

BELLEVUE PLANNING COMMISSION

Thursday, October 24, 2024 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 September 26, 2024, Regular Meeting

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

2. CONSENT AGENDA/PUBLIC HEARINGS:

3. PUBLIC HEARINGS:

a. Request to approve the 2024 Comprehensive Plan Update and Long-Range Transportation Plan. Applicant: City of Bellevue. Case #173

4. CURRENT BUSINESS

a. Discussion of procedural matters

b. Election of officers

5. ADJOURNMENT

MINUTE RECORD

Bellevue Planning Commission Meeting, September 26, 2024, Page 1

The Bellevue Planning Commission held a regular meeting on Thursday, September 26, 2024, at 6:00 p.m. in the Bellevue City Council Chambers. Upon roll call, present were Commissioners Hankins, Jacobson, Sims, Taylor-Jones, Aerni, Ackley, Lasenburg, and Bennett. Absent was Commissioner Perrin. Also present was Tammi Palm, Planning Director, and Angela Curry Assistant Planning Manager.

Notice of this meeting was given in advance thereof by publication in the Sarpy County Times 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.

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

Motion was made by Taylor-Jones, seconded by Jacobson, to approve the minutes of the August 22, 2024, regular meeting as presented. Upon roll call, Hankins, Jacobson, Sims, Taylor-Jones, Aerni, Lasenburg, and Bennett voted yes, Ackley abstained. Motion carried.

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

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

Aerni explained the public hearing procedures.

PUBLIC HEARING was held on a request for a conditional use permit for Part of Lot 13, North of the Drainage Ditch, and Part of Lot 14, Butterfields Subdivision, except Part for NRD, all located in the Northeast ¼ of Section 10, T13N, R13E of the 6th P.M., Sarpy County Nebraska, for the purpose of a permanent concrete crushing, storage, and batch plant. Applicant: Crushin'-It, Inc. General location: S 13th St. and Capehart Rd. Case #: CUP-2407-01.

Commissioner Ackley declared a conflict and left the chambers at 6:04 PM.

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

Palm stated this item was in front of the Planning Commission last month and was continued to allow the applicant and his team to work through a few technical engineering issues. She stated those issues have since been resolved. Palm said the staff report that was sent out last week listed a technical deficiency in the drainage report, which has since been resolved. She said the Planning Department is recommending approval of this request. Palm stated prior to starting any operations on site, the applicant will have to complete the improvement of the turn lane on Capehart Road, which will need to be approved by the Nebraska Department of Transportation. She said the applicant will need Corps approval to allow for permanent structures for restrooms which will be required by building code.

Doug Kellner, TD2, 10836 Old Mill Rd. Omaha, NE, was present on behalf of the applicant. He stated the application is for a crushing operation for concrete and a batch plant for making Portland concrete. Kellner stated the proposed structures are permanent but do not have foundations. He said the only structure with a foundation would be the restroom, which will require a Corps permit due to it being 500 feet from the levee.

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

Jacobson stated in the application there was mention of some sort of suppression for dust. He questioned if that would take place 24/7 or only during hours of operation. Kellner said it would occur only during working hours of operation. Discussion ensued regarding situations for additional suppression of the dust.

MOTION was made by Hankins, seconded by Jacobson to recommend APPROVAL of a request for a conditional use permit for Part of Lot 13, North of the Drainage Ditch, and Part of Lot 14, Butterfields Subdivision, except Part for NRD, all located in the Northeast ¼ of Section 10, T13N, R13E of the 6th P.M., Sarpy County Nebraska, for the purpose of a concrete crushing, storage, and batch plant.

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Applicant: Crushin'-It, Inc. General location: S 13th St. and Capehart Rd. Case #: CUP-2407-01. APPROVAL based upon conformance with Section 6.06, Zoning Ordinance as well as lack of perceived negative impact upon the surrounding area. Upon roll call, Hankins, Jacobson, Sims, Taylor-Jones, Aerni, and Bennett voted yes, Lasenburg voted no, and Ackley abstained with conflict. MOTION carried.

This item will proceed to City Council for PUBLIC HEARING on October 15, 2024.

Commissioner Ackley returned to the chambers at 6:11 PM.

PUBLIC HEARING was held on a request to amend the Redevelopment Plan for Lot 1, Southeast Plaza. Applicant: Marathon Equity, L.L.C. Location: 909 Fort Crook Road North. Case #: ECD #45.

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

Palm stated the applicant is requesting an amendment to his Redevelopment Plan for Marathon Equity. She stated the original Plan for this facility, which is the former Albertsons, and No-Frills supermarkets was to expand his nut processing facility and now he is wanting to bring a fitness center into the building. Palm stated the current assessed value of the property is \$1,300,000 and will be worth an estimated \$7,500,000 upon completion. She said the applicant is asking for TIF (Tax Increment Financing) in the amount of \$917,949 based upon the current valuation and the increase they are projecting. Palm stated the applicant is also requesting a change of zone later in the agenda in order to facilitate this redevelopment. She said staff is recommending approval of the amended Redevelopment Plan based on the elimination of a blighted and substandard area. Palm stated the Redevelopment Plan has been reviewed by the city attorney, finance director, and planning staff and all are comfortable with what is being shown in the plan.

Liz Sevcik, 2120 S 72nd St., Ste. 1200, Omaha, NE, was present on behalf of the applicant, along with the applicant John Larsen, 2002 Childs Rd. E., Bellevue, NE. She stated in 2017 the applicant applied for TIF and rezoning to Light Manufacturing to expand his business; however, that expansion did not occur, so the building has been sitting vacant. Sevcik stated the request for rezoning to BG (General Business) will be compatible to properties immediately abutting to the north and northwest. She said there are residential neighborhoods east and west of the project so this exercise facility will support the people living in the area as well as working in the area. Sevcik stated this will provide a significant increase in value to the property. She said the amended TIF being requested is \$917,949. The original TIF was \$438,949, and looking back at the original TIF application there were some miscalculations in the amortization so the original value would not have supported paying out the TIF fully.

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

Ackley questioned how the amended schedule would impact the 15-year timeline. Sevcik stated she had looked back to see when the original notice to divide was provided to the Sarpy County Assessor and then went fifteen-years from that date. Discussion ensued regarding the remodeling being done to bring the building up to a value of \$7,500,000.

Jacobson stated when looking at this area there was a concern with truck traffic going in front of this facility to get to Childs Road. Palm stated any truck traffic from the Marathon facility next door can exit directly onto Fort Crook Road.

Aerni questioned the original interest rate. Sevcik stated it was 6% which is the same in the amended plan.

MOTION was made by Ackley, seconded by Sims to recommend APPROVAL of a request to amend the Redevelopment Plan for Lot 1, Southeast Plaza. Applicant: Marathon Equity, L.L.C. Location: 909 Fort Crook Road North. Case #: ECD #45. APPROVAL based upon the elimination of a blighted and substandard area, conformance with the requirements of the State Statutes and the opportunity for infill development. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to City Council for PUBLIC HEARING on October 15, 2024.

PUBLIC HEARING was held on a request to rezone Lot 1, Southeast Plaza, from ML to BG for the

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purpose of an Exercise and Fitness Center. Applicant: Marathon Equity, LLC. General Location: 909 Fort Crook Road N. Case #: Z-2408-08.

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

Palm stated this item goes along with the previous agenda item, and because the plans for this property have changed from a processing facility to an exercise and fitness center, the applicant is requesting a change of zone from ML (Light Manufacturing) to BG (General Business). She said the request aligns well with the Fort Crook Road 2040 Plan which calls for mixed use and increased density. Staff is supportive of this request.

Liz Sevcik, 2120 S. 72nd St., Ste. #1200, Omaha, NE., was present on behalf of the applicant.

Jacob Burke, 915 Fort Crook Rd. N., Bellevue, NE. stated Arnold Motor supply on the corner of 915 Ft. Crook Rd. N. was concerned about changes to the east entrance and inquired if those changes allow for truck traffic to get through that entrance. John Larsen, applicant, 2002 Childs Rd. E., Bellevue, NE, stated part of the island was going to be eliminated making it easier for incoming traffic. Discussion ensued regarding access to the property.

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

Ackley questioned staff if there should be consideration for the Fort Crook Road 2040 Plan bus routes for this location. Palm stated the Fort Crook Road transit feasibility study is ongoing and there is plenty of right-of-way along Fort Crook Road.

MOTION was made by Ackley, seconded by Lasenburg, to recommend APPROVAL of a request to rezone Lot 1, Southeast Plaza, from ML to BG for the purpose of an Exercise and Fitness Center. Applicant: Marathon Equity, LLC. General Location: 909 Fort Crook Road N. Case #: Z-2408-08. APPROVAL based upon conformance with the Zoning Ordinance, the Fort Crook Road 2040 Plan, as well as the lack of a perceived negative impact on the surrounding area. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to City Council for PUBLIC HEARING on November 5, 2024.

PUBLIC HEARING was held on a request to rezone Lots 1 and 2, Eastern Nebraska Community Action Partnership, being a platting of Tax lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1A2A, AND 15B1A3A, all located in the Southwest ¼ of Section 25, T14N, R13E of the 6th P.M., Sarpy County, Nebraska, from RS-84 to BG and RS-84, for the purpose of a food bank; and small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership. Applicant: Eastern Nebraska Community Action Partnership. General Location: 1003 Lincoln Road. Case #'s: Z-2408-09, S-2408-15.

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

Palm stated this is the site of the former Bellevue City Library which was recently sold to the ENCAP (Eastern Nebraska Community Action Partnership) where they intend to operate their food bank and offices at that location. She said in order to facilitate future growth, ENCAP is purchasing a small area of land adjacent to it from Bellevue Public Schools. Palm stated the application will clean up a series of tax lots and create one lot where the former library sits. She said the entire area is currently zoned RS-84 (Single-Family Residential – 8,400 Square Foot Zone) which was allowed when the library was located there but with a different use the change of zone will be necessary to facilitate the food bank and offices. Palm stated the lot with the ENCAP building will be zoned BG (General Business District) and the school property will remain RS-84. Palm stated staff is recommending approval based upon conformance with Zoning Ordinance, Subdivision Regulations, as well as the lack of perceived negative impact upon the surrounding area.

Jeff Stoll, E & A Consulting Group, 10909 Mill Valley Rd., Omaha, NE, was present on behalf of the applicant. He stated the main purpose of the platting is to consolidate for a future building permit. He said ENCAP's main mission is to help the community through food and possible other activities.

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

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closed the public hearing.

Jacobson stated he knows and appreciates the outcome of a food bank but questioned the daily process of a food bank and if there will be truck traffic.

Jill Connor, 11416 Brown Cir., Omaha, NE., was present on behalf of the applicant. She stated the food pantry is currently located in Washington Park. She said the truck traffic would be a box truck once or twice per week, usually around 10 AM. Connor stated most of the traffic will be community traffic for activity in the building, such as services and meetings. Discussion ensued regarding traffic and parking agreements with the high school.

MOTION was made by Jacobson, seconded by Lasenburg, to recommend APPROVAL of a request to rezone Lots 1 and 2, Eastern Nebraska Community Action Partnership, being a platting of Tax lots, 15B1A1, 14A2B, 14A2B2, 15B1A2B, 15B1A3B, 15B1A4, 15B1B2, 15B1A2A, AND 15B1A3A, all located in the Southwest ¼ of Section 25, T14N, R13E of the 6th P.M., Sarpy County, Nebraska, from RS-84 to BG and RS-84, for the purpose of a food bank; and small subdivision plat Lots 1 and 2, Eastern Nebraska Community Action Partnership. Applicant: Eastern Nebraska Community Action Partnership. General Location: 1003 Lincoln Road. Case #'s: Z-2408-09, S-2408-15.

APPROVAL based upon conformance with the Zoning Ordinance, the Subdivision Regulations, as well as the lack of a perceived negative impact on the surrounding area. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to City Council for PUBLIC HEARING on November 5, 2024.

PUBLIC HEARING was held on a request for site plan approval for Lot 7, Tregaron Towne Centre, for the purpose of a drive-thru coffee restaurant and automobile parts and supply store. Applicant: Batis Dev. – Capehart, LLC. General location: South 25th Street and Towne Centre Dr. Case #: Z-2408-10.

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

Curry stated this request is for property located near South 25th Street and Capehart Road. She said the overall platting for this area was approved twenty years ago. She said the applicant would like to develop a drive-thru coffee restaurant and an auto parts and supply store. Curry stated building permit approval will be contingent upon submittal and approval of an administrative small subdivision plat. She said the city is aware that this is a high traffic area, and the addition of the restaurant and auto parts store will add to the traffic. As a planned commercial area, this has been anticipated and expected. Curry stated this request is in conformance with the Comprehensive Plan, so staff believes this is an appropriate use for the property.

Aaron Wiese, Olsson, 2111 S 67th St., Ste. #200, Omaha, NE, stated he is the civil engineer representing the applicant.

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

Ackley questioned if a recommendation of approval should be contingent upon submittal and approval of an administrative small subdivision plat. Palm stated it could be added; however, a building permit for either site will not be approved without an easement.

Aerni stated he did not see sidewalks included on the site plan. Palm stated there are some existing sidewalks adjacent to the property, which the site plan does not call out. Palm stated sidewalks are always required and building permits do not get approved without them.

Taylor-Jones asked the Planning Department if city staff felt the need to review traffic counts in the area and look at necessary infrastructure to support the increased traffic. Palm stated the Public Works engineers did not require a traffic study. She said there are some vacant lots in the area so depending on future development that may be required. Palm said staff understands there is going to be a lot of traffic, which is not necessarily a bad thing for a commercial area. She stated traffic conditions will continue to be monitored for necessary improvements. She said there are plans in the CIP (Capital Improvement Plan) to expand Capehart Road.

Sims asked if this area had been annexed. Plam stated yes, it was a part of the Tregaron SID that was

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annexed in 2019.

MOTION was made by Ackley, seconded by Taylor-Jones, to recommend APPROVAL of a request for site plan approval for Lot 7, Tregaron Towne Centre, for the purpose of a drive-thru coffee restaurant and automobile parts and supply store. Applicant: Batis Dev. – Capehart, LLC. General location: South 25th Street and Towne Centre Dr. Case #: Z-2408-10. APPROVAL based upon conformance with the Zoning Ordinance, the Comprehensive Plan, that is subject to submittal and approval of an Administrative Small Subdivision Plat with an access easement to service both lots. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to City Council for PUBLIC HEARING on October 15, 2024.

PUBLIC HEARING was held on a request for a conditional use permit for Lot 7 Dietz Meadows, for the purpose of a specialized assisted living facility for 55+ elderly/disabled adults. Applicant: Abongwa Ndumu, c/o Lauren Grigsby. Location: 3708 Greene Avenue. Case#: CUP-2408-02.

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

Curry stated the applicant's request is for a Conditional Use Permit to provide a 24-hour care facility for elderly/disabled adults age 55+. She said these adults will need assistance with personal and oral hygiene, meal prep, laundry, and transportation to doctor appointments. Curry stated the applicant will not provide Alzheimer or dementia care. She said Ms. Grigsby will operate the facility and has completed the necessary training to do so. Curry stated in addition to the Zoning Ordinance requirements, the applicant will be required to comply with all licensure requirements of the State of Nebraska Health and Human Services. She said the hours of operation will be 24-hours per day seven days per week with a maximum of three staff members on duty for any one shift. Curry stated the facility is a single-family home with four bedrooms and the applicant states it will accommodate a maximum of four residents. Curry indicated the home has a driveway which will be used for staff and visitor parking. Additionally, parking is allowed on the south side of Greene Avenue. Curry stated Aldersgate United Methodist Church is located to the south. Aldersgate has adequate parking on-site, so the on-street parking is minimal along this section of Green Avenue. Curry said the Planning Department believes this application meets the criteria for approval for a Conditional Use Permit and is in accordance with Section 6, of the Zoning Ordinance.

Lauren Grigsby, 5429 N. 129th Plz. #1119, Omaha, NE, stated one to two staff will be appropriate for the four residents. Grigsby stated there will be other people visiting intermittently such as the administrator, and or a consultant. She said the traffic should be no more than a large family would have.

Gordon Milne, 3712 Greene Avenue, Bellevue, NE, stated he lives next door to the property, and he has been inside of the property. He said it has been an eyesore since the applicant purchased it: the yard is never mowed, the front sidewalk is concaved and out of city specs, and the rear gutter has holes in it so when it rains it pours down the foundation. Milne stated the basement has mold on the walls and the siding is rotting away. He said one of the four bedrooms is in the basement. He believes you would always need two caregivers with a disabled person in the basement. Milne stated the home is not handicapped accessible. He questioned if the city would make them clean this house up and what type of residents will be housed there.

Lisa Reyes, 3716 Greene Avenue, Bellevue, NE, stated she has a background in medical and assisted living. She questioned the types of disabilities these residents have, physical or mental. Reyes stated if they were people with physical disabilities, the home would need a lot of renovation to accommodate them. Reyes stated regarding parking, this facility would be 24-hours per day, seven days per week, with a minimum of two to three staff on site during daytime hours and one to two in the overnight hours. She said all these cars parked in the driveway would cause them to be parked across the sidewalk. Reyes stated Greene Avenue is the gateway for emergency services so multiple cars parking on the south side of Greene Avenue is a safety issue. Reyes said she had concerns because the home was previously listed as an Airbnb and renters caused issues with trash and parking. Reyes stated it is not fair to the community to rezone this property to commercial zoning. She stated if you pass this there is no guarantee that they will abide by the agreement.

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

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Palm stated if the property is not taken care of the city will not necessarily know that unless complaints are filed with Code Enforcement. She stated the neighbors should call 402-293-3050 and file a complaint. She stated the Sarpy County Assessor's Office has indicated there are three bedrooms and the applicant states there are four bedrooms. Palm stated Grigsby is required to conform to ADA (Americans with Disabilities Act) requirements if she goes to this type of occupancy and she will have to abide by building code. Code requires this facility to be ADA accessible so that will fall on Ms. Grigsby's and the owners' shoulders. Palm stated the changes for ADA accessibility will have to be inspected by the city. Palm said there have been mentions of this home being an Airbnb. She advised there are State Statutes that say the city cannot regulate an Airbnb. If criminal activity is happening, then the police department would need to be called. Palm addressed the parking issue. She stated when these applications are reviewed, staff is looking at the impact on the neighborhood and primarily parking and traffic. She said there are certain streets that are narrower than others, or it may be a higher density residential area with more traffic. Palm said this not a concern in this area because the church on the south side has their own on-site parking and there are less residential homes in the area. Palm said she wanted to make clear that this was a Conditional Use Permit application and not a rezoning application. The property will stay a residential zone. The RS-72 zoning allows for a Conditional Use Permit to be approved by the City Council to allow this type of use. She said if the CUP is approved there will be a Conditional Use Agreement, which is a legal document with conditions and is signed by all parties involved and recorded with the Sarpy County Register of Deeds office. Palm stated if the conditions if the CUP agreement are broken, the CUP can be revoked.

Grigsby stated these are disabled adults who live in the community, there will be no mental health or developmentally disabled clients. She said she has no knowledge of what the owner did with the home before he hired her. Grigsby stated the Fire Department has already inspected the home and the state will assess the home after the CUP has been approved and anything that needs to be modified will be done before they can accept clients. She said the bedroom in the basement would be occupied by people without a fall risk or a client that would be able to manipulate the stairs.

Taylor-Jones asked how Grigsby envisioned giving assistance to client's needing to get in and out of the driveway if they have appointments. Grigsby stated if a wheelchair van is needed then other vehicles be moved and the patient would be assisted.

Sims questioned if there were other assisted living homes like this in Bellevue. Palm stated some are similar but not exactly like this. She said there was an application last year on South 36th Street which was approved and does care for dementia clients. Palm said as the need grows in our community, we are seeing more of these requests.

Ackley questioned whether the daycare nearby required a Conditional Use Permit. Palm stated if it is in-home with nine children or more it would. She stated the Aldersgate Church daycare is considered an accessory use to the church.

Aerni stated there was a recent Conditional Use Permit which was denied because of the parking and the right-of way which was much narrower than this situation. Palm stated that was correct and there were concerns with parking. She said it was a dense residential area with not a lot of parking opportunities.

Lasenburg stated if this is approved by the Commissioners it will have to meet the other requirements the staff has detailed. Palm the Planning Commission is a recommending body, with City Council having the final decision on the matter. She said the Commission's role is to look at the specific use of the property and whether it meets the requirements of the Zoning Ordinance.

Aerni stated it's important to understand that not all disabled adults are in wheelchairs. Aerni questioned if the applicant was willing to increase the size of the driveway.

Hankins stated he appraised this property last year and the fourth bedroom in the basement does not have a legal egress window. He said the property will need several ramps to accommodate wheelchair clients. Hankins stated this does not seem like a cost prohibitive location. Discussion ensued regarding the conformance of the fourth bedroom.

Aerni stated the legality of the bedroom in the basement is not the conversation we should be having. He said we are here to approve the Conditional Use Permit.

MOTION was made by Lasenburg, seconded by Jacobson, to recommend APPROVAL of a request for a conditional use permit for Lot 7 Dietz Meadows, for the purpose of a specialized assisted living

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facility for 55+ elderly/disabled adults. Applicant: Abongwa Ndumu, c/o Lauren Grigsby. Location: 3708 Greene Avenue. Case#: CUP-2408-02. APPROVAL based upon conformance with Section 6.06, Zoning Ordinance, as well as lack of perceived negative impact upon the surround area. Upon roll call, Ackley voted yes. Hankins, Jacobson, Sims, Taylor-Jones, Aerni, Lasenburg, and Bennett voted no. MOTION failed.

MOTION was made by Bennett, seconded by Hankins, to recommend DENIAL of a request for a conditional use permit for Lot 7 Dietz Meadows, for the purpose of a specialized assisted living facility for 55+ elderly/disabled adults. Applicant: Abongwa Ndumu, c/o Lauren Grigsby. Location: 3708 Greene Avenue. Case#: CUP-2408-02. DENIAL based upon non-conformance with Section 6.06, Zoning Ordinance. Upon roll call, Hankins, Jacobson, Sims, Taylor-Jones, Aerni, Lasenburg, and Bennett voted yes. Taylor-Jones and Ackley voted no. MOTION carried.

This item will proceed to City Council for PUBLIC HEARING on October 15, 2024.

Meeting adjourned at 7:30 p.m.



Dianna Van Horn
Planning Secretary



We Influence The World!

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

MEMORANDUM

TO: Planning Commission
FROM: Tammi Palm, Planning Director
DATE: October 18, 2024
RE: Adoption of Bellevue's Comprehensive and Transportation Plan

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

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

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

This Plan will be used to:

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

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

The community values identified were those pertaining to growth, inclusivity, diversity, attractiveness, patriotism, history, affordability, and family friendly. Transportation values identified were connectivity, accessibility, diverse modes, easy use, efficiency, safety, and maintenance.

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

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

Olsson Studio will be at the October 24, 2026, Planning Commission meeting to present the plan and answer any questions.

PLANNING DEPARTMENT RECOMMENDATION:

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

PLANNING COMMISSION RECOMMENDATION:

UNDER REVIEW



OUR FUTURE VIEW

Bellevue's Comprehensive + Transportation Plan

DRAFT
09.27.2024

A BIG THANK YOU

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

MAYOR AND CITY COUNCIL

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

PLANNING COMMISSION

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

TECHNICAL COMMITTEE

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

STAKEHOLDER COMMITTEE

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

COMMUNITY MEMBERS

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

CONSULTANT TEAM

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

olsson

A LETTER FROM THE PLANNING DIRECTOR

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

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

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

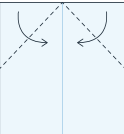
*I am excited to present the **Our Future View Comprehensive + Transportation Plan**.*

Tammi Palm

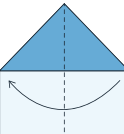
Tammi Palm
Planning Director



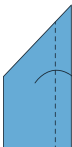
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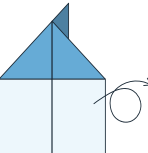
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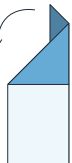
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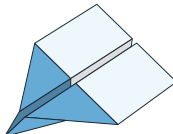
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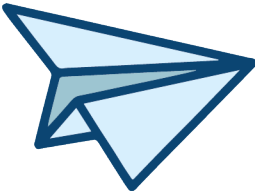
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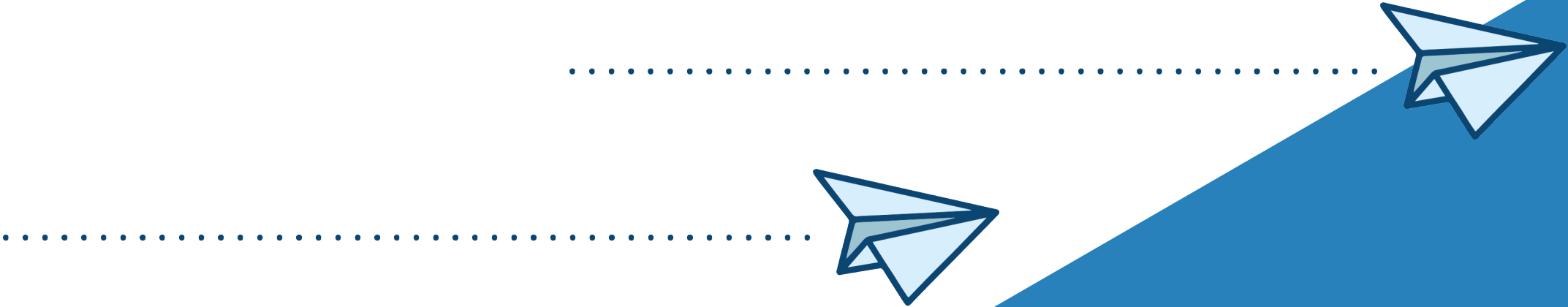
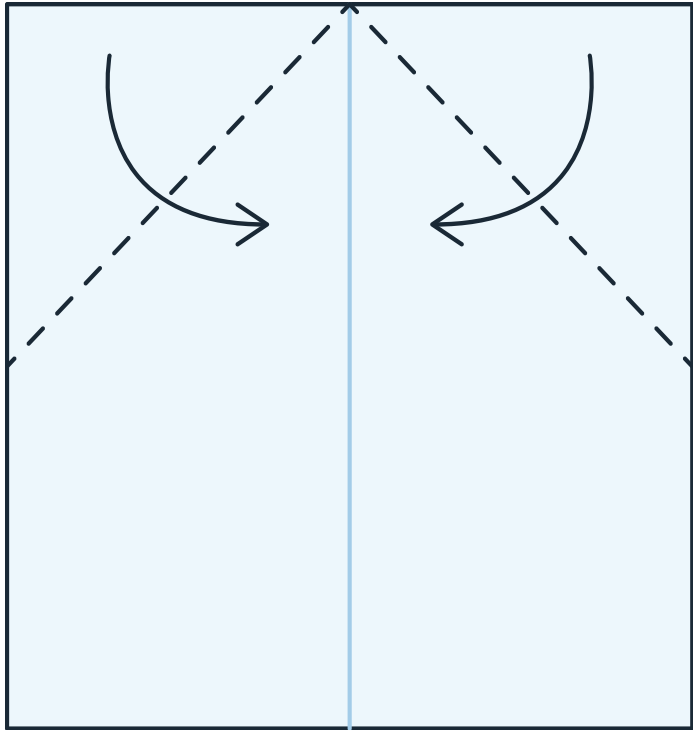
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SECTION 01.



PLAN INTRODUCTION

PLAN OVERVIEW

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

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

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

What is a Comprehensive Plan?

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

What is a Long Range Transportation Plan?

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

Integrating the Two Plans

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



PLANNING AREA

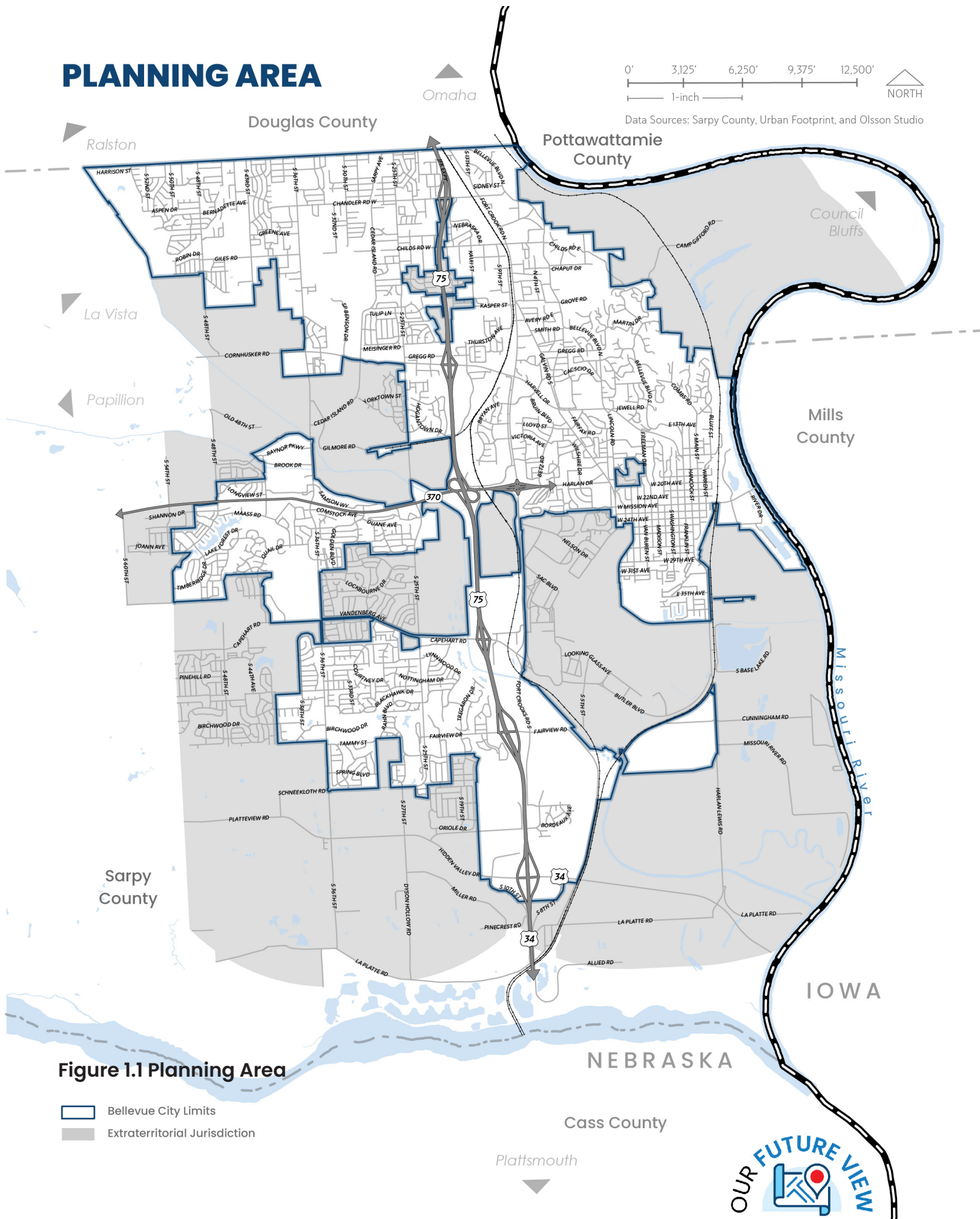


Figure 1.1 Planning Area

- Bellevue City Limits
- Extraterritorial Jurisdiction



Planning Area

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

Regional Context

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

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

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

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

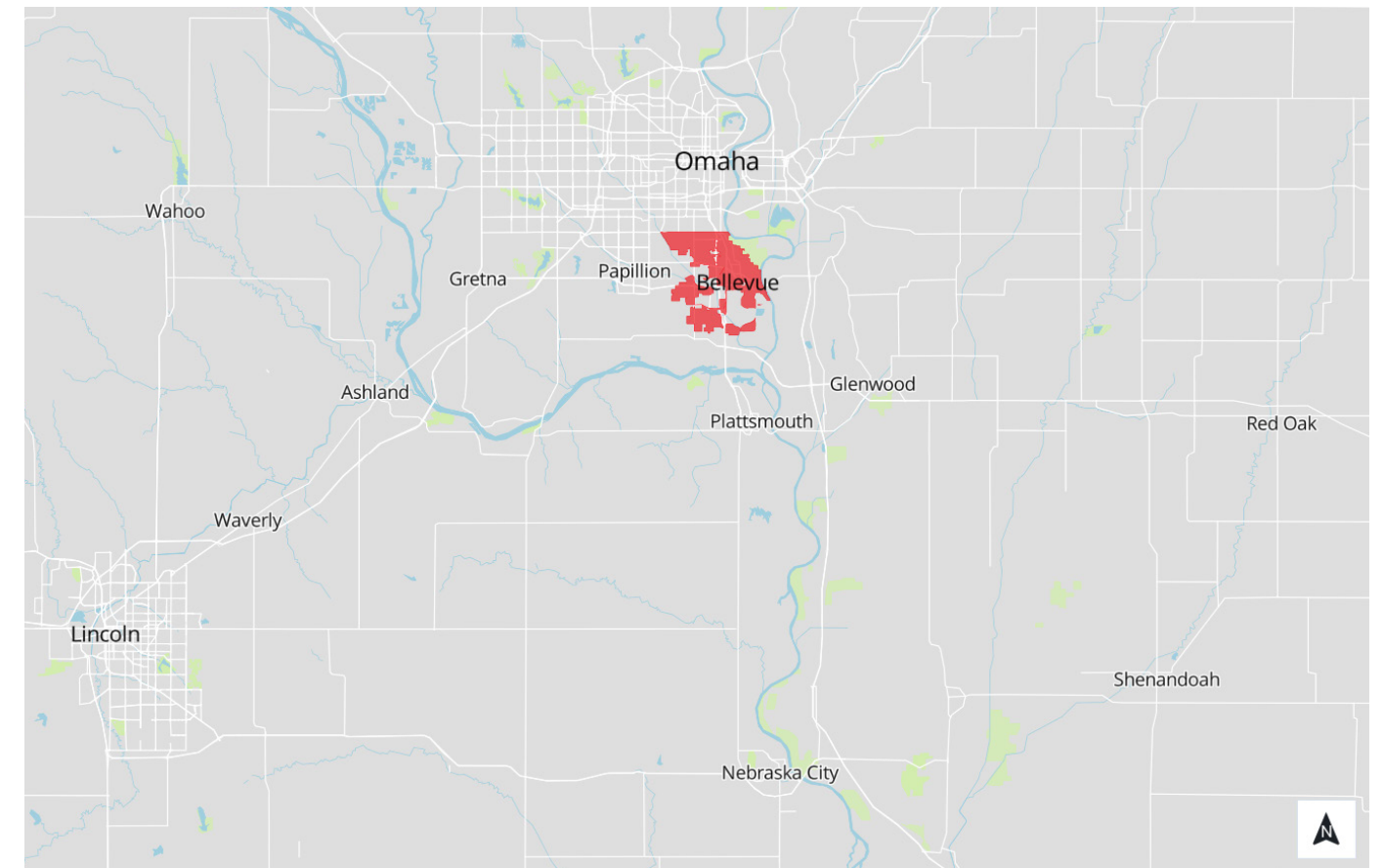


Figure 1.2 Regional Context

COMMUNITY HISTORY

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

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

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

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

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



THE WHY

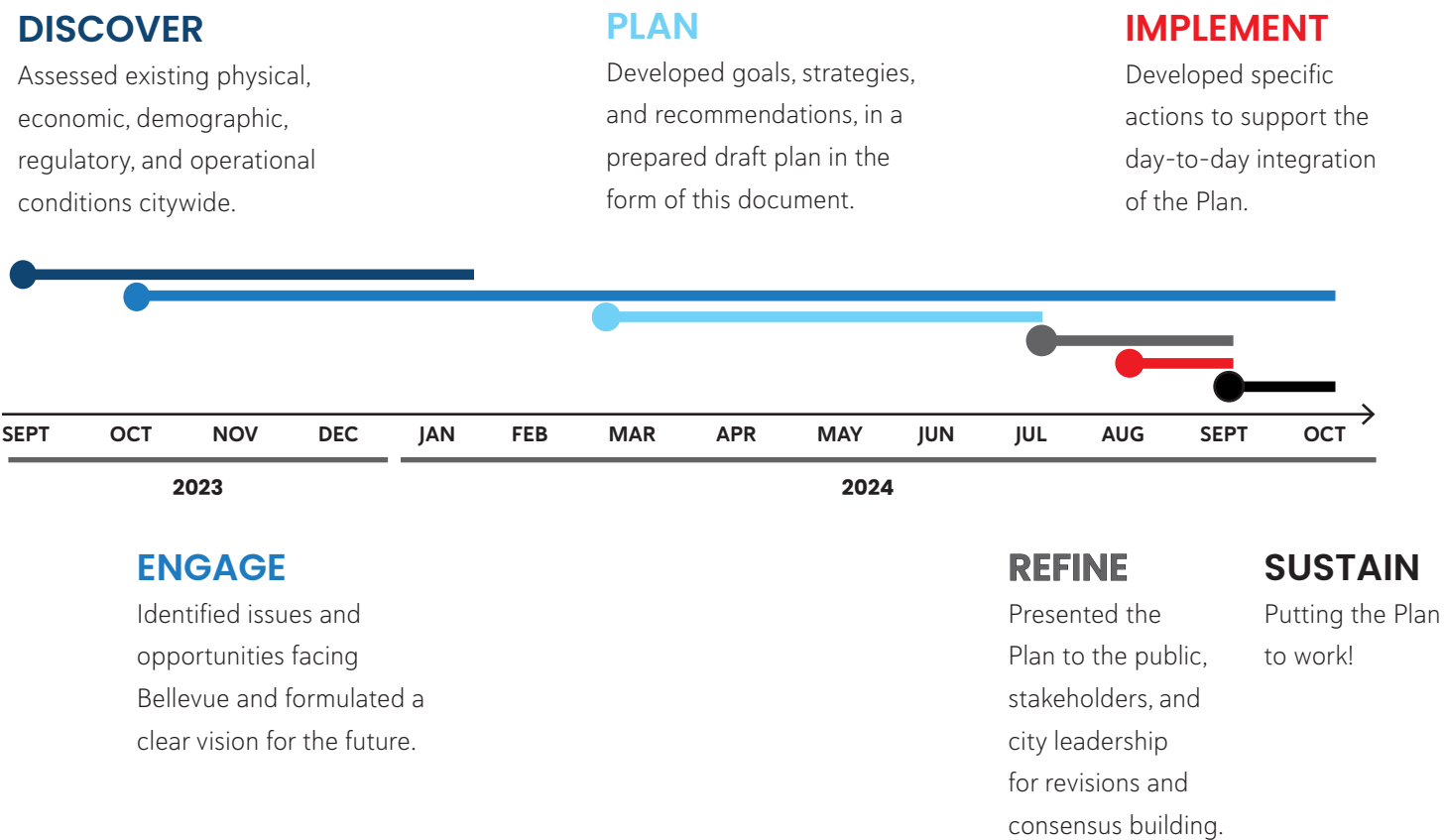
Bellevue has set out to create a clear and actionable vision for the community's future. While several plans, studies, and initiatives have taken place, Bellevue has recognized the need to pull ideas together into a unified and community-built plan for growth, investment, and mobility of the city. Rather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

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

PLANNING PROCESS

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

Figure 1.3 Planning Process



PLAN STRUCTURE

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

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

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

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

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

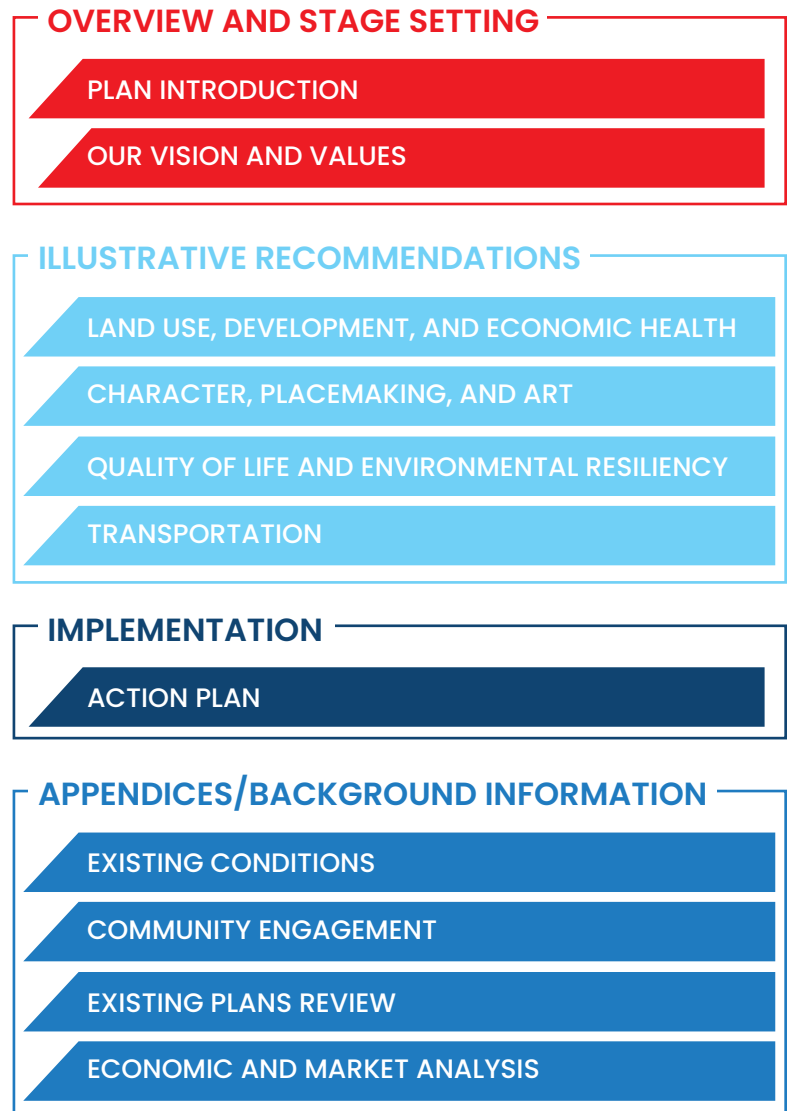


Figure 1.4 Plan Organization

HOW TO USE THIS PLAN

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

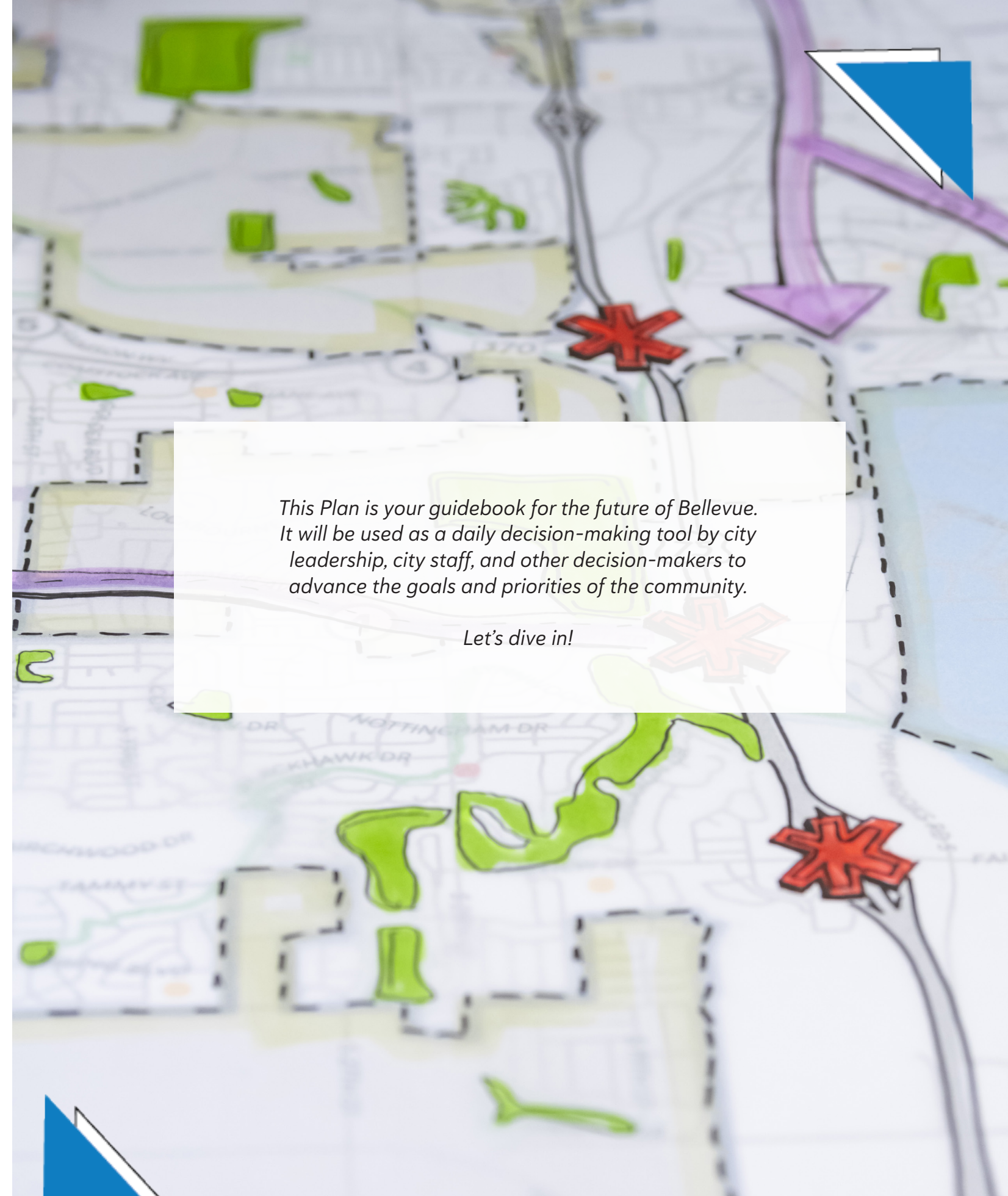
The Plan will be used to:

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

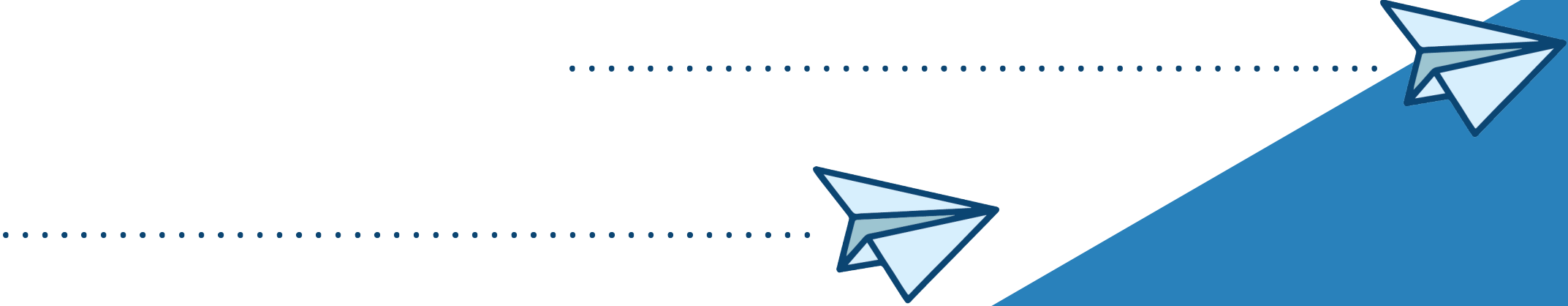
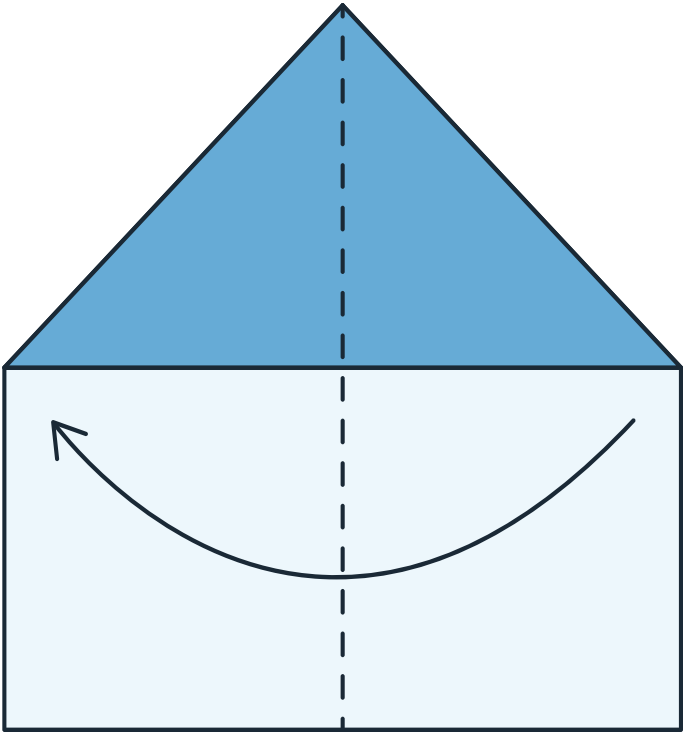
This Plan uses a variety of terms in its structure, including vision, value, goal, strategy, and action. **Figure 1.5** describes what these terms mean and how they work together.



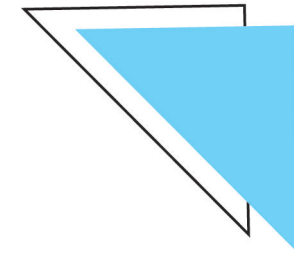
Figure 1.5 The Flow of Information



SECTION 02.



OUR VISION AND VALUES



BELLEVUE'S VISION

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

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

BELLEVUE'S VALUES

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

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

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



COMMUNITY VALUES



Family-Friendly

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



Attractiveness

Appeal and allure in physical composition and destinations.



Growth

Desirable development and expansion of community resources and presence.



Patriotism

Devotion and support for the country.



Inclusivity

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



History

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



Diversity

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



Affordability

Reasonable and accessible cost of living.

TRANSPORTATION VALUES



Connectivity

Ability to reach destinations.



Efficiency

Well organized, quick, and intuitive means of travel.



Accessibility

Ease and means of approaching destinations.



Safety

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



Diverse Modes

Multiple options for types of travel.



Maintenance

High standard of upkeep and preservation.



Easy Use

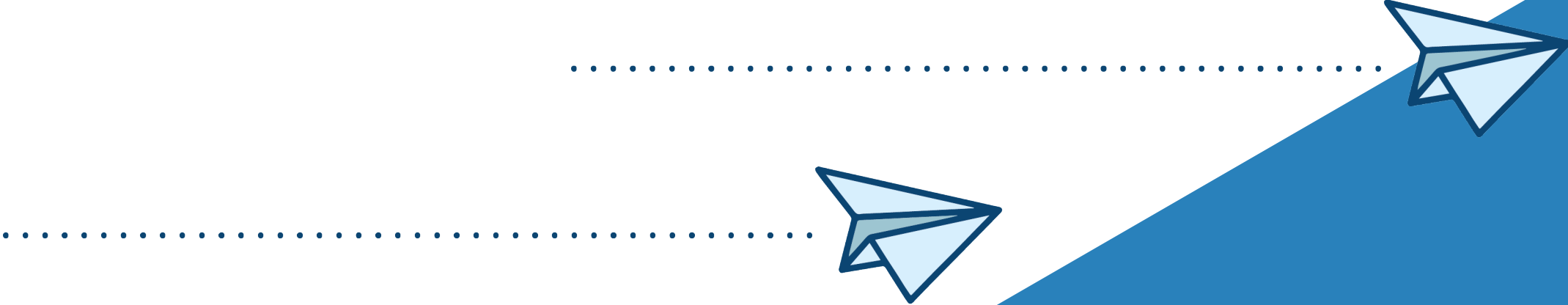
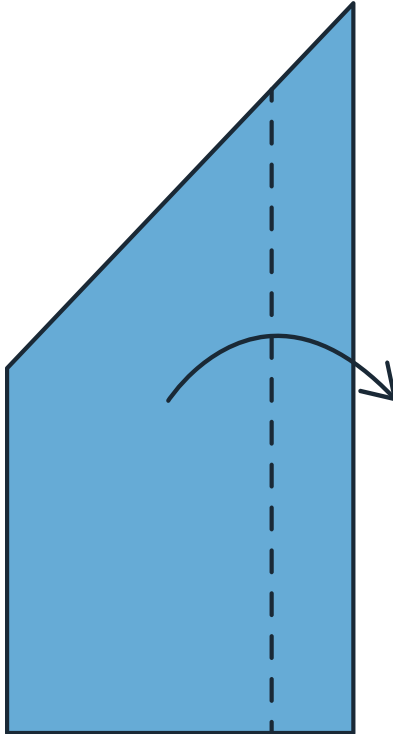
Lack of barriers or frustrations navigating mobility.

BELLEVUE'S GOALS AND STRATEGIES

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

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

SECTION 03.



LAND USE, DEVELOPMENT, AND ECONOMIC HEALTH



BIG IDEAS!

for land use, development, and economic health in Bellevue

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

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

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

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

GOALS AND STRATEGIES

for land use, development, and economic health in Bellevue



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

Strategy 1 – Cluster density strategically.

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

Strategy 2 – Concentrate neighborhood services and amenities together.

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

Strategy 3 – Coordinate with nearby agencies and institutions.

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



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

Strategy 1 – Annex key areas of the extraterritorial jurisdiction.

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

Strategy 2 – Set infrastructure requirements for new development.

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



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

Strategy 1 – Improve and enhance existing community destinations.

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

Strategy 2 – Develop destination districts.

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

Strategy 3 – Utilize Public Private Partnerships.

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



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

Strategy 1 – Remove barriers to affordable housing.

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

Strategy 2 – Support Aging in Place.

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

Strategy 3 – Promote a mixture of housing types.

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

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

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



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

Strategy 1 – Evaluate existing flood infrastructure.

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

Strategy 2 – Create a riverfront amenity area.

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

Strategy 3 – Promote environmental features as destinations.

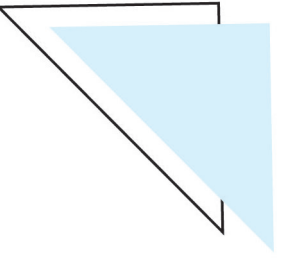
Bellevue has several natural areas that are popular recreation spots for residents, including Fontenelle Forest, the Missouri River, and Platte River. Promote recreational amenities situated in these areas through marketing efforts that aim to support the longevity of natural resources and educate the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



Goal 6 – Reinvest in Olde Towne.

Strategy 1 – Develop and adopt a downtown master plan.

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



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

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



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

Strategy 1 – Support the growth of local business.

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

Strategy 2 – Expand the retail market.

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

Strategy 3 – Capitalize on niche industries.

Capitalize on the revenue produced from Bellevue’s unique offerings and activity hubs, such as Offutt Air Force Base, Bellevue University, and Fontenelle Forest, catering to the specific needs of user groups. Consider locating student housing near attractions like Fontenelle Forest, Bellevue Hospital, or new destinations such as New Towne or The Vue. Create niche pockets that drive people to spend their time and money in Bellevue.

Strategy 4 – Increase industrial market opportunities.

Through 2045, Bellevue is forecast to support the need for 419,000 to 620,000 square feet of industrial space. Support the need for increased industrial space to accommodate this expansion, in line with the Future Land Use Framework as shown in **Figure 3.2** and the Destinations and Districts Framework shown in **Figure 3.3**. Capitalize on the interstate access of Bellevue to create a hub of industrial uses easily accessible to the region to the south from Highway 34 or Highway 75. Cluster industrial uses and ensure appropriate transitions and buffers to surrounding neighborhoods and low-density land uses.

FUTURE GROWTH

Growth should stay front of mind for Bellevue, and strategic development and annexation should take place over time.

Figure 3.1 shows priority future annexation areas and areas that should be considered alongside future growth and development. As a community situated around an Air Force base, there are additional regulations and best practices that land use and development plans must consider. Highlighted in **Figure 3.1** are Offutt Air Force Base properties, including the base itself and the housing subdivision along South 25th Street, and the Safety Military Compatibility Areas (MCA). Property located within an MCA has significant regulations on land development activities due to proximity to an active runway.

Considerations for future growth and development were developed through a thorough economic and market analysis (see Appendix C), public engagement activities (see Appendix A), and a careful examination of existing land uses and any associated regulations. The prioritized annexation areas included in this Plan are concentrated in the southwest portion of the extraterritorial jurisdiction. Priority levels have been assigned to these areas to focus and prioritize development and infrastructure activities over time.



FUTURE GROWTH FRAMEWORK



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

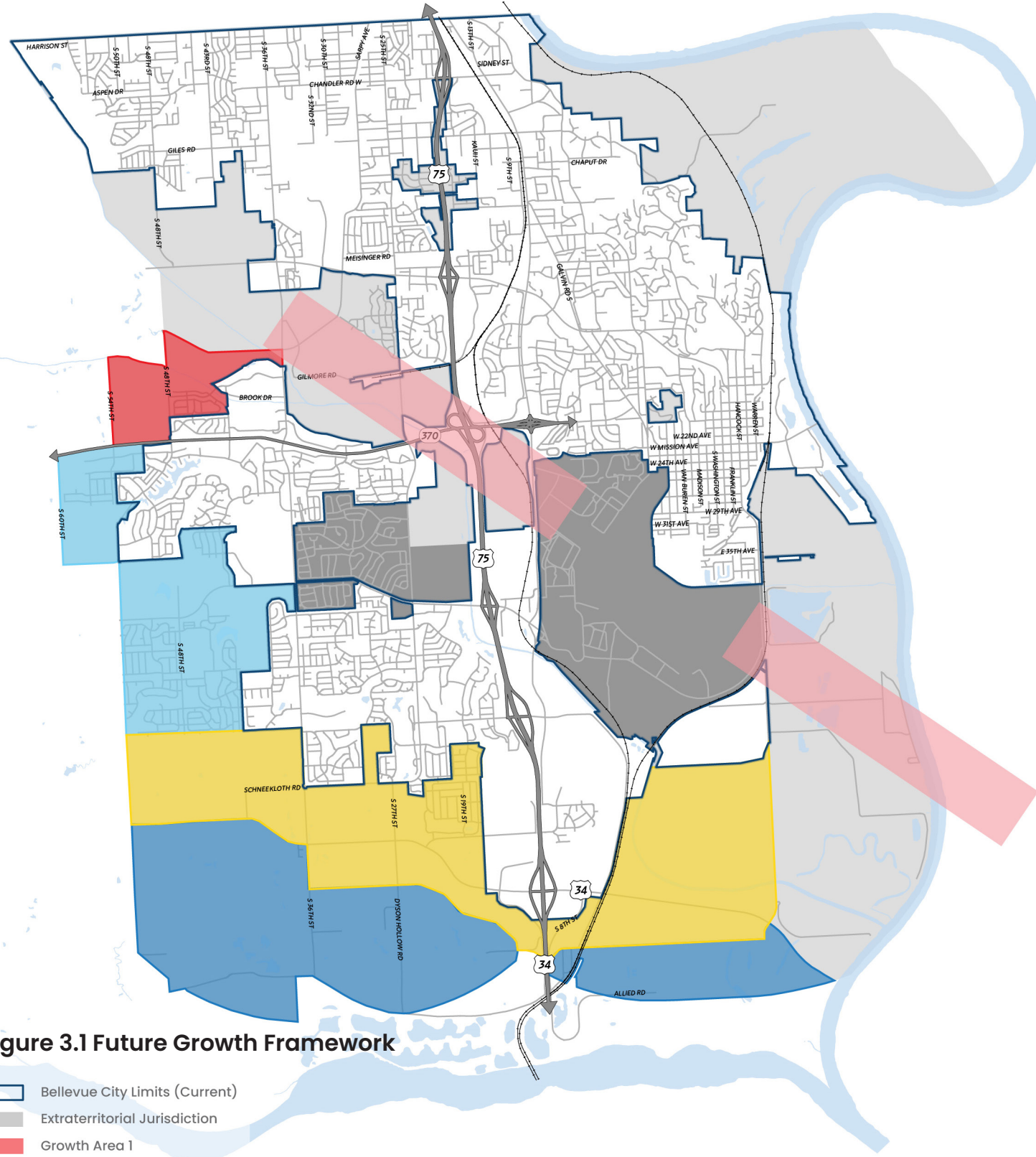


Figure 3.1 Future Growth Framework

- Bellevue City Limits (Current)
- Extraterritorial Jurisdiction
- Growth Area 1
- Growth Area 2
- Growth Area 3
- Growth Area 4
- Offutt Air Force Base Property
- Safety Military Compatibility Area (MCA)



The following areas are recommended for annexation over time:

Growth Area 1.

The highest priority area for growth and annexation is located between South 54th Street to the west, western city limits to the east, Old 48th Street to the north, and State Highway 370 to the south. Currently, this area is partially developed with residential neighborhoods and would be ideal for additional residential or infill residential development.

Growth Area 2.

The second priority area for growth and annexation is located along the southern city limits, stretching to Miller Road and La Platte Road to the south, the extraterritorial jurisdiction boundary to the west, and Harlan Lewis Road to the east. The area fully encompasses the Platteview Road/Hidden Valley Drive corridor, which has been indicated throughout the planning processes as a target area for new development. Currently, this area is largely undeveloped with some areas of residential development and commercial development along the US Highway 34 corridor. This Plan recommends single and multifamily residential development west of US Highway 75, a concentration of mixed-use development around the intersection of US Highway 75 and Hidden Valley Drive (see the New Towne area in **Figure 3.3**), and a cluster of industrial development east of US Highway 75 (see the Industry and Innovation area in **Figure 3.3**). Development should complement new mixed-use development within the city boundary with the extension and construction of new arterial and collector roadways to balance traffic flow as recommended in **Section 6**.

Growth Area 3.

The third priority annexation area is located between western city limits and the extraterritorial jurisdiction boundary further to the west, with State Highway 370 to the north, and the Cedar Grove subdivision to the south. Pockets of this area are currently being developed as residential neighborhoods. Future land use recommendations in this Plan per **Figure 3.2** highlight this area as an ideal location for low to medium-density single and multifamily residential development. While this should be the primary land use, pockets of commercial and mixed-use development are encouraged in these areas to create a more balanced community with walkable destinations in reach of residential areas.

Growth Area 4.

The fourth priority annexation area is located in the southernmost part of the extraterritorial jurisdiction, south of Miller Road on the west side and south of La Platte Road on the east side. Existing development to the west of US Highway 34 includes pockets of large lot residential development and clusters of commercial and light industrial uses. Areas east of the highway include industrial uses and open space. Areas of dense vegetation are to the south, especially near the Platte River and in floodplain. While there are no specific recommendations for future land use of or development in this area in this Plan, future development should complement surrounding development, align with Bellevue's vision, and consider the environmental factors at play.

Growth Considerations

A key strategy to guide compatible development and activities without over-regulation is the establishment of several Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The Offutt AFB MCAOD is an area that incorporates all of the MCAs. The MCAs were designated to:

- Promote an orderly transition between community and military land uses to ensure land use compatibility
- Protect public health, safety, and welfare
- Maintain operational capabilities of military installations and areas
- Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes
- Establish compatibility requirements within the five designated areas within the MCAOD

The MCAs include:

- Military Compatibility Area Overlay District (MCAOD)
- Clear Zone / Air Installation Compatible Use Zone (AICUZ)
- Accident Potential Zone I (APZ I)
- Accident Potential Zone II (APZ II)
- Noise Contour MCA
- Imaginary Surfaces MCA
- Bird/Wildlife Air Strike (BASH MCA)

The majority of Bellevue's land area is impacted by at least one of these MCAs. As Bellevue evaluates its future growth, these restrictions must be evaluated and considered. The city must be opportunistic in its approach to development, identifying suitable and desirable steps toward growth that align with these considerations.

