planning Secretary.

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

Ackley asked if planning timeframes provided in Chapter 3, Preliminary Plats, Section 3-12, Preliminary Plat Time Limit and Chapter 4, Final Plats, Section 4-11, Final Plat Time Limit provides enough time to each applicant to submit and complete the required documents. Palm stated applicants tend to move quickly on these, especially final plats, therefore the required time limits work. She also stated applicants can request an extension on both the preliminary plat and final plat.

Jacobson asked if, during COVID, any changes were made to how applications were submitted. Palm

MINUTE RECORD

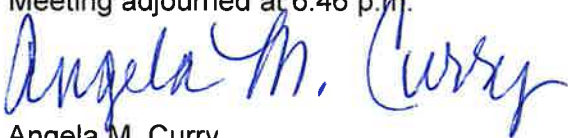
Bellevue Planning Commission Meeting, June 23, 2022, Page 3

electronic submittal is required for all applications. She stated this process was put in place before the onset of COVID

MOTION was made by Ackley, seconded by Aerni, to recommend APPROVAL of a request to amend the City of Bellevue Subdivision Regulations regarding minor text amendments for the purpose of updating staff titles. Applicant: City of Bellevue. Case#: 169. APPROVAL of the Planning Departments recommendation to amend Ordinance No. 3619 regarding minor text amendments for the purpose of updating staff titles. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to City Council for PUBLIC HEARING on August 2, 2022.

Meeting adjourned at 6:46 p.m.



Angela M. Curry
Assistant Planning Manager

2.a.

**CITY OF BELLEVUE
PLANNING DEPARTMENT**

RECOMMENDATION REPORT # 1

CASE NUMBERS: S-2206-14

**FOR HEARING OF:
REPORT #1:** July 28, 2022

I. GENERAL INFORMATION

A. APPLICANT:

Hawkins & Strom Holdings, LLC
414 Greenbriar Court
Bellevue, NE 68005

B. PROPERTY OWNERS:

Hawkins & Strom Holdings, LLC
Jim and Mary Hawkins
414 Greenbriar Court
Bellevue, NE 68005

Belle Vue Acres LLC
Mary Ellen Huck
405 Ridgewood Drive
Bellevue, NE 68005

Fontenelle Hills Golf Club
Jeff Renner
1021 Galvin Road South
Bellevue, NE 68005

C. GENERAL LOCATION:

Martin Drive and Ridgewood Drive/Martin Drive and Ridgewood Court

D. LEGAL DESCRIPTION:

Lots 1 through 9, Fontenelle Hills Estates, being a replat of Lot 1, Fontenelle Replat 8, and Lots 12, 13, 16, 17, 19, 55A, 233, and 234, Fontenelle, and half of vacated Laurel Lane.

E. REQUESTED ACTIONS:

Request to final plat Lots 1 through 9, Fontenelle Hills Estates.

F. EXISTING ZONING AND LAND USE:

RS-120-PS, Vacant (former golf course)

G. PURPOSE OF REQUEST:

The purpose of this request is to obtain approval of a final plat to facilitate low density single family residential development.

H. SIZE OF SITE:

The site is approximately 28.4 acres.

II. BACKGROUND INFORMATION

A. EXISTING CONDITION OF SITE:

The site is presently vacant and covered in vegetation. The property was previously used as a golf course.

B. GENERAL NEIGHBORHOOD/AREA LAND USES AND ZONING:

- 1. **North:** Single Family Residential, RE and RS-120-PS
- 2. **East:** Single Family Residential, RS-120-PS
- 3. **South:** Single Family Residential, RS-120-PS
- 4. **West:** Single Family and Multi Family Residential, RS-120-PS

C. REVELANT CASE HISTORY:

On April 28, 2022, the Planning Commission recommended approval of a request to rezone Lots 1 through 9, Fontenelle Hills Estates, being a replat of Lot 1, Fontenelle Replat 8, and Lots 12, 13, 16, 17, 19, 55A, 233, and 234, Fontenelle, and half of vacated Laurel Lane, from RS-120-PS to RE for the purpose of low density single family residential development ; and preliminary plat Lots 1 through 9, Fontenelle Hills Estates. The City Council approved the aforementioned request on June 21, 2022.

D. APPLICABLE REGULATIONS:

1. Chapter 4, Subdivision Regulations, regarding Final Plats.
2. Chapter 7, Subdivision Regulations, regarding Capital Improvements.

III. ANALYSIS

A. COMPREHENSIVE PLAN:

The Future Land Use Map of the Comprehensive Plan designates this area as low density residential and recreational (based on the former golf course).

B. OTHER PLANS:

None

C. TRAFFIC AND ACCESS:

1. There is no MAPA traffic data information available for this area.
2. Access is proposed from private drives off Greenbriar Court, Martin Drive, and Ridgewood Drive for proposed Lots 1 through 5. Lots 6 through 9 will be served by Dagmar Court, a private street.

D. UTILITIES:

All utilities are available or will be constructed to serve this development. Epiphany Ramos, Wastewater Superintendent, has confirmed there is sanitary sewer capacity to serve these additional single-family homes.

E. ANALYSIS:

1. Jim and Mary Hawkins, on behalf of Hawkins & Strom Holdings LLC., have submitted a request to final plat of Lots 1 through 9, Fontenelle Hills Estates, for the purpose of single-family residential development.
2. RE zoning was requested for Lots 1 through 9, Fontenelle Hills Estates, and will take effect upon filing of the final plat.
3. This application was sent out to the following departments/individuals for review: Public Works, Permits and Inspections, Offutt Air Force Base, Sarpy County Planning Director, Sarpy County Public Works Department, Sarpy County Administrator, 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.

Public Works Engineer Matt Knight and Sarpy County Public Works had technical comments on the plat. These comments have since been satisfied by the applicant's surveyor.

No other comments were received on this case.

4. The final plat is in conformance with the approved preliminary plat.
5. The Subdivision Agreement has been reviewed by the City Attorney.

F. TECHNICAL DEFICIENCIES:

None

IV. DEPARTMENT RECOMMENDATION

APPROVAL based upon conformance with the preliminary plat.

V. PLANNING COMMISSION RECOMMENDATION

Under Review

VI. ATTACHMENTS TO REPORT

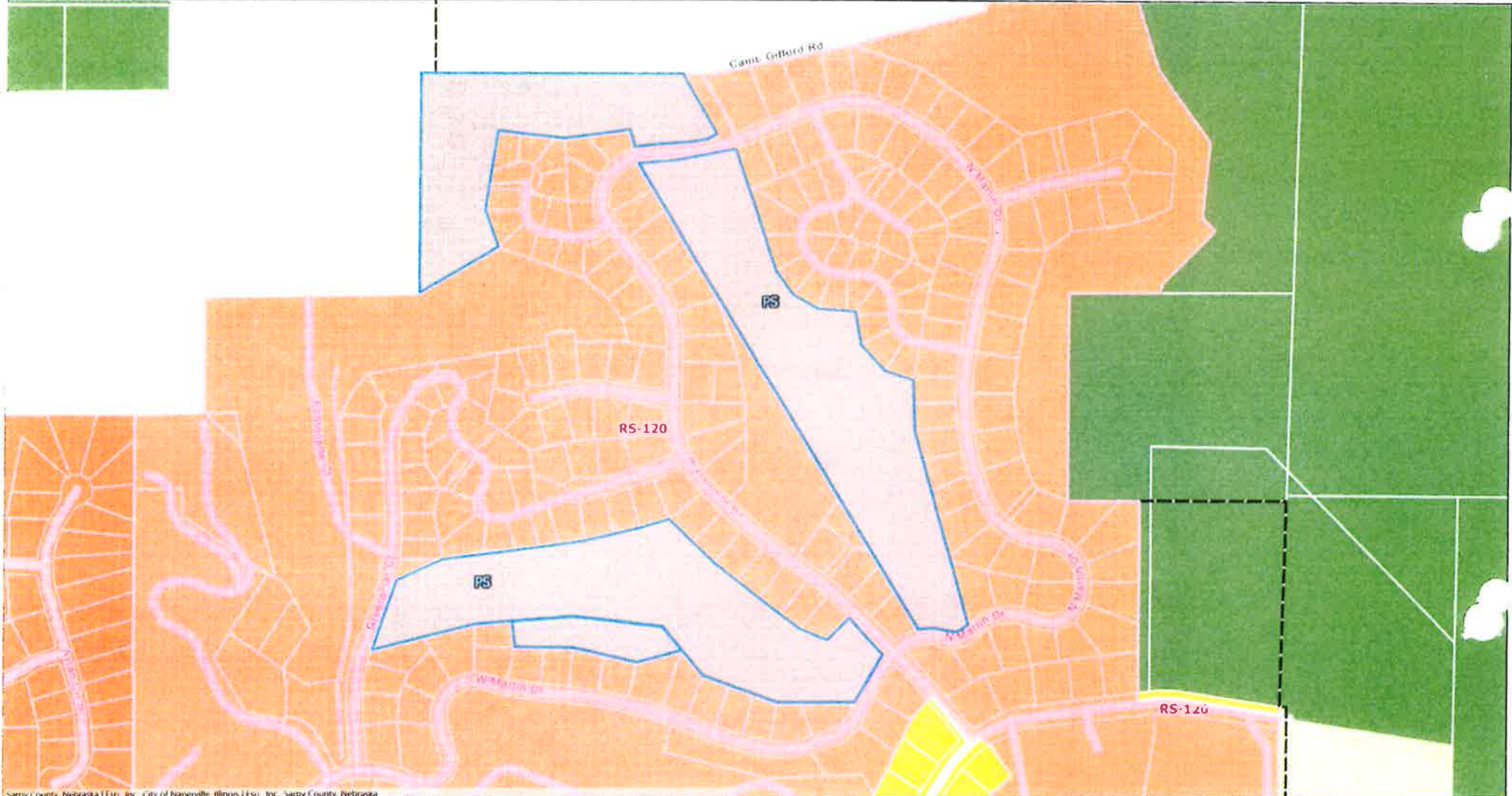
1. Vicinity map/Zoning Map
2. 2020 GIS aerial photo of the property
3. Final plat received July 19, 2022

VII. COPIES OF REPORT TO:

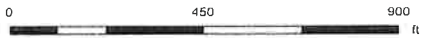
1. Hawkins & Strom Holdings LLC
2. Belle Vue Acres LLC
3. Fontenelle Hills Golf Club
4. Hill-Farrell Associates, Inc.
5. Public Upon Request


Assistant Planning Manager


Planning Manager Date of Report



Sarpy County, Nebraska I.E.S., Inc. City of Naperville, Illinois I.E.S., Inc. Sarpy County, Nebraska



Map Scale 1: 4514

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Notes



Esri, Inc. City of Naperville, Illinois | Sarpy County, Nebraska | Esri, Inc. Sarpy County, Nebraska



Map Scale 1: 9028

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Notes



FONTENELLE HILLS ESTATES

LOTS 1,2,3,4,5,6,7 and 8

BEING A REPLAT OF LOT 1, FONTENELLE REPLAT 8,
LOTS 12, 13, 16, 17, 19, 55A, 233 AND 234
AND 1/2 OF VACATED LAUREL LANE, FONTENELLE,
SW 1/4 SEC. 24-14-13, SARPY COUNTY, NEBRASKA.

SURVEYOR'S CERTIFICATE

I, RONALD D. HILL, THE UNDERSIGNED REGISTERED LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE COMPUTED AND DRAWN THE TRACT BOUNDARIES FROM RECORD PLATS AS SHOWN HEREON AND ACCURATELY SURVEYED AND STAKED WITH IRON PINS THE CORNERS AS SHOWN IN "FONTENELLE HILLS ESTATES", BEING A REPLAT OF LOT 1, FONTENELLE REPLAT 8, LOTS 12, 13, 16, 17, 19, 55A, 233 AND 234 AND 1/2 OF VACATED LAUREL LANE, FONTENELLE, LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 24, TOWNSHIP 14 NORTH, RANGE 13 EAST OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TRACT 1 (LOTS 1 AND 2)
BEGINNING AT THE NORTHEAST CORNER OF LOT 26, FONTENELLE, THENCE S88°15'35"W, 238.78 FEET TO NW COR LOT 23; THENCE N23°50'28"W, 243.67 FEET TO NW COR LOT 22; THENCE N41°02'23"W, 104.68 FEET TO NW COR LOT 21; THENCE S77°49'01"W, 143.74 FEET TO NW COR LOT 20; THENCE N78°48'43"W, 200.91 FEET TO NW COR LOT 15; THENCE S04°43'58"W, 88.62 FEET TO NW COR LOT 14; THENCE S88°44'10"W, 92.09 FEET TO NW COR LOT 11; THENCE N03°10'16"W, 81.19 FEET TO NE COR LOT 8; THENCE S83°20'48"W, 115.00 FEET TO NW COR LOT 6; THENCE S33°19'43"W, 328.54 FEET TO NW COR LOT 1; THENCE N83°53'30"E, 45.87 FEET TO SW COR LOT 1; THENCE N01°16'41"E, 10.00 FEET TO THE LEFT CHORD BEARING N12°46'42"E, 250.18 FEET, RADIUS 811.18 FEET, ARC 251.63 FEET TO NW COR LOT 55A; THENCE N84°47'26"E, 132.31 FEET TO SE COR LOT 55B; THENCE N77°22'20"E, 127.80 FEET TO SW COR LOT 41; THENCE N80°51'07"E, 172.81 FEET TO SW COR LOT 34; THENCE N80°16'25"E, 232.78 FEET TO SW COR LOT 36; THENCE N70°16'19"E, 178.84 FEET TO NW COR LOT 33; THENCE S47°23'09"E, 194.17 FEET TO SW COR LOT 31; THENCE S55°37'24"E, 181.84 FEET TO SW COR LOT 29; THENCE S56°14'42"E, 156.44 FEET TO SW COR LOT 27; THENCE S72°03'03"E, 81.78 FEET TO SE COR LOT 25; THENCE N42°01'01"E, 90.00 FEET TO NE COR LOT 23; THENCE S47°47'01"E, 133.14 FEET EAST SOUTHERLY ALONG THE NE COR OF LOT 23A; THENCE SOUTHWESTERLY ALONG A CURVE TO THE LEFT CHORD BEARING S28°52'53"W, 158.70 FEET, RADIUS 319.14 FEET, ARC 159.34 FEET TO THE POINT OF BEGINNING DESCRIBED TRACT CONTAINS 437,252 SQUARE FEET OR 10.036 ACRES

TRACT 2 (LOTS 3, 4 AND 5)
BEGINNING AT THE SOUTHEAST CORNER OF LOT 122, FONTENELLE, THENCE N24°14'21"W, 39.17 FEET TO THE NE COR LOT 119; THENCE N72°37'53"W, 113.20 FEET TO NW COR LOT 119; THENCE S32°21'13"W, 205.00 FEET TO THE SW COR OF LOT 118; THENCE NORTHWESTERLY ALONG A CURVE TO THE RIGHT N37°18'53"W, 273.06 FEET, RADIUS 1,807.90 FEET ARC 273.32 FEET TO SW COR LOT 117; THENCE N41°00'09"E, 70.00 FEET TO SE COR LOT 117; THENCE N03°15'38"W, 244.11 FEET TO NE COR LOT 115; THENCE N12°10'45"W, 127.48 FEET TO NE COR LOT 113; THENCE N23°35'37"W, 218.82 FEET TO NE COR LOT 110; THENCE N27°41'56"W, 479.97 FEET TO NE COR LOT 105; THENCE EASTERLY ALONG SOUTHERLY ROW OF MARTIN DRIVE ALONG THE FOLLOWING 3 COURSES: 1) EASTERLY ALONG A CURVE TO THE RIGHT N77°57'10"E, 34.90 FEET, RADIUS 140.00 FEET, ARC 35.00 FEET 2) N85°06'44"E, 71.29 FEET 3) EASTERLY ALONG A CURVE TO THE LEFT N77°20'34"E, 192.06 FEET, RADIUS 710.32 FEET, ARC 192.63 FEET TO NW COR LOT 179; THENCE S20°24'49"E, 273.48 FEET TO SW COR LOT 173; THENCE S24°19'31"E, 121.18 FEET TO SW COR LOT 172; THENCE S30°59'31"E, 89.10 FEET TO SW COR LOT 171; THENCE S63°55'48"E, 90.24 FEET TO SE COR LOT 170; THENCE S8°00'01"E, 114.31 FEET TO SE COR LOT 168; THENCE S12°00'07"E, 104.31 FEET TO SW COR LOT 176; THENCE S45°06'07"E, 112.63 FEET TO SW COR LOT 165; THENCE S72°53'57"E, 91.58 FEET TO SE COR LOT 164; THENCE S05°34'34"E, 158.13 FEET; THENCE S14°58'24"E, 180.57 FEET TO SW COR LOT 131; THENCE S18°42'02"E, 221.17 FEET TO SW COR LOT 128; THENCE S19°31'28"E, 218.08 FEET TO SW COR LOT 123; THENCE WESTERLY ALONG THE NORTH ROW OF MARTIN DRIVE ALONG THE FOLLOWING 2 COURSES: 1) WESTERLY ALONG A CURVE TO THE RIGHT S72°03'37"W, 66.44 FEET, RADIUS 56.05; ARC 71.12 FEET 2) WESTERLY ALONG A CURVE TO THE LEFT N89°23'14"W, 91.28 FEET, RADIUS 149.31 FEET, ARC 92.76 FEET TO THE POINT OF BEGINNING DESCRIBED TRACT CONTAINS 519,015 SQUARE FEET OR 11.915 ACRES

TRACT 3 (LOTS 6, 7 & 9)
BEGINNING AT THE NORTHWEST CORNER OF LOT 1, FONTENELLE REPLAT 8, THENCE S89°50'55"E, 836.28 FEET TO A POINT ON THE CENTERLINE OF VACATED LAUREL LANE AND THE NORTH BOUNDARY OF FONTENELLE; THENCE ALONG THE CENTERLINE OF VACATED LAUREL LANE S33°23'48"E, 154.31 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT S28°05'52"E, 46.50 FEET, RADIUS 273.15 FEET, ARC 70.06 FEET TO A POINT ON THE NORTHERLY ROW OF MARTIN DRIVE; THENCE WESTERLY ALONG SAID MARTIN DRIVE ROW ALONG THE FOLLOWING 3 COURSES: 1) ALONG A CURVE TO THE RIGHT S78°07'29"W, 161.55 FEET, RADIUS 660.32 FEET, ARC 161.95 FEET 2) THENCE S85°06'44"W, 71.29 FEET 3) ALONG A CURVE TO THE LEFT S77°57'10"W, 49.63 FEET, RADIUS 190.00 FEET, ARC 49.78 FEET TO THE SE COR OF LOT 104; THENCE N18°32'21"W, 17.00 FEET TO THE NE COR LOT 104; THENCE S92°50'27"W, 200.65 FEET TO NW COR LOT 103; THENCE N83°08'52"W, 205.36 FEET TO NW COR LOT 95; THENCE S09°27'49"W, 247.48 FEET TO SW COR LOT 93; THENCE S19°52'18"E, 120.69 FEET TO SW COR LOT 92; THENCE S57°03'41"W, 285.43 FEET TO SE COR OUTLOT "A", FAIRWAY ESTATES; THENCE N00°20'36"E, 681.16 FEET TO POINT OF BEGINNING DESCRIBED TRACT CONTAINS 274, 076 SQUARE FEET OR 6.292 ACRES

DATE: 07/10/2022

RONALD D HILL R L S NO 373

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, HAWKINS & STROM HOLDINGS LLC, BELLE VUE ACRES LLC AND FONTENELLE HILLS GOLF CLUB, BEING THE OWNERS OF THE PROPERTY DESCRIBED WITHIN THE SURVEYOR'S CERTIFICATE AND EMBRACED WITHIN THIS PLAT, HAVE CAUSED SAID LAND TO BE REPLATED INTO A LOTS TO BE NUMBERED AS SHOWN, SAID SUBDIVISION TO BE HEREAFTER KNOWN AS "FONTENELLE HILLS ESTATES", AND WE DO HEREBY RATIFY AND APPROVE OF THE DISPOSITION OF OUR PROPERTY AS SHOWN ON THIS PLAT. WE DO HEREBY GRANT A PERPETUAL EASEMENT TO THE DAVEN PUBLIC POWER DISTRICT AND CENTURYLINK COMMUNICATIONS INTERNATIONAL INC AND ANY COMPANY WHICH HAS BEEN GRANTED A FRANCHISE TO PROVIDE A CABLE TELEVISION SYSTEM IN THE AREA TO BE SUBDIVIDED, THEIR SUCCESSORS AND ASSIGNS, TO ERECT, OPERATE, MAINTAIN, REPAIR AND RENEW POLES, WIRES, CROSS ARMS, DOWN GUYS AND ANCHORS, CABLES, CONDUITS AND OTHER RELATED FACILITIES, AND TO EXTEND THEREON WIRES OR CABLES FOR THE TRANSMISSION OF ELECTRIC CURRENT FOR LIGHT, HEAT AND POWER FOR THE TRANSMISSION OF SIGNALS AND SOUNDS OF ALL KINDS AND THE RECEPTION THEREON, INCLUDING SIGNALS PROVIDED BY A CABLE TELEVISION SYSTEM AND THEIR RECEPTION ON OVER THROUGH, UNDER AND ACROSS A FIVE (5) FOOT WIDE STRIP OF LAND ABUTTING ALL FRONT AND SIDE BOUNDARY LINES, AND AN EIGHT (8) FOOT WIDE STRIP OF LAND ABUTTING THE REAR BOUNDARY LINES OF ALL LOTS AND A SIXTEEN (16) FOOT WIDE STRIP OF LAND ABUTTING THE REAR BOUNDARY OF ALL EXTERIOR LOTS. THE TERM EXTERIOR LOTS IS HEREIN DEFINED AS THOSE LOTS FORMING THE OUTER PERIMETER OF THE ABOVE DESCRIBED ADDITION. THE SIXTEEN (16) FOOT WIDE STRIP MAY BE REDUCED TO EIGHT (8) FEET WIDE WHEN ADJACENT LAND IS SURVEYED, PLATTED AND RECORDED. NO PERMANENT BUILDINGS, TREES, RETAINING WALL OR LOOSE ROCK SHALL BE PLACED IN THE SAID EASEMENT WAYS, BUT THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, SIDEWALKS, DRIVEWAYS, AND OTHER PURPOSES THAT DO NOT INTERFERE WITH THE AFORESAID USES OF RIGHTS HEREIN GRANTED. WE DO ALSO DEDICATE THE EASEMENTS AS SHOWN HEREON. IN WITNESS WHEREOF WE DO HEREBY SET OUR HANDS THIS _____ DAY OF _____ 2022.

HAWKINS & STROM HOLDINGS LLC
MARY B HAWKINS, PARTNER

BELLE VUE ACRES LLC
MARY ELLEN HUCK, MANAGING PARTNER

FONTENELLE HILLS GOLF CLUB
JEFFREY L RENNER, PARTNER

ACKNOWLEDGMENT OF NOTARY

STATE OF NEBRASKA } ss
COUNTY OF SARPY }

ON THIS _____ DAY OF _____, 2022, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, DULY QUALIFIED AND COMMISSIONED IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED MARY B HAWKINS, MARY ELLEN HUCK AND JEFFREY L RENNER, PERSONALLY KNOWN BY ME TO BE THE IDENTICAL PERSONS WHOSE NAMES APPEAR ON THIS PLAT AND THEY DID ACKNOWLEDGE THE EXECUTION THEREOF TO BE THEIR VOLUNTARY ACT AND DEED.

DATE: _____ NOTARY PUBLIC

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

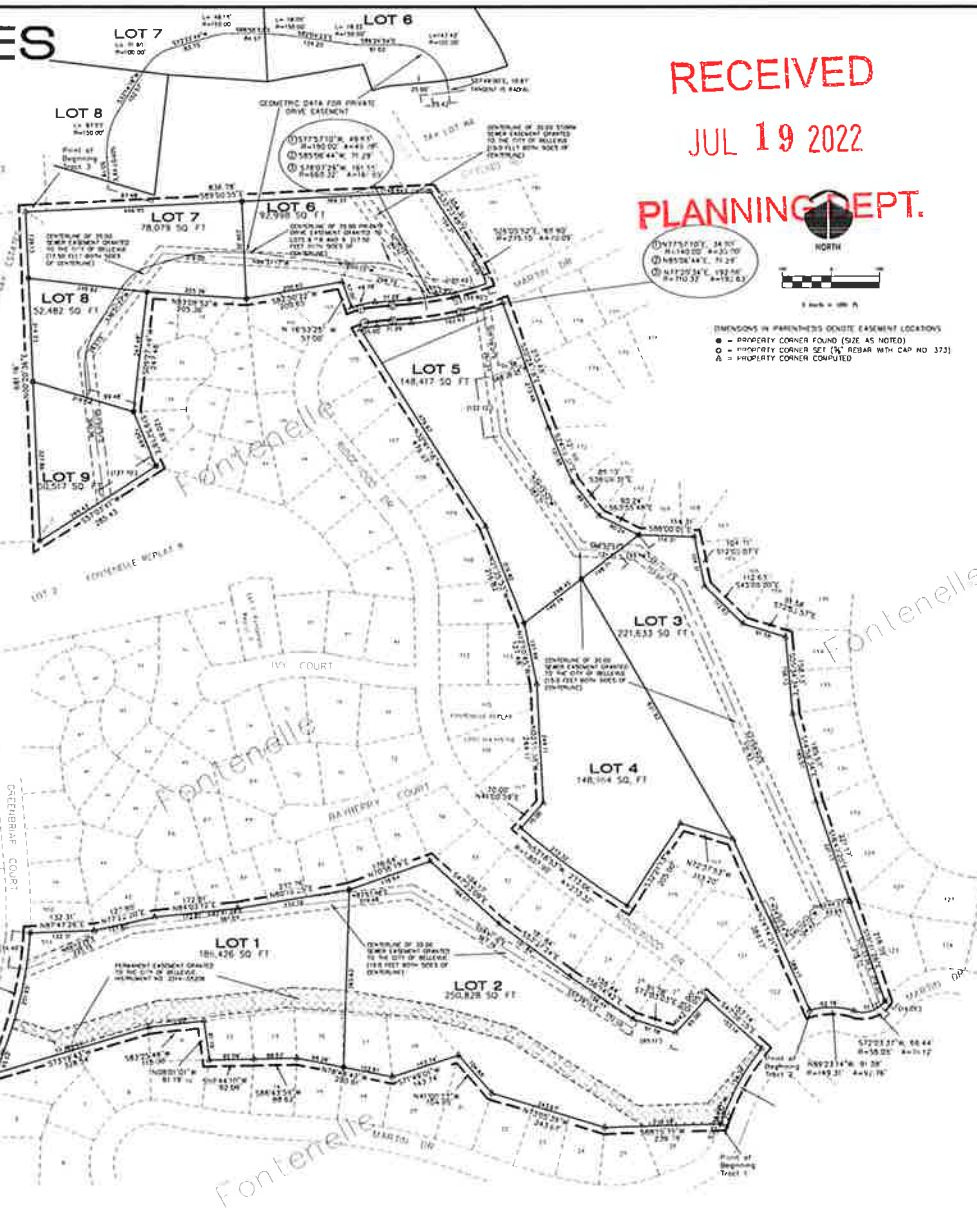
DATE: _____ REVIEW BY SARPY COUNTY PUBLIC WORKS
THIS PLAT OF "FONTENELLE HILLS ESTATES" WAS REVIEWED BY THE SARPY COUNTY SURVEYOR'S OFFICE ON THIS _____ DAY OF _____ 2022.

APPROVAL OF BELLEVUE PLANNING COMMISSION
THIS PLAT OF "FONTENELLE HILLS ESTATES" WAS APPROVED BY THE BELLEVUE PLANNING COMMISSION THIS _____ DAY OF _____ 2022.

APPROVAL OF BELLEVUE CITY COUNCIL
THIS PLAT OF "FONTENELLE HILLS ESTATES" WAS APPROVED BY THE BELLEVUE CITY COUNCIL THIS _____ DAY OF _____ 2022. THIS PLAT BECOMES NULL AND VOID IF NOT RECORDED WITHIN NINETY (90) DAYS OF THE ABOVE DATE.

COUNTY TREASURER _____ SARPY COUNTY SURVEYOR/ENGINEER _____

BELLEVUE PLANNING COMMISSION _____ ATTEST _____ CITY CLERK _____ MAYOR _____



RECEIVED
JUL 19 2022

PLANNING DEPT.



DIMENSIONS IN PARENTHESES DENOTE EASEMENT LOCATIONS
● = PROPERTY CORNER FOUND (SIZE AS NOTED)
○ = PROPERTY CORNER SET BY MEASUR WITH CAP NO. 3731
▲ = IMPROPT CORNER COMPUTED

SURVEY: RDH/DCH
DRAWN: RCH
DATE: 08/23/2022
07/10/2022
07/18/2022
07/19/2022

FONTENELLE HILLS ESTATES
REPLAT
SW 1/4 SEC. 9, NW 1/4 SEC. 16
SARPY COUNTY, NEBRASKA.

HILL-FARRELL ASSOCIATES, INC.
Land Surveyors
Bellevue, NE 68005 (402) 291-6100

PROJECT NO.
FONTENELLE
ESTATES
FINAL PLAT

**CITY OF BELLEVUE
PLANNING DEPARTMENT**

RECOMMENDATION REPORT # 1

CASE NUMBER: S-2206-14

**FOR HEARING OF:
REPORT #1:** July 28, 2022

I. GENERAL INFORMATION

A. APPLICANT:

Woodsonia Lakewood West, LLC.
Attn: Drew Snyder
20010 Manderson St., Ste. 101
Elkhorn, NE 68022

B. PROPERTY OWNER:

Woodsonia Lakewood West, LLC.
20010 Manderson St., Ste. 101
Elkhorn, NE 68022

C. GENERAL LOCATION:

11715 South 60th Street

D. LEGAL DESCRIPTION:

Lots 192 through 266, and Outlots I and J, Lakewood West, being a platting of Tax Lot 14, and a replat of Outlot H, Lakewood West, all located in the Southwest ¼ of Section 31, T14N, R13E of the 6th P.M., Sarpy County, Nebraska.

E. REQUESTED ACTIONS:

Final Plat Lots 192 through 266, and Outlots I and J, Lakewood West

F. EXISTING ZONING AND LAND USE:

AG; Vacant/Agricultural

G. PURPOSE OF REQUEST:

The purpose of this request is to obtain final plat approval to enable single-family residential development.

H. SIZE OF SITE:

The site is approximately 20 acres.

II. BACKGROUND INFORMATION

A. EXISTING CONDITION OF SITE:

The property has most recently been used agriculturally.

B. GENERAL NEIGHBORHOOD/AREA LAND USES AND ZONING:

North: Vacant/Single-Family Residential, AG
East: Vacant/Proposed Lakewood West Phase 1, RS-72
South: Vacant, AG
West: Vacant/Agricultural, Limits of Bellevue's jurisdiction

C. REVELANT CASE HISTORY:

1. On October 22, 2020, the Planning Commission recommended denial of a request to rezone Tax Lot 14, located in the Southwest ¼ of Section 31, T14N, R13E of the 6th P.M., Sarpy County, Nebraska from AG to ML for the purpose of light industrial development. The City Council denied the aforementioned request on December 15, 2020.
2. On April 28, 2022 the Planning Commission recommended approval of a request to rezone Lots 192 through 266, and Outlot I, Lakewood West, being a platting of Tax Lot 14, located in the Southwest ¼ of Section 31, T14N, R13E of the 6th P.M., Sarpy County, Nebraska, and a replat of Outlot H, Lakewood West, from AG and RS-72 to RG-50 for the purpose of single family residential development; and preliminary plat Lots 192 through 266, and Outlot I, Lakewood West. The City Council approved the aforementioned request on June 21, 2022.

D. APPLICABLE REGULATIONS:

1. Chapter 4, Subdivision Regulations, regarding Final Plats.
2. Chapter 7, Subdivision Regulations, regarding Capital Improvements.

III. ANALYSIS

A. COMPREHENSIVE PLAN:

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

B. OTHER PLANS:

None

C. TRAFFIC AND ACCESS:

1. There is no MAPA traffic data information available for South 60th Street.
2. The property will have access to the east from newly constructed extensions of Joann Avenue and Edgewater Drive connecting to the Lakewood West Phase 1 development. Future access to the north will be from a newly created South 57th Avenue.
3. Per Sarpy County Public Works, the property will not have vehicular access to South 60th Street or future Schram Road.

D. UTILITIES:

All utilities are available or will be constructed to serve this development.

E. ANALYSIS:

1. Drew Snyder, on behalf of Woodsonia Real Estate Inc., has submitted a request to final plat Lots 192 through 266, and Outlots I and J, Lakewood West.
2. RG-50 zoning was requested for Lots 192 through 266, and Outlot I, Lakewood West. This zoning will take effect upon filing of the final plat.
3. This application was sent out to the following departments/individuals for review: Public Works, Permits and Inspections, Offutt Air Force Base, Sarpy County Planning Director, Sarpy County Public Works Department, Sarpy County Administrator, and the Papillion LaVista 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.

4. The final plat is in conformance with the approved preliminary plat.

5. The Subdivision Agreement has been reviewed by the City Attorney.

IV. TECHNICAL DEFICIENCIES

None

V. DEPARTMENT RECOMMENDATION

APPROVAL based upon conformance with the preliminary plat.

VI. PLANNING COMMISSION RECOMMENDATION

Under review

VII. ATTACHMENTS TO REPORT

1. Vicinity map/Zoning Map
2. 2020 GIS aerial photo of the property
3. Final plat received June 24, 2022

VIII. COPIES OF REPORT TO:

1. Woodsonia Lakewood West, LLC. – Drew Snyder
2. Thompson, Dreesen & Dorner, Inc. – Bradley Huyck
3. Larry Jobeun
4. Public Upon Request

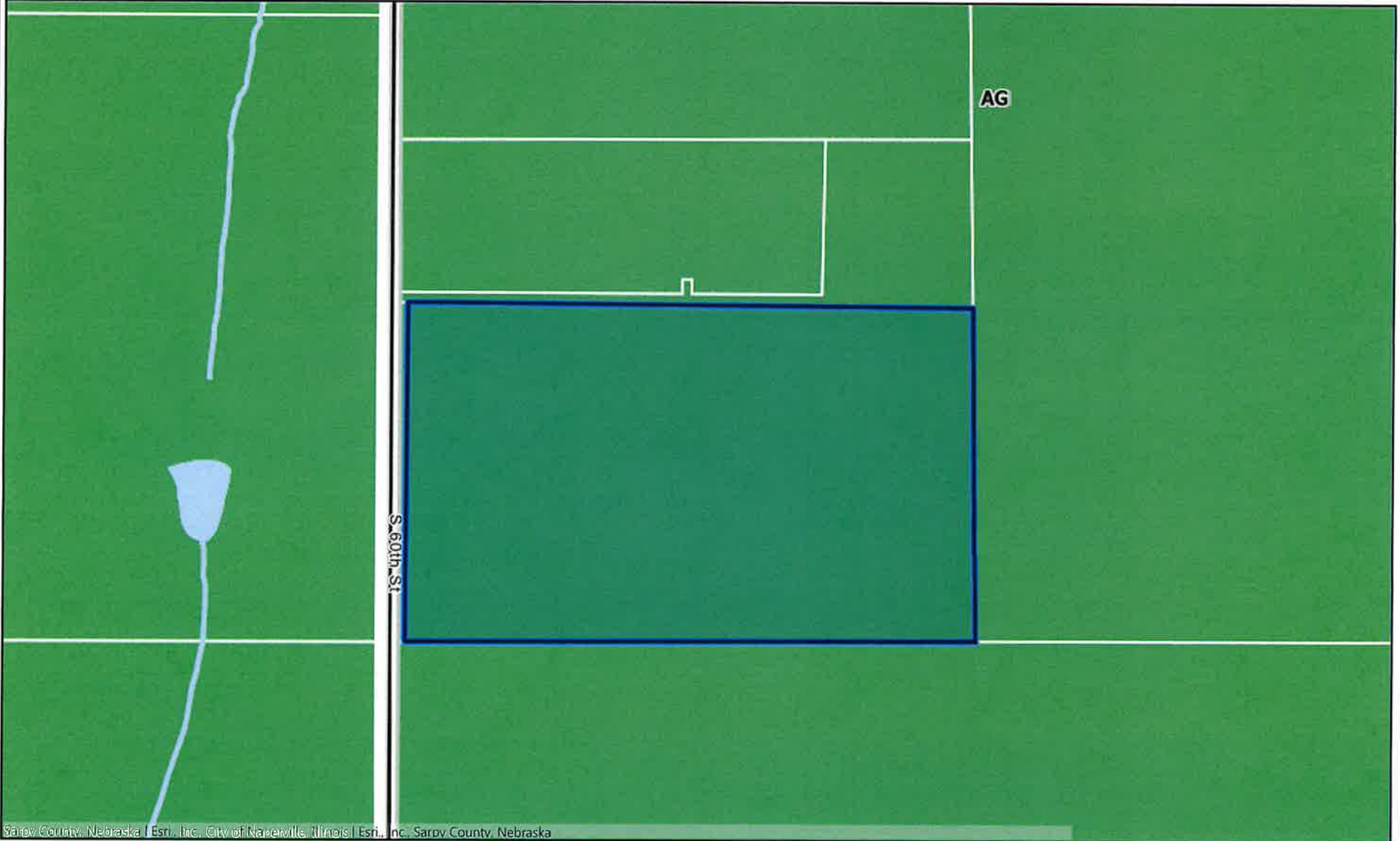

Assistant Planning Manager


Planning Manager Date of Report

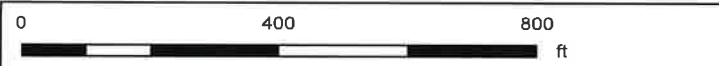


SARPY COUNTY
NEBRASKA

South 60th Street and Hwy 370



Sarpy County, Nebraska | Esri, Inc. City of Naperville, Illinois | Esri, Inc. 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





SARPY COUNTY
NEBRASKA

South 60th Street and Hwy 370



Esri, Inc. City of Naperville, Illinois | Esri, Inc. Sarpy County, Nebraska



Map Scale 1: 4514

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Notes



LAKEWOOD WEST

LOTS 192 THRU 266 AND OUTLOTS "I" AND "J"

BEING A PLATTING OF PART OF TAX LOT 14, IN THE SOUTHWEST 1/4 OF SECTION 31, T14N, R13E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, TOGETHER WITH A RE-PLATTING OF OUTLOT I, LAKEWOOD WEST, A SUBDIVISION IN SARPY COUNTY, NEBRASKA.

NOTES:

1. NO DIRECT ACCESS TO A MAIN STREET AND FUTURE SCHRAM ROAD SHALL BE PERMITTED BY ANY LOTS ON OUTLOT J.
2. ALL CHANGING ANGLES ARE 139.0000° UNLESS NOTED.
3. OUTLOT I WILL BE OWNED AND MAINTAINED BY LAKEWOOD WEST HOMEOWNERS ASSOCIATION.

PROPERTY LINE CURVE INFORMATION					
CURVE #	DELTA	LENGTH	TANGENT	RADIUS	PC/PT
1	12°42'48"	453.88	227.78	1030.00	

CELESTIAL CURVE INFORMATION					
CURVE #	BEARING	LENGTH	TANGENT	RADIUS	PC/PT
1	S 55°09'14"	122.89	63.23	100.00	
2	S 70°42'41"	124.88	64.43	100.00	
3	N 11°22'20"	78.11	16.92	100.00	
4	N 72°06'00"	41.89	21.02	100.00	

- LEGEND**
- CORNERS FOUND
 - CORNERS SET
 - (C/O) REFER W/CAP (505)
 - R RECORDED DISTANCE
 - M MEASURED DISTANCE

LOT	SQUARE	FOOTFACES
192	19,373	107 217 7,907 107 242 7,425
193	19,760	107 216 7,903 107 243 7,425
194	19,918	107 216 7,899 107 244 7,425
195	8,716	107 220 7,697 107 245 7,425
196	7,830	107 227 7,574 107 246 7,425
197	7,830	107 227 7,648 107 247 7,425
198	8,182	107 223 8,840 107 248 7,425
199	8,989	107 224 7,804 107 249 7,782
200	7,833	107 225 7,748 107 250 8,138
201	7,824	107 226 7,373 107 251 7,742
202	7,824	107 227 7,390 107 252 7,742
203	7,825	107 228 7,748 107 253 7,742
204	7,825	107 229 7,716 107 254 7,742
205	7,826	107 230 8,089 107 255 7,742
206	7,826	107 231 8,488 107 256 7,742
207	4,600	107 233 7,804 107 257 7,742
208	7,234	107 233 8,918 107 258 7,742
209	7,153	107 234 7,003 107 259 7,742
210	9,084	107 235 7,088 107 260 7,742
211	13,541	107 236 7,173 107 261 8,081
212	8,428	107 237 7,238 107 262 8,814
213	7,518	107 238 8,224 107 263 11,745
214	7,718	107 238 8,243 107 264 10,839
215	7,714	107 240 7,473 107 265 9,907
216	7,710	107 241 7,425 107 266 8,932

MIN. MINIMUM DIMENSIONS FOR LOTS 192 thru 266	
FRONT YARD SETBACK	30 FEET
STREET SIDE YARD SETBACK	15 FEET
SIDE YARD SETBACK	5 FEET
REAR YARD SETBACK	25 FEET



APPROVAL OF BELLEVUE CITY COUNCIL:
 THIS PLAT OF LAKEWOOD WEST WAS APPROVED BY THE BELLEVUE PLANNING COMMISSION ON MAY 1, 2022. THIS PLAT BECOMES NULL AND VOID IF NOT RECORDED WITHIN 90 DAYS OF THE ABOVE DATE.

 BELLEVUE PLANNING COMMISSION

APPROVAL OF BELLEVUE CITY COUNCIL:
 THIS PLAT OF LAKEWOOD WEST WAS APPROVED AND ACCEPTED BY THE BELLEVUE CITY COUNCIL ON MAY 1, 2022. THIS PLAT BECOMES NULL AND VOID IF NOT RECORDED WITHIN 90 DAYS OF THE ABOVE DATE.

 BELLEVUE CITY CLERK

REVIEW BY SARPY COUNTY PUBLIC WORKS:
 THIS PLAT OF LAKEWOOD WEST WAS REVIEWED BY THE SARPY COUNTY SURVEYORS OFFICE THIS _____ DAY OF _____, 2022.

 SARPY COUNTY SURVEYOR/ENGINEER

SURVEYOR'S CERTIFICATE:
 I HEREBY CERTIFY THAT I HAVE MADE A BOUNDARY SURVEY OF THE SUBDIVISION DESCRIBED HEREIN AND THAT PERMANENT MARKERS HAVE BEEN PLACED ON ALL CORNERS OF SAID BOUNDARY AND THAT A TRIP LINE BE PLACED WITHIN THE CITY OF BELLEVUE TO LOCATE THAT PERMANENT MARKERS WILL BE SET AT ALL LOT CORNERS WITHIN SAID SUBDIVISION TO BE KNOWN AS LAKEWOOD WEST, LOTS 192 THRU 266, INCLUDING AND INCLUDING A PORTION OF TAX LOT 14, IN THE SOUTHWEST 1/4 OF SECTION 31, T14N, R13E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, TOGETHER WITH A RE-PLATTING OF OUTLOT I, LAKEWOOD WEST, A SUBDIVISION IN SARPY COUNTY, NEBRASKA, WHERE PARTICULARS DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID TAX LOT 14:

THENCE S82°47'11" (ASSUMED BEARING) 1241.20 FEET ON THE SOUTH LINE OF SAID TAX LOT 14 TO THE SOUTHWEST CORNER THEREOF;

THENCE N00°00'00" 709.38 FEET ON THE WEST LINE OF SAID TAX LOT 14 TO THE NORTHWEST CORNER THEREOF;

THENCE N00°52'01" 1233.60 FEET ON THE NORTH LINE OF SAID TAX LOT 14 TO THE NORTHWEST CORNER THEREOF;

THENCE S02°48'29" 585.71 FEET ON THE EAST LINE OF SAID TAX LOT 14 TO THE NORTHWEST CORNER OF SAID OUTLOT H;

THENCE N00°52'01" 45.84 FEET ON THE NORTH LINE OF SAID OUTLOT H;

THENCE S02°48'29" 178.43 FEET ON THE EAST LINE OF SAID OUTLOT H;

THENCE S82°48'35" 45.53 FEET ON THE SOUTH LINE OF SAID OUTLOT H TO THE POINT OF BEGINNING.

DEDICATION:
 AND AS WELL BY THESE PRESENTS THAT WE, WOODSMAKERS LAKEWOOD WEST, LLC, A NEBRASKA LIMITED LIABILITY COMPANY, BEING THE OWNERS AND ACCESS BANK, A NEBRASKA STATE BANK, BEING THE MORTGAGE HOLDER OF THE LAND DESCRIBED WITHIN THE SURVEYOR'S CERTIFICATE AND ENCLOSED WITHIN THIS PLAT, HAVE CAUSED SAID LAND TO BE SUBDIVIDED INTO LOTS, LOTS AND OUTLOTS TO BE KNOWN AS LAKEWOOD WEST AND SUBDIVISION TO BE KNOWN AS LAKEWOOD WEST, LOTS 192 THRU 266, INCLUDING AND INCLUDING A PORTION OF TAX LOT 14, IN THE SOUTHWEST 1/4 OF SECTION 31, T14N, R13E OF THE 6TH P.M., SARPY COUNTY, NEBRASKA, TOGETHER WITH A RE-PLATTING OF OUTLOT I, LAKEWOOD WEST, A SUBDIVISION IN SARPY COUNTY, NEBRASKA, WHERE PARTICULARS DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID TAX LOT 14:

PERMANENT EASEMENTS SHALL BE GRANTED TO METROPOLITAN UTILITIES DISTRICT OF OMAHA AND RAY NATURAL GAS PROVIDER AND THEIR SUCCESSORS AND ASSIGNS, TO ERECT, INSTALL, OPERATE, MAINTAIN, REPAIR AND REARV INFRASTRUCTURE, PIPELINES AND OTHER RELATED FACILITIES, AND TO EXTEND THEREON PIPES FOR THE TRANSMISSION OF GAS AND WATER AND INFRASTRUCTURE AND ACCESS A FIVE-FOOT-WIDE STRIP OF LAND ABUTTING ALL 60'-6" WIDE STREETS AND ALONG ALL STREET FRONTAGES OF ALL LOTS;

NO PERMANENT BUILDINGS, TREES, RETAINING WALLS OR LOOSE ROCK WALLS SHALL BE PLACED IN SAID EASEMENT STRIPS, BUT THE SAME MAY BE USED FOR GARDENS, COURTESY, LANDSCAPING, SIDEWALKS, DRIVEWAYS AND OTHER PURPOSES THAT DO NOT INTERFERE WITH THE AFORESAID USES OR RIGHTS THEREIN GRANTED.

WOODSMAKERS LAKEWOOD WEST, LLC,
 A NEBRASKA LIMITED LIABILITY COMPANY

BY: ANDREW A. ENDELL, MANAGER

ACCESS BANK, A NEBRASKA STATE BANK

BY: ANANDA SUBREK, VICE PRESIDENT

ACKNOWLEDGEMENT OF NOTARY:
 STATE OF NEBRASKA

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2022 BY ANDREW A. ENDELL, MANAGER OF WOODSMAKERS LAKEWOOD WEST, LLC, A NEBRASKA LIMITED LIABILITY COMPANY ON BEHALF OF SAID COMPANY.

NOTARY PUBLIC

ACKNOWLEDGEMENT OF NOTARY:
 STATE OF NEBRASKA

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2022 BY ANANDA SUBREK, VICE PRESIDENT OF ACCESS BANK, A NEBRASKA STATE BANK ON BEHALF OF SAID BANK.

NOTARY PUBLIC

SARPY COUNTY TREASURER'S CERTIFICATE:
 THIS IS TO CERTIFY THAT I HAVE NO RECORDS OR SPECIAL TAXES ON OR DELINQUENT AGAINST THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AND ENCLOSED WITHIN THIS PLAT AS SHOWN ON THE RECORDS OF THIS OFFICE THIS _____ DAY OF _____, 2022.

 SARPY COUNTY TREASURER



Thompson, Dressner & Gornor, Inc.
 10836 Old Mill Rd
 Omaha, NE 68154
 p. 402.330.8800 f. 402.330.5866
 tdcoco.com



LAKEWOOD WEST LOTS 192 THRU 266 AND OUTLOTS I AND J



No.	Description	MM-DD-YY
1		
2		
3		
4		

Job No.: B2069-133B
 Drawn By: RJR
 Reviewed By: MJS
 Date: MAY 1, 2022
 Book: 22/09
 Page: 24

CITY OF BELLEVUE
 FINAL PLAT



We Influence The World!

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

3.a.

MEMORANDUM

TO: Planning Commission
From: Angela Curry, Assistant Planning Manager
Date: July 21, 2022
Subject: Blighted and Substandard Designation – Habitat for Humanity

Ken Mar, on behalf of Habitat for Humanity, is requesting Lot 21A, Old Orchard Place, Lot 3, Old Orchard Place I, Lots 1 and 2, Old Orchard Place II, Lots 1, 2, and 3, Old Orchard Place III, Lots 4 and 5, High School View, and Tax Lot 8A, be designated as blighted and substandard. The applicant’s analysis is attached. The lots listed are generally located near South 10th Street and Kasper Street and west of Fort Crook Road. Please refer to the attached maps, where the properties are outlined in blue.

As part of their application, Habitat for Humanity provided copies of letters which were sent to each property owner (dated June 15, 2022) and informed them of this request, the date of the Planning Commission public hearing, and offered to meet individually to further discuss.

The area requested to be designated as blighted and substandard is approximately 21 acres in total and consists of the following: Lot 21A, Old Orchard Place, is undeveloped and largely covered by dense trees and vegetation; Lots 4 and 5, High School View Addition, are undeveloped lots covered with dense trees and vegetation and do not have direct access to an improved public street; Lot 3, Old Orchard Place III, is undeveloped and partially covered in vegetation and has access only to an unimproved street; Lot 3, Old Orchard Place I, Lots 1 and 2, Old Orchard Place II, and Lots 1 and 2, Old Orchard Place III, have single family residences constructed between 76 and 111 years ago; Tax Lot 8A consists of a 14 foot by 20-foot garage, a 30 foot by 60 foot pole barn, and a single-family two-story home built in 1946. The blighted property will also include Kasper Street to the north and the unimproved South 13th Street right-of-way to the west.

Section 18-2103 of Nebraska State Statutes provides the following definitions of "substandard" and "blighted" which must be met for the City Council to approve a resolution designating an area as blighted and substandard:

(3) Blighted area means an area, which (a) by reason of the presence of a substantial number of deteriorated or deteriorating structures, existence of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations, or constitutes an economic or social liability and is detrimental to the public health, safety, morals, or welfare in its present condition and use and (b) in which there is at least one of the following conditions: (i) Unemployment in the designated area is at least one hundred twenty percent of the state or national average; (ii) the average age of the residential or commercial units in the area is at least forty years; (iii) more than half of the plotted and subdivided property in an area is unimproved land that has been within the city for forty years and has remained unimproved during that time; (iv) the per capita income of the area is lower than the average per capita income of the city or village in which the area is designated; or (v) the area has had either stable or decreasing population based on the last two decennial censuses. In no event shall a city of the metropolitan, primary, or first class designate more than thirty-five percent of the city as blighted, a city of the second class shall not designate an area larger than fifty percent of the city as blighted, and a village shall not designate an area larger than one hundred percent of the village as blighted.

(31) Substandard area means an area in which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which, by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime, (which cannot be remedied through construction of prisons), and is detrimental to the public health, safety, morals, or welfare.

In order for the City Council to declare an area as blighted and substandard, the property must meet the statutory criteria outlined above. The authority of the City in making such a determination "shall be liberally construed" as stated in Section 18-2143 of the State Statutes.

The area requested to be blighted and substandard is currently underdeveloped and underutilized. Some of the existing buildings are in disrepair and suffering deterioration. Additionally, the following conditions exist in the area:

The blighted properties have defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, improper subdivision or obsolete platting (Old Orchard Place was platted/recorded on February 2, 1887), and the existence of conditions which endanger life or property by fire and other causes which substantially impairs or

arrests the sound growth of the community, retards the provision of housing accommodations, or constitutes an economic or social liability and is detrimental to the public health, safety, morals, or welfare in its present condition and use. The average age of structures is approximately 86 years.

Based upon the above analysis, the Planning Department feels that Lot 21A, Old Orchard Place, Lot 3, Old Orchard Place I, Lots 1 and 2, Old Orchard Place II, Lots 1, 2, and 3, Old Orchard Place III, Lots 4 and 5, High School View, and Tax Lot 8A, meet the statutory requirements of blighted and substandard.

Approval of this request will result in approximately 10% of the City being designated as blighted and substandard, below the statutory limit of 35%.

PLANNING DEPARTMENT RECOMMENDATION:

The Planning Department recommends APPROVAL of this designation based upon the above analysis that Lot 21A, Old Orchard Place, Lot 3, Old Orchard Place I, Lots 1 and 2, Old Orchard Place II, Lots 1, 2, and 3, Old Orchard Place III, Lots 4 and 5, High School View, and Tax Lot 8A, meets the statutory requirements of blighted and substandard.

PLANNING COMMISSION RECOMMENDATION:

Under Review



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



SUBSTANDARD AND BLIGHTED DESIGNATION REQUEST

FOR

835 KASPER STREET REDEVELOPMENT

**LOT 21A OLD ORCHARD PLACE ADDITION, LOT 3 OLD ORCHARD PLACE I
ADDITION, LOTS 1 AND 2 OLD ORCHARD PLACE II ADDITION, LOTS 1, 2, AND 3 OLD
ORCHARD PLACE III ADDITION, LOTS 4 AND 5 HIGH SCHOOL VIEW ADDITION, AND
TAX LOT 8A**

BELLEVUE, NEBRASKA

SUBMITTED: JUNE 24, 2022

Submitted by:

Applicant: Habitat for Humanity of Sarpy County, Inc.
812 Bruin Boulevard
Bellevue, NE 68005

Attorney for Applicant: Michael D. Matejka
Woods Aitken LLP
10250 Regency Circle Suite 525
Omaha, NE 68114
402-898-7409
mmatejka@woodsaitken.com

RECEIVED
JUL 15 2022
PLANNING DEPT.

Introduction:

Habitat for Humanity of Sarpy County, Inc. plans to develop on Lot 21A of Old Orchard Place Addition and a portion of Tax Lot 8A, approximately 67 single-family affordable homes including workforce housing and senior villas. Public improvements will extend the South 9th and South 10th Streets north from Avery North subdivision to Kasper Street thereby improving connectivity and safety. Tax increment financing under the Community Development Law is necessary for this development. This proposed development would provide housing needed by the City and create needed density to a more mature area of the City, which will continue to make the area sustainable in a more mature area of Bellevue.

Blighted and Substandard Under the Community Development Law:

Pursuant to the Community Development Law, a blighted area means an area (a) which, "by reason of the presence of a substantial number of deteriorated or deteriorating structures, existence of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations, or constitutes an economic or social liability and is detrimental to the public health, safety, morals, or welfare in its present condition and use," and (b) when it also meets at least one of the following additional conditions:

- "(i) Unemployment in the designated area is at least one hundred twenty percent of the state or national average;
- (ii) the average age of the residential or commercial units in the area is at least forty years;
- (iii) more than half of the plotted and subdivided property in an area is unimproved land that has been within the city for forty years and has remained unimproved during that time;
- (iv) the per capita income of the area is lower than the average per capita income of the city or village in which the area is designated; or
- (v) the area has had either stable or decreasing population based on the last two decennial censuses. In no event shall a city of the metropolitan, primary, or first class designate more than thirty-five percent of the city as blighted, a city of the second class shall not designate an area larger than fifty percent of the city as blighted, and a village shall not designate an area larger than one hundred percent of the village as blighted. A redevelopment project involving a formerly used defense site as authorized under section 18-2123.01 and any area declared to be an extremely blighted area under section 18-2101.02 shall not count towards the percentage limitations contained in this subdivision." Neb. Rev. Stat. § 18-2103(3).

A substandard area means an area "in which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which, by reason of dilapidation,

deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime, (which cannot be remedied through construction of prisons), and is detrimental to the public health, safety, morals, or welfare." Neb. Rev. Stat. § 18-2103(31).

The Blighted and Substandard Area:

Habitat for Humanity (Habitat) requests the designation of blighted and substandard on approximately 21 acres known as: Lot 3, Old Orchard Place I Addition, Lots 1 and 2, Old Orchard Place II Addition, Lots 1, 2, and 3, Old Orchard Place III Addition, Lots 4 and 5, High School View Addition, Lot 21A, Old Orchard Place Addition, and Tax Lot 8A, Section 22, Township 14, Range 13, in Bellevue, Nebraska, and including the adjacent public rights-of-way of Kasper Street and South 13th Street (the "Blighted Property"). The Blighted Property is shown on Exhibit "A" attached hereto and the list of the parcels is attached as Exhibit "B" attached hereto.

Habitat estimates the total property acquisition costs at approximately \$641,000.00, with public improvements and other site development costs to be about \$2,420,000.00, thereby creating nearly \$3,061,000.00 in eligible Tax Increment Financing (TIF) expenses.

Old Orchard Place was originally platted in 1888 though this area was not annexed into the City of Bellevue until 2019. The Blighted Property is a combination of undeveloped land and acreages on which single family residences were constructed between 76 and 111 years ago. It is located on the south side of Kasper Street between the commercial development along Fort Crook Road on the East and Bellevue West High School on the West.

Lot 21A is an undeveloped 13.04 acre lot. A large portion of this lot is covered by dense trees and vegetation. It does not have adequate drainage of storm water or access to utilities or sanitary sewer. The storm water drains on to neighboring properties rather than into the storm water system. The dense trees and vegetation create the opportunity for illegal dumping, trespass and habitation by transients, and other illegal activities as well as creating conditions that can harbor vermin and noxious weeds. This lot has an old un-capped water well which can cause a health and safety risk. This lot blocks the access of South 9th and South 10th Streets north from the Avery North Subdivision to Kasper Street which reduces the ability of emergency vehicles to access the Avery North Subdivision which creates a health and safety risk.

Lots 4 and 5, High School View Addition, are undeveloped lots covered with dense trees and vegetation. These lots do not have direct access to an improved public street.

Lot 3, Old Orchard Place III, is an undeveloped lot without direct access to an improved public street.

Lot 3, Old Orchard Place I Addition, Lots 1 And 2, Old Orchard Place II Addition, Lots 1 and 2, Old Orchard Place III Addition, and Tax Lot 8A are acreages that have single-family residences that have been constructed between 76 and 111 years ago and have an average age of approximately 85.8 years.

The Blighted Property includes Kasper Street on the north. Kasper Street is the primary connector from Hawk Ridge Subdivision to Ft. Crook Road and provides access to Bellevue West High School from the north. Kasper Street contains direct access points from driveways of individual residences and South Hills Apartments, creating a hazard that endangers life and property. In addition, Kasper Street is presently a rural roadway, which increases the concerns for keeping all users safe because of the presence of pedestrians and bicyclists, especially students commuting to Bellevue West High School.

The Blighted Property includes the unimproved South 13th Street right- of-way on the west.

Conclusion:

The Blighted Property has defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements improper subdivision or obsolete platting, and the existence of conditions which endanger life or property by fire and other causes, which substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations, or constitutes an economic or social liability and is detrimental to the public health, safety, morals, or welfare in its present condition and use. The average age of the residential or commercial units in the at 85.8 years. Therefore, it is blighted under the Community Development Law.

The undeveloped lots with large areas of dense vegetation within the Blighted Property the uncapped water well, the condition of Kasper Street and the blocking of the access of 9th and 10th Streets to Kasper, impose inherent risks to the public health, safety and welfare because of fire, vandalism, vermin, nuisance, and traffic safety which endanger life or property by fire and other causes, and are conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime, (which cannot be remedied through construction of prisons), and are detrimental to the public health, safety, morals, or welfare. Therefore, it is substandard under the Community Development Law.

Based upon the foregoing, the Blighted Property is blighted and substandard. We respectfully request that the City of Bellevue designate the Blighted Property as blighted and substandard in accordance with the Community Development Law.

Sincerely,



Michael Matejka

EXHIBIT B

1. Lot 3, Old Orchard Place I. Parcel #011058897. .68 acres.
 - Owner information: Ralph & Laurel Unstad, 1201 Kasper St, Bellevue, NE 68147
 - Residence built in 1911 (111 y/o).
2. Lot 1, Old Orchard Place II. Parcel #011083530. .5 acres.
 - Owner information: Kathy Zach, 1205 Kasper St, Bellevue, NE 68147
 - Residence built in 1941 (81 y/o).
3. Lot 2, Old Orchard Place II. Parcel #011083549. .5 acres.
 - Owner information: Aaron Beltz, 1203 Kasper St, Bellevue, NE 68147
 - Residence built in 1942 (80 y/o).
4. Lot 1, Old Orchard Place III. Parcel #011103833. .5 acres.
 - Owner information: James & Carolyn Pospisil, 1207 Kasper St, Bellevue, NE 68147
 - No improvements made.
5. Lot 2, Old Orchard Place III. Parcel #011103841. .5 acres.
 - Owner information: James & Carolyn Pospisil, 1207 Kasper St, Bellevue, NE 68147
 - Residence built in 1941 (81 y/o).
6. Lot 3, Old Orchard Place III. Parcel #011103868. 2.17 acres.
 - Owner information: Ralph & Laurel Unstad, 1201 Kasper St, Bellevue, NE 68147
 - No improvements made.
7. Lot 4, High School View. Parcel #011176164. .5 acres.
 - Owner information: Holiday Motel Partners, 405 N 115th St #100, Omaha, NE 68154
 - No improvements made.
8. Lot 5, High School View. Parcel #011176172. .5 acres.
 - Owner information: Holiday Motel Partners, 405 N 115th St #100, Omaha, NE 68154
 - No improvements made.
9. Tax Lot 8A. Parcel #010597948. 2.11 acres.
 - Owner information: David & Constance Reiman, 820 W Avery Rd, Bellevue, NE 68147
 - Residence built in 1946 (76 y/o).
10. Lot 21A, Old Orchard Place. Parcel #010425217. 13.04 acres.
 - Owner information: Habitat for Humanity, 1701 N 24th St, Omaha, NE 68110
 - No improvements made.



We Influence The World!

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

3.b.

MEMORANDUM

TO: Planning Commission
FROM: Angela Curry, Assistant Planning Manager
DATE: July 21, 2022
RE: Proposed Redevelopment Plan for Lots 1 and 3, Civic Center Plaza Replat One

Attached for your review and recommendation is the Redevelopment Plan for Mercury Property Management, Inc. Olde Towne redevelopment project. This plan proposes the redevelopment of the vacant property of Lots 1 and 3, Civic Center Plaza Replat One. This area was previously designated as blighted and substandard by Resolution 2012-23, which was approved by the City Council on July 23, 2012. Approval of the Redevelopment Plan is the next step in the redevelopment process.

The site is approximately 1.11 acres in size and located in the Olde Towne core area north of Mission Avenue between Washington Street and Jefferson Street. The project site was previously owned by the City of Bellevue where various city offices were housed before relocation and demolition of the structures. The project site is currently vacant and undeveloped.

The applicant is proposing development of a mixed-use building. The first floor will include 19,072 square feet of commercial space. This level will have 14,176 square feet of retail space, 1,985 square feet of restaurant space, and 1,051 square feet of lobby or office space. There will be three residential levels above totaling 63,009 square feet. Each residential level will have approximately eight two-bedroom units and ten one-bedroom units for a total of 53 units. The one-bedroom units will be 768 square feet and the two-bedroom units will be approximately 1,044 square feet.

The preliminary renderings of the project show a drive-thru on the west side of the building. The stacking shown in the site plan does not meet the minimum guidelines of the Zoning Ordinance. If the Redevelopment Plan is approved, this should not be construed as approval of the proposed drive-thru. This type of approval would have to be done through the building permit process, with further staff and engineering review.

The project may also include streetscape improvements and public outdoor courtyard space. The streetscape and public space improvements are still in the design phase and this Redevelopment Plan will be amended if streetscape and public space improvements are going to be included as part of the project.

The applicant is estimating the property's valuation to be \$10,425,000 upon completion.

The Redevelopment Plan states there is approximately \$2,485,500 of Tax Increment Financing (TIF) eligible redevelopment costs associated with the project. The applicant is proposing the use of TIF to fund \$2,468,000 of the expenses. The breakdown of costs and data supporting the TIF expenditures is attached to the Redevelopment Plan for your review.

The Planning Department believes this project will be a benefit to the city through the improvement of a blighted and substandard area that is vacant and underutilized.

The Redevelopment Plan meets the requirements of Section 18-2111 of Nebraska State Statutes with respect to required plan contents. As required by Nebraska State Statutes, the Planning Department advertised the public hearing on this application twice in local publications and sent notification to the governing bodies of Sarpy County, the Papio-Missouri River NRD, Metropolitan Community College, ESU #3, and the Bellevue Public School District.

PLANNING DEPARTMENT RECOMMENDATION:

The Planning Department recommends approval of the Mercury Property Management, Inc. Olde Towne Redevelopment Plan based on the elimination of a blighted and substandard area, conformance with the requirements of the State Statutes, and the opportunity for infill development in the Olde Towne district.

**CITY OF BELLEVUE REDEVELOPMENT PLAN FOR THE
OLDE TOWNE REDEVELOPMENT PROJECT
(210 W. MISSION ROAD)**

Introduction

This Redevelopment Plan identifies a certain redevelopment area in the Olde Towne Core Area of the City of Bellevue generally located at 210 West Mission Avenue, Bellevue, Nebraska and legally described as follows:

Lots 1 and 3, Civic Center Plaza Replat One, Bellevue, Sarpy County, Nebraska

(the "Project Site"). The Project Site shall also include all rights of way adjacent to the Project Site.

This Redevelopment Plan serves as the guide for the implementation of redevelopment activities on the Project Site. The proposed project would include the redevelopment of the Project Site and the construction of a mixed use building with commercial and residential uses on the Project Site, as described herein.

Project Site

The Project Site is located north of Mission Avenue between Washington Street and Jefferson Street as generally depicted below:

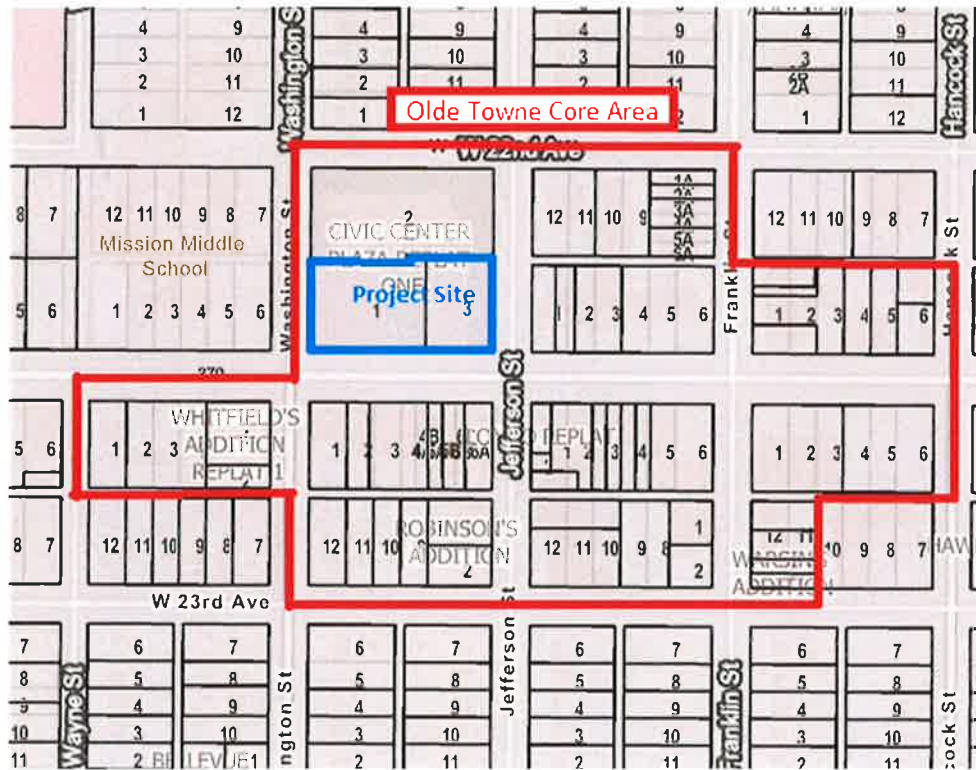


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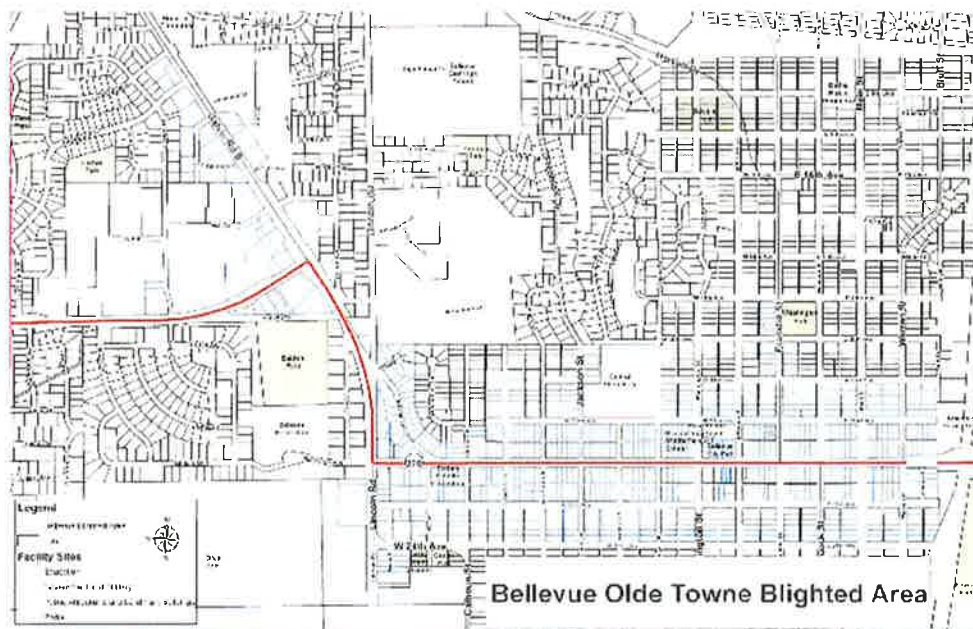
Pictures of the Project Site are set forth below:



The Project Site is located in the Olde Towne Core Area. Olde Towne Bellevue encompasses the original platted area of the City from the Bellevue Cemetery and 13th Avenue on the north to 29th Avenue on the south, with the Missouri River the eastern boundary and Lincoln Road the approximate western boundary. The Olde Towne Core Area represents the primary commercial sector of the Mission Avenue corridor. The Core Area has been designated by the City to be developed as a mixed use area, with ground level retail and upper level residential or office.

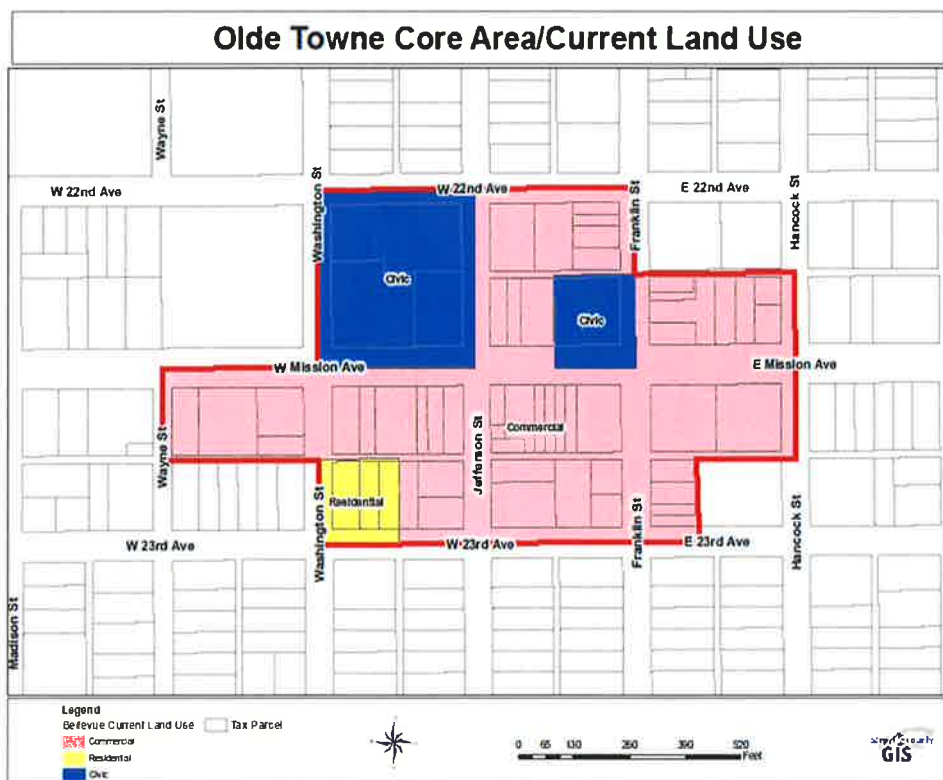


The Project Site was previously owned by the City of Bellevue, upon which various City offices were located. The City offices were relocated and the site was no longer needed for City Use, so the Project Site was sold and the buildings were recently demolished. The Project Site is now vacant and in need of redevelopment. This area was declared blighted and substandard.

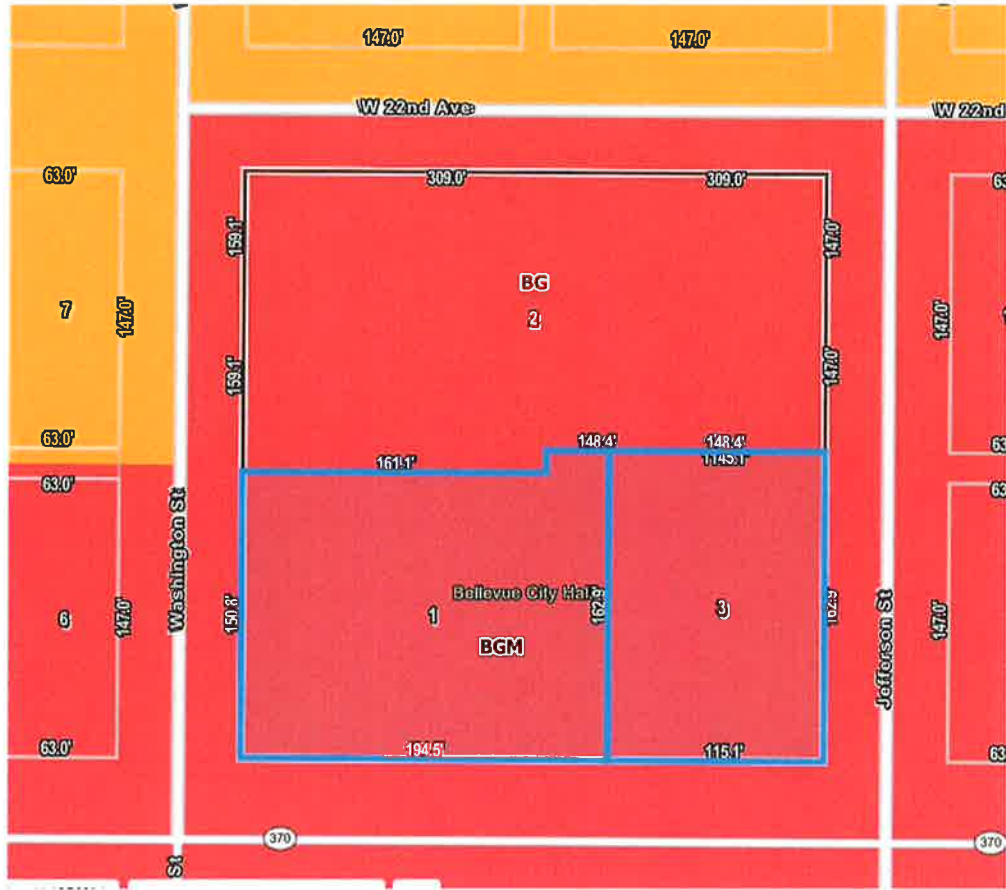


As part of this Redevelopment Plan, the Community Development Agency of the City of Bellevue (“CDA”) will consider whether redevelopment of the Project Site will conform to the general plan and the coordinated, adjusted, and harmonious development of the City and its environs. The Project Site is currently vacant and in need of significant public infrastructure improvements adequately designed to support the proposed redevelopment project. The Project Site will require, among other things, construction of street and utility infrastructure improvements and other improvements for development to be feasible. In this consideration, the CDA finds that such a redevelopment of the Project Site will promote the health, safety, morals, order, convenience, prosperity, and the general welfare of the community including, among other things, the promotion of safety from fire, the promotion of the healthful and convenient distribution of population, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of unsanitary and unsafe dwelling accommodations or conditions of blight. The blighted condition of the Project Site and the Redevelopment Area has contributed to its inability to attract businesses and/or development. In order to support private development, the Project Site and the Redevelopment Area are in need of renovation and redevelopment.

The current land use of the Olde Towne Core Area is a mix of civic, commercial and residential uses. The Project Site is vacant and no longer used for civic uses. The Project Site has been sold to the Redeveloper.



The Project Site is currently zoned BGM-OTO:



The future land use of the Project Site is designated as an activity center for commercial/mixed-use:



Description of the Project

Mercury Property Management, Inc., a Nebraska corporation (the “Redeveloper”), has submitted a proposal for the Project and the redevelopment of the Project Site. The redevelopment of the Project Site pursuant to this Redevelopment Plan will eliminate the current blight and substandard conditions of the Project Site and will further the purposes of the Act in conformity with the Redevelopment Plan.

The project under consideration will consist of the development and construction of a mixed-use building and associated improvements on the Project Site (the “Project”). Redeveloper anticipates that the total Project costs shall be approximately \$12,300,000.00. The Project is generally described in this redevelopment plan.

The new building will be constructed north of Mission Avenue between Washington and Jefferson Streets, as generally shown on the following preliminary site plan:



Preliminary renderings of the Project are included for reference:



SOUTHEAST



EAST



TYP. FACADE



TYP. FACADE



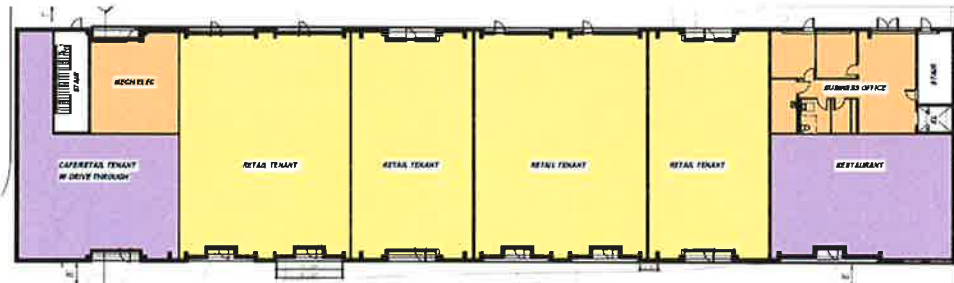
SOUTHWEST



WEST

The first floor of the building consists of commercial uses. The gross area of the first-floor commercial is approximately 19,072 square feet with a proposed drive-thru lane on the west side of the building. The building will have three floors of apartments above the first-floor commercial space. Each residential floor is gross area of 21,003 square feet, over three floors of residential units totaling 63,009 square feet. This includes the corridors, elevators, stairs and amenity spaces. Each level will have approximately 8 two-bedroom units and 10 one-bedroom units, for a total of approximately 53 units. The one-bedroom units will be approximately 768 square feet and the two-bedroom units will be approximately 1,044 square feet.