Density and Development

As Bellevue continues to grow, it will encounter the opportunity or need for more dense development or redevelopment, both within and surrounding city limits. Done well, density creates economic opportunity, housing variety, walkability, connectivity, focuses cost for infrastructure extensions, and provides opportunities for more mobility options. New density in Bellevue can create an environment that is interconnected, has a strong character or sense of place, and offers a variety of attractions and services.

Density should be present in major destination areas and major corridors such as Fort Crook Road, Galvin Road, Capehart Road, Highway 370, Cornhusker Road, Platteview Road, South 36th Street south of Highway 370, and South 25th Street south of Highway 370. These corridors should grow and densify over time with appropriate development including various housing types and both commercial and entertainment options that enhances the community and advance its vision and values.

As Bellevue experiences development and gets closer to being landlocked, the city will experience indirect changes to city taxes including additional sales tax revenue from entertainment and tourism created by more concentrated economic activity and an increase in overall property taxes from additional residences constructed. Economic diversification will create investment and changes to both the infrastructure and placemaking needs as well as overall revenue coming into the city.



FUTURE LAND USE

As a community grows and evolves, land use must be approached with strategy and care. While many elements contribute to the look and feel of a community, land use is arguably the most influential. The future land use framework is illustrated in **Figure 3.2**. This framework plan presents recommendations for land use to be established or reinforced through growth, preservation, and development in Bellevue. Future land uses defined on the following pages inform all other recommendations in this Plan and play a vital role in guiding public investment, creating a vibrant community, and establishing appropriate transitions from lower to higher intensity uses.

Future land use recommendations generally follow current land use patterns. Residential development is currently concentrated in the northern and western portions of the city, with future residential areas recommended in the western portion of the ETJ designated for future annexation. Commercial areas are along major corridors, reflecting existing commerce hubs. While parks and recreation were frequently mentioned as important community assets, community members expressed that the priority should be maintenance and improvement of current parklands rather than developing new areas. Except a recommended park area designated northwest of State Highway 370, the Daniell Farm Property near 40th/Capehart, and US Highway 75 between Papillion Creek, all other recommended park areas are existing parklands.

Changes from current land use patterns reflect the priorities developed during public engagement efforts and the findings of the economic and market analysis (see Appendix C). Mixed-use development was frequently identified as a desired future land use, as it offers flexibility and variety in the function and feel of future development. Mixed-use allows for the opportunity to create destination areas for entertainment and retail alongside medium to high-density residential areas. Industrial development was also highlighted as a desired future land use, especially in the southeastern area of the ETJ. Existing industrial development in the area should be expanded upon to capitalize on its proximity to major transportation hubs. Key changes to note from current land use patterns include:

- New industrial development in the southeast;
- New mixed-use development in the west;
- New mixed-use transit-oriented development near Bellevue University; and
- New mixed-use and commercial development in the south.

Future land use categories shown on the framework map in **Figure 3.2** and are described in greater detail as follows.

FUTURE LAND USE FRAMEWORK

0' 3,125' 6,250' 9,375' 12,500'
 1-inch
 NORTH
 Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

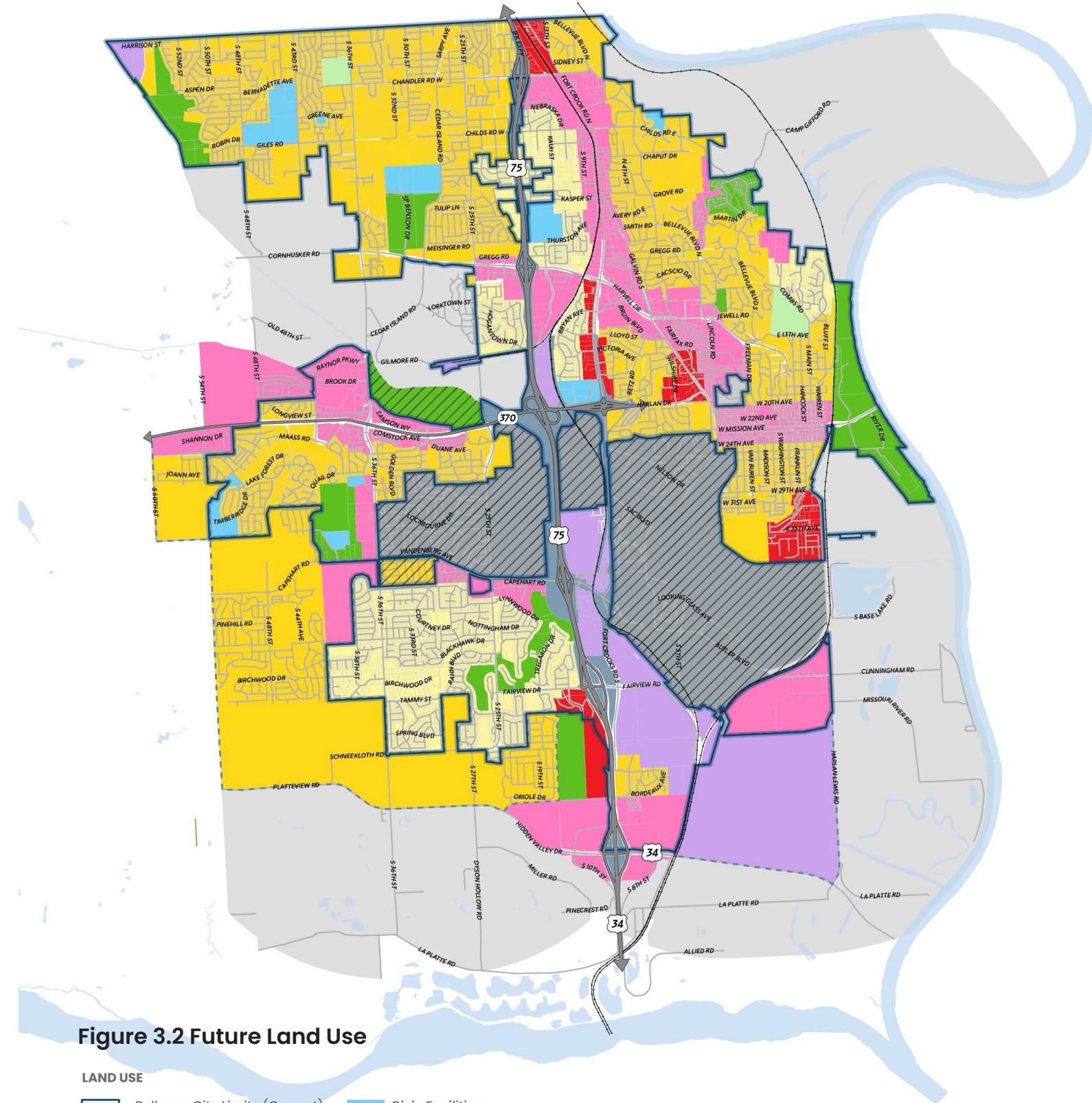


Figure 3.2 Future Land Use

LAND USE	
	Bellevue City Limits (Current)
	Annexation Area
	ETJ Area to Remain
	Open Space
	Parks and Recreation
	Single Family Residential
	Single and Multifamily Residential
	Civic Facilities
	Commercial
	Industrial
	Mixed Use
	Transportation/Utilities
	Offutt Air Force Base Property



Open Space

Areas designated as open space are intended to be left undeveloped and are strategically located in areas where future development is not practical, possible, or desirable. Areas directly adjacent to Offutt Air Force Base should be left as open space to remain compliant with Safety Military Compatibility Area regulations, which prohibit or strictly limit development within a certain distance of the runway. Open space areas can also be strategically placed to act as natural buffer zones and wetland areas to help mitigate stormwater and flooding.



Multifamily Residential

Multifamily residential areas are intended for medium- to high-density neighborhoods with a variety of housing types. While single family dwellings may fit in this category, there should be a particular emphasis on attached housing units, such as duplexes or triplexes, townhomes, or low-rise apartment buildings. Higher density housing development is preferred near community amenities, civic facilities, and commercial areas. New development should prioritize sidewalks and multimodal connectivity as much as possible. Additionally, clustered residential communities may consider neighborhood-scale parks and green spaces.



Single Family Residential

The single family residential designation is intended for low- to medium-density neighborhoods with detached single family dwelling units on separate lots. Parks may also be developed in these areas, including neighborhood parks and other small outdoor community spaces. New residential developments should prioritize sidewalks and multimodal connectivity as much as possible, allowing for safe transportation options to nearby amenities and civic facilities. Note that Single Family Residential and Multifamily Residential are shown together on **Figure 3.2**. This represents a community need and desire expressed throughout the planning process to integrate additional multifamily housing and weave different residential land uses and densities more closely together.



Civic Facilities

Civic facilities have a public or community focused intent but are not public utilities or parks/recreation facilities. This includes City or County buildings, schools, libraries, cemeteries, public safety facilities, hospitals, et cetera. Site and size requirements depend on the intended use within the broader category. Civic facilities should be in easily accessible areas and prioritize multimodal connections when possible.

Parks and Recreation

Parks and recreation facilities are important community assets and should be strategically placed throughout the community in proximity to neighborhoods and schools. Areas designated for parks and recreation are intended for either public or private parklands and may include structures related to recreational uses, such as community centers, aquatic facilities, indoor facilities, and maintenance buildings.



Commercial

The Commercial designation includes retail, services, restaurants, offices, and other non-industrial and commerce-based businesses. This land use category is intended to support smaller to mid-size commercial development, typically what is found within a Neighborhood Commercial land use category. Development size can range widely based on site restrictions and market demand. Commercial sites should complement surrounding development and prioritize walkability and connectivity. Critical considerations include access, visibility, topography, parking, infrastructure, proximity to customers, and transportation. Commercial uses (along with mixed-use) should be the primary land use clustered along high-traffic corridors and neighborhood-scale commercial uses should be woven into residential areas to promote walkability and accessibility.



Transportation/ Utilities

Transportation/utilities areas are dedicated to the operation and maintenance of vital infrastructure systems that support the city. This designation includes undevelopable land associated with highways and other transportation resources.



Offutt Air Force Base Property

Land that is owned and managed by Offutt Air Force Base, not subject to City of Bellevue land use planning.



Industrial

Industrial uses are intended for businesses that are focused on manufacturing, assembly, storage, warehousing, distribution, research and development, technology, raw materials handling and storage, outdoor storage and handling, repair and maintenance, and waste management. Industrial uses serve as important employment centers and help diversify the city's tax base. Light industrial and Flex uses such as food production, electronics, and textile manufacturing are also appropriate here. Critical considerations to successful industrial development include community health and safety, market demands, availability, access to transportation, access to workforce, access to utilities and infrastructure, site development needs, and lot size.



Mixed-Use

Mixed-use areas are intended for a mixture of uses, like a master-planned development. Mixed-use development should include a variety of uses such as commercial, office, civic, residential, and parks/open space. Mixed use areas should generally be walkable and diverse. This use may include a variety of densities, though large sections of mixed-use should invite a greater degree of density. Larger commercial uses that typically fall within a community/regional commercial land use are appropriate here. The mixture can be horizontal, vertical, or hybrid mixed-use, meaning:

- **Horizontal mixed-use.** This mixed-use style features side-by-side uses, such as a retail building next to multifamily living. Each use is on its own respective site with shared parking, pedestrian connectivity, and overall site design or aesthetic.
- **Vertical mixed-use.** This mixed-use style refers to stacked uses, such as ground floor retail with second floor office and third and fourth floor living units.
- **Hybrid mixed-use.** This represents a blend of both horizontal and vertical mixed-use.

Mixed-use allows for a flexibility of uses that fit the market and the area while unifying those elements and providing shared amenities. The mixed-use type provides the opportunity to create a critical mass of people, employment, and service needs in the location while sharing infrastructure, transportation, parking, and a unique user experience. Several mixed-use areas are designated on the future land use map as destinations and described in greater detail in the following section.





CREATING DESTINATIONS AND DISTRICTS

Beyond curating a desirable mixture of land uses that meet community needs, Bellevue must consider its broader appeal in terms of destination areas that attract visitors and residents alike. Destination areas or districts are critical economic engines that drive the fiscal health of a community and reinforce Bellevue's identity and character.

Specific areas have been identified as either existing or potential destinations and districts within the community. While some of these areas are existing assets that should be further leveraged or invested in, others are new or recommended destinations or districts that should be developed over time to add to the diversity and intrigue of the community. The destinations and districts framework shown in **Figure 3.3** considers both existing and future development areas. These generally represent the areas in which Bellevue should make a commitment to invest, protect, curate, or enhance. This will require intentional planning, master planning, partnerships, and investment to accomplish, as the creation of vibrant attractions and districts is rarely accomplished by chance.

DESTINATIONS AND DISTRICTS FRAMEWORK

0' 3,125' 6,250' 9,375' 12,500'
1-inch
NORTH
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

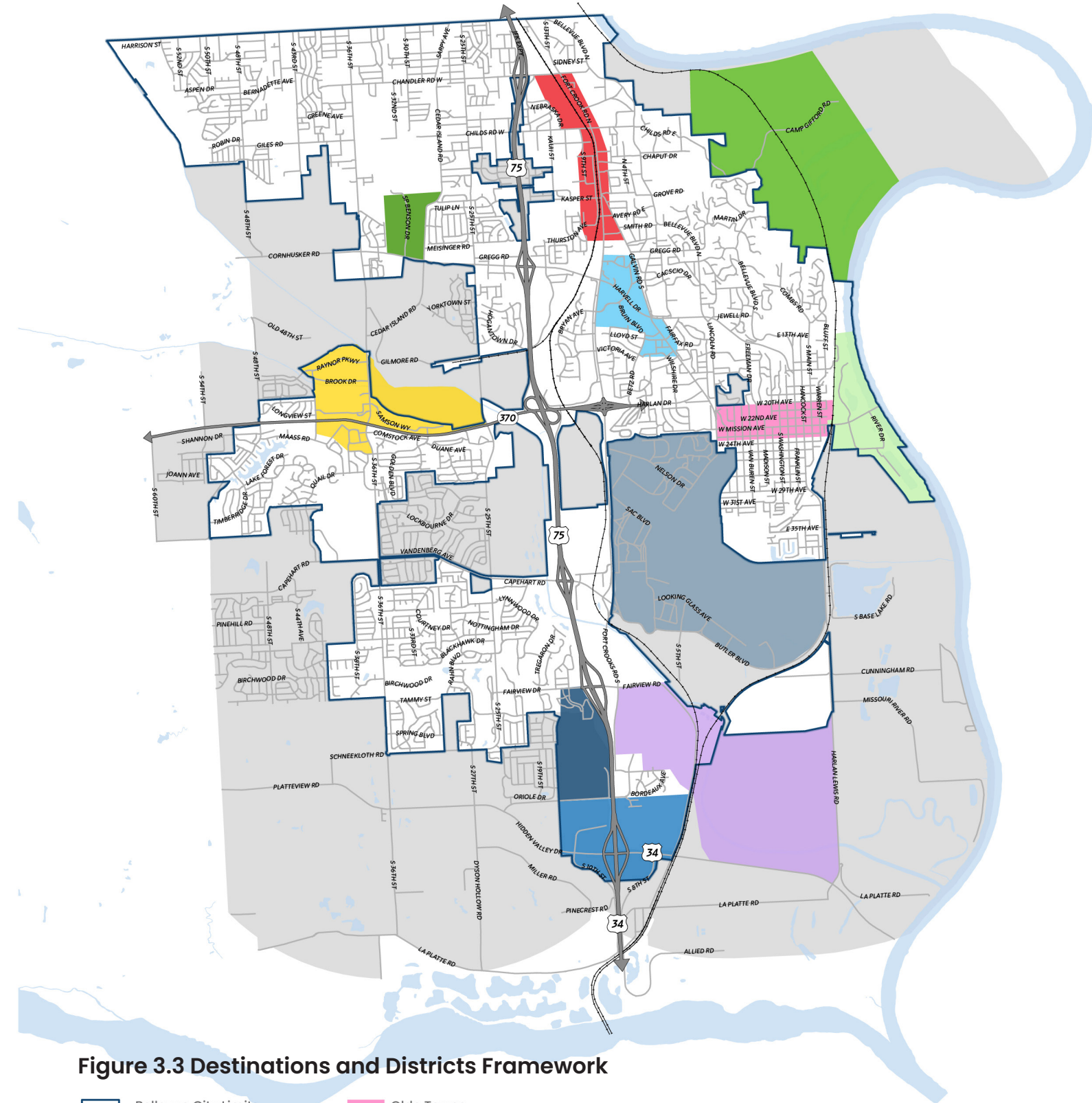


Figure 3.3 Destinations and Districts Framework

- Bellevue City Limits
- Extraterritorial Jurisdiction
- Fort Crook Commercial
- Fontenelle Forest
- Swanson Park
- University Village
- The Vue
- Olde Towne
- The Riverfront
- Offutt Air Force Base
- Sports Village
- Industry and Innovation District
- New Towne





A Community-Focused Approach to Creating Destinations

During public engagement activities, members of the community were asked to identify areas that should be considered for redevelopment and infill. Frequently noted answers included the following:

- Reactivating Olde Towne with enhanced commercial and restaurant offerings, streetscaping, and infill development;
- Economic development, streetscaping, infill development, and bolstering commercial offerings along the Fort Crook Road corridor;
- Aesthetic improvements to the Platteview Road corridor as the city continues to develop to the south; and
- Continuing to bolster industrial development in the southeast along the US Highway 34 corridor.

When the community was asked to identify areas suited for future development, repeated locations included the following:

- Developing South Bellevue, especially surrounding the intersection of Platteview Road/Hidden Valley Drive and US Highway 34;
- Attracting industrial development along the Harlan Lewis Road corridor;
- Targeting sites along State Highway 370 for commercial and entertainment attractions;
- Creating an amenity area along the Riverfront.

When asked about what specific types of development were desired in Bellevue, the following uses were repeated most often:

- Entertainment destinations
- Mixed-use areas
- Sports complex
- Unique shopping experiences
- Diverse housing developments

Community input, along with the strategic development of the future growth and future land use frameworks, led to the identification of community destinations and districts, shown on the map in **Figure 3.3**. The vision for each area is described as follows.

Swanson Park

Swanson Park is an existing park that is a favorite destination for Bellevue families, conveniently located along Cornhusker Road near residential communities. This park should be invested in and strategically planned to become more of a recreational destination and community anchor. Equipment and facilities should be updated, and the park should continue to be well-maintained and programmed to create longevity and appeal.

Fontenelle Forest

Fontenelle Forest is an existing nature preserve, popular recreational amenity, and important environmental resource for the larger Omaha metropolitan area. The city supports and promotes the preservation and considers potential impacts to this resource alongside future development decisions. Bellevue should continue to leverage Fontenelle Forest as an anchor and a point of pride, promoting and marketing it regionally as a destination within Bellevue.

Offutt Air Force Base

Offutt Air Force Base is the Air Force Base (AFB) that has been historically intertwined with the development of Bellevue. Since the 1890s, the base has attracted new residents from near and far who have contributed to the city's national and global influence. The city regularly coordinates with the AFB to align future growth and development and seeks to make decisions that are mutually beneficial. Bellevue should continue to see the AFB as a destination for Bellevue, looking for opportunities to integrate its personnel into the local community to generate economic activity, retain people over time, and expand the influence and reputation of the city. AFB staff members and personnel must experience both social and physical connectivity to Bellevue, and the city should continue to prioritize the health and maintenance of its relationship with AFB decision-makers and leadership.

Industry and Innovation District

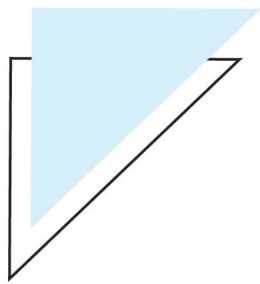
This district is an opportunity to build upon existing development and community needs through the establishment of a hub for light and heavy industry. This district will reside on the southeast part of Bellevue and will be a catalyst for economic activity, innovation, and employment.

New Towne

New Towne is a new opportunity, already in the works with the design of a waterpark and related development, for an exciting and diverse entertainment destination in south Bellevue. This area will be a local and regional destination, attracting families and travelers from throughout the Midwest. New Towne will become a significant cultural anchor and economic engine for Bellevue. A master plan should be developed to consider the market demand, identify a unique niche and suitable uses, and curate a striking design that will serve Bellevue's best interests.

University Village

This is the vision for a dynamic mixed-use, transit-oriented development center surrounding Bellevue University. Students traveling to campus by car or by transit can enjoy the convenience of having easily accessible cafes, grab-and-go restaurants, small-scale retail, gyms, health facilities, and service-type uses. By creating a vibrant destination district around the university, Bellevue can promote a dynamic and enjoyable student experience that may increase recruitment and retention of students and young professionals, furthering the diversity and appeal of Bellevue as a whole.



Sports Village

Sports Village is a unique opportunity for new mixed-use development focused on sports and recreation, offering a variety of playing fields, recreational amenities, and commercial offerings. Adjacent to New Towne, the Sports Village can build off the momentum and investment in the area to create a family-oriented destination for tournaments, athletic events, and individual enjoyment throughout the year. This area will fill a unique gap in the region, preventing those in the larger Omaha metropolitan area from needing to travel significant distances for tournaments and games, while attracting regional and state-wide events. The Sports Village will offer hotels, amenities, restaurants, and other offerings to complete the experience.



Figure 3.4 depicts the vision and a potential concept for the Sports Village district, including soccer fields, tennis courts, baseball fields, indoor sports areas, water features, walking paths, residential areas, and connectivity to the surrounding area.



Figure 3.4 Sports Village Concept



The Vue

The Vue is a new opportunity to create vibrant mixed-use development that mirrors the intent and functionality of Aksarben Village (in Omaha), while capturing the character and needs of Bellevue. This local anchor could become the dining and entertainment hub of Bellevue, offering a diverse and lively experience in a modern, beautiful space. The Vue should be regularly programmed with events such as concerts, festivals, and pop-up markets. A master plan should be developed in partnership with the community to envision the future of this area.

Figure 3.5 The Vue Concept

Figure 3.5 depicts the vision and a potential concept for The Vue district, including mixed-use spaces, places of residence, parks and public plazas, dining and entertainment destinations, creative mobility and connectivity to surrounding areas.



Olde Towne

Olde Towne is Bellevue’s historic downtown. While Olde Towne is a beloved remnant of local heritage, it needs significant reinvestment to promote new businesses, restaurants, and attractions. Serving as Bellevue’s most stark reminder of its impressive history, Olde Towne has the potential to be a landmark destination and unique attraction, not just locally, but regionally. Olde Towne is a hidden gem that Bellevue must take intentional steps to bring to life through enhancements to the public right-of-way, intentional economic development strategies, placemaking efforts, and partnerships with the local business community. A downtown master plan should be developed with the community to identify the vision for this district and next steps to bring it back to life.

Figure 3.6 Olde Towne Revitalization Concept

Figure 3.6 depicts the vision and a potential concept for the Olde Towne district, including vibrant outdoor seating, shade structures, multimodal corridors, revitalized commercial areas, and placemaking elements such as branded wayfinding and streetlights.



The Riverfront

The Riverfront is the existing land just east of Olde Towne, adjacent to the Missouri River. While this land is currently undeveloped, it presents the opportunity to create a hub for outdoor enthusiasts of all types, offering a variety of recreational amenities and scenic areas to gather and play. While vertical development is not recommended at this time, the Riverfront should be invested in as a local destination with outdoor programming, public seating, string lights, public restrooms, interactive public art, food trucks, live music, and walkways that attract those inclined to spend time outdoors. Eventually, the Riverfront should become an extension of the success of Olde Towne, resulting in an all-inclusive destination that connects the shopping, dining, and entertainment experience to the lively Bellevue riverfront.

Figure 3.7 The Riverfront Concept

Figure 3.7 depicts the vision and a potential concept for The Riverfront district, including food trucks, outdoor seating, lighting, trash receptacles, bollards, shade features, and a multimodal path.

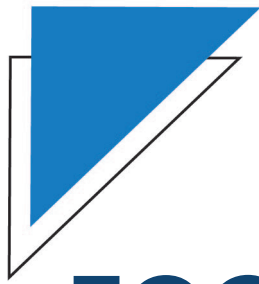


Fort Crook Corridor

Fort Crook Commercial is an existing commercial corridor that should be enhanced as a diverse mixed-use destination and social hub, home to commercial, residential, entertainment, and recreational uses. Fort Crook Road should be aesthetically enhanced through streetscape improvements and placemaking elements that work together to create a vibrant, walkable environment. New mixed-use development should bolster commercial offerings and provide community gathering areas. Streetscape improvements include vehicular access drive consolidation, pedestrian transportation and safety features, and robust sustainable landscaping.

Figure 3.8 Fort Crook Commercial Corridor Concept

Figure 3.8 depicts the vision and a potential concept for the Fort Crook Corridor district, including a linear park with landscaping, outdoor seating, and public art, as well as new, mixed-use development on the other side of the street, safety features, wayfinding, and branded monumentation.



ECONOMIC HEALTH AND VITALITY

To continue to strengthen, diversify, and grow Bellevue's economy, a balance must be struck between residential and non-residential development. Bellevue must actively pursue opportunities to **revitalize underutilized commercial centers, attract new business, and encourage private investment.** Increasing the variety and caliber of retail offerings should be a priority, especially along major transportation corridors and in Olde Towne.

Future development, especially in annexed areas of the extraterritorial jurisdiction, must consider utility and transportation infrastructure to ensure the area receives the same **quality of city services.** It is strongly recommended that the city consider **development improvement requirements for infrastructure** to help alleviate development costs.

While developing key areas throughout the city and in future annexation areas are an important aspect to boosting economic vitality, completing improvement projects and redevelopment efforts for existing development should be a priority. **Bridging the gap between the old and new** and celebrating Bellevue's historic legacy will be a source of pride for existing residents and an opportunity to market to new residents and visitors.

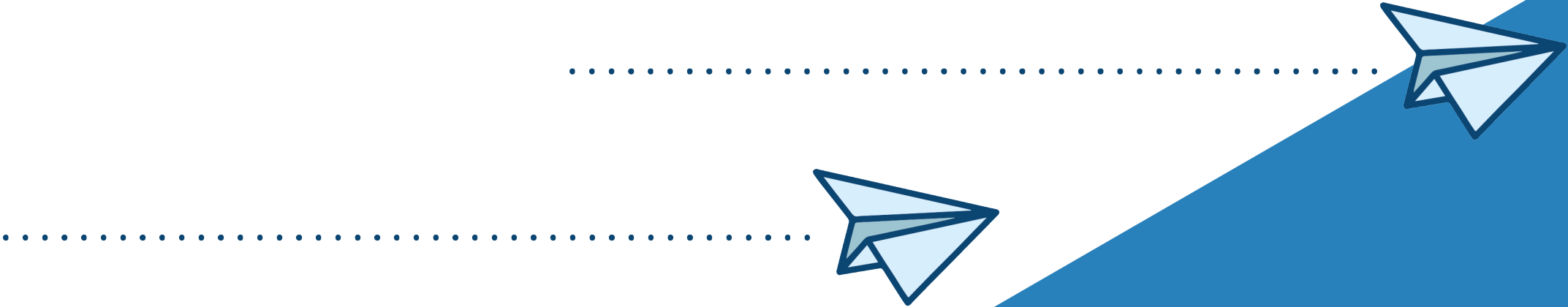
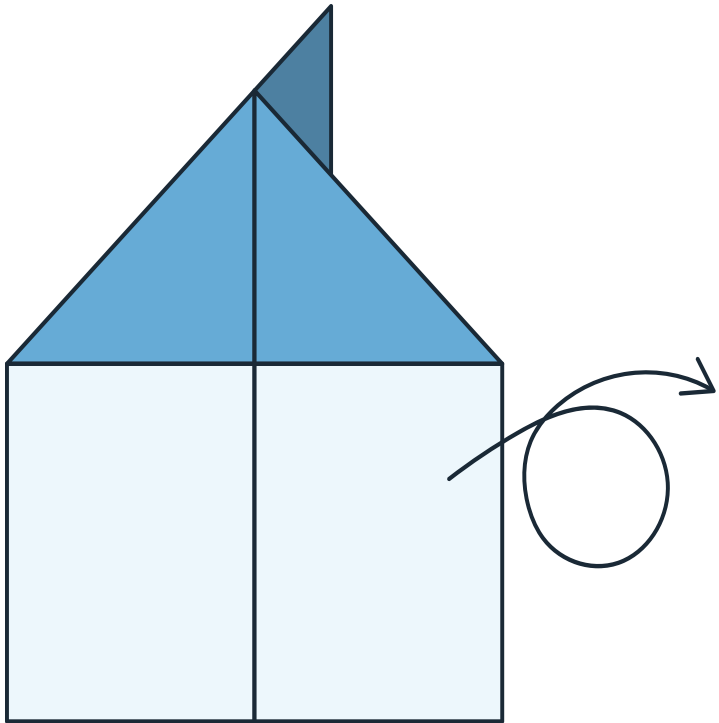
As destinations and districts are desired, Bellevue should consider the creation of **district master plans** to guide the vision for future development in key pockets of the city. Districts should be born from intentional design, public engagement, and partnership rather than individual inclination or by chance.

The commercial market should **reflect the uniqueness of Bellevue** to promote a sense of place and vibrancy throughout the community. Commercial business owners and property owners should be encouraged to prioritize self-expression through their crafts or physical spaces, resulting in an array of unique and Bellevue-specific destinations that work together to create a sense of place. Unique restaurants, boutiques, cafes, and studios should be visible throughout the community. Existing destinations, including Olde Towne, Fontenelle Forest, and the Riverfront, should be prioritized for reinvestment, support, and promotion.

Intentional **branding, marketing, and promotional efforts** should be taken to create awareness and excitement for both existing and future destinations. Programming should be focused on the best things that Bellevue has to offer, leveraging existing momentum and attraction to further the appeal of visiting and living in Bellevue.



SECTION 04.



CHARACTER PLACEMAKING, AND ART

CREATING A STRONG SENSE OF PLACE

BEAUTIFUL STREETSCAPES & LANDSCAPES



enhance COMMUNITY AESTHETICS

Public Art, Murals, Statues, & Media

VISIBLE community identity



GATEWAYS

UNIFIED community brand

SPURRING Economic Development, beautification, + QUALITY OF LIFE



BIG IDEAS FOR:

Character, Placemaking, & Art

bringing PUBLIC SPACES to life



Investing IN NEW & EXISTING Destinations

BIG IDEAS!

for character, placemaking, and art in Bellevue

In the future, Bellevue's identity and public spaces will be characterized by intentional care for community brand, public art, beautiful streetscapes and landscapes, site furnishings, and gateways. These things work together to create a visible community standard and identity that is aesthetically appealing and unique to Bellevue.

An updated and unified community brand and visual identity will be established and leveraged strategically through wayfinding signage, gateways, murals, statues, media, and more. It will permeate Bellevue's physical and digital spaces.

The city will invest in the development of specific design standards for private spaces to enhance community aesthetics. The city will also invest in public improvements such as landscaping and streetscape enhancements, especially within the identified destinations and districts identified in **Section 3**: Land Use, Development, and Economic Health. Investment in public spaces will further community investment and work in tandem with economic development strategies to spur economic development, beautification, and quality of life in Bellevue.

GOALS AND STRATEGIES

for character, placemaking, and art in Bellevue



Goal 1 – Establish a unique and identifiable community brand.

Strategy 1 – Leverage an effective community brand, accompanied by branding resources.

Promote Bellevue's history, personality, and sense of community through an established brand. Much more than a logo, a brand is the essence of a place, distilled into a recognizable visual identity. Branding efforts and resources help to ensure that all communication and information from the city is cohesive in appearance, message, and tone. Building off of or replacing the recent community branding effort, guidelines should be developed to direct how the community brand and visual identity is integrated into placemaking elements, signage, and other material around the community to further promote the brand.

Strategy 2 – Celebrate Bellevue history.

Create awareness of Bellevue's status as the oldest city in the State of Nebraska by incorporating history into branding and placemaking elements. This may include physical elements, such as place markers and signage, or media elements such as historic photographs, storytelling collections, and other means of community interaction.

Strategy 3 – Reinforce the established community vision, values, and brand through the public realm.

Look for opportunities to further Bellevue's sense of place through elements such as public signage, gateways, statues, murals, landmarks, plaques, and other means. These elements should work together to tell a story and create an inviting and recognizable environment that keeps people coming back.



Goal 2 – Cultivate enjoyable and attractive public spaces that enhance community aesthetics and sense of place.

Strategy 1 – Evaluate code enforcement efforts.

Review the City Code and the approach to enforcement of that code to ensure they appropriately align with the community vision and promotion of the desired look and feel of the community. Evaluate the current code enforcement performance and capacity of staff to identify opportunities for improvement.

Strategy 2 – Develop a minimum standard of care for landscaping and parks.

Ensure quality city park maintenance and landscaping on City-owned property by setting a minimum standard of care. Develop regulatory language on maintenance procedures. Evaluate current staff member performance and capacity to identify opportunities for improvement.

Strategy 3 – Incorporate landscaping along key streetscape enhancement corridors.

Where possible, add planting areas in the right-of-way of major corridors, especially in priority areas indicated in **Figure 4.1** Placemaking and Aesthetic Framework. Consider adding landscape beds into transportation infrastructure elements, such as medians and pedestrian islands, to soften the roadway and add natural visual buffers. Prioritize the use of native plants and drought resistant to naturally manage stormwater and support pollinator populations.

Strategy 4 – Enhance key corridors with streetscape elements.

Initiate streetscape enhancements along the key corridors recommended in **Figure 4.1** Placemaking and Aesthetic Framework.

Strategy 5 – Develop design guidelines for streetscape enhancements, signage, and gateway elements.

Design guidelines will help create a cohesive visual aesthetic throughout the city. The guidelines should include streetscape enhancements, gateway element designs, wayfinding and other signage design elements in a variety of application types to establish a sense of place through design.

Strategy 6 – Add gateway elements to create a sense of arrival at key entry points and nodes.

Place primary and secondary gateway elements at the key locations indicated in **Figure 4.1** Placemaking and Aesthetic Framework. Follow established design guidelines to promote visual cohesion among the elements.

Strategy 7 – Start a community-wide public mural program.

Murals are excellent ways of incorporating art onto existing buildings and infrastructure. Consider initiating a community-wide mural program to create visual appeal and interest in public spaces.

Strategy 8 – Commission personalized community art pieces.

Commission local artists to create public art that is unique to Bellevue. Artists may use city branding guidelines, historic resources, or natural surroundings as sources of inspiration depending on the desired location and function of art pieces. Art should be strategically integrated into the community, widely promoted through city communications as a part of a wider array of Bellevue attractions. Sculptures and statues are recommended to be placed in highly visible locations.



Goal 3 – Guide the creation of modern, functional, and aesthetically pleasing private properties.

Strategy 1 – Preserve the existing housing stock.

Support the retention and rehabilitation of existing housing stock as a core component of the affordable and attainable housing supply in the region. Explore programs aimed at home repairs.

Strategy 2 – Create neighborhood stabilization and revitalization strategies.

Work with residents and property owners in neighborhoods experiencing signs of distress to promote stabilization and revitalization and assist at-risk populations. Prioritize infrastructure improvements (e.g., sidewalks, shared use paths, storm drainage, etc.) and other neighborhood enhancements that address safety, connectivity, and other quality of life considerations.

Strategy 3 – Establish modern design guidelines.

Establish guidelines and/or standards for commercial development and mixed-use development to create a high-quality aesthetic and well-connected private developments. The value of the proposed design guidelines and/or standards cannot be overstated as they are one of the best development tools to ensure a high-quality aesthetic. Design guidelines direct architectural character, site design, and signage, providing a resource for the city to control the quality and visual nature of development within areas of importance.

Strategy 4 – Incentivize design guideline compliance.

Consider the creation of financial assistance and/or matching grant incentive programs to encourage compliance with the design guidelines. Research the feasibility of creating successful property redevelopment, facade improvement, site improvement, or sign improvement incentive programs. Consider other financial incentives, as well, such as tax abatement. A requirement of the incentive program would be compliance with the design guidelines.



CREATING A SENSE OF PLACE

Aesthetics can have a lasting impact on how the public perceives the health, quality of life, character, and desirability of a community. Building architecture and materials, site design, streetscape, landscaping, site furnishings, lighting, gateways, signage, wayfinding, and branding all must be carefully considered, especially in major commerce areas and primary city entryways. To invite visitors and create a good first impression, gateways into Bellevue must be high-quality and cohesive in their visual identity. Community design and the public realm should then maintain a consistent design as you move through Bellevue. Collectively, these elements should work together to reflect the desired vision for the city. Done properly, targeted and consistent aesthetic improvements will work together to create a strong sense of place and encourage additional private investment.

Figure 4.1 Placemaking and Aesthetic Framework looks at specific areas of opportunity where Bellevue can enhance the character and appeal of the community through streetscape enhancements, gateways, and public art. These recommendations are concentrated in areas that align with recommendations for destinations and districts, identified in **Section 3**, along with primary corridors and entryways into and within Bellevue. Further, it identifies specific areas in which the visual identity and physical brand of Bellevue can be enhanced with potentially the largest return on investment.

Placemaking is more than just making things pretty. Urban design, placemaking, wayfinding, and public art are also economic development tools. By enhancing the experience and enjoyment of spending time in Bellevue's public spaces and public right-of-way, the city encourages visitors and residents to spend time and spend money. Bellevue should take intentional steps to integrate a consistent community brand that represents this community's rich history and identity. **When you enter Bellevue, you can feel the difference.** Placemaking and design are critical to that feeling, and it all starts with a consistent brand.

PLACEMAKING AND AESTHETIC FRAMEWORK

0' 3,125' 6,250' 9,375' 12,500'
1-inch
NORTH
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

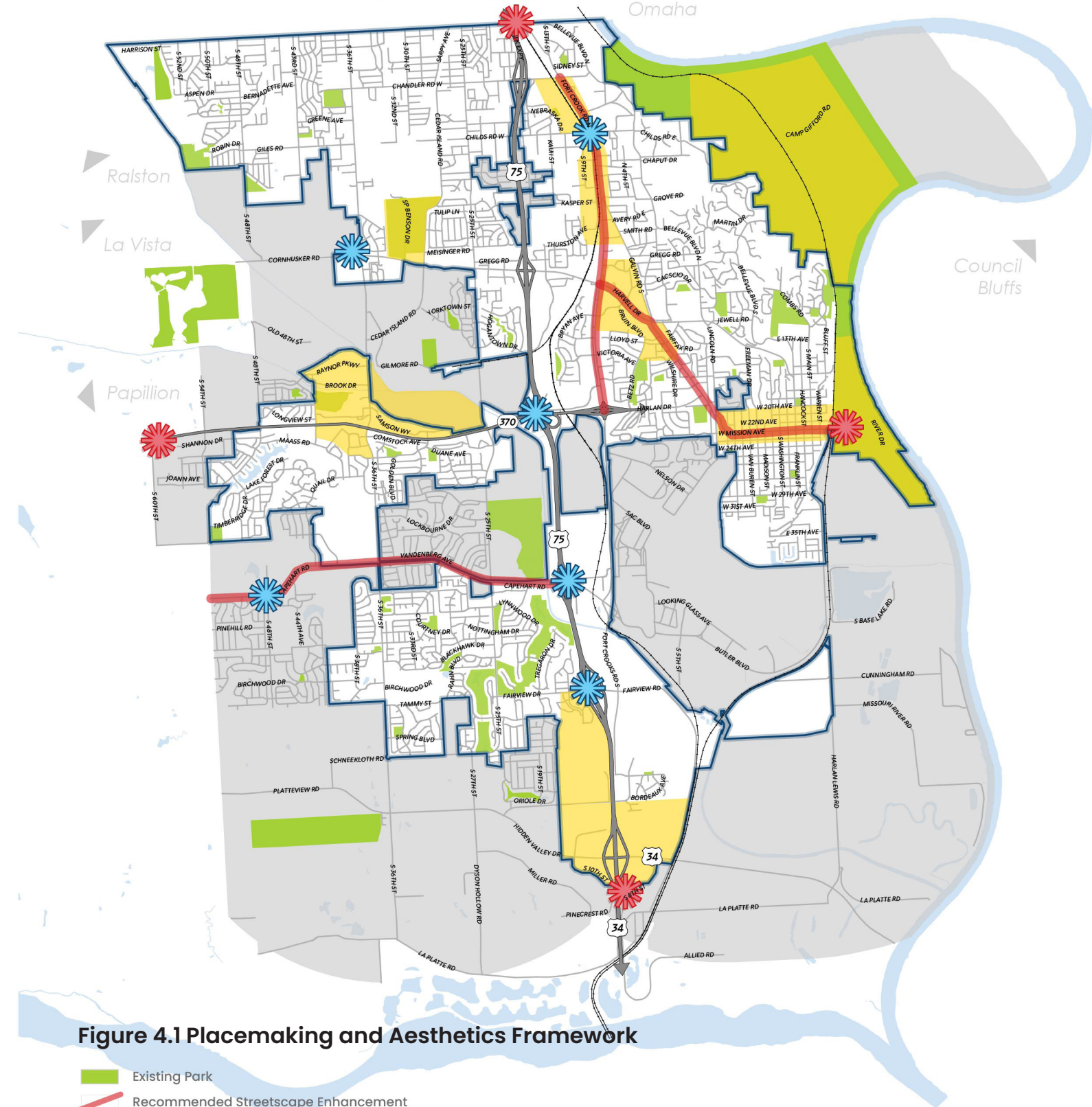


Figure 4.1 Placemaking and Aesthetics Framework

- Existing Park
- Recommended Streetscape Enhancement
- ★ Recommended Primary Gateway
- ★ Recommended Secondary Gateway
- Concentration of Public Art
- Bellevue City Limits
- Extraterritorial Jurisdiction



IDENTITY AND BRANDING

Branding is a critical tool for an area looking to establish an identity within the marketplace. Bellevue should create and leverage an updated brand guide that looks to its history, personality, and sense of community as sources of inspiration to help the city stand out in the region.

Building off of the recent community branding effort, the brand guide should include an updated city logo, color palette, font family, tagline, and other elements to complete the brand. These can align closely with today's city brand or may establish a new vision and look for the community. A clear tone and message should be established - these may play off the vision and values established in **Section 2** of this Plan. The community should be involved in the branding effort to ensure that the city-wide brand reflects the community members and their values today. The city should also seek to reflect the priorities and values that will attract future residents, businesses, and visitors.

Once established and adopted by the community, branding elements should be integrated into all City-owned placemaking features including gateways, streetscaping, and signage elements. Other elements like public art and murals may choose to use this brand as inspiration or a starting place for personal creativity. There should be a bit of flexibility and variety built into the brand to allow for creative implementation and uniqueness throughout the community. Some districts, such as Olde Towne, should have their own sub-brand created to play off the city-wide brand while further distinguishing unique and attractive areas within Bellevue.

PUBLIC ART

As development takes place and enhancements are made within the public realm, Bellevue should think critically and devise a strategy to plan for both permanent and temporary art installations within the community. During public engagement, community members expressed a desire for public art throughout Bellevue. Murals were commonly noted as a desired public art feature, which utilize existing buildings, walls, and infrastructure as a canvas. There are endless opportunities for incorporating public art into the community, but community feedback indicated a desire to engage with local artists and incorporate art pieces that were personal and Bellevue-specific.



LANDSCAPE

Landscaping boosts the aesthetics of a street by balancing the look and feel of built infrastructure with soft, natural texture. Adding landscaping along streets creates an environment that is welcoming for pedestrians by providing shade, visual interest, and cooling the surface area of walkways. Plants provide natural buffers between pedestrian and vehicular traffic, and in some cases can be used as physical barriers between the two.

Areas with denser landscaping act as a visual cue to drivers to slow traffic. Roadways that appear to be more enclosed signal to a driver to pay close attention and move more cautiously. Neighborhood streets, local roads, and other areas of low traffic can be programmed with a higher density of plants than major corridors.

Native plants should be used as much as possible when developing landscape palettes. When placed properly, they require considerably less maintenance and generally lower costs than non-native species. The deep root systems of Nebraska native grasses, shrubs, and perennials can withstand a range of environmental conditions and be utilized as natural stormwater management tools. Additionally, native plants are attractive for pollinators and can play a significant role in maintaining natural biodiversity in the surrounding area.

Landscaping can be incorporated into built infrastructure in a variety of ways. Along the priority areas of street enhancements, the following areas should be considered for landscaping when practical:

- **Right-of-way.** The area between the curb and sidewalk or property lines are ideal areas for larger plants such as trees and larger shrubs or bushes. Trees that provide canopy shade should be prioritized in areas with high pedestrian activity. Careful consideration should be given to setback distances to ensure driver visibility.
- **Medians.** Physical barriers between opposing directions of traffic are suitable for smaller plants that stay low to the ground to not block driver visibility. These areas are especially ideal for native grasses, shrubs, and perennials as the areas may be challenging to access for regular maintenance.
- **Pedestrian islands.** Landscaping pedestrian islands or areas between crossing points on roadways should be properly scaled for the size of the island and the volume of surrounding traffic.
- **Parking lots.** Parking areas can be drastically enhanced with plants that provide shade for cars and dark pavement. Sight distance should always be considered in tight areas to prevent driver or pedestrian collisions.

STREETSCAPE

A streetscape is critical to the impression a city makes on its visitors, paving the way for connectivity and aesthetic appeal. A streetscape is comprised of the visual elements and amenities along a street. To properly enhance a streetscape, multiple tactics must be employed to cultivate a more vibrant and appealing public realm that complements the land uses and transportation network. While it is recommended that updated formal design guidelines are developed for streetscaping throughout Bellevue, priority areas for streetscape enhancements have been identified as highly visible sections along:

- Capehart Road from western ETJ limits to US Highway 75;
- Fort Crook Road from Chandler Road to Harlan Drive;
- Harvel Drive from Fort Crook Road, continuing to Galvin Road, and along Mission Avenue through Olde Towne; and
- Mission Avenue from Lincoln Road to the eastern city boundary through Olde Towne. **Figure 4.2** represents a possibility for streetscape enhancements on Mission Avenue in Olde Towne.

These priority areas should include the highest level of streetscape enhancements including street trees, decorative and beautifully landscaped medians (where appropriate), pedestrian lighting, pedestrian pathways, and branded wayfinding and banners. Further consideration should be given to the next tier of priority areas for streetscape enhancements in Bellevue. Bellevue should seek to somewhat align or coordinate streetscaping efforts with surrounding jurisdictions including Papillion and Omaha, working to create a positive impression upon entering Bellevue via car, bicycle, or on foot, while enhancing the mobility and aesthetic appeal around the edges of Bellevue.

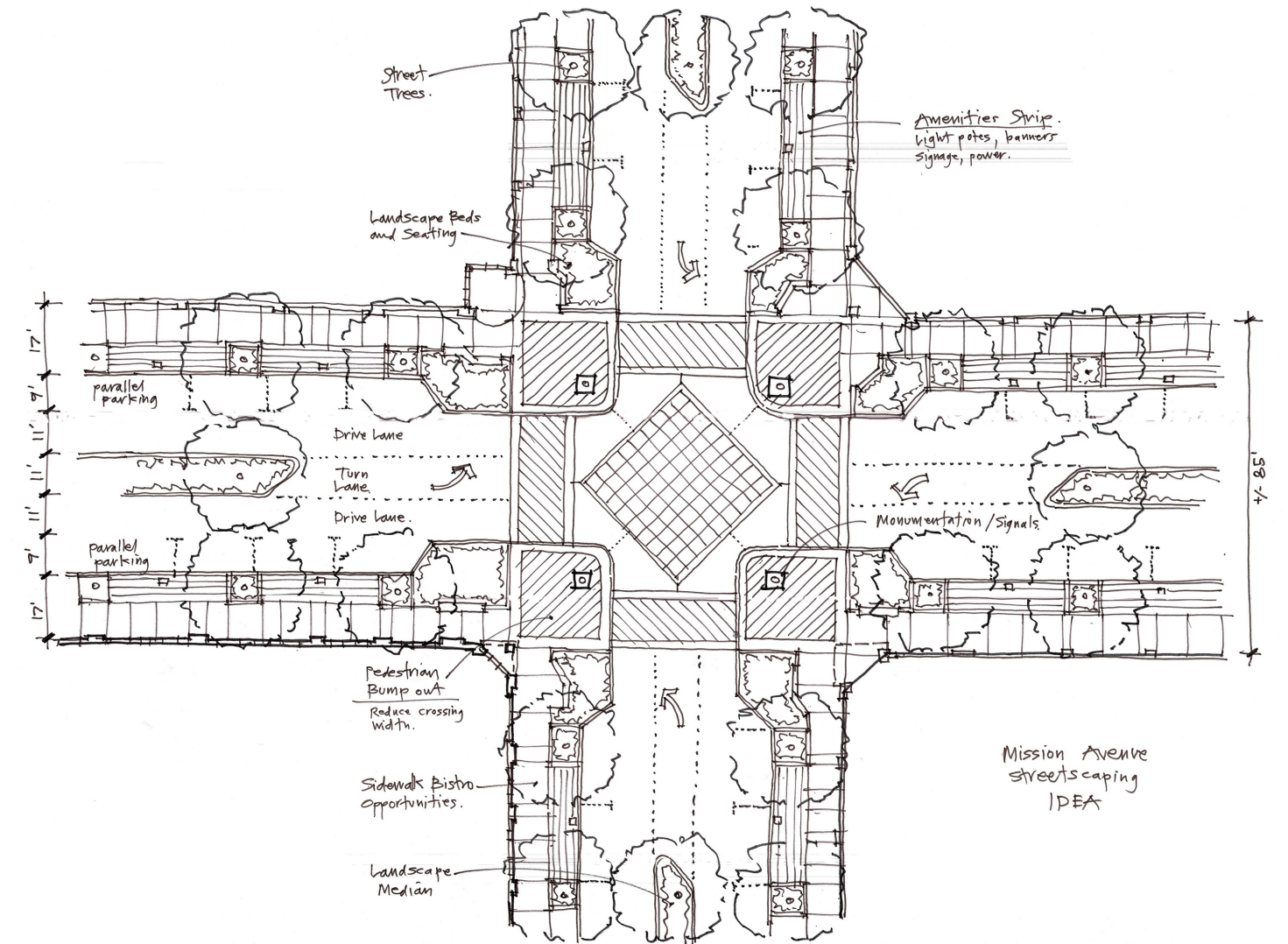


Figure 4.2 Olde Towne Streetscape Concept

GATEWAYS

Gateways are key tools to create a sense of arrival and a sense of place. Bellevue can use a variety of visual cues at high traffic nodes to clearly identify entry points to the city and the unique districts and destinations as established in **Section 3** of this Plan. Gateways should be visually appealing and should align with the brand and vision for the city. The gateways should be developed as a family including primary (large and substantial) gateways and secondary (more minor, though still eye-catching) gateways. The design of the gateway monumentation family should stand out and be unique to Bellevue, contributing to the overall character, placemaking, and art. The following recommendations for gateways are also reflected in **Figure 4.1**.

Primary gateways should be placed at the following locations:

- US Highway 75 at northern city limits
- State Route 370 near South 60th Street
- US Highway 75 at southern city limits
- Mission Avenue just east of the railroad tracks by the riverfront

Secondary gateways should be placed at the following locations:

- US Highway 75 and State Route 370
- US Highway 75 and Capehart Road
- US Highway 75 and Fairview Road
- Capehart Road and South 48th Street
- Cornhusker and South 36th Street
- Fort Crook Road and Childs Road East

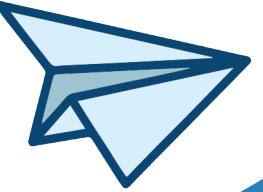
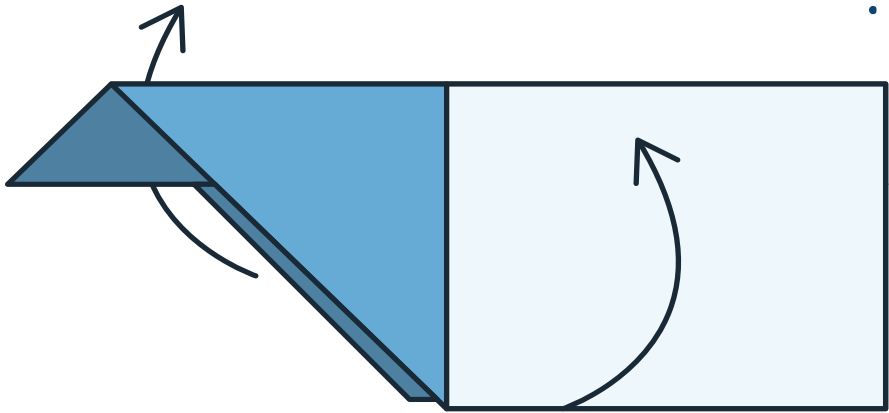


SITE FURNISHINGS

Adding site furnishings along a corridor accommodates pedestrian traffic and adds to their overall sense of comfort and security. Furnished areas should be placed in areas of high pedestrian traffic or gathering spots. The following categories of site furnishings should be considered along the priority areas of street enhancements:

- **Lighting.** Street lighting is a crucial safety component for pedestrian traffic. Lighting should be added in and around major nodes to ensure visibility for all modes of traffic. Light intensity should be appropriate for the type of roadway or trail. Light poles along major corridors should be more decorative in nature and can be used for branding integration. Accent lighting can also be used to highlight key buildings and art features. Where needed, both street light fixtures and pedestrian light fixtures should be provided.
- **Seating.** Seating areas should be prioritized in areas where people gather, ideally away from high-speed traffic and near shaded areas. Seating can include benches, chairs, picnic tables, and large steps.
- **Bicycle parking.** Bike racks are ideal for areas where bicycle traffic may stop, such as near the entrance to civic facilities, commercial or service areas, mixed-use areas, multifamily residential developments, or parks.
- **Trash receptacles.** Trash and recycling receptacle locations should follow the same logic as seating placement as the need for disposing of litter is higher in areas where people may stop. Receptacles for pet waste should be integrated along pedestrian-heavy and recreational corridors.
- **Information and directions.** Maps, wayfinding signage, and other orientation structures are useful in areas near multiple amenities and services.

SECTION 05.



QUALITY OF LIFE AND ENVIRONMENTAL RESILIENCY

VIBRANCY
CONNECTIVITY

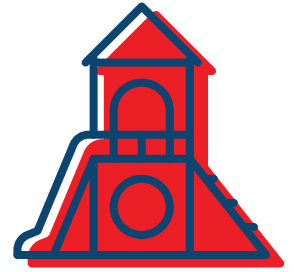


Walkability,
Parks,
&
Recreation

MAINTENANCE

PRIORITIZING

Quality
of Life



PARK
enhancements

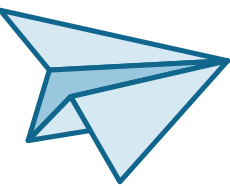


PROTECTING
+ ENHANCING
the physical environment



WAYFINDING
FEATURES

COMMUNITY PROGRAMMING



BIG IDEAS FOR:

Quality of Life & Environmental Resiliency



BALANCE BETWEEN
Conservation
& **Sustainable
Development**



HEALTH
+ WELLNESS



ART
installations



Community
Partnerships



HEALTH + HUMAN SERVICES



RESOURCES
THAT SUPPORT
QUALITY OF LIFE

Educational
+ Economic
OPPORTUNITIES

BIG IDEAS!

for quality of life and environmental resiliency in Bellevue

Bellevue will continue to prioritize quality of life for its residents, protecting and enhancing the physical environment in a way that focuses on vibrancy, connectivity, health, and wellness. Health and human services will also remain at the forefront for the city as it identifies opportunities to enhance community health, wellness, and connectedness.

The physical environment will show an investment in walkability, connectivity, parks, and recreation. The city will prioritize maintenance and appropriate enhancements to the parks system, complete with art installations and wayfinding features that make it enjoyable to spend time in Bellevue's public spaces.

Bellevue will also be intentional in protecting and preserving planned environmental resiliency areas, striking the careful balance between conservation and sustainable development. Areas like Fontenelle Forest, the riverbanks along the Missouri River, floodplains, and the area surrounding Offutt Air Force Base will be protected and preserved, while still identifying opportunities for careful use that promotes community quality of life.

Health and human services, intentional community partnerships, and community programming will be front of mind for the city. Educational and economic opportunity resources will be invested in to create a well-rounded array of resources that serve community wellness, connectedness, opportunity, and quality of life.

GOALS AND STRATEGIES

for quality of life and environmental resiliency in Bellevue



Goal 1 – Enhance the quality and maintenance of parks and open spaces to promote health, wellness, and community cohesion.

Strategy 1 – Optimize resource allocation by using data-driven insights.

This can include efficiently managing water usage for irrigation, scheduling staff-based park usage patterns, and ensuring timely replenishment of supplies like trash bags and cleaning materials.

Strategy 2 – Continue promoting Bellevue's Adopt-A-Park program to "Keep Bellevue Beautiful."

Encourage local businesses, community organizations, schools, or civic groups to take ownership of their community by helping with the upkeep of specific parks or park features. Identify opportunities to partner with community organizations or groups to provide both financial support and volunteer help for maintenance activities, emphasizing community involvement and civic pride.

Strategy 3 – Implement a preventative park maintenance program.

Implement a comprehensive, preventative maintenance program to establish a standard of care for routine maintenance of city parks and trails. The program should include a schedule for regular inspections of park facilities and routine maintenance based on the seasons.



Goal 2 – Integrate parks and public spaces into new development projects.

Strategy 1 – Implement green space requirements in development policies.

Update zoning and land use regulations to require a minimum percentage of land in new residential, commercial, and mixed-use developments to be dedicated to green spaces. This could include parks, community gardens, playgrounds, and plazas.

Strategy 2 – Introduce new design standards for privately-owned green spaces.

Establish design standards for green spaces that promote functionality, accessibility, and aesthetics through design. Standards may provide guidance for landscaping, seating, lighting, accessibility features, and connections to existing parks and trail networks.



Goal 3 – Expand community programming to enhance social cohesion and quality of life.

Strategy 1 – Seek funding for community health programming.

Actively pursue opportunities to gain federal and state funding to expand community health programming. Look to community partners to help leverage funding opportunities by collaborating on grant proposals and sharing resources.

Strategy 2 – Support and facilitate community partnerships.

Continue to foster and strengthen partnerships with local government agencies, non-profits, community organizations, and regional entities to increase community-wide access to health, social, and educational resources. Partnerships may help leverage funding solutions and provide valuable resources for information and guidance on program development within the city.

Strategy 3 – Develop community health education material.

Increase resources for public health education through online and printed materials. Education should aim to inform the public on general healthcare practices, resources and programming available, weather- and situation-specific information such as what to do in extreme heat or cold, and other helpful things to know related to health and wellbeing.

Strategy 4 – Conduct health fairs and workshops.

Organize regular health fairs and workshops in accessible community locations such as parks, community centers, schools. These events can provide free health screenings, educational sessions, fitness classes, and resources on local health services. Partner with healthcare providers, non-profits, and governmental agencies to offer a wider range of services.

Strategy 5 – Increase community programming.

Increase community programming through events and festivals to encourage community gathering. Create and market a series of events throughout the year that highlight different aspects of Bellevue. Themes could include seasonal festivals, cultural celebrations, and interest-specific events like wine festivals or arts and craft fairs. Empower residents by involving them in the planning and implementation of community programs. Create focus groups to gather ideas and feedback.



Goal 4 – Preserve Bellevue’s natural resources and conservation areas.

Strategy 1 – Introduce common Low-Impact Development (LID) techniques.

Implement low-impact development practices to minimize the environmental impact of new developments. LID techniques include preserving natural land features, permeable pavers/pavement, and using natural systems for storm water management. These should be encouraged by the city and integrated into the City Code.

Strategy 2 – Leverage Environmental Impact Assessments.

Require comprehensive impact assessments for all major development projects. Ensure that potential impacts on natural resources and conservations are thoroughly evaluated and mitigated.

Strategy 3 – Incorporate green infrastructure elements.

Creating specific designs like tree-lined paths, native plantings, and water features along trails could enhance the sustainability and aesthetic appeal of key destinations. Greenways should also be implemented and serve as ecological corridors that support biodiversity and stormwater management.

Strategy 4 – Create a green infrastructure playbook.

Develop a guiding document detailing the recommended green infrastructure tools and methods the city encourages and finds appropriate for Bellevue. Consider the development of an incentive structure to encourage green infrastructure usage on private property.



Goal 5 – Develop a citywide climate action program and plan.

Strategy 1 – Create a citywide, Bellevue-specific climate action plan.

This plan should include a detailed and strategic framework for measuring, planning, and reducing greenhouse gas (GHG) emissions and related climatic impacts within Bellevue. The climate action plan should be used to understand how to achieve the largest and most cost-effective GHG emissions reductions to assist the city in its efforts to remain resilient to the anticipated climate changes to preserve the quality of life for those who live, work and play in Bellevue. At a minimum, the plan should include an inventory of existing GHG emissions, GHG reduction goals or targets, and analyzed and prioritized reduction actions. Major consideration should be given to the inclusion of nature-based solutions within the plan, too. Stakeholder and public engagement are critical to the development of this plan.

Strategy 2 – Commit to implementation of the climate action plan.

To complement the climate action plan and make it “real,” develop an implementation strategy that identifies required resources and funding mechanisms.



Goal 6 – Promote walkable and connected development that enhances community health.

Strategy 1 – Emphasize the importance of accessibility.

Ensure that streets and sidewalks that connect to popular green and public spaces are accessible to people of all ages and abilities, including those with disabilities. Confirm that residential areas are well-connected to schools, parks, commercial centers, and transit facilities.



Strategy 2 – Encourage local business engagement to promote walkability.

Collaborate with local businesses to identify opportunities to support a walkable community culture. Encourage local businesses to promote active transportation modes and walkability by hosting community events in walkable areas and hosting pop-up events that encourage walkability.

Strategy 3 – Incentivize developers to build or redevelop LEED-certified buildings.

Encourage the installation of green roofs and walls on buildings within open spaces to absorb rainwater, reduce stormwater runoff, and help regulate a building’s internal temperature.

Strategy 4 – Promote sustainable transportation options.

Encourage residents and visitors to participate in sustainable transportation options, such as biking, walking, and carpooling, to reduce the environmental impact of transportation. Educate the community about the importance of preserving natural resources and utilizing active transportation.



Goal 7 – Enhance the accessibility and design of community infrastructure to promote safety and wellness.

Strategy 1 – Incorporate crime prevention through environmental design.

Utilize principles developed by the International Crime Prevention Through Environmental Design (CPTED) Association to boost security in public spaces through friendly and natural elements. Define clear entries and exits in the community through strategic placement of gates, fences, and other barriers to control the flow of people. Encourage community involvement in the maintenance and monitoring of the community.

Strategy 2 – Review and follow National Recreation and Park Association (NARP) standards.

Continue to promote quality access to parks, aligning with NARP standards. Develop a range of programs to increase park usage, such as fitness classes, cultural events, and environmental education. Engage community members through workshops, and public forums to gather input on park design and amenities.

ENHANCING QUALITY OF LIFE

As the community imagines the future of Bellevue, there is a shared focus on vibrancy, diversity, and quality of life. Far beyond the basics of places to live and places to work, Bellevue aspires to offer a complete collection of destinations and offerings that result in a high quality of life. Residents’ health and wellness are directly shaped by the physical environment and available programs and services. A physical environment that promotes quality of life is walkable and connected, offers parks and recreation opportunities, and preserves the natural environment through conservation areas and sustainable development. The non-physical elements - programs and services - that impact quality of life are largely based on health and human services. Through both physical/environmental strategies as well as programs and services that promote overall well-being, Bellevue can directly improve the lived experience and personal health of its residents.



PHYSICAL ENVIRONMENT

that promotes quality of life

Wellness is highly shaped by one's physical environment. Many factors contribute to this success including parks and open spaces, walkability, recreational opportunities, and physical spaces available for attending or hosting community events. There is a social aspect to wellness that attracts people to activated areas, which can encourage and inspire individuals to continue investing in their own health and quality of life. Most importantly, individuals are more willing to advocate for and promote these spaces when they have a personal connection to the area or activity. Wellness includes physical, social, and mental health, and having a physical environment that seamlessly integrates all three aspects can have an overwhelmingly positive impact on a community.

The physical environment of the city refers to both the built and natural environment, and it is important to have a healthy balance of the two, so the community does not detrimentally affect the ecosystem, and vice-versa. There are several methods by which a city can develop with, not against, nature, including natural stormwater management solutions, impermeable surfaces, use of plants to reduce urban heat island impacts, small- and large-scale renewable energy conversion, and Leadership in Energy and Environmental Design (LEED)-friendly building projects or renovations. Environmental factors for the immediate surrounding area should be considered in each development and redevelopment project. Infrastructure that can withstand natural impacts tends to be the most cost-effective solutions over time.



Walkability and Connectivity

The walkability of a city goes beyond what may typically come to mind when thinking about walking, running, or biking outside. All three activities are excellent for physical health and having the proper infrastructure to exercise outside comfortably and safely makes them even more enjoyable. A well-connected system of pedestrian infrastructure becomes a viable means of transportation, which then makes the city more accessible for individuals who either cannot or prefer not to drive. Well-planned trails and sidewalks have a positive impact on user experience, whether the individual is exercising or traveling, and attracts those who may not normally choose to exercise or travel using an active mode.

An activated pedestrian system is one of the most powerful tools a city can have for encouraging physical health through social influence, boosting social health through user interaction, and fostering a mental health-focused community through a combination of exercise and social connection. Additionally, people move slower through an area without vehicles, allowing them to notice the surrounding built and natural environments and form a personal connection with an area. For this reason, outdoor recreation tends to create passionate advocates for nature, community-building, and health.

Bellevue has an opportunity to facilitate physical and social connectivity through pedestrian infrastructure. Active transportation should be considered in all future development and redevelopment decisions, specifically how non-vehicular traffic may interact with the site, what current infrastructure exists in proximity, and the role any expansion of pedestrian infrastructure can play in boosting connectivity throughout the city. Specific and physical recommendations for active transportation are provided in **Section 6** of this Plan.



Parks and Recreation

Bellevue has shown a commitment to sustainable development through the preservation of the parks and trails system. Bellevue has a diversified collection of parks that help contribute to the community's quality of life and well-being. These spaces, from natural reserves to neighborhood parks, provide residents and visitors with a variety of recreational opportunities.

Enhancements to the existing park system are essential to their functionality and use. Bellevue has a robust system of parks and trails, but several facilities need improvements or replacements. Built infrastructure, including pathways, parking areas, bridges, and structures, should be repaired or replaced where needed. Existing playgrounds should be upgraded with modern, safe, and inclusive equipment that caters to children of all abilities. Aging recreational areas and sports facilities and equipment should be refurbished to ensure safe functionality. Where needed, safety features should be added to boost user comfort, such as installation of lighting features and management of overgrown areas. The 2023 Bellevue Parks Master Plan should be referenced for specific enhancements to Bellevue's parks and open spaces.



System maintenance is critical to overall park and trail user experience. Bellevue may consider implementing a comprehensive, preventive maintenance program to enhance the efficiency and quality of routine maintenance. The program should include an updated schedule of regular inspections of park facilities, playground equipment, trails, and infrastructure. Routine maintenance tasks may include cleaning, painting, minor repairs, and landscaping to keep parks in good condition. Specific maintenance plans for each season should be included to address unique needs of parks throughout the year. Sustainable landscaping techniques, such as mulching, composting, and integrated pest management, should be implemented to reduce the environmental impact of park maintenance. Along with a comprehensive preventive maintenance program, a waste management plan should be developed that includes recycling and proper disposal of waste to keep parks clean and green.

Wayfinding installations and artistic elements such as sculptures and murals can serve as both navigational aids and landmarks that promote quality of life. These installations can make the parks and trails system more visually appealing while providing clear directional guidance to users. Additionally, these designs can reflect the local history and culture of Bellevue, enhancing the overall trail experience. Commissioning local artists is a great way to incorporate Bellevue-specific and Nebraska-specific elements into the artwork, involving the public where possible to create community investment.

Planned Resiliency Areas

An overall balance of land use in Bellevue is crucial. Planned undeveloped land should exist as such, striking the balance between conservation and sustainable development. There are several instances of planned undeveloped land in Bellevue that should continue to be preserved and thoughtfully approached to enhance community wellbeing.

Fontenelle Forest

Fontenelle Forest is a critical resource for both personal and environmental health in Bellevue. As one of the largest private nature centers in the United States, promoting eco-tourism through well-maintained trails and educational programming can provide the residents and visitors of Bellevue with a great place to experience and enjoy the quiet side of nature. Fontenelle Forest provides an immersive nature experience through its lush forests, nature center, picnic facilities, and extensive network of hiking trails. Fontenelle Forest should be carefully protected, preserved, and enhanced so that it may continue to serve as a community anchor and wellness resource. The city should take intentional steps to partner with the Forest to promote and market this significant community asset locally and regionally to incentivize tourism that benefits the city as a whole and enhances community health and wellness. Partnerships and programs should continue to leverage this significant community resource for the betterment of Bellevue and its people.



Offutt MCAs and AICUZ

The land surrounding Offutt Air Force Base, most especially that within the flight path, is another instance of planned undeveloped land as part of the Safety Military Compatibility Area (MCA) as currently zoned for Agricultural and Heavy Manufacturing to enhance personal safety of residents and minimize noise disruptions. Outside of the parcels currently being used by manufacturing companies, these areas should experience minimal development and public use to lessen potential impacts associated with unexpected hazards or threats related to the Air Force Base. As seen in **Figure 3.1**, the area for Priority 1 Annexation intersects with some of the flight path, so the city should continue to discuss the opportunities in these areas to best serve the residents of Bellevue and protect community health and wellness.



The Missouri River

The Missouri River is a significant ecological resource that Bellevue has worked to protect and preserve, limiting development on the far eastern border. Integrating recreational areas along the riverbanks, Bellevue can enhance community engagement and quality of life while respecting the natural dynamics of the river. Initiatives like walking trails, picnic areas, and canoe launches not only encourage residents and visitors to interact with the natural environment but also promote physical activity and wellness. It is critical Bellevue balances these developments with a strong commitment to environmental preservation. The Missouri River's ecosystem supports diverse wildlife and provides critical habitats that should be protected. Sustainable placemaking along the river involves implementing measures to minimize ecological disruption by using environmentally friendly materials and designs that blend with the landscape.



Papillion Creek

Papillon Creek, specifically located on the southeast portion of the city, is a tributary of the Missouri River. This area of Bellevue is subject to occasional flooding and is largely undeveloped. As Bellevue considers future growth and development in the southeast portion of the city, Papillion Creek should be considered a resiliency area wherein development is mindful of environmental impacts and long-term effects. Green infrastructure, stormwater management, and native plants should be integrated into any future development surrounding the creek.

Floodplains

Floodplains are an important component of natural flood management. Along the Missouri River, floodplain zones extend across low-lying areas, including neighborhoods near the riverbanks like Fontenelle Hills. Despite the risks, these floodplains serve as essential natural buffers, absorbing excess water and mitigating flood damage to infrastructure further in the city. Maintaining the flood management infrastructure along the Missouri River is essential to provide protection for Bellevue's new developments and existing neighborhoods, as the river poses a flood risk for the city. Due to the size of the Missouri River, the enhancement or development of modern flood warning systems could help to reduce flood damage and protect key city infrastructure. Installation of additional green infrastructure in flood-prone areas, such as rain gardens and permeable pavements can assist in the regulation of stormwater runoff and prevent floods in neighborhoods near the river.



HEALTH AND HUMAN SERVICES

that promote quality of life

Comprehensive healthcare and supportive social services enhance quality of life by promoting physical health, supporting mental well-being, and providing critical assistance during personal hardships. These services are essential in preventing disease, ensuring public safety, and fostering social stability, allowing individuals and communities to flourish. By meeting both immediate and long-term needs, human services play a pivotal role in building a healthier, more equitable community that enhances quality of life.



Strengthening Partnerships

Bellevue can foster and strengthen partnerships with local government agencies, non-profits, community organizations, and regional entities to increase community-wide access to health, social, and educational resources. The City of Bellevue currently offers assistance for emergency events, food access, transportation, and holiday giving for low-income families. Bellevue can look to community partners to leverage funding opportunities to advance and expand service offerings. Community partners are beneficial for developing compelling proposals for state and federal grant funding focused on specific priority areas. Community partners are also valuable resources for information and guidance on program development within the city, as organizations have specific, experience-based guidance on what may or may not work for Bellevue.

Access to Health Resources

Physical and mental health resources within Bellevue should be expanded and promoted. Health programming and events should be established through community partnerships to promote wellness and expand individual access to resources. Amenities and service hubs such as community health centers, mental health centers, dental clinics, and independent living skills facilities should be expanded or explored. More immediate, lower-cost recommendations for resource access include community-wide health education through online and printed media or lists of community resources promoted through city websites and social media platforms.

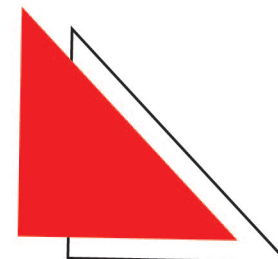
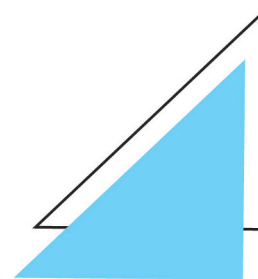
Community Programming and Social Cohesion

Programming is essential to community cohesion. The city should explore the expansion or enhancement of programming including cultural festivals, city-wide health and wellness challenges and events, support of local arts, neighborhood block parties, community events, and more. Initiating cultural festivals that highlight Bellevue's diversity would allow different community groups to showcase their heritage and traditions, fostering mutual respect and unity. Additionally, city-wide health and wellness challenges could promote healthy living while creating common goals that bring residents together, enhancing community spirit. Cultural enrichment is important by supporting local arts and creating spaces for artists to perform and exhibit Bellevue's cultural landscape. Neighborhood block parties or potlucks can be facilitated to provide information in a fun setting where residents can meet and build friendships. Community events such as movie nights in the park, live music, and food festivals entertain and bring people together. Community centers should take advantage of their space by offering classes and workshops on practical skills like cooking, budgeting, and home repair that will provide bonding experiences with residents.

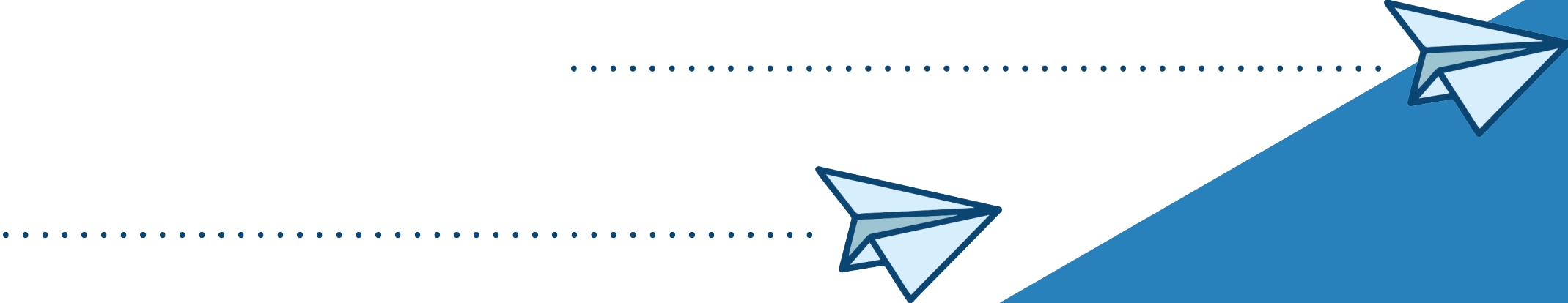
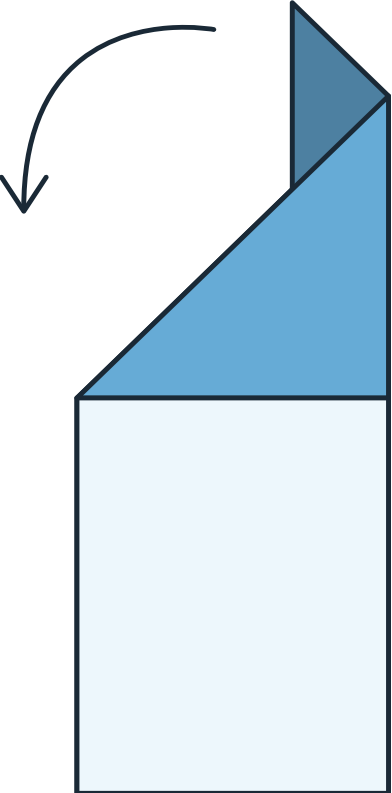
Educational Resources and Economic Opportunity

Bellevue is home to several excellent educational institutions. The city should continue collaborating with Bellevue Public Schools to ensure that school-aged citizens have safe and equitable access to education. Bellevue University offers programming for individuals not enrolled as students, including continuing and professional education courses and sports camps. The city should seek to leverage existing educational resources and boost programming through partnerships with additional community organizations, including Bellevue Public Library, the YMCA, Boys and Girls Club of the Midlands, and Sarpy/Cass County. Education can focus on key areas to develop a variety of skillsets, such as first aid and safety training. Access to a well-rounded, safe, and high-quality education provides Bellevue residents with one of the most powerful tools to impact individual quality of life: access to economic stability.

Bellevue should take an active role in creating a community culture of economic opportunity for its residents. This includes partnership with local employers, advancement of economic development and creation of new jobs, promotion and hosting of job fairs, connectivity with local universities, and more. Entities like Bellevue University, Metro Tech Health, and the Tech Innovation Center should be integrated into community efforts to enhance economic opportunity for Bellevue residents. Through a well thought out system of economic development, education, employment, and opportunity, Bellevue positions its residents to live healthy, balanced, and prosperous lives.

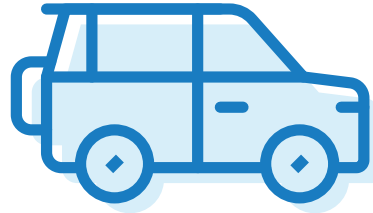


SECTION 06.



TRANSPORTATION

mobility for all



VEHICULAR
TRANSPORTATION

SAFETY



BICYCLING

BECOME KNOWN AS A
**WALKABLE
COMMUNITY**
MOVEMENT *OF*
**PEOPLE
GOODS
AND SERVICES**



CONNECTIVITY

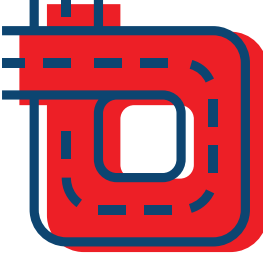
TO
LARGER
OMAHA
METRO

BIG IDEAS FOR:

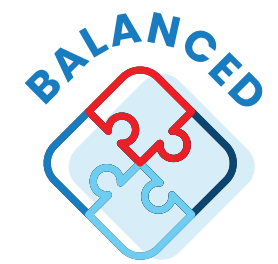
Transportation

FREEDOM

of movement



WELL-MAINTAINED
INFRASTRUCTURE



BALANCED

TRANSPORTATION
NETWORK

*enhancing
ECONOMIC + SOCIAL
vitality*



INVEST TO ATTRACT
**APPROPRIATE
INVESTMENT**



SUPPORT BELLEVUE'S
GROWTH AREAS
WITH MOBILITY

SUPPORT CONNECTIONS TO

Regional Transit

MINIMIZE
ENVIRONMENTAL
IMPACTS

EFFICIENCY!



BIG IDEAS!

for transportation in Bellevue

The movement of people, goods and services is crucial to the economic and social vitality of any community. When transportation networks are safe and efficient, they can contribute to the local economy, minimize impacts to the environment, and provide freedom of movement. The Bellevue transportation system allows its residents the opportunity to get around Bellevue or easily connect to the larger Omaha metropolitan area. As Bellevue continues to grow, the pressures on the transportation network will continue to increase. The transportation section provides the framework to guide decisions in Bellevue concerning the citywide transportation system. It seeks to create a balanced transportation network that supports and encourages walking, bicycling, public transit, vehicular transportation, and goods movement.

The transportation system should also support and encourage the other Plan elements. Goals for land use, the natural and built environment, placemaking, economic resiliency and quality of life all respond to transportation choices. The right investments in the transportation system can attract appropriate development, enhance public health and safety, provide mobility for all users to engage in the social, educational, and economic interactions that make a community. The goals and strategies in this section reflect the ambitions for other elements of the Plan.

GOALS AND STRATEGIES

for transportation in Bellevue



Goal 1 – Improve roadway system efficiency to support planned growth.

Strategy 1 – Implement street design and construction standards based on a context aware typology and functional classification.

Bellevue's street network is comprised of a variety of roadway types, which balance vehicle capacity with the needs of other uses (walking, bicycling, and public transit), connecting all users to local and regional facilities. Roadways should meet the demands of both projected land uses and future growth as provided in **Section 3**. Functional classifications of roadways should provide flexibility to adapt to adjacent or desired land uses and character. For example, an arterial roadway in an urban area may have different character and functional needs than a suburban arterial.

Strategy 2 – Ensure that multimodal system improvements are compatible with adjacent land uses.

There is a strong link between transportation choices and land use development. The location, type, and intensity of land development influences the community's travel patterns. Conversely, the location, type, and capacity of transportation services impacts land development patterns. Future system buildouts should be designed to provide appropriate modal choices, scale and character to support the land use in the area.

Strategy 3 – Develop a more robust network of arterial roadways to distribute traffic demand and a multimodal framework.

The existing roadway network of arterial type roadways is limited and relies on discontinuous routing. A more obvious and continuous system of east-west arterials can mitigate capacity demands on State Highway 370 and other facilities. For example, Fairview Road offers an interchange connection to US Highway 75 and could connect to points west, but currently relies on a routing along 25th Street, Schneekloth Road, and 42nd Street to reach Platteview Road. Designated arterials in a new functional classification network should be considered for upgrades. Upgrades should be consistent with desired land use and include enhancements to safety, connectivity, efficiency, and where necessary, capacity.

Strategy 4 – Develop a list of transportation projects of all scales to achieve the vision of this Plan.

Using the recommendations of this Plan as a foundation, Bellevue should develop and finalize a list of prioritized projects, identifying the city's greatest needs, funding availability, and an action plan to implement the recommended infrastructure investments or improvements. When prioritizing projects, an assessment of the land use and other community goals must be integrated into the prioritization process. The development of this list should consider upcoming roadway projects connecting to a growth area, projects identified in Bellevue's 2023 Parks Master Plan, and goals identified by the public and City Council. While the short-term projects will likely be listed as part of the five-year CIP list, the mid- and long-term projects should mirror aspirations that this Plan identifies as future annexations and growth areas.



Goal 2 – Enhance the transportation system and functionality of roadways to align mobility, growth, and desired land use.

Strategy 1 – Update the functional classification system and associated design standards based on the Roadway Functional Framework and reflecting the goals of the Comprehensive Plan.

The existing system of roadway functional classification and design standards does not provide the organization and context sensitive design elements to fully support community goals. Using the Roadway Functional Framework of this plan and considering the various contexts for growth areas, existing neighborhoods, commercial areas, and activity centers, update the adopted functional classification of roadways and associated design standards.

Strategy 2 – Identify and designate truck routes within Bellevue. Using the recommendations of this Plan as a starting place, a full plan for designated truck routes should be devised.

The plan should be maintained and updated with information regarding commercial truck routes as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. To keep trucks off local/neighborhood streets, the City should consider updated signage and a public map to keep drivers on designated routes.

Strategy 3 – Develop an emergency plan and route for evacuation or disaster recovery.

The city should work with local law enforcement and emergency management to identify key roadways and routes that should be used during the event of an emergency or disaster. The city should have a broad understanding of the capacity of the transportation system during an evacuation scenario and the efforts that must take place to improve ingress to the area and evacuation efficiency.



Goal 3 – Establish and enhance multimodal connections to Growth Areas.

Strategy 1 – Encourage the efficient movement of people through an interconnected multimodal transportation system.

Bellevue’s transportation system currently follows a traditional grid pattern and provides multiple routes and connections between destinations. By linking sidewalks, paths, and bicycle lanes, destinations become more accessible, potentially reducing reliance on automobiles. Consider important bicycle and pedestrian connections especially to new Growth Areas identified in Section 3 of this Plan.

Strategy 2 – Integrate active transportation infrastructure into new and existing roadways.

All types of transportation infrastructure are important in moving people around, so aside from roadway connectivity, side paths and bike lanes are critical to a multimodal environment that allows for more choice. All new developments and roadways or roadway expansions should require connected sidewalks and bike infrastructure or multi-use paths. The infrastructure implemented must connect to the existing network to be useful, even if that infrastructure hasn’t been upgraded yet. Arterial roads with high traffic must have multi-use paths or wider sidewalks to accommodate bike and pedestrian traffic. Figure 6.1 - Active Transportation Framework should be used to inform the development of on-street bike lanes and improved side paths/sidewalks.



Goal 4 – Provide a safe, comfortable, and reliable transportation network that provides adequate mobility for people, goods, and services.

Strategy 1 – Design Bellevue’s sidewalk facilities to be safe and accessible to people of all abilities, including those with limited mobility.

Improve both the identified intersections and neighborhoods from Figure 6.1 - Active Transportation Framework for safety improvements and sidewalk improvements. Safety improvements at intersections can be made through enhanced crosswalks, signals, bump outs, and other safety measures to enhance the perceived and actual safety of crossings. Many of the eastern neighborhoods lack continuous or standard sidewalks. Plans to install and upgrade sidewalks should be developed in conjunction with the recommendations of Metropolitan Area Planning Agency’s (MAPA) 2015 Bicycle and Pedestrian Master Plan.

Strategy 2 – Work with the Nebraska Department of Transportation (NDOT) and the Metropolitan Area Planning Agency (MAPA) to maintain a data collection system to monitor area crash data to support studies, operational changes, and designs.

Take intentional steps to maintain a strong relationship of data-sharing and work collaboratively to identify patterns and concerns as they relate to both local and regional transportation challenges. Leverage and integrate Safe Streets for All (SS4A) Complete Streets data and recommendations for the region.

Strategy 3 – Establish a high crash location identification and analysis system to align transportation investments and enhancements with the most critical locations.

Transportation projects should improve public safety. MAPA currently maintains a dashboard where serious injury and fatal crash data can be dynamically filtered based on predefined crash attributes. Additionally, crash data can be obtained and evaluated for further safety improvements from the Nebraska Department of Transportation (NDOT). Use these and other data sources to create a more comprehensive tool to guide decision-making. Additionally, the city should be transparent with the public regarding crash information. A public-facing crash dashboard could be developed and shared with the community. Use the Safe Streets and Roads for All grant program to begin development of a Comprehensive Safety Action Plan to enhance the city’s safety goals and secure funding to construct safety improvements.

Strategy 4 – Develop priorities for improvements to the roadway network based on safety considerations and existing deficiencies.

Leverage data sources and other tools to establish a protocol that influences decision-making related to the prioritization and implementation of improvements as described in this Plan. Create a project list of critical locations where safety is a concern. Consider funding opportunities that are geared toward improving safety such as the Safe Streets for All (SS4A) grant.



Goal 5 – Maintain a high standard of upkeep and preservation of all roadways within the city's jurisdiction.

Strategy 1 – Maintain a Capital Improvement Program (CIP) project list that prioritizes transportation system improvements based on the needs of this Plan, including goals for mobility, safety, and connectivity.

The Bellevue Public Works Department maintains a five-year CIP that is updated on an annual basis. CIP projects should be categorized by short-, mid-, or long-term based on funding and needs within the community.

Strategy 2 – Evaluate and leverage funding strategies to maintain infrastructure and landscaping.

The city can implement user fees which can be collected directly from users of the transportation system. Parking fees or highway tolls can generate revenue that can be reinvested in maintaining infrastructure. Impact fees can be another source of revenue by requiring fees from developers with new construction. These fees can help offset the impact of increased demand on infrastructure caused by population growth and new development.



Goal 6 – Cultivate a robust transportation system that connects people with places both within the city and to the broader Omaha metropolitan area.

Strategy 1 – Enhance the Complete Streets Policy.

The City of Bellevue was the first municipality to adopt a Complete Streets Resolution in Nebraska, indicative of its commitment to holistic infrastructure. The existing policy identifies the City's commitment to including bicycle and pedestrian infrastructure in policy and traffic improvements. The city should revisit the Resolution and create updated and more detailed standards for transportation enhancements.

Strategy 2 – Update the Bicycle and Pedestrian Plan.

Updating MAPA's 2015 Bicycle and Pedestrian Plan with a focus on Bellevue's interior connections as well as those to the larger region (including Omaha, Papillion, and La Vista), incorporating the complete streets policy to inform safety and access features for non-motorized modes of travel into future roadway design projects. This update should identify specific corridors, priorities, and performance measures to support desired land use, including the growth areas identified in this Plan through community engagement.

Strategy 3 – Develop an advanced and coordinated community wayfinding system.

Create and implement a cohesive family of wayfinding signage throughout the community at strategic intersections, corridors, and points of interest. Wayfinding signage should orient all modes of traffic to services, amenities, and attractions within Bellevue. The city should ensure that signage is scaled appropriately for the intended user and mode of transportation. Signage should follow the community brand as described in **Section 4** and should use established design guidelines to ensure cohesion among wayfinding elements.

Strategy 4 – Gauge community interest and demand for electric vehicle (EV) infrastructure.

Adoption of electric vehicles is on the rise and while planning is needed, many communities are beginning to invest in a plan for EV public infrastructure investment. Bellevue should gauge the community's interest in publicly funded EV stations and identify next steps as appropriate.



Goal 7 – Identify opportunities to expand access to existing transit services and monitor new transit modes.

Strategy 1 – Prioritize new public transportation routes and options.

Recognizing the need for transit, consider setting aside funding to develop a study in partnership with Omaha Metro to identify new routes or services such as Omaha Rapid Bus Transit (ORBT) and MOBY paratransit service to increase transit options and access for Bellevue residents, a need identified during public meetings.

Strategy 2 – Bridge the gap between the current and the future of Fort Crook Road.

The 2022 Fort Crook Road Plan identifies Fort Crook Road as a growth area, a sentiment echoed by this Plan. While that plan identifies the vision for the district, more detailed actions must be identified and prioritized to help bring this vision to life. Once identified, the city should integrate these steps into the CIP as a first step to achieving transformational growth and transit accessibility for the area.

Strategy 3 – Expand the service hours of the local paratransit service.

The City of Bellevue currently operates a transit service for the elderly and disabled populations within city limits, offering limited week and daytime hours. While this provides valuable service for daily appointments and medical needs, paratransit service should be further invested in to provide expanded service hours and allow for additional trip types to enhance access and quality of life for these individuals.



Goal 8 – Actively coordinate with regional, state, and federal entities to garner additional transportation investment in Bellevue.

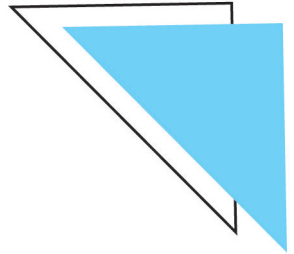
Strategy 1 – Strengthen community planning coordination.

Establish and maintain regular communication with entities such as MAPA to program multimodal projects and maintain awareness of grants and other funding opportunities and partnerships that may result in opportunities for Bellevue.

Strategy 2 – Establish a grant coordination program.

Fund and hire a full-time employee at the City of Bellevue to focus on identifying and pursuing opportunities to bring state and federal grant programs to Bellevue. This individual should be an experienced and dedicated grant writer who discovers new and existing grants, ensures that plans and legislations meet grant requirements, and takes care to draft and submit well-crafted proposals that will position Bellevue for success.

CONNECTING DESTINATIONS AND DISTRICTS



Emphasizing the importance of creating a connection between urban areas can help Bellevue build an inclusive, healthy, functional, and productive city. Bellevue must focus on connecting people with spaces and places while prioritizing the design of streets to accommodate all users, including pedestrians and cyclists. As heard throughout the public engagement process and visualized in **Figure 6.1**, safe, multimodal connections across Highway 75 to various communal hubs are desired.

Activating destinations and districts like Swanson Park, Olde Towne, et cetera requires finding safe connections to them. Access to these spaces should reflect the vision of a complete streets-focused transportation system. Where space is available, the addition of cycling infrastructure like protected bike lanes or trails should be added and considered a standard lane of the road. Where space is more limited, wide, multi-use paths to accommodate both pedestrian and bike travel should be implemented. Roadways and car-only lanes should not be wider than necessary and accommodate daily vehicle traffic while encouraging other transportation modes. Lower speeds and traffic calming measures should be taken to encourage both actual and perceived safety for all users. Transit infrastructure such as landing pads, shelters, and benches should be accommodated on corridors where transit is developed. Transit stops should connect to other modes of transportation via sidewalks and crosswalks to promote the use of active transportation options.

An important component when planning for travel to public spaces and places is the needs of individuals with disabilities, families with children, and the elderly. Creating barrier-free environments with features like curb cuts, ramps, and tactile surfaces can greatly enhance accessibility. The transformation of spaces like freeway overpasses, and bridge underpasses could provide additional connectivity in areas not usually welcoming to pedestrians and bikers. As seen in **Figure 6.1** there are many opportunities for intersection improvements that also allow for a safe, accessible and inviting path for those looking to travel to various destinations throughout the city.

In addition to accommodating active modes, roadways should provide adequate access between neighborhoods and districts via personal vehicles. Acknowledging that as a growing city, distances between established areas of Bellevue and those of the planning area will expand and roadways should be equipped to handle the travel demands to the districts outlined in this Plan. Thoughtful expansion and other measures should be utilized where possible to assist in shouldering the demand burden to other travel modes while maintaining the functionality for both local and pass-through traffic.



Prioritizing corridors that provide a link to the City's growth areas is key to developing a useful network of access. Destinations and districts, their connections to each other and the outlying neighborhoods, will be prioritized through investments in a smaller network of streets. Adding side paths and/or on street bike lanes while protecting seamless car travel on south and north Fort Crook Road, Mission Avenue, Harvell Drive, and Bellevue Boulevard, links nine of the eleven districts alone. These corridors are key as these districts are in established and developed areas of Bellevue which can be challenging when planning for future travel demands or providing access for additional users. The remaining two districts, New Towne and Sports Village, are in areas that haven't been fully developed and so planning and development of multi-modal corridors is far easier. On the new streets and developments, corridors for all users, personal vehicles, active users, and transit users, should be required.

Multifunctional public spaces, including streets and roadways, cater to diverse activities creating organic social interactions and fostering a sense of community. By enhancing streetscapes to develop a system that caters to all modes equally, Bellevue will position itself for a more resilient future. Multimodal trips increase the health of the community and allow for increased travel volume in limited spaces.

Through its transportation system, Bellevue can create an interconnected and inclusive environment with vibrant public spaces that serve as destinations for social engagement and community building. Projects outlined previously and displayed in **Figure 6.1** that achieve this vision are listed as follows.

Next Steps:

Prioritized Multimodal Corridors

- Mission Avenue
- Harvell Drive
- Childs Road
- 36th Street
- Bellevue Boulevard
- Fort Crook Road
- Harlan Lewis Road
- Platteview Road

Pedestrian and Accessibility Intersection improvements at

- Fort Crook Road and Chandler Road
- Fort Crook Road and Childs Road
- 36th Street and Cornhusker Road
- 15th Street and Cornhusker Road
- Fort Crook Road and Cornhusker Road/Harvell Drive
- Galvin Road and Harvell Drive
- Lincoln Road and Harvell Drive
- Fort Crook Road and Offutt West Gate
- 25th Street and Capehart Road
- Scarborough Drive and Capehart Road
- 36th Street and Hwy 370
- Hwy 370 and Hwy 75
- Hwy 370 and Fort Crook trail bypass

ACTIVE TRANSPORTATION FRAMEWORK



Data Sources: Sarpy County, Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), & Olsson Studio

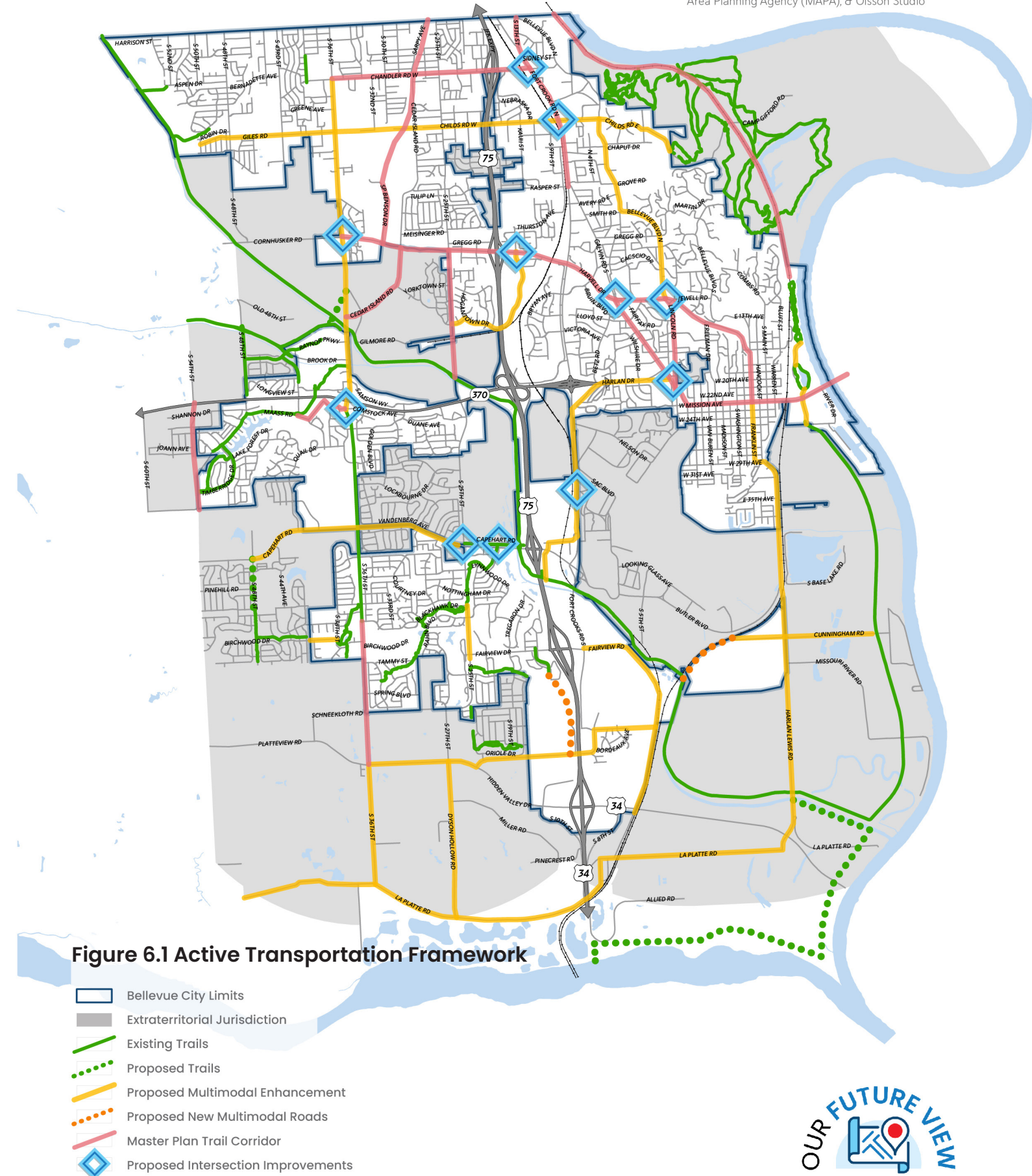


Figure 6.1 Active Transportation Framework

Mobility for Those with Disabilities

In much the same way housing, food, and water are human rights, transportation is a right. For everyone, without accessible transportation acquiring basic needs is difficult. But for many people who live with disabilities, it's not quite as easy as using their personal vehicle or walking to their destinations. A holistic transportation system understands this and makes reasonable modifications wherever possible. Providing ADA transit vehicles with useful schedules, installing crossing signals and tactile warning panels at intersections, and connected trail and sidewalk networks are all examples of modifications the transportation system should contain to ensure that Bellevue is a city for all.

Roadway System

Bellevue's street network is comprised of a variety of roadway types, which balance vehicle capacity with the needs of other uses (walking, bicycling, and transit), and connects all users to local and regional facilities. The roadway network consists of an expressway, principal arterials, minor arterials, major collectors, minor collectors, and local streets. US Highway 75, which travels north-south, is the only expressway within Bellevue and connects its users to the larger Omaha metropolitan area. In terms of roadway classifications, expressways are designed to maximize mobility function and offer limited access. Arterial roadways are typically designed to carry through traffic at relatively high speeds while collector roads are intended to carry traffic from the local street system to the arterial roads. Local roads serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector roadway.

Figure 6.2 represents the Roadway Functional Framework Map as developed with the community in response to needs and desires for future safety and mobility. Note that this map illustrates future connectivity across Bellevue and should be considered when looking at roadway improvements in the future. Community input expressed a need for a more robust and continuous system of arterial and collector roadways, especially to the growth areas in the southwest portion of the city. Consideration of various roadway recommendations should be intended to enhance the use of the major corridors by all modes and increase the overall efficiency, safety, and connectivity of the city's transportation system.

Next Steps:

- Complete corridor studies on the arterial roads of the Roadway Functional Framework to identify necessary improvements. Consider improvements that would enhance safety, connectivity, efficiency, and, where necessary, capacity while supporting desired land uses. East-west corridors should be developed to mitigate demands on State Highway 370 and support traffic flow on the southern portions of the city. Corridors include Capehart Road west of 48th Street, Platteview/Hidden Valley Road, La Platte Road, and a more continuous connection from the US Highway 75/Fairview Road Interchange west to Platteview Road.
- Examine the signal timing on Cornhusker Road west of US Highway 75. Signal timing updates may relieve the congestion that occurs on Cornhusker Road. Updates to signal timing may also help benefit aggressive driving behavior, including red-light running and reducing the number of serious crashes. Also, updating signal timings could postpone or eliminate the need to construct additional lanes for road capacity. This project is being initiated through a grant.
- Enhance and preserve right-of-way for arterial roadways and then upgrade those arterials and multimodal transportation options when funding is available.
- Prioritize intersection improvements at the proposed Destinations and Districts.

ROADWAY FUNCTIONAL FRAMEWORK

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 1-inch
 NORTH
 Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

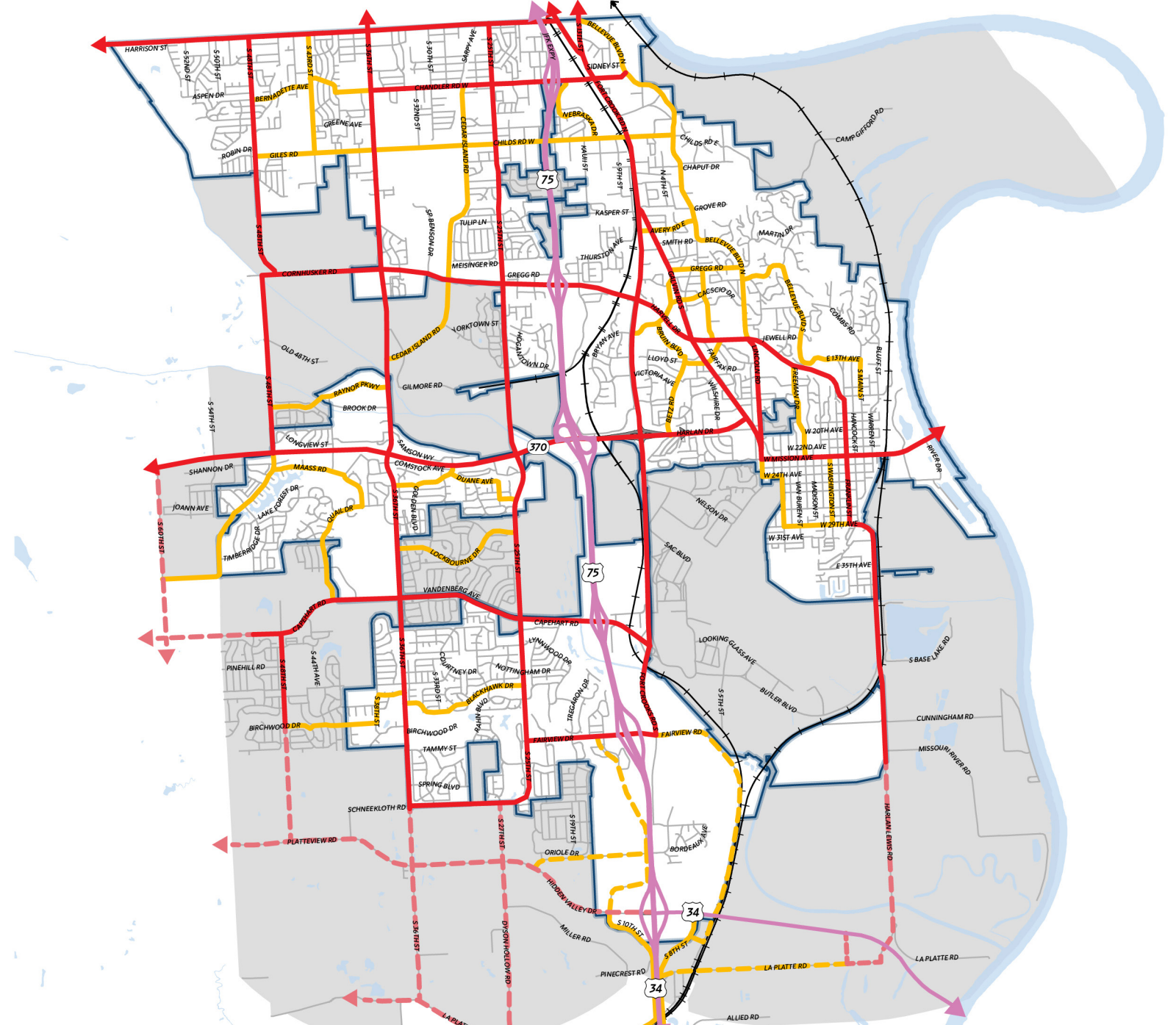


Figure 6.2 Roadway Functional Framework

- Freeway
- Arterial Road
- Collector Road
- Arterial Road Needed
- Collector Road Needed
- Bellevue City Limits
- Extraterritorial Jurisdiction



Future Travel Growth and Development

Demands on the future transportation system are focused on anticipated future development patterns identified in Section 3. By 2045, the city's population is anticipated to grow to about 81,000 residents. To understand how this growth will impact Bellevue's transportation system, Bellevue must analyze its anticipated growth and its impacts by using the city's own Travel Demand Model (TDM). MAPA currently maintains a TDM which forecasts traffic projections on the region's transportation network. Bellevue should explore the acquisition and maintenance of its own TDM focused solely on Bellevue's roadways to inform decision related to development, land use, and transportation investment and improvements.

Anticipated Traffic Volume

According to MAPA's 2050 Forecasted Traffic Volumes, most of the city's current arterial and collector roads will exceed the current capacity limits. To alleviate the congestion on these roads, improvements should be considered to expand the arterial roadway network. For example, State Highway 370's current road capacity supports up to 31,000 vehicles per day, but by 2050 it is anticipated that there will be up to 50,000 vehicles on the road per day. To support future traffic growth on State Highway 370, additional lanes will need to be added. Although right-of-way exists for this outcome, adding lanes is not ideal for surrounding land uses, multimodal transportation efforts, or roadway safety. Instead of increasing lanes on State Highway 370, Bellevue should seek to expand the east-west arterial network across the city to spread out traffic and reduce congestion on the major roadway. Bellevue should also assess the current capacity of roadways across the city to identify opportunities for improvements.

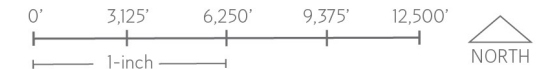
Truck Routes

Bellevue is served by US Highway 75 and 34 and State Highway 370 which are all currently primary truck routes through the city. US Highway 75 connects the city to regional and national trade routes with Interstate 80 which is located a few miles north of the city. Because truck activity can influence the entire network by slowing down traffic and creating safety hazards, it is important to designate roadways across Bellevue to be designated truck routes. These designated routes should include "thru" truck routes and "local" truck routes. US Highways 75 and 34 and State Highway 370 would be considered designated thru truck routes, and the current arterial network would be considered local truck routes per Figure 6.3.

Next Steps:

- The city should evaluate policy options for trucks to travel through the Olde Towne area as Mission Avenue continues east over the Missouri River and is one of few bridges over the river. A couple of options to consider are to incorporate a timing period on when trucks can use Mission Avenue to access the bridge crossing. Likely during the off-hours of when people aren't out and about. Another option would be to designate a truck route around Olde Town.
- The city should also develop a specific policy regarding truck routes and enforcement citywide and publish informational guidance.

TRUCK ROUTE FRAMEWORK



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

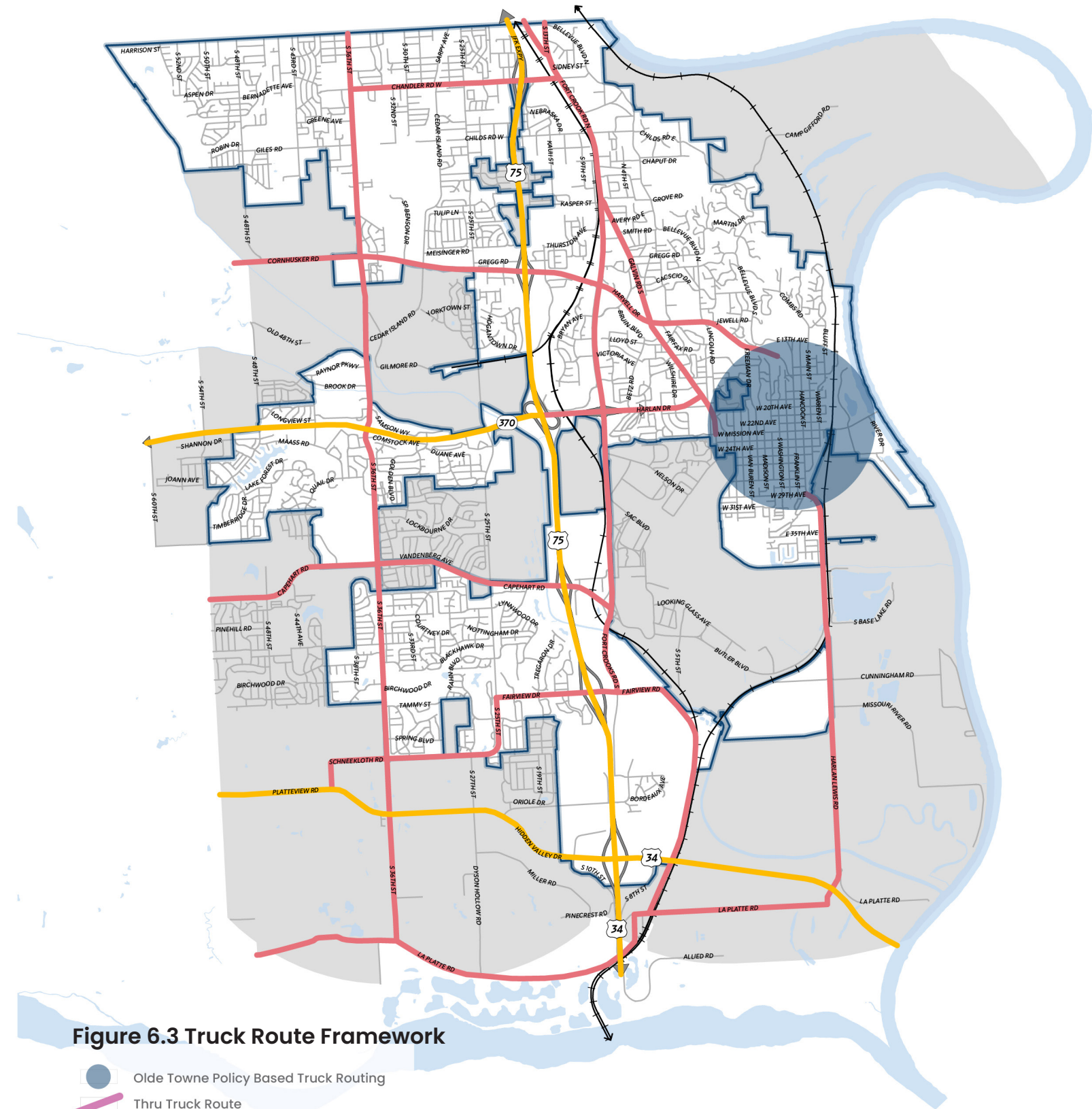


Figure 6.3 Truck Route Framework

- Olde Towne Policy Based Truck Routing
- Thru Truck Route
- Local Truck Route
- Bellevue City Limits
- Extraterritorial Jurisdiction



Trail Network

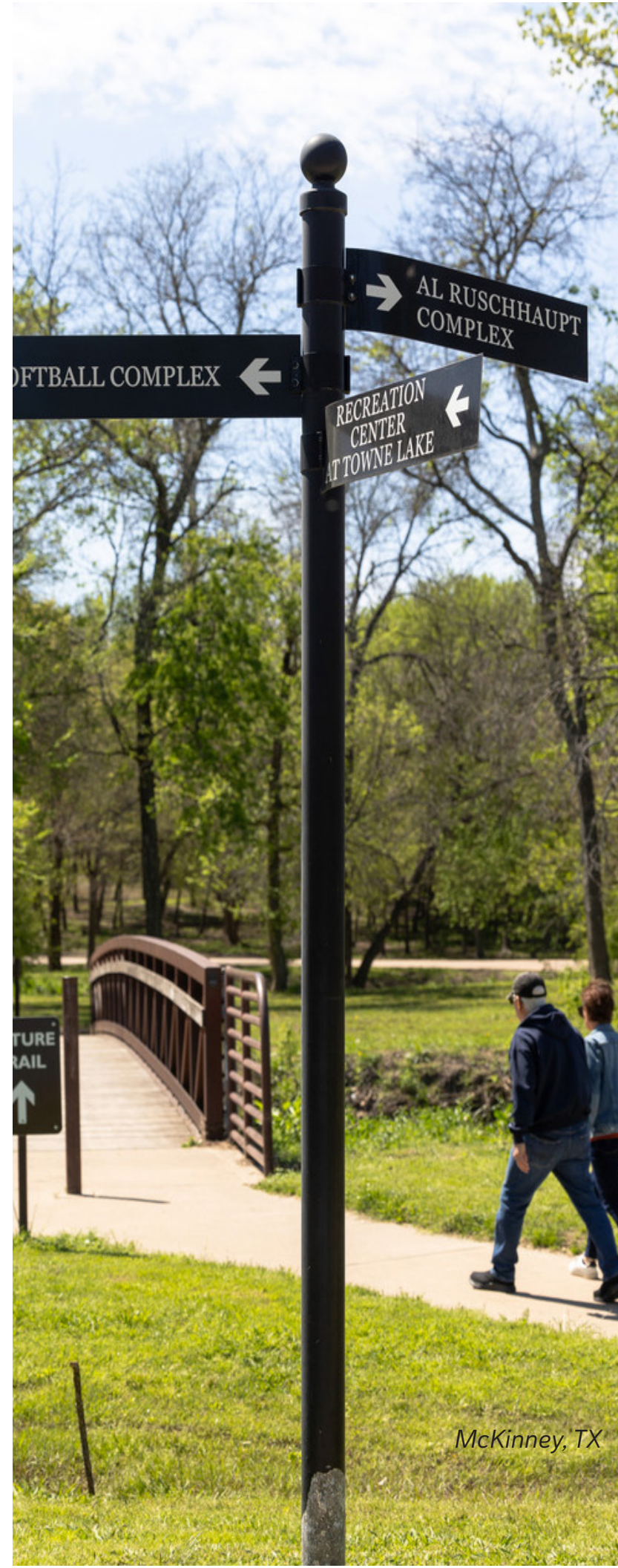
Establishing a connected and useful trail network for all users enhances a city's livability, increasing its recreational appeal and strengthening its resiliency over time. The 2023 Parks Master Plan lays the groundwork for a trail system that excels in connecting established destinations and trails with existing parks. This type of recreational system is necessary, and those paths are already well utilized, but a system designed solely for recreation creates connectivity issues for those who use or wish to use active transportation in their daily lives. Updating both the Complete Streets Resolution and MAPA's regional Bicycle and Pedestrian Plan to focus on functional connectivity is key to bridging the gap between recreational and efficient travel.

The network's focus should be to connect the suburban neighborhoods with destinations and growth areas identified in this Plan, such as Olde Towne, the Riverfront, and University Village. The Active Transportation Framework in **Figure 6.1** shows current and planned trails as well as those that further develop the network. Connecting to existing employer-dense zones is also important for a functional system as the growth areas develop. The trail network should include both on-street and off-street facilities, working together to create a more comprehensive system of pathways for users. Wayfinding signs, as discussed later in this section, should be heavily utilized to make the system accessible for visitors and locals.

New paths should be considered that create east-west connections across US Highway 75. Currently, a trail user must either risk the heavily car-trafficked interchanges or travel out of their way to the Keystone Trail under crossing. The current Parks Master Plan designated Chandler Road and Cornhusker Road as trail connections across US Highway 75, but it is recommended to consider new pedestrian and cyclist-only crossing at non-interchange locations. The Active Transportation Framework identifies potential in 15th Street, Platteview Road, Childs Road, and La Platte Road, but multimodal infrastructure should be included anywhere a non-interchange crossing occurs.

Bellevue should look to develop green corridors and connector trails that link to existing parks, neighborhoods, schools, and commercial areas. This can include repurposing underutilized land or using easements to create continuous trail networks. The Bellevue Parks Master Plan outlines that many trail efforts are already underway, connecting existing high-use trail corridors. Several of these corridors, as mentioned earlier in this Plan, are key in creating a functional trail system. Harvell Drive, Fort Crook Road (north and south of Olde Towne), Mission Avenue, and 36th Street were included in the Parks Master Plan and were noted during stakeholder meetings as high priority for trail and multi-modal development. With the implementation of green corridors and connector trails, Bellevue can prioritize connections that enhance accessibility and encourage non-motorized transportation options for residents.

To add to the current trail efforts, Bellevue can integrate multimodal transportation options and features that support various modes of transportation along the trail system, such as bike racks, and public transportation access points. Bellevue should ensure that trails are designed to accommodate both pedestrians and cyclists safely, with clearly marked lanes and adequate space for all users. Expanding electric bike access to all residents will increase use of the active transportation network. The City should work with Heartland B-Cycle - a bike share program - to expand the station network to key destinations and future developments in Bellevue such as Olde Towne, The Vue, Sports Village, Offutt Air Force Base, and existing parks and trails such as the Keystone Trail, West Papio Trail, and Bellevue Loop Trail. Noting that Heartland B-Cycle often has budget for the operations of new infrastructure but not the installation of new stations, Bellevue should identify grant opportunities to procure the equipment needed for expansion.



McKinney, TX

Wayfinding

Wayfinding signage is a critical component of the intuitive and easy navigation of a community. Signage should be informative yet should also reinforce a community's brand and identity by creating visual cues to mark city boundaries, key districts, and destinations. While wayfinding can take a variety of forms - from banners, to plaques, to technology, to sandwich boards - the city should leverage a family of signage to create points of direction throughout Bellevue. Wayfinding should serve a variety of transportation modes including walkers, bikers, and drivers. Signage, at the vehicular level, can direct drivers to area attractions, amenities, services, and places of significance. Pedestrian and trail wayfinding should focus on businesses and attractions that are within an achievable distance. The aesthetic of vehicular, trail, and pedestrian wayfinding signage should be developed with the established community brand in mind to create a cohesive and identifiable series of markers that drive economic development and make it easy to navigate Bellevue.

Next Steps:

- Establish a Wayfinding System using the community brand to create points of direction throughout the city. These signs should serve all transportation mode types.



Transit Recommendations

Bellevue desires a holistic transportation system, and transit service is necessary to achieve this. Omaha Metro, the regional transit authority, currently operates an express route along Fort Crook Road and is the basis upon which the system should grow. In the Transit Considerations Framework in **Figure 6.4**, Fort Crook Road is identified as a potential bus rapid transit (BRT) spine. In the interim, this corridor should be served by fixed-route service with feeder routes from growth areas such as Olde Towne, the Vue, and University Village as defined in **Section 3**. A fixed route designed to develop into BRT will support the dense, mixed-use growth expected in the Fort Crook Corridor both in the short and the long term. In the meantime, the city should work with Omaha Metro to develop a transit plan for the city and identify long-term aspirations for specific services and routes.

The addition of a fixed-route service in Bellevue would, by law, require the addition of Omaha Metro's paratransit MOBY service, filling a critical need as identified through community engagement. The MOBY service would free up resources currently used to operate the city's current paratransit program, Bellevue Specialized Transportation, allowing increased hours of operation to the rest of the city.

Next Steps:

- Engage in a partnered study with Omaha Metro to identify new routes and services along Fort Crook Road and Bellevue as a whole. The study should consider interim options along Fort Crook Road as well as potential feeder service such as a shuttle connecting growth areas and activity centers to regional transit to allow people from Omaha to utilize the Plan outcome.

TRANSIT CONSIDERATIONS

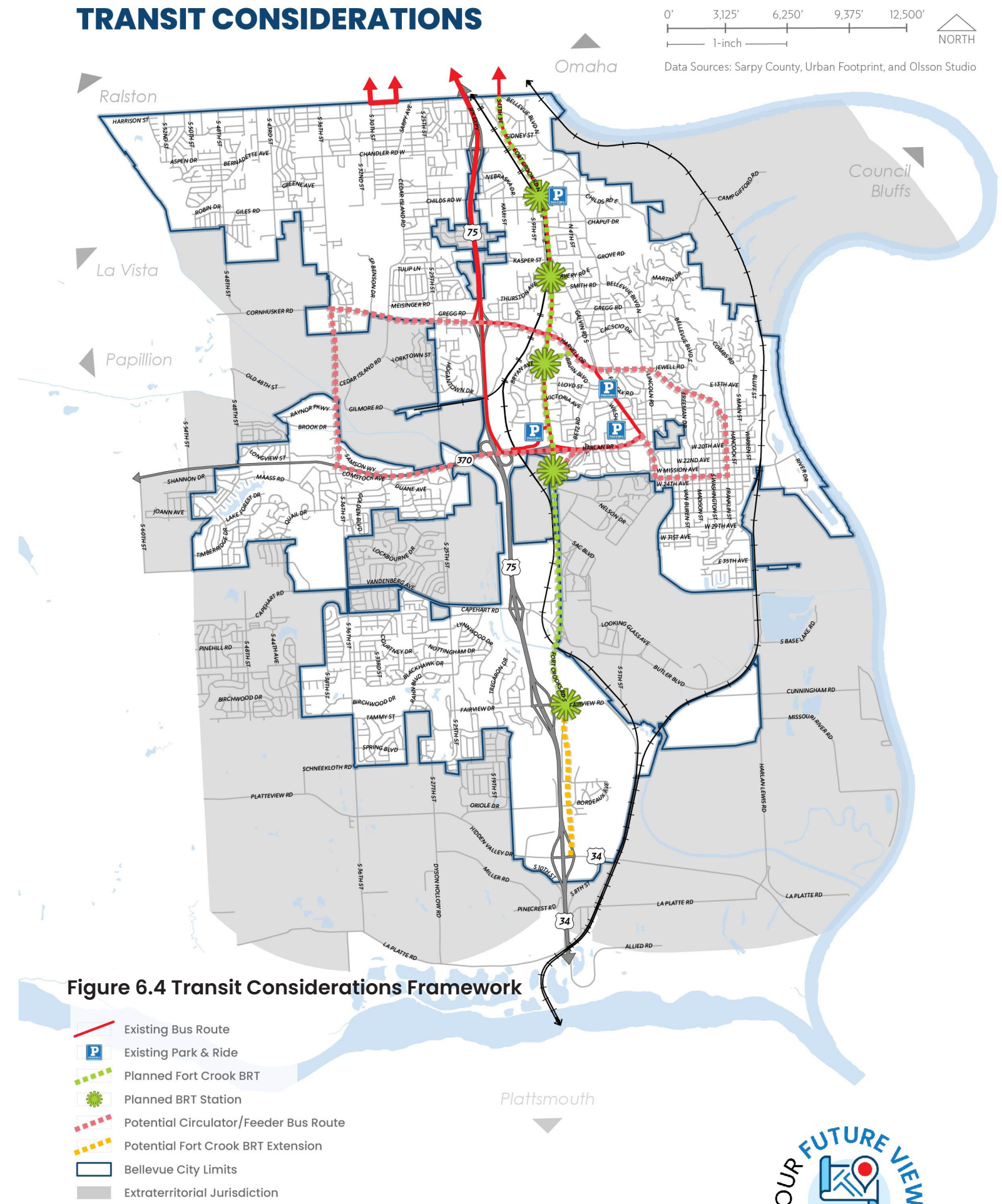


Figure 6.4 Transit Considerations Framework

Fort Crook Road

The 2022 Fort Crook Road Plan envisions an ambitious multimodal transportation spine for Bellevue and the first of its kind in the state. Fort Crook Road is today an underutilized corridor with the potential to connect downtown Bellevue and Omaha. The end goal for this corridor is clearly defined and envisioned in the plan, but the city must identify and take the necessary interim steps to achieve the vision of the plan:

Establishing Fort Crook Road Trail

As its first step towards the multimodal corridor, the City should develop the Fort Crook Road Trail. While a corridor study and master plan is recommended to capture all the interim steps to achieve the 2022 Fort Crook Road Plan, this initial step in developing the trail is key to ultimately changing the landscape, both figuratively and literally. This step should involve a road diet, closing one side of the old highway to create bike and pedestrian paths, develop gathering spaces, and prepare for the transit corridor. Identified in both this Plan and the Parks Master Plan, the Fort Crook Road Trail connects identified growth areas of Bellevue to South Omaha. The trail is not defined in its form in the Parks Master Plan but could flex to meet the space available throughout the corridor. In the area covered by the Fort Crook Road Plan, the trail should be a separated, protected bikeway alongside the future transit corridor. Outside the focus area, this can morph into on-street protected bike lanes or wide multi-use paths/sidewalks.

Pedestrian infrastructure is critical to the success of Fort Crook Road and its role as a key destination for the city. While the Fort Crook Road Trail is primarily designed for the movement of bicycles and other micro-mobility, it should be wide enough to accommodate both bike and pedestrian traffic when available and should be complemented by a network of sidewalks that extend into the existing neighborhoods on either side of the corridor.

To achieve the vision for Fort Crook Road, the city must invest in upgrades to existing intersections that increase safety and connectivity for pedestrian and cyclist crossings. Where appropriate, additional signage, traffic lights, curb bump outs, and other safety features should be added. Improvements should also consider transit stops and signal upgrades to allow for additions of transit signal priority systems. A sidewalk audit should be performed to identify locations where connections between the corridor and surrounding areas are not up to par.

Green Corridors and Gathering Spaces

By closing one side of the road for the trail, large green spaces, those created by this closure and those expanding from already underutilized space, can be utilized as pocket parks and gathering spaces.

While some of this space will ultimately become part of transportation infrastructure, in the short-term, these spaces can be used to develop interest and recognition for the growth area. Investments should be made in open green spaces and medians for pocket prairies or gathering spaces for the immediate communities along the corridor. Care of the greenery should fall to neighborhood associations or non-profit and community groups who already establish pocket prairies throughout the Omaha metropolitan area. Gathering spaces should be created that allow for trail users to pause on a bench in narrow parts of the corridor or for small festivals or farmer's markets to occur on wider sections such as the section of Fort Crook Road north of Childs Road or northwest of the intersection with Cornhusker Road. These low-cost installations can spark community interest and promote activity in the area, supporting the larger vision for the corridor.