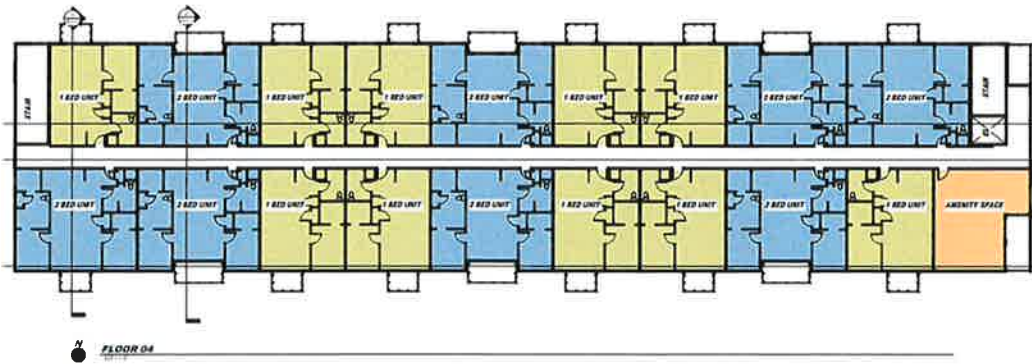
The first floor of the building will consist of approximately 14,176 square feet of retail space, 1,985 square feet of restaurant space, and 1,051 square feet of lobby/office space.



The building will include approximately 53 residential units on three floors (floors two through four). Each floor will have approximately 8 two-bedroom units and 10 one-bedroom units.



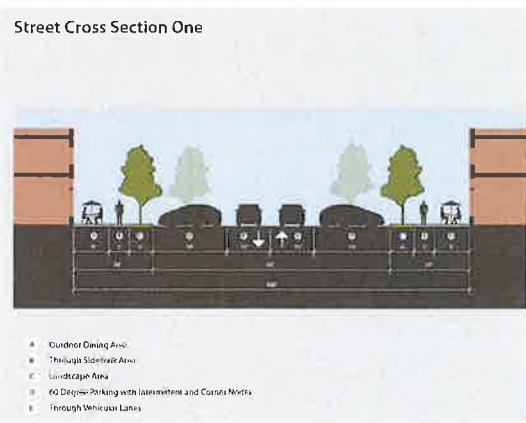
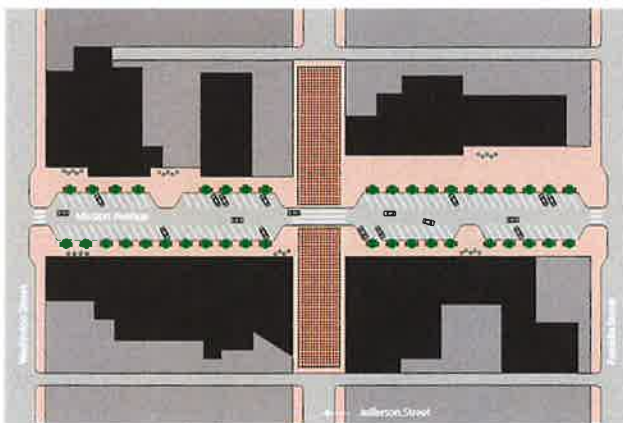
FLOOR 02 AND FLOOR 03



The preliminary floor plans for typical one-bedroom and two-bedroom apartments are set forth below:



The Project may also include streetscape improvements and public outdoor courtyard space. The streetscape and public space improvements are still in the design stage and this Redevelopment Plan will be amended if streetscape and public space improvements are going to be included. An example of the possible streetscape design from the Olde Towne Vision Plan is set forth below, but this is included solely as an example:



As part of the Project, the CDA shall capture available tax increment from the Project Site to assist in payment for the public improvements listed as eligible expenditures under the Act in the Redevelopment Area. Such public improvements may include, but are not limited to: land acquisition, site preparation, utility infrastructure relocation and improvements, streetscape improvements, landscaping, architectural, engineering, and legal fees, landscaping, façade enhancements, and other improvements deemed feasible and necessary in support of the public health, safety, and welfare which qualify as eligible expenditures for public improvements under the Act. Redeveloper shall be responsible for all other costs and expenses associated with the Project.

Tax Increment Financing

The CDA contemplates the use of TIF for the Project. Section 18-2147 of the Act authorizes the use of TIF. It provides that any ad valorem tax levied upon real property, or any portion thereof, in a redevelopment project shall be divided, for a period not to exceed fifteen years after the effective date as identified in the redevelopment contract, or amendment thereof, or in the resolution(s) of the authority authorizing the issuance of TIF Indebtedness pursuant to the Act, as follows:

- (a) That portion of the ad valorem tax the levy produces at the rate fixed each year by or for each public body upon the redevelopment project valuation shall be paid into the funds of each such public body in the same proportion as are all other taxes collected by or for the body ("Base Tax Amount"); and
- (b) That portion of the ad valorem tax on real property, as provided in the redevelopment contract or bond resolution, in the redevelopment project in excess of the Base Tax Amount, if any, shall be allocated to and, when collected, paid into a special fund of the authority to be used solely to pay the principal of, the interest on, and any premiums due in connection with the bonds of, loans, notes, or advances of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such authority for financing or refinancing, in whole or in part, the redevelopment project.

With respect to the Project, the actual base tax year and Base Tax Amount for the Project Site will be set forth in the redevelopment agreement. All incremental tax revenues resulting from the Project Site shall be divided and allocated for no more than the applicable 15-year increment period provided by the Act.

The 2022 assessed value is of the Project Site is \$97,018. The projected completed valuation of the Project is \$10,425,000. The CDA does not make any representations to the final value of any Project but has relied upon the Redeveloper's estimate of the final valuation of the Project.

Based upon the anticipated completed valuation of \$10,425,000 and an anticipated 5.0% interest rate for the TIF Note, the Project will yield TIF Indebtedness in the amount of approximately \$2,468,000. Redeveloper has identified approximately

\$2,485,500 in TIF-eligible expenditures. The TIF uses and estimated costs are set forth below:

Preliminary Projected TIF Uses	
Grading	\$251,250
Water	\$98,750
Sanitary	\$59,500
Storm	\$279,000
Street and Sidewalks	\$24,000
Electrical	\$200,000
Façade Enhancements	\$179,000
Interior LED Lighting Upgrade	\$350,000
Concrete and curb	\$102,000
Architectural and Engineering	\$87,000
Concrete and subgrade testing	\$5,000
HVAC Energy Upgrade	\$125,000
Land	\$500,000
Demo/Excavation	\$200,000
legal	\$25,000
Total	\$2,485,500

The Project cannot be undertaken without the TIF-eligible improvements to the Project Site. Without the assistance of TIF Indebtedness issued in the amount of \$2,468,000, Redeveloper has represented that the project is not feasible.

Statutory Elements

As described above, the Project envisions the capture of the incremental taxes created by the Project on the Project Site to pay for those eligible expenditures as set forth in the Act. A consideration of the statutory elements under the Nebraska Community Development Law is set forth in this section.

A. Property Acquisition, Demolition and Disposal

No public acquisition of private property, relocation of families or businesses, or the sale of property is necessary to accomplish the Project. Redeveloper owns the Project Site.

B. Population Density

The proposed Project on the Project Site is a mixed-use project that will include approximately 53 residential dwelling units on the Project Site. The Project will increase population density in the project area, but an increase in population density in the Olde Towne Core Area is one of the identified goals for the area. This increase in density in a mixed-use building conforms to the Comprehensive Plan.

C. Land Coverage

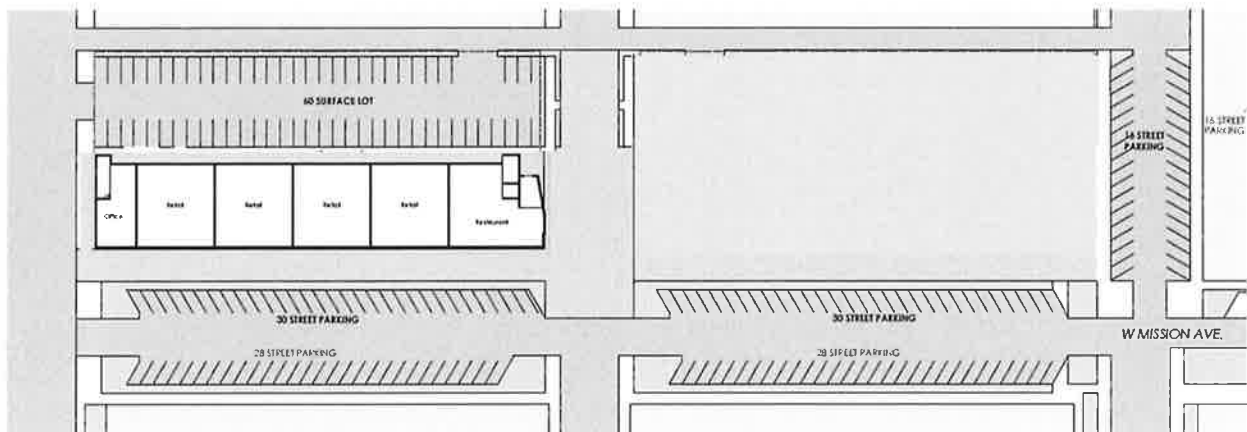
The Project will consist of the construction of one four story mixed-use building on the Project Site. The building footprint is approximately 20,000 square feet. The Project will meet the applicable land-coverage ratios and zoning requirements as required by the City of Bellevue. Redeveloper shall be required to obtain all building permits and zoning approval for the Project.

D. Traffic Flow, Street Layouts, and Street Grades

No adverse impacts are anticipated with respect to traffic flow, street layouts, and street grades. The Project will be designed to meet the traffic and pedestrian circulation plans for the Olde Towne redevelopment area and requirements of the City.

E. Parking

Redeveloper shall be responsible for obtaining any permits and meeting all zoning requirements. An approximately 60-stall off-street surface parking lot for residents will be located to the north and will be accessible from Washington Street and from the alley bisecting the block. On street parking will be added on Mission Avenue, south of the building site. The general preliminary parking plan is set forth below:



F. Zoning, Building Code, and Ordinances

The Project Site is currently zoned in the BGM zoning district. No rezoning is required for the Project. No additional zoning, building code, or ordinance changes will be necessary for the Project. Redeveloper shall be responsible for any land use or governmental necessary for the Project.

Cost-Benefit Analysis

Pursuant to Section 18-2113 of the Act, the CDA must conduct a cost-benefit analysis for any redevelopment project that will utilize TIF. The Cost-Benefit Analysis for the Project is attached hereto as Exhibit "A" and incorporated by this reference.

Comprehensive Plan

Several goals of the 2021 Bellevue Comprehensive Plan (the “Comprehensive Plan”) relating to the redevelopment of Olde Towne Bellevue will be furthered by this Project. Selections from the Comprehensive Plan are included below:

Short-Term Recommendations (1 – 5 Years)

- **Olde Towne Redevelopment/Streetscape.** Promote the redevelopment of Olde Towne through private-public partnerships. Revitalize the area, making it an attractive downtown district for people to live, work, and visit. Support the existing businesses while attracting new ones.

Olde Towne District Recommendations

- **Implement rehabilitation programs for properties in the Olde Towne area.** The Olde Towne area has numerous buildings and artifacts from Bellevue’s early days. Much of Olde Towne’s identity is represented by its history. Rehabilitation will preserve, protect, and extend the life of these structures. These rehabilitation programs should focus on restoring building facades, improving structural integrity, and preserving historic buildings.
- **Improve access to Olde Towne.** Access to Olde Towne is much easier from the north via Franklin Street and Harvell Drive. However, as Bellevue’s population growth continues primarily in southwest Bellevue, more and more people will access Olde Towne via West Mission Avenue. This western entrance is especially problematic. The intersection of West Mission Avenue and Lincoln Road should be reconfigured.
- **Encourage redevelopment along the Galvin Road South/Lincoln Road corridor.** This corridor is the western entrance into Olde Towne. The portion of the corridor leading into Olde Towne was previously deemed blighted and substandard, which is the first step to encourage redevelopment.
- **Increase housing style and diversity in Olde Towne.** Most of the homes in Olde Towne were built in the 1930s and 1940s. As a result, the homes are small. The existing Olde Towne housing stock is very consistent and lacks diversity. Olde Towne would benefit from the construction of some larger homes and upscale multifamily residential units, including townhouses and rowhouses.
- **Encourage and allow second-floor residential.** The area would benefit from additional people living and worked in Olde Towne. An easy way to accommodate additional housing units in Olde Towne is to support second-story residential housing units.
- **Extend 6- or 8-foot sidewalks from the central business district to Haworth Park; from the central business district to Washington Park.** Olde Towne’s central business district is already very pedestrian friendly. Wide sidewalks, a pleasant streetscape, and parallel parking along Mission Avenue create an environment where pedestrians feel safe and comfortable. The 6-foot sidewalks should extend from the central business district to other areas of Olde Towne and will enhance the pedestrian environment, provide linkages to several Olde Towne attractions, and create a wider buffer between automobiles and pedestrians.

- **Extend the Mission Avenue streetscape east to Haworth Park.** Sidewalks are needed to link the central business district to the new and improved Haworth Park. Both of these attractions are prime pedestrian destinations. However, a discontinuous sidewalk network makes walking between each attraction difficult.
- **Establish a historic walking tour of Olde Towne.** The Olde Towne District contains a number of prominent historic attractions and structures that are all within walking distance. An Olde Towne walking tour would enhance the area for tourists and complement Olde Towne's existing image. Several notable structures that could be featured on the tour include the historic bank, First Presbyterian Church, Washington Park, the train depot, and the Sarpy County Historical Museum.
- **Establish consistent signage for historic buildings and areas.** A consistent signage theme will reinforce the idea that Olde Towne's historic district is unique.

2.2 Community Goals

Housing

- Create more choices for all types of housing (single family, multifamily, apartments, new construction, middle/lower income, mixed use, and rehabilitation) to better serve the increasingly diverse residents of Bellevue.

3.2 Preferred Development Concept

Infill Development – “Bellevue residents voiced support for redevelopment within the city limits.”

Activity Centers - Activity centers typically adhere to the following several principles:

- Land use should be mixed. For example, medium-density residential (townhouses, condominiums, and rowhouses), retail and commercial centers, entertainment areas, office space, and public and civic areas should all be included.

...

- Housing types and styles should be mixed. For example, rowhouses, apartments, single-family residences, and condominiums should all be included.

...

- Standards that emphasize the quality and variety of building components and landscape design should be used.

The NAC contains facilities vital to the day-to-day activity of the neighborhood. The focus might be retail, public, or quasi-public land use such as a grocery store, service station, or small park. These diverse facilities are ideally located in close proximity to one another in the central section(s) of the activity center, making all vital shops and services accessible in a single stop.

“A NAC is proposed for historic Olde Towne along the Mission Avenue Corridor. Although Olde Towne was the first commercial area of Bellevue, the area has lost its luster—largely because of population migration patterns since the 1950s. Recent development is being constructed even further from the heart of Olde Towne. In addition, a confusing and inefficient transportation network makes travel in and out of Olde Towne difficult and has resulted in fewer-and-fewer visitors to this area. Despite these challenges, Olde Towne has a number of appealing features that would complement the development of an activity center. Olde Towne is pedestrian friendly and contains a network of sidewalks that integrate commercial and retail areas with residential neighborhoods. Mission Avenue, which forms the primary east-west corridor, is an attractive and inviting streetscape with street furnishings, wide sidewalks, and pleasant landscaping. American Heroes Park, which is expected to be expanded and improved within the next couple of years, is within walking distance of Olde Towne. Neighborhood retail, restaurants, and public services are also located nearby. An activity center within Olde Towne would enliven the area, provide appealing housing and recreation options, and create a unique sense of place that could draw on the area’s historic significance.”



Note: This section of the Redevelopment Plan is not a comprehensive analysis of the Project’s conformance with the Comprehensive Plan but is meant to highlight and summarize the key points on this topic.

Additional Project Information from Redeveloper

Redeveloper has represented that without the use of TIF, this Project would not be feasible and Redeveloper could not develop this Project on the Project Site. Redeveloper has further represented that it does not intend to file an application with the Department of Revenue to receive tax incentives under the ImaginNE Act.

EXHIBIT "A"
Cost-Benefit Analysis
(Pursuant to Neb. Rev. Stat. § 18-2113)

The cost-benefit analysis for the Olde Towne Redevelopment Project at 210 W. Mission Avenue, as described in the Redevelopment Plan to which this cost-benefit analysis is attached, is presented below. The above-referenced project will utilize Tax Increment Financing ("TIF") funds authorized by Neb. Rev. Stat. §18-2147.

1. Tax shifts resulting from the approval of the use of funds pursuant to Section 18-2147:

The taxes generated by the current value of the property shall continue to be allocated between taxing jurisdictions pursuant to standard statutory requirements. Only the incremental taxes created by the Project will be captured to pay eligible public expenditures. Since the incremental taxes would not exist without the use of TIF to support the Project, the true tax shift of this Project is a positive shift in taxes after 15 years. However, for the purposes of illustrating the incremental taxes used for TIF, the 15-year tax shift is as follows:

a.	Redevelopment Project Valuation:	\$97,018
b.	Projected Completed Project Assessed Valuation:	\$10,425,000
c.	Projected Tax Increment Base:	\$10,327,982
d.	Estimated Tax Levy:	2.282737
e.	Annual Projected Tax Shift:	\$235,865

Notes: The Projected Tax Increment is based on assumed values and levy rates; actual amounts and rates will vary from those assumptions, and it is understood that the actual tax shift may vary materially from the projected amount. The levy rate is assumed to be the 2021 levy rate. There has been no accounting for incremental growth or change in the tax levy over the 15-year TIF period.

2. Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the redevelopment project:

a. Public infrastructure improvements and impacts:

A substantial positive effect is anticipated on the public infrastructure and community public service needs. The Project anticipates expenditures of approximately \$2,768,500 on public infrastructure improvements, which will benefit the area and have been desired by the City. No other public infrastructure improvements are anticipated to be necessary based on this Project. The Project will not have a material adverse effect on any community public services. Infill development will be beneficial for the efficient provision of community public services.

Redeveloper anticipates expenditures of approximately \$12,300,000 for the Project. It is anticipated that approximately \$2,468,000 of the public improvements will be financed with the proceeds of the TIF generated by the private improvements on the Project Site. The projected uses of the TIF Indebtedness, which will be refined in the Redevelopment Agreement for this Project, are set forth in the Redevelopment Plan

for the Project. All expenditures financed by the TIF Indebtedness shall be eligible under the Community Redevelopment Law.

b. Local Tax impacts (in addition to impacts of tax shifts described above):

The Project will create material tax and other public revenue for the City and other local taxing jurisdictions. While the use of tax increment financing will defer receipt of a majority of new ad valorem real property taxes generated by the Project, the Project should generate immediate tax growth through sales tax paid by the new residents of the housing units on the Project Site. Additionally, the residents will pay for City services. It is not anticipated that the Project will have any material adverse impact on such City services, but will generate revenue providing support for those services.

3. Impacts on employers and employees of firms locating or expanding within the boundaries of the area of the redevelopment project:

It is not anticipated that the Project will have a material adverse impact on employers and employees of firms locating or expanding within the boundaries of the area of the redevelopment project. The Project will create additional commercial space and housing units in the City. This conforms to the Comprehensive Plan and desire use in the area and it seen as a positive impact for employers.

4. Impacts on other employers and employees within the City and the immediate area that is located outside of the boundaries of the area of the redevelopment project:

As stated in Section 3, above, the Project should have a material positive impact on private sector businesses in and around the area outside the boundaries of the redevelopment project. The Project is not anticipated to impose a burden or have a negative impact on other local area employers. The Project should increase the traffic to other businesses in the area though the revitalization of the Olde Towne Core Area. In addition, the Project should also generally increase the need for services and products from existing businesses as the new residents will require typical goods and services from local businesses.

5. Impacts on the student populations of school districts within the City:

It is anticipated that the Project will not have a material adverse impact on the student populations of the school district within the City. According to the Comprehensive Plan, the City is anticipating 5.25% growth without net migration by 2030. The City is planning for growth, and the schools should be anticipating growth as well. Infill development helps keep resources from spreading too thin due to outward expansion of the area of the town.

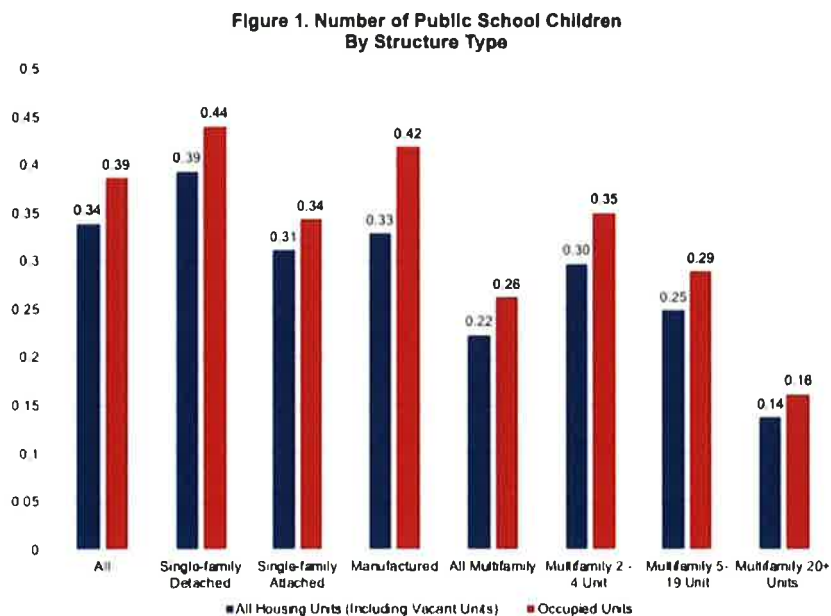
The Project will create approximately 53 multi-family dwelling units. Certain assumptions can be made about the resulting increase in student population from this Project:

- According to statistics from the National Association of Home Builders, in Nebraska, the average number of public school children in renter-occupied units for multifamily buildings with 20 or more units is 0.096.
- According to the most recent 2018 American Community Survey (ACS) data of national averages, the average number of public school children in multifamily buildings with 20 or more units is 0.14.
- The units will all be one-bedroom and two-bedroom units, and are not likely to be occupied by larger families.

Table 1: NAHB – Nebraska data

Nebraska								
	All	Single-family Detached	Single-family Attached	Manufactured	All Multifamily	Multifamily 2 to 4 Units	Multifamily 5 to 19 units	Multifamily 20+ Units
All Housing Units	0.385	0.448	0.296	0.521	0.154	0.255	0.158	0.084
New Construction	0.290	0.458	***	***	***	***	***	***
Existing Homes	0.386	0.448	0.303	0.522	0.156	0.255	0.158	0.085
All Occupied Units	0.425	0.488	0.324	0.745	0.172	0.283	0.177	0.093
Recent Movers	0.385	0.562	0.576	***	0.190	0.258	0.177	0.160
Into New construction	0.410	0.583	***	***	***	***	***	***
Into Existing Homes	0.364	0.561	0.611	***	0.191	0.258	0.177	0.163
Non-movers	0.435	0.481	0.262	0.815	0.162	0.296	0.178	0.057
Owner Occupied Units	0.440	0.450	0.050	0.749	0.020	0.045	***	***
Recent Movers	0.492	0.560	0.109	***	0.103	0.180	***	***
Into New construction	0.437	0.488	***	***	***	***	***	***
Into Existing Homes	0.440	0.449	0.051	0.750	0.020	0.045	***	***
Non-movers	0.437	0.443	0.043	0.803	***	***	***	***
Renter Occupied Units	0.401	0.757	0.628	0.778	0.179	0.303	0.184	0.086
Recent Movers	0.321	0.578	0.750	***	0.194	0.267	0.183	0.161
Into New construction	***	***	***	***	***	***	***	***
Into Existing Homes	0.403	0.757	0.647	0.778	0.181	0.304	0.184	0.097
Non-movers	0.439	0.816	0.576	0.946	0.171	0.323	0.184	0.059

Table 2: ACS national data



Based on the foregoing data, approximately 5 to 8 public school children can be anticipated living in an apartment complex like the Project. It is not anticipated that the Project will have an adverse impact on the school district, but instead will service the families of its students.

6. Other impacts determined by the agency to be relevant to the consideration of costs and benefits arising from the redevelopment project:

None.

7. Summary of Findings:

The Project will facilitate the redevelopment of a blighted and substandard area of the City without the incurrence of significant public cost. The Project will implement the City's plan for redevelopment of the Olde Towne Core Area. Additionally, the Project will increase property tax revenue in the long-term. The benefits outweigh the costs of the proposed Project.



We Influence The World!

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

3.c.

MEMORANDUM

TO: Planning Commission
FROM: Tammi Palm, Planning Manager
DATE: June 20, 2022
RE: Fort Crook Road Redevelopment Plan

On April 6, 2021, the City Council approved a contract with HDR to update the Fort Crook Road Redevelopment Plan. The original Fort Crook Road Redevelopment Plan was drafted by HDR and finalized in November 2008. It is the city's desire to continue to pursue redevelopment along the corridor. As such, city staff and administration saw the need to update the current plan. Doug Bisson, Community Planning and Urban Design Lead for HDR, has been leading this effort. HDR will be available to present this plan and answer questions at our Planning Commission meeting.

Attached is a draft copy of the Fort Crook Road Redevelopment Plan for the Commission's review. The Plan looks to transform the corridor into a "walkable urban lifestyle" utilizing Metro BRT (Bus Rapid Transit), dedicated bike lanes, Transit Oriented Development (TOD), and green infrastructure.

Staff supports this vision for the Fort Crook Road corridor and is recommending approval of the plan. Successful implementation of the plan will require collaboration from various entities including MAPA, Metro, Papio-Missouri River NRD, and the City of Omaha.

Letters in support of the plan have been received from MAPA, Metro, and the Papio-Missouri River NRD and are attached.

PLANNING DEPARTMENT RECOMMENDATION:

APPROVAL based upon the city's desire to transform Fort Crook Road and promote redevelopment along the corridor.

PLANNING COMMISSION RECOMMENDATION:

Under Review

July 6, 2022

Tammi Palm
1510 Wall Street
Bellevue, NE 68005

RE: City of Bellevue Fort Crook Road Redevelopment Plan

Dear Ms. Palm:

I am writing today in support of the adoption of the Fort Crook Road Redevelopment Plan. MAPA serves as the Metropolitan Planning Organization for the Omaha-Council Bluffs region. In this role we facilitate the transportation planning process for the region and coordinate transportation investments to make progress towards our shared regional goals.

The Fort Crook Road Redevelopment Plan provides an updated framework for guiding development and infrastructure investments in the heart of Bellevue. The plan provides a holistic vision for bringing about a new land use context to the Fort Crook Road corridor through compact, walkable neighborhoods. These activity centers along the corridor will provide new opportunities for residents and visitors to live, work and play within the core of the city. This type of infill development—focusing new growth in areas with existing infrastructure—is a core tenet of the Heartland 2050 Regional Vision and helps balance our region's future growth with the quality of life that draws and retains people to the region.

Much of the promise of this plan hinges on fast, frequent transit service to connect the region's largest employer—Offutt Air Force Base—into the regional transit system. Transit plays a fundamental role in providing for accessible employment, educational and other opportunities that are part of people's daily lives. MAPA's Transit Return on Investment Study identified that for every dollar invested in transit in the region, \$2 are returned in economic benefits. When transit investments are paired with transit-supportive development like what is identified Fort Crook Road Redevelopment Plan, the economic benefits can increase to up to \$9 dollars for every dollar invested. MAPA has worked closely with the City of Bellevue and Metro Transit to plan for and coordinate future transit investments along the corridor—maximizing the investment of developers and the City of Bellevue. To this end, MAPA has committed funding through its Heartland 2050 Mini-Grant Program to undertake the initial steps in the project development process and to build support for transit investments within Bellevue. Making the Fort Crook Road more walkable and connecting Bellevue residents to the region with transit investments also further the goals laid out in Bellevue's Complete Streets Policy.

MAPA is a committed partner to the City of Bellevue on these efforts and I encourage the City to adopt this plan. Thank you for your consideration of this letter.

Sincerely,



Michael Helgerson
Executive Director

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JUL 06 2022

PLANNING DEPT.





Transit Authority of the City of Omaha

2222 Cuming Street
Omaha, NE 68102

402.341.0800

TDD: 402.341.0807

Fax: 402.342.0949

ometro.com

July 19, 2022

Tammi Palm
1510 Wall Street
Bellevue, NE 68005

RE: City of Bellevue Fort Crook Road Redevelopment Plan

Dear Ms. Palm:

I am writing today on behalf of Metro to express our support for the Fort Crook Road Redevelopment Plan. The Plan calls for a thoughtful and strategic investment in the Fort Crook Road corridor with infill development and activity centers anchored by a high-quality transit line. This plan is an excellent example of thoughtful and strategic integration of land use and transportation planning, centered around placemaking that has the potential to create a powerful and significant investment in the heart of Bellevue and improve connections to and throughout the rest of the region. The proposed development and transit line in the Plan work well together and are mutually reinforcing of each other. This type of integrated planning combined with creating walkable neighborhoods is crucial to improving mobility and successful transit service.

The Plan calls for a regionally significant investment in transit along Fort Crook Road – connecting new and existing activity centers, Offutt Air Force Base, and the regional transit system. This Plan aligns extremely well with Metro’s vision and planning for the transit network. Of note, earlier this year, Metro completed our MetroNEXT plan which will guide strategic investments in the transit network to 2030. In the MetroNEXT plan, a Bus Rapid Transit (BRT) line along Fort Crook Road was identified as a noteworthy project worthy of further analysis and study due to its extremely high potential to help achieve regional goals and advance Metro’s vision of creating an efficient, equitable, and accessible transit system to serve the mobility needs of those who live, work, learn, and play throughout the region. Additionally, Metro has identified the 24th Street Corridor as a high priority transit corridor that is currently being studied for conversion to an enhanced bus or ORBT line – creating a unique opportunity to tie a potential transit investment in Fort Crook Road into the rest of the transit system.

Metro would be more than happy to assist the City of Bellevue with further studies and implementation of this thoughtful plan. Metro is a committed partner with the City of Bellevue on the reimagining of Fort Crook Road and I encourage the City to adopt this plan. Please don’t hesitate to reach out and let me know if Metro can be of any assistance to the City in this endeavor.

Sincerely,

Lauren A. Cencic
Chief Executive Officer

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JUL 20 2022

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Metro connects people, places, and opportunities through quality transit services.

PAPIO-MISSOURI RIVER
NATURAL
RESOURCES
DISTRICT



8901 S. 154TH ST.
OMAHA, NE 68138
(402) 444-6222
FAX (402) 895-6543
www.papionrd.org

July 22, 2022

Bellevue Planning Commission
1500 Wall Street
Bellevue, NE 68005

Dear Planning Commission Members:

The purpose of this correspondence is to serve as a letter of support on the Fort Crook Road Redevelopment Plan. As you are aware, Fort Crook Road is a six lane, six and a half mile stretch of former state highway that has been transferred to the City of Bellevue, Nebraska. The transfer of the roadway was to allow the City of Bellevue the opportunity to develop this transportation corridor for the betterment of the city, its citizens, and Offutt Air Force Base. With the completion of the Fort Crook Road redevelopment plan this roadway can finally begin the transformation from a 1960's styled highway to a 21st Century designed multi-modal environmentally friendly modern transportation corridor.

The City of Bellevue has many challenges associated with development within its jurisdiction; topography, stormwater drainage, flood plain and floodway issues and Highway 75. All these challenges create obstacles that need to be over-come to create sustainable development inside the city's extra territorial jurisdiction. Creating a six and a half-mile-long sustainable development corridor inside the city's ETJ will allow for the use of multiple modes of transportation, including a potential for BRT Transit service and reducing tailpipe emissions, increasing population density, providing walking, biking, and running paths, as well as providing for the opportunity to create better stormwater management for the corridor.

Fort Crook Road is an untapped valuable resource for the entire metro area. Increasing the population density along the corridor will provide economic and environmental benefits for future generations. The Papio Missouri River NRD has a long and successful relationship with the City of Bellevue in advocating for and partnering with the city to create recreational opportunities, as well as, economic and environmental benefits for the citizens of Bellevue and Sarpy County. I and the Papio NRD Board of Directors look forward to working with the City of Bellevue as the redevelopment of Fort Crook Road proceeds.

Best Regards,


John Winkler
General Manager

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JUL 20 2022

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FORT CROOK ROAD 2040

A PLAN FOR TRANSFORMING BELLEVUE'S CENTRAL SPINE

BELLEVUE, NEBRASKA
JULY 2022



This document is a flexible tool, which presents a vision, framework, principles, and guidelines for the redevelopment of the Fort Crook Road corridor in Bellevue, NE. **It is important to note that the physical design of buildings, open spaces, and mobility corridors has not been determined.** Rather, these designs are conceptual in nature, depicting possible improvements that will fulfill the vision, follow the framework initiatives, and create the desired identity for the study area. Changes in priorities, budgets, programming, and/or physical constraints will almost certainly occur over time. However, this plan will provide a foundation and cohesive approach to future development initiatives.

ACKNOWLEDGEMENTS

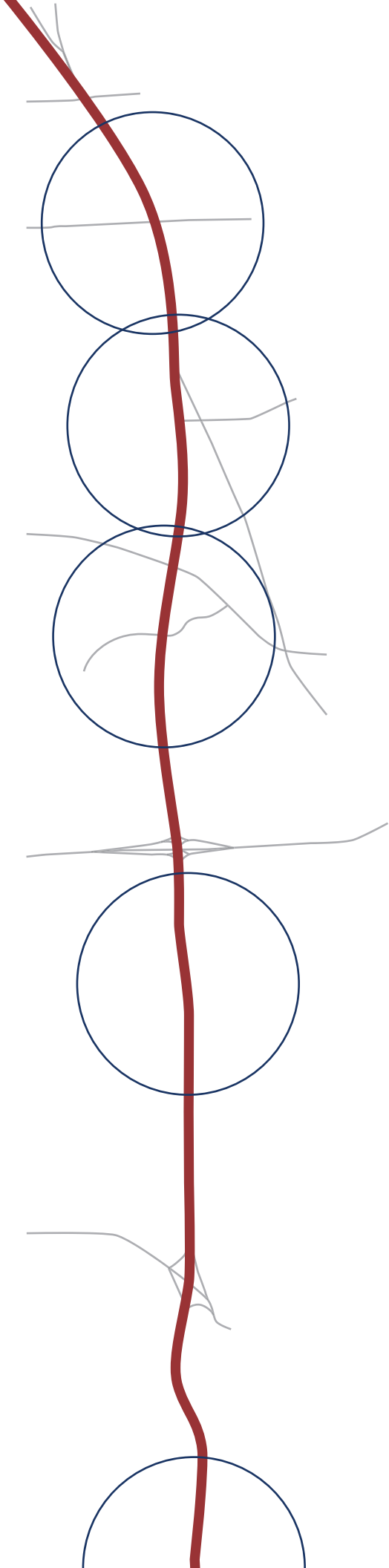
A special thanks to all those who attended and participated in the Design Workshop; offered suggestions and ideas; provided insights, thoughts, and guidance; and assisted through the course of the planning process.

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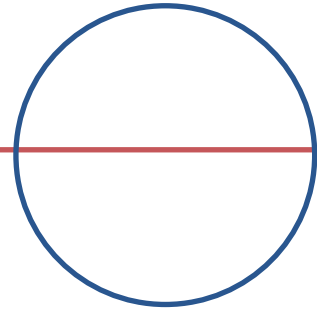


Bellevue
Nebraska





THE VISION



TRANSFORM THE CORRIDOR

It's Tuesday morning as you wave to your neighbor while walking from your brand-new apartment to the corner coffee shop. After grabbing your latte and exchanging pleasantries with another neighbor, you walk a short block to the BRT station. Within minutes, you catch the north-bound bus heading to Downtown Omaha. Utilizing its own designated transitway, the BRT vehicle reaches its transfer point with the Omaha streetcar within a few short minutes, giving you barely enough time to read the digital version of the paper. There, you make the transfer to the streetcar and ride the final leg to your new research job at the University of Nebraska Medical Center. No car, no looking for parking, and no worries. This is the future of the Fort Crook Road corridor!

To achieve this vision of a walkable urban lifestyle, the corridor must embrace its opportunities, challenges, and potential:

- It must capitalize on the proposed Metro BRT (Bus Rapid Transit) line that will run on South 24th Street from Dodge Street to Q Street/the South Omaha Transit Center.
- It must extend this line along Fort Crook Road and use the corridor's excess lane capacity as an exclusive transitway and protected bikeway.
- It must strategically place BRT stations along the corridor so they can be used as catalysts for reinvestment/redevelopment.
- It must turn the corridor's wetlands into neighborhood assets. Floodplain concerns will need to be addressed prior to final implementation.

- It must require all new development projects along the corridor to use Transit Oriented Development (TOD) design principles that encourage ridership.

If done according to plan, Offutt Air Force Base and the new neighborhoods created along the corridor will be directly connected to Downtown Omaha, Midtown Crossing, the Blackstone neighborhood, and UNMC via the 24th Street BRT line, placing the corridor at a significant competitive advantage for redevelopment within the metro area. However, this transformation will not be easy. It took time

for the corridor to stagnate and marginalize after being out-positioned within the marketplace by the construction of the Kennedy Expressway. And it will take time to transform itself to achieve the goals of this vision. Key decisions must be made, key implementation initiatives must be undertaken, and the vision itself must be adhered to. If done accordingly, the Fort Crook Road corridor will take its place among the other transformative districts within the region, including Aksarben Village, River's Edge, and the Blackstone District.



IMPLEMENTATION FRAMEWORK

The following elements provide a framework for the sustainable transformation of the Fort Crook Road corridor:



TOTAL MOBILITY SYSTEM

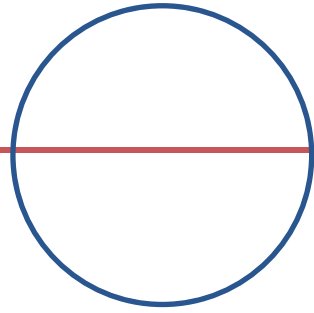
Redevelopment of the Fort Crook Road corridor should incorporate a holistic, interconnected, total mobility system that simplifies and enhances the way people move throughout the corridor. In other words, a system that focuses on moving people rather than only moving cars. This includes an enhanced pedestrian environment; public transit options focused on BRT; and alternative modes of transportation such as bicycles and scooters - allowing residents, employees, and visitors the ability to move about without a car.

GREEN INFRASTRUCTURE

The Fort Crook Road corridor is lined by a significant amount of development. This belies the fact that portions of the corridor are encumbered by designated floodplain and that a variety of wetlands have been identified along its route. As new development along the corridor begins to occur, green infrastructure and stormwater BMP's should be employed to help manage and address both stormwater quantity and quality.

TRANSIT ORIENTED DEVELOPMENT

New development along the corridor should be designed to support ridership of the BRT line. This means that development adjacent to the BRT stations should be dense, mixed-use in nature, and pedestrian-oriented. Density will decrease with distance from the respective stations. That said, even "one-off" development projects along the corridor should embody TOD design principles in order to help ensure success.



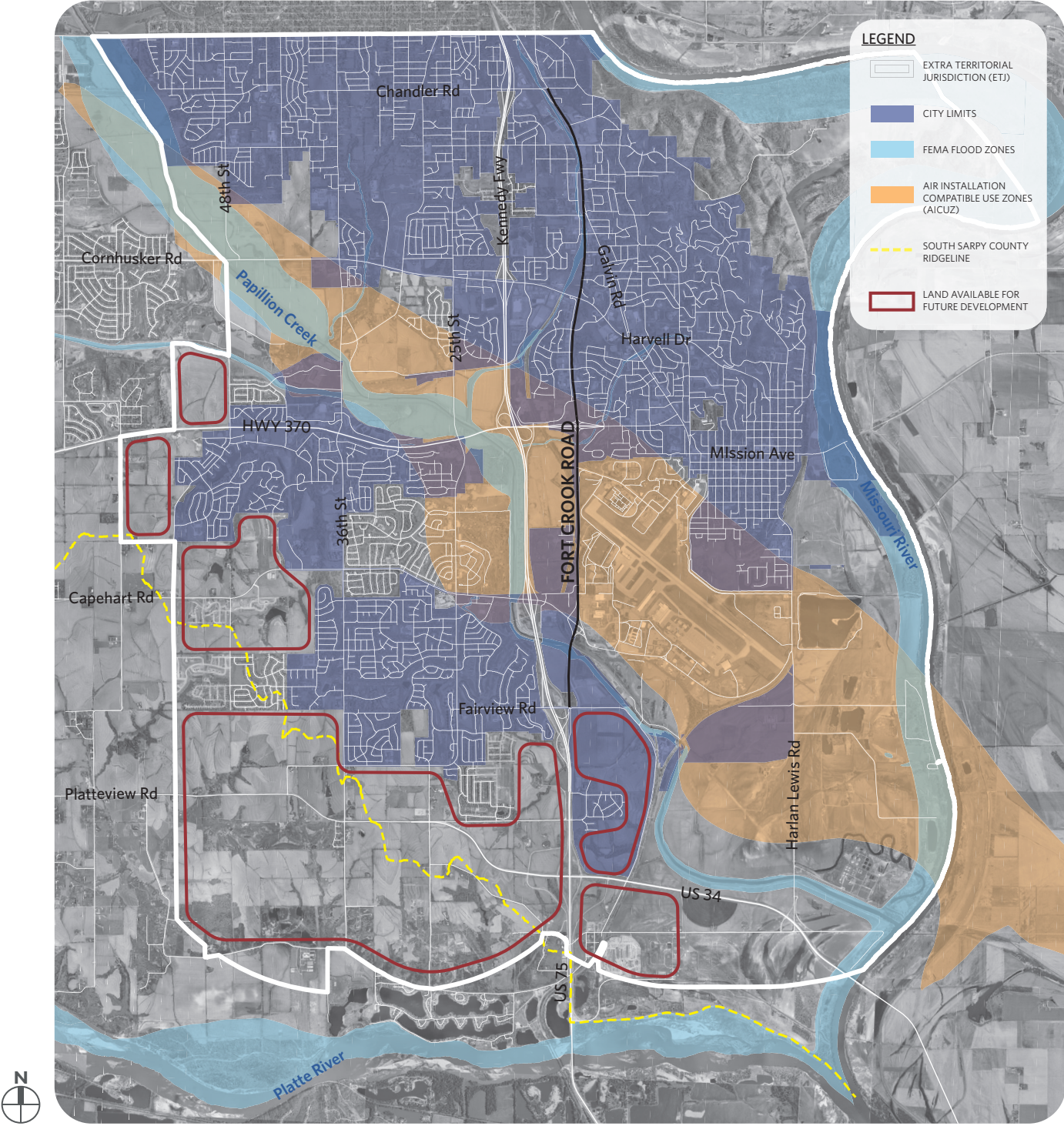
BENEFIT TO BELLEVUE

Integration into the expanding mobility network of the larger metropolitan area is just one of the many benefits this 2040 Plan will provide to the Bellevue community. At the most basic level, the Plan repositions Fort Crook Road itself, repurposing the roadway into a multi-modal conduit that will attract new residents, businesses, and visitors. This transformation will help grow the population while also increasing the property and sales tax bases of the city.

The TODs envisioned to grow around each BRT stop will provide unique housing options for current and prospective residents. These residential areas will be diverse in composition and pedestrian-friendly, with ample connections provided to surrounding existing neighborhoods. Thus, the public open spaces lying at the heart of each TOD will be true community amenities.

The influx of “rooftops” (i.e. housing) along the corridor will help to attract new office, technology, and commercial uses to Bellevue. The city, then, will become a destination in its own right for metropolitan area residents and visitors alike looking to experience a future-focused district planned around creative mobility options and green infrastructure solutions.

Existing businesses and employers, most notably Offutt Air Force Base, will benefit from not only the advanced mobility options Fort Crook Road will offer but also the new uses and amenities offered at each of the TODs. For servicemen and women moving to Bellevue from across the country and the world, how attractive will it be to live in an area so well-connected and offering such a transformative corridor that still fits within a historic, cooperative community like Bellevue.



GREENFIELD AREAS AVAILABLE FOR FUTURE GROWTH

A CATALYST FOR GROWTH

Bellevue is quickly approaching a point where land available for new “greenfield” development within its jurisdiction will no longer exist. At present rates of development and looking ahead across various market factors, it is anticipated that the available land within the ETJ will be exhausted within the next 35 years. When this occurs, the City will be in the same company as other challenged communities, including Detroit, St. Louis, and Des Moines. With no outlet for continued growth, the population will stagnate, tax revenues will remain flat, and services will suffer. It will be difficult to maintain the existing quality of life the City’s residents currently enjoy.

With growth limited to the east by the Missouri River, the north by the City of Omaha, and to the west by Papillion’s jurisdiction, growth to the south and southwest is the only option. Yet this is not without its own challenges, including topography, infrastructure, and the Platte River. The map on the previous page highlights the limited amount of land remaining for development at the city’s periphery.

To avoid the plight of other communities that have suffered from curtailed growth opportunities, Bellevue must proactively position itself for success, and embrace infill redevelopment and density at its core. Fortunately, there is no better place with existing capacity to support this type of growth than the Fort Crook Road corridor. Other communities within the metropolitan area have already created a similar corridor-based infill redevelopment framework:

- Council Bluffs reconstructed West Broadway in order to better accommodate vehicular traffic, allowing it to leverage the 1st Avenue corridor for enhanced bike, ped, and transit service. In the future, dense walkable urban neighborhoods will line the corridor, with streetcar or BRT service connecting Downtown Council Bluffs with Downtown Omaha.
- The city of Papillion identified 72nd Street and Capehart Roads in its Comp Plan update as the arterial corridors that will support future transit service and dense, mixed-use neighborhoods at key nodes along these corridors.

- Ralston, landlocked on all sides, recently developed its Downtown/Hinge Master Plan proposing strategic redevelopment sites along Main Street and around a large community open space along its 72nd Street frontage. Infill development is already occurring.
- Omaha recently completed its Urban Core Strategic Plan, with a goal of attracting 30,000 new employees and 30,000 new residents to its core, all within 20 years. The first project to help achieve this, the streetcar, is currently working its way through the approval process.

To the south, Bellevue is actively engaged in the planning for large development sites adjacent to the interchange of U.S. Highways 34 & 75. The new projects at this location could be “game changers” for the City - and the demand for, and success of these projects can only increase if they are directly connected to Bellevue, and the region, via the total mobility system outlined in this proactive plan for the Fort Crook Road corridor.



TOTAL MOBILITY SYSTEM

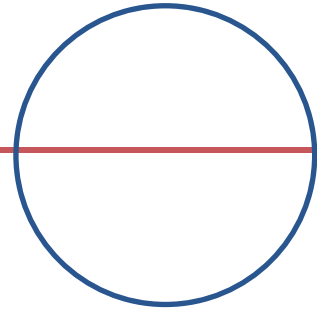
Overview

Fort Crook Road Cross Sections

BRT Stations

Transit Lane Alignment Transitions

Cornhusker Road Traffic Simulation

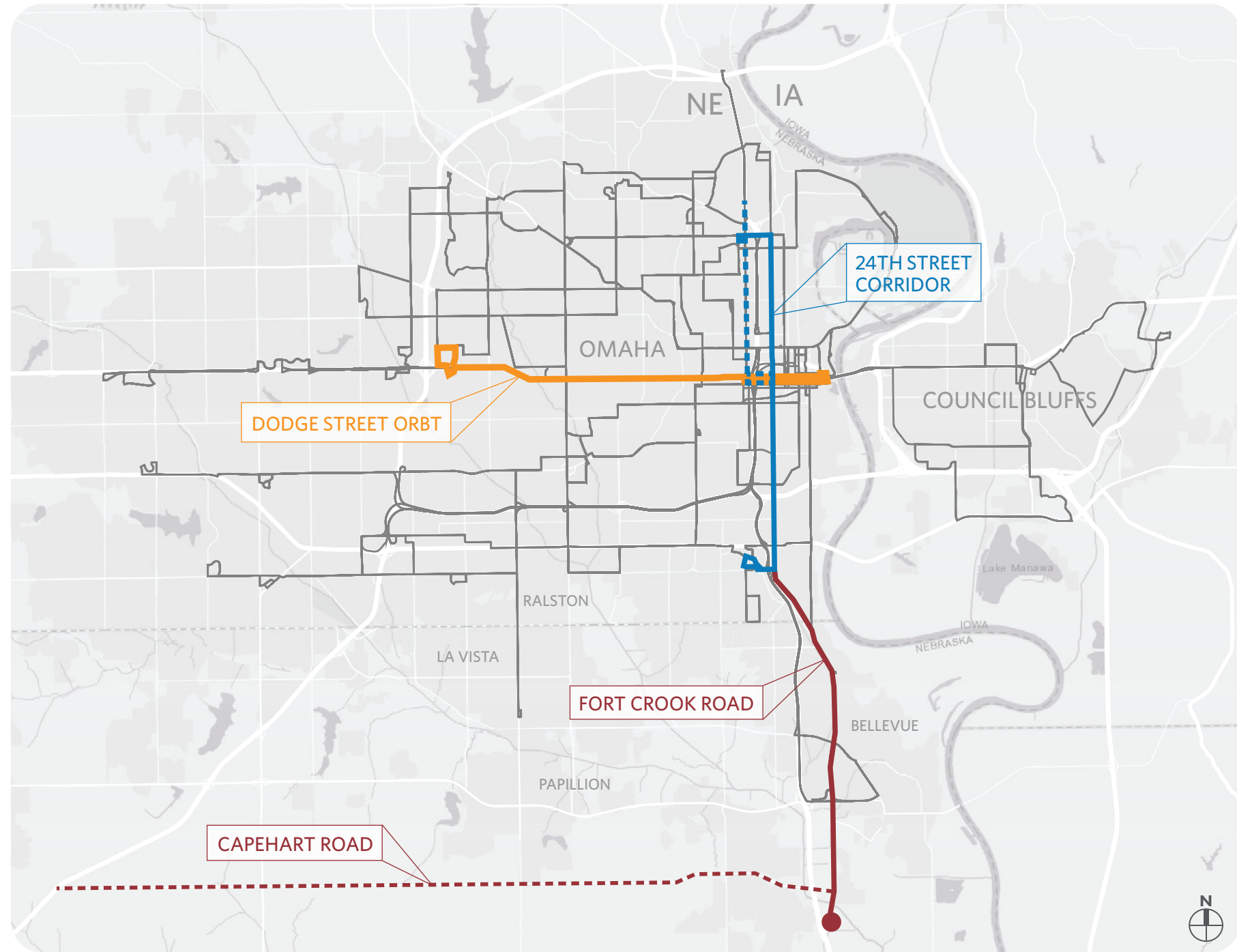


OVERVIEW

As discussed previously, the Fort Crook Road corridor should embody a holistic, interconnected, total mobility system that simplifies and enhances the way people move throughout the corridor. Essentially, the goal is to create a mobility system that moves people in a variety of ways. This includes an enhanced pedestrian environment (i.e. sidewalks, trails, buffered bikeway, etc.); the Fort Crook Road/24th Street BRT line; and active mobility such as bicycles and scooters. Done correctly, this total mobility system will allow corridor residents, employees, and visitors the ability to move about without a car.

CONNECTION TO 24TH STREET BRT LINE

Later this year, Metro will undertake a study to examine its next BRT line. This line will run north of Dodge Street on either 24th Street or 30th Street. South of Dodge Street, it will run on 24th Street south to Q Street/the South Omaha Transit Center. Once this line becomes operational, the City of Bellevue and Metro should extend the line farther to the south, within its own exclusive transitway, along Fort Crook Road. The extended line would provide access to and from Bellevue, including Offutt Air Force Base, and would terminate at a future transit center located at Fairview Road.



METRO TRANSIT NETWORK MAP



GRAPHICS NOTE:
The remaining plan/map view images within this document are presented with north facing to the left.

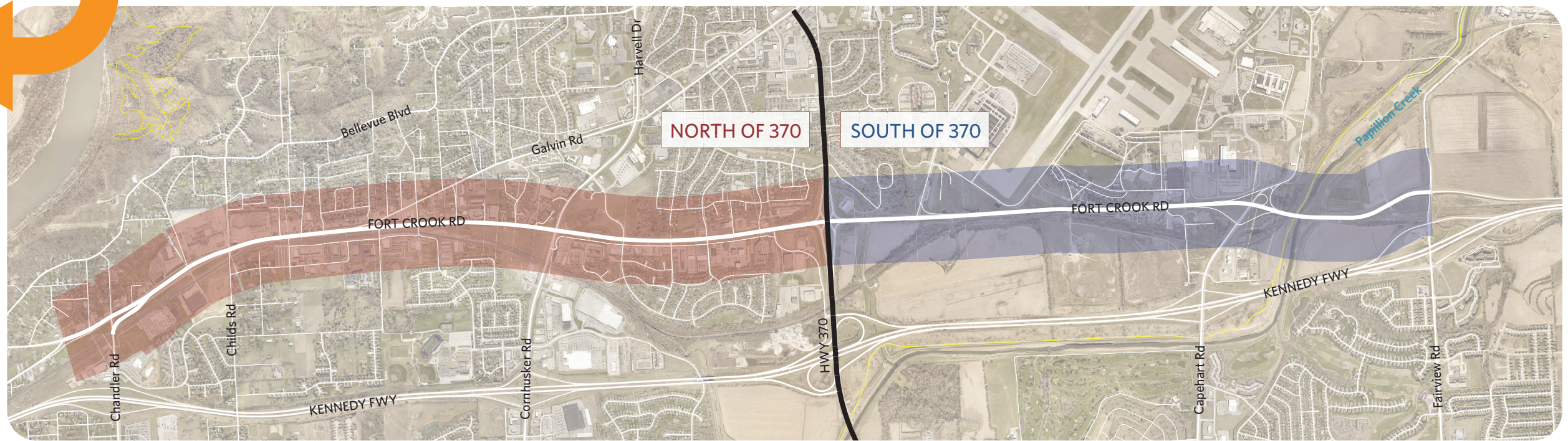


BICYCLE / PEDESTRIAN NETWORKS

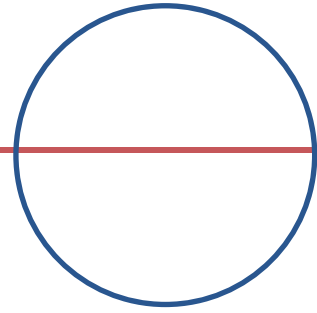
The existing traffic lanes used for the exclusive BRT transitway contain enough space to accommodate a protected bikeway. This bikeway will extend the length of the corridor, and function as a non-motorized mobility spine through the center of Bellevue. In addition to bicycles and eBikes, it will accommodate scooters and other forms of mobility. The protected bikeway will be supplemented by a robust network of sidewalks, to be constructed as new development occurs along the corridor.

VEHICLES

The remaining lanes along Fort Crook Road will continue to be used for vehicular traffic. Current and projected traffic volumes will fit within a standard three-lane section - a lane in each direction plus a center turn lane - north of Highway 370, and a vehicular lane in each direction south of Highway 370. Intersections will need to be reconstructed accordingly in order to align with the new configuration of the corridor.



TYPICAL CROSS SECTIONS DIAGRAM - North of 370 | South of 370



FORT CROOK ROAD CROSS SECTIONS

The following pages outline the concept for transitioning Fort Crook Road from its current cross section that is designed solely for vehicular use to a new cross section that accommodates an exclusive BRT transitway, protected bike lanes, and vehicular lanes. The goal is to accomplish as much of this as is possible within the existing cartway so that implementation can occur in a cost-effective manner. Initial traffic analysis shows that the proposed lane configurations will serve future peak hour traffic demand. Refer to traffic simulation description on page 21. As the project moves into implementation, a detailed traffic operations analysis for existing and future demand is recommended.

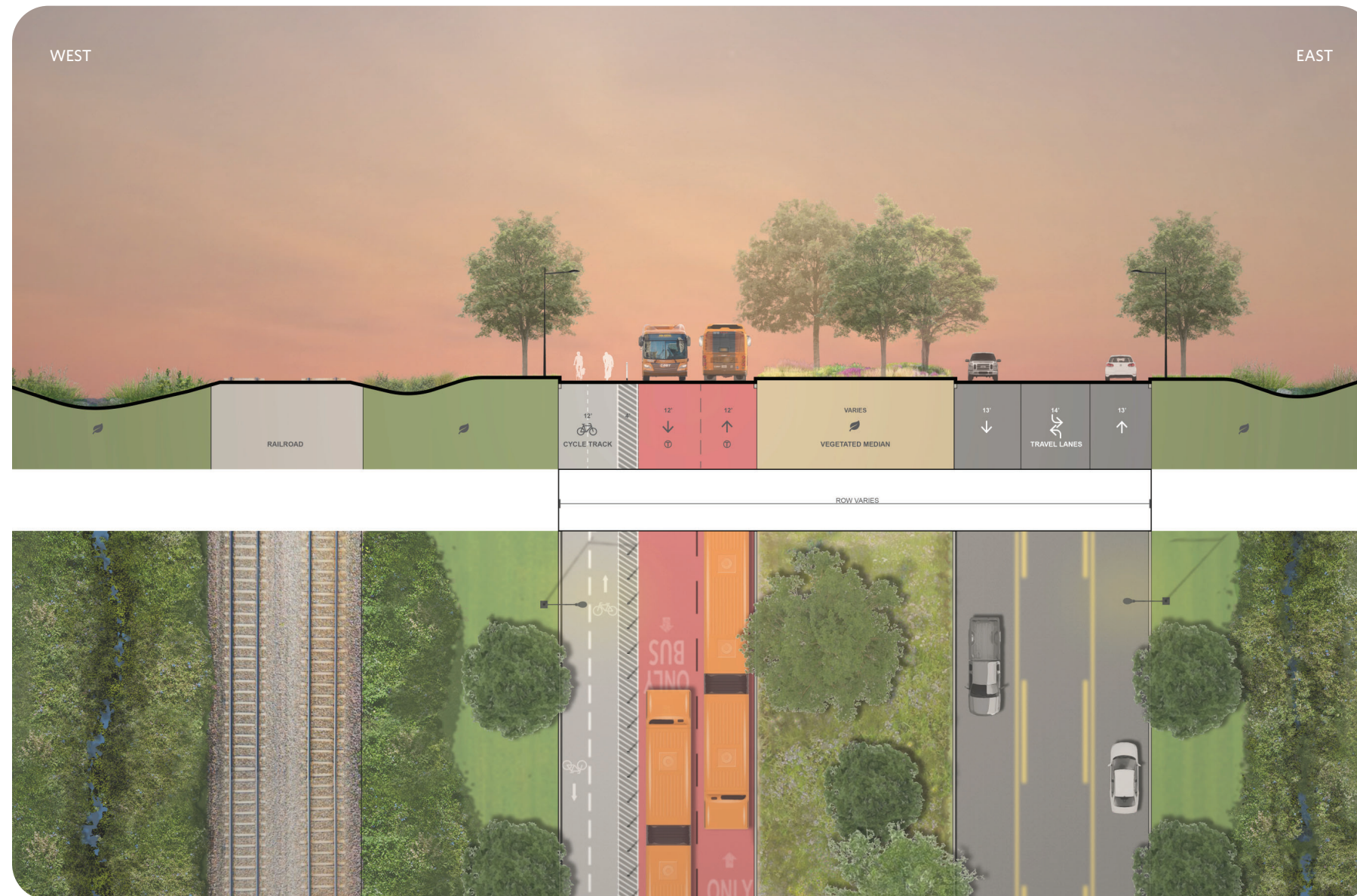
NORTH OF 370: EXISTING CROSS SECTION

The current cross section of Fort Crook Road consists of a wide right-of-way, a variable-width median, and six lanes of traffic, three northbound and three southbound. This cross section was designed to move a significant amount of traffic along the corridor prior to the construction of the parallel Kennedy Freeway. With redundant facilities, traffic volumes along Fort Crook Road have dropped significantly.



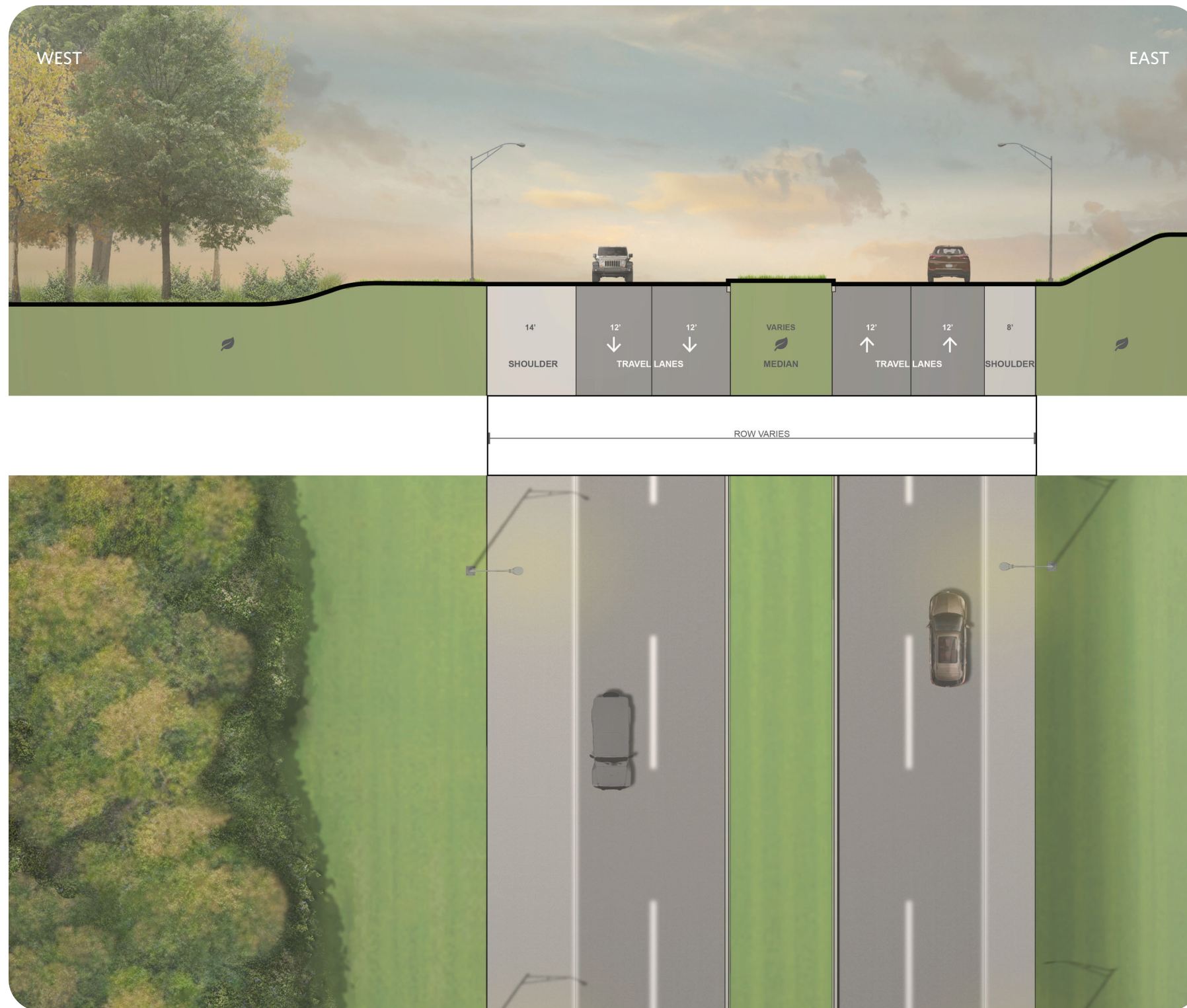
Existing Fort Crook Road corridor north of Highway 370





NORTH OF 370: PROPOSED CROSS SECTION

The goal of the proposed cross section north of Highway 370 is to keep as much of it as possible within the existing edge of pavement. Vehicular traffic would be moved to the three north-bound lanes and striped as a 3-lane section - one northbound lane, one southbound lane, and a center turn lane. The three southbound lanes would be transitioned to a bi-directional exclusive transitway and a bi-directional protected bikeway. The transitway and bikeway are positioned on the west side of the right-of-way to take advantage of the parallel railroad tracks, which by its design, reduces the number perpendicular street crossings/intersections along its route, therefore limiting the number of potential conflicts for the BRT and cyclists.



SOUTH OF 370: EXISTING CROSS SECTION

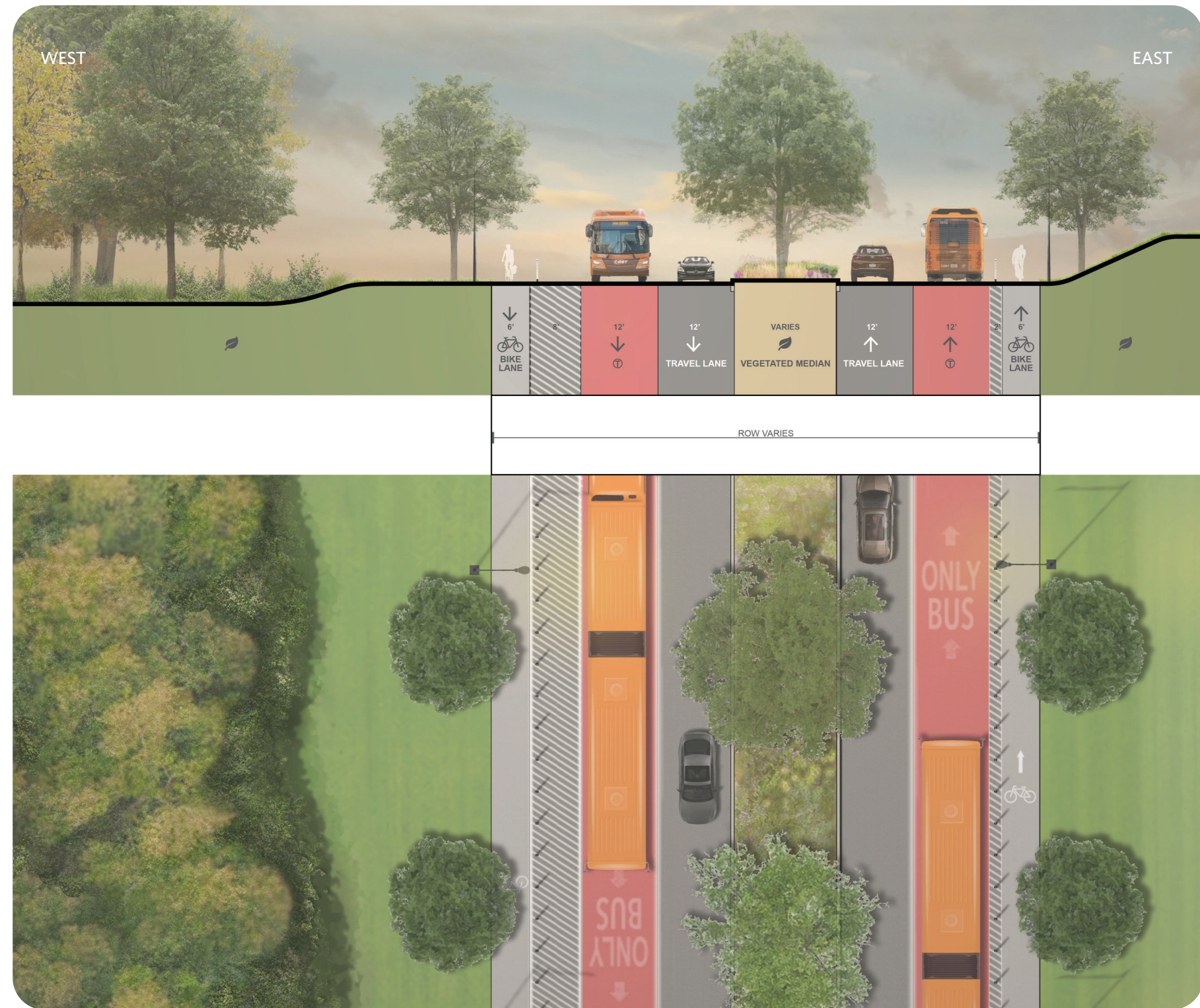
The current cross section of Fort Crook Road consists of a variable-width right-of-way, a median, and four lanes of traffic, two northbound and two southbound. In addition, wide shoulders are present along its outer lanes. Similar to the existing section north of Highway 370, this cross section was designed to move traffic along the corridor (and to Offutt Air Force Base) prior to the construction of the parallel Kennedy Freeway.

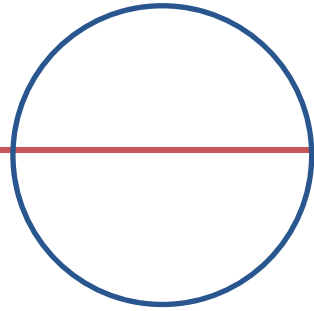


Existing Fort Crook Road corridor south of Highway 370

SOUTH OF 370: PROPOSED CROSS SECTION

As to the north, the goal of the proposed cross section south of Highway 370 is to keep as much of it as possible within the existing edge of pavement. However, the proposed cross section is adapted to better-fit the existing pavement width along this southern section. The inside lanes in each direction will accommodate vehicular traffic, while the outside lanes will be marked as exclusive transitway. Outside the transitway, the shoulder in each direction will be striped as a protected bikeway.





BRT STATIONS

STATION SPACING

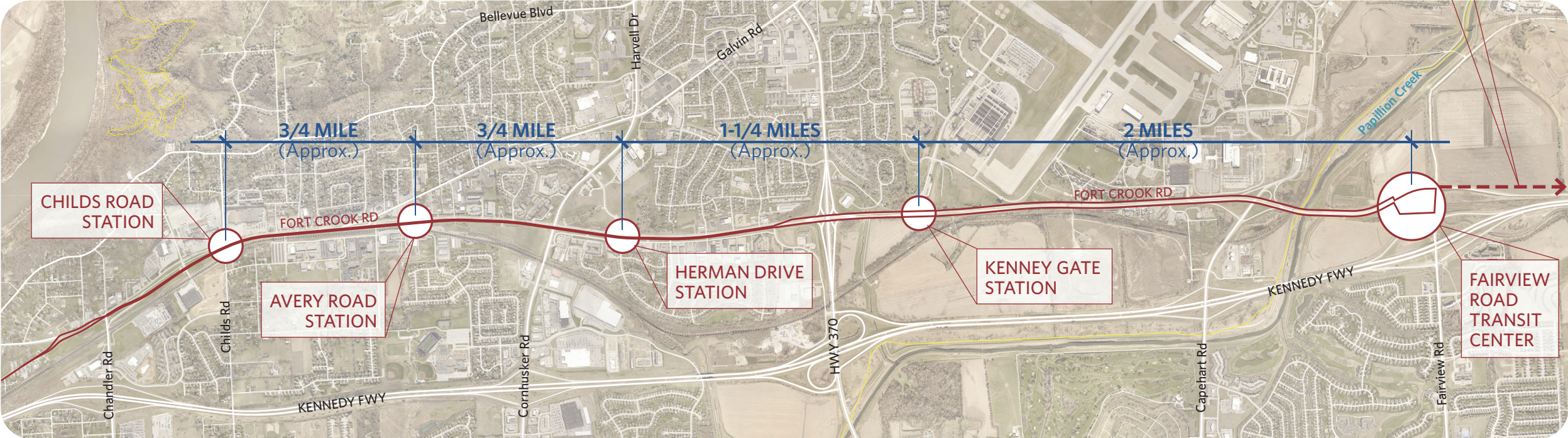
BRT provides a transit function - in other words, its goal is to transport riders greater distances and at a higher rate of speed. As such, station spacing becomes critically important. If you provide too many stops, the rate of speed decreases and riders may choose an alternative mode of transportation. If you provide too few stations, there are negative impacts on ridership. The goal is to find the "sweet spot" on the spacing, typically somewhere between 3/4 and 1-mile apart. Using this as an ideal, while also examining the redevelopment potential created around the stations, five (5) stations are proposed along the Fort Crook Road corridor. These stations are located at the following locations:

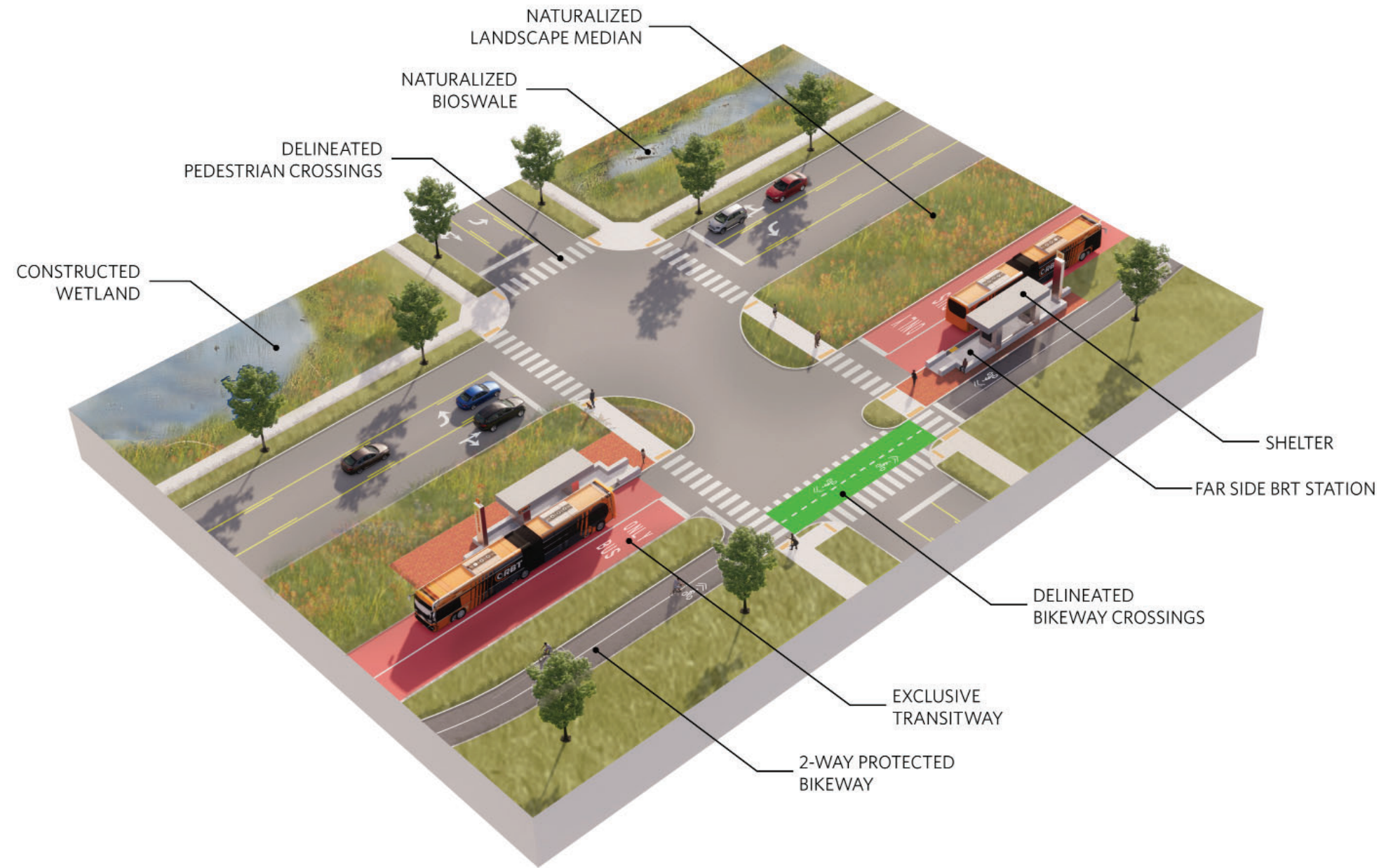
- CHILDS ROAD (SOUTHROADS)
- AVERY ROAD (GALVIN ROAD INTERSECTION)
- HERMAN DRIVE (BELLEVUE UNIVERSITY)
- KENNEY GATE (OFFUTT AIR FORCE BASE)

FAIRVIEW ROAD (SOUTHERN TERMINUS AND TRANSIT CENTER)

Most stations will embody typical design and associated features. However; the Kenney Gate station will need to address security requirements. Access to and from the base will require that riders pass through base security at the gate. A sidewalk from the station to the gate will be necessary, as well as a protocol for passing through security at this auto-oriented gate. Additionally, the base will need to provide an "inside-the-gate" shuttle so that riders on the base can access the station. Coordination with base leadership will be absolutely critical to ensure this station's functional requirements and success.

TRANSIT CENTER COULD BE LOCATED FURTHER SOUTH ALONG FORT CROOK ROAD DEPENDING ON FUTURE DEVELOPMENT OPPORTUNITIES.





AXONOMETRIC DIAGRAM OF A BRT STATION

STATION LAYOUT & DESIGN

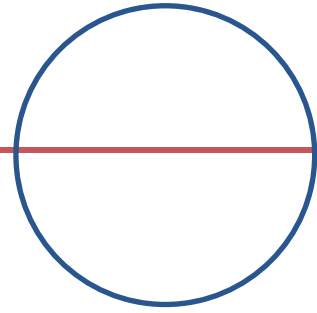
The BRT stations highlighted in this plan replicate those on the existing ORBT line along Dodge Street in Omaha. As such, it is assumed that the Fort Crook Road line, although it will travel on an exclusive transitway, will be similar. Key features include the following:

- Far-side stations
- Curbside loading
- Standard passenger loading zone configuration
- Shelters
- Amenities

As this project moves from concept into implementation, design details (based on further analysis) will be refined by Metro and the City of Bellevue.