Activating an Established Park and Ride

One such parcel that should be leveraged as both a gathering space and multimodal hub is the existing Park and Ride southeast of the intersection of Fort Crook Road and Childs Road. These two roads and their intersection

are identified in the Active Mobility Framework in **Figure 6.1** as multimodal or trail corridors for connecting the east and west sides of Highway 75 as well as a spine of travel on the eastern side. Additionally, Childs Road links to Bellevue Boulevard (another trail corridor) and Fontenelle Forest, one of the Districts noted in this Plan. Childs Road has been noted as a key trail corridor in several sections throughout this plan.

The Park and Ride currently is a large parking lot, centered around car travel. Adding facilities that create a safer travel environment to multiple modes and connects to key destinations is a first step in changing the view of Fort Crook Road as a destination rather than a throughway. These facilities could include wider sidewalks, on-street bike lanes, covered bus shelters or benches, and B-Cycle stations. Connected, wider sidewalks and a B-Cycle station at both Fontenelle Forest and the Park and Ride may be two of the key improvements in denoting this as an active corridor. Ensuring sidewalks connect through to both destinations promotes safety—both perceived and actual—for cyclists and pedestrians. B-Cycle stations are key due to B-Cycle's electric fleet and the hills that a cyclist would encounter traveling east to Fontenelle Forest.

Omaha Metro Coordination

In general, ORBT and transit lines take multiple years to plan and so coordination with Omaha Metro must be established early on to kickstart planning and funding activities for the new line. Typically, an ORBT line would replace an existing high performing fixed-route service, but with the next ORBT line being studied on 24th street (Route 24), there exists a possibility of connecting or extending from this route. ORBT, or the introduction of fixed-route service into the corridor will bring regional paratransit services that advance community goals as identified through public engagement. Early coordination and discussions related to planning and funding should begin to ensure that the infrastructure is accounted for in the interim.

Next Steps:

- Develop Fort Crook Road Trail for both pedestrian and bicycle travel by closing one side of Fort Crook Road and implementing striping, signage, and other safety measures to form the cycling and pedestrian pathways.
- Identify and program the installation of sidewalk and trail gaps along Fort Crook Road and its intersecting streets.
- Establish pocket or linear parks along wider sections of the right of way and encourage local groups to use the linear spaces and pocket parks for farmer's markets or festivals.
- Establish the Childs Road/Fort Crook Road Park and Ride as a multimodal hub through the installation of B-Cycle stations, continuous sidewalks, and other transit and active improvements to provide multimodal access to destinations like Fontenelle Forest.
- Engage in a partnered study with Omaha Metro to identify new routes and services along Fort Crook Road and in Bellevue as a whole.



Complete Streets and Design Standardization

As the city continues to grow, the city needs to provide an overview of design standards and establish a review process to meet the goals and objectives of this plan. These standards should be based on and implement city, state, and national laws, codes, regulations, ordinances, plans, policies, and best practices.

Updating the City's Roadway Classification System

Consider updating the city's roadway rating classification system and roadway design standards so roadways can eventually be improved to include other modes of transportation as the city grows. The city's roadway network was designed to move traffic to its destination as quickly as possible. The new classifications can aim to address a shift to multimodal needs, including pedestrian and bicycle traffic. The city should update their Roadway Design Standards to align with city policies and goals listed in the comprehensive plan. These design standards are essential for ensuring safe, efficient, and sustainable transportation systems. Some design standards may include street widths, intersection design, pedestrian pathways, and bicycle lanes which correspond with the complete streets policy. Additionally, various environmental and safety standards should be listed in the design standards as well.

Enhance the Complete Streets Policy

The City of Bellevue was the first municipality to adopt a Complete Streets Resolution in Nebraska, indicative of its commitment to a whole-focused infrastructure. The existing policy identifies the City's commitment to including bicycle and pedestrian infrastructure in policy and traffic improvements. The city should revisit the Resolution and create updated and more detailed standards for transportation enhancements.

Complete Streets is the process of creating and maintaining streets that serve people of all ages and abilities no matter how they use the public way. At one time, the street design process focused on moving people and goods as fast as possible, usually in a car. The Complete Streets process recognizes that streets are our most valuable public asset not only because they move people via many modes, but because they are the places in which we all live and socialize, form the backdrop of business and commerce, and shape our health and wellbeing

While outlining the City's commitment to accessible roadways, Bellevue's current Complete Streets Resolution does not detail the process, exceptions, or guidelines for officials to implement the principles acknowledged in the resolution. To reinforce the Resolution, the City should adopt a Complete Streets Policy. This policy should apply to all stages of public and private work, including design, construction, maintenance, and operations and be applicable to all organizations and departments doing work in Bellevue. It will cover all aspects of public right of way, including (but not excepting any) streets, sidewalks, alleys, bridges, and trails. Additionally, it should prioritize safety and street design elements that encourage walking, biking, and transit trips as well as universal and equitable investment throughout the City.

Following development and adoption of a Complete Streets Policy, a handbook should be written that further explains the policies. The handbook should be explicit and contain detailed rules procedures and design considerations for all projects in all phases. All ten elements from Smart Growth America's best policies should be accounted for:

- Establishes commitment and vision
- Prioritizes underinvested and underserved communities
- Applies to all projects and all phases
- Allows only clear exceptions
- Mandates coordination
- Adopts excellent design guidance
- Requires proactive land-use planning
- Measures progress

- Sets criteria for choosing projects
- Creates a plan for implementation

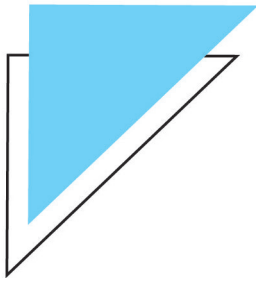
These same criteria and policies will apply to private developers and organizations. A review process of projects containing public right of way should be developed alongside the handbook and used to evaluate against the policy's goals and elements.

More Comprehensive Development Review Process

The development review process needs to play a crucial role in shaping the growth of Bellevue and ensuring that new projects align with broader transportation goals listed in this plan. The city should take a comprehensive review approach, during development review, city staff should assess the proposed projects' impacts on the transportation network and traffic along with other facilities such as schools, land use, utility corridors, and emergency services. The overall goal should ensure that the review checks all the boxes to make sure the project fits seamlessly into the existing and proposed fabric of the city.

Next Steps:

- Update the city's roadway classification system and roadway design standards to include all modes of transportation.
- Update the City's current complete streets resolution to include policy and create updated and more detailed standards for transportation enhancements.
- Relevant projects: Mission Avenue Complete Streetscape, Capehart Road Streetscape Improvements between 46th and 48th Streets, and Fort Crook Road Improvements.
- Establish a project review process that is comprehensive in nature, warranting that all new projects align with multiple elements of the this Plan and the Complete Streets Plan.
- Develop a comprehensive safety action plan that could include updates to the complete streets policy and design standards.



Pedestrian and Sidewalk Plan

Safety was heard throughout the stakeholder engagement process, and it was heard loudest in connection to sidewalks in Bellevue. Understanding Bellevue's desire for a connected transportation network in all modes, the City should conduct a Pedestrian and Sidewalk plan that includes a review of areas with existing high pedestrian counts; areas with future high counts (such as the Districts of this Plan); identify locations where safety should be improved, and create a prioritized sidewalk reconstruction program to fill gaps in the network. This plan should review and complement the Active Framework, Bellevue's 2023 Parks Master Plan, and MAPA's 2015 Bicycle and Pedestrian Master Plan.

Next Steps:

- Engage in a Pedestrian and Sidewalk Plan.
- Establish a Prioritized Sidewalks/Reconstruction Program for decision making and available funding sources for the city's sidewalk program.

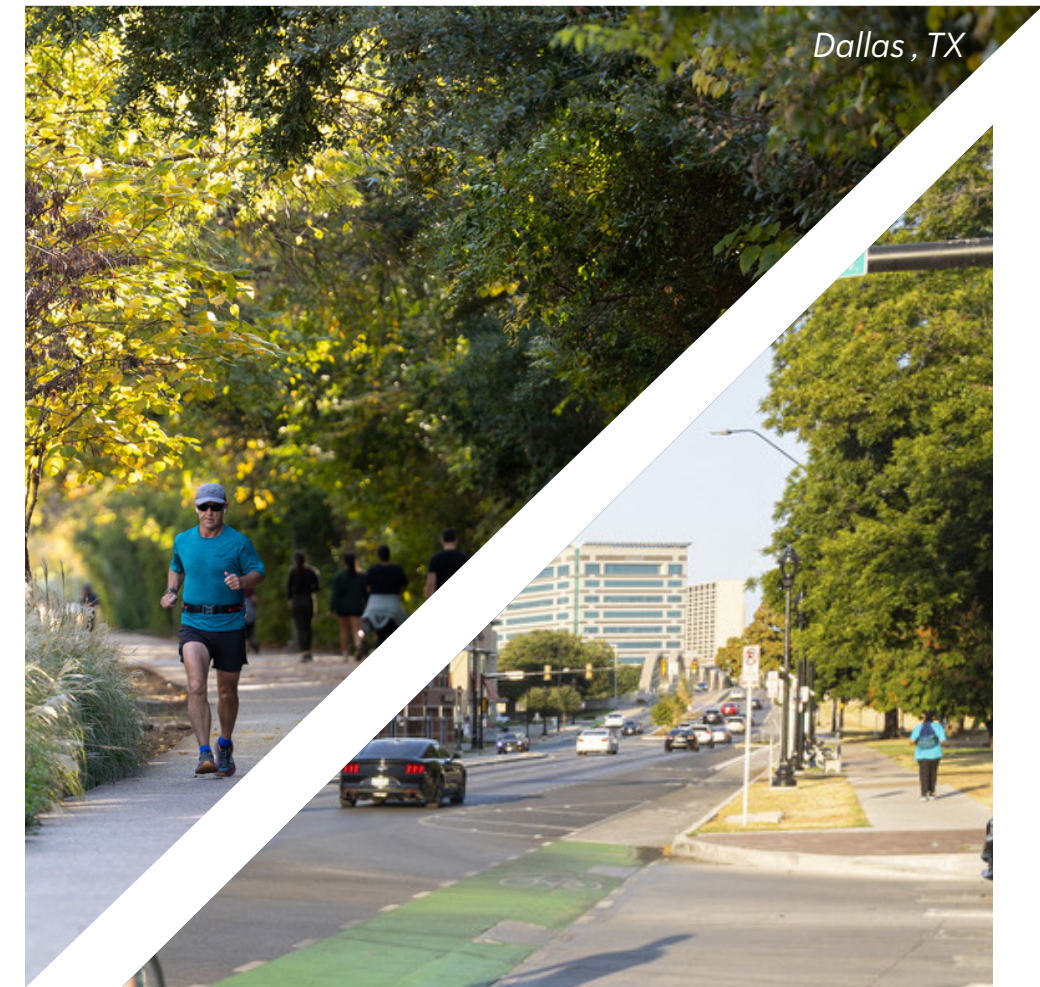
Transportation Capital Improvements Program

While improvements and proposed projects that are identified for Bellevue, it is important to understand that the city would benefit from implementing a Transportation Capital Improvements Program (TCIP) to track what transportation facilities are planned on a long-term basis. These programs are designed to provide a road map for implementation of core infrastructure improvement programs and standalone enhancement projects throughout a city. It also strives to balance regulatory requirements, safety issues, planned priorities, and desired enhancements to City assets and infrastructure. Various city departments such as Engineering, Public Works, and Planning would need to assess needs, plan, and develop specific projects that they feel would benefit the city. Projects should be developed and prioritized based on specific goals, consideration of public safety, operational deficiencies, financing, and availability of regional, state, and federal grant programs. During this prioritization process, it's important to identify funding sources and availability. These plans typically have planning horizons of between five and 10 years and beyond, with the first two to three years of funding generally appropriated by City Council at adoption. Additionally, TCIP should also have details on the city's current transportation maintenance and operations programs, their funding levels and the project selection criteria.

Fayetteville, AR



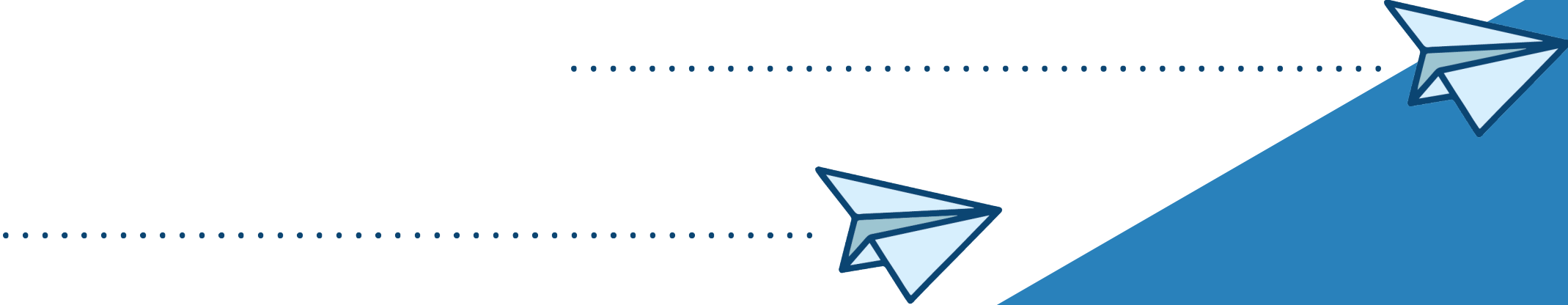
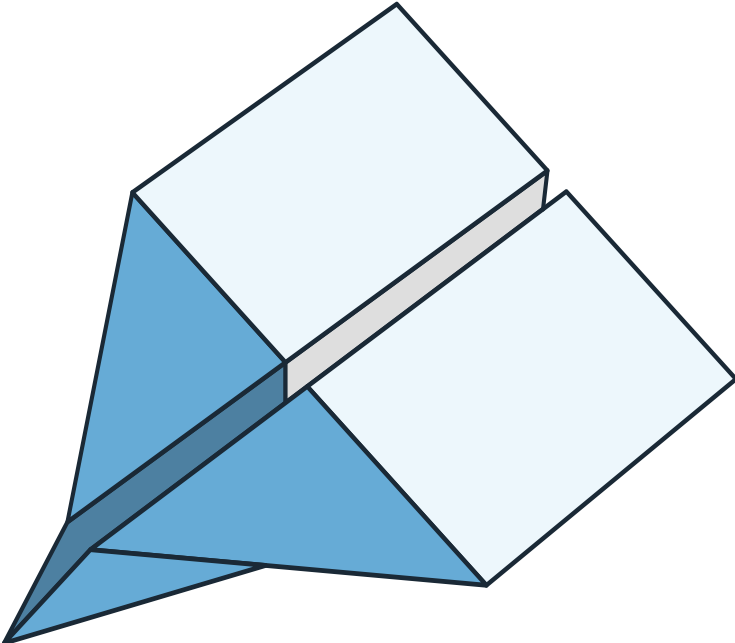
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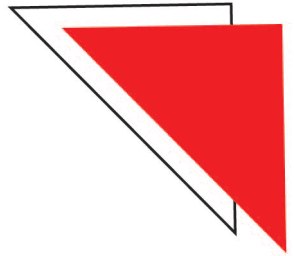
Fort Worth, TX



SECTION 07.



ACTION PLAN



LET'S TALK IMPLEMENTATION!

Bellevue steps boldly into its future with the development of the Comprehensive + Long Range Transportation Plan and has taken a proactive first step in setting itself up for success. Bellevue should use this Plan to guide daily decision-making and as a guidepost by which success is measured. Bringing this Plan to life will take focus, dedication, and investment.

Bellevue can create continued momentum and excitement through careful prioritization of early, visible wins. This means that actions of all sizes and levels of investment can create community awareness and excitement that can build into further progress towards Bellevue's goals and aspirations. The city should maintain the momentum that has been developed through this planning effort through implementation of early, visible wins.

Implementation takes considerable time and effort. Bellevue should leverage the time frames, cost impacts, and other supporting information provided in the Action Plan to prioritize next steps and fold this Plan into the City of Bellevue's daily workflow, budgeting, and capital improvement planning. This planning effort has proven Bellevue's commitment to the advancement of the city. It is time to build upon the momentum of this Plan and bring Bellevue's aspirations to life.

WHAT IS THE ACTION PLAN?

Adoption of this Plan kickstarts the process of community-wide implementation of the recommendations. The Action Plan provides a detailed and vetted road map for community investment. This section is critical to successful realization of the Plan, *providing the "how" to support the desired outcomes described in the recommendations.*

The Action Plan is organized into five tables corresponding to the structure of the Plan. Each table consists of actions described and supported by specific steps needed to be taken to move the Plan forward. Each action is supported by descriptions of ownership and partners of the action, the action type, projected time frame for completion, and relative cost impact.

An Action Plan sets forth the steps that must be taken to advance the Plan's vision, values, and recommendations, serving as a continuation of the recommendations described in **Sections 3 through 6** of this Plan, which dovetail from the vision and values provided in **Section 2**. The recommendations in this Plan are associated with specific actions to promote incremental and successful implementation. The Action Plan is not new or independent of the recommendations of this Plan, but rather, gets to the "how" and "when" that dictates clear next steps to achieve the community vision and values established in this Plan.

Implementation of the Plan will take commitment. The Action Plan should be used as a guide for the city, vested organizations, and elected officials when considering and allocating funds towards land use changes, enhancements to the public right-of-way, development projects, infrastructure-related projects, and other community enhancements.



Ownership and Partners

Implementation of the Plan is a community effort and will require intentional ownership of and partnership in each action. Although members of the public should feel an investment in the Plan's successes, elected officials, city staff members, the private sector, and the public sector have a vested responsibility in this Plan's success, as indicated by **Owners** and **Partners** associated with each action in the Action Plan.

- **Owners:** Those that are charged with *leading the implementation* of the specific action and must take the lead in getting the action moving and completed. Owners of actions are responsible for ensuring that their actions do not sit idle. Owners should rely on Partners to do so.
- **Partners:** Those that are also *involved in the implementation* of the specific action and must provide support to the action Owner and be a proactive participant in the action. Partners should look to Owners to lead activities and look for opportunities to get involved.

Relative Cost Impact

Relative **Cost** designations refer to implementation expenses incurred by the city or organization associated with each action, and do not account for private investment costs.

- **(\$) Low:** Actions that requires policy changes or partnerships with limited outside funding requirements or minimal investment to implement.
- **(\$\$) Medium:** Actions that require a degree of investment related to planning, engineering, design, infrastructure expansion, or other forms of investment to implement.
- **(\$\$\$) High:** Actions that require high levels of planning, engineering, design, infrastructure expansion, or other forms of investment to implement.

Action Type

Each action is assigned a Type. Actions can vary widely in their form. It is important to understand the type of effort that each action represents. Action type can help determine ownership, partners, time frame, and cost impact. Some are physical projects that involve design development and construction (projects), while others seek to ensure policies are aligned with the Plan. Action Types and their definitions are as follows:

- **Project:** Actions that are physical built works.
- **Policy:** Actions that require city policy changes.
- **Program:** Actions that are a set of related measures or activities with a long-term aim and a set schedule and plan.
- **Plan:** Actions that involve additional study or the development of a separate plan.
- **Initiative:** Actions that require new, organized efforts by city leadership.
- **Protocol:** Actions that require the establishment of official procedures to accomplish.
- **Partnership:** Actions that require the formation of a committee, relationship, or regular meeting.

Time Frame

Each action is assigned a relative **Time Frame**. Timing and phasing are critical to successful Plan implementation. While some actions should kick off immediately, others will take years of planning and preparation. The time frames provided are based on an understanding of Bellevue's needs and priorities. Some actions are more complex than others and factors such as the scope and scale of the project, funding and resources, property acquisition, assemblage, and sequencing of other projects may impact the time frame provided. This column of the Action Plan should be carefully analyzed and updated during the annual review of this Plan.

- **Continuous (Ongoing over Plan lifetime):** Necessary actions that must take place regularly or consistently.
- **Immediately (0-1 years from Plan approval):** Actions among the first that need to take place after the Plan is adopted, ideally in the first year.
- **Short-Term (0-3 years from Plan approval):** Actions that should be completed early on; often simpler actions that directly advance other actions, provide early wins, and address critical issues.
- **Mid-Term (0-8 years from Plan approval):** Actions that will capitalize on the early wins and keep revitalization momentum high, typically involving a capital expense that requires budgeting.
- **Long-Term (0-10+ years from Plan approval):** Actions that often have a significant level of complexity to accomplish (such as land acquisition, funding, or technical expertise). Long-term actions typically involve significant capital expenses and advanced budgeting.

Advancing the Goals of the Plan

The Action Plan is designed as the implementation of Plan recommendations. In parenthesis next to each action are the goals which that action seeks to advance. The goals are embedded throughout **Sections 3 through Section 6** of this Plan and are listed again below for quick reference. Note that the goals for each section will occasionally overlap with those of other sections in the tables, advancing multiple goals at once.

SECTION 3: Land Use, Development, and Economic Health (L)

- Goal L1** - Cultivate a balanced mixture of land uses and densities that serve community needs.
- Goal L2** - Take a strategic and measured approach to community growth and annexation.
- Goal L3** - Focus development and investment in key pockets of Bellevue to create destinations.
- Goal L4** - Expand the diversity and variety of housing to meet and anticipate community needs.
- Goal L5** - Protect, preserve, and unlock the economic potential of natural features.
- Goal L6** - Reinvest in Olde Towne.
- Goal L7** - Cultivate an increasingly diverse and stable local economy.

SECTION 4: Character, Placemaking, and Art (C)

- Goal C1** - Establish a unique and identifiable community brand.
- Goal C2** - Cultivate enjoyable and attractive public spaces that enhance community aesthetics and sense of place.
- Goal C3** - Guide the creation of modern, functional, and aesthetically pleasing private properties.

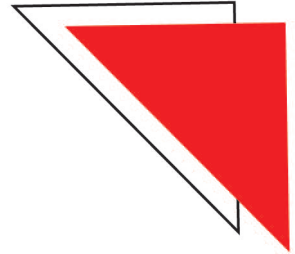
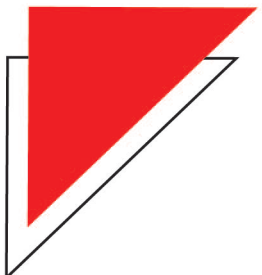
SECTION 5: Quality of Life and Environmental Resiliency (Q)

- Goal Q1** - Enhance the quality and maintenance of parks and open spaces to promote health, wellness, and community cohesion.
- Goal Q2** - Integrate parks and public spaces into new development projects.
- Goal Q3** - Expand community programming to enhance social cohesion and quality of life.
- Goal Q4** - Preserve Bellevue's natural resources and conservation areas.
- Goal Q5** - Develop a citywide climate action program and plan.
- Goal Q6** - Promote walkable and connected development that enhances community health.
- Goal Q7** - Enhance the accessibility and design of community infrastructure to promote safety and wellness.

SECTION 6: Transportation (T)

- Goal T1** - Improve roadway system efficiency to support planned growth.
- Goal T2** - Enhance the transportation system and functionality of roadways to align mobility, growth, and desired land use.
- Goal T3** - Establish and enhance multimodal connections to Growth Areas.
- Goal T4** - Provide a safe, comfortable, and reliable transportation network that provides adequate mobility for people, goods, and services.
- Goal T5** - Maintain a high standard of upkeep and preservation of all roadways within the city's jurisdiction.
- Goal T6** - Cultivate a robust transportation system that connects people with places both within the city and to the broader Omaha metropolitan area.
- Goal T7** - Identify opportunities to expand access to existing transit services and monitor new transit modes.
- Goal T8** - Actively coordinate with regional, state, and federal entities to garner additional transportation investment in Bellevue.
















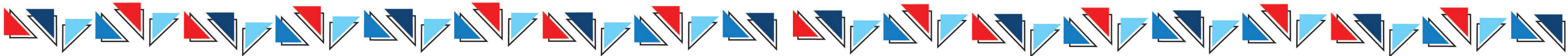
THE HOT LIST

“Where do we start?”

The Action Plan identifies dozens of steps that need to be taken to achieve the vision for the future of Bellevue. It can be difficult to know where to start. Early, visible wins can help to build upon the momentum and success created by this planning effort. The Hot List is the guide to the first couple of years after this Plan is adopted. Jump into these actions first steps to keep up the momentum, start on the to-do list, and set the city up for success.

There are ten actions on the Hot List, and they provide guidance on a great place to start on the implementation of the Comprehensive + Long Range Transportation Plan. These items are described in more detail in the Action Plan as indicated by the red icon. 

-  **01.06-C:** Promote and share this Plan with developers, partners, and other organizations to represent Bellevue’s commitment to community advancement.
-  **02.01-A:** Create district overlays aligning with the Districts and Destinations defined and described in Section 3. Formally establish districts as overlays in the Zoning Ordinance.
-  **02.05-A:** Publish and maintain an accessible ESRI ArcGIS Online map of vacant or underutilized sites that are available for development, infill, and redevelopment. This may include vacant sites, surface parking lots, and buildings near the downtown area and along commercial corridors.
-  **02.05-E:** Create a quick guide of best practices for redevelopment and adaptive reuse that align with this Plan. Share this with developers and use it as a tool for city staff members and elected officials as decisions are made about redevelopment.
-  **03.01-A:** Provide incentives to commercial and multifamily residential property owners for maintaining their building exteriors, such as tax breaks or advertising opportunities.
-  **03.02-C:** Establish a public arts commission to promote, implement, and facilitate public art installations and community art projects.
-  **05.01-D:** Prioritize intersection improvements at The Vue and University Village to support the development of these destinations.
-  **05.02-B:** Develop Fort Crook Road Trail for both pedestrian and bicycle travel by closing one side of Fort Crook Road and implementing striping, signage, and other safety measures to form the cycling and pedestrian pathways.
-  **05.03-D:** Establish a Prioritized Sidewalks/Reconstruction Program for decision making and identify available funding sources for the city’s sidewalk program.
-  **05.03-F:** Update the current complete streets resolution to include policy and create updated and more detailed standards for transportation enhancements. Relevant projects include the Mission Avenue complete streetscape and Fort Crook Road improvements.



THE ACTION PLAN

TABLE 1

Plan Adoption & Continuation

Action	Owner & Participants	Type	Time Frame	Cost	
01.01 - Adopt this Plan. (Advancing all goals of this Plan)					
A	Post the final draft of this Plan on the City website prior to the City Council adoption hearing.	City of Bellevue	Initiative	Immediately	\$
B	Determine when and how the city will utilize the Plan during the development review process. Communicate this to the Planning Commission and to City Council.	City of Bellevue	Initiative	Immediately	\$
C	Present the Plan to City Council for adoption.	City of Bellevue	Initiative	Immediately	\$
01.02 - Amend relevant plans and regulations. (Advancing all goals of this Plan)					
A	Conduct a thorough review of the existing Zoning Ordinance to compile a comprehensive list of changes with exact policy text necessary to align city zoning with the intent of this Plan.	City of Bellevue	Initiative	Immediately	\$
B	Communicate proposed changes to the community through the city website and other media as appropriate.	City of Bellevue	Initiative	Immediately	\$
C	Present proposed Zoning Ordinance amendments to Planning Commission for recommendation of approval and to the City Council for adoption.	City of Bellevue	Policy	Immediately	\$

Action	Owner & Participants	Type	Time Frame	Cost	
01.03 - Position this Plan to be used as a daily decision-making tool. (Advancing all goals of this Plan)					
A	Evaluate all development/redevelopment and improvement proposals against the vision, values, and recommendations of this Plan. Consider whether the proposals align completely, partially, or not at all, with this Plan.	City of Bellevue	Initiative	Immediately	\$
B	Provide members of city staff, Planning Commission, and City Council with a copy of this Plan to be used in making decisions about the future of Bellevue.	City of Bellevue	Initiative	Immediately	\$
01.04 - Educate community members, city staff, elected officials, developers, and the broader community about the value and role of this Plan. (Advancing all goals of this Plan)					
A	Right after Plan adoption, city staff members should host a work session with Planning Commission and City Council to discuss the Plan's details, its primary goals and recommendations, its role, and the role each individual plays in advocating for the implementation of Plan recommendations.	City of Bellevue	Initiative	Immediately	\$
B	When elected officials and city staff members change, ensure that new individuals are aware of the Plan and its purpose in shaping the community.	City of Bellevue	Initiative	Continuous	\$
C	Meet with relevant department heads to explain the findings and recommendations in the Plan. Identify recommendations relevant to each individual and explain the role that each individual plays in implementing the Plan.	City of Bellevue	Initiative	Immediately	\$

Action	Owner & Participants	Type	Time Frame	Cost
<i>D</i> Make a copy of the Plan available on the city website and provide hard copies at City Hall for purchase.	City of Bellevue	Initiative	Immediately	\$
<i>E</i> Create a clear way to direct questions from the public about the Plan to city staff members via the city website.	City of Bellevue	Initiative	Immediately	\$
<i>F</i> Assist the community (e.g., residents, developers, business owners, etc.) in understanding the Plan, as needed.	City of Bellevue	Initiative	Immediately	\$

01.05 - Conduct an annual review, progress report, and amendment (if necessary) for this Plan. (Advancing All Goals of this Plan)

<i>A</i> Maintain a list of possible amendment needs or Plan recommendations that may be a subject of change, addition, or deletion.	City of Bellevue	Initiative	Continuous	\$
<i>B</i> Prepare an annual progress report to present to the Planning Commission and City Council, celebrating implementation successes and identifying necessary amendments to the Plan.	City of Bellevue	Initiative	Continuous	\$
<i>C</i> Amend the plan (if necessary) every other year.	City of Bellevue	Policy	Continuous	\$
<i>D</i> Conduct an internal update of the Plan every three to five years. Align this review with the preparation of the city budget.	City of Bellevue	Policy	Continuous	\$
<i>E</i> Annually assess technology necessary to support the implementation of this Plan. Look for opportunities to invest in and integrate technology that supports the Plan.	City of Bellevue	Initiative	Continuous	\$

Action	Owner & Participants	Type	Time Frame	Cost
01.06 - Track, promote, and celebrate Plan successes through city communication channels. (Advancing All Goals of this Plan)				
<i>A</i> Use this Action Plan as both an internal and external tool to track the Plan's implementation.	City of Bellevue	Initiative	Continuous	\$
<i>B</i> Post updates celebrating the successful implementation of actions within this Plan on relevant social media accounts.	City of Bellevue	Initiative	Continuous	\$
<i>C</i> ♦ Promote and share this Plan with developers, partners, and other organizations to represent Bellevue's commitment to community advancement.	City of Bellevue	Initiative	Short-Term	\$

01.07 - Establish and maintain relationships with partner organizations to facilitate Plan implementation. (Advancing All Goals of this Plan)

<i>A</i> Identify potential partner organizations including developers, non-profits, employers, businesses and others who may have a vested interest in the future of Bellevue.	City of Bellevue	Partnership	Continuous	\$
<i>B</i> Establish or maintain strong relationships with these partners and advance this Plan through open communication about Bellevue's vision, values, and commitment to the future.	City of Bellevue	Partnership	Continuous	\$

TABLE 2

Land Use, Development, & Economic Health

Action **Owner & Participants** **Type** **Time Frame** **Cost**

02.01 - Revise the Zoning Code to align with the Plan recommendations for land use and districting. (Advancing Goals L1, L2, L3, L4, L5, and L7)

A ♦	Create district overlays aligning with the Districts and Destinations defined and described in Section 3 . Formally establish districts as overlays in the Zoning Ordinance.	City of Bellevue	Policy	Immediately	\$
B	Set regulations for each overlay district to align with Plan recommendations for land use, connectivity, and character.	City of Bellevue	Policy	Immediately	\$
C	Incentivize development and redevelopment projects that align with Plan recommendations for Districts and Destinations or recommendations for land use and character.	City of Bellevue	Policy	Immediately	\$

02.02 - Strategically acquire areas of importance for future growth. (Advancing Goals L1, L2, L3, and L4)

A	Develop an annexation plan to acquire priority areas outside Bellevue's existing city limits, using the Future Growth Framework in Figure 3.1 as a guide.	City of Bellevue	Plan	Short-Term	\$
B	Identify and acquire appropriate funding to support the site acquisition process for strategic community growth.	City of Bellevue	Initiative	Continuous	\$\$

Action **Owner & Participants** **Type** **Time Frame** **Cost**

C	Determine the highest and best use of land; develop and implement a marketing strategy to advertise desired uses on the acquired properties.	City of Bellevue	Initiative	Short-Term	\$
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02.03 - Conduct district master plans. (Advancing Goals L1, L2, L3, L4, L5, L6, and L7)

A	Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for The Vue with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Short-Term	\$\$
B	Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for Olde Towne with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Short-Term	\$\$
C	Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for New Towne with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Short-Term	\$\$
D	Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for University Village with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$

Action	Owner & Participants	Type	Time Frame	Cost
E Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for The Riverfront with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$
F Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for Swanson Park with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$
G Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for Fort Crooke Corridor with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$
H Develop a Request for Proposals (RFP) or Request for Qualifications (RFQ) and conduct a competitive bidding process to hire a consultant to develop a master plan for Sports Village with community involvement and consensus-building.	City of Bellevue; May Require Outside Partnership	Plan	Mid-Term	\$\$

02.04 - Focus city investment in key destinations described in Section 3 of this Plan. (Advancing Goals L1, L2, L3, L4, L5, L6, and L7)

A Leverage district master plans to inform city decision-making about development and redevelopment in each area, respectively.	City of Bellevue	Initiative	Short-Term/ Continuous	\$
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Action	Owner & Participants	Type	Time Frame	Cost
B Actively promote the vision for the districts as defined in the master plans and work with the development community to identify potential partners including master developers, architects, business owners, and others who will work with the city to bring the vision to life.	City of Bellevue; Economic Development Department	Initiative	Short-Term / Continuous	\$\$
C Create a consistent message, tone, and marketing strategy for each district. Content should be positive, meaningful, fun, and based in the values established in the master plans.	City of Bellevue	Protocol	Short-Term / Continuous	\$
D As development takes place and new businesses come to downtown, notice patterns in business-types and client-types that bring people to respective districts within Bellevue. Identify market niches and develop economic strategies to support them respectively.	City of Bellevue; Economic Development Department	Initiative	Long-Term / Continuous	\$
E As city budget priorities are discussed, city leadership should prioritize investment in the designated destinations and districts.	City of Bellevue	Initiative	Continuous	\$

02.05 - Encourage development and redevelopment in line with the recommendations of this Plan. (Advancing Goals L1, L2, L3, L4, L6, and L7)

A ♦ Publish and maintain an accessible ESRI ArcGIS Online map of vacant or underutilized sites that are available for development, infill, and redevelopment. This may include vacant sites, surface parking lots, and buildings near the downtown area and along commercial corridors.	City of Bellevue	Initiative	Short-Term / Continuous	\$
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Action	Owner & Participants	Type	Time Frame	Cost
B Prepare market incentive and assistance packages for private development. Consider tax abatements, permit fee waivers, and other funding mechanisms.	City of Bellevue	Initiative	Mid-Term	\$\$
C Leverage city staff members to seek out opportunities for public/private partnerships with ambitious property owners whose vision aligns with that established in this Plan.	City of Bellevue; Economic Development Department	Partnership	Continuous	\$
D Publicly invite and incentivize development that aligns with the vision for community land use and character as defined in Section 3 of this Plan, with special attention paid to urban design, community aesthetics, and the public right-of-way.	City of Bellevue; Economic Development Department	Initiative	Continuous	\$
E ♦ Create a quick guide of best practices for redevelopment and adaptive reuse that align with this Plan. Share this with developers and use it as a tool for city staff members and elected officials as decisions are made about redevelopment.	City of Bellevue	Plan	Short-Term	\$\$

02.06 - Pursue avenues to eliminate unsightly or dilapidated structures. (Advancing Goals L2, L3, and L7)

A Identify unsightly or dilapidated structures and their property owners within Bellevue. Refer to the City Code of Ordinances to identify areas of noncompliance.	City of Bellevue	Initiative	Short-Term	\$
B Develop and execute a protocol to approach property owners and encourage or assist in the transfer of properties.	City of Bellevue	Initiative	Short-Term	\$

Action	Owner & Participants	Type	Time Frame	Cost
02.07 - Advance the diversity, functionality, and aesthetic appeal of housing in Bellevue. (Advancing Goals L1, L2, L3, L4, and L7)				
A Incentivize the inclusion of affordable housing in new developments.	City of Bellevue	Policy	Short-Term	\$
B Encourage age-in-place opportunities to enhance Bellevue residents' ability to transition to different housing options within the community as their needs and lifestyles change over time.	City of Bellevue	Initiative	Continuous	\$
C Promote housing alternatives to achieve healthy housing diversity and gentle density. Encourage adaptive reuse of properties through options such as infill development tactics, brownfield redevelopment, repurposing of existing housing developments, and accessory dwelling units (ADUs).	City of Bellevue	Initiative	Continuous	\$
D Target priority locations for higher-density housing. Encourage higher-density housing along major corridors and as part of mixed-use activity centers, such as the destinations and districts described in Section 3 .	City of Bellevue	Initiative	Continuous	\$
E Update the Zoning Ordinance to permit and encourage a wider variety of housing needs including multifamily options of various densities and price points. Ensure a variety of single-family and multifamily residences including duplexes, townhomes, tiny homes, etc., are permitted within Bellevue.	City of Bellevue	Policy	Short-Term	\$
E Use the Economic and Market Analysis (Appendix D) to identify target growth areas and align with projected housing needs.	City of Bellevue	Protocol	Continuous	\$

Action	Owner & Participants	Type	Time Frame	Cost	
02.08 - Encourage economic growth and diverse business development that aligns with the desired outcomes described in this Plan and the opportunities presented in the Economic and Market Analysis (Appendix D). (Advancing Goals L3, L4, L5, L6, and L7)					
A	Identify potential building sites for future business and invest in making them shovel-ready.	City of Bellevue	Initiative	Mid-Term	\$
B	Fund public places/improvements adjacent to potential building sites that will serve as anchors to create private development response.	City of Bellevue	Initiative	Mid-Term	\$\$
C	Further develop, standardize, and market economic, technical, and administrative incentives to foster a business-friendly environment that encourages the expansion of existing and establishing of new businesses.	City of Bellevue	Initiative	Continuous	\$\$
D	Leverage local resources and public/private partnerships to foster economic environments where business can thrive.	City of Bellevue	Initiative	Continuous	\$
E	Assess policies, procedures, and processes that impact private development decision making (i.e., zoning regulations, subdivision regulations, and financial policies). Confirm whether these advance the goals of this Plan and adjust as necessary to support appropriate development and economic growth.	City of Bellevue	Initiative	Continuous	\$

Action	Owner & Participants	Type	Time Frame	Cost	
02.09 - Encourage the growth of local businesses. (Advancing Goals L3, L5, L6, and L7)					
A	Work with regional economic partners and the private sector to identify ways to increase funds available to support the growth of local businesses and the creation and growth of new businesses by exploring state or federal tax credit programs and other financing options that can be leveraged to help small businesses succeed.	City of Bellevue; Economic Development Department	Partnership	Short-Term	\$
B	Support and encourage the expansion of existing businesses when not in conflict with the city's efforts to diversify its economy through other policies. Promote resources available to small businesses and businesses that are either expanding or relocating within Bellevue.	City of Bellevue; Economic Development Department	Protocol	Continuous	\$
C	Create an environment where local business can thrive and experience support from the City of Bellevue through the quality and quantity of communication from the city, removal of any unnecessary barriers in the development process, and clarity in permitting and development processes.	City of Bellevue	Initiative	Continuous	\$\$
02.10 - Encourage, empower, and invest in neighborhoods. (Advancing Goals L1, L4, and L7)					
A	Incentivize property maintenance practices. Support residents through safe building codes promoting routine property maintenance and new construction and renovation.	City of Bellevue	Initiative	Short-Term	\$

Action	Owner & Participants	Type	Time Frame	Cost
B Leverage existing relationships to establish effective and meaningful communication with local neighborhoods. Foster intentional efforts to employ public engagement tools that reveal the priorities of local neighborhoods and improve the mechanism by which neighborhoods can enact positive change within their area.	City of Bellevue	Partnership	Short-Term	\$
C Recognize community change-makers. Identify organizations and individuals who create positive social and economic change in their communities and reinforce the critical role of local partnerships, further strengthening partnerships and city communication with the public.	City of Bellevue	Initiative	Continuous	\$

TABLE 3

Character, Placemaking, & Art

Action	Owner & Participants	Type	Time Frame	Cost
<i>03.01 - Support and encourage residents, landlords, and building owners to provide routine property maintenance. (Advancing Goal C2)</i>				
A ♦ Provide incentives to commercial and multifamily residential property owners for maintaining their building exteriors, such as tax breaks or advertising opportunities.	City of Bellevue	Program	Short-Term	\$
B Implement a “yard of the month” club to promote and encourage curb appeal among homeowners.	City of Bellevue	Program	Short-Term	\$
C Collaborate with the Bellevue Public Library to implement a yard and home improvement tool checkout program. Promote the creation of this program to community members and local hardware stores and ask for new or gently used donations.	City of Bellevue; Bellevue Public Library	Program	Short-Term	\$
<i>03.02 - Increase public art. (Advancing Goals C1 and C2)</i>				
A Establish and conduct a recurring local roundtable discussion to understand the current state of Bellevue’s arts and culture scene and promote activity and integration of the arts.	City of Bellevue	Partnership	Continuous	\$
B Consider the creation of an arts and culture district, likely within one of the identified districts and destinations in Section 3.	City of Bellevue	Policy	Short-Term	\$

Action	Owner & Participants	Type	Time Frame	Cost
C ♦ Establish a public arts commission to promote, implement, and facilitate public art installations and community art projects.	City of Bellevue	Partnership	Short-Term	\$
D Establish a formal partnership between the city, the graphic design program at Bellevue University, and art students in Bellevue Public Schools to initiate localized art projects and give students the opportunity to work with a client on commissioned pieces.	City of Bellevue; Bellevue University; Bellevue Public Schools	Partnership	Mid-Term	\$
03.03 - Enhance the aesthetics and character of civic infrastructure. (Advancing Goals C1 and C2)				
A Create a community branding and design guide that can be integrated into placemaking elements. Consider working with graphic design students at Bellevue University on developing concepts and ideas.	City of Bellevue; Bellevue University	Project	Short-Term	\$
B Ensure that transportation improvements and Complete Street projects are well-designed, functional, and match the desired aesthetics of the area.	City of Bellevue	Policy	Short-Term	\$
C Create landscaping guidelines that implement stormwater best management practices (BMPs) and green infrastructure design. Utilize native plants, natural surfaces, and other environmentally friendly materials and designs to ensure that built infrastructure works with the natural environment and will last the test of time.	City of Bellevue	Policy	Short-Term	\$\$

Action	Owner & Participants	Type	Time Frame	Cost
03.04 - Protect and preserve places of historic or cultural significance. (Advancing Goal C2)				
A Consider establishing a historic preservation commission to oversee protection efforts of culturally significant places.	City of Bellevue	Partnership	Short-Term	\$
B Conduct an inventory of historic and culturally significant places within Bellevue, including details on their current condition and recommendations of how to utilize each resource in the future.	City of Bellevue; May Require Outside Partnership	Plan	Short-Term	\$\$
C Following the recommendations of the study, implement preservation and improvement projects for significant sites in Bellevue.	City of Bellevue	Project	Mid-Term	\$\$\$
D Celebrate and promote Bellevue's status and history as the first city in the state of Nebraska through informational signage and public artwork that incorporates historic elements.	City of Bellevue; Greater Bellevue Area Chamber of Commerce	Initiative	Short-Term	\$

TABLE 4

Quality of Life & Environmental Resiliency

Action **Owner & Participants** **Type** **Time Frame** **Cost**

04.01 - Invest in education, advancement, and training opportunities that meet the needs of each resident. (Advancing Goal Q3)

A Prioritize the removal of barriers to continued education and identify tools and funding sources that promote educational opportunity. Continue to promote both programs and institutions by finding opportunities to connect potential students with appropriate programs.

City of Bellevue;
Bellevue University;
Bellevue Public Schools

Initiative Continuous \$

B Establish or enhance partnerships between public schools and Bellevue University.

City of Bellevue;
Bellevue University

Partnership Short-Term \$

C Explore opportunities and public-private partnerships to increase trade education within Bellevue.

City of Bellevue;
Greater Bellevue Area Chamber of Commerce

Partnership Short-Term \$

04.02 - Address flooding issues along the Missouri River. (Advancing Goals Q1, Q4, and Q7)

A Conduct a study on the current levy to evaluate its performance and identify areas for improvement.

City of Bellevue;
May Require Outside Partnership

Plan Immediately \$\$

B Evaluate future infrastructure needs to support and protect recreational development on the riverfront.

City of Bellevue

Protocol Short-Term \$

04.03 - Improve existing park and recreation facilities. (Advancing Goals Q1, Q6, and Q7)

A Using the recommendations from the Parks Master Plan and this Plan, create a prioritized list of park facility improvement projects.

City of Bellevue

Protocol Immediately \$

Action **Owner & Participants** **Type** **Time Frame** **Cost**

A Ensure that park improvements are considered and incorporated into annual Capital Improvement Project (CIP) lists.

City of Bellevue

Policy Continuous \$

04.04 - Develop and integrate parks, plazas, and green space into new development. (Advancing Goals Q2, Q4, Q5, Q6, and Q7)

A Develop regulatory language to ensure a portion of new developments are utilized as parks, plazas, green space or conservation areas.

City of Bellevue

Policy Short-Term \$

B Draft updated requirements for sidewalk and trail infrastructure in new residential developments.

City of Bellevue

Policy Short-Term \$

C Implement infrastructure improvement projects along the Missouri River to reactivate green space along the riverfront for recreational uses.

City of Bellevue

Project Mid-Term \$\$\$

D Develop a climate action plan and integrate the framework into day-to-day operations and decision-making.

City of Bellevue

Plan Mid-Term \$\$

04.05 - Promote and support Bellevue wildlife through public education and programming. (Advancing Goals Q1, Q3, and Q4)

A Create opportunities for people to engage with natural surroundings through informational signage and graphics. Showcase native species and local ecosystems through signage in outdoor recreation areas, along trails, and near dedicated conservation areas.

City of Bellevue;
Nebraska Game and Parks Commission;
Arbor Day Foundation

Project Mid-Term \$\$

Action	Owner & Participants	Type	Time Frame	Cost
B Promote and encourage residential composting to curb food waste in landfills. Consider implementing a citywide composting program.	City of Bellevue	Initiative	Mid-Term	\$
C Provide information on the benefits of using native plants in residential landscaping. Consider providing instructional resources on the City's website or through additional programming with the Parks and Recreation Department.	City of Bellevue	Initiative	Short-Term	\$
D Work with the Bellevue Public Library to provide free tools and resources for boosting backyard biodiversity, such as a seed library and garden tool check-out program.	City of Bellevue; Bellevue Public Library	Program	Mid-Term	\$

TABLE 5

Transportation

Action	Owner & Participants	Type	Time Frame	Cost
<i>5.01 - Identify roadway improvements that will benefit the long-term transportation needs for Bellevue. (Advancing Goals T1, T2, T3, T4, T5, T6, and T7)</i>				
A Complete corridor studies on the arterial roads of the Roadway functional Framework to identify necessary improvements. Consider improvements that would enhance safety, connectivity, efficiency, and, where necessary, capacity while supporting desired land uses. East-west corridors should be developed to mitigate demands on State Highway 370 and support traffic flow on the southern portions of the city. Corridors include Capehart Road west of 48th Street, Platteview/Hidden Valley Road, La Platte Road, and a more continuous connection from the US Highway 75/ Fairview Road Interchange west to Platteview Road.	City of Bellevue	Project	Mid-Term	\$\$\$
B Adjust signal timing to relieve congestion on Cornhusker Road.	City of Bellevue	Policy	Immediately	\$
C Enhance and preserve rights-of-way for arterial road networks. This will allow for multimodal upgrades when funding is available in the future.	City of Bellevue	Policy	Immediately	\$
D ♦ Prioritize intersection improvements at The Vue and University Village to support the development of these destinations.	City of Bellevue	Project	Short-Term	\$\$

Action	Owner & Participants	Type	Time Frame	Cost	
E	Evaluate options for truck traffic management on Mission Avenue consistent with a Olde Towne Master Plan whether it is set up as an interim or long-term policy-based approach or a designated route around Olde Towne.	City of Bellevue	Initiative/ Policy	Mid-Term	\$\$

5.02 - Identify multi-modal improvements that will enhance the transportation options in Bellevue. (Advancing Goals: T2, T3, T4, T6, T7, and T8)

A	Establish the Childs Road/Fort Crook Road Park and Ride as a multimodal hub through the installation of B-Cycle stations, continuous sidewalks, and other transit and active improvements to provide multimodal access to destinations like Fontenelle Forest.	City of Bellevue	Initiative / Project	Short-term	\$
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B ♦	Develop Fort Crook Road Trail for both pedestrian and bicycle travel by closing one side of Fort Crook Road and implementing striping, signage, and other safety measures to form the cycling and pedestrian pathways.	City of Bellevue	Project	Short-Term	\$\$
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C	Establish pocket or linear parks along wider sections of the Fort Crook Road right of way and encourage local groups to use the linear spaces and pocket parks for farmers' markets or festivals.	City of Bellevue	Project	Short-term	\$\$
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D	Develop corridor plans for Harvell Drive, Fort Crook Road (north and south of Olde Towne), Mission Avenue, 36th Street, Childs Road, Harlan Lewis Road, Platteview Road and Bellevue Boulevard.	City of Bellevue	Plan	Short-term	\$\$
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Action	Owner & Participants	Type	Time Frame	Cost	
E	Program and implement pedestrian and accessibility intersection improvements at: <ul style="list-style-type: none"> Fort Crook Road and Chandler Road Fort Crook Road and Childs Road 36th Street and Cornhusker Road 15th Street and Cornhusker Road Fort Crook Road and Cornhusker Road/Harvell Drive Lincoln Road and Harvell Drive Fort Crook Road and Offutt West Gate 25th Street and Capehart Road Scarborough Drive and Capehart Road 36th Street and Hwy 370 Hwy 370 and Hwy 75 Hwy 370 and Fort Crook trail bypass 	City of Bellevue	Project	Mid-term	\$\$

F	Study and program east-west non-motorized connections across Highway 75 at one or more non-interchange locations such as at 15th Street, Platteview Road, Childs Road, and La Platte Road.	City of Bellevue	Plan	Mid-term	\$\$
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G	Partner with Heartland B-Cycle to establish increased access between Districts and neighborhoods and promote active transportation.	City of Bellevue; Heartland B-Cycle	Program / Partnership	Immediately	\$
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H	Identify and program the installation of sidewalk and trail gaps along Fort Crook Road and its intersecting streets.	City of Bellevue	Project	Mid-term	\$\$\$
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Action	Owner & Participants	Type	Time Frame	Cost	
5.03 - Implement transportation policies and programs to ensure a more sustainable, efficient, and healthier transportation network. (Advancing Goals T1, T2, T3, T4, T5, T6, T7, and T8)					
A	Update the city's roadway classification system and roadway design standards to include all modes of transportation. This includes enhancing the city's current complete streets policy and a more comprehensive development review process.	City of Bellevue	Initiative/ Policy/ Program	Short-Term	\$
B	Develop a prioritized project list from the Corridor Studies and develop a prioritized program of projects to feed a Transportation Capital Improvements Program.	City of Bellevue	Initiative/ Program	Short-term	\$
C	Engage in a Pedestrian and Sidewalk Plan.	City of Bellevue	Plan	Immediately	\$\$
D ♦	Establish a Prioritized Sidewalks/ Reconstruction Program for decision making and identify available funding sources for the city's sidewalk program.	City of Bellevue	Initiative / Program	Short-term	\$
E	Establish a wayfinding system using the community brand to create points of direction throughout the city. These signs should serve all transportation mode types.	City of Bellevue	Initiative	Short-term	\$
F ♦	Update the current complete streets resolution to include policy and create updated and more detailed standards for transportation enhancements. Relevant projects include the Mission Avenue complete streetscape and Fort Crook Road improvements.	City of Bellevue	Policy/ Program	Immediately	\$\$

Action	Owner & Participants	Type	Time Frame	Cost	
G	Engage in a partnered study with Omaha Metro to identify new routes and services along Fort Crook Road and in Bellevue as a whole.	City of Bellevue; Omaha Metro	Partnership / Policy	Immediately	\$
H	Establish a project review process that is comprehensive in nature, warranting that all new projects align with multiple elements of this Plan and the Complete Streets Plan.	City of Bellevue	Policy	Immediately	\$
I	Develop a comprehensive safety action plan. This should include the development of a public-facing crash dashboard/mapping tool to be shared with the public for safety improvements and transparency.	City of Bellevue	Initiative	Short-term	\$

THE FUNDING PLAYBOOK

As a result of the strategic planning process, priority projects were identified in Bellevue. The Plan cannot be implemented without significant public and private investment. Based on the goals of this Plan, the Funding Playbook identifies funding programs and resources from federal, state, and local sources to launch the funding strategy for Bellevue's implementation of the Comprehensive Plan + Long Range Transportation Plan. This Playbook identified strategies for the identification and pursuit of potential funding sources including the MAPA Transportation Improvement Program (TIP) process; federal, state, and other grant opportunities; partnership opportunities; and new city-led initiatives.

Funding Strategy #1: Capital Assessment

Annually, capital projects across all departments and municipally-funded agencies should be indexed and reviewed. This includes projects at all stages of development, from conceptual wants and needs to fully designed with identified funding sources. A brief scope for each project along with a comprehensive map will provide insights into the projects that overlap geographically or operationally and the projects that complement each other. This process allows for better resource allocation, determining the projects that may be phased either in discrete physical locations or by component type; assessing projects that may be combined to better access funding sources by aligning with agency and program priorities; and providing a comprehensive view of all available local and obligated non-local funding sources to better leverage resources to maximize potential over the long-term.

Funding Strategy #2: Ongoing Prioritization

Every project has two priority indicators: local and outside funding agency. Local priorities indicate how important or urgent a project is within the community. This is based on the status of existing infrastructure and its remaining lifespan; the political influences and constraints; the public awareness, perception, and engagement for the project need; and other factors. Outside priorities determine the projects or aspects of projects that are likely to coincide with the goals of funding agencies. These tend to shift with changes in federal administration - such as the more recent emphasis on addressing climate change - but do have some constants, such as increasing safety. Along with assessing capital projects, reviewing the prioritization of each project both at the local level and in regard to outside funders will provide a roadmap for allocating limited local resources in an effective and efficient manner.

Utilizing these two strategies in conjunction, the City of Bellevue can spend less time and effort to find funding programs for competitive, well designed and thoughtful projects, rather than chasing funding and trying to create projects that fit each new federal program. To implement the capital projects that rise to the forefront with these strategies, the City will need tools - most notably sources of funds.

Local Investments

To implement and sustain the projects identified in this Plan, Bellevue must allocate some local funds each fiscal year to ensure a timely deployment of resources and ample dollars to ensure competitiveness. The commitment of local funds is essential to competitiveness - especially when applying for federal and state grants, but also when establishing philanthropic funding relationships. In most cases, when applying for grant funding, local funds (also known as cost share or matching funds) are considered an eligibility requirement. In other cases, local matching funds greatly enhance the competitiveness of an application or demonstrate the level of commitment of the community toward project completion or success.

Federal and State Funding Opportunities

The City of Bellevue has one Census Tract classified as historically disadvantaged or persistent poverty by the Council on Environmental Quality's Climate and Economic Justice Screening Tool. Given the Biden Administration's Justice40 Initiative^[1] that prioritizes investments in disadvantaged communities, absent substantial economic and safety benefits, applications for federal discretionary funding for projects within this area will be more competitive than projects in other parts of the community. This tract (generally from Calhoun Street east to the Missouri River and from Offutt AFB north to Mission Avenue) specifically qualifies due to expected population loss from natural hazards or disasters and low-income residents. Projects that address these factors are particularly competitive for federal funding at this time.

Other opportunities also exist to support implementation of priority projects. A non-exhaustive list of relevant federal and state funding opportunities the City of Bellevue may choose to pursue and or deploy to implement or further priority projects and/or project concepts is provided as follows. Additional funding sources and opportunities may be identified once specific projects and associated scopes have been established.

Land Use, Development, and Economic Health Funding Opportunities

HUD Community Development Block Grant –

The CDBG Entitlement Program provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. Entitlement communities develop their own programs and funding priorities - a process currently underway for Bellevue. Draft priority #3 focuses on job creation and training.

Tax Increment Financing (TIF) –

The City of Bellevue has a codified process for utilizing Tax Increment Financing to finance projects that further the goals of established redevelopment plans for blighted areas. Although legislation may alter the requirements for and benefits of TIF in the future, at this time, it is a powerful tool for economic development to attract new businesses, improve substandard infrastructure to allow for business expansion or attraction, and to manage the costs of constructing or rehabilitating workforce housing.

Quality of Life and Environmental Resiliency Funding Opportunities

Charging and Fueling Infrastructure Grant Program (CFI) –

The US Department of Transportation provides funding through the CFI program to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. Should additional funding be allocated in future federal budgets, the program would anticipate running under similar guidelines to FY24. The grant program has two tracks. The Community Charging and Alternative Fueling Grants (Community Program) funds the installation of electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. The Charging and Alternative Fuel Corridor Grants (Corridor Program) assists with the deployment of electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors.

Land and Water Conservation Fund (LWCF) –

Annually, the Nebraska Department of Game and Parks administers the LWCF program on behalf of the Department of the Interior. The funds make awards ranging from \$75,000 to \$600,000 with a 1:1 required local match for the acquisition of land and the development of facilities for public outdoor recreation and ensure the availability of local outdoor recreation resources for public use in perpetuity. The State of Nebraska has identified their priorities in a Statewide Comprehensive Outdoor Recreation Plan (SCORP); in Sarpy County a need for green space is particularly noted in the plan. Priority facilities in FY24 include but are not limited to wildlife habitat viewing, outdoor recreation education, access to fishing, trails.

USDA Urban and Community Forestry –

Authorized in 1978, the Urban Forestry program received a significant influx of funding from the Inflation Reduction Act. In FY23 a combined \$11 million was awarded to two entities in Nebraska, including one municipality, for tree planting and maintenance, restoration and resilience, and activities to combat extreme heat. Justice40 requirements apply.

Federal Highway Administration Recreational Trails Program (RTP) –

Nebraska Game and Parks administers the RTP program annually in Nebraska. The program typically opens in May and closes in early September and accepts applications for land acquisition, development, and maintenance of recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Local cost shares of 20 percent can be leveraged for grant requests of \$50,000 to \$250,000.

Character, Placemaking, and Art Funding Opportunities

Nebraska Arts Council: Creative Districts Program –

In 2020, the Nebraska State legislature passed a bill to create the Creative Districts program. Managed by the Nebraska Arts Council (NAC), the program works to promote and support economic development and placemaking opportunities in communities dedicated to growing their arts-related economic sectors. Creative Districts are certified through an open application process. Certified Districts receive a host of benefits, including the value derived from joining a cohort of other Creative Districts across that state with similar interests, challenges, goals, and resources. This is a five-year designation. Once the Creative District Plan has been approved by NAC staff members and a panel of outside reviewers, the Creative District is considered 'certified' and will be awarded a \$10,000 Certification Grant. Once a community has been certified as a Nebraska Creative District, they will be eligible for a Creative District Development Grant of up to \$100,000 if they meet the eligibility requirements. Grant amounts will be based upon need and available funds and will be reviewed by a committee of outside reviewers. Other grant programs, such as those administered by the Nebraska Department of Economic Development, may annually offer preference or scoring advantages to Creative Districts for one or more funding opportunities.

National Endowment for the Arts (NEA) –

Our Town - Our Town is the NEA's creative placemaking grants program. Through project-based funding, the program supports activities that integrate arts, culture, and design into local efforts that strengthen communities over the long term. Applicants may request an amount between \$25,000-\$150,000, with a required minimum nonfederal cost share/match equal to the grant amount.

National Endowment for the Arts – Grants for Arts –

GAP provides expansive funding opportunities to strengthen the nation's arts and cultural ecosystem. Grants are available for arts projects in a wide variety of artistic disciplines. Each discipline has identified the types of projects that are of greatest interest within this program as well as the characteristics of competitive applications. Applicants may request cost share/matching grants ranging from \$10,000 to \$100,000.

AARP Community Challenge –

The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages. In 2024, the AARP Community Challenge accepted applications for three different grant opportunities: Flagship Grants, Capacity-Building Microgrants, and Demonstration Grants. AARP Community Challenge grants may be used to support three project types: permanent physical improvements in the community; temporary demonstrations that lead to long-term change; and new, innovative programming pilots or services.

Transportation Funding Opportunities

MAPA Transportation Improvement Program (TIP) –

This six-year plan for regional transportation projects includes all types of transportation projects (e.g., highway maintenance or expansion, bicycle and pedestrian trail work, Metro Transit projects, and aviation projects) that are funded federally through the United States Department of Transportation (USDOT). MAPA is required to finalize their TIP through coordination with NDOT annually by mid-July. It is imperative that the process to secure a project on the MAPA TIP begin much earlier - often more than a year in advance. Frequent communication with MAPA to discuss project need and local investment is strongly recommended.

HUD – Community Development Block Grant –

As an Entitlement community, Bellevue has developed their own programs and funding priorities including infrastructure that “promotes and encourages redevelopment and infill.” This includes projects centered on existing streets including ADA accessible sidewalks and multi-modal commuter pathways. However, grantees must give maximum feasible priority to activities which benefit low- and moderate-income persons. In the FY24 funding cycle, Bellevue received \$315,504 in CDBG funding.

Transportation Alternatives (TA) –

The TA program provides funding to plan for and construct a variety of alternative transportation projects that improve safety and mobility for nonmotorized travelers and mitigate congestion by providing safe alternatives to motor vehicle transport. Bellevue is eligible to apply for TA funding through NDOT’s Call for Projects.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The goal of the RAISE program is to fund eligible surface transportation projects that will have a significant local or regional impact that advance the Departmental priorities of safety, equity, climate and sustainability, workforce development, job quality, and wealth creation. The Department seeks to fund projects under the RAISE program that reduce greenhouse gas emissions in the transportation sector; incorporate evidence-based climate resilience measures and features; avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; and address the disproportionate negative environmental impacts of transportation on disadvantaged communities.

Railroad Crossing Elimination Program –

The purpose of the RCE Program is to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. The RCE Program provides a federal funding opportunity to improve American rail infrastructure to enhance rail safety, improve the health and safety of communities, eliminate highway-rail and pathway-rail grade crossings that are frequently blocked by trains, and reduce the impacts that freight movement and railroad operations may have on underserved communities. FRA has a strong interest in promoting grade separations, closing crossings through track relocation, and corridor-wide grade crossing improvements that maximize the safety and efficiency of the U.S. rail network.

Safe Streets and Roads for All (SS4A) Grant Program –

The SS4A discretionary grant program is focused on improving roadway safety for all users by reducing and eliminating serious injury and fatal crashes through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

This Funding Playbook, in tandem with the Action Plan, should be leveraged to advance the vision, values, goals, and recommendations provided in this Plan. Implementation will require strategic investment of resources and continued partnership with the community to achieve the vision for the future of Bellevue.