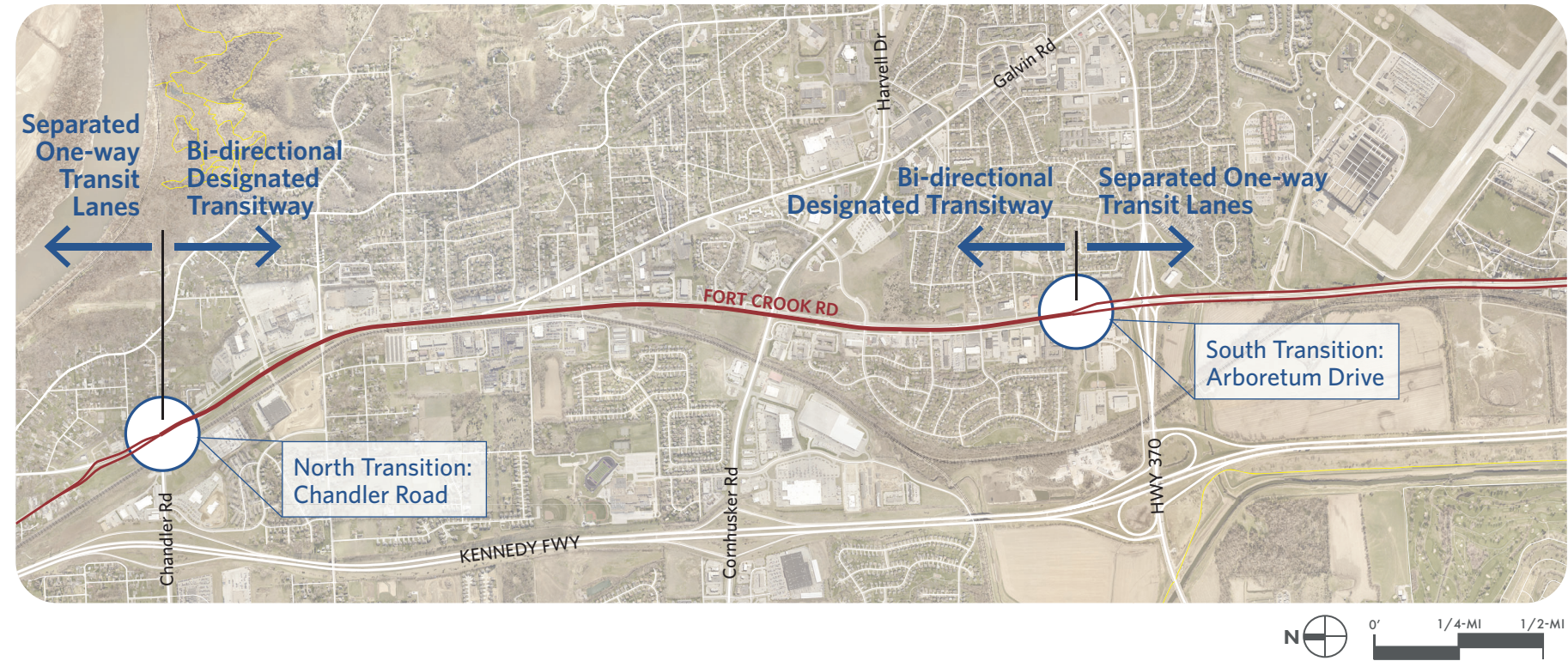


Existing Dodge Street ORBT station



TRANSIT LANE ALIGNMENT TRANSITIONS

One of the challenges with incorporating exclusive transitways/lanes and buffered bike lanes onto an existing roadway is the transition that must occur with existing vehicular lanes. These transitions typically occur at either terminus or where the lane configuration alternates along the corridor. Based on the plan, this occurs in two places along Fort Crook Road - at the Chandler Road intersection and at the Arboretum Drive intersection. Details of each are provided.





View of the Fort Crook Road & Chandler Road intersection from the southeast

NORTH TRANSITION: CHANDLER ROAD INTERSECTION

The north terminus for transitioning to/from the exclusive transit lanes is the Fort Crook Road and Chandler Road intersection.

- Transit Movements (Diagram 1), shown in red, will navigate through the Chandler Road Intersection during an exclusive transit phase.
- Northbound and southbound approaches (Diagram 2) are aligned with their departure lanes by shifting the southbound left-turn lane into the existing median section on the north side of Chandler Road.
- Eastbound and westbound approaches (Diagram 3) are similar to the existing roadway configuration.

Special consideration should be given to additional signage and pavement markings to delineate general purpose lanes from exclusive transit lanes. This will help turning traffic stay in the correct general-purpose lanes through the intersection. To improve safety at crosswalk locations, additional signal heads for right-turning traffic are recommended to emphasize no right-turn-on-red phasing. As the project moves into future phases, detailed roadway design with accompanying traffic and safety analyses would be required to determine the viability of the north transition.

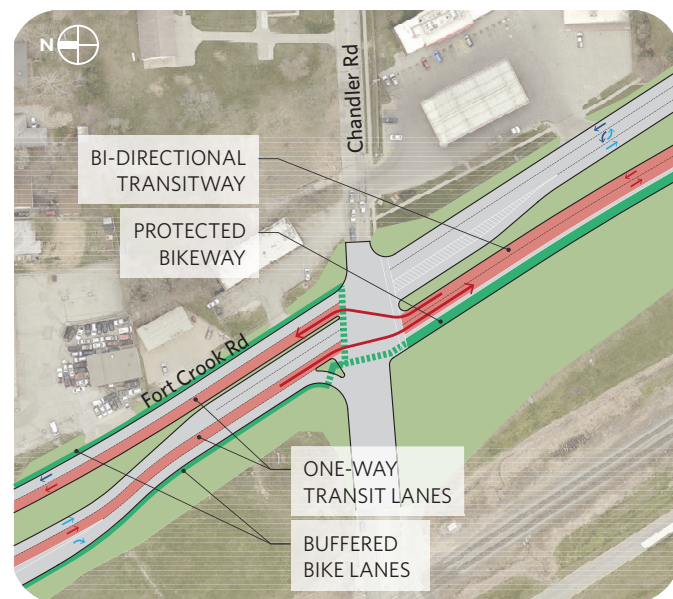


Diagram 1 - Proposed Alignment: BRT & Protected Bikeway

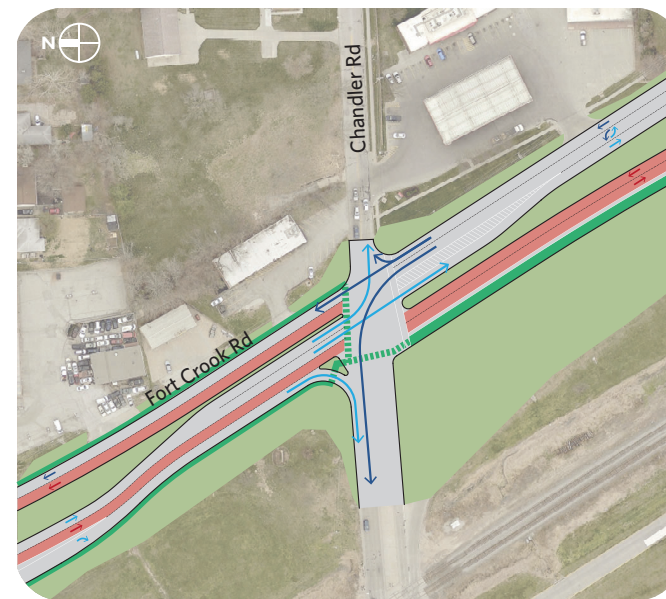


Diagram 2 - Proposed Alignment: North - South Vehicular Lanes



Diagram 3 - Proposed Alignment: East-West Vehicular Lanes

SOUTH TRANSITION: ARBORETUM DRIVE INTERSECTION

The Fort Crook Road and Arboretum Drive intersection is the transition point for transit lanes and bicycle facilities.

- North of Arboretum Drive, exclusive transit lanes and bicycle facilities are located on the west side (existing southbound lanes) of Fort Crook Road.
- South of Arboretum Drive, exclusive transit lanes and bicycle facilities are on the outside lanes of the northbound and southbound directions of Fort Crook Road. This configuration allows the existing single point urban interchange to function as it does today.

At Fort Crook Road and Arboretum Drive:

- Transit Movements (Diagram 1), shown in red, will navigate through the Chandler Road Intersection during an exclusive transit phase.
- Northbound and southbound approaches (Diagram 2) are aligned with their departure lanes by shifting the southbound through lane to the west into the existing median section.
- The eastbound approach (Diagram 3) is similar to the existing roadway configuration.

Special consideration should be given to additional signage and pavement markings to delineate general-purpose lanes from exclusive transit lanes. This will help turning traffic stay in the correct general-purpose lanes through the intersection. To improve safety at crosswalk locations, additional signal heads for right-turning traffic are recommended to emphasize no right-turn-on-red phasing. There are additional opportunities to protect pedestrians and bicyclists in median refuge islands to increase safety. At the south transition, a number of potential solutions could provide safer conflict areas around Arboretum Drive including: innovative signal timings, changes in bus lane striping, or providing a separate alignment for the north BRT route west of Fort Crook Road between Arboretum Drive and Harlan Drive. All of these potential options will be analyzed in detail to determine the best viable solution during future project phases. This process may result in a different location being selected. There may be innovative ways to incorporate an interchange reconfiguration of the single point urban interchange (SPUI) at Harlan Drive with the south transition point for the exclusive transit lanes.



View of the Fort Crook Road & Arboretum Drive intersection from the northwest

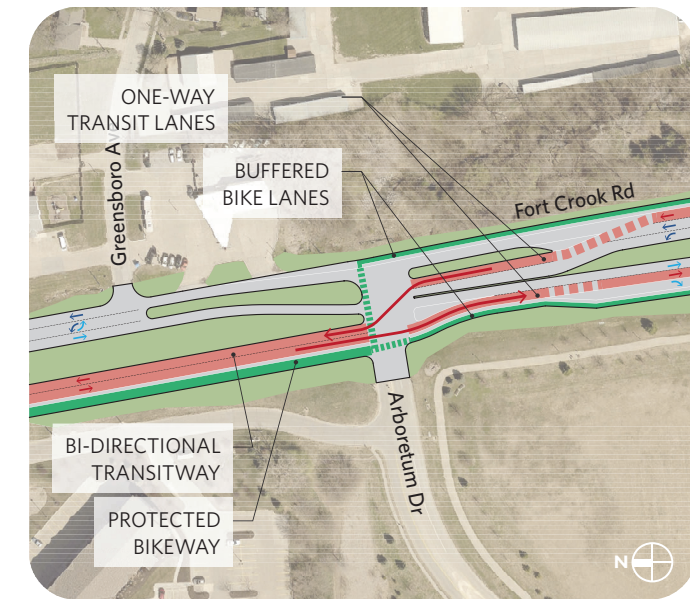


Diagram 1 - Proposed Alignment: BRT & Bikeway

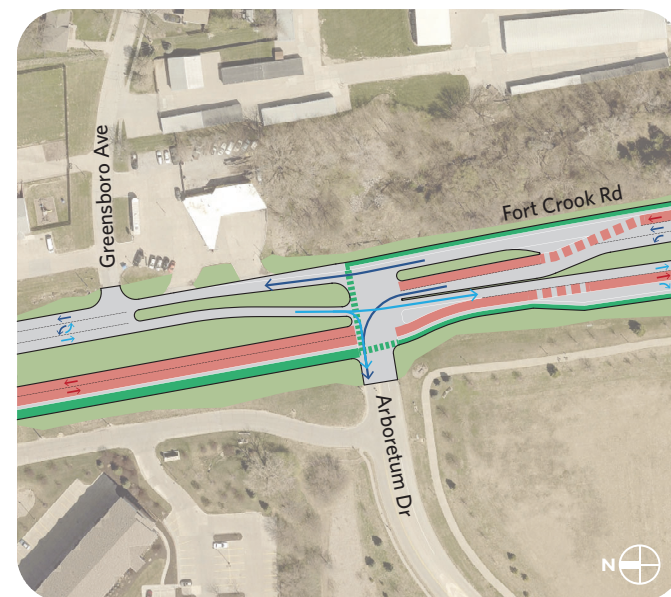


Diagram 2 - Proposed Alignment: North - South Vehicular Lanes

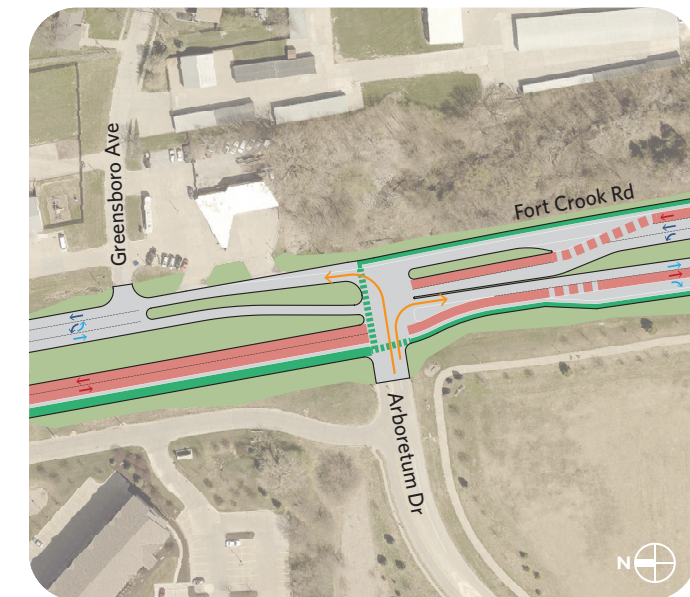
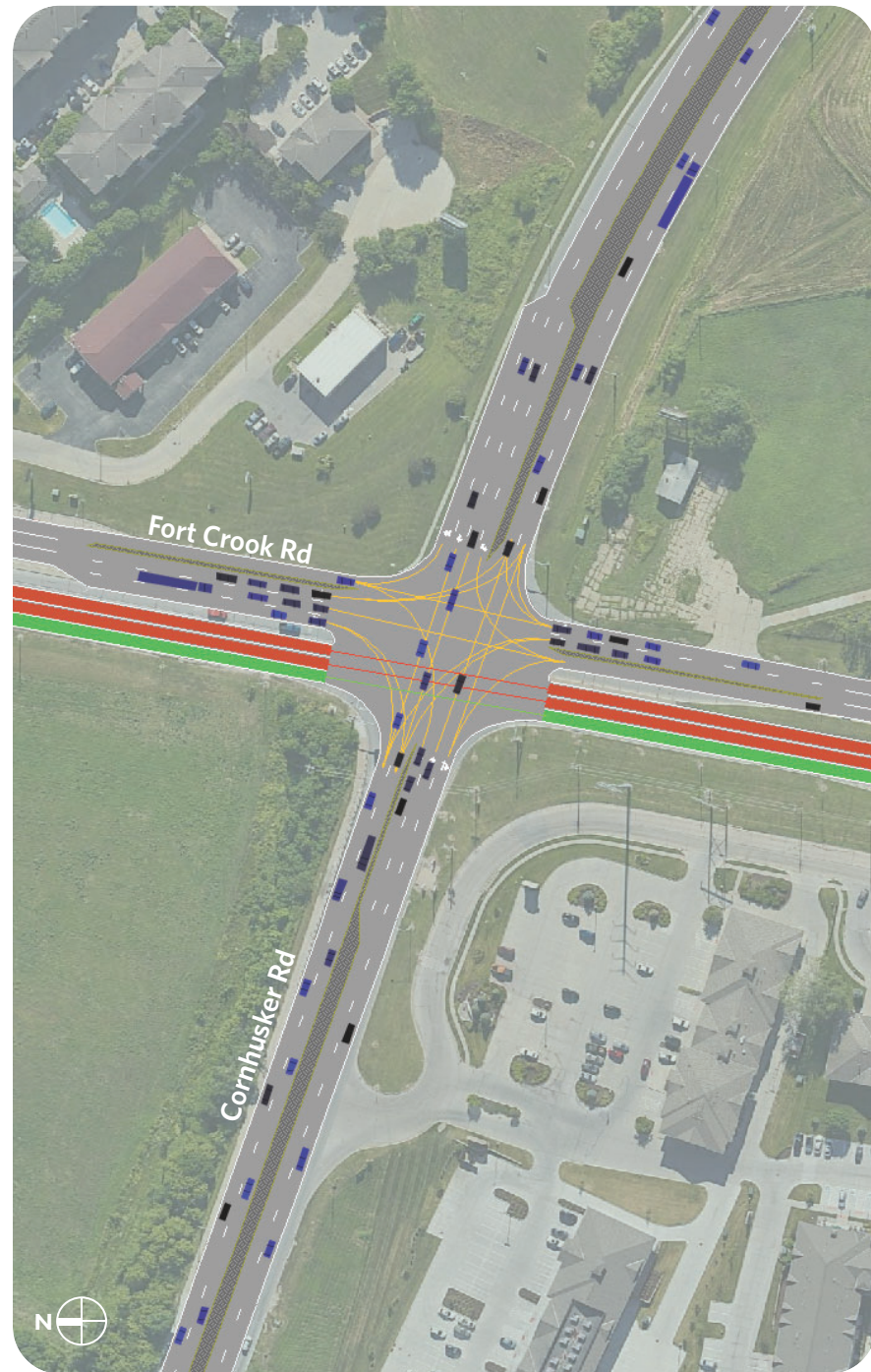
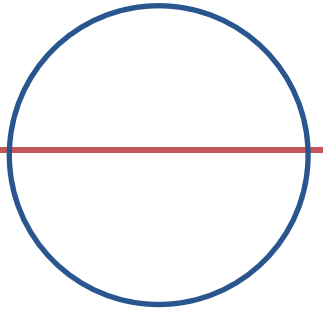
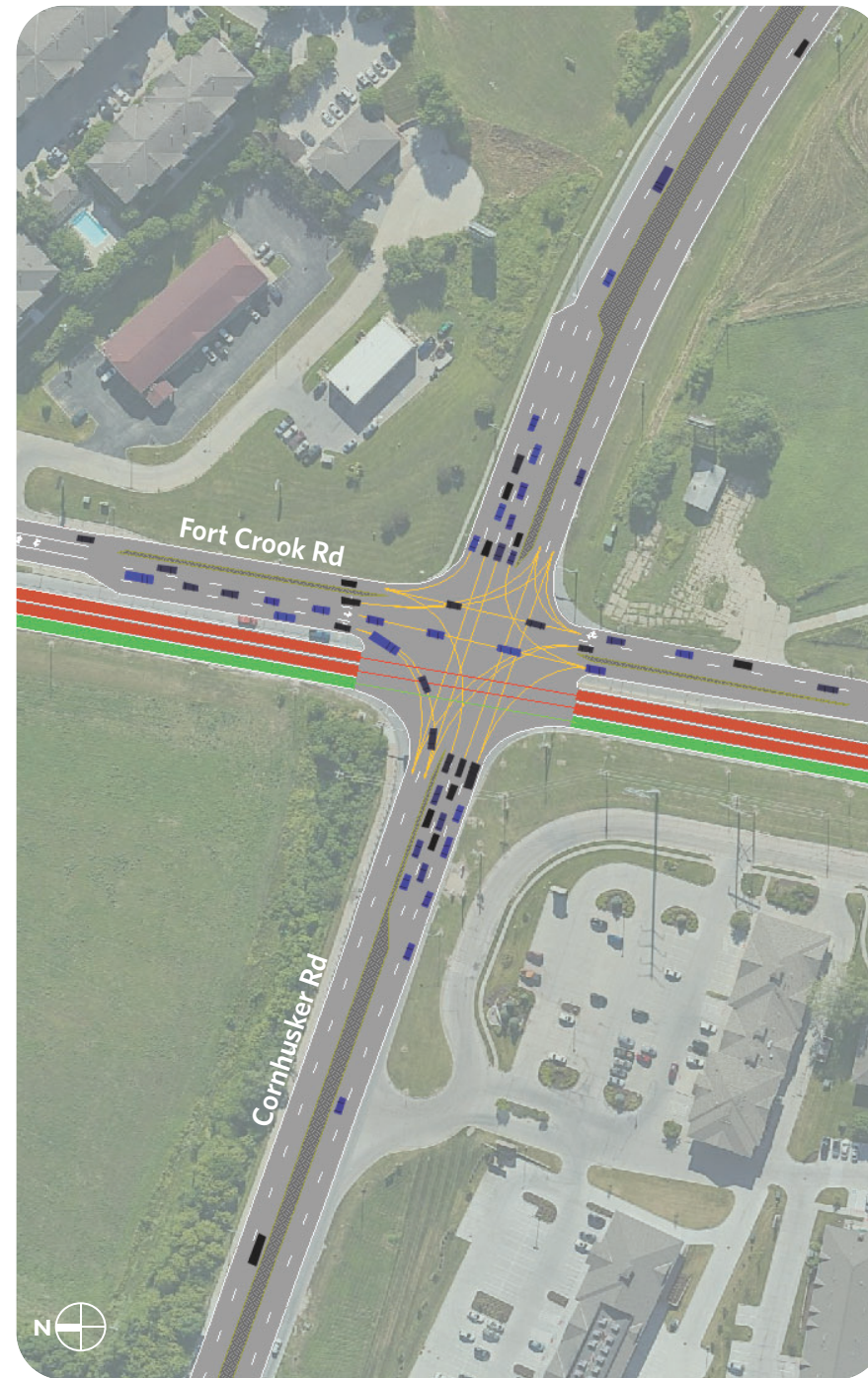


Diagram 3 - Proposed Alignment: East-West Vehicular Lanes

CORNHUSKER ROAD TRAFFIC SIMULATION



Simulation Image: Fort Crook Road travel lanes at a stop



Simulation Image: Cornhusker Road travel lanes at a stop

During the course of the planning effort, the City of Bellevue and several key stakeholders asked for confirmation that the proposed modifications to Fort Crook Road would not adversely impact traffic movements and level of service along the corridor. To address this concern, a microsimulation model was developed for the intersection of Fort Crook Road and Cornhusker Road to test the proposed alternative. Existing traffic volumes from the afternoon peak hour were coded into the model and signal timings were adjusted at Fort Crook Road and Cornhusker Road to accommodate the new geometry of the intersection.

Based on this analysis, the proposed roadway alignment would serve existing peak hour traffic demand at a Level of Service C during the PM peak hour. As this project moves into future phases, detailed analyses would be required to determine the viability of major intersection traffic operations and safety with future traffic demand. As this project moves into future phases, a detailed traffic operations analysis for existing and future demand is recommended.

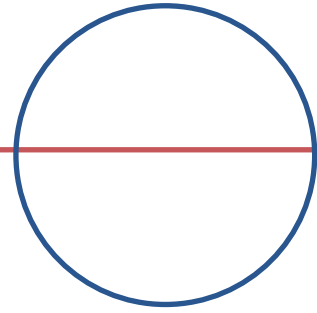


GREEN INFRASTRUCTURE

Wetland Determination

Floodway / Floodplain Impacts

Stormwater Facilities



WETLAND DETERMINATION

Because the Fort Crook Road planning effort was “implementation focused,” the corridor was evaluated so that participants could gain an understanding of its potential and proactively guide its redevelopment framework. A key requirement was the desire for a greater understanding of the corridor’s floodplain and wetland conditions. As a result, a wetlands determination was conducted, with a goal of documenting the baseline wetland and water resource conditions along the length of the corridor.

A total of 23 locations along the Fort Crook Road corridor were analyzed for wetland criteria. Fifteen (15) of the 23 locations met wetland criteria. Of these, PEMA/C, PFOA, and PSSA wetlands were identified. In addition, six (6) perennial waterways were identified within the Study Area. The wetland determination identified:

- 7.38 acres of palustrine emergent temporarily/seasonally flooded (PEMA/C) wetlands
- 0.71 acre of palustrine scrub shrub temporarily/seasonally flooded (PSSA) wetlands, and
- 3.19 acres of palustrine forested temporarily/seasonally flooded (PFOA) wetlands.
- In addition, six perennial waterways were identified within the Study Area.

For more information regarding the identified wetlands found within the corridor, contact the City of Bellevue for reference to the full Wetland Determination Report, completed in July 2021.



Emergent wetland lying along the west side of Fort Crook Road and south of Childs Road



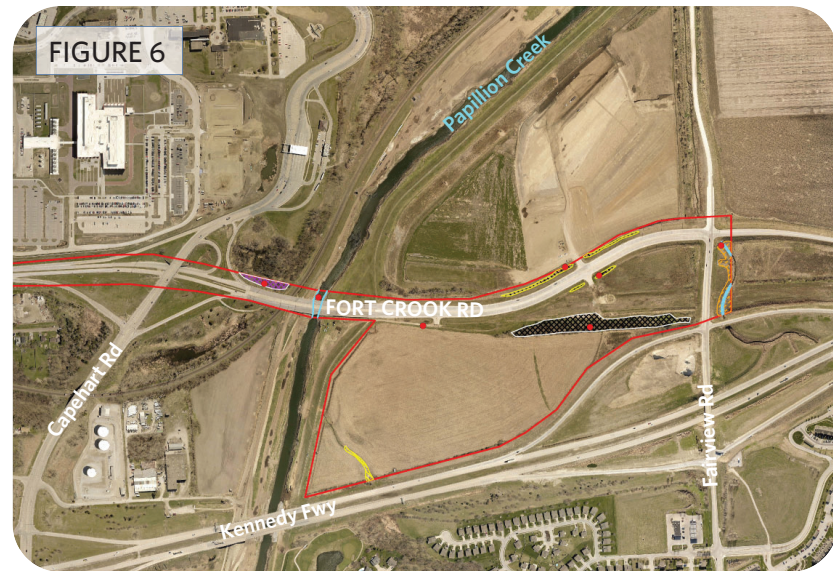
Emergent wetland lying along the east side of Fort Crook Road and south of Avery Road



Upland area located west of Fort Crook Road and south of Highway 370



Emergent wetland lying west of Fort Crook Road and north of Fairview Road



MAJOR FINDINGS

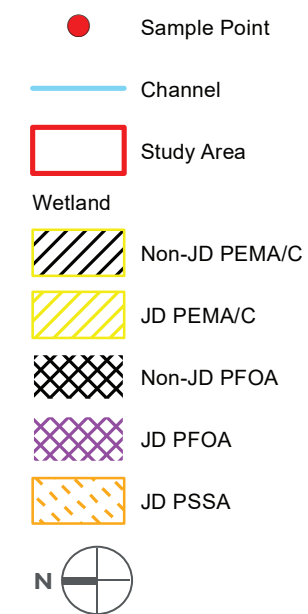
The Study Area consists of residential, commercial, and industrial uses located near the bottom of the Papillion Creek watershed. The Navigable Waters Protection Rule lists several categories of jurisdictional waters, including wetlands adjacent to jurisdictional waters.

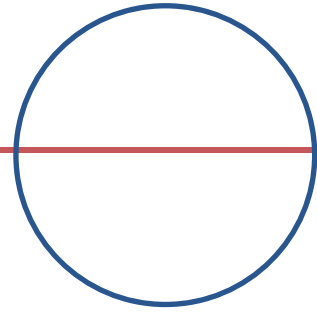
- Based on interpretation of the Rule, 8.18 acres of the delineated wetlands are adjacent to channels or floodplains, meet the definition of “adjacent wetland” (USACE and EPA 2020), and are assumed jurisdictional.
- Additionally, according to the Rule, 3.10 acres of the delineated wetlands are within isolated roadside ditches, meet the definition of “non-adjacent wetland” (USACE and EPA 2020), and are assumed non-jurisdictional.
- The waterways within the Study Area are associated with the Missouri River and are therefore jurisdictional, according to the Rule (USACE and EPA 2020).

This determination and proposed jurisdictional determination are based on the best professional judgment of HDR. This judgment does not constitute an Approved Jurisdictional Determination, which can only be rendered by USACE through a formal request. The mapping diagrams, shown to the left, are illustrated in larger detail with descriptive analysis within the full Wetland Determination Report.

WETLAND MAPPING WITHIN FORT CROOK ROAD CORRIDOR

Moving North (Fig. 1) to South (Fig. 6)





FLOODWAY / FLOODPLAIN IMPACTS

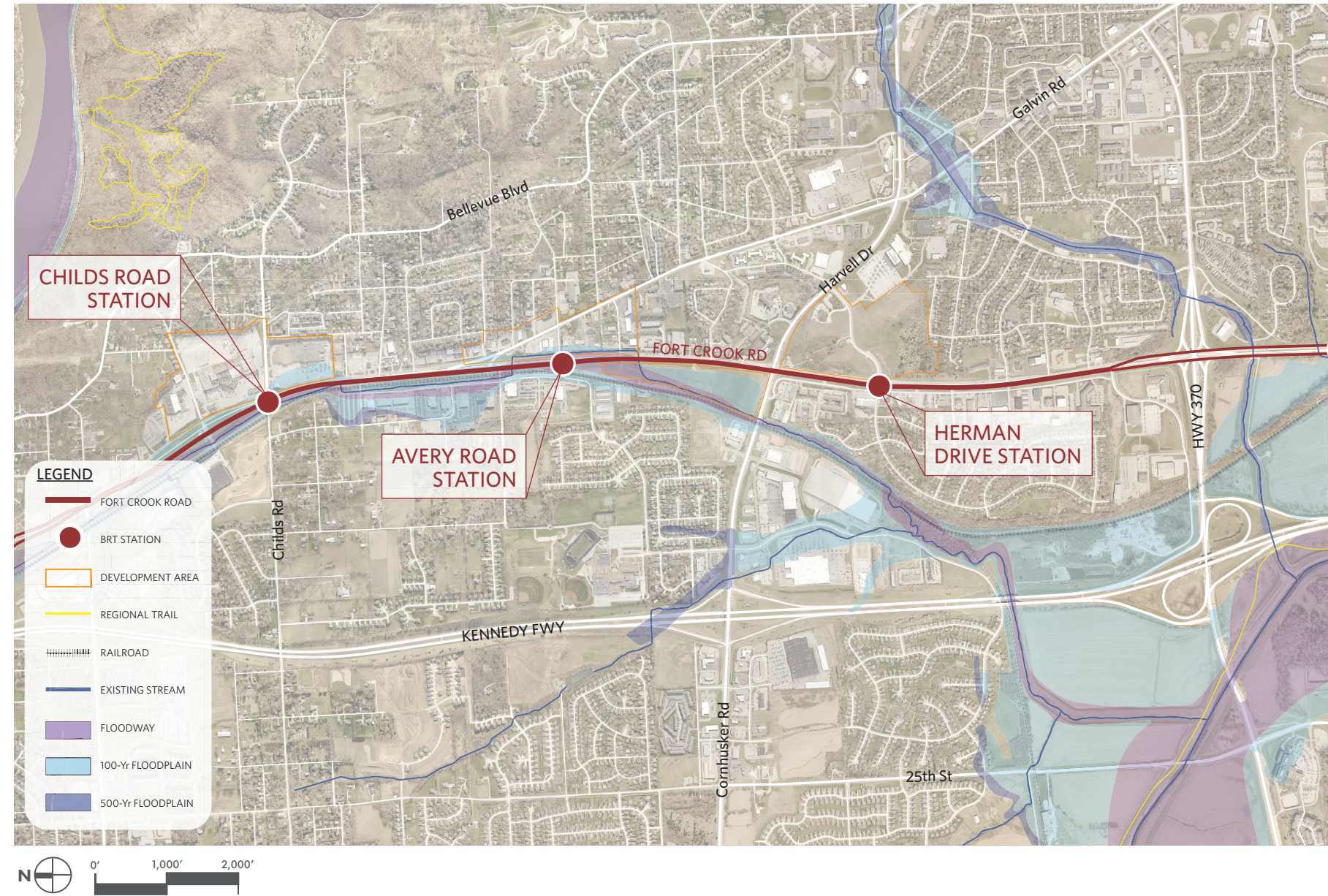
Several segments of the Fort Crook Road corridor are either impacted, or adjacent to areas that are impacted, by land that is designated as floodway or floodplain. Prior to the start of large-scale redevelopment, it will be important to develop a comprehensive and sustainable approach to address these challenges. These include, but are not limited to, the following:

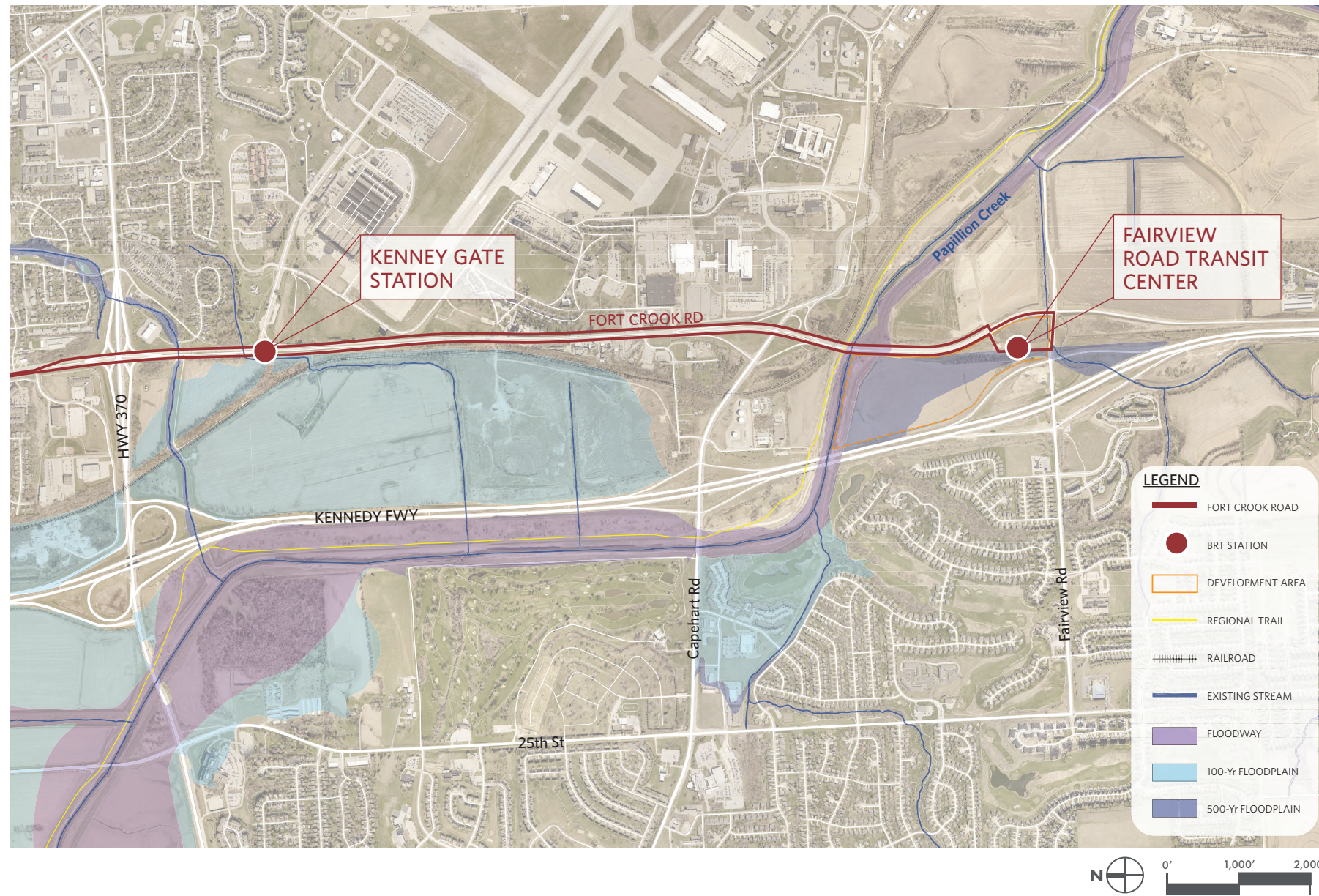
- Daylighting
- Channel restoration
- Strategic fill/balancing
- Green infrastructure

The goal is to convey stormwater in a naturalized and sustainable manner, allow for redevelopment, and address stormwater quantity and quality concerns. The adjacent diagram highlights the floodway (purple) and floodplain (dark and light blue).

NORTH OF 370

Both floodway and floodplain impacts occur along the Fort Crook Road corridor between Chandler Road and Cornhusker Road. Most of these impacts are confined to the right-of-way or to property on the west side of the corridor. A comprehensive and sustainable approach for floodplain management and redevelopment will be necessary along this stretch.





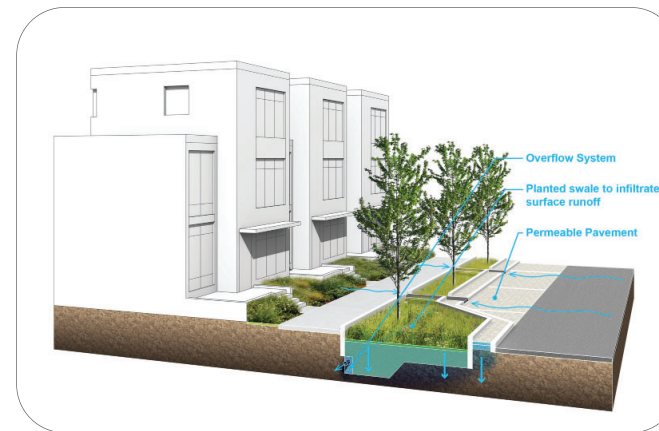
SOUTH OF 370

South of Highway 370, only two areas of floodway or floodplain impact the Fort Crook Road corridor. The first area is designated as floodplain and is located at the southwest corner of the intersection of Fort Crook Road and Highway 370. This is outside the right-of-way, and can be addressed during redevelopment of the adjacent site. The second area of impact occurs where the corridor crosses over the Papillion Creek. This area is designated as floodway but is located between the levees that line the creek, resulting in minimal impact on future development adjacent to this crossing.

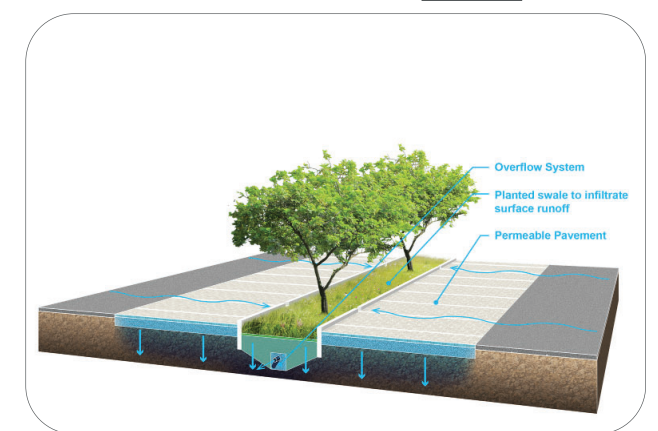
STORMWATER FACILITIES



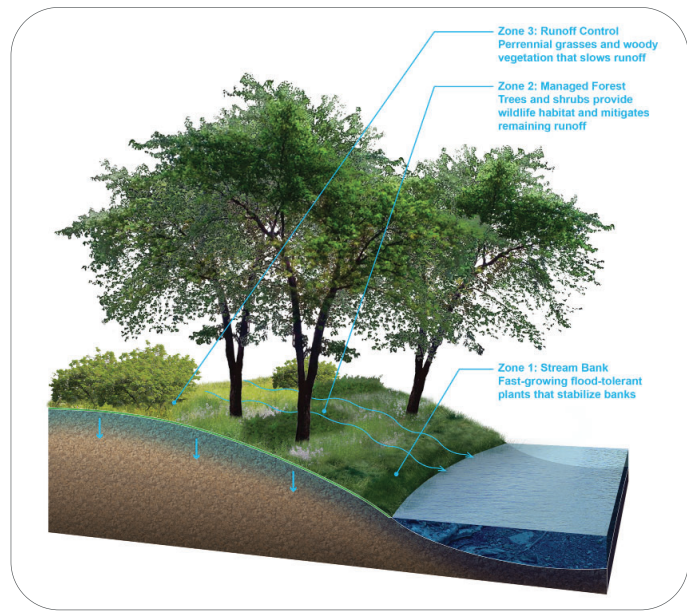
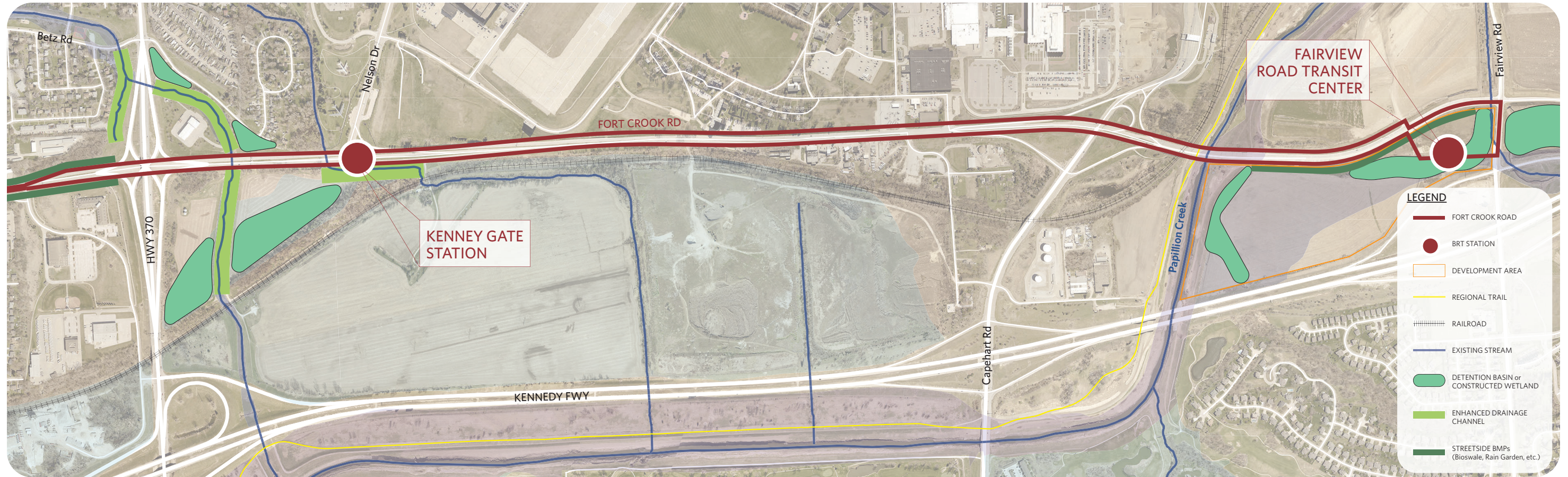
The Fort Crook Road corridor should be designed to minimize the impact of stormwater runoff on the corridor. A key goal of the plan is to encourage the development of stormwater facilities throughout the corridor. Done correctly, these facilities can act as amenities for adjacent redevelopment projects and provide an opportunity to spread, slow down, and/or treat stormwater runoff before it enters the Papillion Creek and other drainageways. These facilities should be designed to work together towards an integrated stormwater management approach. Public outreach and education should be part of this approach. While the above diagram identifies potential areas where runoff mitigation is possible, further study will be necessary to provide technical expertise and to identify the appropriate locations for stormwater management facilities. **Examples of appropriate stormwater facilities for the corridor are diagrammed to the right and on the following page.**



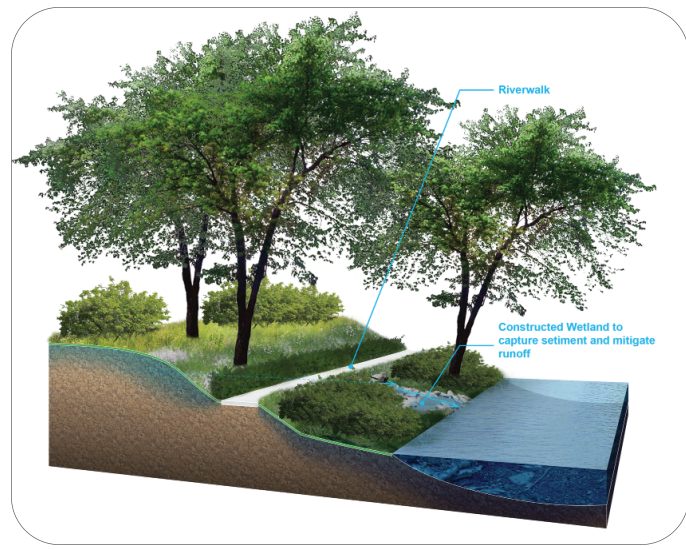
Bioswale Planter



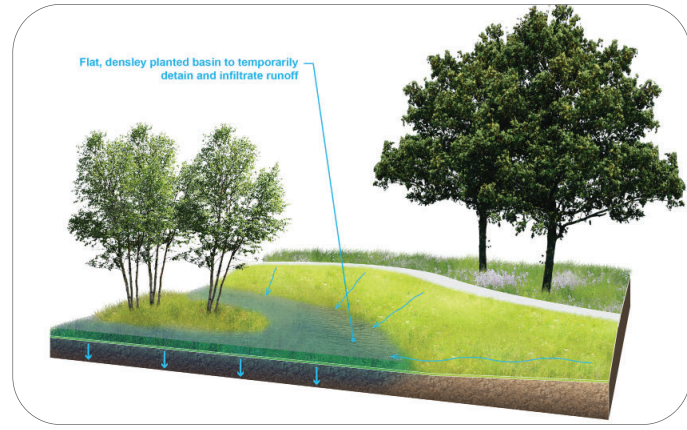
Parking Lot Island Bioswale



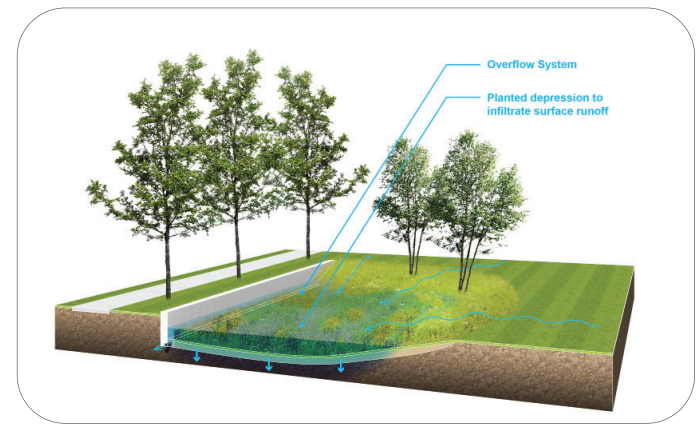
Riparian Buffer



Constructed Wetland



Infiltration Strip



Rain Garden

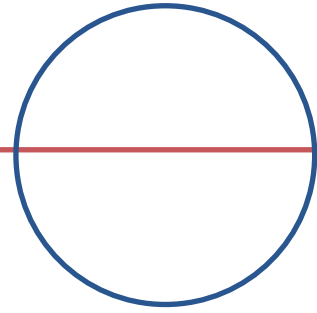


REDEVELOPMENT OPPORTUNITIES

Overview

Coordinated Redevelopment

Incremental Redevelopment



OVERVIEW

The Fort Crook Road corridor was developed as a typical commercial strip corridor. In its heyday, it was the primary vehicular corridor connecting Omaha with Bellevue and Offutt Air Force Base. During its prime, the corridor carried significant volumes of traffic, allowing it to flourish from a market perspective. However, this all changed in the early 1990s when the Kennedy Freeway was constructed along a parallel route immediately to the west. As traffic migrated to the new highway, customers dwindled, businesses declined or closed, and a downward spiral of marginal uses took their place. Little, if any significant redevelopment or reinvestment has occurred along the corridor over the last two decades, perpetuating this downward spiral. As a result, the Fort Crook Road planning process was established to create a redevelopment framework that will reverse this cycle. As highlighted earlier, it is based on three key pillars: Bus Rapid Transit (BRT)/a Total Mobility System; Green Infrastructure; and Transit Oriented Development (TOD)/Walkable Urbanism.

The goal of TOD/Walkable Urbanism is to create a new market for redevelopment and transform the areas adjacent to each of the BRT stations. The new walkable urban neighborhoods that will replace existing development will be characterized by low- to mid-rise buildings with urban character, whereby buildings, and the uses contained within them, will address the street and help activate the sidewalks. New development should be pedestrian-oriented in order to encourage walking and dynamic street-level activity. A variety of uses and building typologies will be encouraged. Uses will be mixed both horizontally and vertically within individual buildings. Active uses,

such as restaurants and neighborhood services, will be located on the first level of buildings located adjacent to the stops, while office and residential uses will be encouraged on upper floors. Elsewhere, residential options will be developed to encourage a variety of household types and income levels within these neighborhoods, from millennials, young professionals, and families to empty-nesters, retirees, and seniors. Residential options should range from condos and apartments to townhomes and missing middle typologies. These uses will be

interconnected by a robust mobility network equally serving the needs of pedestrians, bicyclists, vehicles, and transit, while the neighborhoods will be interspersed with a network of parks, plazas, and naturalized open spaces - all designed to benefit residents, employees, and visitors. Overviews of Transit Oriented Development and Walkable Urbanism principles are provided on the following page, followed by conceptual plans and associated details for five coordinated redevelopment opportunities along the corridor.



Examples of development that follow an urban framework, with street engagement and a mix of land/building uses

TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is a development pattern that is characterized by a mix of uses where buildings and uses cater to the pedestrian accessing the area via alternate modes of transportation. It typically incorporates compact development and dense activity nodes within easy walking distance of transit stations. It generally includes a mix of residential, employment and shopping opportunities designed for transit riders, cyclists, and pedestrians. TOD includes new development or redevelopment where design and orientation facilitate transit use. It tailors new development in the context of existing residential and business districts and emphasizes neighborhood and business preservation. Automobile use is still accommodated in a TOD, but it is not treated as the sole or predominant mode of transportation.

Benefits of Transit-Oriented Development include the following:

- Revitalization of declining areas
- Improved accessibility to jobs
- Generation of sales tax revenues
- Affordable housing, creating a high-level of mobility for households on limited incomes
- Opportunities for public/private partnerships
- Increased property values
- Improved foot traffic for retailers
- Decrease in transportation costs for residents and workers
- Access to a more diverse workforce
- Reduction in automobile trips
- Improved accessibility for cyclists
- Providing a multi-modal environment



Work sample from of a TOD Guidelines document (City of Tampa, FL)

Characteristics of Transit-Oriented Development include the following:

- Walkable, tree-lined streets that provide shade for pedestrians.
- Buildings that front and are built to the street
- Buildings with frequent windows and doors
- Diverse, complimentary uses that encourage people to stroll, shop, meet, greet, and eat
- A variety of compact housing in an assortment of styles
- Consolidated parking that provides more land for development
- Reduced parking requirements
- Linkages to supporting land use and community amenities such as residential areas and parks

WALKABLE URBANISM

A successful pedestrian-oriented, mixed-use neighborhood is predicated on the activation of the public realm. To accomplish this, buildings must front onto and interact with the street. Where possible, active uses should occupy the ground level of buildings. Building fronts should be transparent so that inside uses can be observed. Primary entrances should be located in the front of the building along the sidewalk, with secondary entrances to the rear. Parking should occur either on the street or in surface parking lots (or parking structures) located to the side or rear of the buildings. Sidewalks should be wide, shaded by trees, and appointed with pedestrian amenities. At its most basic level, walkable urbanism can be achieved through the employment of four key design elements, described on the opposite page.



Principles of walkable urbanism - ground-level, active storefront (top left), multi-use trail through an urban block (top right), on-street parallel parking stalls (lower left), and a well-detailed streetscape (bottom right)



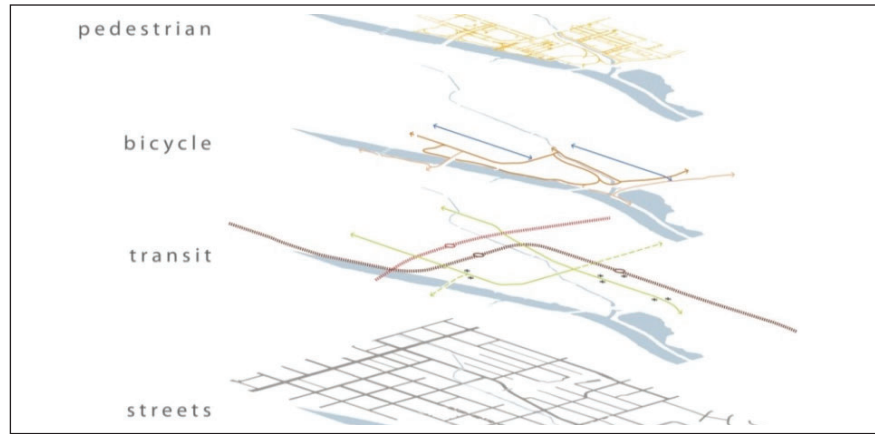
1) Build to the sidewalk.



3) Prohibit parking lots in front of the building.



2) Make building fronts "permeable."



4) Create an interconnected network of mobility options.

FOUR KEY DESIGN ELEMENTS

1) Build to the sidewalk.

Buildings should be pushed as close as possible to the street. This helps provide visual interest for pedestrians, as well as scale and a "sense of enclosure" as one moves along the sidewalk.

2) Make the building fronts "permeable."

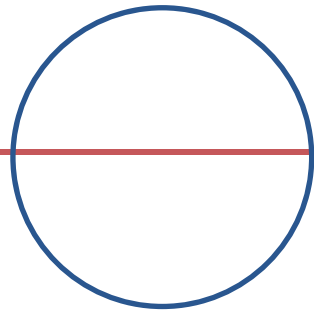
The ground-level of buildings should be designed to be as transparent as possible. Blank walls eliminate activity and provide little, if anything, in terms of visual interest. Glass allows the activity occurring within a building to be seen, as well as extra "eyes on the street" for security.

3) Prohibit parking lots in front of the building.

Surface parking lots, whether full of cars or not, are devoid of activity and detrimental to a street's frontage. Lacking activity, pedestrians typically cross to the other side of a street or pass by a surface parking lot as quickly as possible.

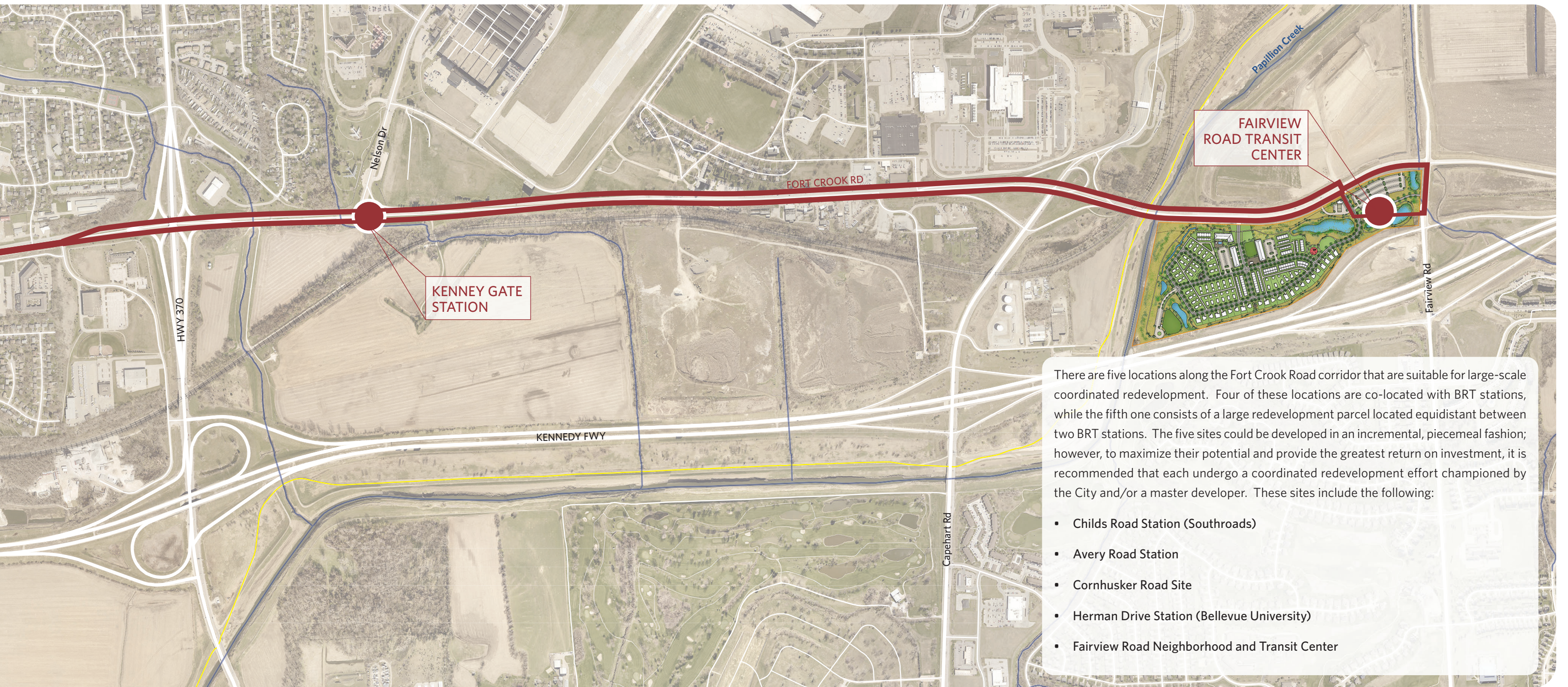
4) Create an interconnected network of mobility options.

Providing multiple options for pedestrians, cyclists, transit riders, and vehicle drivers encourages mobility choice, routing options, and lively street-level activity.



COORDINATED REDEVELOPMENT





There are five locations along the Fort Crook Road corridor that are suitable for large-scale coordinated redevelopment. Four of these locations are co-located with BRT stations, while the fifth one consists of a large redevelopment parcel located equidistant between two BRT stations. The five sites could be developed in an incremental, piecemeal fashion; however, to maximize their potential and provide the greatest return on investment, it is recommended that each undergo a coordinated redevelopment effort championed by the City and/or a master developer. These sites include the following:

- Childs Road Station (Southroads)
- Avery Road Station
- Cornhusker Road Site
- Herman Drive Station (Bellevue University)
- Fairview Road Neighborhood and Transit Center

CHILDS ROAD STATION

The Childs Road Neighborhood will be located on the site of the former Southroads Mall. As development momentum builds along the corridor with the implementation of BRT, the timing will be right to transition the site into a new walkable urban neighborhood. With a BRT station at the intersection of Fort Crook Road and Childs Road, the focal point of the neighborhood will be a large public open space on the east side of the corridor. The space will include a public green space and naturalized open space that contains a constructed wetland. Six-story mixed-use buildings will front onto the public open space. These buildings will contain ground level active uses, including restaurants and neighborhood services. The upper levels of these buildings should contain offices and/or apartments.

As one moves away from the neighborhood center, the height and density of the structures will decrease in order to fit the context of the adjacent neighborhoods. These buildings will consist of a variety of residential typologies, including apartments, missing middle, and townhomes. The goal will be to create an active neighborhood center adjacent to the transit station, along with significant residential variety and density to become a key activity node along the corridor.



View looking east across Fort Crook Road toward the Childs Road intersection



Utility lines and buildings mark the Fort Crook Road frontage



Large surface parking lots front onto Fort Crook Road with big-box commercial/office buildings set far back from the roadway





CHILDS ROAD NEIGHBORHOOD PLAN

LEGEND

1	COMMUNITY GREEN	13	BI-DIRECTIONAL TRANSITWAY
2	STORMWATER DETENTION AMENITY	14	BRT STATION
3	ENHANCED DRAINAGE CHANNEL	15	PROTECTED BIKEWAY
4	EXISTING INDUSTRIAL	16	RAILROAD
5	MULTI-FAMILY RESIDENTIAL	17	RIGHT-IN, RIGHT-OUT VEHICULAR ACCESS
6	MISSING MIDDLE HOUSING	18	LANDSCAPED MEDIAN
7	TOWNHOMES	19	COMMUNITY OPEN SPACE
8	MIXED-USE BUILDINGS	20	NATIVE LANDSCAPING
9	RESIDENTIAL AMENITY AREA	21	PUBLIC PLAZA
10	SURFACE PARKING LOT	22	MONUMENTAL PUBLIC ART
11	SERVICE ALLEY	23	TRANSMISSION LINE POWER POLE
12	RECONFIGURED FORT CROOK ROAD	24	COMMUNICATIONS TOWER

N
0'
100'
200'



Village center with an community green and event lawn space



Mixed-use building with detailed streetscape and on-street parking provided



Townhomes with small, urban setback



Aerial vignette looking southeast over Fort Crook Road at the Childs Road neighborhood



Bird's-eye perspective looking east over the Childs Road station and Fort Crook Road toward the village center

EVERY ROAD STATION

The Avery Road neighborhood will center on the area where Galvin Road intersects Fort Crook Road. However, Galvin Road will be reconstructed so that it intersects Fort Crook Road at a right angle. As with the Childs Road neighborhood, this new neighborhood will focus on its BRT station and adjacent open space, which is created by the reconfigured Galvin Road/Avery Road intersection. This space will consist of a public green space and significant naturalized area containing a constructed wetland and stormwater chain. Six-story mixed-use buildings will wrap around the public space. These buildings will contain active uses (restaurants, coffee shops, neighborhood service) on the ground level and office and/or residential units above.

The remainder of the neighborhood will be comprised of apartment buildings, designed in a configuration and unit count that would be attractive to local production apartment developers. This new neighborhood will add density and riders to the corridor, and would be a focal point for the existing adjacent neighborhood.



View looking east across Fort Crook Road toward the Avery Road intersection



Existing alignment of Galvin Road just east of its intersection with Fort Crook Road



Looking north along Fort Crook Road at the Avery Road intersection

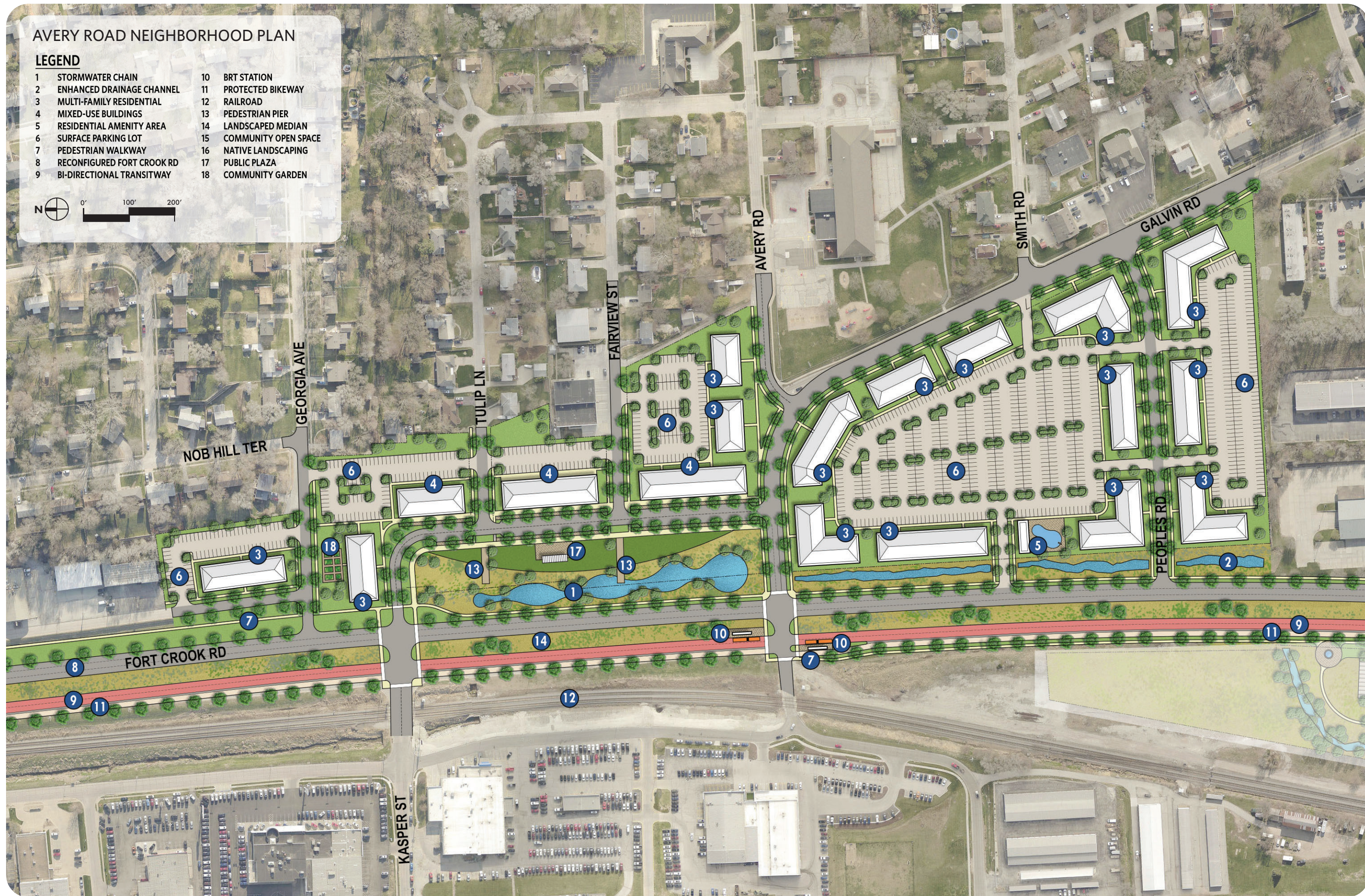
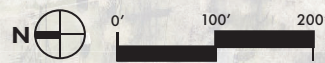


Deteriorating sewer near the Galvin & Fort Crook Roads intersection

AVERY ROAD NEIGHBORHOOD PLAN

LEGEND

- | | | | |
|---|----------------------------|----|----------------------|
| 1 | STORMWATER CHAIN | 10 | BRT STATION |
| 2 | ENHANCED DRAINAGE CHANNEL | 11 | PROTECTED BIKEWAY |
| 3 | MULTI-FAMILY RESIDENTIAL | 12 | RAILROAD |
| 4 | MIXED-USE BUILDINGS | 13 | PEDESTRIAN PIER |
| 5 | RESIDENTIAL AMENITY AREA | 14 | LANDSCAPED MEDIAN |
| 6 | SURFACE PARKING LOT | 15 | COMMUNITY OPEN SPACE |
| 7 | PEDESTRIAN WALKWAY | 16 | NATIVE LANDSCAPING |
| 8 | RECONFIGURED FORT CROOK RD | 17 | PUBLIC PLAZA |
| 9 | BI-DIRECTIONAL TRANSITWAY | 18 | COMMUNITY GARDEN |





Aerial vignette looking southeast over Fort Crook Road at the Avery Road neighborhood



Mixed-use building with enhanced front facades



Multi-family residential building with a small, urban setback



Public open space with a constructed wetland feature



Street-level perspective at the Avery Road BRT station looking northeast toward the neighborhood development

CORNHUSKER ROAD SITE

The Cornhusker Road Neighborhood will be located on the former Core-Slab industrial site at the northwest corner of Cornhusker Road and Fort Crook Road. This shovel-ready site does not have an adjacent BRT station, but it is within easy walking distance of both the Avery Road and Herman Road stations. The neighborhood will work with the topography by embedding two buildings and a parking deck into a hillside, essentially functioning as a retaining wall. The site will contain a variety of residential typologies, including podium apartments, missing middle units, and townhomes. This combination will help provide density and typology variation along the corridor, with a goal of adding transit ridership and customers for the corridor's repositioned retail market.



Looking toward the site over the Cornhusker & Fort Crook Roads intersection



Large elevation change and wall delineates the site's south edge



Existing tree stands and the rail lines mark the west boundary of the site



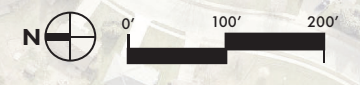
Looking north along Fort Crook Road with the cleared site off to the left



CORNHUSKER ROAD SITE PLAN

LEGEND

- | | |
|-----------------------------|--|
| 1 ENHANCED DRAINAGE CHANNEL | 11 RECONFIGURED FORT CROOK ROAD |
| 2 MULTI-FAMILY RESIDENTIAL | 12 BI-DIRECTIONAL TRANSITWAY |
| 3 MISSING MIDDLE HOUSING | 13 PROTECTED BIKEWAY |
| 4 TOWNHOMES | 14 PEDESTRIAN WALKWAY |
| 5 RESIDENTIAL AMENITY AREA | 15 RAILROAD |
| 6 SURFACE PARKING LOT | 16 LANDSCAPED MEDIAN |
| 7 PARKING STRUCTURE | 17 COMMUNITY OPEN SPACE |
| 8 VEHICULAR TURNAROUND | 18 DETENTION BASIN WITH NATIVE LANDSCAPING |
| 9 SERVICE ALLEY | 19 PUBLIC PLAZA |
| 10 RETAINING WALLS | |





Missing middle housing



Urban-style townhomes



Shared community green enclosed by missing middle housing



Aerial vignette looking west over Fort Crook Road at the Cornhusker Road development



Looking west down Herman Drive toward Fort Crook Road



Herman Drive meanders up a steep incline as it moves east from Fort Crook Road



Looking east near the high point of the site toward Bellevue University



Looking northeast down Fort Crook Road toward the Herman Drive intersection

HERMAN DRIVE STATION

The site of the Herman Drive neighborhood will be located on a challenging site with a significant amount of topographic change, immediately adjacent to Bellevue University. The hillside at the southeast corner of Cornhusker and Fort Crook Road will be designed as a new gateway entrance to Bellevue University. To the south, a new BRT station is proposed for the intersection of Herman Drive and Fort Crook Road. Immediately to the east of the stop will be a small assemblage of mixed-use buildings. These buildings would front onto a small urban plaza and contain a variety of neighborhood service type uses.

Apartments will line Herman Drive as it traverses up the hill to the east. At the top of the hill will be a large grouping of apartment buildings, which would offer views in multiple directions. South of the apartments will be a more traditional-style neighborhood containing townhomes and single-family detached village homes. The unit mix in this neighborhood will provide residential options for prospective residents, as well as density that supports transit ridership.



Aerial vignette looking south over Harvell Drive at the Herman Drive neighborhood



Compact, multi-family residential building



Townhomes with front porches and consistent street frontage

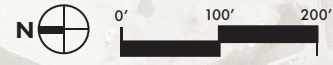


Village homes with garage access via a rear alley

HERMAN DRIVE NEIGHBORHOOD PLAN

LEGEND

- 1 STORMWATER DETENTION AMENITY
- 2 ELECTRICAL TRANSMISSION TOWER
- 3 MULTI-FAMILY RESIDENTIAL
- 4 TOWNHOMES
- 5 MIXED-USE BUILDINGS
- 6 VILLAGE HOMES
- 7 RESIDENTIAL AMENITY AREA
- 8 SURFACE PARKING LOT
- 9 SERVICE ALLEY
- 10 RECONFIGURED FORT CROOK ROAD
- 11 BI-DIRECTIONAL TRANSITWAY
- 12 BRT STATION
- 13 PROTECTED BIKEWAY
- 14 PEDESTRIAN WALKWAY
- 15 ACCESSIBLE NATURE PATH THROUGH PRAIRIE
- 16 GRAND STAIR
- 17 LANDSCAPED MEDIAN
- 18 COMMUNITY OPEN SPACE
- 19 NATIVE LANDSCAPING
- 20 PUBLIC PLAZA
- 21 ADJACENT NEIGHBORHOOD CONNECTION



FAIRVIEW ROAD NEIGHBORHOOD

The Fairview Road neighborhood, located at the far southern end of the Fort Crook Road corridor, will be centered on a small community green and urban plaza. The green and plaza will be flanked by a grouping of mixed-use buildings and an apartment building. The ground floor of the mixed-use buildings would contain active uses that would front onto, and open-up to, the green and plaza. Extending out from the neighborhood center will be townhomes and single-family detached village homes and estate homes. The neighborhood will be encircled by greenways and trails, which would act as a buffer from the adjacent roadways. The greenways will be planted in native grasses and forbs, and contain a number of constructed wetlands. The neighborhood itself will be a short walk from the nearby transit center, located immediately to the south.



Looking south over the neighborhood site with Fort Crook Road off to the left



Looking west along the top of the Papillion Creek levee



Looking north over the low-lying area along the west side of Fort Crook Road



Entrance into the neighborhood and transit center provided off Fairview Road

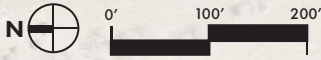
DURING THE CREATION OF THIS 2040 PLAN, PAPILLION SANITATION PURCHASED THIS PORTION OF THE FAIRVIEW ROAD NEIGHBORHOOD PROPERTY FROM A PRIVATE LANDOWNER. THE COMPANY INTENDS TO DEVELOP THE PARCEL FOR THEIR HEADQUARTERS AND A FUTURE RECYCLING CENTER. GIVEN THE LONG-TERM FOCUS OF THE 2040 PLAN, THE NEIGHBORHOOD LAYOUT IS SHOWN HERE AS ENVISIONED.



FAIRVIEW ROAD NEIGHBORHOOD & TRANSIT CENTER PLAN

LEGEND

- | | | | |
|----|-------------------------------|----|-----------------------------|
| 1 | STORMWATER DETENTION AMENITY | 12 | TRANSIT CENTER |
| 2 | ENHANCED DRAINAGE CHANNEL | 13 | BRT PARK AND RIDE |
| 3 | MULTI-FAMILY RESIDENTIAL | 14 | PROTECTED BIKE LANE |
| 4 | TOWNHOMES | 15 | PEDESTRIAN WALKWAY |
| 5 | MIXED-USE BUILDINGS | 16 | LANDSCAPED MEDIAN |
| 6 | VILLAGE HOMES | 17 | COMMUNITY OPEN SPACE |
| 7 | RESIDENTIAL AMENITY AREA | 18 | PLAYGROUND |
| 8 | SURFACE PARKING LOT | 19 | NATIVE LANDSCAPING |
| 9 | SERVICE ALLEY | 20 | PUBLIC PLAZA |
| 10 | RECONFIGURED FORT CROOK ROAD | 21 | "GAS BACKWARDS" GAS STATION |
| 11 | BUS RAPID TRANSIT (BRT) LANES | 22 | COMMUNITY GARDEN |





Aerial vignette looking east over the Kennedy Freeway at the Fairview Road neighborhood



Townhomes with enhanced front facades



Village homes with garage access via a rear alley



Single-family residential home with attractive front landscaping



Bird's-eye perspective looking southwest over Fort Crook Road toward the Fairview Road neighborhood



FAIRVIEW TRANSIT CENTER

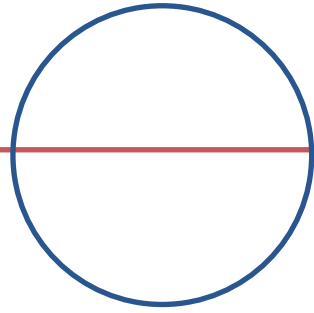
The Fairview Road Transit Center will be located immediately to the south of the Fairview Road Neighborhood. The transit center will be at the southern terminus of the Fort Crook Road BRT line. It will be designed to accommodate a number of important functions, including the following:

- BRT Station
- Park and ride
- Transfers (future Sarpy County BRT lines)
- Operator Break and Layover Facilities

The transit center will be strategically located for easy access, including BRT vehicles, park and ride drivers, and residents of the Fairview Road neighborhood. A "gas backwards" is shown adjacent to the transit center. This will essentially be a gas station "flipped" so that its convenience store holds the hard corner and the pumps are pushed to the rear, allowing for easier driver ingress and egress.

Bird's-eye perspective looking at the BRT transit center and "gas backwards" station

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INCREMENTAL REDEVELOPMENT

As the Fort Crook Road corridor begins to redevelop, there will be circumstances where projects occur on a “one-off” basis and/or outside the five Coordinated Redevelopment areas highlighted earlier. To maintain the integrity of the vision for the corridor, these auto-oriented, stand-alone buildings must adhere to the following “Incremental Development” Guidelines:

In general, new, expanded, or redeveloped uses along the Fort Crook Road corridor should be developed in a pedestrian friendly manner. Parking must be located to the rear or the side of the building, with buildings or additions brought forward towards the street in order to help create a more traditional “street edge.” All buildings should have a front door that is connected directly to the front sidewalk (supplemental side/rear doors that provide access from the parking lot may also be provided). Business signs should be monument style and are to be located in the shallow landscaped front yard.

Over time, the simple design approach afforded by these “Incremental Development” Guidelines, coupled with corridor street tree planting efforts, will help Fort Crook Road transition from a marginal “strip” corridor into an enhanced “people place.” However, it bears repeating: Under no circumstances should the current commercial strip environment, with its front yard parking and buildings located on the rear portion of the property, be allowed. Continuation of this development pattern will only perpetuate the corridor’s current problems and stifle the market-based approach to repositioning the corridor.



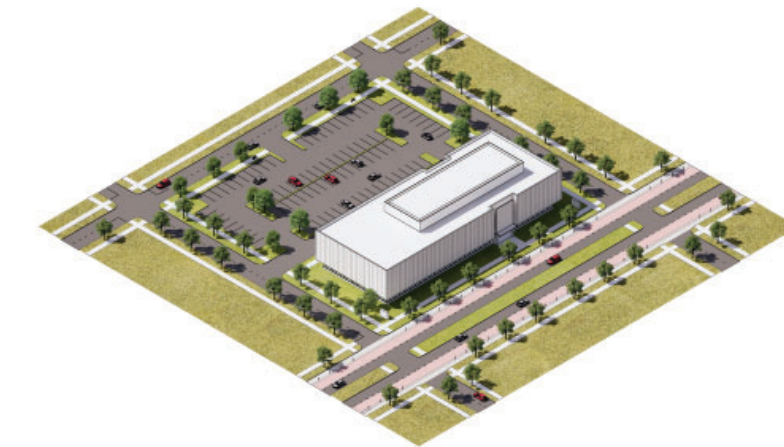
Single-family Residential



Retail / Commercial



Townhomes



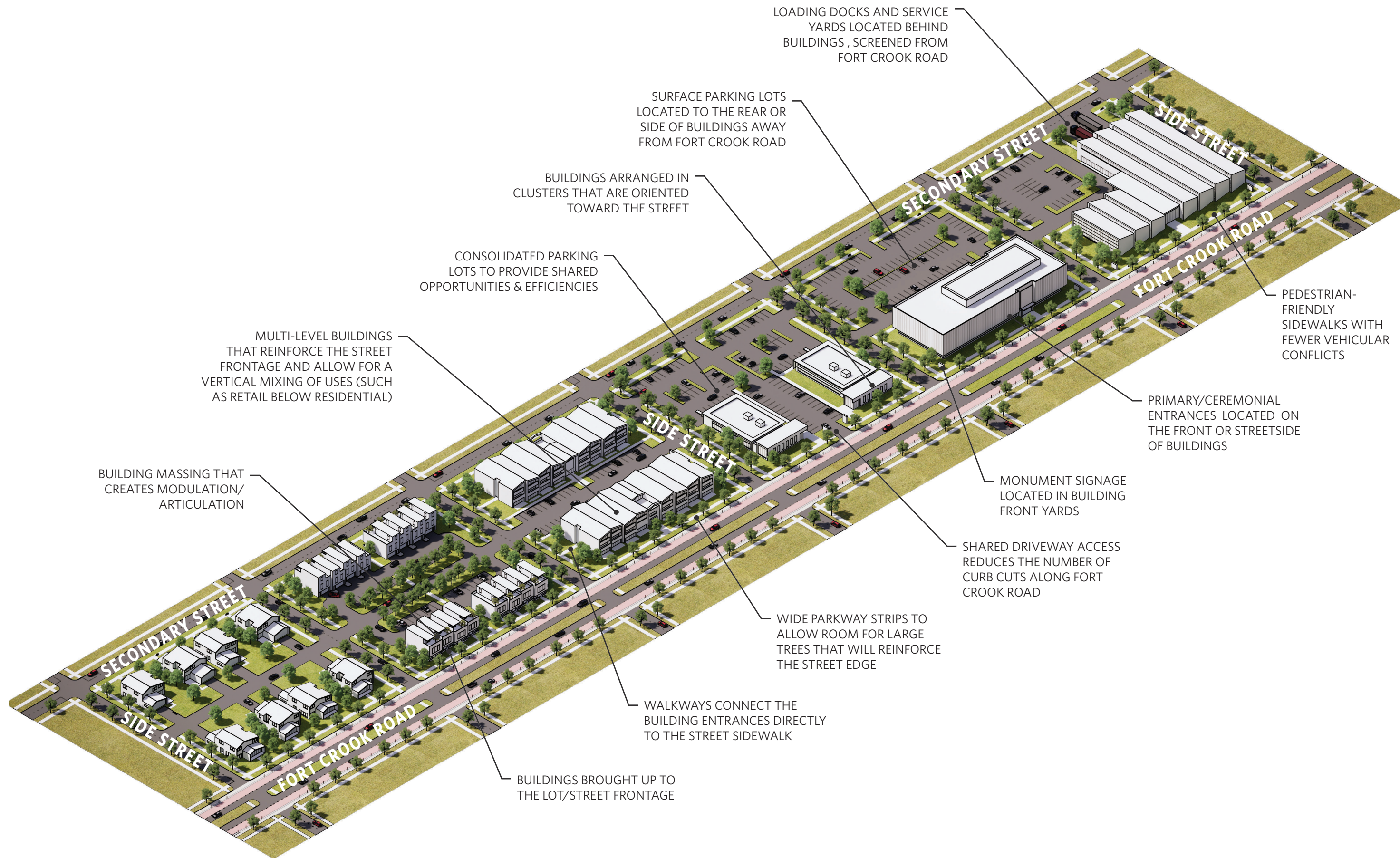
Office or Civic



Multi-family Residential



Industrial / Flex / Tech



LOADING DOCKS AND SERVICE YARDS LOCATED BEHIND BUILDINGS, SCREENED FROM FORT CROOK ROAD

SURFACE PARKING LOTS LOCATED TO THE REAR OR SIDE OF BUILDINGS AWAY FROM FORT CROOK ROAD

BUILDINGS ARRANGED IN CLUSTERS THAT ARE ORIENTED TOWARD THE STREET

CONSOLIDATED PARKING LOTS TO PROVIDE SHARED OPPORTUNITIES & EFFICIENCIES

MULTI-LEVEL BUILDINGS THAT REINFORCE THE STREET FRONTAGE AND ALLOW FOR A VERTICAL MIXING OF USES (SUCH AS RETAIL BELOW RESIDENTIAL)

BUILDING MASSING THAT CREATES MODULATION/ARTICULATION

PEDESTRIAN-FRIENDLY SIDEWALKS WITH FEWER VEHICULAR CONFLICTS

PRIMARY/CEREMONIAL ENTRANCES LOCATED ON THE FRONT OR STREETSIDE OF BUILDINGS

MONUMENT SIGNAGE LOCATED IN BUILDING FRONT YARDS

SHARED DRIVEWAY ACCESS REDUCES THE NUMBER OF CURB CUTS ALONG FORT CROOK ROAD

WIDE PARKWAY STRIPS TO ALLOW ROOM FOR LARGE TREES THAT WILL REINFORCE THE STREET EDGE

WALKWAYS CONNECT THE BUILDING ENTRANCES DIRECTLY TO THE STREET SIDEWALK

BUILDINGS BROUGHT UP TO THE LOT/STREET FRONTAGE

FORT CROOK ROAD 2040

A PLAN FOR TRANSFORMING BELLEVUE'S CENTRAL SPINE



MEMORANDUM

3.d.