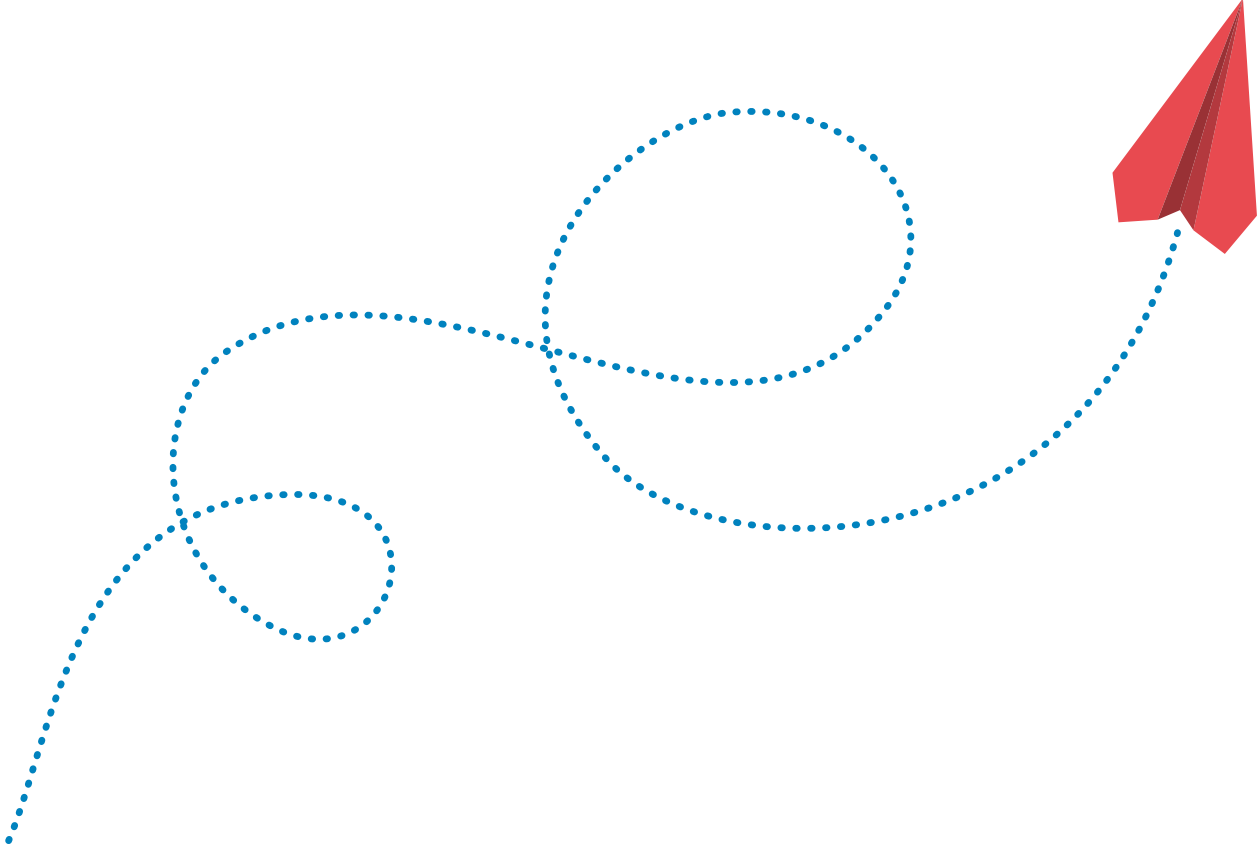
A FINAL NOTE

Bellevue is well on its way!

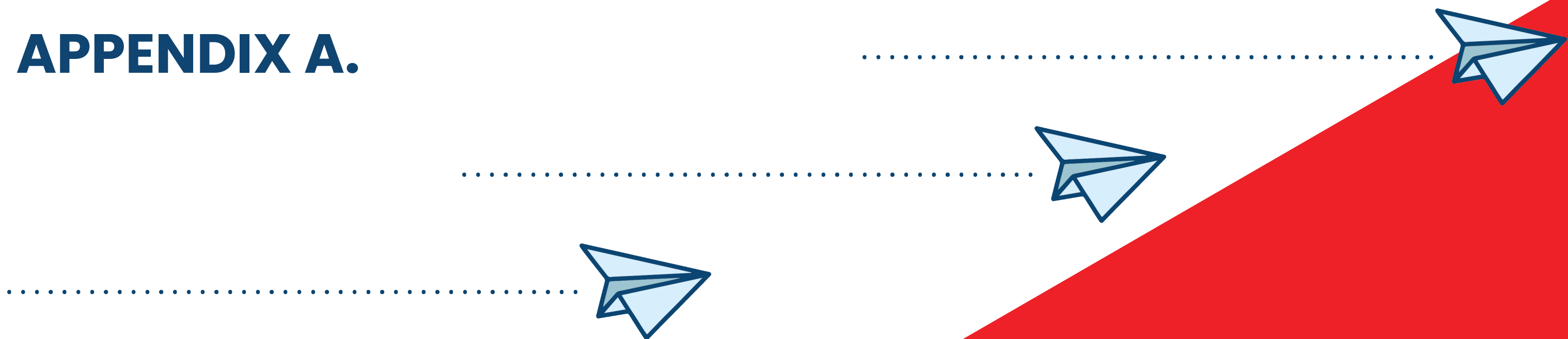
This planning process has demonstrated the commitment and passion that the Bellevue community has for its future.

Implementation takes considerable time, investment, and devotion. As decisions are made over the next several years, city leadership and community members must continue to advance the vision and values established in this Plan.

Bellevue has a bright future ahead. Let's achieve Our Future View!



APPENDIX A.



**EXISTING
CONDITIONS**

Long-range planning must be founded on an understanding of a community's past and present. Appendix A presents a summary of the analysis of the current state of the City of Bellevue. This section acknowledges the importance of well-informed recommendations and strategies that properly respond to existing realities and historical trends.

Appendix A provides an overview of Bellevue's place and role within the region, natural and physical characteristics, the transportation network, and demographic and economic trends.

Existing Land Use

Bellevue is in Sarpy County, Nebraska and is a part of the Omaha-Council Bluffs metropolitan area. The city is in the county's northeastern corner, bordering the Iowa state line and the Missouri River to the east and Omaha city limits to the north. With a population of just under 65,000 people, it is the third largest city in Nebraska, just behind Omaha and Lincoln. The planning area includes Bellevue city limits and the surrounding extraterritorial jurisdiction (ETJ) area. The ETJ includes a total area of 55 square miles, or 34,923 acres.

Existing land use within the ETJ and city limits is shown in Figure A.1. Generally, the area surrounding city limits is characterized by open space, agricultural uses, and low-density residential development. The area between city limits and the Missouri River to the east contains large areas of dedicated conservation and park lands, including the Fontenelle Forest and Gifford Point. The northern portion of the city is predominantly made up of single-family residential uses, with commercial development following along U.S. Route 75 (US 75) and Fort Crook Road to the south. The US 75 and Cornhusker Road intersection acts as a commercial hub.

Another commercial area to note is the Olde Towne district. Olde Towne Bellevue encompasses the original platted area of the city along Mission Avenue from Lincoln Road to the west to the Missouri River to the east. Except for the large pocket of civic and educational uses along Capehart Road, other similar facilities are spread throughout the city to reflect the distribution of residential areas.

EXISTING LAND USE

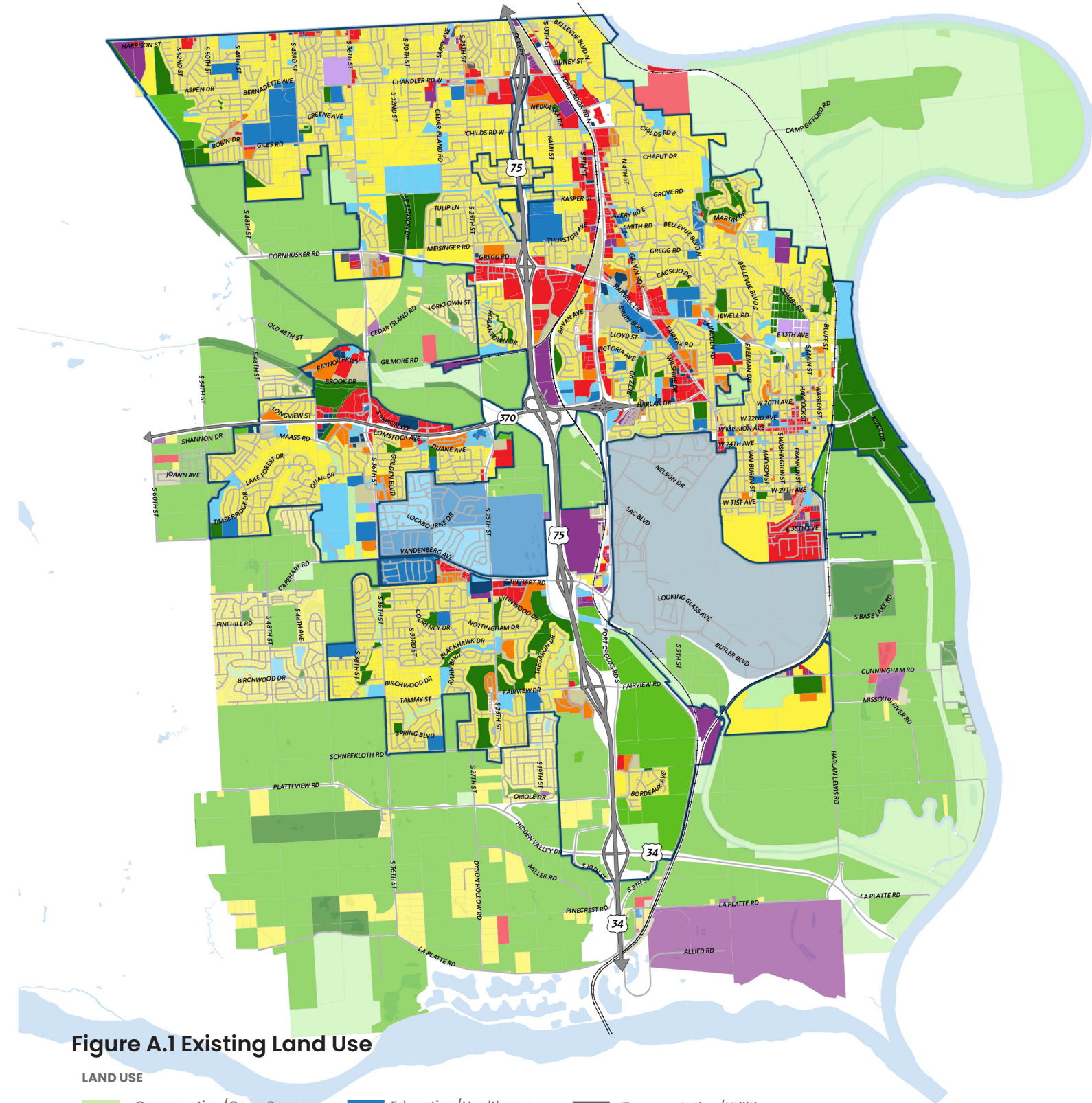


Figure A.1 Existing Land Use



Offutt Air Force Base

Offutt Air Force Base (Offutt AFB) is southeast of the intersection of US 75 and Nebraska Highway 370 (NE-370). While the base is located outside of Bellevue city limits, it has and will continue to play a significant role in the growth and development of the city, ETJ, and surrounding region.

History

Offutt AFB has over a century of American military history. Originally established in 1864 as Fort Crook, the area served as a military hub until the 61st Balloon Company became the first air unit to command the post in 1918, at which point the land was leveled and transformed into a suitable airfield. During World War II, the Army Air Corps selected Fort Crook as the site of a new bomber plant. By 1948, the new Department of the Air Force was operating the facility now known as Offutt AFB, the headquarters of the Strategic Air Command. The central location of the base and distance from the borders of the continental United States made it an advantageous hub for long-range atomic striking forces.

Even after the disestablishment of the Strategic Air Command in 1992, Offutt AFB retains its international importance as the United States Strategic Command headquarters. As of 2022, the combined military and civilian personnel includes over 45,000 individuals.

Joint Land Use Study

The Offutt AFB Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure that civilian growth and development are compatible with vital training, testing, and other military operations at Offutt AFB. The JLUS process promotes and enhances civilian and military communication and collaboration; serves as a catalyst to sustain the military mission; and promotes the public health, safety, quality of life, and economic viability of the region. This planning effort is to foster and enhance an ongoing working relationship between Offutt AFB, federal and state agencies, neighboring jurisdictions, and local organizations.

OFFUTT AIR FORCE BASE AND MILITARY COMPATIBILITY AREAS

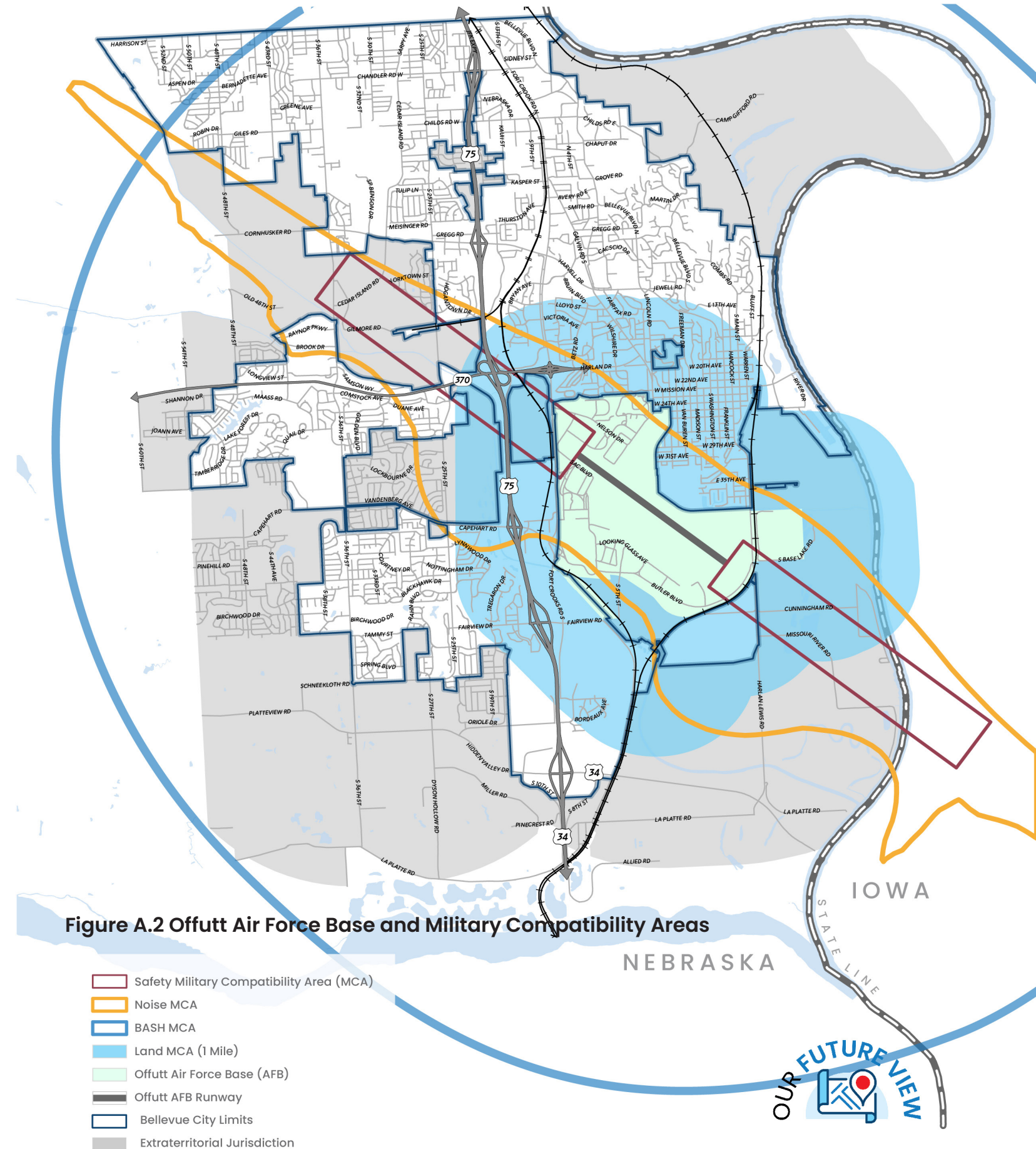


Figure A.2 Offutt Air Force Base and Military Compatibility Areas

- Safety Military Compatibility Area (MCA)
- Noise MCA
- BASH MCA
- Land MCA (1 Mile)
- Offutt Air Force Base (AFB)
- Offutt AFB Runway
- Bellevue City Limits
- Extraterritorial Jurisdiction



The Offutt AFB JLUS area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The Offutt AFB MCAOD is an area that incorporates all the MCAs.

The MCAs were designated to accomplish the following:

1. Promote an orderly transition between community and military land uses to ensure land use compatibility;
2. Protect public health, safety, and welfare;
3. Maintain operational capabilities of military installations and areas;
4. Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes; and
5. Establish compatibility requirements within the five designated areas within the MCAOD.

Clear Zone

The city enforces an Air Installation Compatible Use Zone (AICUZ). The only use allowed in the clear zone is agriculture. This includes the use of land for agriculture as the primary purpose of obtaining a profit by raising, harvesting, and selling crops.

Accident Potential Zone I (APZ I)

No residential uses are permitted within the APZ I. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards as set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. No passenger terminals and no major above-ground transmission lines are to be developed in APZ I. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ I are to be low-density, excluding chapels. The development of club houses is not recommended.

Accident Potential Zone II (APZ II)

The only residential development allowed within the APZ II are single unit detached residential units. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ II are to be low density, excluding chapels. The development of club houses and areas of gathering people is not recommended.

Noise Contour MCA

The Noise Zone established in the AICUZ lists allowable developments within the 65-70 decibels (dB), 70-75 dB, 75-80 dB, and greater than 80 dB. Land uses and related structures that are generally compatible may require additional measures to achieve Noise Level Reduction (NLR) of 25, 30, or 35. These measures must be incorporated into the design and construction of structures. Overall noise level reduction may not necessarily solve noise difficulties and additional evaluation is warranted. No residential uses are allowable in areas over 80 dB. Other uses over 80 dB are highly restrictive.

Imaginary Surfaces MCA

The entire area lies in 500-foot height limit established by the Imaginary Surfaces MCA. The area also lies between 200-foot and 500-foot of the FAR 77.23(a) (2) Obstruction Standards. Federal Aviation Regulation Part 77 (FAR Part 77) height limit requires minimization of vertical obstructions (e.g., buildings, telecommunications facilities, recreational facilities, energy transmission/generation towers, etc.).

Bird/Wildlife Air Strike (BASH MCA)

The area impacted by the BASH MCA is within the entire city and most of the ETJ. Land west of 48th Street and north of Robin Drive is outside the BASH.

Key Takeaways

With the proximity of Omaha and Council Bluffs, Bellevue is considered a suburban city. Commercial and civic facilities serve residents and are appropriately scaled as such, while larger attractions are found nearby in Omaha and Council Bluffs. Offutt AFB continues to play a significant role in the city's growth and development, given the AICUZ.

EXISTING ZONING

Figure A.3 shows the distribution of zoning districts throughout the planning area. Zoning district by acreage is provided in Table A.1. The City of Bellevue's Zoning Ordinance was updated in 2022 and includes the following zoning districts:

- AG Agricultural
- RA Residential Agricultural
- RE Residential Estates
- RS-120 Single-Family Residential (12,000 square feet)
- RS-84 Single-Family Residential (8,400 square feet)
- RS-72 Single-Family Residential (7,200 square feet)
- RD-60 Duplex Residential (6,000 square feet)
- RG-50 General Residential (5,000 square feet)
- RG-28 General Residential (5,000 square feet)
- RG-20 General Residential (5,000 square feet)
- RG-8 General Residential (5,000 square feet)
- BN Neighborhood Business
- BNH Heavy Neighborhood Business
- BG General Business
- BGM Metropolitan General Business
- BGH Heavy General Business
- FX Flex Space
- MU Mixed Use
- ML Light Manufacturing
- MH Heavy Manufacturing
- FGZ Federal Government Zone

What is the difference between zoning and land use?

Zoning districts specifically define and regulate what kinds of uses are allowed on specific parcels and outline the city development requirements, while land use reflects the current or desired pattern in each area.

Table A.1 Zoning Districts by Acreage

Zoning District	Acreage	Total Percentage of ETJ
AG Agricultural	6,754.7	19.3%
RS-72 Single-Family Residential	4,588.0	13.1%
FGZ Federal Government Zone	2,843.0	8.1%
ML Light Manufacturing	2,083.2	6.0%
MH Heavy Manufacturing	1,443.7	4.1%
BG General Business	1,417.0	4.1%
RS-84 Single-Family Residential	978.0	2.8%
RE Residential Estates	961.9	2.8%
RS-120 Single-Family Residential	919.4	2.6%
RD-60 Duplex Residential	919.0	2.6%
RG-50 General Residential	901.0	2.6%
RG-20 General Residential	433.3	1.2%
BGH Heavy General Business	280.1	0.8%
RG-28 General Residential	277.0	0.8%
RG-8 General Residential	125.7	0.4%
RA Residential Agricultural	90.9	0.3%
BNH Heavy Neighborhood Business	72.5	0.2%
BGM Metropolitan General Business	68.9	0.2%
MU Mixed Use	42.3	0.1%
BN Neighborhood Business	23.1	0.1%
FX Flex Space	9.0	0.0%

EXISTING ZONING

0' 3,125' 6,250' 9,375' 12,500'
 1-inch
 NORTH
 Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

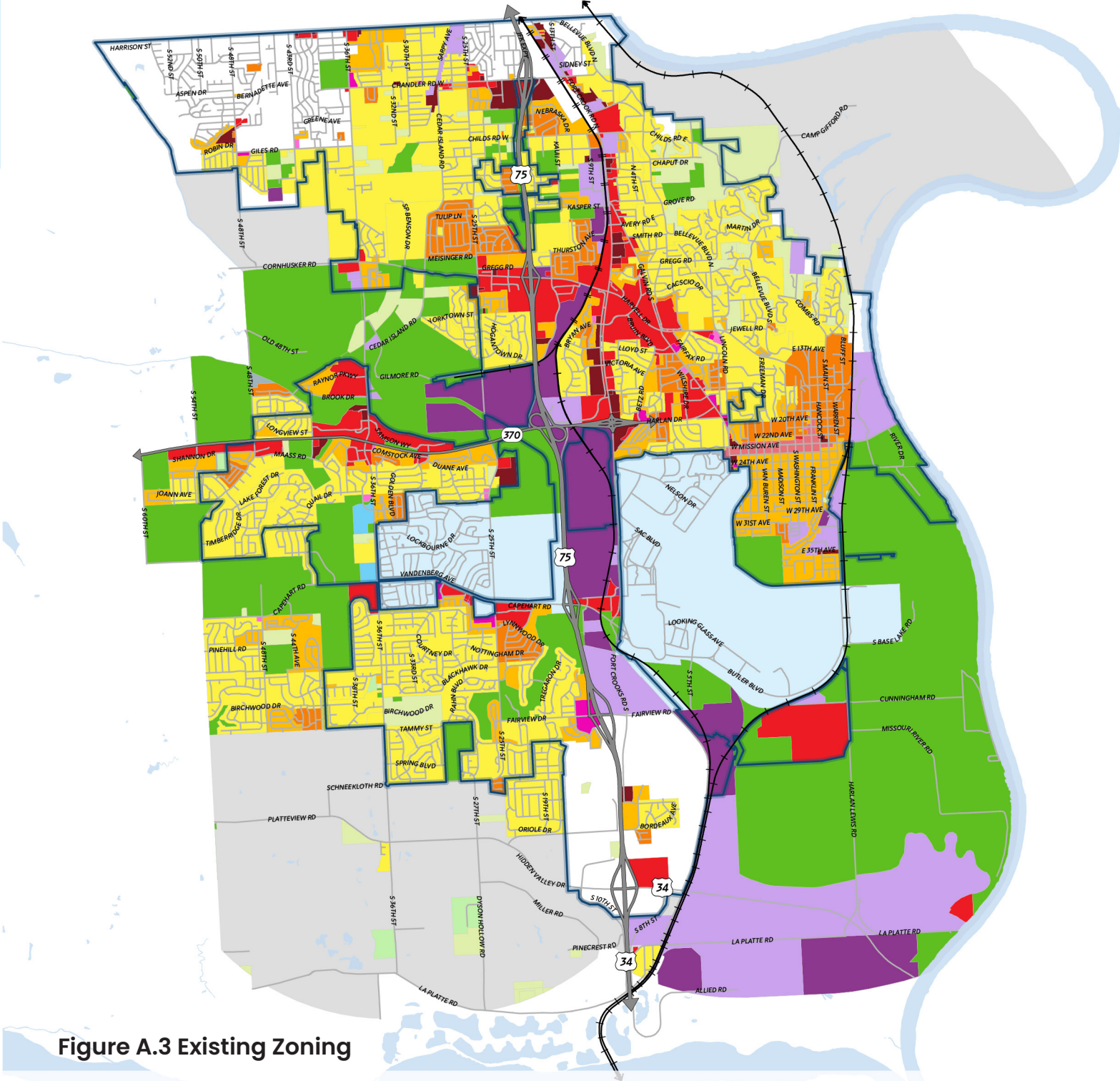


Figure A.3 Existing Zoning

ZONING DISTRICTS

- AG Agricultural
- RA Residential Agricultural
- RE Residential Estates
- RS-120; RS-84; RS-72 Single-Family Residential
- RD-60 Duplex Residential
- RG-50; RG-28; RG-20; RG-8 General Residential
- BN Neighborhood Business
- BNH Heavy Neighborhood Business
- BG General Business
- BGM Metropolitan General Business
- BGH Heavy General Business
- FX Flex Space
- MU Mixed Use
- ML Light Manufacturing
- MH Heavy Manufacturing
- FGZ Federal Government Zone
- Bellevue City Limits
- Extraterritorial Jurisdiction



EXISTING ZONING OVERLAY DISTRICTS



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

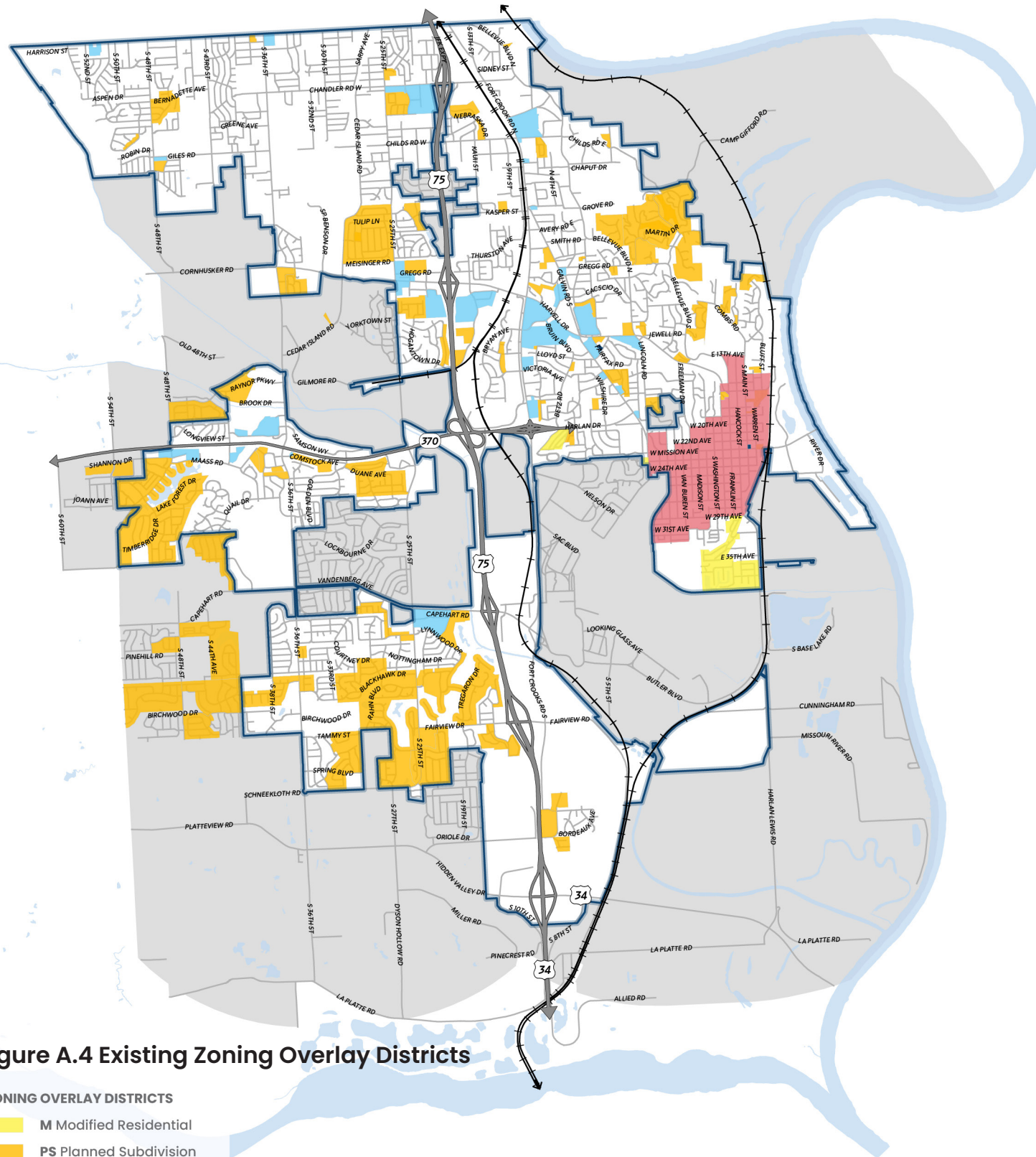


Figure A.4 Existing Zoning Overlay Districts

- ZONING OVERLAY DISTRICTS**
- M Modified Residential
 - PS Planned Subdivision
 - PO Parking Overlay
 - PCO Planned Center
 - OTO Olde Towne Overlay
 - Bellevue City Limits
 - Extraterritorial Jurisdiction



Additionally, the city maintains overlay zoning districts for areas with unique considerations. An overlay district is a district in which additional requirements act in conjunction with the underlying zoning district. The City of Bellevue's Zoning Ordinance includes the following overlay districts:

- M Modified Residential. The Modified Residential Overlay provides for the inclusion of mobile home parks and the placement of more than one transportable structure on a zoned lot.
- PS Planned Subdivision. The intent of the Planned Subdivision Overlay is to encourage creative neighborhood design by modifying space limits and requirements.
- PO Parking. The Parking Overlay is intended to be used in zones that do not allow parking activity but generate the need for such activity.
- PCO Planned Center. The Planned Center Overlay District allows for new and modern design in commercial areas that would not typically be permitted under regulations for the development of adjacent business properties.
- AICUZ Air Installation Compatible Use Zone. The intent of this district is to reduce the risk to public health, safety, and quality of life due to aircraft noise exposure and accident potential.
- FF/FW Flood Plain. The Flood Plain Overlay District applies to all land within the city that is subject to a one percent or greater chance of flooding in any given year. The Federal Emergency Management Agency (FEMA) identifies these areas as Zone A, AE, AO, and AH on the Flood Insurance Rate Map (FIRM).
- OTO Olde Towne. The Olde Towne Overlay District is intended to protect the character of the Olde Towne area and aid in the implementation of the Olde Towne Vision Plan.
- CO Conservation. The Conservation Overlay district is intended to provide additional protection for urban forests, environmentally sensitive lands along streams and rivers, and other conservation areas.

Figure A.4 shows the current distribution of overlay districts in the city.

Key Takeaways

While Bellevue has significantly large areas of moderately dense development, the largest zoning district by acreage within the ETJ is AG Agricultural, occupying just under 20 percent of the total land area. While the ETJ has some rural characteristics, especially in areas further away from Omaha city limits, residential development continues to fill out to the west and south. Denser residential districts, including duplexes, are found near commercial areas. The zoning code has commercial districts in a variety of scales and intensities. Large-scale commercial zones are found along major corridors while pockets of mid- to small-scale commercial uses can be found in more residential areas. Industrial areas tend to follow railroad corridors. Offutt AFB has a specific zoning district designation to protect the health, safety, and wellbeing of the surrounding areas.

Existing Parks, Recreation, and Destinations

Parks and destinations within a city provide the Bellevue community and region with places to gather and engage in passive and active recreational activities. This section evaluates the existing parks space and amenities that are present within the city.

Park Planning Efforts

Bellevue recently developed and completed a Parks and Recreation Master Plan in 2023, which was an update to the former plan completed in 2008. The 2023 plan carried over a key goal from the previous plan: have a park within one-quarter mile of every resident in Bellevue. In total, there are 55 parks in the City of Bellevue. This comprises approximately 14 percent, or 756 acres, of Bellevue's total land area. As noted by the recent plan, this equates to about one park for every 1,163 residents. The engagement period during the planning process found that the two largest parks and recreation needs—as identified by residents—included additional playgrounds and access to additional aquatic or swimming amenities.

Figure A.5 illustrates the location of the parks, recreation, and other destination amenities within the city.

Parks

The City of Bellevue bases its park classifications on the National Recreation and Parks Association's (NRPA) parks classification system and city staff member analysis. This system includes three distinctions that are determined by the park's size and level of service to the community. The definitions are as follows:

- **Regional Parks:** These are large, multi-use parks that can serve several communities within a particular region. They are 150 acres or larger and accessible to those within a one-hour drive of the park. The regional park provides both active and passive recreation opportunities, with a wide selection of facilities for all age groups. They may also include areas of nature preservation for activities such as sightseeing, nature study areas, wildlife habitat, and conservation.
- **Community Parks:** Intended to be accessible to multiple neighborhoods, these parks focus on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces. Community Parks are generally larger in scale than neighborhood parks, but smaller than regional parks and are designed for residents living within a three-mile radius. Community Parks generally range from 20 to 100 acres depending on the city and serve a larger area.
- **Neighborhood Parks:** Neighborhood Parks contribute to a distinct neighborhood identity, reflecting the needs of the residents that live immediately around them - the parks' primary users. A Neighborhood Park is typically three to 10 acres; however, some Neighborhood Parks are determined by use and facilities offered and not by size alone. The service radius is typically one-half mile or six blocks.

In total, there are two regional parks, 17 community parks, and 36 neighborhood parks throughout the city. The following list is a brief overview of the most prominent parks in the city.

American Heroes Park

This is the largest park in Bellevue. Spanning approximately 115 acres, this large riverfront park currently features a lake, fishing dock, loop trail, parking, and multiple sports fields. In March of 2022, the American Heroes Park Conceptual Site Master Plan was adopted, which included a complete site analysis, concept development, multiple site concepts and renderings, and a plan for infrastructure improvements. The implementation strategies included in the plan also include probable cost and assumptions for each phase of the concept's construction.

EXISTING PARKS, RECREATION, AND DESTINATIONS

0' 3,125' 6,250' 9,375' 12,500'
1-inch
NORTH
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

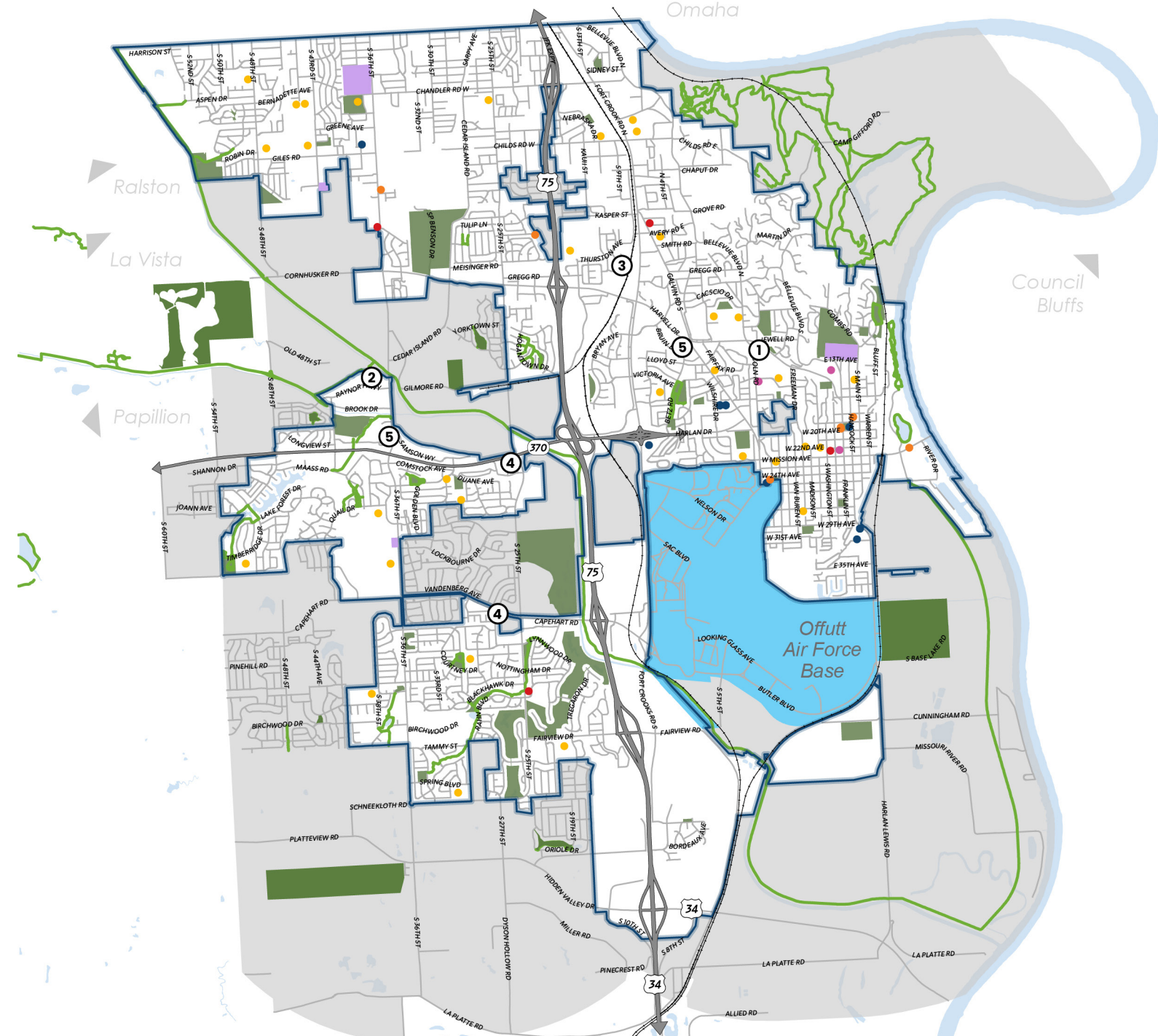


Figure A.5 Existing Parks, Recreation, and Destinations

POINTS OF INTEREST

- Park
- Trail
- Cemeteries
- Public Attraction / Landmark Building
- Schools (Elementary, Middle, High)
- Fire Station / EMS Services
- Municipal / Government Facility
- Community Recreation Center

DESTINATIONS

- ① Library
- ② Convention Center
- ③ Historic Site / Point of Interest
- ④ Hospital / Medical Center
- ⑤ College / University
- ▭ Bellevue City Limits
- ▭ Extraterritorial Jurisdiction

Haworth Park

This is a regional park on the riverfront and is co-managed by the City of Bellevue and a private campground owner. It is approximately 153 acres and features several amenities including ballfields, a basketball court, a tennis court, a soccer field, multiple playgrounds and shelters, a picnic area, concessions, and restrooms. It is also connected via the Bellevue Loop trail.

Jewell Park

This is a large community park featuring a dense tree canopy and several amenities. The park hosts a basketball court, picnic area, walking path, and a dog park.

Swanson Park

A large community park in the northwest portion of Bellevue, Swanson Park is known for trails that allow for hiking and mountain biking. The park also features ballfields, a playground, picnic area, a shelter, a walking trail, and space for disc golf. The trails located within this park are managed by Trails Have Our Respect (THOR), an organization that builds and maintains natural surface trails and trail systems in eastern Nebraska and western Iowa.

Everett Park

Everett Park is a community park that features a range of amenities including a splash pad, playground, shelter house, soccer and ball fields, tennis courts, a walking path, and restrooms.

Gemini Park

A small neighborhood park of approximately three acres, featuring a playground, shelter house, and picnic area.

Washington Park

A small community park of 2.2 acres located in downtown Bellevue, Washington Park serves as a central location for many city events and features a basketball court, playground, a shelter, restrooms, and walking path.

Aspen/Sun Valley Park

A large community park of approximately 30.7 acre located in northwestern Bellevue. This park includes a playground, picnic area, access to the Papio Trail, soccer and ball fields, concession stands, restrooms, and sand volleyball courts. The 2023 Parks and Recreation Master Plan identified this as potentially becoming a regional park due to its size and level of amenities.

Golden Hills Park

Located in a mixed-use development just south of Cornhusker Road, this small neighborhood park features a basketball court, playground, picnic area, and a shelter house.

Lakewood Villages Park

This 27-acre community park is at the edge of a subdivision and features a pond, wooded area, shelter, restrooms, tennis courts, a basketball court, and playground.

Pools and Aquatic Features

The City of Bellevue performed an aquatic study in 2013. This study took inventory of all existing aquatic features and attractions that were managed by the city at the time and provided recommendations for improvements. Additional survey efforts were a part of the planning process for the Parks and Recreation Master Plan completed in 2023. The following is a list of the facilities that are currently still in operation.

- Gilbert Pool: This swimming facility is located at Gilbert Park at 29th Avenue and Jackson Street. Nearby park amenities exist.
- Cascio Pool: Cascio Pool is located at 1500 Lawrence Lane and features a pool, connections to nearby trails, parking, public restrooms, and a concession stand.
- Dowding Pool: Dowding Pool is located at 14th Avenue and Washington Street and features a pool, shelter, small playground, and has available parking for its visitors.

Recent engagement efforts have indicated a strong desire from Bellevue residents to develop additional aquatic amenities. One recommendation from the 2023 Parks and Recreation Master Plan included an aquatic center. It was suggested that this facility could be in the southwest zone of Bellevue and could become a regional attraction. The aquatic center was estimated to cost between \$72-\$83 million and could feature an indoor waterpark and a large recreational and competitive swimming pool.

Park Corridors and Trails

In addition to its extensive amount of park space, the City of Bellevue has park corridors, or parks situated along a trail, throughout the community. These corridors build on the existing natural spaces present within the community and provide additional wayfinding and infrastructure.

- Daniell Trail Corridor: An existing park corridor that has proven successful, this corridor was marked in the recent Parks and Recreation Master Plan as needing additional wayfinding and park amenities. The plan is for this trail to be connected to the 36th Street Trail and Papio Trail.
- 36th Street Trail Corridor: A trail was recently completed along 36th Street, which was also indicated as needing additional wayfinding, bicycle, and pedestrian amenities.
- Swanson-Papio Link Corridor: This corridor connects the Papio Trail to Swanson Park through northwest Bellevue. It was marked in the Parks and Recreation Master Plan as crucial for future development as many cyclists travel along the Papio Trail to Swanson Park for its mountain bike experience.
- North Central Link Corridor: This corridor does not currently exist but would connect Swanson Park to Brown Park in South Omaha. This would continue to augment Swanson Park's status as a regional destination located within Bellevue.

Additional park corridors would include Marv Holubar Trail Corridor, Jewell Park Corridor, and Hyda Hills Link Corridor.

Destinations, Historic Places, and Tourism

The City of Bellevue features several destinations that are also on the National Register of Historic Places. These destinations are available to residents and visitors alike and include the Log Cabin, Fontenelle Bank, Fontenelle Forest, Olde Presbyterian Church, Bellevue Depot, and Bellevue Cemetery. Other recreational opportunities included in the city are both public and private ventures, providing additional options for those seeking things to see and do in Bellevue.

Baldwin Field

Baldwin Field has three dirt-infield ball fields, supporting multiple games and tournaments throughout the year, and is located at 1301 Ludwig Drive.

Beardmore Event Center of Bellevue

The Beardmore Event Center of Bellevue is at 3750 Raynor Parkway and is open to corporate events, weddings, family reunions, and other events. The event space is 18,000 square feet and includes multifunctional rooms for both large and small events, with a large patio as an outdoor option. In addition to high quality audio-visual technology, the event center also provides catering and an on-site event planner.

Bellevue Depot

This depot was constructed between 1869 to 1879 as a station along the Omaha and Southern Railroad. It provided service to passenger and freight transportation from Bellevue to Omaha. In 1970, it was moved from its original place to Gemini Park. The Depot was included in the National Register of Historical Places in October of 1970.

Bellevue Log Cabin

The Bellevue Log Cabin was built about 1835 in the Missouri River floodplains but was later moved in 1850 to its current location at 1805 Hancock Street. Built to function as a residence for pioneers, this structure was entered into the National Register of Historic Places on October 16, 1970.

Bellevue Public Library

The Bellevue Public Library is at 1003 Lincoln Road and offers printed, audiovisual, and computer-related resources and programs for all ages. Originally started in 1929 by the Bellevue Junior Woman's Club, the Bellevue Public Library has been at its current location since 1975. It is open every day throughout the week, with various hours and is staffed by eight full-time employees and 16 part-time employees.

Bellevue University

Bellevue University is located at 1000 Galvin Road South. The 46-acre campus was first founded in 1966. Since 2014, it has had an annual student body of at least 13,000 students. It was one of the first accredited institutions to offer online degree programs in 1996, and the first to offer a Master of Business Administration degree online.

Fontenelle Bank

Constructed in 1856 at the corner of Main Street and East Mission Avenue, the Fontenelle Bank quickly failed in 1857 during the financial panic of 1857. It was acquired by Sarpy County in 1861 to function as a courthouse. It was then utilized as Bellevue's Town Hall from 1875 until 1960.

Fontenelle Forest

The Fontenelle Forest is located to the immediate northeast of Bellevue and runs alongside the Missouri River, providing a large area of natural space filled with trails and wildlife.

Fontenelle Forest Nature Center

Also known as the Katherine and Fred Buffett Forest Learning Center, the Fontenelle Forest Nature Center is a 25,000-square-foot building built in 2000. This building provides a space for school programs, public education, and can be rented for private events. The Fontenelle Nature Association acquired Raptor Recovery Nebraska in 2014, an organization that provides care to injured predatory birds. This led to the creation of the Raptor Woodland Refuge that opened in late 2016. The nature center is located at 1111 Bellevue Boulevard North and is home to the Raptor Woodland Refuge; the Baright Gallery; Acorn Acres, a one-acre playscape for children; Habitat Hollow, an educational indoor play area for children to learn about animal species and nature; Riverview Boardwalk; and multiple hiking trails. The nature center also offers programming for children, families, and adults. This includes Spring Break Camp; Winter Break Camp; Summer Camp; various school programs; Mudpies, a program for children ages three to five; and Seniors Understanding Nature (SUN).

Gifford Point Wildlife Management Area

This area is a natural game area that is open for local hunting, trapping, and fishing through the issuance of access permits. It is managed by the Nebraska Game and Parks Commission's Wildlife Division and located just outside of Bellevue.

Offutt Base Lake Recreation Area

Located just outside of Bellevue on the Offutt AFB, this recreation area is situated beside Offutt Base Lake and hosts six dry campsites and provides a local opportunity for fishing, non-motorized boating, and archery to active and retired military service members. It is at 13201 Harlan Lewis Road.

Premier Sports Village

This privately owned property is located at 14402 Harlan Lewis Road and hosts six lighted athletic fields near Offutt ARB. Each field supports softball and baseball games, and the outfields provide enough space to support soccer and flag football games. The sports village can host up to 96 weekly team leagues and 60 weekly team tournaments. Public restrooms and concessions are available.

Reed Center

The Reed Center is a facility that is available for rent for wedding receptions, parties, and banquets and can host up to 250 people. It is at 1200 Lord Boulevard.

Sarpy County Museum

The Sarpy County Museum opened in 1970 and is currently overseen and operated by the Sarpy County Historical Society and its board of directors. The museum hosts historical artifacts, archives, and information regarding Native American tribes, Offutt AFB, and other information about early settlements in the State of Nebraska. In 2022, the museum announced that it would construct a new facility at the corner of NE-370 and 90th Street. This new facility will house the Wimmer Railroad Collection, a nationally renowned collection of 10,000 unique pieces of railroad history.

Skate City Bellevue

A roller-skating rink located behind Mt. Carmel Baptist Church at 1220 Fort Crook Road South, this rink hosts roller hockey, open skate times, classes, and a day camp.

Tree Rush Adventure

An adventure park located in Fontenelle Forest, this destination provides climbing, zip lines, and multiple cable and rope courses for adults and kids. Located at 1111 Bellevue Boulevard North, this destination is a unique activity located beside the Fontenelle Forest Nature Center.

Key Takeaways

Bellevue shows strong support for their parks and recreation system. The city recently completed and adopted a Parks and Recreation Master Plan in 2023 and adopted the American Heroes Park Conceptual Site Master Plan, a specific area plan for American Heroes Park. In total, the city has 55 parks comprising 14 percent of the city's total land area. This includes two regional parks, 17 community parks, and 36 neighborhood parks. Through recent planning efforts, the Bellevue community has indicated a strong desire to see additional aquatic amenities develop. The 2023 Parks and Recreation Master Plan included a recommendation to construct an aquatic center in the southwestern portion of the city. In addition to the extensive amount of park space, the City of Bellevue has park corridors, trails, and several noteworthy destinations, including sites that are on the National Register of Historic Places.

Existing Natural Features

The natural environment is a critical consideration for future development and planning efforts for the City of Bellevue. By better understanding how the local environment interacts with the community, the city can better understand the impact on these developable areas and much more.

Waterbodies and Waterways

As illustrated in Figure A.6 Existing Water Features and Floodways, waterbodies and waterways are widely dispersed throughout the city. Many smaller waterways and small bodies of water such as streams, brooks, and creeks are located within residential developments. Two of the most prominent waterways are the Missouri and Platte Rivers. The Missouri River runs along the eastern edge of Bellevue, following the state line between Nebraska and Iowa. Further south, the Platte River flows into the Missouri River, contributing to its size as it continues south along the state line. Other waterways within and adjacent to the city include West Papillon Creek, Big Papillon Creek, Fricke Creek, Quali Creek, Fairview Creek, Betz Road Ditch, Mud Creek, Big Elk Creek, and Zwiebel Creek. In addition to waterways, Base Lake, on Offutt AFB, is a prominent waterbody in the area.

Floodways and Floodplains

Flood risk has been mapped throughout the city through the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. FEMA typically identifies flood-prone areas through a detailed hydrologic and hydraulic modeling and occasionally through approximate methods to assist with planning, management, and risk assessment within watersheds.

EXISTING WATER FEATURES AND FLOODWAYS

0' 3,125' 6,250' 9,375' 12,500'
1-inch
NORTH
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

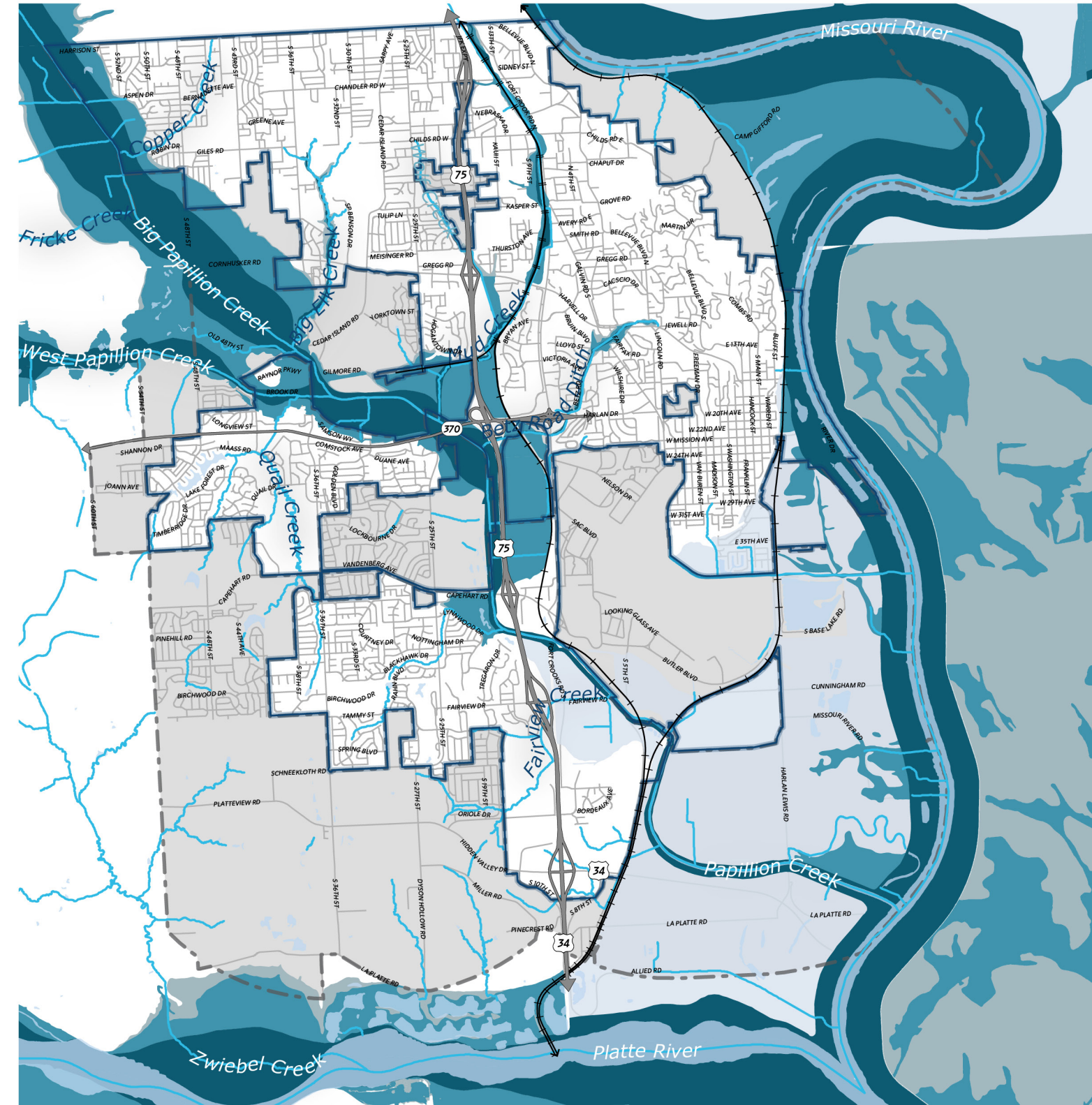
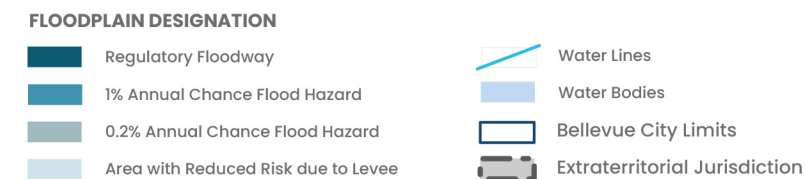


Figure A.6 Existing Water Features and Floodways

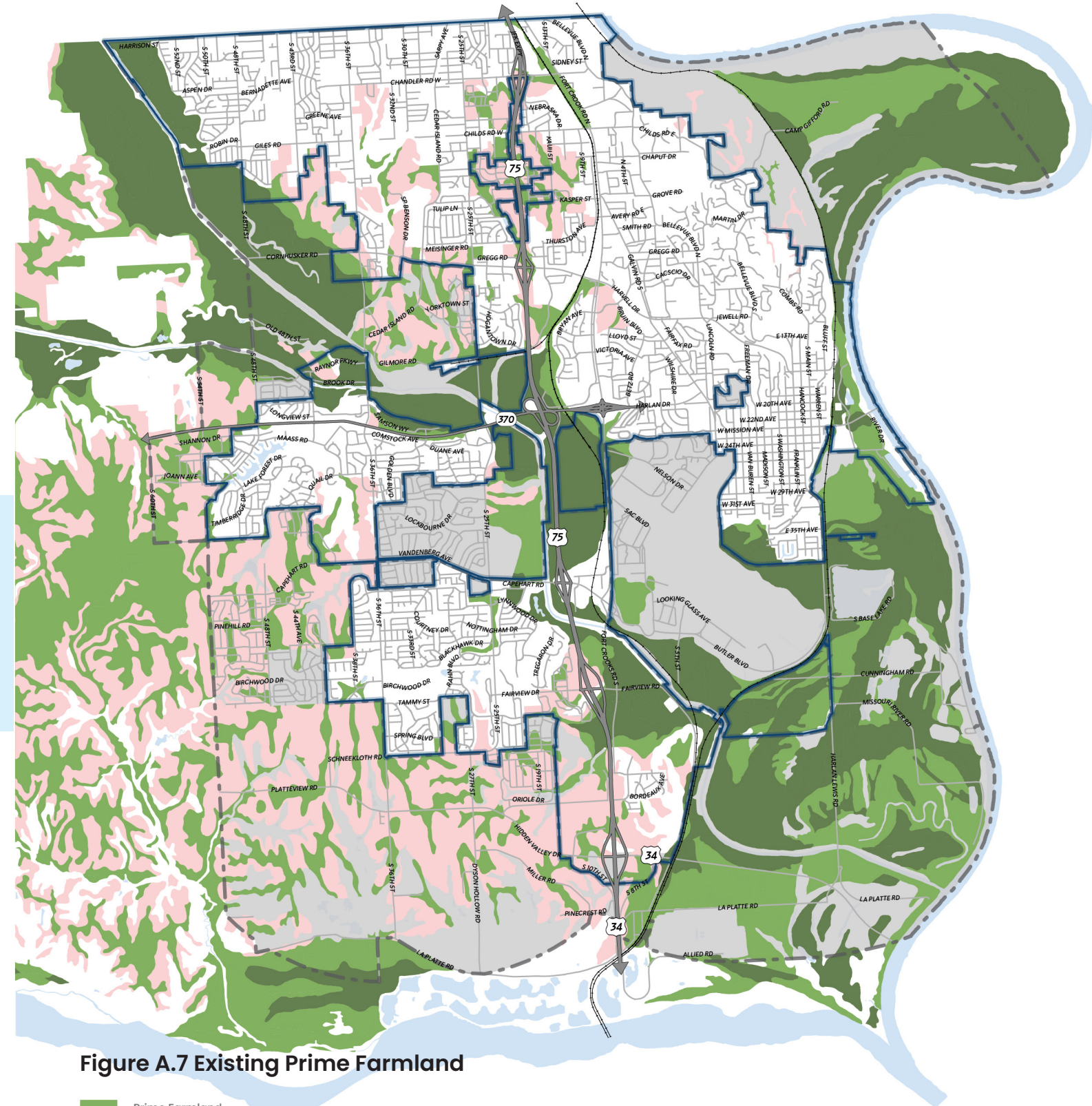


Based on FEMA's assessments, portions of the city exhibit two types of flood areas, with both types primarily located along the Missouri and Platte Rivers to the east and south, as well as the Big Papillon Creek located in the northwestern portions of the city. These areas are illustrated in Figure A.6 Existing Water Features and Floodways. The Special Flood Hazard Area (SFHA) is defined as the area that will be inundated by a flood event having a one-percent chance of being equaled or exceeded in any given year; this includes FEMA Zone A and Zone AE. The moderate flood hazard areas are between the limits of the base flood and the 0.2 percent-annual-chance (or 500-year) flood; this includes FEMA Zone B and Zone X.

Much of the area surrounding the Missouri and Platte Rivers are designated as a regulatory floodway, indicating that in severe precipitation events, these areas are likely to flood. Outside of the regulatory floodway, there are adjacent areas that are designated as a part of the SFHA, having a one-percent chance of being equaled to or exceeded in any given year. These areas are located just outside of city limits to the northeast. Known as Gifford Point Wildlife Management Area and Gifford Farm, these areas are within the SFHA and within the Missouri River Bend. In addition to these areas to the northeast, many of the waterways found throughout the city are designated with some special flood risk. The most prominent waterway, the Big Papillon Creek, stretches along the western portion of the city, both inside and alongside the city's limits. This is included as an SFHA in addition to the regulatory floodway.

EXISTING PRIME FARMLAND

0' 3,125' 6,250' 9,375' 12,500'
 1-inch
 NORTH
 Data Sources: Sarpy County, Urban Footprint, and Olsson Studio



What is a floodplain?

Floodplain designated land is land with a one-percent chance of flood occurrence at any time is the standard for requiring the purchase of flood insurance and regulating development in flood prone areas. The Federal Emergency Management Agency (FEMA) designates such areas as Zone A or Zone AE, which are Special Flood Hazard Areas.

How is Prime Farmland Defined?

(Source: U.S. Department of Agriculture, Natural Resources Conservation Service)

- Prime Farmland if Drained is land that, if properly drained, is considered prime farmland.
- Farmland of Statewide Importance is land that nearly meets the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods.
- Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses.

Figure A.7 Existing Prime Farmland

- Prime Farmland
- Prime Farmland if Drained
- Farmland of Statewide Importance
- ▭ Bellevue City Limits
- ▭ Extraterritorial Jurisdiction



Soil

According to data provided by Sarpy County and the United State Department of Agriculture (USDA), the city encompasses or is immediately adjacent to land that is classified as prime farmland, prime farmland if drained, and farmland of statewide importance. This is a significant benefit to the city's agricultural economy.

As illustrated in Figure A.7 Existing Areas of Prime Farmland (Soil), areas to the northwest, northeast, and southeast exist that exhibit high concentrations of land classified as prime farmland and prime farmland if drained. Prime farmland is the best for producing crops based on the soil's chemical and physical characteristics. Prime farmland if drained is a classification that indicates the soil has the right characteristics to be prime farmland but will need some level of intervention by infrastructure to drain the land and establish the right conditions for farming. The area largely to the southwest of the city is farmland of statewide importance, indicating the soil meets the requirements of prime farmland and could potentially produce high yields of crops after being treated by the city.

Environmentally Sensitive Areas

As indicated in Figure A.8 Existing Environmentally Sensitive Areas, there are portions of environmentally sensitive areas that exist throughout the city. A large portion of this area runs along US 75 through the center of the city and tends to be situated along waterways and waterbodies. This includes the areas along Papillon Creek, Big Papillon Creek, Big Elk Creek, Copper Creek, and the Missouri River. In addition to the areas within the city, most of the land along the Missouri and Platte Rivers is classified as environmentally sensitive, mirroring the soil conditions illustrated in Figure A.8. This data was provided by Sarpy County and is a part of an environmental sensitivity index analysis. This analysis is based on the cumulative value of various environmental features in Sarpy County. These features are weighted for their relative significance or sensitivity. The greater the significance or sensitivity, the higher the score.

Key Takeaways

There are many smaller waterways, such as creeks, brooks, and streams, dispersed throughout the City of Bellevue. The city is between two prominent waterways, the Missouri and Platte Rivers. The Missouri River runs along the eastern edge of Bellevue, forming the state line between Nebraska and Iowa. The Platte River drains into the Missouri River from the south, contributing to its size as it flows south along the state line. Much of the land alongside the Missouri and Platte Rivers, as well as the smaller waterbodies throughout the city, are designated as a regulatory floodway or a Special Flood Hazard Area. This is in line with prime farmland designations that were provided by the USDA. Areas alongside the Missouri River are defined as prime farmland or prime farmland if drained. The combination of these factors contributes to the environmentally sensitive nature of these areas as well.