TO: City Council
FROM: Angela Curry, Assistant Planning Manager
DATE: July 22, 2022
SUBJECT: Proposed FY 2023-2028 City of Bellevue Capital Improvement Plan

Attached for your review is the proposed City of Bellevue Capital Improvement Plan for Fiscal Years 2023 through 2028.

As with past CIPs, the document lists projects by department for each of the years of the plan. For each project, the total cost is shown along with any outside funding sources and the amount of the funding. The source of City funding is the General Fund, unless otherwise shown. For projects beyond the upcoming annual budget, the funding sources are shown where they have been identified. The total for each department, as well as the yearly total is also included. Following the list of projects and costs is a list of the projects with a brief description.

The first year of the CIP corresponds with the proposed annual budget. For FY 2023 the proposed Capital Projects total is \$40,745,986 with \$33,411,986 being funded by the City and \$7,334,000 being funded from outside sources. For FY 2024, the proposed Capital Projects total \$58,410,250 with \$51,734,950 being funded by the City and \$6,675,300 being funded from outside sources. The total cost of all capital projects shown in the CIP is \$318,888,661 with \$264,176,861 being funded by the City and \$54,711,800 coming from outside sources.

The CIP includes several major future projects. Major projects include a Library Renovation (\$5,200,000), Parks Trails Renovation (\$600,000) and Ball Field Lighting (\$3,000,000) and Wastewater South Lift Station Flood Recovery improvements (\$10,490,000). Significant road improvement projects within the plan include the continuation of Phase I 36th Street - Highway 370 to Sheridan Road (\$5,500,00), and the start of Phase II 36th Street - Sheridan Road to Platteview Road (\$8,250,000) major street resurfacing and reconstruction projects, 25th Street - Lynwood Drive to Blackhawk Drive (\$1,077,500) Whitted Creek Drainage Ditch Rehab and College Heights (\$1,420,000) Erosion Mitigation.

Funding for the upcoming fiscal year includes an allocation of \$750,000 for projects within the designated LB 840 area. This amount is carried over into each year of the plan.

Attached is the proposed fiscal year 2023-2028 Capital Improvement Plan (CIP) spreadsheets showing current projected expenditures. Please note some changes may occur as the budget process progresses prior to City Council approval.

MEMORANDUM

EXPENDITURES BY DEPARTMENT BY YEAR (Amended 6/17/2022)

City Council

<u>DEPARTMENT</u>	<u>FY 2022-23</u>	<u>FY 2023-24</u>	<u>FY 2024-25</u>	<u>FY 2025-26</u>	<u>FY 2026-27</u>	<u>FY 2027-28</u>	<u>TOTAL</u>
Administrative Services	130,000	156,000	-	-	-	-	286,000
Building Maintenance	120,000	-	-	-	-	-	120,000
Cemetery	-	-	-	-	-	-	-
Code Enforcement	34,000	-	-	-	-	-	34,000
Fire	2,490,000	1,120,000	485,000	171,000	1,010,000	1,165,000	6,441,000
Fleet Maintenance	72,000	-	176,175	-	-	-	248,175
Information Technology(IT)	-	-	-	-	-	-	-
Library	1,500,000	3,200,000	250,000	250,000	-	-	5,200,000
Non Departmental	-	-	-	-	-	-	-
Parks	938,000	3,135,000	-	-	-	-	4,073,000
Permits & Inspections	150,000	-	243,000	-	-	-	393,000
Police	1,120,000	675,000	580,000	500,000	900,000	620,000	4,395,000
Public Works	3,000,000	22,880,000	1,920,000	2,500,000	28,750,000	28,750,000	87,800,000
Recreation	-	-	-	-	-	-	-
Streets	19,951,986	25,154,250	49,300,000	40,401,500	26,216,500	33,314,250	194,338,486
Wastewater	10,490,000	1,340,000	845,000	320,000	315,000	-	13,310,000
Economic Development	750,000	750,000	750,000	-	-	-	2,250,000
TOTAL	40,745,986	58,410,250	54,549,175	44,142,500	57,191,500	63,849,250	318,888,661
City funding	33,411,986	51,734,950	36,136,675	25,052,500	53,991,500	63,849,250	264,176,861
Funding from others	7,334,000	6,675,300	18,412,500	19,090,000	3,200,000	-	54,711,800

CITY OF BELLEVUE CAPITAL IMPROVEMENT PLAN
MEMORANDUM
PROJECTS BY YEAR

City Council

FISCAL YEAR 2023

DEPARTMENT/PROJECT	TOTAL COST	CITY COST	OTHER AGENCY COST	NOTES
Administrative Services				
AS 23(1) HS Mini Bus Replacement (Vans) (2)	130,000	26,000	104,000	
Total	<u>130,000</u>	<u>26,000</u>	<u>104,000</u>	
Building Maintenance				
BM 23(1) BFD District 3	120,000	120,000	-	
Total	<u>120,000</u>	<u>120,000</u>	<u>-</u>	
Cemetery				
No capital projects this fiscal year.	-	-	-	
Total	<u>-</u>	<u>-</u>	<u>-</u>	
Code Enforcement				
CE 23(1) 2023 Ford F150 1/2 Ton Extended Cab 4x4 Truck	34,000	34,000	-	
Total	<u>34,000</u>	<u>34,000</u>	<u>-</u>	
Economic Development				
ED 23(1) LB 840 Infrastructure improvements	750,000	750,000	-	Community Betterment
Total	<u>750,000</u>	<u>750,000</u>	<u>-</u>	
Fire				
FI 23 (1) Replace Engine 21	850,000	850,000	-	
FI 23(2) Replace Fire Car 1	55,000	55,000	-	

FI 23(3) Replace Fire Car 9	55,000	55,000	
FI 23(4) Replace Medic 1	325,000	325,000	
FI 23(5) Half of the Police /Fire Command post	250,000	250,000	
FI 23(6) Replace SCBA	750,000	750,000	
FI 23(7) Purchase boat	160,000	160,000	
FI 23(8) Purchase pickup and topper	45,000	45,000	
Total	2,490,000	2,490,000	-
Fleet			
FL 23(1) Vehicles and Equipment	72,000	72,000	-
	-	-	-
	-	-	-
Total	72,000	72,000	-
Information Technology (IT)			
No capital projects this fiscal year.	-	-	-
Total	-	-	-
Library			
LI 23(1) Library Renovation	1,500,000	1,500,000	-
Total	1,500,000	1,500,000	-
Parks			
PK 23(1) Bike/Hike Trail Renovations	600,000	600,000	
PK 23(2) New Playground Equipment	55,000	55,000	-
PK 23(3) Vehicles and Equipment	283,000	283,000	
Total	938,000	938,000	-
Permits & Inspections			
PI 23(1-3) 3 - 2022 Chevy Colorado Extended Cab 4x4 Truck	150,000	150,000	
Total	150,000	150,000	-

Police

PO 23(1) Fleet Purchase	700,000	700,000	-
PO 23(2) Command/Control	395,000	395,000	-
PO 23(3) Technology Update	25,000	25,000	-
Total	1,120,000	1,120,000	-

Public Works

PW 23(1) Public Works Facility	1,000,000	1,000,000	-
PW 23(2) MUD Watermain Extension (WP1871)	2,000,000	2,000,000	-
Total	3,000,000	3,000,000	-

Recreation

No capital projects this fiscal year.	-	-	-
Total	-	-	-

Streets

ST 23(1) Major Street Resurfacing (MAPA/NDOT AC Funding)	1,220,000	1,220,000	-	AC Funding
ST 23(2) 2023 Concrete Projects	1,885,000	1,885,000	-	See Detail Listing
ST 23(3) 2023 Overlay Projects	1,045,000	870,000	175,000	See Detail Listing
ST 23(4) 2023 Reconstruction Projects	1,886,250	1,236,250	650,000	See Detail Listing
ST 23(5) South 36th Street	7,050,000	1,410,000	5,640,000	NDOT 80% cost share
ST 23(6) Bridge Repairs	1,975,000	1,535,000	440,000	See Detail Listing
ST 23(7) Drainage Improvements	1,985,000	1,660,000	325,000	See Detail Listing
ST 23(8) Wall Rehabilitation	-	-	-	See Detail Listing
ST 23(9) Facilities	175,000	175,000	-	
ST 23(10) Road Construction	-	-	-	
ST 23(11) Signal Improvements	735,000	735,000	-	See Detail Listing
ST 23(12) Asset Management	-	-	-	See Detail Listing
ST 23(13) Vehicles and Equipment	1,995,736	1,995,736	-	
Total	19,951,986	12,721,986	7,230,000	

*FLT-7 1980 Allis Chalmers 30 Forklift-this will be determined, the type and size, based on the new shop (\$54,000)

LI 23(1) Renovation

PI 23(1) 1-2022 Chevy Colorado Extended Cab 4x4 Truck

PI 23(1) 1-2022 Chevy Colorado Extended Cab 4x4 Truck

PI 23(1) 1-2022 Chevy Colorado Extended Cab 4x4 Truck

PK 23(1) Bike/Hike Trail Renovation at Banner Park, Faulkland Park, Twin Ridge II, and College Heights Park

PK 23(2) New Playground Equip at Normandy Hills Park

PK 23(3) Vehicles and Equipment

(1) Chipper F550 outfitted	96,600	96,600	
(2) Crew cab mower puller F450	80,700	80,700	
(3) Chassis only for flatbed sander F350	72,700	72,700	
(4) Chevy Colorado	33,000	33,000	

PO 23(1) Fleet Purchase (Approximately \$200,000 Auction Value)

PO 23(2) Command/Control -Shared request with BFD

(2) a. \$500,000 Command Trailer (Fire \$250,000, Police-\$250,000)

(2) b. \$70,000 F-450 Diesel Dually Truck

(2) c. \$75,000 Ford SWAT/RDF Deployment Vehicle

PO 23(3) Technology Update (Evidence Servers, Computers)

PW 23(1) Public Works Facility Land Acquisition

PW 23(2) MUD Watermain Extension (WP1871) Engineering

ST 23(1) Major Street Resurfacing (MAPA/NDOT AC Funding)

M146(283B) Chandler Rd;Bellevue Blvd N to 25th St - RESURFACING (MAJOR)	870,000	870,000	0
M146(317) Cedar Island Rd; Chandler Rd to Childs Rd - RESURFACING (MAJOR)	350,000	350,000	0
Total	1,220,000	1,220,000	0

ST 23(2) 2023 Concrete Projects

M146(228C) City-wide, various locations - CONCRETE PAVEMENT REHAB; YR 3 (HARLAN DR, 15th ST, HARLAN LEWIS RD)	275,000	275,000	0
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M146(270A) Giles Rd; 42nd to 48th St - REHAB ADVANCED CONCRETE REPAIRS	245,000	245,000	0
M146(281A) Freeman Dr/Jackson St; Harvell Dr to Mission Ave - REHAB ADVANCED CONCRETE REPAIRS	245,000	245,000	0
M146(282A) Cascio Addition – Kings Dr, Cascio Dr – REHAB ADVANCED CONCRETE REPAIRS	215,000	215,000	0
M146(284A) Mission Ave; Bellevue Toll Bridge to Lincoln Rd - REHAB ADVANCED CONCRETE REPAIRS	440,000	440,000	0
M146(285A) Valleyview, 39th St - REHAB ADVANCED CONCRETE REPAIRS	140,000	140,000	0
M146(297A) St Andrews Rd; Lincoln Rd to Birchcrest Rd - REHAB ADVANCED CONCRETE REPAIRS	130,000	130,000	0
M146(308A) Galvin Rd/Lincoln Rd; Harlan Dr to Bellevue Gate - REHAB ADVANCE CONCRETE REPAIRS	195,000	195,000	0
Total	1,885,000	1,885,000	0

ST 23(3) 2023 Overlay Projects

M146(229) Faulkland Heights Addition; Schroeder Dr E/48th St - RESURFACING	110,000	110,000	0
M146(259) Southern Park Addition; Robin Dr, Giles Rd, 48th Ave, Virginia St - RESURFACING	585,000	585,000	0
M146(288C,D) Harrison St; Sarpy Ave to 36th St - RESURFACING	350,000	175,000	175,000
Total	1,045,000	870,000	175,000

ST 23(4) 2023 Reconstruction Projects

M146(74A) Capehart Rd; 27th to 36th St - YR 3 ENG/DESIGN -> RECONSTRUCTION	125,000	125,000	0	
M146(205A) Drainage area west of Harlan Lewis Rd, Industrial Dr to Paradise Park - ENG/DESIGN --> DRAINAGE IMPROVEMENTS, DRAINAGE STRUCTURES - YR 1/2 (30% PLANS)	50,000	50,000	0	
M146(215A) Fontenelle Hills Addition; Ridgewood Ct, Bayberry Dr, Laurel Dr, Laurel Cir - ENG/DESIGN --> RECONSTRUCT ASPHALT STREETS	190,000	190,000	0	
M146(216B) Forest Hills Addition; Shagbark Ct, Redbud Ln, Forestview Cir - ENG/DESIGN --> RECONSTRUCT ASPHALT STREETS	35,000	35,000	0	
M146(236A) 36th & Chandler intersection - ENG/DESIGN YR 1; --> INTERSECTION IMPROVEMENTS; DRAINAGE STRUCTURES, SIDEWALKS, PAVING	111,250	111,250	0	
M146(305A) 36th St; Cornhusker to 370 - ENG/DESIGN WORK --> RECONSTRUCTION (FINAL DESIGN, PS & E)	1,100,000	550,000	550,000	Pursuing Sarpy 50% cost share
M146(324A) Cornhusker Rd; Ft Crook to 25th St YR 2 - STUDY --> COORIDOR WIDENING	125,000	25,000	100,000	MAPA cost share
M146(338A) Mission Ave, Hancock St to Washington St - ENG/DESIGN YR 1/2	150,000	150,000	0	

Total	1,886,250	1,236,250	650,000	
ST 23(5) South 36th Street				
M146(122D) So 36th St; Hwy 370 to Sheridan Rd - PHASE 1, YR 3 - WIDENING/RECONSTRUCTION	5,500,000	1,100,000	4,400,000	NDOT 80% cost share
M146(171A) So 36th St; Sheridan Rd to Platteview - PHASE 2, YR 3 - ENG/DESIGN	230,000	46,000	184,000	NDOT 80% cost share
M146(171A) So 36th St; Sheridan Rd to Platteview - PHASE 2, YR 3 - ROW	1,320,000	264,000	1,056,000	NDOT 80% reimbursement
Total	7,050,000	1,410,000	5,640,000	
ST 23(6) Bridge Repairs				
M146(252B) Galvin Rd & Hansen Ave - PEDESTRIAN BRIDGE REMOVAL	500,000	500,000	0	
M146(301B) Schilling Dr; 9th St to 13th St - BRIDGE #U023031235 CONTRACT PLANS, BRIDGE REMOVAL, PAVING	250,000	250,000	0	
M146(321) Harlan Dr & Ft Crook Rd; Bridge #U023001654 - EXPANSION JOINTS, APPROACH SLABS, DRAINAGE STRUCTURES, GUARDRAIL, WALL, PAINT	675,000	675,000	0	
M146(348A) Ft Crook Rd - Capehart Rd to Fairview Rd ENG/STUDY	550,000	110,000	440,000	Dependent on BIP Planning Grant award
Total	1,975,000	1,535,000	440,000	
ST 23(7) Drainage Improvements				
M146(271A) Whitted Creek; E/25th St, Lynnwood Dr to Blackhawk Dr ENG/DESIGN --> DRAINAGE DITCH REHAB (JACOBS)	425,000	130,000	295,000	NRD Grant
M146(274) NE Corner of Harvell Dr & Lincoln, NE for 0.16 Mi toward Lila Ave - GROUT, SLIP-LINE CONCRETE DRAINAGE PIPE	160,000	160,000	0	
M146(276A,B) College Heights; 407 MMK (Lot 177B) - ENG/DESIGN; DRAINAGE IMPROVEMENTS, YR 1/2 (JACOBS)	1,005,000	975,000	30,000	NRD Grant
M146(336A,B) Avian Forest - ENG/DESIGN; EASEMENT --> STORM SEWER REPAIRS	95,000	95,000	0	
M146(339A) Copper Creek ENG/DESIGN --> DRAINAGE IMPROVEMENTS, BANK STABILIZATION - YR 1/2 (JACOBS)	100,000	100,000	0	
M146(340A) S 30th St; Harrison St to Chandler Rd - ENG/DESIGN --> STORM SEWER REHAB @ LILLIAN ST - YR 1/2 (JACOBS)	50,000	50,000	0	
M146(341A) Ft Crook Rd; Avery Rd to Peoples Rd ENG/DESIGN - DRAINAGE IMPROVEMENTS - YR 1 (JACOBS)	50,000	50,000	0	

M146(342A) 1200 Lord Blvd - ENG/DESIGN --> STORM SEWER REHAB, DRAINAGE IMPROVEMENTS (JACOBS)	50,000	50,000	0
M146(347A) Squaw Creek; Area of 30th & Childs Rd to Old 36th St ENG/DESIGN --> STORM SEWER REHAB, DRAINAGE IMPROVEMENTS (JACOBS)	50,000	50,000	0
Total	1,985,000	1,660,000	325,000

ST 23(8) Wall Rehabilitation

ST 23(9) Facilities

North Shop - Mud Building Remodel & Paving	175000	175000	0
Total	175000	175000	0

ST 23(10) Road Construction

ST 23(11) Signal Improvements

M146(337) 36th & Bline - SIGNAL IMPROVEMENTS	85,000	85,000	0
M146(344B) Birchcrest Rd/Lloyd St & Galvin Rd - INTERSECTION CROSSING IMPROVEMENTS, SIGNALS	550,000	550,000	0
Fort Crook & Fairview Roads Intersection Improvements ENG/DESIGN	100,000	100,000	0
	735,000	735,000	0

ST 23(12) Asset Management

ST 23(13) Vehicles and Equipment

PICK UP 10 & 41 (FOR ASPHALT CREW) (80K EA)	160,000	160,000	0
REPLACE ONE TONS X2 (80K EA)	160,000	160,000	0
TANDEM 62(245K)	245,347	245,347	0
SINGLE 20 & 63(200K EA)	396,103	396,103	0
TANDEM 22 (245K)	244,092	244,092	0
SINGLE 21 & 64 (200K EA)	396,103	396,103	0
TANDEM 26 (245K EA)	244,091	244,091	0
PICK UP 3 & 33 (75K EA)	150,000	150,000	0
Total	1,995,736	1,995,736	0

WW 23 (1) Utility Van Replacement

WW 23 (2) Quail Creek Lift Station

WW 23 (3) South lift station flood Recovery

WW 23 (4) South ridgeline sanitary improvements

WW 23 (5) Bluff Street lift station and force main replacement

WW 23 (6) CIPP Pipeline Rehab, Industrial area

WW 23 (7) South Bellevue Sanitary Upgrades (Mission)

WW 23 (8) Haworth and Hero Park Sanitary

CITY OF BELLEVUE CAPITAL IMPROVEMENT PLAN

MEMORANDUM

PROJECTS BY YEAR

City Council

FISCAL YEAR 2024

DEPARTMENT/PROJECT	TOTAL COST	CITY COST	OTHER AGENCY COST	NOTES
Administrative Services				
AS 24(1) HS Mini Bus Replacement (Vans) (2)	156,000	31,200	124,800	
Total	<u>156,000</u>	<u>31,200</u>	<u>124,800</u>	
Building Maintenance				
No capital projects this fiscal year.	-	-	-	
Total	<u>-</u>	<u>-</u>	<u>-</u>	
Cemetery				
No capital projects this fiscal year.	-	-	-	
Total	<u>-</u>	<u>-</u>	<u>-</u>	
Code Enforcement				
No capital projects this fiscal year.	-	-	-	
Total	<u>-</u>	<u>-</u>	<u>-</u>	
Economic Development Fund				
ED 24(1) LB 840 Infrastructure improvements	750,000	750,000	-	Community Betterment
Total	<u>750,000</u>	<u>750,000</u>	<u>-</u>	

Fire

FI 24(1) Replace Utility 3 1997 Pierce	975,000	975,000	-
FI 24(2) Replace Fire Car 3 1997 Chev 2500	55,000	55,000	-
FI 24 (3) Replace Utility 1 2004 F350	90,000	90,000	-
Total	<u>1,120,000</u>	<u>1,120,000</u>	<u>-</u>

Fleet

No capital projects this fiscal year.	-	-	-
	-	-	-
	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Information Technology (IT)

No capital projects this fiscal year.	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Library

LI 24(1) Renovation	3,200,000	3,200,000	-
Total	<u>3,200,000</u>	<u>3,200,000</u>	<u>-</u>

Parks

PK 24(1) American Heroes Park	80,000	80,000	-
PK 24(2) Ballfield Lighting	3,000,000	3,000,000	-
PK 24(3) New Playground Equipment	55,000	55,000	-
Total	<u>3,135,000</u>	<u>3,135,000</u>	<u>-</u>

Permits & Inspections

No capital projects this fiscal year	-	-	-
	-	-	-
	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Police			
PO 24(1) Fleet Purchase	400,000	400,000	-
PO 24(2) Technology Update	175,000	175,000	-
PO 24(3) Range Updates	100,000	100,000	-
Total	<u>675,000</u>	<u>675,000</u>	<u>-</u>

Public Works			
PW 24(1) Public Works Facility	2,880,000	2,880,000	-
PW 24(2) MUD Watermain Extension (WP1871)	20,000,000	20,000,000	-
Total	<u>22,880,000</u>	<u>22,880,000</u>	<u>-</u>

Recreation			
No capital projects this fiscal year.	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Streets			
ST 24(1) Major Street Resurfacing (MAPA/NDOT AC Funding)	2,600,000	2,600,000	-
ST 24(2) 2024 Concrete Projects	4,180,000	4,180,000	-
ST 24(3) 2024 Overlay Projects	1,330,000	1,330,000	-
ST 24(4) 2024 Reconstruction Projects	9,068,250	3,400,250	5,668,000
ST 24(5) South 36th Street	-	-	-
ST 24(6) Bridge Repairs	-	-	-
ST 24(7) Drainage Improvements	3,707,500	2,825,000	882,500
ST 24(8) Wall Rehabilitation	112,000	112,000	-
ST 24(9) Facilities	2,707,000	2,707,000	-
ST 24(10) Road Construction	210,000	210,000	-
ST 24(11) Signal Improvements	-	-	-
ST 24(12) Asset Management	-	-	-
ST 24(13) Vehicles and Equipment	1,239,500	1,239,500	-

AC Funding
See Detail Listing
See Detail Listing
See Detail Listing
NDOT 80% cost share
See Detail Listing
See Detail Listing
See Detail Listing
See Detail Listing
See Detail Listing
See Detail Listing
See Detail Listing

M146(281B) Freeman Dr/Jackson St; Harvell Dr to Mission Ave - RESURFACING (MAJOR)	345,000	345,000	0
M146(282A,B) Cascio Addition – Kings Dr, Cascio Dr – REHAB ADVANCED CONCRETE REPAIRS / RESURFACING (MAJOR *CASCIO)	215,000	215,000	0
M146(284B) Mission Ave; Bellevue Toll Bridge to Lincoln Rd - RESURFACING (MAJOR)	1,220,000	1,220,000	0
M146(308B) Galvin Rd/Lincoln Rd; Harlan Dr to Bellevue Gate - RESURFACING	550,000	550,000	0
Total	<u>2,600,000</u>	<u>2,600,000</u>	<u>0</u>

ST 24(2) 2024 Concrete Projects

M146(228D) City-wide, various locations - CONCRETE PAVEMENT REHAB; YR 4 (36th ST, BROOK DR TO 370; SAMSON WAY)	275,000	275,000	0
M146(233A) Area: 36th to 42nd St, Suburban Dr to Giles Rd REHAB ADVANCED CONCRETE REPAIRS	315,000	315,000	0
M146(238A) Childs Rd E; Camp Gifford Rd to Ft Crook Rd - REHAB ADVANCED CONCRETE REPAIRS	275,000	275,000	0
M146(245A,B) Kayleen Dr; Gregg Rd E to Harvell Dr - REHAB ADVANCED CONCRETE REPAIRS / RESURFACING (MAJOR)	510,000	510,000	0
M146(286A) Ft Crook Rd; Cornhusker Rd to Capehart Rd - REHAB ADVANCED CONCRETE REPAIRS	395,000	395,000	0
M146(289A) Blue Ridge Addition; Oak Ridge Dr to 36th St, Sherwood Dr to Cornhusker Rd - REHAB, ADVANCED CONCRETE REPAIRS	650,000	650,000	0
M146(292A) Area: Harrison St to Borman St, 45th to 48th St - REHAB ADVANCED CONCRETE REPAIRS	205,000	205,000	0
M146(293A) Birchcrest Rd/Lloyd St; Harvell Dr to Betz Rd - REHAB ADVANCED CONCRETE REPAIRS	165,000	165,000	0
M146(296A) S 36th St; Harrison to Chandler - REHAB ADVANCED CONCRETE REPAIRS	115,000	115,000	0
M146(298A) Fairfax Rd; Harvell Dr to Wilroy Rd - REHAB ADVANCED CONCRETE REPAIRS	125,000	125,000	0
M146(316A) 25th St, 625' N/ Sautter Ave to Cornhusker Rd - REHAB ADVANCE CONCRETE REPAIRS	620,000	620,000	0
M146(322A) Harvell Dr; Birchcrest Rd to Ft Crook Rd - REHAB ADVANCE CONCRETE REPAIRS	530,000	530,000	0
Total	<u>4,180,000</u>	<u>4,180,000</u>	<u>0</u>

ST 24(3) 2024 Overlay Projects

M146(241) Kasper St; City limits to Ft Crook Frontage Rd - RESURFACING	315,000	315,000	0
M146(242) Twin Ridge II Addition; Bryan Ave, Victoria Ave - RESURFACING	700,000	700,000	0
M146(285B) Valleyview , 39th St - RESURFACING	160,000	160,000	0
M146(297B) St Andrews Rd; Lincoln Rd to Birchcrest Rd - RESURFACING	155,000	155,000	0
Total	1,330,000	1,330,000	0

ST 24(4) 2024 Reconstruction Projects

M146(194A) Gilmore Lake Rd e/ 25th St - ENG/ DESIGN --> RECONSTRUCTION, DRAINAGE IMPROVEMENTS	108,000	108,000	0
M146(215B) Fontenelle Hills Addition; Ridgewood Ct, Bayberry Dr, Laurel Dr, Laurel Cir - RECONSTRUCTION YR 1/4	790,000	790,000	0
M146(236A) 36th & Chandler intersection - ENG/DESIGN YR 2; ROW --> INTERSECTION IMPROVEMENTS; DRAINAGE STRUCTURES, SIDEWALKS, PAVING	111,250	111,250	0
M146(305B) 36th St, Cornhusker to 370 - ROW, UTILITIES	1,125,000	225,000	900,000
M146(312A) So 32nd St; Chandler Rd to City Limits S/Evelyn St - ENG/DESIGN --> RECONSTRUCTION	51,000	51,000	0
M146(324A) Cornhusker Rd; Ft Crook to 25th St YR 2 - ENG/DESIGN --> COORIDOR WIDENING	500,000	500,000	0
M146(324A) Cornhusker Rd; Ft Crook to 25th St YR 3 - ENG/DESIGN --> COORIDOR WIDENING	345,000	345,000	0
M146(338A) Mission Ave, Hancock St to Washington St - ENG/DESIGN --> STORM SEWER REHAB, DRAINAGE IMPROVEMENTS - YR 1/2 (JACOBS)	150,000	150,000	0
M146(345A) Childs Rd W; Ft Crook Rd to Nebraska Dr ENG/DESIGN --> RECONSTRUCTION YR 1/2 (30% PLANS)	28,000	28,000	0
Total	3,208,250	2,308,250	900,000

ST 24(5) South 36th Street

M146(171B) So 36th St; Sheridan Rd to Platteview - PHASE 2, YR 1 - CONSTRUCTION	8,250,000	1,650,000	6,600,000	NDOT 80% cost share
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ST 24(6) Bridge Repairs

	0	0	0
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ST 24(7) Drainage Improvements

M146(205A) Drainage area west of Harlan Lewis Rd, Industrial Dr to Paradise Park - ENG/DESIGN --> DRAINAGE IMPROVEMENTS, DRAINAGE STRUCTURES - YR 2/2 (100% PLANS)	35,000	35,000	0
M146(266A) Fontenelle Hills Addition near 502 Edgewood Ct - ENG/DESIGN --> STORM SEWER REPAIRS AND DRAINAGE IMPROVEMENT (JACOBS)	420,000	420,000	0

M146(268A) Quail Creek; Outlot 2 Twin Creek Plaza, Parcel ID #011317434 - ENG/DESIGN --> DRAINAGE IMPROVEMENTS (JACOBS)	414,000	134,000	280,000	NRD Grant
M146(271B) Whitted Creek; E/25th St, Lynnwood Dr to Blackhawk Dr --> DRAINAGE DITCH REHAB - YR 1/2 (JACOBS)	1,077,500	475,000	602,500	NRD Grant
M146(276B) College Heights; 407 MMK (Lot 177B) - EROSION MITIGATION, DRAINAGE IMPROVEMENTS, YR 2/2	1,420,000	1,420,000	0	
M146(318) Ft Crook Rd; Chandler to Capehart - DRAINAGE STRUCTURE REHAB, YR 2	100,000	100,000	0	
M146(339A) Copper Creek ENG/DESIGN --> DRAINAGE IMPROVEMENTS, BANK STABILIZATION - YR 2/2 (JACOBS)	168,000	168,000	0	
M146(340A) S 30th St; Harrison St to Chandler Rd - ENG/DESIGN --> STORM SEWER REHAB @ LILLIAN ST - YR 2/2 (JACOBS)	19,000	19,000	0	
M146(341A) Ft Crook Rd; Avery Rd to Peoples Rd ENG/DESIGN - DRAINAGE IMPROVEMENTS - YR 2/2 (JACOBS)	39,000	39,000	0	
M146(343A) Spring Creek north of Gilmore Lake Rd ENG/DESIGN --> DRAINAGE IMPROVEMENTS, BANK STABILIZATION - YR 1/2 (JACOBS)	15,000	15,000	0	
Total				
	3,707,500	2,825,000	882,500	

ST 24(8) Wall Rehabilitation

M146(230A) Lincoln Rd., Ludwig Dr to Mission Ave - ENG/DESIGN --> WALL, SIDEWALK INSTALLATION, DRAINAGE STRUCTURES	54,000	54,000	0	
M146(231A) Lincoln Rd., Lorraine Ave to Lorraine Dr - ENG/DESIGN --> WALL, PAVING, SIDEWALK INSTALLATION	58,000	58,000	0	
	112,000	112,000	0	

ST 24(9) Facilities

M146(325B) City of Bellevue Public Works Facility - SITE PREP, UTILITIES SOUTH SHOP - STORM, INLETS IN YARD (MS4)	25,000	25,000		
SOUTH SHOP - GUTTERS, PAINT EXTERIOR, ROOF PROTECTION, PAINT GARAGES/ROOF GARAGES	105,000	105,000		
SW SHOP - GUTTERS, SIDING REPAIR SOUTH EXT WALL	45,000	45,000		
NORTH SHOP - INLETS/STORM IN YARD	20,000	20,000		
NORTH SHOP - SHOP ENTRY DOOR, EAST GARAGE DOOR	12,000	12,000		
	207,000	207,000	0	

ST 24(10) Road Construction

M146(335A) Area; 21st - 25th St s/Cornhusker ENG/DESIGN ---> E/W ACCESS RD CONSTRUCTION	210,000	210,000	0	
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	210,000	210,000	0
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ST 24(11) Signal Improvements

Fort Crook & Fairview Roads Intersection Improvements CONSTRUCTION	750,000	750,000	0
Total	750,000	750,000	0

ST 24(12) Asset Management

	0	0	0
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ST 24(13) Vehicles and Equipment

ASPHALT TRAILER	8,000	8,000	
BACKHOE(130K)	130,000	130,000	
LOW BOY TRAILER(60K)	60,000	60,000	
LOW BOY TRACTOR (150K)	150,000	150,000	
CHEMICAL SPRAY EQUIPMENT	18,000	18,000	
3 ARROWBOARDS	24,000	24,000	
TAR MACHINE	40,000	40,000	
PICK UP 31 (75K)	75,000	75,000	
PATCH BOX, SLIDE IN (9K)	9,000	9,000	
HOTSY	7,500	7,500	
PAINT MACHINE	18,000	18,000	
SIGN PRINTER	25,000	25,000	
NEW 39 REPLACEMENT (ANNEXATION NEEDS) (245K)	245,000	245,000	
SINGLE AXLE (220K)	220,000	220,000	
MOTOR GRADER (210K)	210,000	210,000	
Total	1,239,500	1,239,500	0

- WW 24 (1) CCTV Van Replacement
- WW 24 (2) Landings Lift Station Removal
- WW 24 (3) Sewer Capacity Model
- WW 24 (4) CIPP Pipeline Rehab South Bellevue

**CITY OF BELLEVUE CAPITAL IMPROVEMENT PLAN
MEMORANDUM
PROJECTS BY YEAR**

City Council

FISCAL YEAR 2025

DEPARTMENT/PROJECT	TOTAL COST	CITY COST	OTHER AGENCY COST	NOTES
Administrative Services				
No capital projects this fiscal year.	-	-	-	
Total	-	-	-	
Building Maintenance				
No capital projects this fiscal year.	-	-	-	
Total	-	-	-	
Cemetery				
No capital projects this fiscal year.	-	-	-	
Total	-	-	-	
Economic Development Fund				
ED 25(1) LB 840 Infrastructure improvements	750,000	750,000	-	Community Betterment
Total	750,000	750,000	-	
Fleet				
FL 25(1) Vehicles and Equipment	176,175	176,175	-	
Total	176,175	176,175	-	

Fire			
FI 25 (1) Replace Medic 31	425,000	425,000	-
FI 25 (2) Replace Fire car 4	60,000	60,000	-
Total	<u>485,000</u>	<u>485,000</u>	<u>-</u>
Information Technology (IT)			
No capital projects this fiscal year.	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>
Library			
LI 25 (1) Renovation	200,000	200,000	-
LI 25 (2) Public Lockers	50,000	50,000	-
Total	<u>250,000</u>	<u>250,000</u>	<u>-</u>
Parks			
No capital projects this fiscal year.	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>
Permits and Inspectoins			
PI 25(1-3) Chevy Colorado Pickup Trucks	243,000	243,000	-
Total	<u>243,000</u>	<u>243,000</u>	<u>-</u>
Police			
PO 25(1) Fleet Purchase	350,000	350,000	-
PO 25(2) Technology Update	175,000	175,000	-
PO 25(3) Speed Trailers	55,000	55,000	-
Total	<u>580,000</u>	<u>580,000</u>	<u>-</u>

Public Works

PW 25(1) Public Works Facility	1,920,000	1,920,000	-
Total	<u>1,920,000</u>	<u>1,920,000</u>	<u>-</u>

Recreation

No capital projects this fiscal year.	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Streets

ST 25(1) Major Street Resurfacing (MAPA/NDOT AC Funding)	6,515,000	6,515,000	-	AC Funding
ST 25(2) 2025 Concrete Projects	4,440,000	4,440,000	-	See Detail Listing
ST 25(3) 2025 Overlay Projects	2,735,000	2,735,000	-	See Detail Listing
ST 25(4) 2025 Reconstruction Projects	24,242,500	10,202,500	14,040,000	See Detail Listing
ST 25(5) South 36th Street	2,750,000	550,000	2,200,000	NDOT 80% cost share
ST 25(6) Bridge Repairs	1,200,000	240,000	960,000	See Detail Listing
ST 25(7) Drainage Improvements	5,622,500	4,410,000	1,212,500	See Detail Listing
ST 25(8) Wall Rehabilitation	1,190,000	1,190,000	-	See Detail Listing
ST 25(9) Facilities	0	0	-	See Detail Listing
ST 25(10) Road Construction	0	0	-	See Detail Listing
ST 25(11) Signal Improvements	105,000	105,000	-	See Detail Listing
ST 25(12) Asset Management	-	-	-	See Detail Listing
ST 25(13) Vehicles and Equipment	500,000	500,000	-	See Detail Listing
Total	<u>49,300,000</u>	<u>30,887,500</u>	<u>18,412,500</u>	

Wastewater

WW 25 (1) Maintenance Truck Replacement	65000	65000	-
WW 25 (2) Whispering Timbers Lift station upgrade	475000	475000	-
WW 25 (3) Artic Package Jet Replacement	280000	280000	-
WW 25 (4) SCADA Server Replacement	25,000	25,000	-
Total	<u>845,000</u>	<u>845,000</u>	<u>-</u>

CAPITAL TOTAL ALL DEPARTMENTS	54,549,175	36,136,675	18,412,500
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PROJECT DESCRIPTIONS

ED 25(1) Infrastructure--Funding for LB 840 program, possible projects to be determined

FI 25 (1) Replace Medic 31

FI 25 (2) Replace Fire car 4

FL 25(1) Vehicles and Equipment

FLT-4 2018 Ford Transit Van Parts Pickup

Above Ground Truck Lifts

LI 25(1) Library Renovation

PI 25(1) 1 Chevy Colorado Truck

PI 25(2) 1 Chevy Colorado Truck

PI 25(3) 1 Chevy Colorado Truck

PO 25(1) Fleet Purchase

PO 25(2) Technology Update (Watchguard/Computers)

PO 25(3) Speed Trailers (Replace 3 Speed Trailers)

LI 25(1) Implement RFID (Radio Identification) System

LI 25(2) Public Lockers

PW 25(1) Public Works Facility PHASE 1 ENG/DESIGN YR 2/2

ST 25(1) Major Street Resurfacing (MAPA/NDOT AC Funding)	475,000	475,000	-
M146(238B) Childs Rd E; Camp Gifford Rd to Ft Crook Rd - RESURFACING (MAJOR)	3,645,000	3,645,000	-
M146(286B) Ft Crook Rd; Cornhusker Rd to Capehart Rd - RESURFACING (MAJOR)	280,000	280,000	-
M146(293B) Birchcrest Rd/Lloyd St; Harvell Dr to Betz Rd - RESURFACING (MAJOR)	335,000	335,000	-
M146(296B) S 36th St; Harrison to Chandler - RESURFACING (MAJOR)	910,000	910,000	-
M146(316B) 25th St, 625' N/ Sautter Ave to Cornhusker Rd - RESURFACING (MAJOR)	870,000	870,000	-
M146(322B) Harvell Dr; Birchcrest Rd to Ft Crook Rd - RESURFACING (MAJOR)	6,515,000	6,515,000	-

ST 25(2) 2025 Concrete Projects

M146(257A) Southern Valley Addition; 45th-48th St, Suburban Dr to Greene Ave - REHAB, ADVANCE CONCRETE REPAIRS	195,000	195,000	-
M146(263) Bellaire Heights: Crestridge Dr, Hillside Dr, Valleyview Dr, Kirby Ave, Bellaire Blvd REHAB REPAIRS	240,000	240,000	-
M146(269A) Hancock St.; E Mission Ave to E 29th Ave - REHAB ADVANCED CONCRETE REPAIRS	335,000	335,000	-
M146(277A) S 28th Ave; Capehart Rd to Leawood Dr - REHAB ADVANCED CONCRETE REPAIRS	110,000	110,000	-

M146(278A) S 29th Ave; Capehart Rd to Southdale Plaza - REHAB ADVANCED CONCRETE REPAIRS	95,000	95,000	-
M146(286C) Ft Crook Rd, 13th St; Harrison to Cornhusker Rd - REHAB ADVANCE CONCRETE REPAIRS	1,670,000	1,670,000	-
M146(287A) Willow Springs – Lewis and Clark Rd, Hogantown Dr east of 25th St REHAB ADVANCE CONCRETE REPAIRS	225,000	225,000	-
M146(290A) BBN; Prairie Ave to Gregg Rd - REHAB ADVANCE CONCRETE REPAIRS	260,000	260,000	-
M146(291A) BBS, Lord Blvd; Lincoln Rd to Franklin St - REHAB ADVANCE CONCRETE REPAIRS	215,000	215,000	-
M146(309A) Gregg Rd, Bellevue Blvd N to Galvin Rd - REHAB ADVANCE CONCRETE REPAIRS	265,000	265,000	-
M146(310A) Harlan Dr, Galvin Rd to Arboretum Dr - REHAB ADVANCE CONCRETE REPAIRS	550,000	550,000	-
M146(311A) 25th St, Lynnwood Dr to Fairview Rd - REHAB ADVANCE CONCRETE REPAIRS	235,000	235,000	-
M146(346A) Childs Rd W; Kennedy Frwy to 25th St - REHAB ADVANCE CONCRETE REPAIRS	45,000	45,000	-
Total	4,440,000	4,440,000	-

ST 25(3) 2025 Overlay Projects

M146(227) Kirby Addition; Englewood Dr, Garden Ave, Westridge Ave - RESURFACING	415,000	415,000	-
M146(233B) Area: 36th to 42nd St, Suburban Dr to Giles Rd RESURFACING	740,000	740,000	-
M146(250) Area Sarpy Ave to 30th St, Harrison St to Chandler Rd - RESURFACING	705,000	705,000	-
M146(289B) Blue Ridge Addtion; Oak Ridge Dr to 36th St, Sherwood Dr to Cornhusker Rd - RESURFACING	450,000	450,000	-
M146(292B) Area: Harrison St to Borman St, 45th to 48th St - RESURFACING	305,000	305,000	-
M146(298B) Fairfax Rd; Harvell Dr to Wilroy Rd - RESURFACING	120,000	120,000	-
	2,735,000	2,735,000	-

ST 25(4) 2025 Reconstruction Projects

M146(74B) Capehart Rd; 27th to 36th St - RECONSTRUCTION YR1	3,000,000	600,000	2,400,000
M146(194B) Gilmore Lake Rd e/ 25th St - RECONSTRUCTION, DRAINAGE IMPROVEMENTS	1,800,000	1,440,000	360,000
M146(215B) Fontenelle Hills Addition; Ridgewood Ct, Bayberry Dr, Laurel Dr, Laurel Cir - RECONSTRUCTION YR 2/4	790,000	790,000	-
M146(235) Bellevue Blvd North; Prairie Ave to 13th St - BRICK PAVER REHAB	275,000	275,000	-
M146(305B) 36th St, Cornhusker to 370 - YR 1 RECONSTRUCTION	14,100,000	2,820,000	11,280,000
M146(312B) s 32nd St; Chandler Rd to City Limits S/Evelyn St - RECONSTRUCTION	850,000	850,000	-
M146(324A) Cornhusker Rd; Ft Crook to 25th St YR 3 - ENG/DESIGN --> COORIDOR WIDENING	345,000	345,000	-
M146(338A) Mission Ave, Hancock St to Washington St - RECONSTRUCTION	3,000,000	3,000,000	-
M146(345A) Childs Rd W; Ft Crook Rd to Nebraska Dr ENG/DESIGN --> RECONSTRUCTION YR 2/2 (100% PLANS, PS&E)	82,500	82,500	-

Total	<u>24,242,500</u>	<u>10,202,500</u>	<u>14,040,000</u>
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ST 25(5) South 36th Street

M146(171C) So 36th St - Sheridan Rd to Platteview Rd - PHASE 2; CONSTRUCTION, YR 2

2,750,000	550,000	2,200,000
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NDOT 80% cost share

Total	<u>2,750,000</u>	<u>550,000</u>	<u>2,200,000</u>
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ST 25(6) Bridge Repairs

M146(348A) Ft Crook Rd - Capehart Rd to Fairview Rd ENG/DESIGN

1,200,000	240,000	960,000
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Dependent on BIP Constructor

Total	<u>1,200,000</u>	<u>240,000</u>	<u>960,000</u>
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ST 25(7) Drainage Improvements

M146(266B) Fontenelle Hills Addition near 502 Edgewood Ct - STORM SEWER REPAIRS AND DRAINAGE IMPROVEMENT

290,000	290,000	-
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M146(268B) Quail Creek; Outlot 2 Twin Creek Plaza, Parcel ID #011317434 - FINAL DESIGN; DRAINAGE IMPROVEMENTS - YR 1/2

1,160,000	550,000	610,000
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M146(271B) Whitted Creek; E/25th St, Lynnwood Dr to Blackhawk Dr DRAINAGE DITCH REHAB - YR 2/2

2,292,500	1,690,000	602,500
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CITY OF BELLEVUE CAPITAL IMPROVEMENT PLAN

**MEMORANDUM
PROJECTS BY YEAR**

City Council

FISCAL YEAR 2026

DEPARTMENT/PROJECT	TOTAL COST	CITY COST	OTHER AGENCY COST	NOTES
Administrative Services	-	-		
Total	-	-	-	
Building Maintenance	-	-	-	
Total	-	-	-	
Cemetery	-	-	-	
Total	-	-	-	
Code	-	-	-	
Total	-	-	-	
Economic Development Fund	-	-	-	
Total	-	-	-	
Fire				
FI 26(1) Replace Brush 23	95,000	95,000	-	
FI 26(2) Replace G1	16,000	16,000	-	

FI 26(3) Replace FC2	60,000	60,000	-
Total	<u>171,000</u>	<u>171,000</u>	<u>-</u>

Fleet

No capital projects this fiscal year.	-	-	-
	-	-	-
	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Information Technology (IT)

No capital projects this fiscal year.	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Library

LI 26(1) RFID System	200,000	200,000	-
LI 26(2) Public Lockers	50,000	50,000	-
Total	<u>250,000</u>	<u>250,000</u>	<u>-</u>

Parks

No capital projects this fiscal year.	-	-	-
	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Permits and Inspections

No capital projects this fiscal year.	-	-	-
Total	<u>-</u>	<u>-</u>	<u>-</u>

Police

PO 26(1) Fleet Purchase	350,000	350,000	-
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PO 26(2) Electrical Infrastructure	100,000	100,000	-
PO 26 (3) Technology Update	50,000	50,000	-
	-	-	-
	-	-	-
Total	<u>500,000</u>	<u>500,000</u>	<u>-</u>

Public Works

PW 26(1) Public Works Facility	2,500,000	2,500,000	-
	-	-	-
	-	-	-
Total	<u>2,500,000</u>	<u>2,500,000</u>	<u>-</u>

Recreation

No capital projects this fiscal year.

Total	<u>-</u>	<u>-</u>	<u>-</u>
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Streets

ST 26(1) Major Street Resurfacing (MAPA/NDOT AC Funding)	\$ 8,255,000	\$ 8,255,000	\$ -	AC Funding
ST 26(2) 2026 Concrete Projects	\$ 705,000	\$ 705,000	\$ -	See Detail Listing
ST 26(3) 2026 Overlay Projects	\$ 640,000	\$ 640,000	\$ -	See Detail Listing
ST 26(4) 2026 Reconstruction Projects	\$ 20,002,500	\$ 6,322,500	\$ 13,680,000	See Detail Listing
ST 26(5) South 36th Street	\$ -	\$ -	\$ -	NDOT 80% cost share
ST 26(6) Bridge Repairs	\$ 6,000,000	\$ 1,200,000	\$ 4,800,000	See Detail Listing
ST 26(7) Drainage Improvements	\$ 4,299,000	\$ 3,689,000	\$ 610,000	See Detail Listing
ST 26(8) Wall Rehabilitation	\$ -	\$ -	\$ -	See Detail Listing
ST 26(9) Facilities	\$ -	\$ -	\$ -	See Detail Listing
ST 26(10) Road Construction	\$ -	\$ -	\$ -	See Detail Listing
ST 26(11) Signal Improvements	\$ -	\$ -	\$ -	See Detail Listing
ST 26(12) Asset Management	\$ -	\$ -	\$ -	See Detail Listing
ST 26(13) Vehicles and Equipment	\$ 500,000	\$ 500,000	\$ -	See Detail Listing
	<u>\$ 40,401,500</u>	<u>\$ 21,311,500</u>	<u>\$ 19,090,000</u>	

Wastewater

WW 26 (1) Stationary Generator Install	250,000	250,000	-
WW 26 (2) Collections Truck Replacement	70,000	70,000	-

Total	<u>320,000</u>	<u>320,000</u>	<u>-</u>
CAPITAL TOTAL ALL DEPARTMENTS	44,142,500	25,052,500	19,090,000

PROJECT DESCRIPTIONS

FI 26(1) Replace Brush 23
 FI 26(2) Replace G1
 FI 26(3) Replace FC2

FL 26(1) Vehicles and Equipment

FLT-3 2012 Ford F250 Service Truck
 FLT-8 2013 Ford F350 Fabrication Welding Service Truck

LI 26(1) RFID System
 LI 26(2) Public Lockers

PO 26 (1) Fleet Purchase
 PO 26 (2) Electrical Infrastructure (Transformers and EV Plug Ins)
 PO 26(3) Technology Update (Computers, etc)

PW 26(1) Public Works Facility PHASE 1 SITE PREP/UTILITIES

ST 26(1) Major Street Resurfacing (MAPA/NDOT AC Funding)

M146(277B) S 28th Ave; Capehart Rd to Leawood Dr - RESURFACING	270,000	270,000	0
M146(278B) S 29th Ave; Capehart Rd to Southdale Plaza - RESURFACING	3,325,000	3,325,000	0
M146(286D) Ft Crook Rd, 13th St; Harrison to Cornhusker Rd - RESURFACING	265,000	265,000	0
M146(290B) BBN; Prairie Ave to Gregg Rd - RESURFACING	775,000	775,000	0
M146(291B) BBS, Lord Blvd; Lincoln Rd to Franklin St - RESURFACING	665,000	665,000	0
M146(309B) Gregg Rd, Bellevue Blvd N to Galvin Rd - RESURFACING	105,000	105,000	0
M146(310B) Harlan Dr, Galvin Rd to Ft Crook Rd - RESURFACING	1,865,000	1,865,000	0
M146(311B) 25th St, Lynnwood Dr to Fairview Rd - RESURFACING	575,000	575,000	0
	410,000	410,000	0
Total	<u>8,255,000</u>	<u>8,255,000</u>	<u>0</u>

ST 26(2) 2026 Concrete Projects

M146(340C) S 30th St; Harrison St to Chandler Rd - REHAB ADVANCE CONCRETE REPAIRS	705,000	705,000	0
Total	<u>705,000</u>	<u>705,000</u>	<u>0</u>

ST 26(3) 2026 Overlay Projects

M146(240) 43rd St; Harrison to Margo St - RESURFACING	180,000	180,000	0
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M146(257B) Southern Valley Addition; 45th-48th St, Suburban Dr to Greene Ave - RESURFACING	235,000	235,000	0
M146(277B) S 28th Ave; Capehart Rd to Leawood Dr - RESURFACING	135,000	135,000	0
M146(278B) S 29th Ave; Capehart Rd to Southdale Plaza - RESURFACING	90,000	90,000	0
Total	640,000	640,000	0

ST 26(4) 2026 Reconstruction Projects

M146(74C) Capehart Rd; 27th to 36th St - RECONSTRUCTION YR2	3,000,000	600,000	2,400,000
M146(215) Fontenelle Hills Addition; Ridgewood Ct, Bayberry Dr, Laurel Dr, Laurel Cir - RECONSTRUCTION	790,000	790,000	0
M146(312A) S 32nd St, south of Chandler to City Limits - ENG/DESIGN --> RECONSTRUCTION	575,000	575,000	0
M146(313A) S 42nd St, south of Giles to City Limits - ENG/DESIGN --> RECONSTRUCTION	1,112,500	1,112,500	0
M146(314A) Area 19th to 25th St, Cornellia St to Childs Rd - ENG/DESIGN --> RECONSTRUCTION	14,100,000	2,820,000	11,280,000
M146(315A) Area west fo 36th St, Giles Rd to Marie St - ENG/DESIGN --> RECONSTRUCTION	25,000	25,000	0
M146(328) Bellevue Blvd N; 13th St to n/Prairie Ave - ENG/DESIGN --> COOORDOR REHAB	100,000	100,000	0
M146(216B) Forest Hills Addition; Shagbark Ct, Redbud Ln, Forestview Cir - RECONSTRUCT ASPHALT STREETS	150,000	150,000	0
M146(305B) 36th St, Cornhusker to 370 - YR 2 RECONSTRUCTION	150,000	150,000	0
Total	20,002,500	6,322,500	13,680,000

ST 26(5) South 36th Street

ST 26(6) Bridge Repairs

M146(348A) Ft Crook Rd - Capehart Rd to Fairview Rd CONSTRUCTION YR 1/2 (60%)	6,000,000	1,200,000	4,800,000	Dependent on BIP Constructio
Total	6,000,000	1,200,000	4,800,000	

ST 26(7) Drainage Improvements

M146(157A) Betz Ditch, south of Lloyd St - ENG/DESIGN ----> DRAINAGE IMPROVEMENTS (JACOBS)	250,000	250,000	0
M146(253B) Area 18th to 19th St, north of Chandler Rd - DRAINAGE STRUCTURES	495,000	495,000	0
M146(268B) Quail Creek; Outlot 2 Twin Creek Plaza, Parcel ID #011317434 - DRAINAGE IMPROVEMENTS - YR 2/2	2,259,000	1,649,000	610,000
M146(339B) Copper Creek DRAINAGE IMPROVEMENTS, BANK STABILIZATION - YR 2/3	1,260,000	1,260,000	0
M146(347A) Squaw Creek; Area of 30th & Childs Rd to Old 36th St ENG/DESIGN --> STORM SEWER REHAB, DRAINAGE IMPROVEMENTS - YR 2/2 (JACOBS)	35,000	35,000	0

	4,299,000	3,689,000	610,000
Total			
<u>ST 26(8) Wall Rehabilitation</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>ST 26(9) Facilities</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>ST 26(10) Road Construction</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>ST 26(11) Signal Improvements</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>ST 26(12) Asset Management</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>ST 26(13) Vehicles and Equipment</u>			
DEPT EQUIPMENT REPLACEMENT	500,000	500,000	0

**CITY OF BELLEVUE CAPITAL IMPROVEMENT PLAN
MEMORANDUM
PROJECTS BY YEAR**

City Council

FISCAL YEAR 2027

DEPARTMENT/PROJECT	TOTAL COST	CITY COST	OTHER AGENCY COST	NOTES
Administrative Services				
No capital projects this fiscal year.				
Total	-	-	-	
Building Maintenance				
No capital projects this fiscal year.				
Total	-	-	-	
Cemetery				
No capital projects this fiscal year.				
Total	-	-	-	
Code				
No capital projects this fiscal year.				
Total	-	-	-	
Economic Development Fund				
No capital projects this fiscal year.				
Total	-	-	-	
Fire				
FI 27 (1) Replace Engine 1	950,000	950,000	-	
FI 27 (2) Replace FC 8	60,000	60,000	-	
	-	-	-	

Total	1,010,000	1,010,000	-
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Information Technology (IT)

No capital projects this fiscal year.	-	-	-
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Total	-	-	-
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Library

No capital projects this fiscal year.	-	-	-
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Total	-	-	-
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Parks

No capital projects this fiscal year.	-	-	-
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Total	-	-	-
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Permits and Inspections

No capital projects this fiscal year.	-	-	-
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Total	-	-	-
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Police

PO 27(1) Fleet Purchase	350,000	350,000	-
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PO 27(2) Technology Update	550,000	550,000	-
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Total	900,000	900,000	-
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Public Works

PW 27(1) Public Works Facility	28,750,000	28,750,000	-
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Total	28,750,000	28,750,000	-
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Recreation

0

No capital projects this fiscal year.

Total	-	-	-	
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Streets

ST 27(1) Major Street Resurfacing (MAPA/NDOT AC Funding)	480,000	480,000	-	AC Funding
ST 27(2) 2027 Concrete Projects	4,900,000	4,900,000	-	See Detail Listing
ST 27(3) 2027 Overlay Projects	530,000	530,000	-	See Detail Listing
ST 27(4) 2027 Reconstruction Projects	5,075,000	5,075,000	-	See Detail Listing
ST 27(5) South 36th Street	-	-	-	NDOT 80% cost share
ST 27(6) Bridge Repairs	4,092,500	892,500	3,200,000	See Detail Listing
ST 27(7) Drainage Improvements	4,494,000	4,494,000	-	See Detail Listing
ST 27(8) Wall Rehabilitation	-	-	-	See Detail Listing
ST 27(9) Facilities	-	-	-	See Detail Listing
ST 27(10) Road Construction	5,100,000	5,100,000	-	See Detail Listing
ST 27(11) Signal Improvements	870,000	870,000	-	See Detail Listing
ST 27(12) Asset Management	175,000	175,000	-	See Detail Listing
ST 27(13) Vehicles and Equipment	500,000	500,000	-	See Detail Listing
Total	26,216,500	23,016,500	3,200,000	

Wastewater

WW 27 (1) VFD Replacements	65,000	65,000	-	
WW 27 (2) Stationary Generator	250,000	250,000	-	
Total	315,000	315,000	-	

CAPITAL TOTAL ALL DEPARTMENTS	57,191,500	53,991,500	3,200,000	
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PROJECT DESCRIPTIONS

FI 27 (1) Replace Engine 1
 FI 27 (2) Replace FC 8

PO 27(1) Fleet Purchase
 PO 27(2) Technology Update (LPR, Building Camera Update)

ST 27(1) Major Street Resurfacing (MAPA/NDOT AC Funding)

M146(331) Harlan Lewis Rd ; 29th & Hancock to City Limits s/Cunningham Rd - RESURFACING (MAJOR)	480,000	480,000	
Total	480,000	480,000	
ST 27(2) 2025 Concrete Projects			
M146(246A) Marian Ave.; Bellevue Blvd S to Lincoln Rd - REHAB ADVANCED CONCRETE REPAIRS	315,000	315,000	
M146(280A) Fontenelle Hills; Martin Dr and Ridgewood Dr – REHAB ADVANCED CONCRETE REPAIRS	380,000	380,000	
M146(332) Cornhusker Rd; 25th to City Limits w/ 36th St STREET REHAB REPAIRS, MEDIANS, STREETScape	1,225,000	1,225,000	
M146(350A) Bellaire Heights Addition REHAB, ADVANCE CONCRETE REPAIRS	285,000	285,000	
M146(351A) Kirby Addition; Englewood Dr, Wilshire Dr REHAB, ADVANCE CONCRETE REPAIRS	230,000	230,000	
M146(352A) Green Meadows Addition; 20th St to 25th St, Lucille Dr to Morrie Dr - REHAB, ADVANCE CONCRETE REPAIRS	470,000	470,000	
M146(353A) Quail Creek Addition REHAB, ADVANCE CONCRETE REPAIRS	465,000	465,000	
M146(355) 48th St; Harrison St to Schroeder Dr PAVEMENT REHAB, INLETS, CURB RAMPS	380,000	380,000	
M146(356) Cornhusker Rd; 25th to City Limits w/ 36th St PAVEMENT REHAB, MEDIANS, INLETS, CURB RAMPS	720,000	720,000	
M146(357A) Normandy Hills Addition REHAB, ADVANCE CONCRETE REPAIRS	430,000	430,000	
Total	4,900,000	4,900,000	
ST 27(3) 2025 Overlay Projects			
M146(323) Camp Brewster Rd; Prairie Ave to Ft Crook Rd - RESURFACING	325,000	325,000	0
M146(340D) S 30th St; Harrison St to Chandler Rd - RESURFACING	205,000	205,000	0
Total	530,000	530,000	0
ST 27(4) 2025 Reconstruction Projects			
M146(215B) Fontenelle Hills Addition; Ridgewood Ct, Bayberry Dr, Laurel Dr, Laurel Cir - RECONSTRUCTION YR 4/4	790,000	790,000	0
M146(236B) 36th & Chandler - YR 2; INTERSECTION IMPROVEMENTS; DRAINAGE STRUCTURES, SIDEWALKS, PAVING	1,112,500	1,112,500	0
M146(312A) S 32nd St, south of Chandler to City Limits - RECONSTRUCTION	285,000	285,000	0
M146(313B) S 42nd St, south of Giles to City Limits - RECONSTRUCTION	200,000	200,000	0
M146(314B) Area 19th to 25th St, Cornelia St to Childs Rd - RECONSTRUCTION; YR 1	675,000	675,000	0
M146(315B) Area west fo 36th St, Giles Rd to Marie St - RECONSTRUCTION; YR 1	725,000	725,000	0
M146(324B) Cornhusker Rd; Ft Crook to 25th St Y1; ROW, UTILITIES--> COORIDOR WIDENING	420,000	420,000	0
M146(327A) W 24th Ave; Lincoln Rd to Calhoun St - ENG/DESIGN --> RESURFACING, INTERSECTION IMPROVEMENT, CURBING, STORM SEWERS	35,000	35,000	0
M146(329A) S 25th St; Lynnwood Dr to Fairview Rd - YR 1 ENG/DESIGN, ROW --> RECONSTRUCTION	287,500	287,500	0

M146(345B) Childs Rd W; Ft Crook Rd to Nebraska Dr - RECONSTRUCTION YR 1; ROW, EASEMENTS, RR PERMITTING, STORM, RETAINING WALL	440,000	440,000	0	
M146(354A) BBS, BBS; 13th & Harrison to Lord Blvd ENG/DESIGN, CONCEPTUAL --> CORRIDOR REHAB; CURB, PATHS/WALKS, DRAINAGE, STREETScape, LIGHTS	105,000	105,000	0	
Total	5,075,000	5,075,000	0	
ST 27(5) South 36th Street	0	0	0	
Total	0	0	0	
ST 27(6) Bridge Repairs				
M146(330A) Twin Creek Dr; 36th to 42nd St - ENG/DESIGN --> STREET REHAB, BRIDGE REPAIRS	92,500	92,500	0	
M146(348A) Ft Crook Rd - Capehart Rd to Fairview Rd CONSTRUCTION YR 2/2 (100%)	4,000,000	800,000	3,200,000	Dependent on BIP Construction Grant award
Total	4,092,500	892,500	3,200,000	
ST 27(7) Drainage Improvements				
M146(157B) Betz Ditch, south of Lloyd St - DRAINAGE IMPROVEMENTS	1,680,000	1,680,000	0	
M146(205B) Drainage area west of Harlan Lewis Rd, Industrial Dr to Paradise Park - DRAINAGE IMPROVEMENTS, DRAINAGE STRUCTURES - YR 1/2	475,000	475,000	0	
M146(300A) Area west of 26th St, N of Chandler Rd - ENG/DESIGN --> DRAINAGE IMPROVEMENTS, STRUCTURES, PAVING (JACOBS)	475,000	475,000	0	
M146(318) Ft Crook Rd; Chandler to Capehart - DRAINAGE STRUCTURE REHAB, YR 3	100,000	100,000	0	
M146(339B) Copper Creek DRAINAGE IMPROVEMENTS, BANK STABILIZATION - YR 3/3 (JACOBS)	1,260,000	1,260,000	0	
M146(341B) Ft Crook Rd; Avery Rd to Peoples Rd DRAINAGE IMPROVEMENTS - YR 1/2	490,000	490,000	0	
M146(349A) Fairview South Addition ENG/DESIGN --> STORMWATER IMPROVEMENTS, REHAB; OUTLOT; YR 1/2 (30%) (JACOBS)	14,000	14,000	0	
Total	4,494,000	4,494,000	0	
ST 27(8) Wall Rehabilitation	0	0	0	
Total	0	0	0	
ST 27(9) Facilities	0	0	0	
Total	0	0	0	
ST 27(10) Road Construction				
M146(294B) Willow Springs; s/15th St, west to 25th St - ACCESS ROAD	3,000,000	3,000,000	0	
M146(335B) Area; 21st - 25th St s/Cornhusker E/W ACCESS RD CONSTRUCTION	2,100,000	2,100,000	0	

	Total	5,100,000	5,100,000	0
<u>ST 27(11) Signal Improvements</u>				
M146(232A) City-wide Traffic Signal Communication Upgrades ENG/DESIGN --> COMMUNICATION LINES, VIDEO, CONTROLLERS, BATTERY BACK-UP, MONITORING/DIAG.		120,000	120,000	0
M146(243B) Chandler Rd; Ft Crook Rd to 25th St SIGNAL REPLACEMENT - YR 1/2		750,000	750,000	0
	Total	870,000	870,000	0
<u>ST 27(12) Asset Management</u>				
M146(319) Pavement Manage System - DATA COLLECTION, IMPLEMENTATION; YR 1		175,000	175,000	0
	Total	175,000	175,000	0
<u>ST 27(13) Vehicles and Equipment</u>				
DEPT EQUIPMENT REPLACEMENT		500,000	500,000	0
	Total	500,000	500,000	0
WW 27 (1) VFD Replacements				
WW 27 (2) Stationary Generator				

**CITY OF BELLEVUE CAPITAL IMPROVEMENT PLAN
MEMORANDUM
PROJECTS BY YEAR**

City Council

FISCAL YEAR 2028

DEPARTMENT/PROJECT	TOTAL COST	CITY COST	OTHER AGENCY COST	NOTES
Administrative Services				
No capital projects this fiscal year				
Total	-	-	-	
Building Maintenance				
No capital projects this fiscal year				
Total	-	-	-	
Cemetery				
No capital projects this fiscal year				
Total	-	-	-	
Code				
No capital projects this fiscal year				
Total	-	-	-	
Economic Development Fund				
No capital projects this fiscal year				
Total	-	-	-	
Fire				
FI 28 (1) Replace Van 1 2000 Van	65,000	65,000	-	
FI 28 (2) Replace Brush 33 2002 Chevy 3500	100,000	100,000	-	
FI 28 (3) Replace Engine 4 2000 Segrave Tanker /Pumper	1,000,000	1,000,000	-	
Total	1,165,000	1,165,000	-	

Information Technology (IT)

No capital projects this fiscal year

Total

-	-	-
<u>-</u>	<u>-</u>	<u>-</u>

Library

No capital projects this fiscal year

Total

-	-	-
<u>-</u>	<u>-</u>	<u>-</u>

0

Parks

No capital projects this fiscal year

Total

-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
<u>-</u>	<u>-</u>	<u>-</u>

Permits and Inspections

No capital projects this fiscal year

Total

-	-	-
<u>-</u>	<u>-</u>	<u>-</u>

Police

PO 28(1) Fleet Purchase
PO 28(2) Technology Update
PO 28(3) Range Update

Total

350,000	350,000	-
200,000	200,000	-
70,000	70,000	-
-	-	-
<u>620,000</u>	<u>620,000</u>	<u>-</u>

Public Works

PW 28(1) Public Works Facility

Total

28,750,000	28,750,000	0
-	-	-
<u>28,750,000</u>	<u>28,750,000</u>	<u>-</u>

Recreation

Total	-	-	-	
Streets				
ST 28(1) Major Street Resurfacing (MAPA/NDOT AC Funding)	755,000	755,000	-	AC Funding
ST 28(2) 2028 Concrete Projects	3,890,000	3,890,000	-	See Detail Listing
ST 28(3) 2028 Overlay Projects	2,515,000	2,515,000	-	See Detail Listing
ST 28(4) 2028 Reconstruction Projects	4,271,250	4,271,250	-	See Detail Listing
ST 28(5) South 36th Street	-	-	-	NDOT 80% cost share
ST 28(6) Bridge Repairs	3,925,000	3,925,000	-	See Detail Listing
ST 28(7) Drainage Improvements	5,614,000	5,614,000	-	See Detail Listing
ST 28(8) Wall Rehabilitation	-	-	-	See Detail Listing
ST 28(9) Facilities	10,000,000	10,000,000	-	See Detail Listing
ST 28(10) Road Construction	-	-	-	See Detail Listing
ST 28(11) Signal Improvements	1,644,000	1,644,000	-	See Detail Listing
ST 28(12) Asset Management	200,000	200,000	-	See Detail Listing
ST 28(13) Vehicles and Equipment	500,000	500,000	-	See Detail Listing
Total	33,314,250	33,314,250	-	
Wastewater				
Total	-	-	-	
CAPITAL TOTAL ALL DEPARTMENTS	63,849,250	63,849,250	-	

PROJECT DESCRIPTIONS

- FI 28 (1) Replace Van 1 2000 Van
- FI 28 (2) Replace Brush 33 2002 Chevy 3500
- FI 28 (3) Replace Engine 4 2000 Segrave Tanker /Pumper

- PO 28(1) Fleet Purchase
- PO 28(2) Technology Update (Watchguard Servers, Computers)
- PO 28(3) Range Update (Range Equipment)

- PW 28(1) Public Works Facility PHASE 1 CONSTRUCTION YR 2/2

- ST 28(1) Major Street Resurfacing (MAPA/NDOT AC Funding)**

M146(326) Childs Rd W; 19th to 25th St - RESURFACING (MAJOR)	340,000	340,000	0
M146(353B) Quail Creek Addition; Quail Dr RESURFACING (MAJOR)	415,000	415,000	0
Total	<u>755,000</u>	<u>755,000</u>	<u>0</u>
<u>ST 28(2) 2025 Concrete Projects</u>			
M146(359) Area: N/Harrison, S/Robin Dr; W/48th St PAVEMENT REHAB, INLETS, CURB RAMPs - YR 1/3	500,000	500,000	0
M146(360) College Heights PAVEMENT REHAB, INLETS, CURB RAMPs	605,000	605,000	0
M146(361) Tregaron Addition PAVEMENT REHAB, INLETS, CURB RAMPs	340,000	340,000	0
M146(362) Castle Ridge Addition PAVEMENT REHAB, INLETS, CURB RAMPs	385,000	385,000	0
M146(363) Pine Ridge Addition PAVEMENT REHAB, INLETS, CURB RAMPs	305,000	305,000	0
M146(364) Samson Way, Golden Blvd to 26th St PAVEMENT REHAB, INLETS, STORM PIPE REPAIR, CURB RAMPs	190,000	190,000	0
M146(365) 42nd St; Mark St to Quail Dr PAVEMENT REHAB, INLETS, CURB RAMPs	130,000	130,000	0
M146(366) Fairview Rd; Ft Crook to 25th St PAVEMENT REHAB, INLETS, CURB RAMPs	285,000	285,000	0
M146(367A) Galvin Rd; Ft Crook Rd to Birchcrest Rd REHAB, ADVANCE CONCRETE REPAIRS	420,000	420,000	0
M146(369) Harrison St; 48th St west to City limits PAVEMENT REHAB, INLETS, CURB RAMPs	255,000	255,000	0
M146(370A) Sun Valley Addition REHAB, ADVANCED CONCRETE REPAIRS < RESURFACING	475,000	475,000	0
Total	<u>3,890,000</u>	<u>3,890,000</u>	<u>0</u>
<u>ST 28(3) 2025 Overlay Projects</u>			
M146(246B) Marian Ave.; Bellevue Blvd S to Lincoln Rd - RESURFACING	300,000	300,000	0
M146(280B) Fontenelle Hills; Martin Dr and Ridgewood Dr – RESURFACING	710,000	710,000	0
M146(350B) Bellaire Heights Addition; W Mission Ave, Bellaire Blvd RESURFACING	395,000	395,000	0
M146(351B) Kirby Addition; Englewood, Wilshire RESURFACING	320,000	320,000	0
M146(352B) Green Meadows Addition; 20th St to 25th St, Lucille Dr to Morrie Dr RESURFACING; LUCILLE DR, MORRIE DR, 20TH ST	405,000	405,000	0
M146(357B) Normandy Hills Addition RESURFACING; GRENOBLE DR, BORDEAUX AVE, NORMANDY BLVD, VERSAILLE ST	385,000	385,000	0
Total	<u>2,515,000</u>	<u>2,515,000</u>	<u>0</u>
<u>ST 28(4) 2025 Reconstruction Projects</u>			
M146(314B) Area 19th to 25th St, Cornelia St to Childs Rd - RECONSTRUCTION; YR 2	675,000	675,000	0
M146(3115B) Area west fo 36th St, Giles Rd to Marie St - RECONSTRUCTION; YR 2	725,000	725,000	0
M146(324B) Cornhusker Rd; Ft Crook to 25th St Y2; ROW, UTILITIES--> COORIDOR WIDENING	420,000	420,000	0
M146(327B) W 24th Ave; Lincoln Rd to Calhoun St - REHAB/RESURFACING, INTERSECTION IMPROVEMENT, CURBING, STORM SEWERS	535,000	535,000	0
M146(329A) S 25th St; Lynnwood Dr to Fairview Rd - YR 2 ENG/DESIGN, ROW --> RECONSTRUCTION	287,500	287,500	0
M146(338B) Mission Ave, Hancock St to Washington St - STORM SEWER REHAB, DRAINAGE IMPROVEMENTS	875,000	875,000	0

M146(345B) Childs Rd W; Ft Crook Rd to Nebraska Dr RECONSTRUCTION YR 2; TRAFFIC SIGNALS	660,000	660,000	0
M146(354A) BBS, BBS; 13th & Harrison to Lord Blvd ENG/DESIGN, CONCEPTUAL --> CORRIDOR REHAB; CURB, PATHS/WALKS, DRAINAGE, STREETScape, LIGHTS	93,750	93,750	0
Total	4,271,250	4,271,250	0
ST 28(5) South 36th Street	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0
<u>ST 28(6) Bridge Repairs</u>			
M146(330B) Twin Creek Dr; 36th to 42nd St - BRIDGE REPAIRS, APPROACH; STREET REHAB, CURB RAMPS, INLET REPAIRS	925,000	925,000	0
M146(348B) Ft Crook Rd - Capehart Rd to Fairview Rd BRIDGE REHAB; RESURFACING; YR 1/2	3,000,000	3,000,000	0
Total	3,925,000	3,925,000	0
<u>ST 28(7) Drainage Improvements</u>			
M146(205B) Drainage area west of Harlan Lewis Rd, Industrial Dr to Paradise Park - DRAINAGE IMPROVEMENTS, DRAINAGE STRUCTURES - YR 2/2	225,000	225,000	0
M146(258) Willow Springs Addition; s/Hogantown Dr, b/t Lots 198,40 - DRAINAGE IMPROVEMENTS	95,000	95,000	0
M146(300B) Area west of 26th St, N of Chandler Rd - DRAINAGE IMPROVEMENTS, STRUCTURES, PAVING	3,205,000	3,205,000	0
M146(341B) Ft Crook Rd; Avery Rd to Peoples Rd DRAINAGE IMPROVEMENTS - YR 2/2	490,000	490,000	0
M146(343B) Spring Creek north of Gilmore Lake Rd DRAINAGE IMPROVEMENTS, BANK STABILIZATION - YR 1	145,000	145,000	0
M146(347B) Squaw Creek; Area of 30th & Childs Rd to Old 36th St STORM SEWER REHAB, DRAINAGE IMPROVEMENTS - YR 1/2	435,000	435,000	0
M146(349A) Fairview South Addition ENG/DESIGN --> STORMWATER IMPROVEMENTS, REHAB; OUTLOT; YR 2/2 (100%) (JACOBS)	14,000	14,000	0
M146(371) Olde Towne Area; Warren St to Mission Ave, 13th Ave to 31st Ave STORM SEWER REHAB; INLET BOXES, PIPE INSTALL - YR 1/4	1,005,000	1,005,000	0
Total	5,614,000	5,614,000	0
<u>ST 28(8) Wall Rehabilitation</u>	0	0	0
Total	0	0	0
<u>ST 28(9) Facilities</u>			
M146(325B) City of Bellevue Public Works Facility YR 4 CONSTRUCTION	10,000,000	10,000,000	0
Total	10,000,000	10,000,000	0
<u>ST 28(10) Road Construction</u>	0	0	0

	Total	0	0	0
<u>ST 28(11) Signal Improvements</u>				
M146(232B) City-wide Traffic Signal Communication Upgrades COMMUNICATION LINES, VIDEO, PRE-EMPTION, BATTERY BACK-UP, MONITORING/DIAGNOSTICS - YR 1/2		850,000	850,000	0
M146(243B) Chandler Rd; Ft Crook Rd to 25th St COORIDOR SIGNAL REPLACEMENTS - YR 1/2		700,000	700,000	0
M146(358A) Galvin Rd & Pelton Ave/Wall St ENG/DESIGN --> SIGNAL REPLACEMENT, INTERSECTION IMPROVEMENTS, CURB RAMPS		42,000	42,000	0
M146(368) Galvin Rd & Harlan Dr ENG/DESIGN --> SIGNAL IMPROVEMENTS; DETECTION, CONTROLLER/CABINET, PRE-EMPT, BATT BACK-UP		52,000	52,000	0
	<u>Total</u>	<u>1,644,000</u>	<u>1,644,000</u>	<u>0</u>
<u>ST 28(12) Asset Management</u>				
M146(319) Pavement Manage System - DATA COLLECTION, IMPLEMENTATION; YR 2		200,000	200,000	0
	<u>Total</u>	<u>200,000</u>	<u>200,000</u>	<u>0</u>
<u>ST 28(13) Vehicles and Equipment</u>				
DEPT EQUIPMENT REPLACEMENT		500,000	500,000	0
	<u>Total</u>	<u>500,000</u>	<u>500,000</u>	<u>0</u>