EXISTING ENVIRONMENTALLY SENSITIVE AREAS

0' 3,125' 6,250' 9,375' 12,500'
1-inch
NORTH
Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

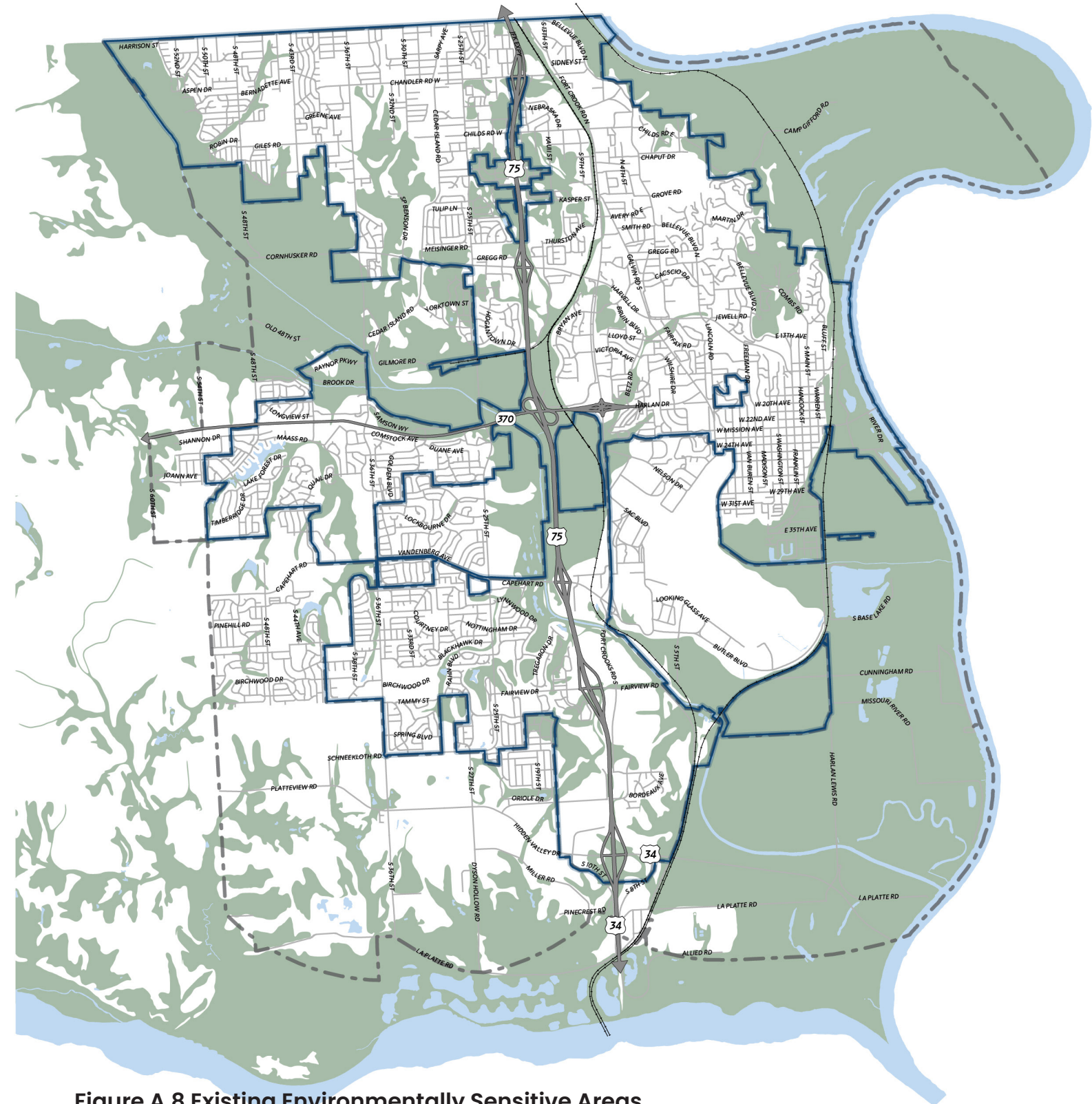


Figure A.8 Existing Environmentally Sensitive Areas

- Environmentally Sensitive Area
- Water Body
- Bellevue City Limits
- Extraterritorial Jurisdiction



Existing Community Health and Quality of Life

Multiple factors have a significant impact on the quality of life experienced within a community. These factors range in importance and may be related to mental health, physical health, a community’s exposure to poverty, incidents of crime, and social vulnerability. This section explores these factors at a county and city level and relies on data provided by Sarpy County and by County Health Rankings & Roadmaps (CHR&R).

Health Outcomes

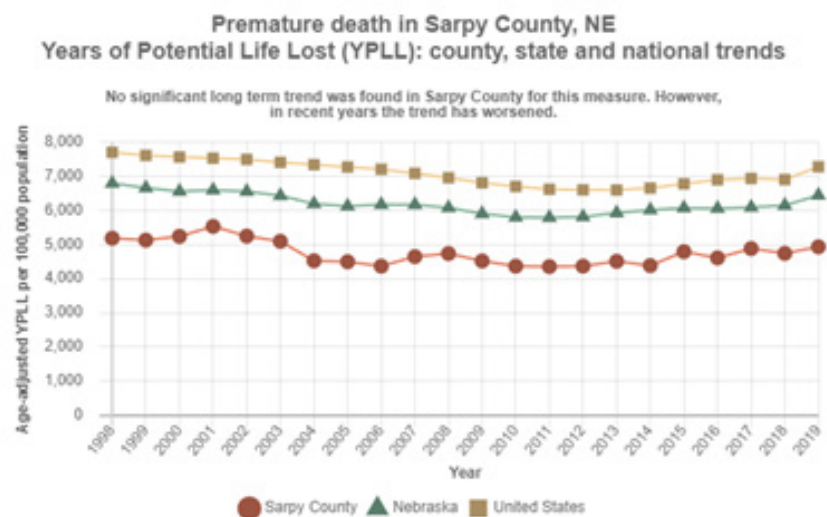
Health outcomes indicate how long people live on average within a community. These outcomes are determined by both length of life and quality of life. Different datasets are used to determine length and quality of life, which are detailed as follows:

Length of Life Datasets

Premature Death Dataset refers to years of potential life lost before age 75 per 100,000 population (age-adjusted). In Sarpy County, 4,900 years of life were lost to deaths of people under age 75, per 100,000 people, compared to 6,400 years in Nebraska and 7,300 across the United States. Sarpy County is trending positively for this dataset. The leading causes of death in Sarpy County are malignant neoplasms, diseases of heart, accidents, intentional self-harm, and chronic lower respiratory diseases. See Figure A.9.

Figure A.9 Premature Death in Sarpy County, Nebraska

Source: Sarpy, Nebraska | County Health Rankings & Roadmaps



Notes:
Each year represents a 3-year average around the middle year (e.g. 2015 is the middle year of 2014-2016).

Quality of Life Datasets

Poor or Fair Health refers to the percentage of adults reporting fair or poor health (age-adjusted). In Sarpy County, nine percent of adults reported that they consider themselves in fair or poor health, compared to 10 percent in Nebraska and 12 percent across the United States.

- Poor Physical Health Days refers to the average number of physically unhealthy days reported in the past 30 days (age-adjusted). In Sarpy County, adults reported that their physical health was not good on 2.4 days of the previous 30 days, compared to 2.5 days in Nebraska and 3.0 days across the United States.
- Poor Mental Health Days refers to the average number of mentally unhealthy days reported in the past 30 days (age-adjusted). In Sarpy County, adults reported that their mental health was not good on 3.6 days of the previous 30 days, compared to 3.9 days in Nebraska and 4.4 days across the United States.
- Low Birthweight refers to the percentage of live births with low birthweights. In Sarpy County, seven percent of babies had low birthweights (under five pounds, eight ounces), compared to seven percent in Nebraska and eight percent across the United States.

Health Factors

Health factors represent those things that can be modified to improve the length and quality of life for residents. Health factors include health behaviors, clinical care, social and economic factors, and the physical environment. Physical environment characteristics in a community can be affected most by comprehensive planning, though policy changes can be explored to better health behaviors, clinical care, and social and economic factors.

The following table indicates how Sarpy County compares to both the State of Nebraska and the United States regarding each of the health factors.

Table A.2 Health Behaviors Comparison (Sarpy County vs. Nebraska vs. United States)

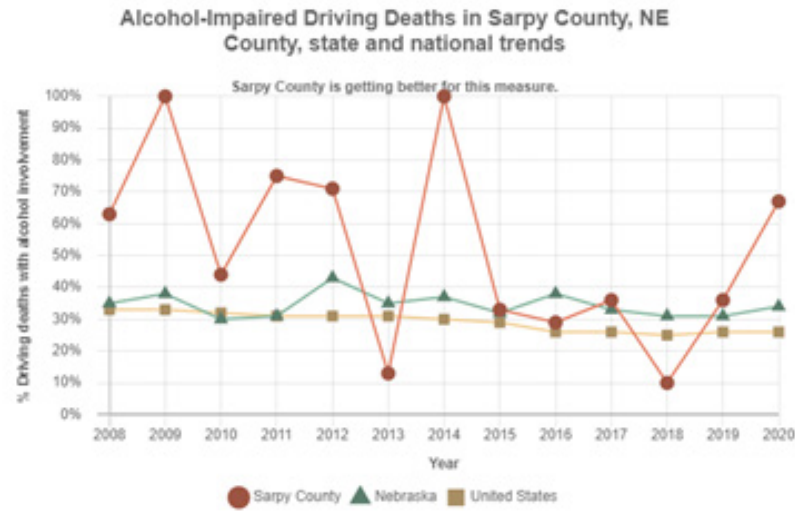
Source: Sarpy, Nebraska | County Health Rankings & Roadmaps

Health Behaviors	Sarpy County	Nebraska	United States
Adult Smoke	13%	15%	16%
Adult Obesity	33%	34%	32%
Physical Inactivity	19%	21%	22%
Access to Exercise Opportunities	92%	83%	84%
Excessive Drinking	20%	23%	19%
Alcohol-Impaired Driving Deaths	36%	33%	27%

Based on estimates, the County Health Rankings indicate that Sarpy County experienced a dramatic rise in the number of alcohol-impaired driving deaths in 2014, as shown in Figure A.10. The number of deaths increased from just under 15 percent in 2013 to 100 percent in 2014. This data indicates that all deaths within Sarpy County during 2014 involved alcohol.

Figure A.10 Alcohol-Impaired Driving Deaths in Sarpy County, NE County, State, and National trends

Source: Sarpy, Nebraska | County Health Rankings & Roadmaps



Notes:
This trend graph uses single-year estimates.

Another health factor, Access to Exercise Opportunities, is determined based on the proximity that people live close to a park or to a recreational facility. At 92 percent, Sarpy County rates higher than the State of Nebraska and the United States. These exercise opportunities are also often correlated with active and passive recreational opportunities.

Other physical characteristics may influence a person’s desire to enjoy local recreational opportunities. These measurements are displayed in Table A.3 Physical Environment Comparison (Sarpy County vs. Nebraska vs. United States).

Table A.3 Physical Environment Comparison (Sarpy County vs. Nebraska vs. United States)

Physical Environment	Sarpy County	Nebraska	United States
Air Pollution - Particulate Matter	7.8 µg	5.8 µg	7.4 µg
Severe Housing Problems	9%	12%	17%
Driving Alone to Work	83%	79%	73%
Long Commute - Driving Alone	22%	19%	37%

In Sarpy County, an annual average of 7.8 micrograms of particulate matter was measured in the air. This metric is determined by the average daily density of fine particulate matter in micrograms per cubic meter. This is higher in comparison to Nebraska and slightly higher to the United States. However, it is still lower than the standard set by the Environmental Protection Agency (EPA). The EPA has a primary annual average standard of 12.0 micrograms per cubic meter. Other metrics also indicate that those that live in Sarpy County are less likely to suffer from severe housing problems when compared to state- and nation-wide rates and are more likely to drive alone to work compared to the state and national rates.

In addition to these factors within the physical environment, other health factors can affect a person’s state of well-being. Table A.4 Clinical Care Comparison (Sarpy County vs. Nebraska vs. United States) displays factors related to the clinical care available to a resident of Sarpy County. In comparison to the State of Nebraska and the United States, the county has higher ratios of citizens to primary care physicians, dentists, and mental health providers. This indicates that, when compared to state and national ratios, there are less of these healthcare professionals to take care of the county’s residents.

In addition, the rate of preventable hospital stays is lower than the national rate but higher than the state rate. Preventable hospital stays are determined by the rate of hospital stays for ambulatory-care sensitive conditions per 100,000 Medicare enrollees. In Sarpy County, 2,432 hospital stays per 100,000 people enrolled in Medicare might have been prevented by outpatient treatment.

Table A.4 Clinical Care Comparison (Sarpy County vs. Nebraska vs. United States)

Clinical Care	Sarpy County	Nebraska	United States
Uninsured	6%	9%	10%
Primary Care Physician	1,890:1	1,300:1	1,310:1
Dentists	1,520:1	1,240:1	1,380:1
Mental Health Providers	800:1	330:1	340:1
Preventable Hospital Stays	2,432	2,374	2,809

Poverty Index

The U.S. Department of Housing and Urban Development generates the Low Poverty Index (LPI), which captures the depth and intensity of poverty in a given neighborhood. The index uses both family poverty rates and public assistance receipt, in the form of cash-welfare, such as Temporary Assistance for Needy Families (TANF). The index is a linear combination of two vectors, the family poverty rate (pv) and the percentage of households receiving public assistance (pa). The poverty rate and public assistance for neighborhoods are determined at the census tract level. Values are inverted and percentile ranked nationally. The resulting values range from 0 to 100. The higher the score, the less exposure to poverty in a neighborhood.

LOW POVERTY INDEX (2020)

0' 3,125' 6,250' 9,375' 12,500'
 1-inch NORTH
 Data Sources: Sarpy County, Urban Footprint, & Olsson Studio

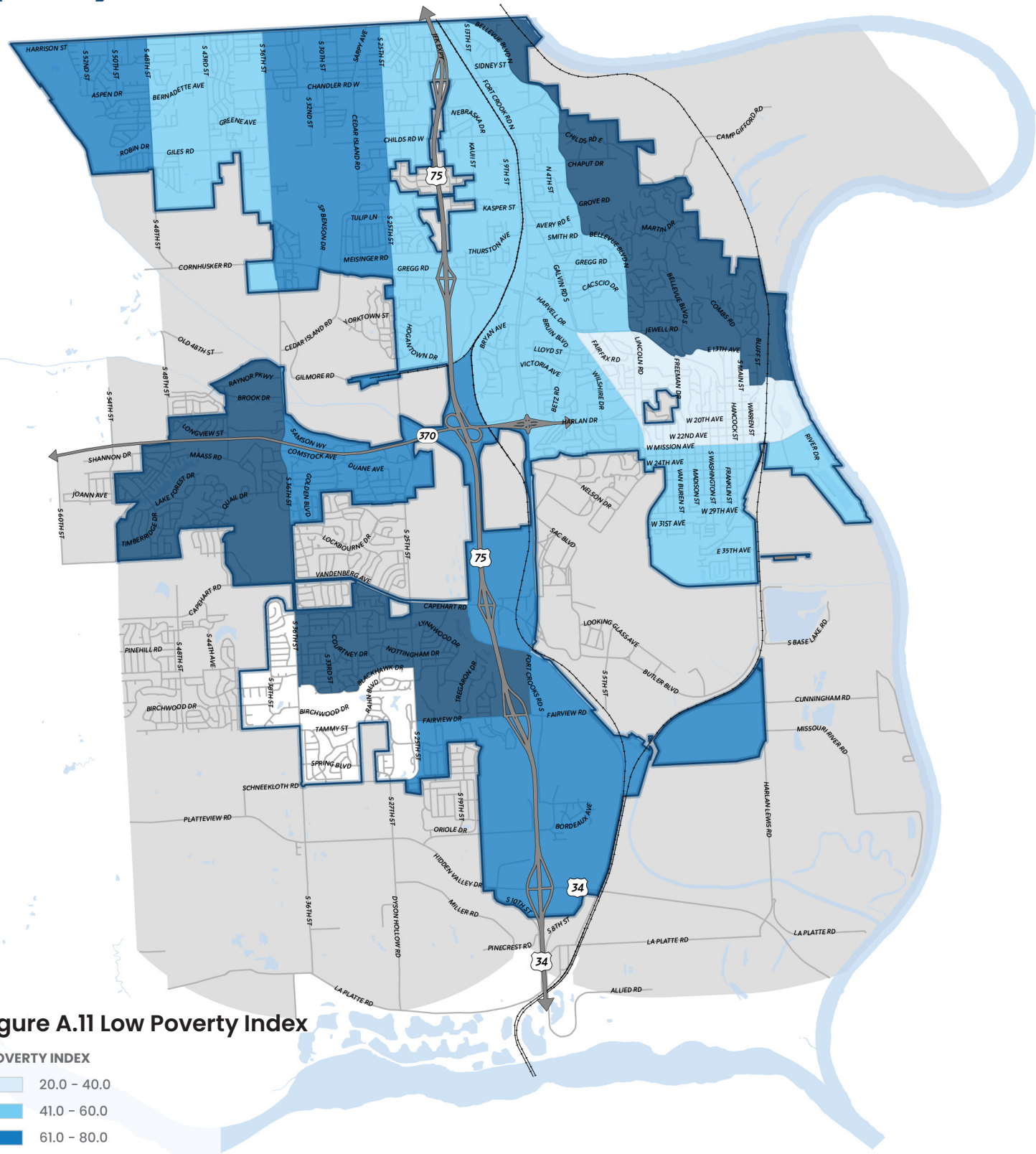


Figure A.11 Low Poverty Index

POVERTY INDEX

- 20.0 - 40.0
- 41.0 - 60.0
- 61.0 - 80.0
- 81.0 - 100.0
- Bellevue City Limits
- Extraterritorial Jurisdiction

As shown in Figure A.11 Low Poverty Index, the majority of the City of Bellevue received scores that were within the 61.0 - 80.0 and 81.0 - 100.00 ranges on the LPI. Within the city, there are two areas of concern. The first is in the most northwestern portion of the city, west of 48th Street. The other is in the eastern portion of the city, between West Mission Avenue to the south and East 13th Avenue to the north. These two areas received a score on the LPI that was within the 20.0 - 40.0 national percentile for poverty. Overall, Bellevue is much less exposed to poverty than other communities across the United States.

Social Vulnerability

The Centers for Disease Control and Prevention's Social Vulnerability Index (SVI) uses U.S. Census data to determine the social vulnerability of every census tract. SVI was mapped for Bellevue in Figure A.11. The SVI ranks each tract on 15 social factors, including poverty, lack of vehicle access and crowded housing, and groups them into four related themes. The SVI can help public health officials and local planners better prepare for and respond to emergency events like disease outbreaks or exposure to dangerous chemicals.

According to the SVI, the majority of Bellevue experiences a moderate to low range of social vulnerability. This indicates that based on the 15 social factors, residents within Bellevue are moderately or less likely to be at risk during a public health emergency. Areas to the south scored very low on the SVI, indicating that census tracts in the south of the city are less socially vulnerable. Conversely, the area in dark blue to the eastern portion of the city is more socially vulnerable.

Helpful Terms and Facts (Source: U.S. Census)

Social Vulnerability refers to the resilience of communities (the ability to survive and thrive) when confronted by external stresses on human health, stresses such as natural or human-caused disasters or disease outbreaks.

Reducing social vulnerability can decrease both human suffering and economic loss. Socially Vulnerable Populations include those who have special needs, such as, but not limited to, people without vehicles, people with disabilities, older adults, and people with limited English proficiency.

Census tracts are subdivisions of counties for which the Census collects statistical data. The SVI ranks each tract on 15 social factors, including poverty, lack of vehicle access, and crowded housing, and groups them into four related themes. Each tract receives a separate ranking for each of the four themes, as well as an overall ranking.

SVI Themes and Social Factors:

- Socioeconomic status (below poverty, unemployed, income, no high school diploma)
- Household composition and disability (aged 65 or older, aged 17 or younger, older than age 5 with a disability, single-parent households)
- Minority status and language (minority, speak English "less than well")
- Housing type and transportation (multi-unit structures, mobile homes, crowding, no vehicle, group quarters)



SOCIAL VULNERABILITY INDEX



Data Sources: Sarpy County, Urban Footprint, & Olsson Studio

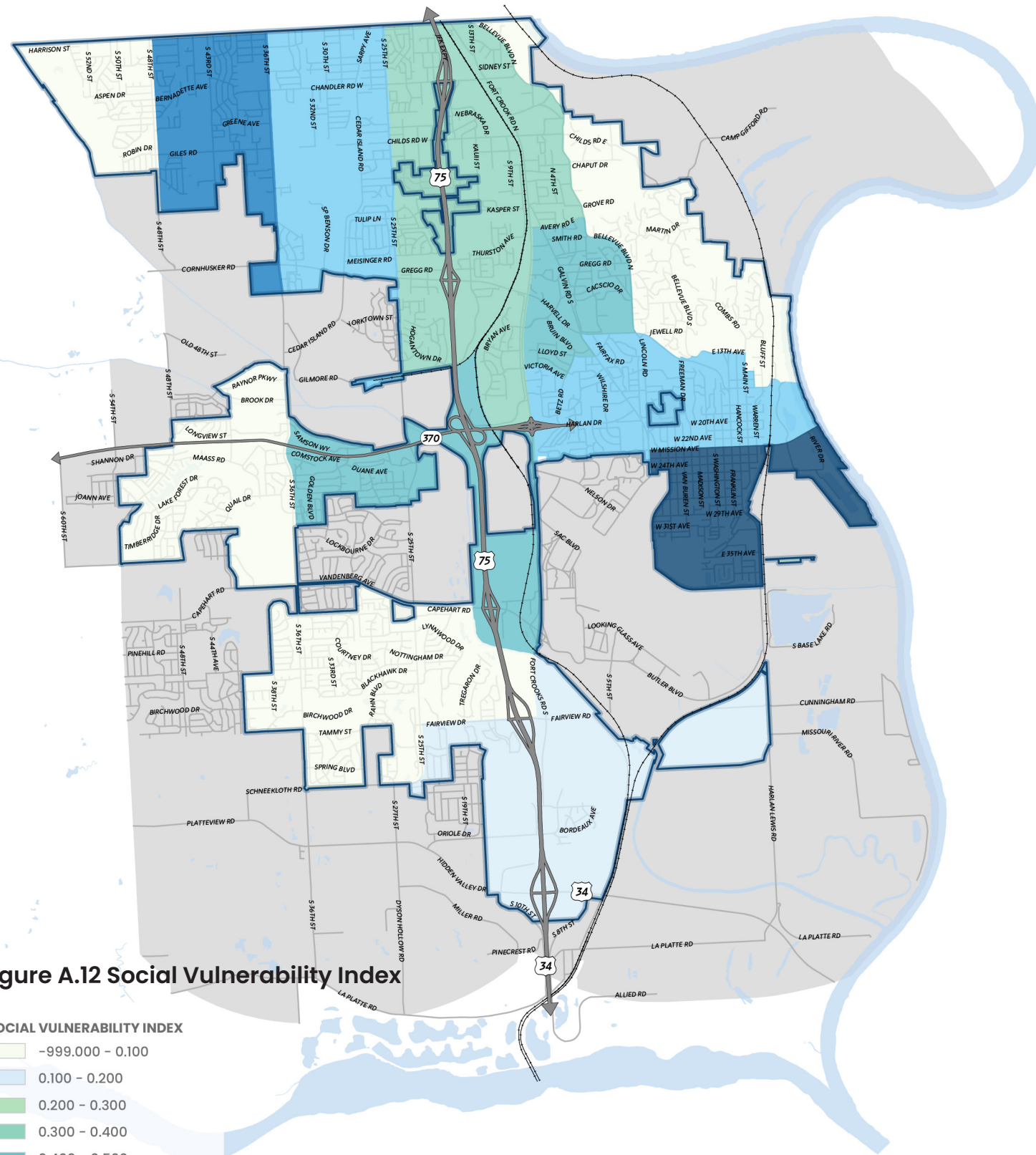


Figure A.12 Social Vulnerability Index

SOCIAL VULNERABILITY INDEX



Bellevue City Limits
 Extraterritorial Jurisdiction



Crime Rates

The data for this section was provided by Sarpy County and includes all incidents that occurred in 2023. The data provides a baseline understanding of the most recent crime rates by type. These incident types include homicide; rape and other sexual offenses; assault; weapons offense; liquor or narcotics related incidents; property crime; and burglary or theft.

Certain crimes, such as burglary/theft, assault, and rape and other sexual offenses, are consistently reported throughout the city. However, even though burglary and thefts are reported throughout the city, there are clusters, or “hot spots,” that are apparent. One such cluster is south of Cornhusker Road and east of South 36th Street. Another is located just east of South 43rd Street in the north of the city. Olde Towne has also had a consistent number of burglaries or thefts in 2023. Additionally, incidents of weapons offense are located throughout the city, but higher numbers of incidents are in the Olde Towne in the eastern portion of the city and in the northern areas of the city.

Other notable patterns of crime include the high concentration of liquor or narcotic incidents located along Fort Cork Road and Galvin Road. There also appears to be less instances of property crime in the southern portion of the city, and a higher number of incidents located in Olde Towne and in the north. Throughout the entire city, there is only one incident of homicide, which was in the north of Bellevue along Fort Crook Road. These trends are illustrated in Figure A.13 Existing Crime Rates.

Key Takeaways

When considering data at the county level, Sarpy County performs better than state or national trends in terms of physical health and mental health. Additionally, Sarpy County ranked lower than state and national rates for adults who smoke, adult obesity, and physical inactivity. The county also rates higher than the State of Nebraska and the United States for access to exercise opportunities, at a 92 percent compared to 83 and 84 percent respectively.

Unfortunately, Sarpy County experienced a dramatic rise in the number of alcohol-impaired driving deaths in 2014. The number of deaths increased from just under 15 percent in 2013 to 100 percent in 2014. This data indicates that all deaths occurring while driving within Sarpy County in 2014 were related to the involvement of alcohol. While this percentage has declined in subsequent years, the reported number was 67 percent in 2020.

According to the Low Poverty and Social Vulnerability Indices, the City of Bellevue is overall less exposed to poverty and is less socially vulnerable than other communities in the United States. Regarding crime in 2023, there were reported incidents of burglary and theft, assault, and rape or other sexual offense throughout the city. High concentrations of incidents involving liquor or narcotics took place along Fort Cork Road and Galvin Road. There were also less instances of property crime in the southern portion of the city with a higher number of these types of incidents located in Olde Towne and in the northern portion of the city. Throughout the entire city, there is only one incident of homicide, which was in the north of Bellevue along Fort Crook Road.

EXISTING CRIME RATES



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

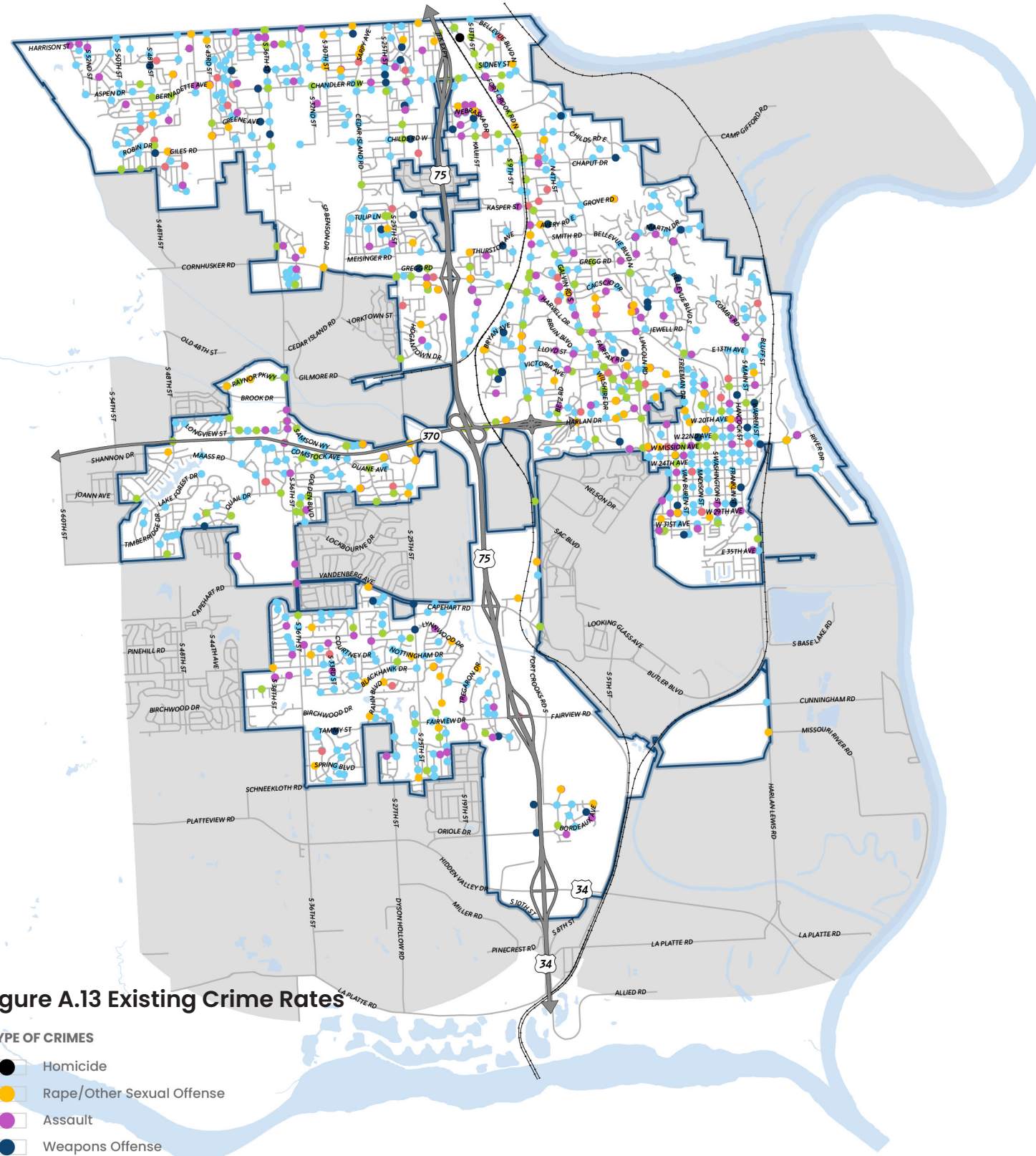


Figure A.13 Existing Crime Rates

- TYPE OF CRIMES**
- Homicide
 - Rape/Other Sexual Offense
 - Assault
 - Weapons Offense
 - Liquor/Narcotics
 - Property Crime
 - Burglary/Theft
 - Bellevue City Limits
 - Extraterritorial Jurisdiction



Existing Utilities

To ensure the proper infrastructure for future development, redevelopment, or maintenance as the city's population grows, it is necessary to review the existing utility infrastructure within the city. Figure A.14 illustrates, in part, the existing utility infrastructure.

Water

Water service is provided by the Metropolitan Utilities District of Omaha (the District), which is a customer-owned public utility serving over 600,000 people in Omaha metropolitan area. The District owns and operates three water treatment facilities, 3,155 miles of water distribution mains, and 27,603 water hydrants across the Omaha metropolitan area.

Wastewater

The City of Bellevue's wastewater collection system consists of 335 miles of sanitary sewer lines, 5,289 manholes, 21 pumping stations, and two municipal wastewater treatment facilities: the Omaha Papio Wastewater Treatment Plant and the Omaha Missouri Wastewater Treatment Plant. Most pipes in the service area are six to eight inches in diameter and increase to up to 96 inches as they enter the treatment plants. The Wastewater Department operates a maintenance program to provide scheduled cleaning, maintenance, and inspection of sanitary sewer collection system for each of the 24 sub-drainage basins throughout the city.

Figure A.14 also includes Sanitary and Improvement Districts (SID). A SID may be created when a developer buys land for a housing development and has the authority to issue bonds, levy taxes and special assessments, and fix rates for special services. The SID can install streets, sewers, and power utilities, along with buying land for public parks. The district program is provided through Sarpy County.

Stormwater

The stormwater system is managed by the city's Public Works Department and is part of the larger Papillion Creek Watershed Partnership (PCWP). The Papillion Creek Watershed covers 402 square miles across Washington, Douglas, and Sarpy Counties and flows in a southeasterly direction to the Missouri River. Papillion Creek has three main tributaries: Little Papillion Creek, Big Papillion Creek, and West Papillion Creek. The PCWP was created in 2001 to consistently and comprehensively manage the watershed's surface water flow across numerous jurisdictional boundaries, including Bellevue, Omaha, Bennington, Boys Town, Gretna, La Vista, Papillon, and Ralston. PCWP follows the requirements of the National Pollutant Discharge Elimination System (NPDES) stormwater program to discharge stormwater from municipal separate storm sewer systems (MS4s) into local surface waters.

Key Takeaways

Bellevue's position within a larger metropolitan area is especially evident through the collaborative effort required to manage the city's utility infrastructure systems. City department staff members must coordinate with neighboring jurisdictions, county government, and regional environmental management agencies regularly to ensure resources are being allocated responsibly.

EXISTING UTILITIES



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

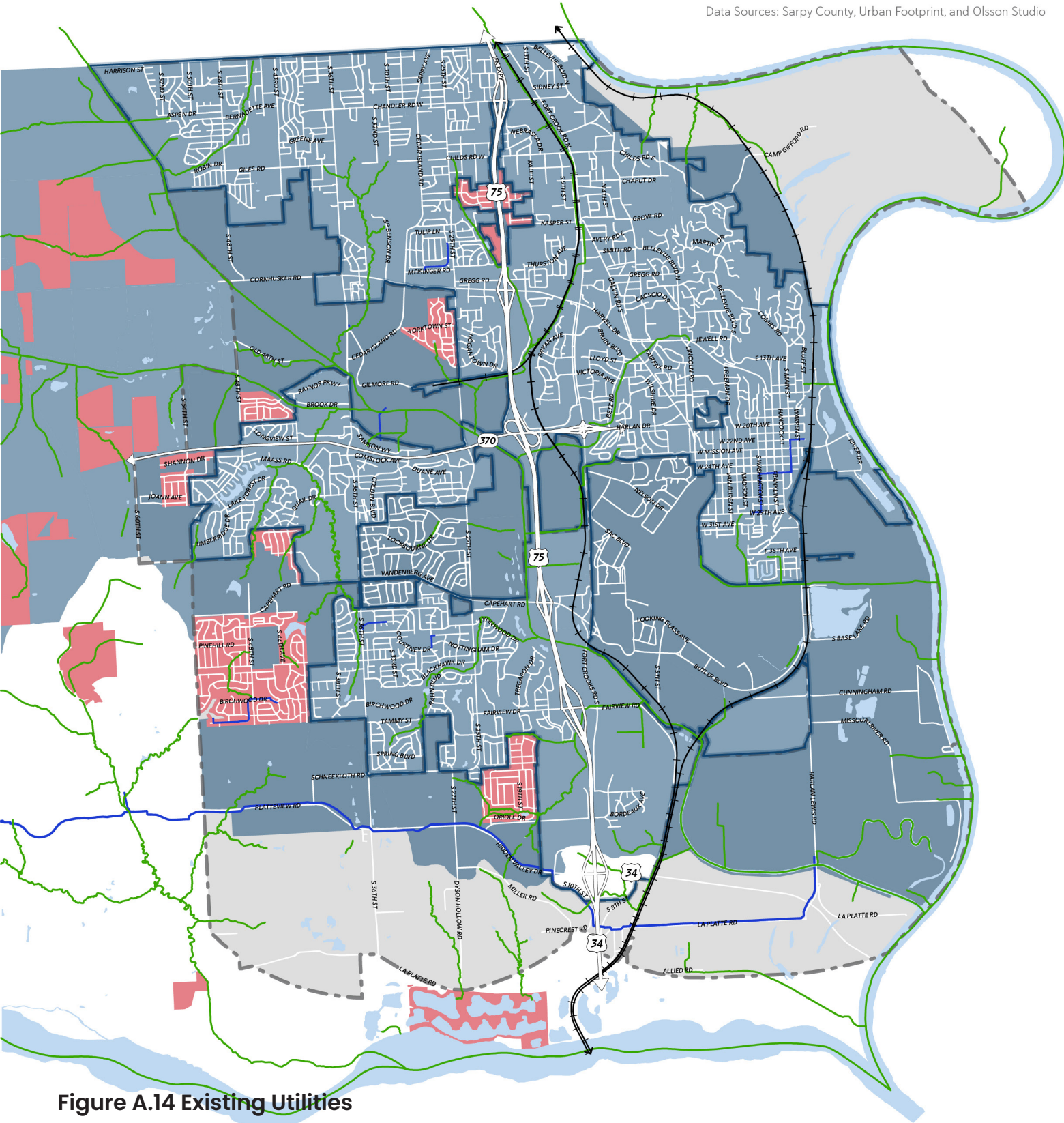
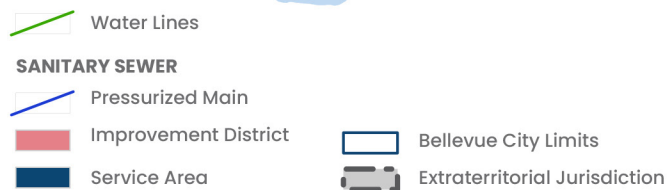


Figure A.14 Existing Utilities



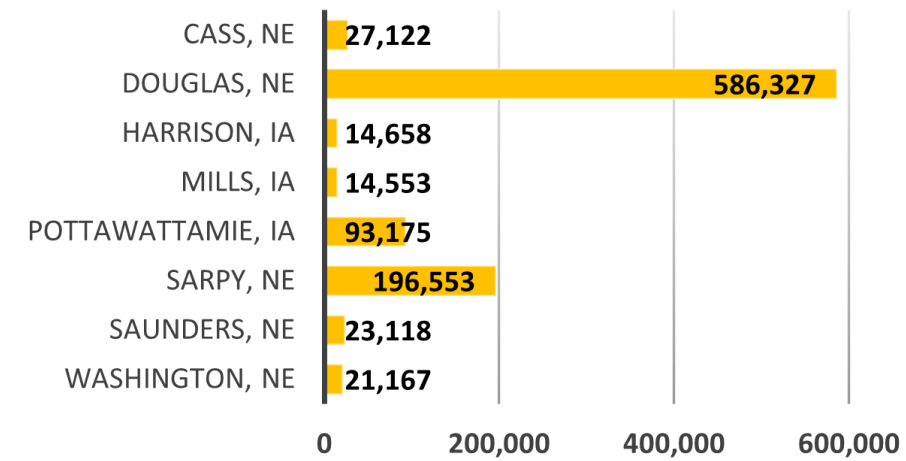
Existing Demographics

This section provides a general overview of the existing demographics within the City of Bellevue, including population growth, population age, household composition, household income, and educational attainment. For additional information concerning the demographics of Bellevue, please see Appendix D Economic and Market Analysis.

Population Growth

The City of Bellevue is in Sarpy County, one of the eight counties as part of the Omaha-Council Bluffs Metropolitan Service Area (MSA). By 2022, the Omaha-Council Bluffs MSA supported a total population of 976,671 residents. Of this total, Sarpy County had the second largest population, accounting for 196,553 people.

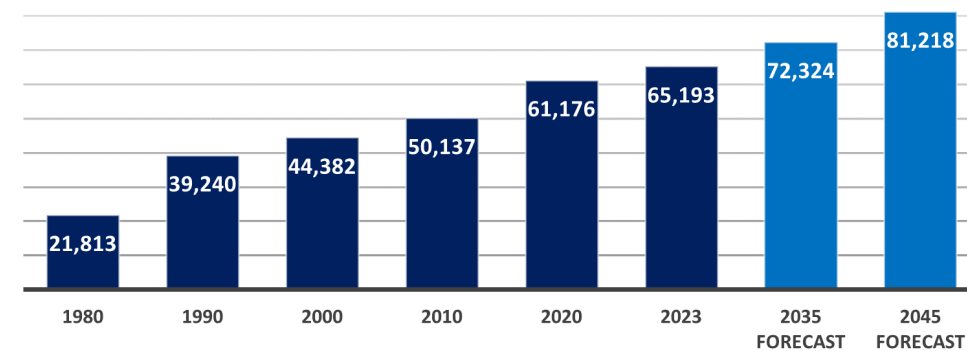
Figure A.15 Omaha-Council Bluff MSA Population by County



In 1980, the City of Bellevue's population totaled approximately 21,813 residents. By 2023, an additional 43,380 people were added to the city's population, bringing the total to 65,193 residents. The largest increases in population size were from 1980 to 1990, and from 2010 to 2020. Compared to other cities within Sarpy County, Bellevue accounted for one-third of the Sarpy County population, or 29.1 percent from 2000 to 2020.

Due to the steady population growth over the past several decades, the City of Bellevue has experienced a period of urban growth and development.

Figure A.16 Bellevue Population Trends



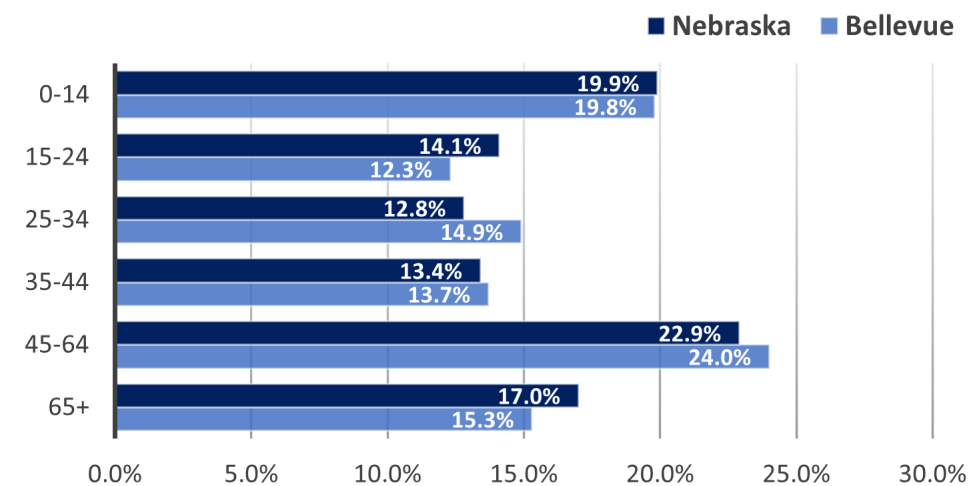
Population Age

Age is an important indication in consumer identity and consumption patterns, housing needs, and financial security. In Figure A.17 Population by Age Comparison, a comparison of Bellevue's and Nebraska's population are broken down by six primary age groups, including:

- Children (0-14 years);
- Adolescent (15-24 years);
- Young adults (25-34 years);
- Family/working adults (35-44 years);
- Empty nesters (45-64 years);
- And elderly (65+ years).

Each of these age groups possesses distinctively different consumption and housing needs.

Figure A.17 Population by Age Comparison



Bellevue has low or slightly lower rates of children (0-14 years); adolescents (15-24 years); and elderly (65+ years) when compared to the statewide rates. Conversely, Bellevue demonstrates a high or slightly high rate of young adults (25 to 34 years); family/working adults (35 to 44 years); and empty nesters (45-64 years) when compared to the state.

Household Composition

Household composition is an important indicator of retail expenditures and housing needs. An estimated 22,532 households in Bellevue have an average household size of 2.55 persons, which is higher than the 2.39 average household size for the State of Nebraska.

As evidenced by Table A.5 Bellevue Households by Type, Bellevue's household composition indicates a high amount of family households. In fact, family households account for over three-quarters of all households with 29.4 percent having children present. Married couple families account for 49.5 percent of all households, of which 19.3 percent had related children. These households tend to have a propensity for single-family housing and family-related retail expenditures such as groceries, clothing and accessories, sporting goods, consumer electronics, toys, home furnishings, furniture, hardware, daycare, financial services, dentists, and general practitioners.

Compared to the state, the city possesses an above average rate for families, married couples, and all households with children; and below average rates of married couples with children, householders living alone, senior households ages 65 years and older, and senior households living alone.

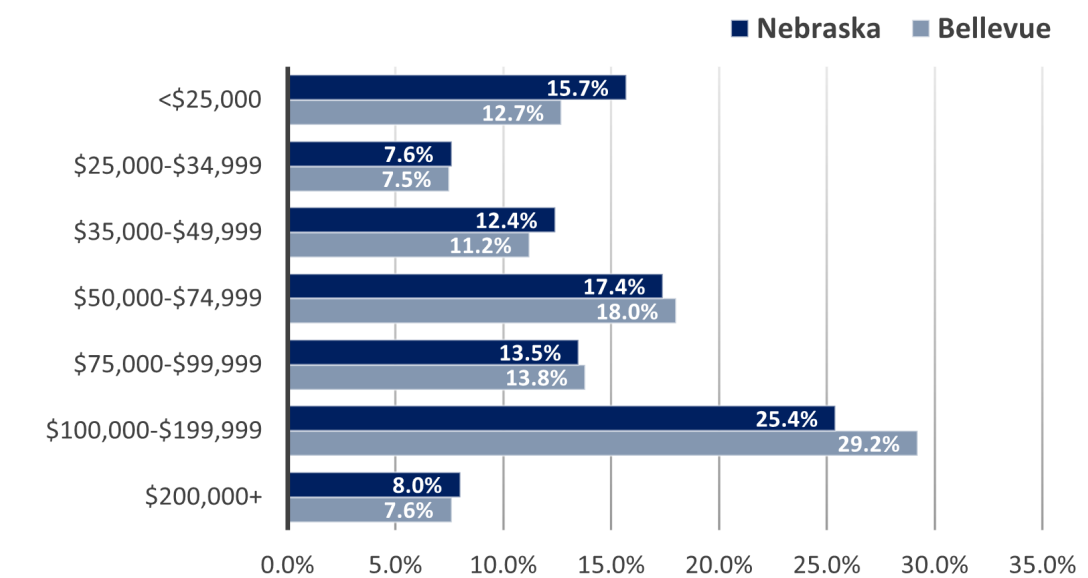
Table A.5 Bellevue, Nebraska Households by Type

Household Type	City of Bellevue	Nebraska
Total Households	22,532	803,157
Family Households	76.4%	62.5%
Married Couple Households	49.5%	48.6%
With Related Children	19.3%	20.1%
Householder Living Alone	26.6%	30.7%
Householder Living Alone 65+ Years Old	8.8%	12.2%
All Households with Children	29.4%	28.3%
Households with one or more people 65+	26.3%	29.3%
Average Household Size	2.55	2.39
Average Family Size	3.11	3.02

Household Income

Household income levels have a direct impact on retail expenditures, housing needs, for-sale housing values, and residential rents. Bellevue's median household income of \$99,972 significantly exceeds the statewide median of \$69,597. This provides the opportunity to capture above average retail sales and rents, housing values, and residential rents.

Figure A.18 Household Income Distribution Comparison



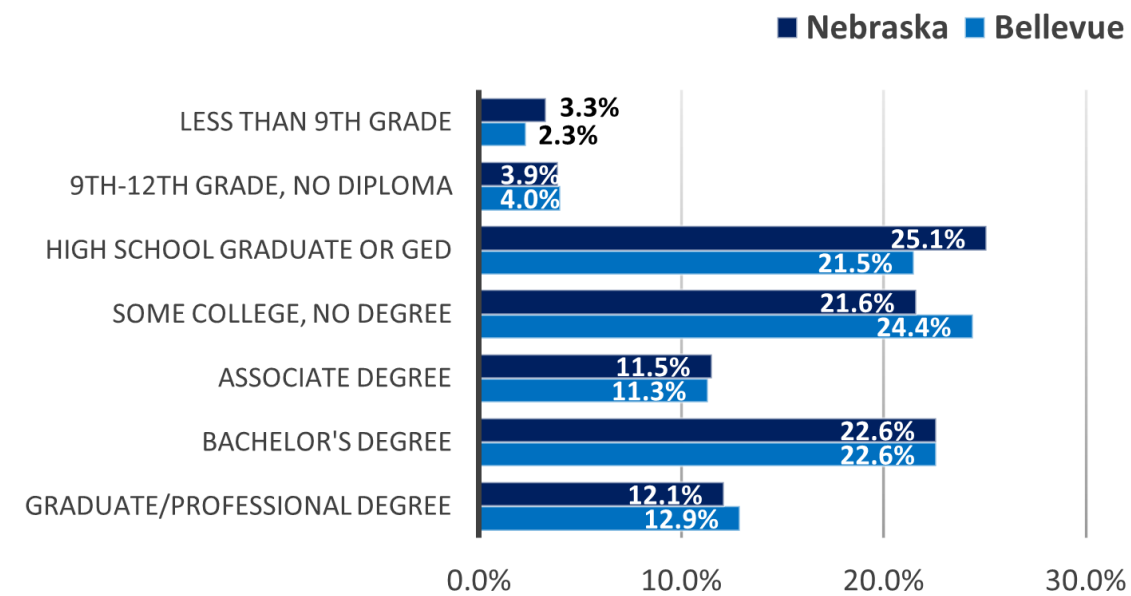
As shown in Figure A.18, compared to the statewide trends, Bellevue experiences higher rates in the following income ranges: \$50,000-74,999; \$75,000-99,999; and, \$100,000-199,999. These ranges tend to qualify for for-sale housing at market value.

Comparatively, a reported 12.7 percent of Bellevue households earn less than \$25,000 annually, compared to 15.7 percent statewide. This suggests a below average need for affordable and income-based housing.

Educational Attainment

Educational attainment levels indicate a community's ability to attract and retain knowledge-based industries and ability to support above-average wages. They also have a direct impact on achievable income levels, retail expenditure patterns, housing values, and the demand for commercial space. Figure A.19 Comparison of Educational Attainment Levels provides a comparison of educational attainment levels between the City of Bellevue and the State of Nebraska.

Figure A.19 Comparison of Educational Attainment Levels



Overall, the population in Bellevue is well-educated with 46.8 percent of the population attaining a graduate/professional, bachelor's, or associate degree compared to 46.2 percent statewide. Conversely, 27.8 percent of Bellevue residents attained a high school diploma or less compared to 32.3 percent of the statewide population.

These educational attainment levels suggest the potential to support high income levels, retail expenditures, housing values and rents, and the need for commercial space. These higher education levels also indicate a need for additional office space and the ability to support additional professional positions.

Key Takeaways

Bellevue is located within Sarpy County, the second largest county within the Omaha-Council Bluffs MSA. Bellevue accounts for one-third of the Sarpy County population, or 29.1 percent of the total county population from 2000 to 2020. Of this population, Bellevue has a high or slightly high rate of young adults (25 to 34 years); family/working adults (35 to 44 years); and empty nesters (45-64 years) when compared to the State of Nebraska.

In terms of household composition, Bellevue's population has a high amount of family households, which account for over three-quarters of all households. Of this total, 29.4 percent indicated they have children present. Married couple families accounted for 49.5 percent of all households. These findings indicate a property for single-family housing and family-related retail expenditures such as groceries, clothing and accessories, sporting goods, consumer electronics, toys, home furnishings, furniture, hardware, daycare, financial services, dentists, and general practitioners. Compared to the state, the city possesses above average rate for families, married couples, and all households with children.

For income and educational attainment levels, Bellevue tends to trend higher than the State of Nebraska. Compared to the statewide trends, Bellevue experiences higher rates in the following income ranges: \$50,000-74,999; \$75,000-99,999; and, \$100,000-199,999. In terms of education, the population in Bellevue is well-educated with 46.8 percent of the population attaining a graduate/professional, bachelor's, or associate degree compared to 46.2 percent statewide. Conversely, 27.8 percent of Bellevue residents attained a high school diploma or less compared to 32.3 percent of the statewide population.

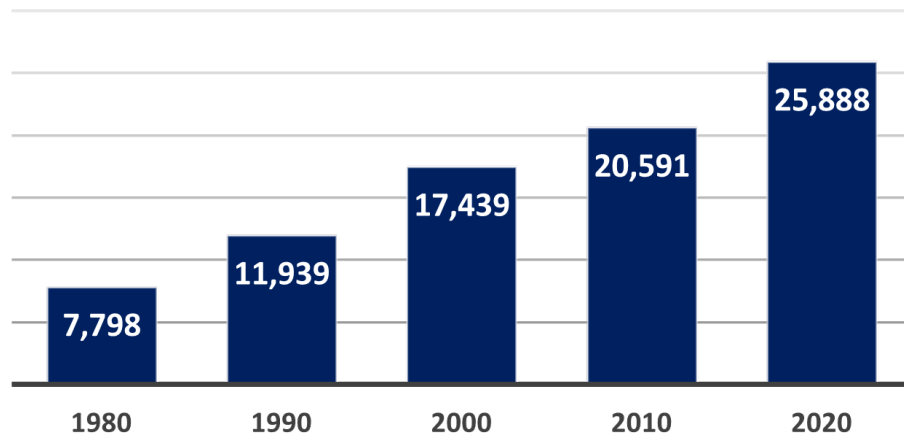
Residential Housing Market

An evaluation of a residential housing market is important to identify current and future opportunities to support new housing stock. This section provides an overview of the housing market within the City of Bellevue, including housing types, housing values, and the apartment market.

Housing Stock and Inventory

The housing stock within Bellevue has steadily increased since the 1980s. According to the U.S. Census, there was a recorded 7,798 dwelling units in 1980. An additional 5,500 dwelling units were added in the 1990s and 3,152 dwelling units were added during the 2000s. By 2020, the city's housing stock totaled 25,888 dwelling units.

Figure A.20 Bellevue Housing Stock Trends



Compared to the State of Nebraska's housing stock, Bellevue's housing stock is newer with 48.4 percent of the existing inventory built after 1979. This is 5.3 percent higher than the statewide percentage of 43.1. Recent numbers indicate that between 2010 and 2019, 1,535 dwelling units were added to the Bellevue housing market. These changes are indicated in Table A.6 Bellevue Housing Stock by Year Built.

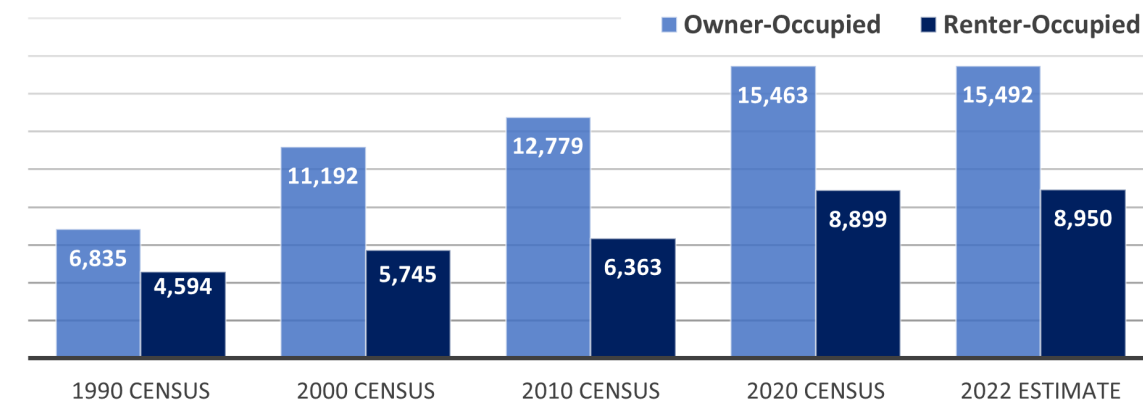
Owner-occupied housing increased from 59.8 percent in 1990 to 66.1 percent by 2000. Conversely, renter-occupied housing declined from 40.2 percent in 1990 to 33.9 percent by 2000. This indicates that more people were choosing to own their own homes instead of renting. These trends are indicated in Figure A.21 Bellevue Housing Tenure Trends.

Table A.6 Bellevue, Nebraska Housing Stock by Year Built

Source: U.S. Census.

Year Structure Built	Number of Units	Percent of Total	Nebraska
Total Housing Units	25,601		863,831
Built 2020 or later	47	0.2%	1.7%
Built 2010 to 2019	1,535	6.0%	9.9%
Built 2000 to 2009	3,772	14.7%	11.8%
Built 1990 to 1999	3,599	14.1%	10.7%
Built 1980 to 1989	3,433	13.4%	9.0%
Built 1970 to 1979	5,203	20.3%	14.8%
Built 1960 to 1969	4,013	15.7%	10.5%
Built 1950 to 1959	2,129	8.3%	8.4%
Built 1940 to 1949	855	3.3%	4.0%
Built 1939 or earlier	1,015	4.0%	19.0%

Figure A.21 Bellevue Housing Tenure Trends



From 2000 through 2010, owner-occupied housing continued its positive trend while renter-occupied housing continued to decline. As a share of the total occupied housing stock in the city, the housing tenure for Bellevue's owner-occupied housing increased from 66.1 percent in 2000 to 66.7 percent by 2010. Renter-occupied housing continued to decrease from 33.9 percent in 2000 to 33.2 percent by 2010.

By 2020, the total share of owner-occupied housing declined from 66.7 percent to 63.5 percent. For renter-occupied housing, the inverse was true, increasing from 33.2 percent of the total share of occupied housing to 36.5 percent in 2020. These trends indicate that over the past decade, less people are choosing to own their home and more people are choosing to rent.

According to the U.S. Census Bureau, the total number of occupied-housing units in the City of Bellevue was estimated to be 24,442 dwelling units. Of this total, 15,492 housing units were owner-occupied and 8,950 housing units were renter occupied. Detached single-family housing accounted for 92.5 percent of all occupied owner-occupied housing units. Attached single-family housing account for 3.7 percent and mobile home and other types of housing account for 2.5 percent of owner-occupied housing. These trends are further described in Table A.7 Bellevue Occupied Housing Stock by Type (2022).

Table A.7 Bellevue Occupied Housing Stock by Type (2022)

Source: U.S. Census Bureau.

Housing Type	Total	Owner-Occupied	Renter-Occupied
Occupied Housing Units	24,442	15,492	8,950
Units in Structure			
1-Unit, Detached	69.3%	92.5%	29.2%
1-Unit, Attached	3.9%	3.7%	4.4%
2 Units	0.3%	0.3%	0.4%
3 or 4 Units	1.6%	0.0%	4.2%
5 to 9 Units	8.5%	0.8%	21.9%
10 or More Units	14.5%	0.2%	39.2%
Mobile Home and other Types of Housing	1.8%	2.5%	0.6%
Totals	100.0%	100.0%	100.0%

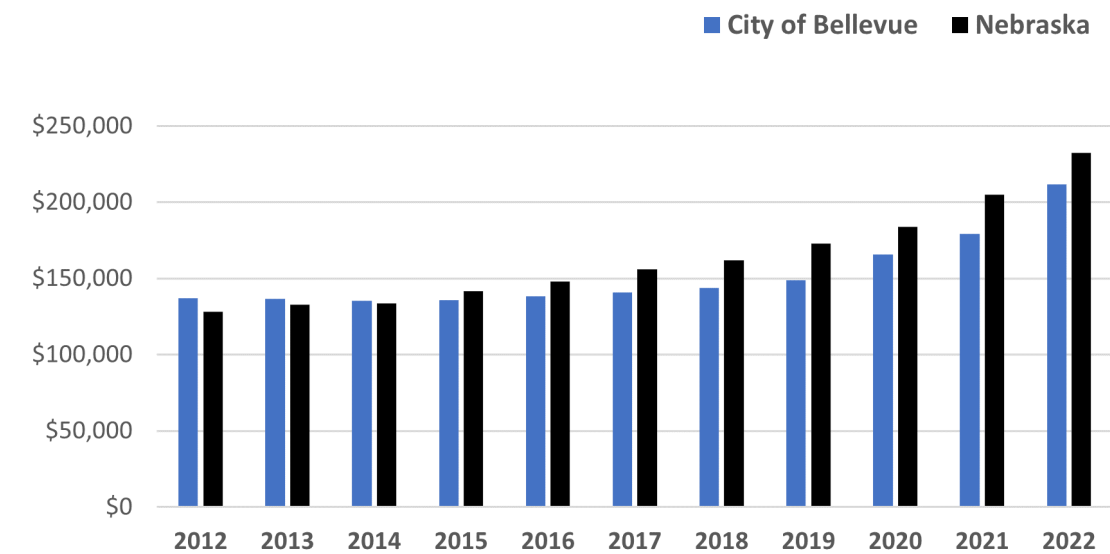
Meanwhile, renters indicated a strong preference for properties with ten or more dwelling units, accounting for 39.2 percent of all renter-occupied units. Renter-occupied single-family residences were the second largest category with a percentage of 29.2. Structures with 5 to 9 dwelling units account for 21.9 percent of all renter-occupied units.

Overall, the Bellevue housing market is dominated by single-family residences, with large structures with 10 or more units comprising the second largest group.

Housing Values

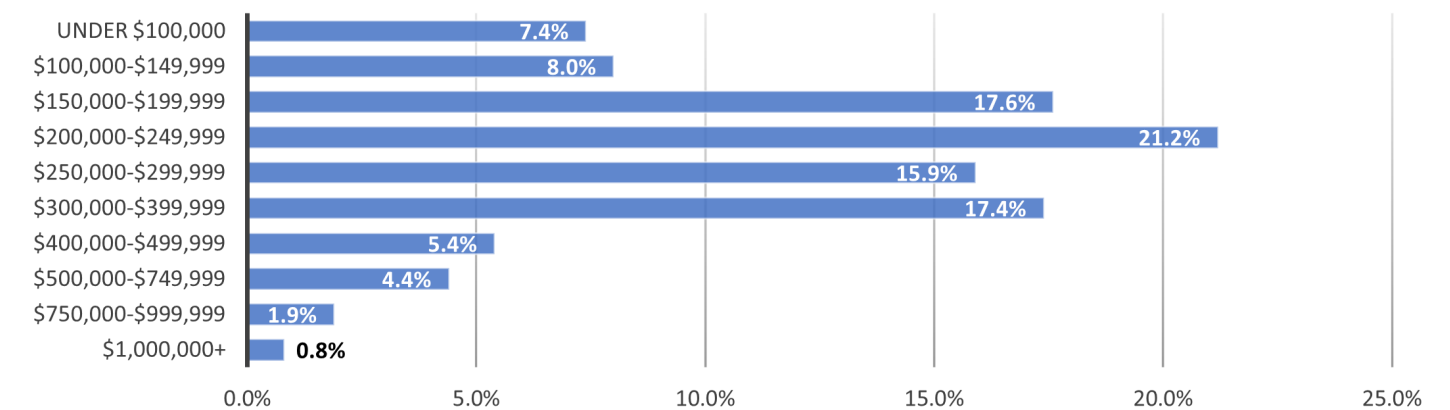
The median housing value in Bellevue in 2012 was \$136,800, exceeding the statewide median of \$128,300. This value declined steadily from 2010 to 2014. By 2015, the statewide median housing value of \$141,600 exceeded the City of Bellevue's median housing value of \$135,600. This trend continued through 2022, as illustrated in Figure A.22 Median Housing Value Comparison.

Figure A.22 Median Housing Value Comparison



The average value of owner-occupied housing in Bellevue was \$280,987 in 2023. Only 7.4 percent of the owner-occupied housing stock in Bellevue was valued under \$100,000. Approximately 25.6 percent of the housing stock was valued between \$100,000-199,999. This price range typically caters to first-time home buyers. Housing that is valued between \$200,000 and \$299,999 accounts for 33.3 percent of the housing market and represents Bellevue's largest portion of the market. Housing valued \$300,000 or more accounts for 29.9 percent of the housing market.

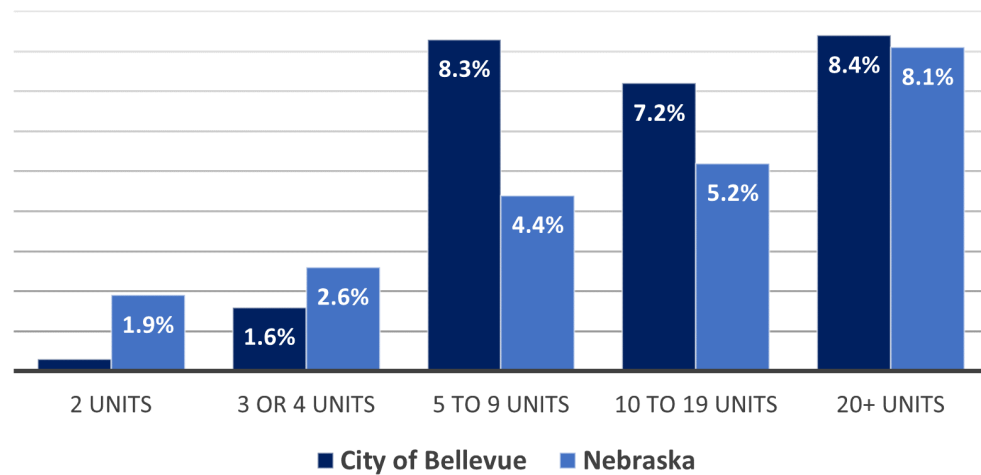
Figure A.23 Bellevue Housing Values (2023)



Apartment Market

Of the 25,604 total dwelling units present in the City of Bellevue, approximately 6,600 dwelling units are located within multi-unit structures. This is approximately 25.8 percent of the total housing stock.

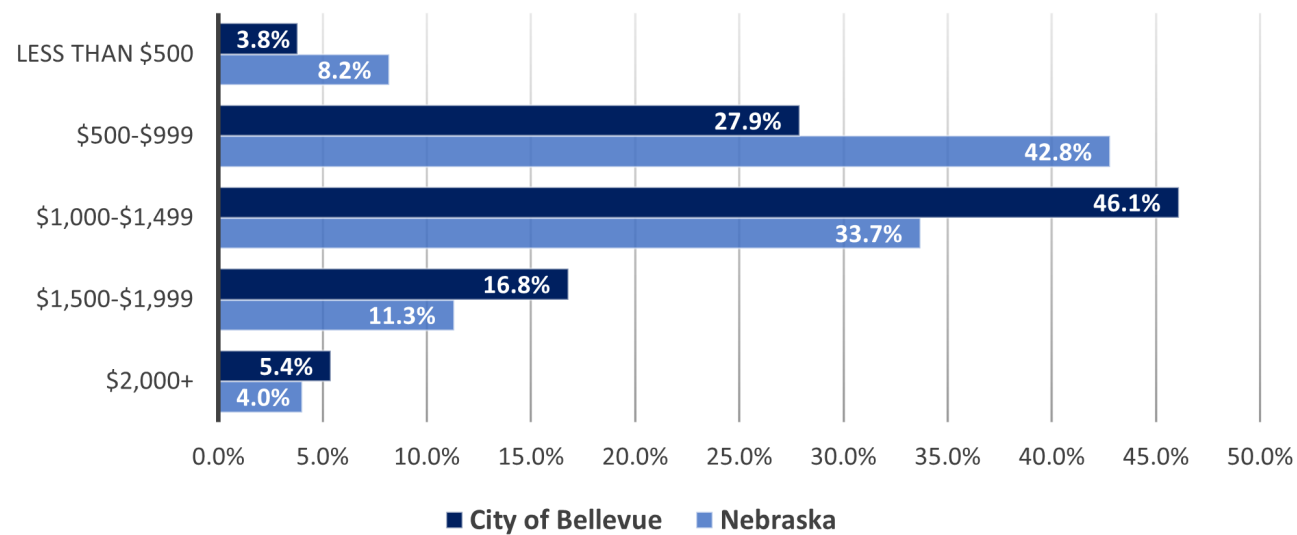
Figure A.24 Comparison of Multi-Family Housing Stock (2022)



Compared to the State of Nebraska, the city has a higher rate of multi-unit structures with 5 to 9 units (8.3 percent); 10 to 19 units (7.2 percent); and 20 or more units (8.4 percent). However, the city has a lower rate of duplexes (0.3 percent) and multi-unit structures with 3 or 4 units (1.6 percent).

Since 2015, Bellevue’s median monthly housing rent has exceeded the statewide median. From 2015 through 2022, Bellevue’s median monthly housing rent increased 33.9 percent, reaching a monthly rent of \$1,141 by 2022.

Figure A.25 Comparison of Monthly Housing Rents (2022)



Of the rental housing units, only 3.8 percent had a monthly rent of \$500 per month compared to 8.2 percent statewide. An estimated 27.9 percent of the Bellevue rental housing stock garner rents of \$500 to \$999 per month, compared to 42.8 percent statewide. Housing units renting for \$1,000 to \$1,499 per month account for 46.1 percent of the Bellevue rental market compared to 33.7 percent statewide. Luxury rental units renting for \$1,500 per month and above account for 22.2 percent of Bellevue’s housing stock compared to 15.3 percent statewide.

Key Takeaways

The housing stock within the City of Bellevue increased from 7,798 dwelling units in 1980 to 25,888 dwelling units in 2020. Compared to the state, Bellevue’s housing stock is newer with 48.4 percent of the existing inventory being built after 1979. This is 5.3 percent higher than the statewide percentage of 43.1 percent.

For housing tenure, the city has seen a recent shift in the percentage of owner-occupied versus renter-occupied housing. In 2010, owner-occupied housing totaled 15,463 units, or 66.7 percent of the total housing stock. Renter-occupied housing totaled 8,899 units, or 33.2 percent for the same period. By 2020, the share of owner-occupied housing decreased from 66.7 percent to 63.5 percent and the share of renter-occupied housing increased from 33.2 percent to 36.5 percent. This indicates that over the past decade, less people are choosing to own their own home and more people are choosing to rent. Overall, the Bellevue housing market is dominated by single-family residences, with 69.3 percent of the total housing stock. The second largest category is large, multi-unit structures with 10 or more units.

The city’s housing market exhibits a low availability of affordable housing options and first-time home buyer housing options. Only 7.4 percent of the owner-occupied housing stock in Bellevue was valued under \$100,000, indicating a small supply of affordable housing options. Housing stock that is valued between \$100,000 and \$199,999, the typical range for first-time homeowners, makes up 25.6 percent of the total housing stock. Housing valued between \$200,000 to \$299,999 represent Bellevue’s largest category, accounting for 33.3 percent of the housing market.

The city’s rental market experiences a propensity for housing units renting for \$1,000 to \$1,499 per month. This accounts for 46.1 percent of the Bellevue rental market compared to 33.7 percent statewide for the same range. Only 3.8 percent had a monthly rent of \$500 per month compared to 8.2 percent statewide. Luxury rental units renting for \$1,500 per month and above account for 22.2 percent of Bellevue’s housing stock compared to 15.3 percent statewide. This indicates that compared to the state, Bellevue’s rental market experiences higher rents overall.

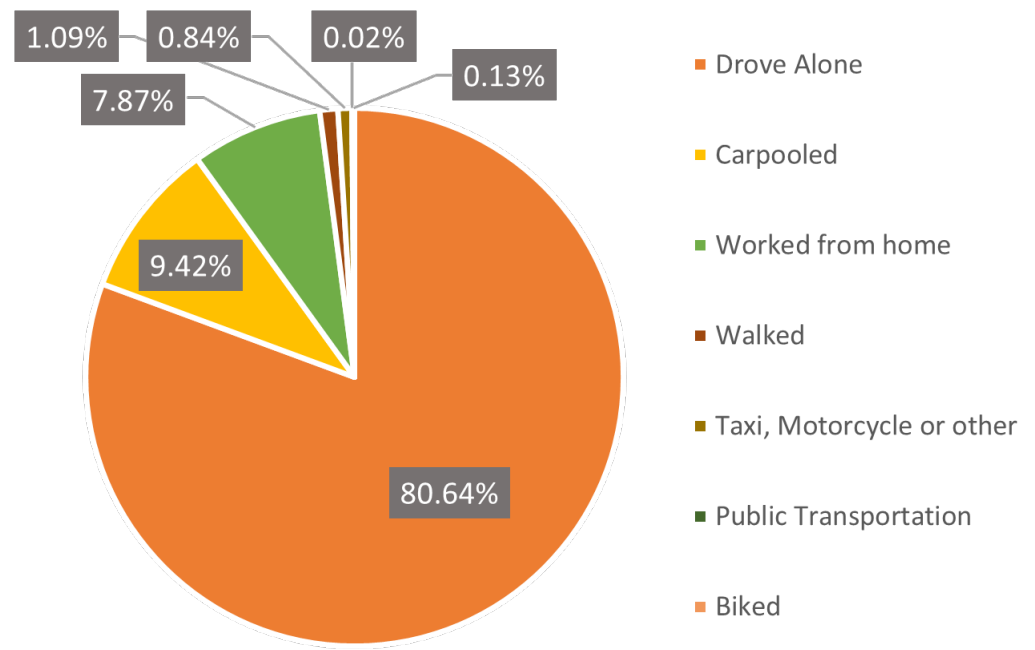
Community Mobility Analysis

Understanding the current transportation network and the populations driving growth in the city is key to identifying needed transportation investments. Especially important is strategically directing these investments towards the communities, people, and corridors that need them most. This community mobility analysis helps pinpoint those priority areas, needs, and opportunities within Bellevue, setting the stage for the identification of projects that benefit the entire community locally and advance critical regional connections.

Mirroring most places in the United States, Bellevue’s current mode share is dominated by auto-centric commutes. Most commuters in Bellevue, or approximately 90 percent, utilize private vehicles by driving alone or carpooling, as shown in Figure A.26. This represents a slightly higher percentage (4%) than the share of car, truck, or van commutes at the state level. Unsurprisingly, the amount of work from home commuters has increased by 3.5 times the amount estimated five years ago. And while the taxi, motorcycle, or other commuters have stayed stagnant, active transportation users (walking, biking, and public transportation) have increased slightly but not significantly. These active modes are still only utilized by less than two percent of commuters. This indicates a high reliance on the roadway network by commuters and potentially a need for increased or improved active transportation facilities.

Figure A.26 Bellevue Mode Share (2022)

Source: 2022: American Community Survey 5-year Estimates Detailed Tables (B08006)



Vulnerable Populations Analysis

Vulnerable populations are another key indicator of transportation need and opportunity throughout the community. While the minority population in Bellevue is much lower than the national level, it is slightly higher than that of the state or the county. Minority populations are concentrated the most in the southern and northeast portions of the city.

Table A.8 Non-White (Minority) Population Comparison

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Total Population	Non-Non-White (Minority) Population	Percentage of Population	
City of Bellevue	62,888	14,600	23%
Sarpy County	193,418	37,395	19%
State of Nebraska	1,963,520	423,000	21.5%
United States	331,893,745	128,911,954	38.8%

Table A.9 Elderly Population (Over 65 Years Old) Comparison

Source: U.S. Census Bureau, 2021 American Community Survey 1-Year Estimates

Total Population	Population 65 and Older	Percentage of Population	
City of Bellevue	62,888	8,970	14.3%
Sarpy County	188,464	22,278	11.8%
State of Nebraska	1,963,692	322,833	16.4%
United States	331,893,745	55,892,014	16.8%

There is a notable presence of seniors in the city compared to Sarpy County. However, in comparison to the State of Nebraska and the United States, the city has a lower senior population. Regardless, the need for proactive planning and resource allocation relating to the needs and challenges of an aging population is necessary and therefore a consideration of this Plan.

Table A.10 Youth Population (Less than 18 Years Old) Comparison

Source: U.S. Census Bureau, 2021 American Community Survey 1-Year Estimates

Total Population	Population Less than 18 Years	Percentage of Population	
City of Bellevue	62,888	15,316	24.4%
Sarpy County	193,418	51,844	26.8%
State of Nebraska	1,963,692	482,202	24.6%
United States	331,893,745	73,475,278	22.1%

The percentage of youth in the city is comparable to that of the state and is a few points higher than the national percentage. This suggests a moderate representation of young individuals in the city, potentially indicating a vibrant and growing community. The pivotal role that youth play in shaping communities prompts the consideration of transportation investments that foster an environment where young people can thrive and contribute to the growth and development of the community.

Table A.11 Disability Population Comparison

Source: U.S. Census Bureau, 2022 American Community Survey 1-Year Estimates

Total Population	Population with a Disability	Percentage of Population	
City of Bellevue	61,594	8,300	13.5%
Sarpy County	191,400	16,553	8.6%
State of Nebraska	1,939,912	244,402	12.6%
United States	328,309,810	44,146,764	13.4%

Finally, the percentage of population living with a disability in Bellevue is higher in comparison to Sarpy County, the State of Nebraska, and the United States. In comparison to Sarpy County, Bellevue is almost five percentage points higher. This highlights the importance of accessibility and inclusivity within the city's infrastructure and services. The city and this Plan have a responsibility to ensure that transportation strategies and investments accommodate and prioritize the needs of this demographic.

Vehicular Traffic Operations

Roadway Network Overview

The City of Bellevue's existing transportation system primarily follows an east-west grid with US 75, also known as the Kennedy Freeway, bisecting the city north and south and NE-370 bisecting the city east and west. These two highways are heavily travelled and are regionally important roadways in the Omaha metropolitan area. Other major east-west roadways include arterials such as Harrison Street, Chandler Road, Cornhusker Road, Harvell Drive, Franklin Street, and Capehart Road. Major north-south arterial roads include South 36th Street, Fort Crook Road, and Bellevue Boulevard/Lincoln Road. See Figure A.27.

Traffic Flow

US 75 and NE-370 see the largest volumes of traffic. The arterial and collector roads see less traffic volume throughout the city. The 2020 annual average daily traffic (AADT) data provided by MAPA show US 75's AADT flow range from 35,000 to 70,000 vehicles, with lesser amounts south of Capehart Road, ranging from 13,000 to 22,000 AADT. NE-370's flow averages around 26,000 to 30,000 AADT. The other principal arterial roadways, Cornhusker and Fort Crook Roads, see higher traffic volumes range from 10,000 to 20,000 AADT. The arterial and collector roadways in Bellevue have lower AADT flows, which are typically less than 10,000 AADT. See Figure A.28.

Historically Bellevue's expressways saw lighter traffic volumes, indicated in Table A.12.

Table A.12 Historic AADT Flows for US 75 and NE-310

Source: MAPA Traffic Reports/Yearly Traffic Flow Maps (Traffic Reports - Metropolitan Area Planning Agency (mapacog.org)); Nebraska Department of Transportation Statewide Traffic Flow Maps (Map Library - NDOT (nebraska.gov))

Total Population	US 75	NE-370
2010	23,200 - 61,500	33,000 - 37,000
2000	23,700 - 50,300	22,300 - 32,300
1990	11,200 - 33,300	11,000 - 27,000
1980	9,300 - 32,800	8,800 - 14,600
1970	10,000 - 34,000	6,800 - 10,500

In addition to vehicular traffic, freight movement is another factor in Bellevue's flow on roadways. On the two primary truck routes: US 75 and NE-370, truck AADT is summarized in Table A.13. In general, truck traffic slightly decreased between 2016 and 2022. Additionally, truck volume becomes increasingly heavier the closer they get to Omaha, with lighter flows in southern Bellevue.

EXISTING MAJOR THOROUGHFARES

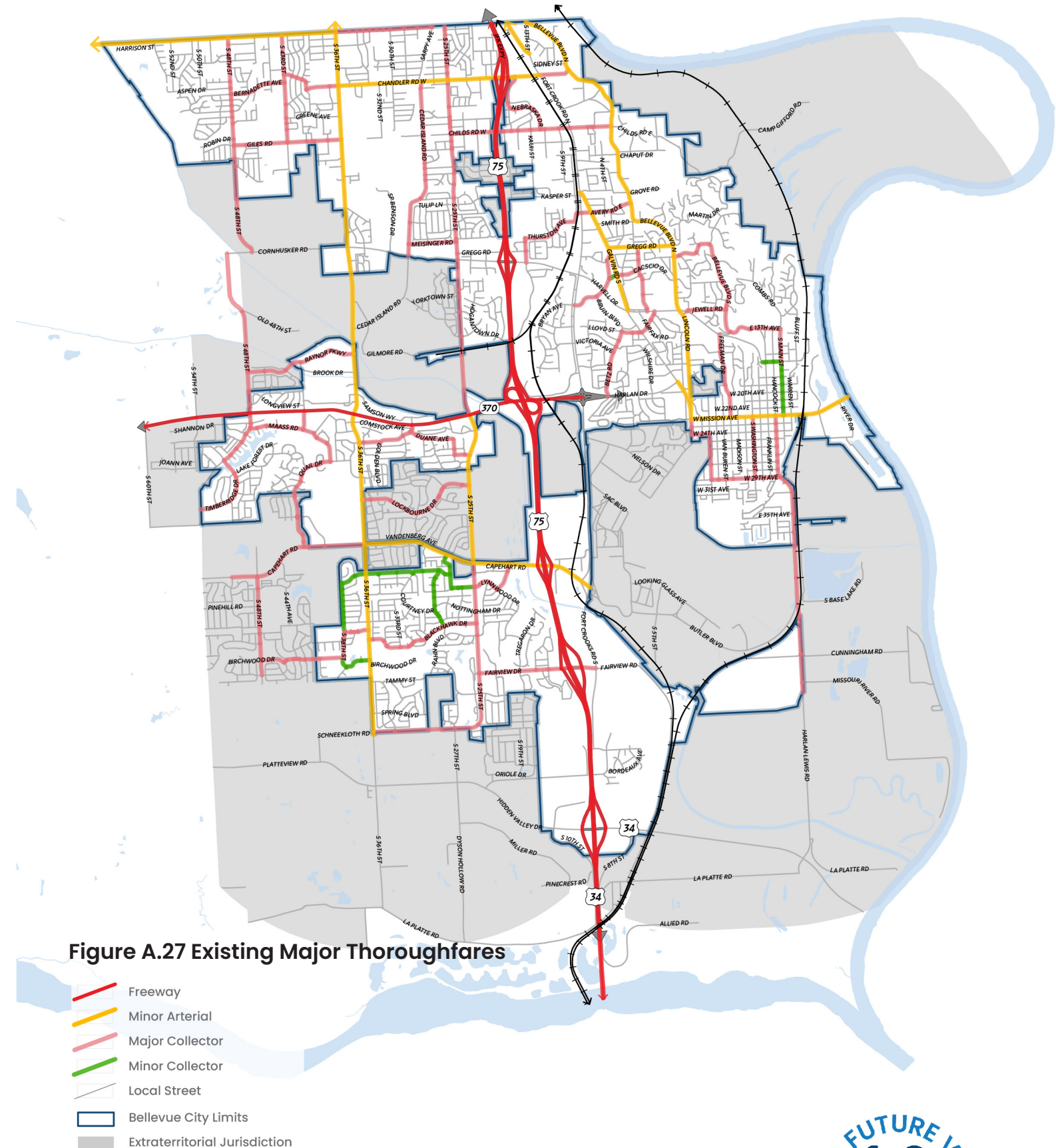


Figure A.27 Existing Major Thoroughfares

- Freeway
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street
- Bellevue City Limits
- Extraterritorial Jurisdiction

EXISTING TRAFFIC VOLUMES



Data Sources: Sarpy County, Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), & Olsson Studio

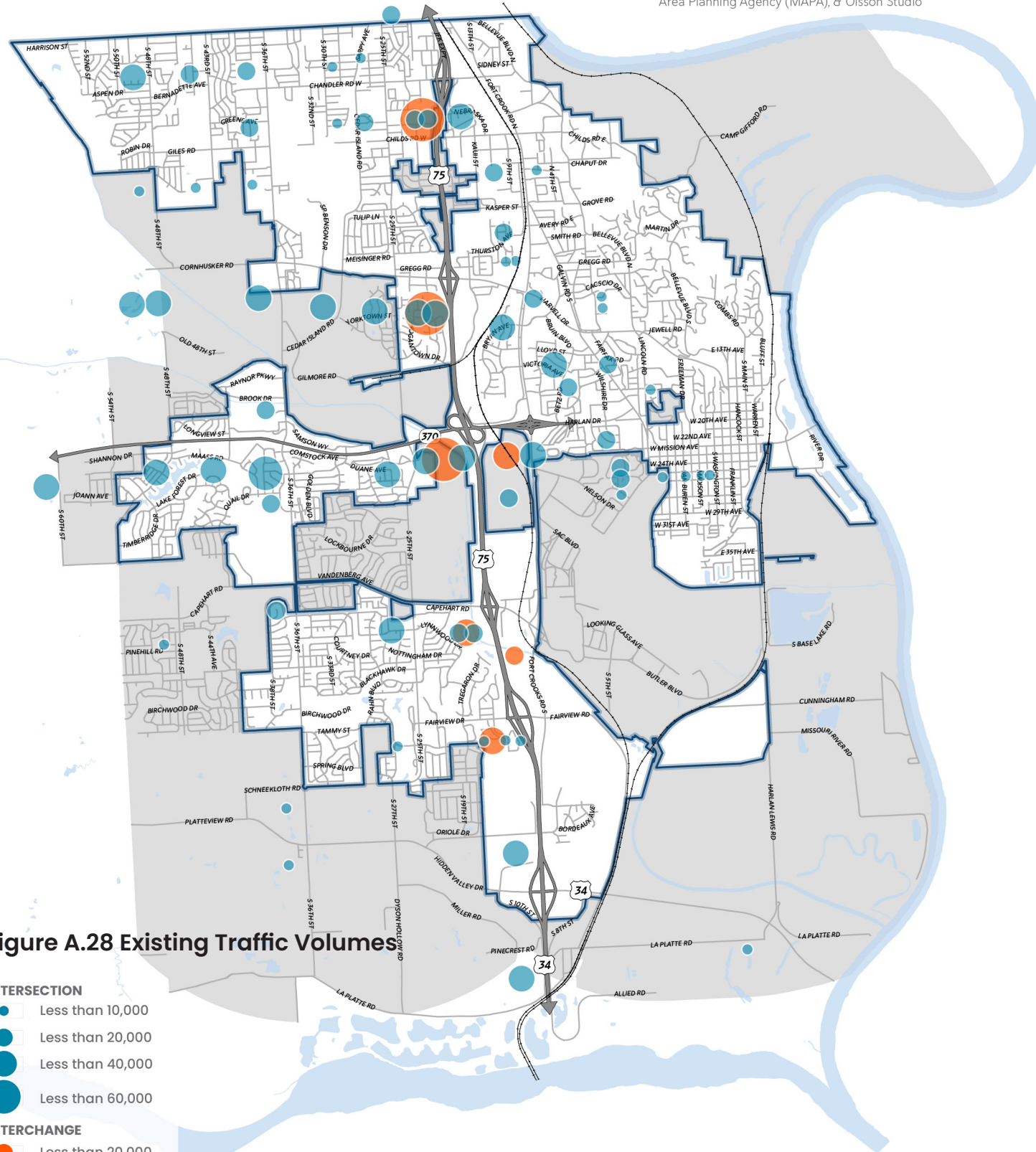


Figure A.28 Existing Traffic Volumes

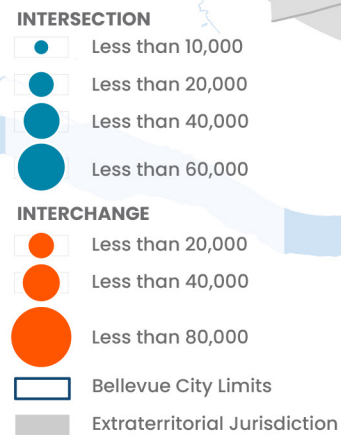


Table A.13 Historic AADT Flows for US 75 and NE-310

Source: Nebraska Department of Transportation Average Daily Traffic Flow Map (Average Annual Daily Traffic Flow (ne.gov))

Total Population	US 75	NE-370
2022	1,500 - 2,020	595 - 745
2018	1,355 - 2,510	495 - 1,055
2016	1,460 - 2,655	660 - 735

Vehicle miles traveled (VMT) provides a metric for evaluating potential decisions regarding roadways and other transportation infrastructure. VMT is a popular metric for evaluating projects and developments as these can have an impact on transportation. VMT is calculated by multiplying the length of road segment in miles by the average daily traffic (AADT). The VMT observations in 2020 for the Omaha metropolitan area have fallen, but more specifically, have fallen by four percent in Sarpy County. Traffic volumes across the region were greatly affected by the regional flooding in 2019 and the COVID-19 pandemic in 2020 (MAPA Regional Traffic Patterns Report, 2020).

Speed Limits

Both US 75 and NE-370 are classified as freeways and expressways that allow for higher speeds and capacities. US 75 has a speed limit of 70 miles per hour (mph) starting at Chandler Rd south, and NE-370 has a speed limit of 55 miles per hour until it meets US 75. The arterial roadways generally have speed limits ranging from 40 to 45 miles per hour, collector roadways being 35 miles per hour and all other local roadways having 20 to 25 miles per hour speed limits.

Crash Data Assessment

To summarize traffic safety for Bellevue, crash data was analyzed from Nebraska Department of Transportation's (NDOT) crash data 2016 to 2020. In this five-year span, 4,080 crashes were reported within the city. That total includes a range from fatal crashes to property damage only crashes. Of those crashes, 1,583 of those resulted in some sort of injury. Eighteen of those crashes resulted in a fatality and 108 resulted in a serious injury.

The number of crashes slightly decreased from 2016 to 2017, but crash counts continued to gradually rise through 2019. The crash count decreased significantly in 2020, likely due to the COVID-19 pandemic and the percentage of people working from home and not commuting to and from work.

EXISTING CRASH TYPES

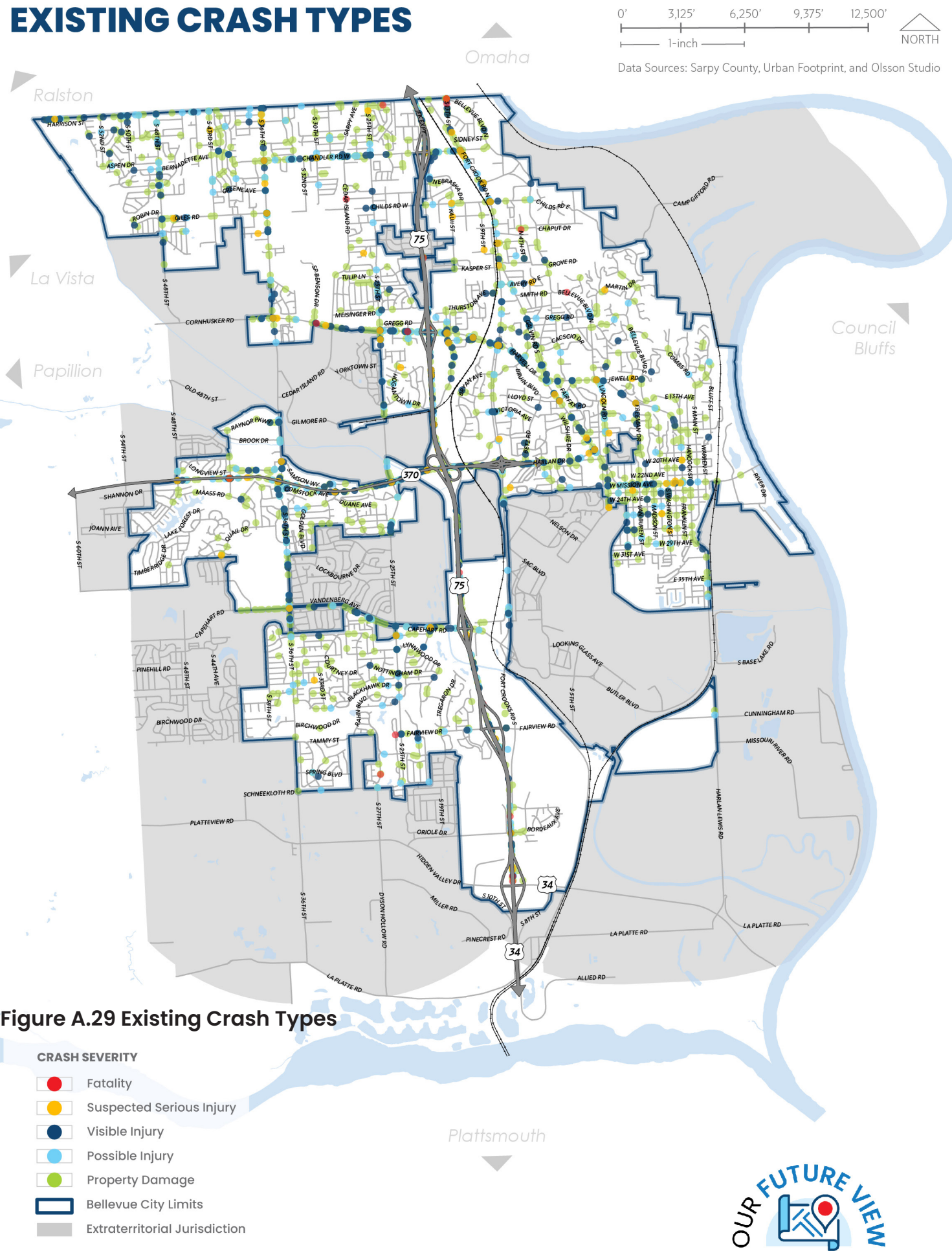
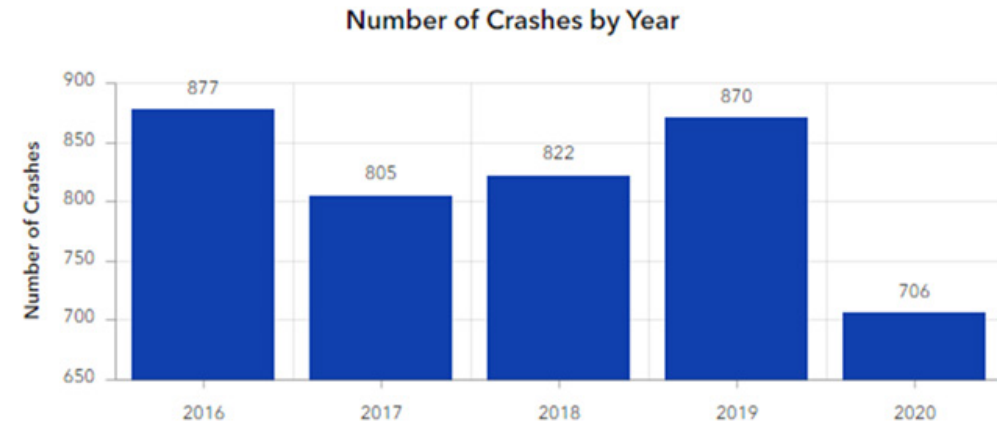


Figure A.29 Existing Crash Types

Figure A.30 Number of Crashes by Year within Bellevue (2016 to 2020)

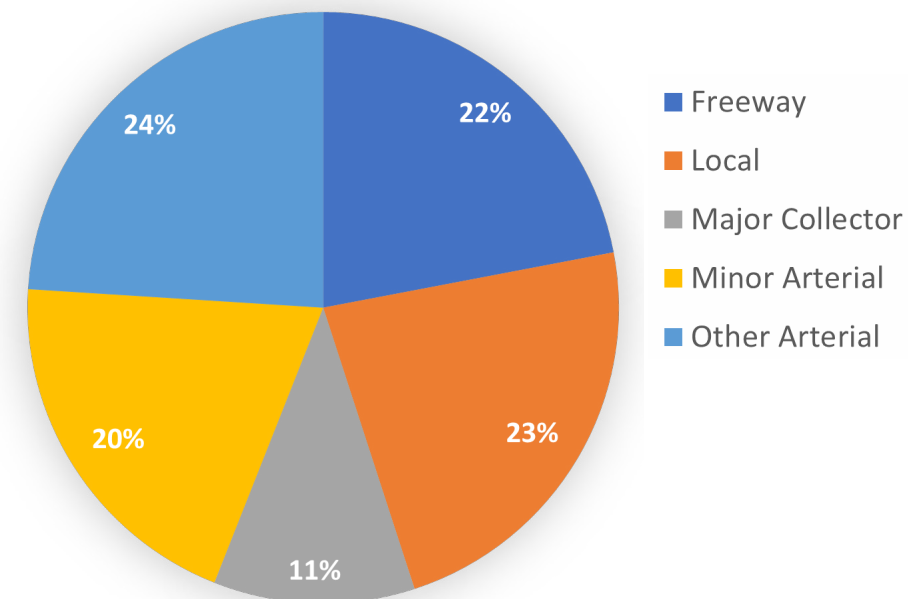


Crashes by Roadway Classification

Roadway functional classification is the process by which a network of streets and highways are categorized according to the type of service they provide. Such classifications represent the function of a roadway based on several factors including volume of traffic and types of trips served. Freeways/expressways carry higher volumes of traffic at higher speeds. Arterial roads generally provide the fastest method of travel and typically have low accessibility from neighboring roads. Collector roadways and local road classifications carry lower traffic volumes at slower speeds. Collector roads are used as a connection between local roads and arterial roads. Local roads provide the slowest travel, but they are designed to have high accessibility and are typically not used for through traffic.

Understanding a roadway's functional classification may help understand the crash patterns within the city. In this analysis, all crashes were linked to a corresponding roadway and its associated roadway functional classification. Figure A.31 compares the percentage of fatal and serious injury crashes by roadway classification. The crashes that involved an injury, 24 percent of those occurred on freeways/expressways, 22 percent on arterials, 21 percent on local roads, and 14 percent on collector roadways.

Figure A.31 Fatal and Serious Injury Crashes by Roadway Classification in Bellevue (2016 to 2020)



Fatal and serious Injury crashes by roadway classification show that most fatal and serious injury crashes occur on freeways, arterials, and local roads. Speed may be a factor in the severity of these crashes as freeways and arterials streets. The severe and fatal crashes on local roads may be attributed to intersection-related crashes. Crash information at these locations can be evaluated further by completing detailed corridor studies or intersection screenings for safety improvements.

Table A.14 Bellevue Crashes Involving an Injury (2016 to 2020)

	Fatal	Serious Injuries	Total Crashes involving an injury
Freeways	8	20	400
Arterial Streets	5	50	720
Collector Streets	0	14	192
Local Streets	5	24	260
Total	18	108	1,572

The City of Bellevue strives to provide a safe, efficient, and reliable transportation system for people using all modes of transportation. Improving roadway safety requires commitment and contributions from various departments, public agencies, and industry leaders. By collaborating and coming up with strategies, those strategies should include all the various components including engineering, enforcement, education, and emergency medical services to improve safety outcomes. Bellevue community members should also have a voice when it comes to safety as they are the ones using the transportation system. Information should be shared with residents for education and messaging for reducing crashes and creating a safer transportation network.

Active Transportation

Bellevue does not currently have a standalone active transportation or bicycle master plan. Data obtained from MAPA shows that on-street biking facilities align with varying degrees of rider experience. At least 15 of the city's parks feature paths and trails for use. A few mountain bike trails, hiking trails, and other trails also exist throughout the city. When analyzing this network of designated facilities and shared roadways, it is clear there are gaps to be filled to support meaningful use of the system for mobility. Roads that incorporate spacing or other protective features for bicyclists are limited. Overall, limits on the network directly impact the ability for more community members to access and safely utilize the facilities.

Bellevue passed a complete streets resolution in 2010 and enacted a complete streets policy (the first formal policy in Nebraska) by ordinance in 2011. The policy provides guiding principles for designing and constructing transportation improvements to encourage walking, biking, and transit use. Key to this policy is the safety of all users. Under this policy, appropriate accommodations must be provided for these users and streets are to emphasize multimodal, context sensitive design.

The MAPA Regional Bike and Pedestrian Plan (2015) indicated a shift in Bellevue toward a greater preference for biking and walking. At that time however, the plan indicated Bellevue had a low Walk Score compared to other municipalities in the region at only 28. The recommendations in the plan prioritize safety, connectivity, return on investment, and collaboration between jurisdictions.

EXISTING ACTIVE TRANSPORTATION NETWORK



Data Sources: Sarpy County, Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), & Olsson Studio

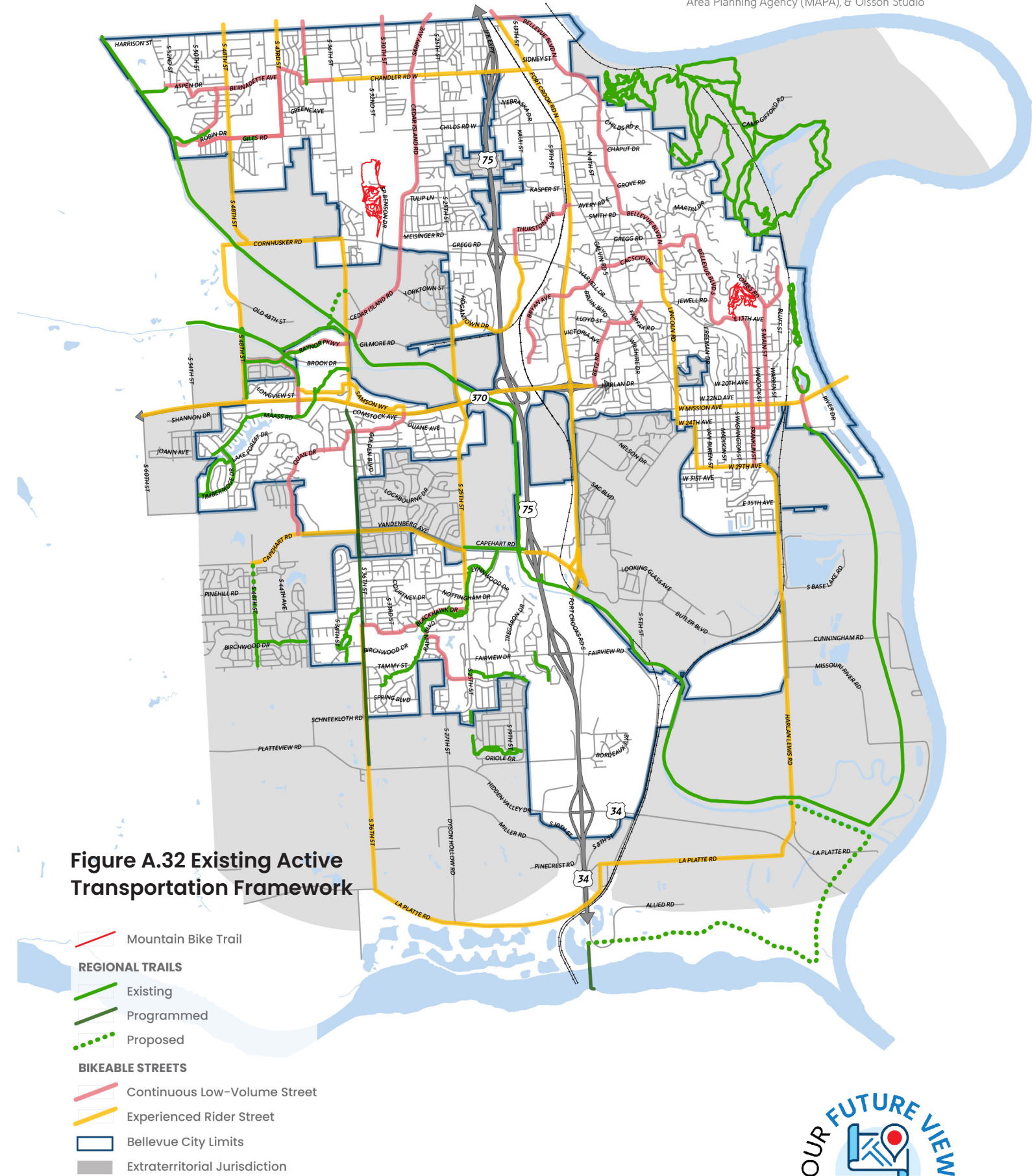


Figure A.32 Existing Active Transportation Framework

EXISTING SIDEWALK NETWORK



Data Sources: Sarpy County, Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), & Olsson Studio

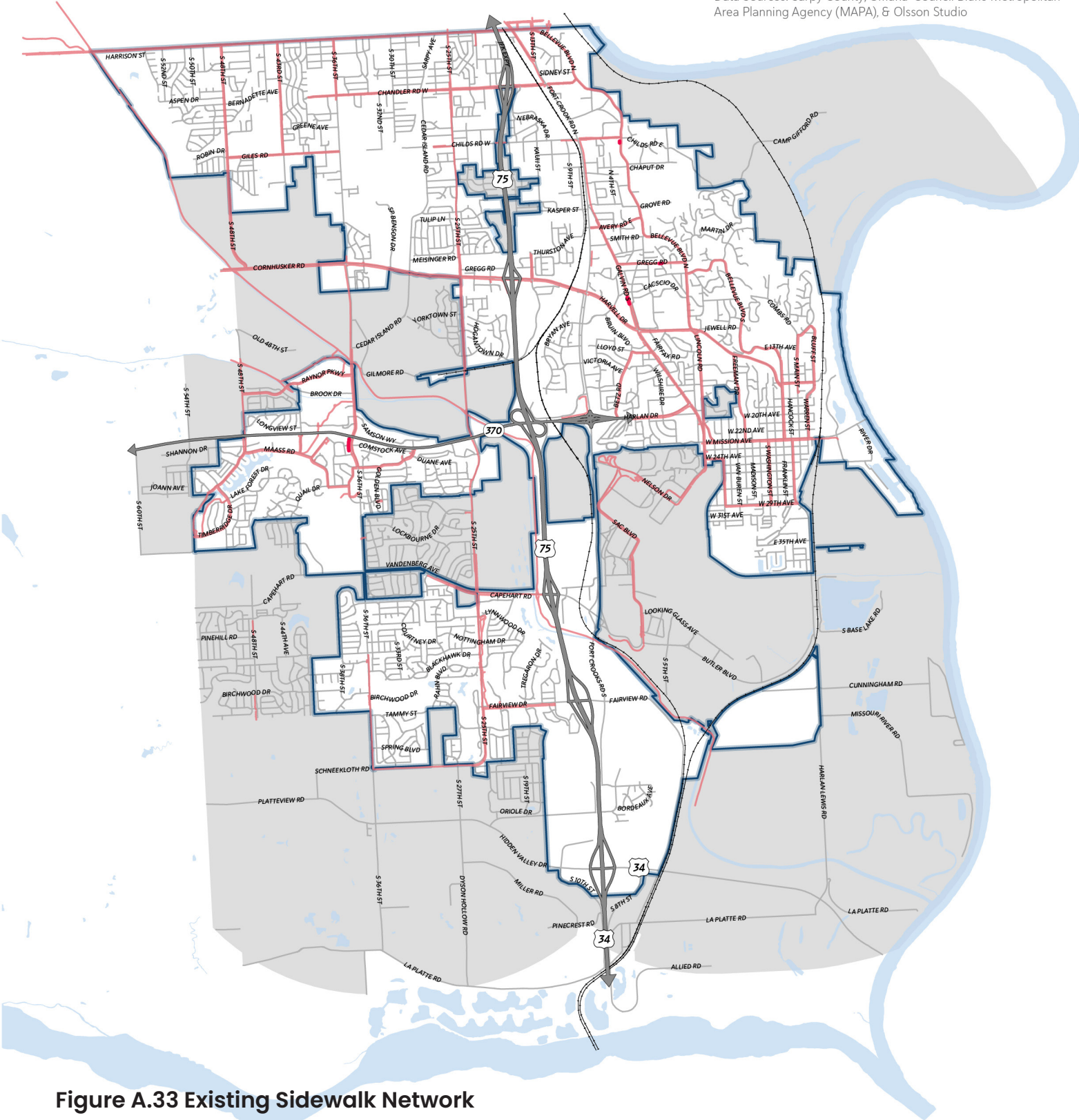


Figure A.33 Existing Sidewalk Network

- Existing Sidewalk
- Desired Path
- Bellevue City Limits
- Extraterritorial Jurisdiction



Figure A.31 illustrates the city’s existing transit services, and it primarily consists of the Omaha Metro Route 95 Bellevue Express with four Park and Rides around the city. Omaha Metro operates Moby, the ADA complementary paratransit service for people who cannot access the fixed-route bus network due to a disability or disabling health condition. The Moby paratransit service operates with a width of three-fourths a mile on each side/end of each fixed route. Unfortunately, express routes do not qualify for this service, meaning this service is not available in the Bellevue area. Given the relatively high disabled population percentage, paratransit service is a great need for the city.

Transit Propensity

Transit dependent population characteristics utilized to identify those members of the community who depend upon transit for mobility and access to work, school, and shopping include the following:

- Minority Population
- Elderly Population (65+ years)
- Youth Population
- Disabled Population

When combined, the demographic data above provide a snapshot of Bellevue residents’ likelihood to use public transportation. This likelihood, or transit propensity, is used to analyze the current network’s coverage and identify areas of need.

Plans

MAPA 2050 discusses expanding the ORBT, Rapid Bus Transit, service to include a route along the Omaha/Bellevue North-South Spine: 30th-24th-Fort Crook. This would connect Metropolitan Community College’s Fort Omaha campus, South Omaha campus, Creighton University, Bellevue University, and Offutt AFB.

MAPA 2050 also discusses the very limited transit access to Bellevue University. Providing a regular fixed route to Bellevue is a medium-term goal outlined in MAPA 2050. MetroNEXT has similar goals of expanding in the Bellevue area. This plan, however, discusses the potential for microtransit in the Bellevue area. Each of these plans recognize the importance of increasing transit options in the City of Bellevue.

The Fort Crook Road Plan discusses extension of transit service as the Fort Crook corridor experiences redevelopment. The plan also recommends enhanced and alternative mobility options to enhance the character of the area. The plan states that the City and Metro Area Transit (MAT) should consider the introduction of retro circular buses within the corridor to enhance Fort Crook Road.

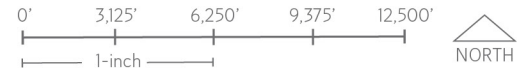
Local Growth Assessment

Growth and development within Bellevue need specific planning and implementation considerations to the transportation network within the city. Disorganized development has the potential to negatively affect the efficiency of the transportation system. By identifying the existing and future land uses as well as proposed development and annexation areas, transportation needs become more apparent.

Land Use

Based on Bellevue’s existing Future Land Use map, agricultural use within the ETJ accounts for more than half of the available land. Land currently designated for agricultural use is expected to be developed for use as low-density residential (Bellevue 2021 Comprehensive Plan Update). Currently Bellevue’s agricultural land use areas are primarily south and

EXISTING TRANSIT NETWORK



Data Sources: Sarpy County, Urban Footprint, and Olsson Studio

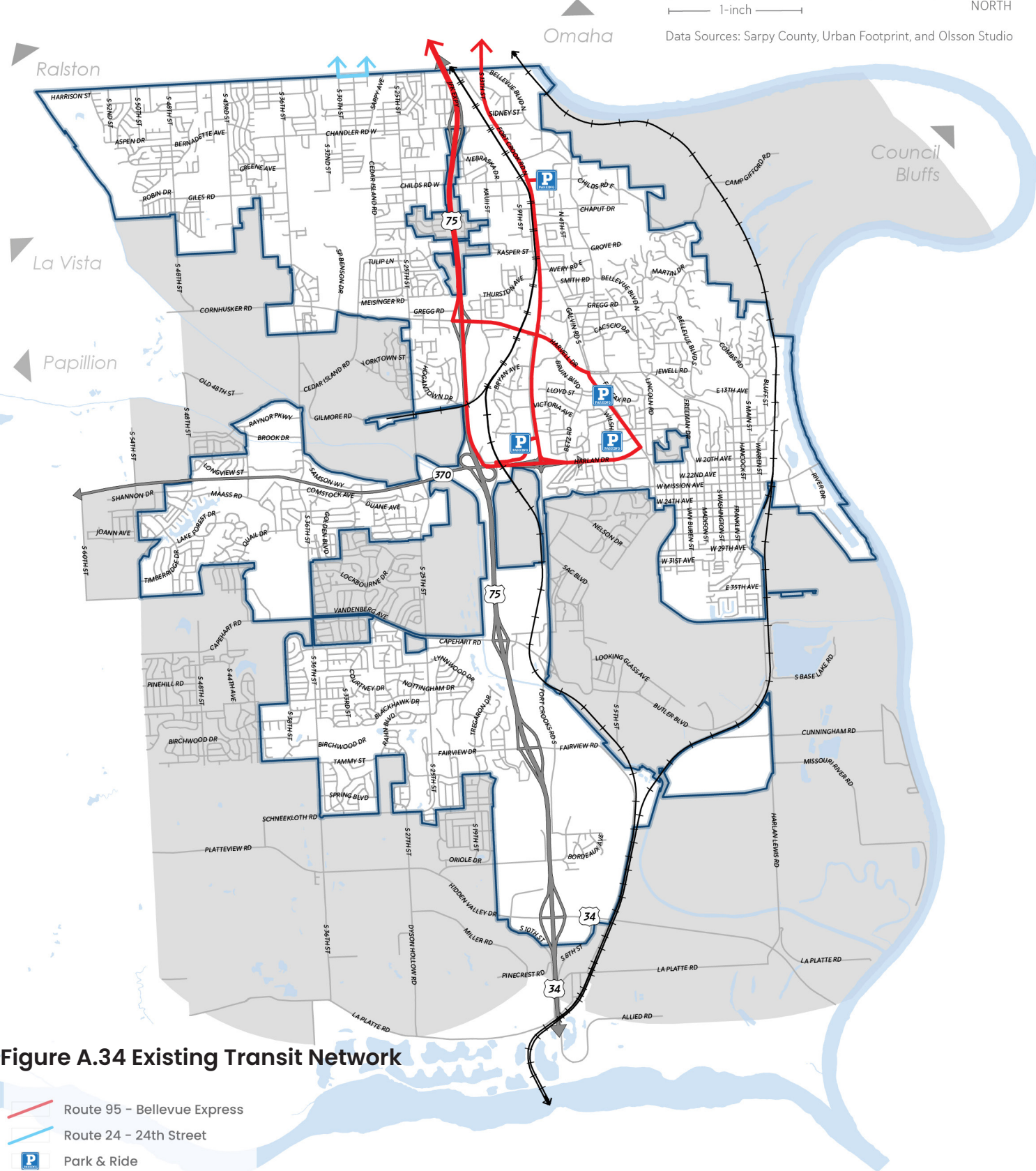


Figure A.34 Existing Transit Network

- Route 95 - Bellevue Express
- Route 24 - 24th Street
- Park & Ride
- Rail Line
- Bellevue City Limits
- Extraterritorial Jurisdiction

southwest of the city but there are some swaths of agricultural land throughout the city's core. Currently, Bellevue's street network covers much of these areas, but farther out from the city center, roadways may need to be improved for better accessibility and support a higher volume of road users.

Phased-Growth Plan and Annexation Priorities

In the 2021 Comprehensive Plan update, the plan lists a phasing development plan that would expand services on an incremental level. Areas around Bellevue have been divided into six different areas called Tiers for potential development. The primary focus on development would be in the Tier 1 area, which is currently within corporate boundaries. The Tier 2 development is located within Bellevue and spread evenly across the community. These locations are adjacent to the existing municipal boundary and along Offutt AFB and US 75. Tier 3 development areas are also around Bellevue, one being near Offutt AFB and the far west-central section of the city. Tiers 4 through 6 are on the fringes of the ETJ and have high costs associated with development.

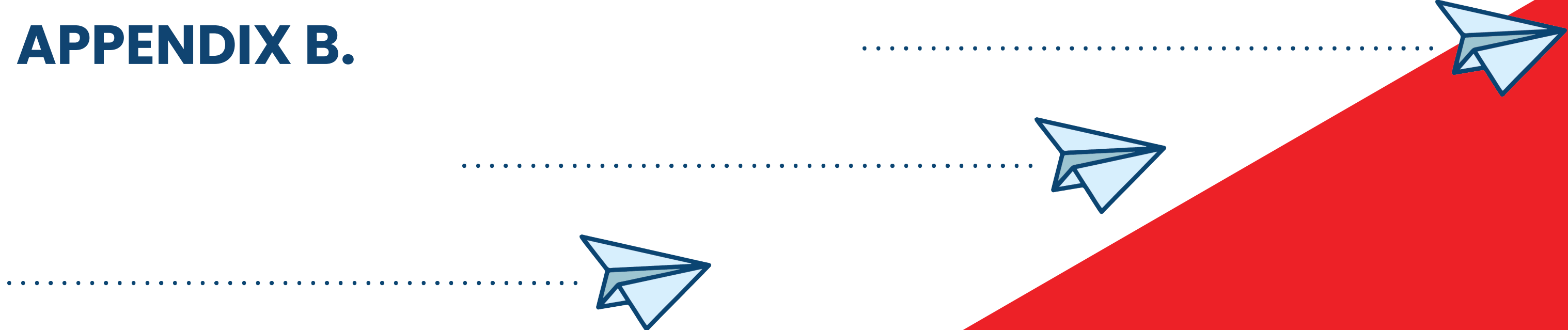
Annexation

According to the 2021 Comprehensive Plan update, there are high, medium, and low annexation priority areas based on an area's location, the amount of development in the area, and the potential for growth. The high-annexation priorities are in the city's north-central and south-central areas. The medium-priority areas are along US 75 and within developed areas on the community's far southwest fringe while still within the corporate boundary. The low-priority areas are primarily fringe areas on the southeast side of the city and the majority of the AICUZ noise zone is in the northwest part of the city.

Based on the development tiers and annexation priorities that Bellevue has previously identified, the transportation priorities and needs will need to be analyzed for these areas.



APPENDIX B.



**COMMUNITY
ENGAGEMENT**

INTRODUCTION

Public Engagement for the Bellevue Comprehensive and Transportation Plan provides an exciting direction for the city's future, collecting important community input for a blueprint containing long-term growth, improved livability, and efficient transportation infrastructure. It acknowledges the vital contribution and collaboration of community members, stakeholders, and specialists in creating the city's future.

The Bellevue community has joined together to provide feedback and input through numerous engagement activities. The planning team was able to gather qualitative and quantitative information from valuable different perspectives provided from the community in order to help build the plan. Appendix B highlights all the ideas and opinions from the multiple stakeholder and public engagement activities held, including:

- Public Survey
- Visioning Workshop
- Planning and Design Charrette
- Public Open House
- Virtual Open House

PUBLIC ENGAGEMENT PLAN OVERVIEW

The planning team looks to build framework that promotes the community's involvement and open communication throughout the planning process. The strategy aims to gather a variety of views from community members through different engagement approaches. First, stakeholders and other community members have the chance to go online to the website (www.bellevuecompplan.com) to sign up and participate in numerous engagement activities for the project. Those who go on the website are able to see take the public survey, participate in the open house, and digital open house (when open). Not only can all members of the community participate in those events but also have the opportunity to sign up for project alerts so they can stay informed about the planning process and plan updates. A Stakeholder Committee and Technical Committee were formed, as these two committees play an important role in the development and implementation of the plan. The Stakeholder committee comprise of representatives from various sectors of the community including residents, businesses, advocacy groups, and local organizations. While, the Technical Committee consist of city officials, engineers, planners, and subject matter experts. Through open public involvement, this plan aims to represent different views, objectives, goals, and ambitions of the whole community, establishing the framework for a future that genuinely reflects Bellevue's collective vision.

Interactive Website

The website www.bellevuecompplan.com was established and served an informative and accessible platform for residents, stakeholders, and visitors to interact with the vision of the Plan. When users join the site, they are met with a user-friendly layout that allows for navigation of the plan's components, including:

- An outline of the project that explains what the Plan is for and what the planning process's goals are;
- A project timeline that displaying the distinct stages of the project;
- Different ways for community members to get involved during the planning process (e.g., public survey, public open house, virtual open house, etc.)
- A video explaining the project and the importance of the plan for the City of Bellevue going forward; and
- An opportunity to offer feedback or ask questions to the City.

Project Kickoff Video

A video was created featuring Mayor Rusty Hike to announced the beginning of the planning effort through a kickoff video. He emphasized the importance of thorough planning process and the role that the community must play to make this Plan a success. He encouraged the viewers to visit the project webpage to sign-up to receive notifications and take the public survey.

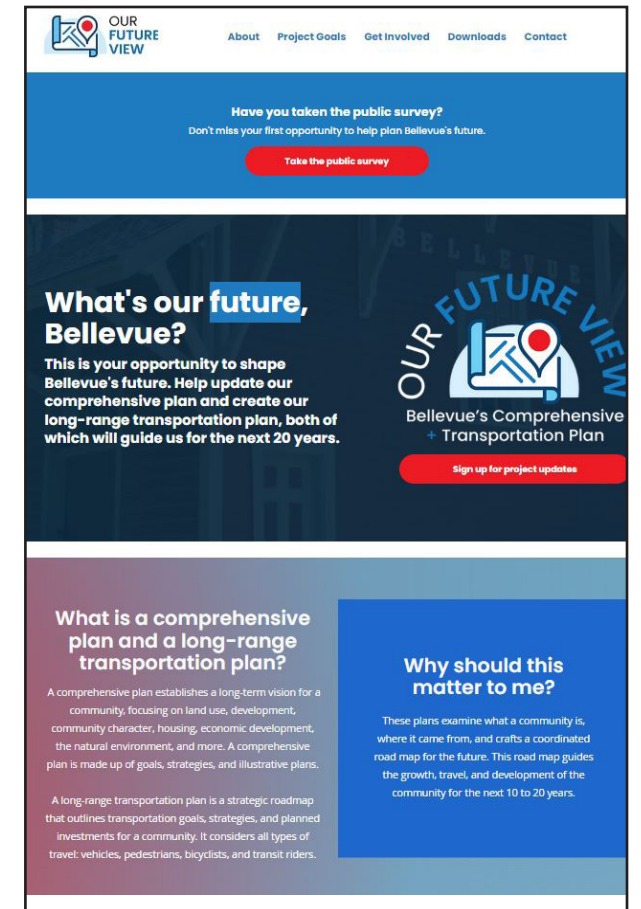
Postcard Mailers

Postcard mailers were mailed to to community residents. It encouraged recipients to take the public survey, sign up for project alerts via the project website, and participate in the open houses.

Media/Press Releases

Four press releases were distributed and used to formally announce milestones in the planning process. Each press release included basic project information and directed readers to the project website. In addition to the press releases, The four press releases focused on the follow topics:

- Press Release 1: Project kick-off
- Press Release 2: Stakeholder Committee Open Call
- Press Release 3: Public Open House
- Press Release 4: Virtual Open House



Email Blasts

The project webpage provided the public with the option of joining the contact list to receive project communications. Various e-blasts were sent to those who opted into email notifications about the project to provide information on engagement opportunities.

Text Message Blasts

Community members had the option to opt into regular text blasts about the planning process, engagement opportunities, and project updates.

Social Media

The planning team developed social media graphics for the city's existing social media pages (Facebook, Twitter and Instagram). Area organizations were able to repost the social media graphics to increase the project's reach. The City posted these graphics to provide updates on the project progress, solicit participation in engagement events, and invite residents to take the public survey.

Bellevue TV Ads

The planning team developed graphics that were distributed and shared on Bellevue TV, promoting engagement opportunities such as the public survey, public open house, and virtual open house.

4:15

< Inbox Help Plan Bellevue's Futu... ^ v

Do you want to help plan Bellevue's future at a deeper level?

Apply to be a member of the Stakeholder Committee today!

Apply Now!

SEEKING OUR STAKEHOLDER COMMITTEE

Take a deeper dive into the citywide planning effort by applying to be a member of the Stakeholder Committee today.

To learn more and apply, visit bellevuecompplan.com.

OUR FUTURE VIEW
Bellevue's Comprehensive + Transportation Plan

Application period closes January 26, 2024.

1500 Wall Street, Bellevue NE 68005
(402) 293-3000

BIG NEWS, BELLEVUE!

We're planning for our future, and we need *your* help.

Learn more and take the public survey at bellevuecompplan.com.

OUR FUTURE VIEW
Bellevue's Comprehensive + Transportation Plan



Learn more at bellevuecompplan.com

PUBLIC OPEN HOUSE DETAILS

OUR FUTURE VIEW
Bellevue's Comprehensive + Transportation Plan

IN PERSON
Wednesday, April 10th
5:30 PM to 7:30 PM
Bellevue Volunteer Firefighter Hall
2108 Franklin Street
Bellevue, NE 68005

VIRTUAL
Available online via bellevuecompplan.com
April 16th-30th

LAST CHANCE TO PARTICIPATE IN THE PUBLIC SURVEY!

Don't miss the opportunity to share your thoughts on the future of Bellevue.

To learn more, visit bellevuecompplan.com.

The survey will close on March 22. Visit the website today!

OUR FUTURE VIEW
Bellevue's Comprehensive + Transportation Plan

OUR FUTURE VIEW

What is a comprehensive + transportation plan, and why should it matter to me?

Our comprehensive + transportation plan will set the long-term vision for Bellevue, focusing on land use, development, character, housing, economic development, all modes of transportation, the natural environment, and more. This plan will shape how you move through and enjoy Bellevue every day!

What's **our future, Bellevue?**

Bellevue's new comprehensive + transportation plan is under development and **we need your help** to determine our city's future.

Take the Public Survey

Share your priorities for Bellevue's future. Take the survey at bellevuecompplan.com before January 28, 2024!

Sign Up for Project Alerts

Visit bellevuecompplan.com to sign up for email alerts, or text [bellevueplan](tel:888.521.3871) to 888.521.3871.

Participate in the Open Houses

Sign up for project alerts to receive more details about the public open houses as they become available.

Bellevue
NEBRASKA
We Influence The World.

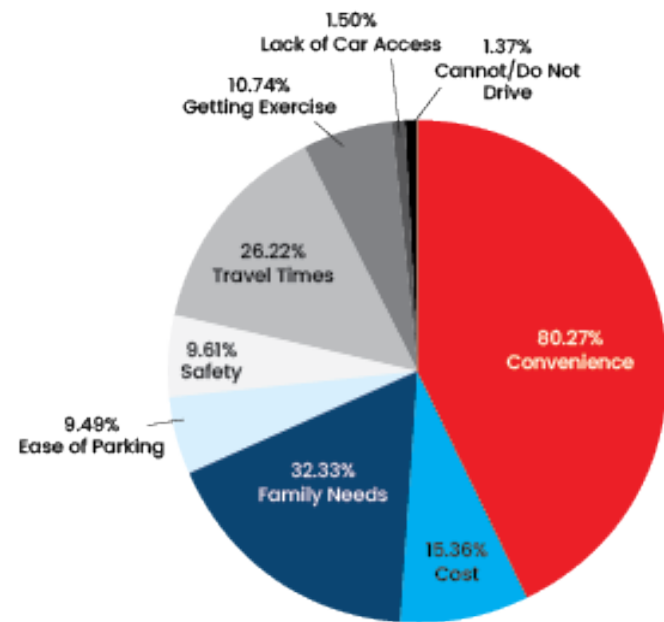
bellevuecompplan.com

Public Survey

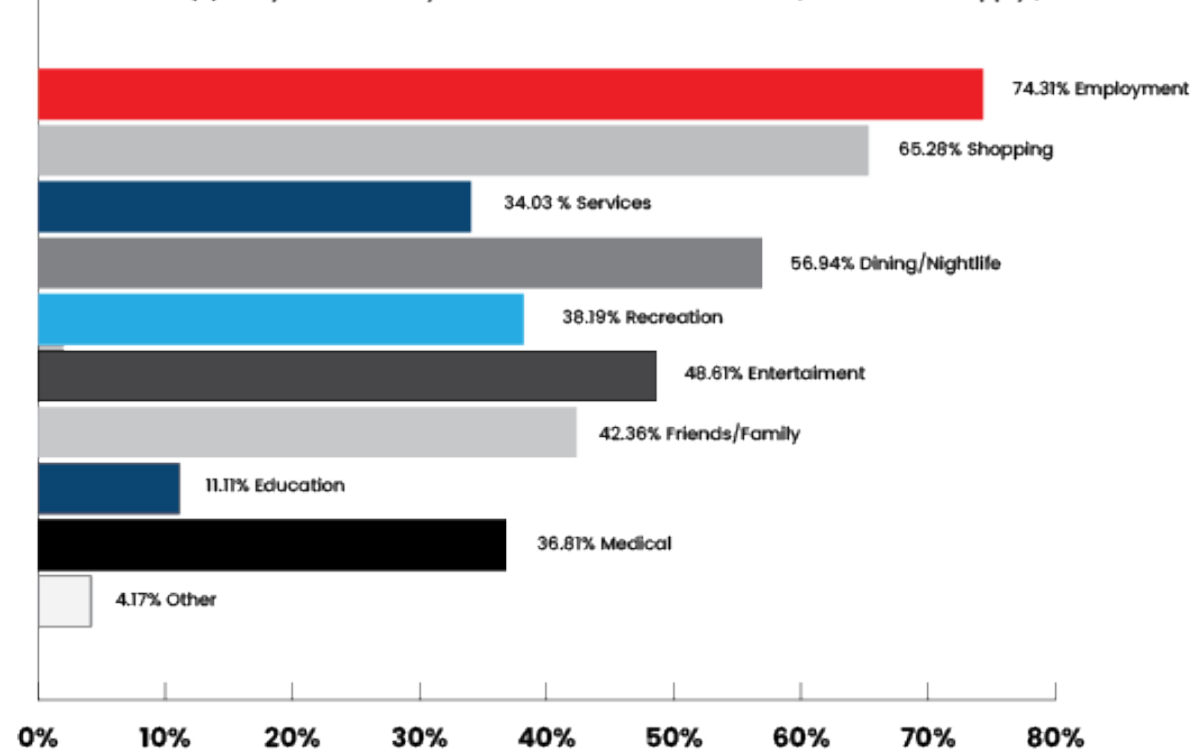
As part of the community engagement process, a public survey was distributed to residents and stakeholders, as the first primary engagement opportunity for this planning effort. The survey focused on residents' and stakeholders' preferences for the community's future. These results were used to identify potential areas of focus or concern for the planning process.

The survey was available from December 2023 to March 2024, via the project webpage. The survey was completed by 923 respondents. 92% of survey respondents indicated that they live in Bellevue. The results of the survey are detailed briefly with the following graphics.

Which two factors most influence your decisions about how to travel within Bellevue?



As you generally remain outside of Bellevue on WEEKDAYS, which types of destination(s) are you most likely to visit in other communities? (Select all that apply.)



Visioning Workshop

The Visioning Workshop was hosted on February 21, 2024, with the Stakeholder Committee and Technical Committee to serve as a platform for gaining the collective feedback and aspirations of the community. Through guided exercises and facilitated discussions, participants were encouraged to provide their feedback and insights on the overarching goals and strategies of the plan. Additionally, the Visioning Workshop served as a catalyst for building social cohesion and open dialogue within the community.

The goal for the workshop was to gain insights into an initial vision and set of guiding principles for the Plan. Attendees were asked to participate in individual and group exercises compiling responses, ideas, and thoughts to convey their suggestions and priorities for Bellevue. The planning team prompted participants to big-picture questions like "What's working well in Bellevue" and "Whats not working in Bellevue?" Participants provided their thoughts and were encouraged to place as many comments as they wanted. Participants provided comments on their overarching needs, wants and desires for Bellevue, as well as record the barriers, obstacles, and annoyances that get in the way of success in Bellevue. The participants also engaged in a Mobility SWOT exercise, which prompted feedback on Bellevue's transportation system; Strengths, Weaknesses, Opportunities, and Threats. All exercises were performed individually. Then, participants were placed in randomized groups to negotiate amongst themselves to determine their priorities for each topic area. All written comments are provided in the Full Documentation later in this appendix.



Planning and Design Charrette

The Planning and Design Charrette took place at the Bellevue Volunteer Firefighter Hall (2108 Franklin Street) from Tuesday April 9, 2024, to Thursday April 11, 2024. This event was intended to gather important feedback from the Bellevue community over period of several days. Each day, the planning team created information, questions, and frameworks for the community to examine and provide comments on. The following is a daily recap of the charrette.

Day One

In the morning of day one of the charrette, the planning team met with the Bellevue Comprehensive + Transportation Plan Stakeholder Committee to discuss the charrette process and the schedule for the upcoming two-day charrette session. The planning team updated participants on recent public engagement activities, reviewed the existing conditions analysis and presented findings from the economic and market conditions report. Participants were then divided into groups and instructed work through five different topic stations. Each group was allowed approximately 15 minutes at each station to respond to written questions created by the team. For community feedback, the topic stations asked the following directions and questions:

Think Big!

- What is your vision for the future of Bellevue?
- What should be the mission of Bellevue?
- What should be our community goals for the future of Bellevue?
- What community values should we keep in mind as we create the plan?
- What are Bellevue's goals for its transportation system?
- What do you value in your transportation system?

Land Use

- Which land uses would you like more of in Bellevue? Tell us by placing a dot next to each land use you want more of. [Single Family Residential, Multifamily Residential, Mixed Use, Commercial, Office, Light Industrial, Heavy Industrial, Parks and Recreation, Conservation/Open Space, Civic Facilities, Education/Healthcare, Agriculture]
- Following the legend, indicate on the map where each type of land use appropriate. Add as many dots as you'd like. [Commercial, Public/Government, Flex/Industrial, Single Family Residential, Multifamily Residential, Mixed Use, Parks and Recreation/Open Space]
- Are there land uses in Bellevue that are misplaced? If so, which ones? Tell us with a sticky note and show us by placing a red dot on the map.
- What land uses should be preserved? Tell us with a sticky note and show us by placing a green dot on the map.
- Show us where you think different kinds of housing are appropriate. Use as many dots as you'd like, following the legend below. [Detached Single Family Homes, Townhomes/Duplexes, Bungalow/Garden Style Apartments, Apartments, Age-Restricted or Senior-Oriented Communities, Accessory Dwelling Units, Mixed Use Residential]
- What are Bellevue's main landmark's or destinations? Show us by placing a blue dot on the map, and list them using sticky notes.

Development & Redevelopment

- Which areas of Bellevue should be considered for new development? Tell us with a sticky note and show us by placing a blue dot on the map.
- Which areas of Bellevue need to be redeveloped or are available for infill development? Use yellow dots to show us where and your sticky notes to tell us why.
- What areas, or sites in Bellevue are underutilized or misused? Show us by placing a red dot on the map and tell us why with a sticky note.
- Where do you consider the center or "heart" of Bellevue? Place a green dot on the map to show us. Use a sticky note to tell us why.
- What new attractions, entertainment, opportunities, programs, or events would you like to see in Bellevue? Tell us with a sticky note.

Placemaking & Public Space

- What aesthetic and/or cultural aspects of the Bellevue do you think should be preserved or enhanced? Tell us with a sticky note.
- Are there code enforcement and/or maintenance concerns that the City should focus on more? Tell us with a sticky note.
- What areas of Bellevue most need aesthetic improvements? What types of enhancements would you like to see in these areas? Use Red dots to show us where and your sticky notes to describe the types of desired enhancements.
- Where are the "gateways" or entry points to Bellevue? Use blue dots to show us where.
- Should new parks or public gathering spaces be developed in Bellevue? If so, where? Show us by placing a green dot on the map and describe your desired space using a sticky note.
- How should we make Bellevue more beautiful?
- Which of these enhancements should be prioritized in Bellevue? [Public Art, Gateways, Benches/Outdoor Furniture, Lighting, Street Trees/Landscaping, Shade Structures, Alleyway Beautification, Public Wi-Fi, Wayfinding/Signage, Public Performance Space, Playground/Splash Pad, Public Restrooms]

Mobility & Connectivity

- Where do you notice transportation safety issues in Bellevue (i.e., traffic, speeding, dangerous turns, low visibility)? Show us where by placing a yellow dot on the map and use your sticky notes to describe the issue.
- Where is traffic congested? Are there any high crash locations? Show us by placing a red dot on the map and tell us why using a sticky note.
- What are the missing vehicular connections within or to/from Bellevue? Show us by placing a green dot on the map and tell us why with a sticky note.
- Where do you experience issues with accessibility (lack of parking, poor connections, personal safety concerns, etc.)?
- Where is it difficult to walk in Bellevue? Where are there missing connections (i.e., sidewalks, safe crossings, etc.)? Use green dots to show us where and use a sticky note to give us details.
- Where is additional biking infrastructure needed in Bellevue (i.e., off-road trails, road shoulder, painted bike lanes, etc.)? Show us where by placing a yellow dot on the map and use a sticky note to give us details.

- What would make walking or biking around Bellevue more enjoyable for you? Tell us with a sticky note.
- Should Bellevue encourage public transit use and options within the community? If yes, how? If no, what transit modes should be invested in? Please be specific. Tell us with a sticky note.
- What modes of transportation do you use when traveling in Bellevue? [Personal Vehicle, Carpool with others, Rideshare/Uber, Metro/MOBY Bus, Walking, Bicycling, Micromobility (Scooter/Skateboard)]
- What do you want transportation in Bellevue to be known for? [Walkability, Drivability, Transit/Accessibility, Other (specify)]

All comments received from the charrette are listed in the Full Documentation of Community Responses in the following portion of this Appendix.

Day Two

Day two began with an open studio from 9:00 am to 2:30 pm. The planning team worked on generating preliminary design concepts and ideas for the plan based on participant feedback obtained during the previous day's exercises. During this time, members of the Stakeholder Committee and participants who are interested in the plan were able to engage and interact with the planning team. Later that evening, was Stakeholder Session #2, where members of the Stakeholder Committee were able to get the first look at the content produced from the planning team during their studio time. From 5:30 pm to 7:30 pm was the **Public Open House** where all members of the community were invited to see the ideas and visions produced from the public's feedback given about the plan. The planning was present during the open house to help facilitate the participants and were prepared to present/answer questions.

Day Three

Day three started off with a **Technical Committee Meeting** from 9:00 am to 10:00 am. During this time those from the Technical Committee provided feedback to the planning team about their thoughts on the content produced from the Public Open House. During the Technical Committee Meeting until 2:45 pm the planning team had closed studio time to produce the final concepts for the Stakeholder Session and Advisory Group Session later that evening. Stakeholders, city officials, and members of the advisory group were able to provide detailed feedback throughout the day on the amended concepts, which were then examined by the planning team and included in to the plan's creation.

Virtual Public Open House

Following the public planning charrette, a virtual open house was made available on the project website. The virtual public open house featured stations with drop-down menus for easy navigation. Each station replicated what stakeholders and the Technical Committee witnessed at the Planning and Design Charrette. This included the planning team's questions and initial concepts and ideas. Participants in the virtual open house could pin their comments to the pages of the stations as they answered the questions. The comments were gathered and included in the Full Documentation of Responses.



FULL DOCUMENTATION OF COMMUNITY RESPONSES

Visioning Workshop

What's Working Well

- Embracing our history
- Roads
- Bellevue Blvd north and south
- Slow/paced growth
- Local restaurants
- Space and community for families
- A sense of community
- Engage community members
- Road conditions, access to neighborhoods
- Roads to Bellevue
- A great place to raise a family
- New development to the south of town
- Small town feel
- Engaged community members
- Traffic flow (normally)
- Roads in and out 370, Hwy 73-75. Platteview Road
- Cost/affordable housing
- Eating establishments
- Local restaurants
- Sense of community
- Friendly citizens
- Military support
- Road system
- Variety of housing choice
- Restaurant variety

- Community
- Involvement
- Diversity in population. (race, ethnicity, age, backgrounds, etc.)
- Bellevue <--> Offutt, good relations
- Affordability
- More diverse dining options than 10-20 years ago
- Like the small town feel on the edge of a metropolitan areas
- Small community feel
- What is working well? Community support on growth
- Veteran friendly
- Offutt/air force base
- Library growth
- Developing
- Roads
- Bellevue first Bee City USA in Nebraska
- Friendly community
- Community resources
- Amenities close by
- Close to base facilities
- Library existing and the new one
- Small business
- Friendly neighbors. Nice neighborhoods
- Community involvement
- Scenery River/woods, rolling hills
- Greenspace
- Relationship with Offutt
- Easy access to anything in the metro are like airport,

shopping, etc.

- Locally owned businesses
- Feels disconnected from big city problems
- Good communication with city leaders and planners
- Green Bellevue helping educate about sustainability
- Fontenelle Forest as a draw
- Base-adjacent
- Partnership with AFB
- Location in the Omaha Metro
- New business
- Feels disconnected
- River access and parks at river
- Fontenelle forest
- Lots of new people due to Air Force Base
- Access to diverse retail options in close proximity
- Setting a vision for future development
- Not too urban
- Still plenty of nature/green space
- Community events, Bellevue rocks
- Retail and commerce
- Schools
- Great education opportunities
- Schools
- Schools
- Schools
- Schools
- Schools
- Schools
- Schools
- Schools
- School system
- Teacher-student ratio
- Great school district
- Strong school systems
- Schools
- Expanding educational opportunities

- Education
- Education
- Schools
- Great schools
- Support schools quality
- Great school system
- Outdoor rec and parks
- Parks - especially the American heroes
- Safety
- City road crews
- City leadership is accessible
- Decent parks
- Trails and parks
- Safe
- Public works
- Engaging and listening to citizens
- Parks
- Several city parks
- Fire and police
- City services
- Community engagement options
- Bellevue Rec department offers grant programs
- Safety
- Pot holes repair is good
- Collaboration to assist families faced with challenges
- Walking trail and its connectors
- American heroes park growth
- People want to help others

Group Priorities: Working

- Good People
- Place to a raise a family
- Safe community
- Concerned citizens

- Small town community
- Public schools
- Long-term relationships among agencies, especially Offutt
- City Services

What's Not Working

- Got rid of bike lanes
- Bicycle transportation is hazardous
- Not enough bike trails
- Extremely car-centric
- Pedestrian access
- Not enough sidewalks (kids have to walk in streets)
- Trails and sidewalk connectivity
- Parks department resourcing
- Bike access
- Poor planning
- Need to spruce up mission avenue
- Transportation is disoriented
- Lack of sidewalks
- SILO'd city administration (US vs. them)
- Disjoined sidewalks
- Pedestrian lanes (sidewalks)
- Hard to walk to places
- Lack of access to bike paths and bike lanes
- Bike lane/trail system
- Securing commercial development
- Downtown development
- Not bikeable
- Business-friendly, policies/incentives
- Old Town is fairly empty
- Outside person is negative
- Multi-use trails
- Old town area
- Communicating with public on city direction/projects

- Late input from city when it comes to projects (costly projects)
- Not very pedestrian friendly
- That bike lane thing... glad its done
- Westward expansion
- High low income residents
- Sense of community
- Petty crime
- Southroads area
- No low income properties
- Intercommunity transport
- Highway 75 division
- Lack of an official entry point and welcome sign
- Own identity = compared to Omaha
- School mascot offensive
- Cornhusker road fast food blight
- Lack of pride of ownership (garbage along roads)
- EV
- Political discouragement
- Corrupt mayor
- Housing options
- Lack of affordable housing
- Higher taxes
- Parks need updated/new equipment and maintained better
- Lack of follow through on promises from officials
- Lack of property use of river front
- Land use
- Lack of downtown investment
- Inclusion of disabled individuals living in Bellevue
- Increased social problems. Homelessness and poverty
- Lack of communication with the Park Department and Director
- Creating affordable housing
- Large planned development

- ADA access
- No real city center or main street
- Lack of upscale restaurant or restaurant area
- Not enough mental services
- Aging infrastructure
- Affordable housing
- Commitment to previous growth plans in Olde Towne
- Voter education
- Communication from city (council and administration)
- No main street
- High property taxes
- Lied activity needs to expand
- Transportation options
- Transportation to Omaha. Taxi/uber
- Economic development
- Not enough special education services
- City government
- 370 is not a highway
- Not all of Bellevue is in BPS district - odd
- Specialized services for disabled
- Too many car dealerships on east side of Ft. Crook
- School district lines OPS in Bellevue
- No communication on movement DF projects
- Downtown seems sad
- No identity. Bedroom community, tech centric, business hub, and what are we?
- Cornhusker road (especially near HWY 75)
- Train tracks
- Parks (lack of play equipment)
- Too many storage units
- Old outdated roadways
- City planning with resident input
- 36th street needs more lanes
- Lack of control on Bellevue public schools selection at high school level. Seems to be west has more of the

- funding.
- Need for EV charging in community
- Administration doesn't listen to all people
- Lack of a community focus east vs. west
- Shopping - go to Paillios
- Lack of shipping choice in city
- Not retail center
- Lack of upscale retail
- Not able to meet all your shopping/dining needs to Bellevue
- Outdated shopping areas
- Need better traffic show on Hwy 370 and cornhusker
- New shopping/retail
- Movement of projects are slower than expected
- Seem to be behind on upgrades to street capacity, 36th street project should have been down 5+ years ago.
- Food areas
- Infrastructure limitations
- Roads
- Lack of redevelopment
- Restaurants (need more)
- Traffic at specific locations. Bellevue west and east
- Updated sports, more splash pads
- Limited vision of future by citizens who don't want change
- Roads and traffic
- Not enough family-friendly entertainment
- Not enough businesses that offer family entertainment
- Decision making and leadership seem confined to small group
- The ideas of a stupid big swim pool and gambling
- Public pools need updating
- Limited commercial development
- Road Maintenance

- Intersections
- Lacking community wide events for all ages to support
- Limited public transportation
- No public transportation
- Not working... repetitive “plan” that results in researching forever
- Converting ideas into plans
- Seems to be an agenda to help real estate owners
- Busy intersections (cornhusker, hwy 370/25th, hwy 370/36th)
- Lack of public transportation
- More things for families
- Retaining talent
- Lack of public transit
- Lack of public transportation
- Economic development
- Transportation options
- Traffic flow to the west
- Developing a strategic vision/plan (and sticking to it)
- No public buses
- Lack of public transportation
- Lack of services for elderly
- Traffic on cornhusker is becoming increasingly congested
- Very little access to public transit
- No public transportation
- Public transportation lacking
- Lack of public transportation
- Transportation

Group Priorities: Not Working

- Property tax
- Budget reality
- Continuity of a vision
- Not connected/continuous sidewalks

- Difficult access across town
- Downtown Bellevue. Loss of Strong (historic) downtown
- Downtown planning
- Affordable housing

The ONE Thing

- Accessible public transportation options
- Committee feedback included, even if it means layering in suggestions into future planning
- Adoption and adherence to plan by city-council
- Truly being heard
- Lower property taxes
- Results not dreams
- Vision/plan is actualized. Funded, adopted, progress
- See the plan be followed by staff and elected officials
- Effective plan
- A plan that works and is realistic emerges
- A feasible, 10-15 year comprehensive plan for Bellevue
- Good connected bike trails-connected to the metro area trails
- Better trail system that incorporate old town and businesses in Bellevue
- Results
- Growth and old town Bellevue
- Transparency --> Communication
- Positive public feedback
- High speed trail, public transit to Omaha. Paillion and beyond Lincoln
- Encourage redevelopment
- That the plan prioritizes public transportation (bus service)
- Community by-in
- Fort Crook roads revival as a critical beautified road and pedestrian way
- Better transportation for disabled
- Something, anything, that presents Bellevue to the

public in a positive light

- City admin is supportive and creativity finds ways to make it happen
- Planned growth
- A cohesive plan that give Bellevue a unified growth plan that most of the community can agree with
- Improve Bellevue’s image in Omaha Metro
- An agreeable transportation comp plan
- No one group gets everything they want. For example, if everyone gets most and losses a little its best
- Involvement
- One overall comprehensive plan, that is agree upon and will be implemented by city government
- Ability to complete
- Plan implementation that reflects the public interest
- Finish park improvement plan
- Sustainable growth without eliminating the community or small town feel
- A product that we can all support and defend to others
- That its not “too” aspirational and not achievable
- We will know it when we get there
- Coming up with a concrete plan with duties, stakeholders, and assigned responsibilities and a true end image!

Group Priorities: The ONE Thing

- Agreement on the plan for Bellevue and implemented by council
- Have the plan reflect community’s reflect community vision for the future
- A clear and forward thinking plan for Bellevue’s future success and growth
- A vision that is inclusive
- Implementation of the final plan
- Land use and transportation vision align
- City council commits to the plan, holds the administration accountable and plan transcends the

current council and administration

- Follow through with the plan that is made

Needs

- Multi-use trail system
- More business
- Inclusive trail system
- Complete system of sidewalks
- Public transportation
- Better transportation
- Good roads and road system
- Develop a funding plan to implement
- Sidewalk infrastructure
- A plan to bring new business to the city
- Better/safer east to west connection
- Make Bellevue more modern
- School district re-zoning. Get OPS out of Bellevue
- More transportation options and efficiency
- Improve the traffic flow in and out of Bellevue
- More opportunities for individuals with disabilities
- Better sidewalk plans for established area of Bellevue
- Better access to biking trail
- Well though out land use plan taking geography into account, not just percentage of land use
- Improvement of traffic patterns especially Cornhusker road between Ft. Crook and 36th Street
- Tax relief
- Parking max
- Continuous (touching) development versus have hazard with open space in between
- Diverse economic development
- Increased job opportunities, range of housing options, more businesses increased tax revenue
- Alignment of city government and those working for the city
- Business and people growth

- To execute plans that are announced to citizens
- Better public transportation
- Need protected bike lanes
- Family oriented amenities
- Follow through on plan for Ft. Crook
- Lower property taxes for adequate public services
- Economic development that brings folks from outside Bellevue to increase tax base
- Major commercial/retail growth
- Need lower property taxes and increase affordable housing
- More commercial development to support tax base
- Public transportation
- Low income transportation access from residence work force
- Local shopping so we don't need to go Papillion, Council Bluff
- Revitalization of Ft Crook Road
- Engaged and well trained law enforcement
- Sidewalks
- Old Towne upgrade
- Safe bikeable paths
- Lower taxes
- Develop tax base increase jobs, economic development
- Commitment to change to better the community - buy in
- City council members to communicate
- Walkability
- Roundabouts (changed my mind after 36th street is hard to drive during rush hour)
- EV car charging
- Better traffic flow 370 and Cornhusker
- Need more recreation opportunities
- An identity with community buy in an identity to rally around
- Need more green space connections. Green space so

- wildlife can move around and not be trapped
- A draw to make people want to spend money here
- Aquatic center
- Affordable and accessible public transportation
- Sidewalks my neighborhood is dangerous because lack of sidewalks everywhere
- Special ed services
- Work force housing
- Public transportation
- Create workforce housing
- Add more public transportation
- Create more shopping (not restaurants)
- More focus on environment for example more trash recycle containers in public places
- Create more after school options for kids to support working parents
- 75 and Cornhusker needs re-designed too dangerous
- Built up downtown, Old Town with mixed-use
- Need affordable housing
- A coherent and comprehensive vision

Group Priorities: Needs

- Bellevue property taxes need to be lower
- Affordable housing
- Connected sidewalk and bikeway network
- Cohesive city planning for growth
- Affordable housing - disabled/low income
- Public transportation
- Economic development
- Variety of housing options so everyone has an affordable place to live

Wants

- Identity - physical brand for Bellevue
- More trails

- Metro bus routes in Bellevue
- A local shopping area with multiple stores and restaurants
- Commercial development to increase tax revenue
- More entertainment
- More choices preventing companies from moving
- Old Town reinvigorated
- Bellevue growth
- Additional retail and entertainment
- Create city one school district
- Parks to invest
- Safer pedestrian paths
- Higher density
- Trail/recreational system
- Improve roads and sidewalks around downtown
- New retail businesses downtown
- Unique shopping options
- Walkable community with pedestrian safety
- Activities or businesses to attract families
- More youth organizations/funding
- More residential amenities
- Affordable housing, more socializing areas, businesses
- Less apartments
- Premiere destination park similar to gene large park
- Public access space, parks, venues, green spaces, and libraries
- Commercial development
- The parks updated/better maintained equipment
- Upscale restaurants and entertainment
- More summer and school break programming
- More recreation options
- More natural areas
- Gathering spaces
- Enhanced residential development
- More focus activities kids and elderly

- Sidewalks repairs
- Family fun activities
- More native plants
- Community center for individuals with disability
- No dependence on cars
- A library with a location that people don't need to drive to
- Take advantage of the river and the views
- Family friendly space
- Accessible parks and playgrounds
- Rapid transit
- Shopping options and shopping
- One-stop "shop" for services
- Museums
- Parks with native grasses and plants
- Reliable bus to downtown Omaha
- More restaurants and shopping
- Stop the train horns. Other communities do this - why not here?
- A smoother Ft. Crook Road

Group Priorities: Wants

- Would like to have downtown developed like Dundee and Bensen. Old Town should be a Nebraska showcase
- More inviting climate for new residents and businesses
- Destination downtown district, arts, food and events
- Livable community with amenities
- Community center , senior's center
- Quality of life amenities
- Destination space (restaurants, hotels, nightlife) and parks
- Trails and sidewalk connectivity between housing and commercial

Desires

- More bike lanes
- More entertainment venues

- A convention center to bring concerts, shows, etc. to the city
- Public transportation
- Whole foods
- More community events for Bellevue like Papillion
- Swimming pool for people with disabilities
- Activities for kids
- Remove parking requirements
- Bigger activity center
- Arts and entertainment area
- Friendly walking paths (through old town or other business districts)
- Concert arena
- More focus on arts
- Premier dog park in Old Towne area
- East/west trails for bikes/pedestrians
- All inclusive sports complex
- Be nice to have coffee shop on every corner
- Small business start up zone
- Better snow removal at intersection
- Better public transportation for those without cars
- Better equipped parks
- Better restaurant choices
- A biking/walking city
- Shopping center like south roads could be
- Recreational trails
- Riverfront marina
- Winery
- The new waterpark
- Open and transparent city council
- Shuttle from base barracks to downtown old town
- State of art museum to draw people
- Develop Haworth Park
- A business that would offer things like putt putt golf, go carts, etc.

- Outdoor concert venue
- Higher end housing development
- More areas to hike
- Good working relationships with all local governments as all areas develop
- Higher end shopping district
- Parks, camping, entertainment, venues. For example pickleball
- Taking land out of flood plain
- Groomed/manicured street sides and medians
- Tourism options

Group Priorities: Desires

- Light rail transit
- Continuous development from Olde Town to the River
- Great interactive walking/shopping/eating/space walkable/livable
- More connected greenspace and parks
- Fun-park for families (year round)
- Ft. Crook Road redeveloped similar to Antelope Valley in Lincoln
- Create new indoor public complex that includes sports, fitness, wellness, indoor/outdoor
- More entertainment and recreation options

Barriers

- Portions of the community are not open to change. Views of Bellevue by residents outside of Bellevue as a 3rd world country
- Wanting to keep Bellevue a “small town”
- Budget transparency
- Ft. Crook ending into a neighborhood and not connecting to the Platte River directly
- Traffic flow on Cornhusker. Same as 36th on 25th
- Competition with Omaha downtown
- Geographical restaurants. For example, Harrison street = north. Missouri River = east. Platte River = south ? =

west

- Olde Town infrastructure
- Attitude of “the way it has always been”
- Need a larger tax base to build what we want
- Shadow of Omaha
- Hwy 75
- Image of certain parts of Bellevue
- Offutt AFB
- Too many car lots and car part stores
- Zoning regulations
- Lack of imagination
- Prioritizing cost over ensuring proper recycling
- City leadership public display of assistance working with neighborhood communities and resources
- Community leadership
- Difficult traffic patterns
- Competition with Papillion (especially) and other Sarpy cities for economic development
- Flood plains Offutt crash zone
- Working with city government
- Business attraction
- Liberals
- Offutt, Kennedy/Fort Crook
- Attitudes of people against energy sustainability
- Workforce housing (we’re losing people to other communities)
- Senators that don’t put value on their districts
- Unsustainable practices
- No public transportation
- Age demographic and what they value
- Potential flooding
- Land infrastructure
- Zoning overlays? (lacking)
- Hwy 370- I avoid because of all the stoplights
- Papio creek

- Papio creek
- Railroad tracks along Fort Crook Road impeding development land use, etc.
- Funding for large projects
- Only open land is to south and west
- No open land in eastern part of Bellevue
- City motto “we influence the world”, really?
- Funding money for city entertainment and family activities
- Need large entertainment district like Old Market
- Limited/zero public transportation
- Growth limited by surrounding community
- Geographic limitations
- Geography- river/flood plain
- No current public transportation options
- Land locked
- Land locked on growth

Group Priorities: Barriers

- Politicians not listening to constituents
- Geographical limitations
- Physical limitations to city’s potential for growth
- Some physical (land) growth barriers, come cannot be removed
- Railroad tracks
- Affordable/workforce housing
- Land locked, flood plain, Offutt, forest, city boundaries
- Good leadership

Obstacles

- Current sidewalks would need to be done in order to make bike/walk friendly
- Sidewalks
- Public transit
- Transit flow, Hwy 370 and Cornhusker
- Better access via interstate system

- Pedestrian routes especially Old Town
- Finding funding paths to accomplish potential property
- Liberals
- Train crossings
- Some poor maintenance on public infrastructure
- Obstacle has been a somewhat narrow fear toward change
- Lack of shopping options
- Public dissent
- Attitude of it can't be done
- Political leadership
- Lack of money
- Physical/federal limits/AFB/federal land/location of 73 and 75
- Lack of good communication from city government
- Offutt AFC
- Attitudes of people against energy sustainability
- Turnover of population
- Lack of desire for developers
- Funding available for projects public transportation options
- Road construction
- West park
- Labor cost
- Land locked not a lot of room for physical growth
- Affordable/workforce housing
- Having to drive my kids to parks due to distance
- The amount of landlords that don't take care of their properties
- Zoning
- Language- lots of new neighbors not speaking English
- Ordinances/codes prevents adoption of native planting
- Negative public opinions
- Funding
- Communication with city officials voicing concern

- Reputation of not business friendly
- More involvement from Bellevue employees on city improvement
- Lack of focus on pedestrians
- More talented BPS leadership to elevate our public schools
- Community engagement
- Budget
- Not a lot of diverse voices in the rooms where decisions are made
- Really difficult to get around with a car
- Lack of consistent sidewalks, my dog gets walked less now that we have zero sidewalks in the neighborhood
- Flight path policies
- Financial limitation
- Papillion is very attractive and way ahead of BLU in future planning
- I-75 bisecting Bellevue
- Up railroad tracks bisecting Bellevue
- Infrastructure aging
- Infrastructure
- Funding
- Need more entertainment in Bellevue for families

Group Priorities: Obstacles

- Good Ole boy network
- Inability to attract new large commercial/industry business
- The tough process of not accepting or wanting change
- Lack of community leadership
- Funding
- Streets, some large capacity dump you into lower capacity
- Lack of childcare options
- A population that doesn't want to see change in taxes

Annoyances

- Traffic at 19th and cornhusker road created by Bellevue west
- Property taxes
- The negativity toward the biking community
- Weather
- Liberals
- Often-moving workforce (military families)
- Corrupt mayor
- Lack of support for new ventures
- Stores more west in the city for those who live in the east
- Annoyances people who worship mono-culture turf
- Traffic layout
- People who say if costs too much
- County and state level mandates
- Institutional/community
- Have to keep the base happy
- One city-one school district
- Over reaching codes and standards such as NRD storm water when really not appropriate
- Poor street and sidewalk lighting
- Get rid of bicycle paths on main roads
- Bike path east / west
- Building designs are from the 90's
- Construction takes forever because of weather
- Annoyed that public perception and/or do not give adequate time for Bellevue news
- Social media gossip like Facebook groups, etc.
- City limited between Bellevue and Papillion
- Lack of YMCA
- City/design standards and requirements
- Trailer parks. Low end housing not keep yards nice
- Lack of decent sit down restaurants
- Too many residences need up keep - weeds in yard, junk in driveway

- Lack of trash bins along mission
- Low long it takes city of Bellevue projects to be completed
- Need more restaurant variety

Group Priorities: Annoyances

- Super high property tax with little to show for it
- Not being part of the planning process
- Improve self image
- Negativity of residents
- Lack of focus on rising population of seniors and their needs
- Traffic flow east to west and north to south. Challenging
- Traffic flow is not easy east to west routes or north to south
- Lack of understand around environmentally friendly practices

Mobility Strengths

- Close to Omaha with Hwy access
- Quality, well maintained roads
- Road condition- snow removal
- Overall road conditions are good
- Good highway access
- Road conditions
- Fairly good roads
- Drivable community, 10 minutes
- A trail that goes through Bellevue to connect to
- Access to interstate
- Focus on car/vehicle access
- Bellevue blvd is unique in Omaha metro - winding residential and yet a way to avoid traffic
- Traffic flow (for now)
- Keystone trail for recreation
- North/south connectivity (hwy 75)

- South Kennedy expressway access to Omaha and South
- Adequate roads, corridors, park trails
- North-south I-75 access to Omaha
- Roads are good
- Good connections west to Papillion, etc.
- Access if you have a car
- Fort Crook and Highway 370 seem to function without too much congestion
- Transportation. Good major highway access 370/75
- Easy access to council bluffs
- New US-34 access to I-29
- Easy access north to downtown Omaha
- Not too many pot holes to deal with!
- Roads in good shape maintained well
- Walking and bike paths
- In main city, the ability to walk safely through the city
- Auto infrastructure
- Connection to the rest of the metro (370/75 interstate)
- Highway 370 and highway 75 as main arteries into Bellevue
- Police presence
- Illuminated Street sign and major intersections
- 75 and 34
- Roadway system is readily accessible
- North and south traffic
- Papio trail
- Easy access to old market and I-80 and Kennedy

Group Priorities: Mobility Strengths

- Good east/west, north/south road network
- Connectivity
- Easy access to interstate and highway
- Bellevue has couple council people concerned about sustainability concerning transportation going into the rest of this century

- East of access to highway
- Roads to Bellevue
- Many major highways and key/major roads
- Good east/west north/south access

Mobility Weaknesses

- Lack of bike options
- Lack of continuity of city sidewalk system
- No transit options an almost non-existent mass transit system
- No public transit system
- Lack of public transportation limited mobility transport
- Limited public transportation
- Lacking sidewalks or areas that need a lot of sidewalk repair (Old Town)
- Hwy 370 stoplight timing
- Multi-use trail system
- Intersection timing
- East-west and north-west roads are limited so 370/cornhusker very congested
- Local roads and traffic lights congested
- Hard to walk from some neighborhoods to stores
- Not enough public transportation
- Timeline to make enhancements (too long)
- Old infrastructure
- Pockets of extreme congestion of traffic
- Low bike ability, bike routes, and bike parking
- Sidewalks
- Fort Crook road not maintained. I-75 tends to form a barrier going east-west
- Railroad tracks
- Need more lanes for increased traffic
- No walkability on major roadways
- Lack of connection to city bus system
- No roundabouts so we rely too much on stop lights

- Biking/walking path (east/west)
- Too much car parking
- Trains stopping traffic
- Quality of roads (maintenance/repair)
- Not bikeable and with out sidewalks no place for kids to ride
- Access to northwest Omaha (but that is mostly ok)
- Lack of public transportation routes/times
- No public transportation
- Allowing high density residential development with limited street access
- Lack of sidewalks in many areas
- Car centric
- East to west connections
- No taxis and limited uber, lyft, rideshare
- Too many petroleum rovers
- Limited access to neighborhoods
- Commercial too concentrated
- Sidewalks in neighborhood
- Bike paths
- East/west connectivity. Hwy 370 stoplight central
- Limited connectivity over major infrastructure (highway 75)
- Travel time from one side of Bellevue to the other
- Lack of walkable areas to shop-commute
- Lack of sidewalks
- We need sidewalk on busy streets like Bellevue Blvd.
- Cornhusker is becoming more and more congested
- Lack of connected sidewalks
- City streets not wide enough for bus lines
- Traffic flow/patterns for streets
- Wheelchair access along sidewalk intersections (some of newer plates are coming up)
- Lack of public transportation
- Fort Crook divide east/west

- Cross town thoroughfare (getting from one side of town to the other)
- Olde towne Bellevue is clunky and hard to get to with meandering Highway 370
- Offutt AFB cuts off north and south lack of transportation for those that are disabled or elderly or kids
- 73/75 divides the city limits , east-west transportation
- Not widening the roads as they city has grown
- No public transit
- Public transportation, I don't mean private vehicles
- More sidewalks along main streets
- Need more bike and pedestrian opportunities that are safe
- No public transportation to other cities
- Few public transport options

Group Priorities: Mobility Weaknesses

- Public transit
- Heavy traffic on all roads due to community growth
- Virtual nonexistence of any options besides cars
- Lack of affordable transport options with in Bellevue and to and from surrounding cities
- Lack of transportation options very car centric
- Need protective bike lanes with paths to get to work and school locations
- Lack of sidewalks, public transportation
- Lack of public transportation

Mobility Opportunities

- Lack of bike trail connections on Bellevue Loop
- Bike path Platteview Road, Capehart Road
- Recreational bike and pedestrian trails
- Great trail system underutilized
- Access to bike trails from neighborhood
- More mass transit

- Increase access to public transportation/access to downtown
- More three-ways east to west and north to south
- Rethink Fort Crook
- Public transportation is lacking
- To build off of the keystone trail to make a huge loop around into city
- Broader bike path and walking path through city
- Transit opportunities existing residential and commercial/retail areas
- Turn to ORBIT
- Buses or other public transportation
- Development of local transportation system
- Work with metro area transit
- Space where native plants can be included providing shade and carbon capture
- Space to expand roads and include space bikes
- Busy roads and places where people travel through regularly who could utilize public transit (cornhusker)
- Work, play and stay
- Improve pedestrian connections
- Increase public transportation with adjourning communication
- Expand public transportation
- Grow US-34 southern entrance to KC and points south
- Develop bike destination center, shopping, work locations
- A south metro loop on W 34 could really help spur development and access
- Ft. Crook plan has good ideas
- Connecting community to others Omaha, Papillion, Council Bluffs
- To improve bike ability
- Provide walkability
- Roadways have excess capacity
- Come finding with MAT

- Limited transportation for seniors
- Omaha is starting to think about a climate action plan - that includes transportation
- Add fast-charging station
- Opportunity to expand transportation options using newer, low cost alternatives (e-bikes and scooters)
- Partnerships with the base on projects
- Additional traffic studies
- City is tarting to think about transportation
- The infrastructure bill may be able to help with sustainable transportation
- Opportunity to connect to Omaha's climate action for sustainable transportation concerning sustainable transportation
- Better integration and shuttle service with base
- Setup transportation lines from old Bellevue time when students go to school estimated. (dedicated lines). Old Town to Omaha.
- Better connections to Omaha - Bus, etc.
- More money for infrastructure improvements from state
- Safety
- Potential water park being built
- Bellevue is now big enough to have some sort of public transportation but what?
- Growth on 34th
- More buses, more bike paths, more walkability (entertainment district)
- Bike/walk paths connecting neighborhoods

Group Priorities: Mobility Opportunities

- Bus routes
- Improve public transportation
- Partnership with Omaha/Douglas County Transportation Systems
- Old infrastructure can be redesigned for cars and people (When its replaced)
- Overall connectivity of walking/biking system through

various districts (high schools, downtown)

- Development of a local transportation system (pedestrian, bike, public buses, etc.)
- Infrastructure blitz, before, the waterpark innovation hub, and horse track/casino
- Huge biking community - expand trails and how to get to trails safely

Mobility Threats

- Need buy in from Omaha for many of the solutions
- Rooftops/cars seem to be outpacing transportation infrastructure
- City planning department
- Need for EV charging in Bellevue as purchase of EV increase
- MAT uses all funding for public transportation
- Poorly though out bike lanes
- Community will
- The mindset of people making decision. Need to be more open to bike lanes
- Safety/concerns of public transportation
- Over spending on bad mass transit ideas
- Ruining the peaceful streets with buses running all over town
- Bellevue is comparatively small geographically don't want to make a bigger problem
- Rising costs for vehicles and fuel
- High cost of public transportation
- Pedestrian safety
- Traffic congestion leading to more accidents
- Environmental concerns/climate change
- Lack of funding to complete the long list of road projects
- Hard to expand roads and crossing railroads tracks making over passes is expensive
- Traffic flow relating to walking path and bike traffic
- General layout of greater metro is just hard to get parts

of Omaha from Bellevue

- Lovers of Petroleum
- Hard to expand roads and crossing railroad tracks and making overpasses expensive
- Fixes on D.O.T timeline that are immediate needs (walk signals)
- Increased population
- The city of Bellevue has a lack of vacant land for building projects
- Cant bus for school under 4 miles but not enough sidewalks or guards on busy streets
- Infrastructure poor maintenance cause cascading problems
- Running out of the proper space to build infrastructures
- Flooding east side of town
- Bike paths on main roads
- Limited by county/state infrastructure improvements
- Fear of death of injury for bike riders

Group Priorities: Mobility Threats

- If we don't find a solution to public transportation we will not be able to get workers here for new industry
- Funding
- Funding
- Willingness to work with other communities, vice versa
- Increase population with out dealing with traffic flow will be very problematic
- Funding
- US-34/US-75 provide a way to totally bypass Bellevue
- Safety

Planning and Design Charrette

Land Use

Which land uses would you like more of in Bellevue? Tell us by placing a dot next to each land use you want more of.

- Commercial/Retail/Office 9
- Civic Facilities/Education/Healthcare 8
- Flex/Industrial 6
- Single-family Residential 6
- Multi-family Residential 7
- Mixed-Use 11
- Parks/Recreation/Open Space 11

Are there land uses in Bellevue that are misplaced? If so, which ones? Tell us with a sticky note and show us by placing a red dot on the map.

- Capehart Housing
- Too many used car lots
- Industrial in flood plane south of La Platte Rd
- Old Catfish Lake area Shown as Industrial
- Homes in flood plain being rebuilt*
- Residential in flood plain SE of Base*
- Rendering plant
- Car dealerships on east side of ft Crook
- Chemical plant next to residential
- Old concrete plant in prime location
- Industrial on riverfront
- Chlorine Plant!
- Area off fort crook near railroad tracks - retail places are hard to get to
- National guard to on elementary school

What land uses should be preserved? Tell us with a sticky note and show us by placing a green dot on the map.

- River
- River
- Parks
- Parks
- Parks and trails - single family residence
- Fontenelle forest
- Parks
- Trails
- Haworth park area
- Riverfront
- Riverfront
- Papio trails + Bike paths
- Trails
- (sidewalks) Trails
- Trails - expansion
- River and expand access from rest of metro to river greenspace
- Forest
- Forest
- Parks and expand
- Forest
- Fontenelle forest
- Riverfront
- Fontenelle forest area
- Parks
- Athletic fields Bellevue Soccer Club Mclann Baldwin, etc.
- Trails need more access
- Old Towne Family Housing (single
- Forest
- Former Bellevue Campus + Native "cemetery"; Mission Treaty Area

What are Bellevue's main landmarks or destinations? Show us by placing a blue dot on the map, and list them using sticky notes.

- Fontenelle forest
- River
- Fontenelle forest
- Heroes park
- Fontenelle forest
- American heroes park...if the \$32 Million vision becomes reality
- Forest
- Olde town
- Church on Franklin street
- Should build first trading post in college heights on spot where manual Lisa build first post on Missouri river
- Fontelle Forest
- Old Towne
- Fontanelle
- River
- Old Town
- Fontenelle Forest
- Fontenelle forest
- Fontenelle Forest
- Fontenelle Forest
- Trail system on Papio Creek
- Fontenelle Forest
- Fontenelle Forest
- Old Towne
- Bellevue Public Library
- Offutt Base
- Olde Towne could become more
- Haworth Park
- American Heroes Park
- Fontenelle Forest
- Keystone Trail
- Not much for attractions
- Forest - log cabin/train depot / old bank (1st bank)

- Fontenelle forest
- B-52 Offutt AFB
- Fontenelle Forest
- Bellevue Bridge

Development & Redevelopment

Which areas of Bellevue should be considered for new development? Tell us with a sticky note and show us by placing a blue dot on the map.

- South Bellevue Hwy 34
- South Bellevue + Platteview
- Hwy 75/Hwy 34
- Fort Crook in its Entirety
- Platteview Rd - Hwy 34
- 25th Fairview
- Southwest Bellevue
- 54th and 370
- Hwy 34 + Hwy 75
- Riverfront Area / for possible entertainment areas
- Willow lakes Golf course area
- Riverfront
- Olde Towne in its Entirety
- Base Lake Road
- South of Base to 34/75
- Fort Crook + Cornhusker NW side Sports complex for Youth
- Need a tree lined boulevard (Chandler Rd) from North across point to Fontenelle +River access to downtown
- Lake Bellevue as a buffer lake Harland Lewis Rd from Mission Rd to 34
- Harlan Lewis Le Platte
- Riverfront
- 75 + 34
- Fort Crook East Side north of Harvell
- Plattview Rd (negative *)

- For redevelopment + redevelopment suggest empowering and taxing all outdated or underperforming XXX structures 1st. Build XXX base upon which improvement may be done.
- Cornhusker west of 75
- Riverfront
- Old Wilson Concrete Plant

Which areas of Bellevue need to be redeveloped or are available for infill development? Use yellow dots to show us where and your sticky notes to tell us why.

- Mission Ave - Ft Crook
- Old Towne Haworth Park
- Old Towne
- Fort Crook n of Cornhusker
- Southroads area*
- Old Town Mission*
- Olde Town
- Old Towne
- Fort Crook Road
- Most of Fort Crook Rd
- Platteview and 34 Corridor
- Old Concrete facility area
- Old Towne
- Ft Crook car sales
- Fort Crook
- Galvin
- Ft Crook Rd
- South road area
- Ft Crook Rd
- Old Town
- Ft Crook Rd
- Fort Crook (multifamily, retail, restaurants, senior living)
- Old Town (ASAP)
- South of Hwy 34
- Fort Crook Rd

- Olde Towne
- Southroads Area (N+S) Along Fort Crook
- 36 + Cornhusker
- Fort Crook North of cornhusker
- Old Capehart housing
- Fort Crook Road has many areas that need to be redeveloped for new businesses Southroads
- Olde Towne
- Flood area south Hancock
- Bottom of Hancock Street (City Yard, Old VFW Area)
- Old Landfill Solar
- Fort Crook
- Old Towne + Ft Crook
- Old Towne + Fort Crook Rd
- Riverfront - use business or parks that will survive flood

What areas, or sites in Bellevue are underutilized or misused? Show us by placing a red dot on the map and tell us why with a sticky note.

- Old Towne*
- Ft Crook could be much more densely commercial is revamped/overhauled
- Riverfront is underutilized
- Put solar on landfill
- Could do more with our riverfront to draw people to American hero's park
- Old Towne Bellevue
- Ft Crook
- Ft Crook Rd South Actually most of it
- 25th/Capehart
- Ft Crook Rd the entire stretch
- Olde Towne
- Haworth
- Riverfront
- Fort Crook Road
- Old Wilson Concrete

- Fort Crook Road North of Cornhusker
- New library location (poor for accessibility)**
- Old Town needs to become a "niche" not more of the same*
- Fort Crook Road North
- Fairview w 36th
- Old Towne and River Front Haworth Park
- Cedar Island Landfill
- Ft Crook Road corridor
- Fort Crook
- Northwest Bellevue
- Fort Crook N of Cornhusker
- Old Town
- Ft Crook Rd Corridor
- Old Towne Lots of Potential!
- Riverfront
- New library should have its own site. Look to New Omaha Library for inspiration
- More mixed use zoning like Prairie queen have residence upstairs and commercial/zoning on the ground level.
- Some old retail-zoned areas could better serve the area with flexible zoning - People shop in new area, old retail spaces stuck with retail use are unattractive to investors.

Where do you consider the center or "heart" of Bellevue? Place a green dot on the map to show us. Use a sticky note to tell us why.

- 36+2 Street north of 370
- Old Town but it needs work!
- Cornhusker between Galvin Rd 25th street
- 25th and Cornhusker food and retail
- 36 370*
- Target area retail
- Galvin Harrell area

- Fort Crook area Harvell
- Olde Towne
- Olde Towne
- Should be Olde Towne - IS 370 or cornhusker
- Ft Crook/Cornhusker
- Not Olde Towne
- Bellevue BLVD for north to downtown
- Olde Town
- Old Towne
- Mission Ave to Downtown
- Historically, I don't think a hub or heart is present. The city seems to relocate with new developments

What new attractions, entertainment opportunities, programs, or events would you like to see in Bellevue? Tell us with a sticky note.

- Live music venues amphitheater*
- Live music
- Mountain Biking (recreational and competitive)
- Shops in Old Towne
- Spa services
- Boutiques upscale shopping*
- Brewery along trail
- A time bank
- Development of American Heroes park for outdoor music events
- Boutiques in Old Towne
- More events like Bellevue Rocks
- Family Entertainment
- Pickleball courts (more)
- Live music
- Winery
- Special Events "4th July" size
- Expand Lied Activity Center
- Pickleball

- Dog parks
- More upscale restaurants
- More upscale clothing stores
- Concerts
- Restaurants
- Outdoor music venues
- Space for indoor concerts and entertainers
- Community band like Papillon has (and band shell to play in)
- River history museum between downtown and Fontenelle
- Relocate base AF museum back to Bellevue
- Need a multi-use facility for youth this will grow business. All parents go to other communities to play
- Sports complex
- Amphitheater near Old Towne
- Activities for tweeners and teens and 20s somethings
- Movie theater
- Check out Auburn, Alabama, Opelika Alabama has a sports complex worth looking at.
- Lake Bellevue flood and recreation buffer lake at Harlan Lewis road*
- Young adult activities
- More family centered entertainment

Placemaking & Public Space

What aesthetic and/or cultural aspects of the Bellevue do you think should be preserved or enhanced? Tell us with a sticky note.

- Bring back old Town
- Develop river front
- River front
- Bellevue Marina
- Fix Haworth park
- Riverfront area
- Riverfront

- Mission Ave
- Hayworth
- Historic value
- River access and hilly treed area on east side
- Olde Town connect with new parts
- Old Towne
- Erect monuments/noticeable and impressive entrances at the gateways
- Riverfront parks with veins of river
- Fort Crook Road south of Childs
- Maintain military history
- Enhance Mission Ave
- Maintain Fontenelle Forest Area - don't allow encroachment
- Old Town
- Fort Crook (enhanced)
- Old Town (Enhanced)
- Bellevue log cabin - Rail depot - First missionaries - Fort Crook history - bomber plant employee contributions - Riverfront heritage
- Invest in infrastructure and charges that are beautiful and useful, preferably with an eye toward the future for example: work in flood mitigation to this riverfront developments so many are asking for example: Squeeze some marsh lands to absorb flood water and maybe study the Dutch to add moving walls to protect property.

Are there code enforcement and/or maintenance concerns that the City should focus on more? Tell us with a sticky note.

- Need more code enforce
- Should be easier to get permits for new business
- Vehicles parked on lawns
- Too much garbage thrown from cars
- Missing or broken sidewalks
- Vehicles off the streets for snowplowing

- Cars on streets
- Ft Crook RD
- Condition of businesses on Galvin Rd
- Condition on businesses on Ft Crook Rd (Bldg./parking lots)
- Better recycling amenities
- Cars in yard
- Residential parking code (people park on sidewalks)
- Residential parking codes
- Sidewalks on Bellevue Blvd.
- Rentals that are not kept up by landlords
- Olde Towne
- Need more trained staff
- Fully enforce code and ordinances
- Work on waterfront to build it out (infrastructure)

What areas of Bellevue most need aesthetic improvements? What types of enhancements would you like to see in these areas? Use red dots to show us where and your sticky notes to describe the types of desired enhancements.

- Move planter/flowers along mission
- Ft crook corridor always looks/feels run down.
- Highway 75 ramps
- Many neighborhoods - rental (landlords) do not keep houses up
- Haworth park along river Hwy 34 corridor
- FT Crook Road
- Downtown
- Ft Crook Corridor
- Fort Crook Corridor
- Mission Ave aesthetic upgrade make mission area walkable corridor
- River front
- Old town/mission Ave - streetscape and store fronts
- Mission Ave needs a comprehensive aesthetic

- revitalization plan. It looks/feels off and uncared for.
- Galvin Road between cornhusker and why 370 needs beautifying!
- Need a few beautiful welcome to Bellevue garden plots
- Cornhusker Road near 75
- McCann Park
- Galvin
- Olde Town
- Mission Ave is walkable district
- Mission Ave need to be similar to old market and Blackstone districts
- Old town
- Old town area boutique shopping
- Old Towne
- Old Town charming coffee/ice cream or breweries
- Statues fountains or flowers in walking areas
- Any street repair should include sidewalks for use.
- Old Towne nice restaurant
- 1 Ft Crook (so much potential)
- 2 Old Towne (underutilized)
- Feel infrastructure is most important
- Mission
- Ft crook
- All of ft crook road (Should have basic design standards)
- Fort crook
- Fort crook
- Build a community at the riverfront (living, shopping, entertainment) (a mini downtown Omaha)
- Keep native wildlife in mind with changes and include them
- Infrastructure - keep in mind planting trees and placement of streetlights and sidewalks limit future ability to expand roads

Where are the "gateways" or entry points to Bellevue? Use blue dots to show us where.

- 13th street to Southroads area
- From north 13th street Chandler rd. interchange
- Bellevue toll bridge to Haworth park
- From south Capehart rd
- Hwy 370 hwy 370
- 13th and 25th
- Cornhusker/Harvell
- Cornhusker at 48th/60th
- Kennedey
- North and South
- Ft Crook @ Chandler to Omaha
- Cornhusker
- Hwy 370
- Hwy 34/75 has opportunity to have art over bridge
- 54th and 370
- Hwy 75
- 36th North @ Harrison
- 370 @60th
- Mission Ave

Should new parks or public gathering spaces be developed in Bellevue? If so, where? Show us by placing a green dot on the map and describe your desired space using a sticky note.

- Bellevue has plenty of parks and the existing parks need to be maintained better
- More improvement to existing Hayworth
- Library SW part of community*
- In new housing areas should be parks
- No new parks unless we resource the parks department to maintain them. Prefer to jus improve and maintain what we've got
- If any new parks, then focus on SW Bellevue - quite a few SIDs there that will be incorporated in years to come
- Improve/maintain current parks first

- We have plenty of parks I would like to see them better maintained - mowed weekly mulched, flowers etc.
- Park/trail sidewalks all the way down Ft Crook
- Update Swanson Park
- Restrooms added to larger existing parks
- Parkway corridor from US 75 to Fontenelle and points south
- No new parks but add equipment to existing ones park near me have no slides or swigs
- Trails connecting business to keystone trail
- More connected trails
- Fix Haworth Park
- Buffer lake Bellevue
- Along Capehart after 48th and connecting to Papillion
- Senior center expansion and or relocation
- No! Enhance what we have and eliminate the minimally used parks
- Hayward Park - Food trucks - planned events around trail access
- Implement newly adopted parks plan
- Where current museum is make into a nice park w/ walking 'circle'
- Redevelop riverfront including infrastructure
- Expand and develop park on cornhusker west of cedar island
- More pickleball
- New neighborhoods being built
- For sure connect and expand current
- Maintenance of Park spaces is mandatory with skilled educated staff not just mow-boys

How should we make Bellevue more beautiful?

- Landscaping in retail areas flowers/trees
- Landscape/hardscape...but MUST resource the maintenance! Retail areas specially
- More connected trails

- Incorporate more Tree USA grants
- Ped scale lighting
- Greening of Median
- Signs along multi-use trails showing business along trails
- More trash cans Mission
- Increase Pride of ownership - clean up the trash
- Landscape along 370 and Hwy 370
- Trees along 370
- Landscape along trails
- Welcoming signs that label the area or district
- Erect monuments/noticeable and impressive entrances to Bellevue at the gateways
- Landscaping in green spaces at entrance to subdivisions
- Enforce no dumping
- Old Town Civic Center mission St Area
- Fewer 2nd hand car dealerships
- No Junk cars
- Volunteer program - pick up trash
- Open area park and adjacent alley way for public event space - farmers market; food trucks; allow alcohol
- Less prominent dumpsters- hide the dumpsters
- Bandshell for Omaha symphony/concerts
- Fewer smoke/vape shops
- Paint bridge and add new welcome to Bellevue sign
- Trees along 370
- Landscaped sidewalks
- Less political signs
- Diverse native plantings (i.e. trees, pocket prairies)
- Build out waterfront
- Invite the Bellevue garden club to install or maintain natural features.
- Reward business and homeowners that landscape with native-scaping rather than turf only landscapes that do not support wildlife

- Our neighborhood (Blackhawk) is part of the city but we have a coop agreement with City for park maintenance whereby the City provides our annual \$ that we add the park how our HCA wants to which means walking-trail lighting, dog waste bag dispensary, irrigation system etc....things the city would not maintain for us. This could be an option for other neighborhoods to reduce city expense while maintaining some local control of neighborhood parks.

Which of these enhancements should be prioritized in Bellevue?

- Public Art 4
- Gateways 5
- Benches/Outdoor furniture 11
- Lighting 7
- Street trees/landscaping 17
- Shade structures 5
- Alleyway beautification 3
- Public Wi-Fi 4
- Wayfinding/Signage 6
- Public Performance space 14
- Playground/splash pad 5
- Public restrooms 11

Mobility & Connectivity

Where do you notice transportation safety issues in Bellevue (i.e., traffic, speeding, dangerous turns, low visibility)? Show us where by placing a yellow dot on the map and use your sticky notes to describe the issue.

- Speeding (esp. Hwy 75)
- Traffic Cornhusker Rd
- 15th Cornhusker
- Bike vs Car
- Cornhusker/Bellevue West
- 36th and 370
- Ft Crook

- 36th and Hwy 370 running red lights
- Red light runner 25th and Hwy 370 running red lights
- Red light runners!!!
- 370 and Arboretum Drive Intersection
- Use Roundabouts
- Speeding down (south) Lincoln Rd by Wake Robin Elementary
- Cornhusker and 75 access/ramps
- Along Capehart no sidewalks
- Not a lot of pedestrian crossing
- Cornhusker road/us-75 poor planning signals/access
- Speeding on Bellevue Blvd.
- Fort crook/cornhusker intersection is dangerous red light runners
- Cornhusker Rd needs 2 more lanes in each direction, multiple turn lanes
- No way for walkers to cross 370
- Lincoln Rd and High School Drive
- Betz and Harlan Drive
- Being a Pedestrian in Bellevue
- 370 and 36th
- Spelling on 370
- Cornhusker and 36th
- Difficult for pedestrians to cross streets. Need especially where there is a neighborhood and a destination across the other side of a main street and lights.
- Aggressive tailgate drivers.
- Wayne Street speeding narrow no sidewalks odd intersections Jackson/Freeman

Where is traffic congested? Are there any high crash locations? Show us by placing a red dot on the map and tell us why using a sticky note.

- Cornhusker and 15th
- Aldi and Menards intersection
- Cornhusker between 25th and Ft Crook

- Bellevue West
- Congested Traffic Down Cornhusker Especially by 15th Street Leading to High School and Walmart
- 25th and Cornhusker
- Cornhusker Rd
- I-75 and Hwy 370
- Cornhusker many spots between Ft Crook and 36th
- Hwy 370 36th to Hwy 75
- 36th and Chandler
- Cornhusker 15th
- Cornhusker 15th
- 3-6 PM Cornhusker and Kennedy Cornhusker 25th to Fort Crook
- Any road near a school at drop off pickup and events
- Cornhusker
- 370
- Base entrances morning/end of day
- 36th and Capehart
- Cornhusker between 15th and 36th
- Cornhusker after school 4 PM
- Ft Crook and Cornhusker
- Capehart and 36 in AM for school drop off
- Hwy 370 between 15th and 48th
- Hwy 75 to 25 St
- Cornhusker @ 75

What are the missing vehicular connections within or to/from Bellevue? Show us by placing a green dot on the map and tell us why with a sticky note.

- Public transportation to area of interest i.e. zoo, Lauritzen Gardens even from a central location in Bellevue
- Going west out of Bellevue has limited routes
- SW Bellevue needs improved through for both N/S and E/W traffic
- Capehart and Platteview are insufficient as is

- 36th is improved but needs to continue south to Platteview
- Extend 60th - work with Sarpy County on this
- East to west public trans
- Driving from Old Town around the base
- Crosswalks (lack of) cornhusker and Fort Crook
- Public transit for disabled
- Oddly disconnected Bordeaux Ave area
- Going north out of Bellevue has limited routes
- Childs Giles Rd
- 48th to Platteview
- East West Cornhusker and 370 were overburdened
- Crosswalks busy intersections Ford Crook Chandler
- Retail on west side of Ft Crook
- Capehart at 48th or 60th through
- Platteview Road got block off to get to 75. Now you have to drive halfway to Plattsmouth to get on 75.
- Purple dot limited connectors to main roads

Where do you experience issues with accessibility (lack of parking, poor connections, personal safety concerns, etc.)?

- Galvin Rd and Cornhusker
- Neighborhoods to library
- Mission parking
- Old town
- The street coming out of Wal-Mart 15th south of cornhusker hard to turn left.
- Fort Crook chandler walking
- Limited sidewalks in Old Town and surrounding areas
- Only 1 path to bike. Keystone. Need more! Will help business
- New library location poor walking accessibility
- Walking across any intersection
- Difficult to get from east to west "around" Offutt*
- Railroad crossing

- Downtown no parking
- All over
- Motorcycle parking - saves space!
- Crosswalks to mission lead to grass path- no sidewalk
- Old Towne
- Left turn into dairy twist - safety/congestion issues
- Crossing Hwy 370 to get to the trails
- Better patrolling of trails
- Crossing Rail Rd

Where is it difficult to walk in Bellevue? Where are there missing connections (i.e., sidewalks, safe crossings, etc.)? Use GREEN dots to show us where and use a sticky note to give us details.

- 370
- Fort Crook
- West of Hwy 75
- 25th Street by Stonecroft park
- 36th and 370
- Along cedar island road
- Bellevue Blvd
- Ft Crook
- Galvin Rd north of Harvell Cornhusker
- 370 E/W Bike or walk
- Sidewalks in older established areas
- Hayworth park to Fontenelle
- Bellevue Blvd missing sidewalks speeding
- Residential sidewalks not connected
- Harvell Drive in vicinity of Bellevue University
- 15th and cornhusker
- Connect and parks
- Connect business to keystone by trail
- Areas of Bellevue are walkable, but on the whole is not - commercial and residential areas are not integrated
- Crossing 370 at 25th Street is dangerous Blvd!

- Bellevue Boulevard sidewalks (lack of)
- Cross Ft Crook at any point
- Bellevue Blvd No sidewalk
- West along cornhusker/Harvell west past Bellevue university
- Bellevue Blvd - no sidewalks and fast traffic
- Anywhere
- Chandler Rd and Fort Crook
- Cornhusker 36th to Highschool
- Dangerous to cross Hwy 370 from 25th to 48th
- Crossing 370
- On Chandler to 25th-and 36th - kids safe walk to school

Where is additional biking infrastructure needed in Bellevue (i.e., off-road trails, road shoulder, painted bike lanes, etc.)? Show us where by placing a YELLOW dot on the map and use a sticky note to give us details.

- Blvd
- Trail and park connections
- Protected bike lane by Fort Crook
- Trying to have better/more interconnection to existing trail systems
- Plattview Rd
- Bike trail connection to mission Haworth park and NRF trails
- Capehart
- 370
- 370th to trail
- East/west
- Safe walking to new library*
- Need a river access bike trail - very pie in sky item but would be nice
- Trail access to river could at one time
- Bring back fort crook bike lane
- Should not be on the roads

- Connect 25th to cornhusker to Harvel to Franklin
- 370
- 25th and Capehart to trail at 370 and 36th
- 36th - Capehart - Plattview - 370 - Cornhusker - did 75 - 25th
- Sidewalks in older parts of Bellevue

What would make walking or biking around Bellevue more enjoyable for you? Tell us with a sticky note.

- Wayfinding signs
- Signage @ XXX, high walk/ride areas
- Sidewalks in neighborhoods like Bellevue Blvd
- Protected or separate bike lands no worry of getting hit
- Separate bike/walking from vehicle traffic
- Better/safer ways to cross throughfares
- Slower speeds for vehicles
- Something like Wabash Trail Council Bluffs
- Lighting
- Sidewalks
- Trail Maps (connected)
- More Ped/bike connections over major barriers
- More protected/connected networks
- More access to trails - connected parking lots?
- Go look @ Bentonville AK or Des Moines Iowa Copy them
- Less congestion
- Better sidewalks
- Sidewalks
- Sidewalk existing and not existing
- Improve sidewalks
- More parks connected to bike or walking trails
- Connections
- Drinking water in all parks bathroom or porta potties in all parks year round
- Shade along trail

- Water stations along rail*
- Shaded areas
- Separate bike/walk lanes or sidewalks
- Connections for biking/walking through neighborhoods to neighboring neighborhoods add natural landscaping
- Dedicated bike lanes

Should Bellevue encourage public transit use and options within the community? If yes, how? If no, what transit modes should be invested in? Please be specific. Tell us with a sticky note.

- Yes more bus scheduled times throughout the day/night
- More public options more rideshare/TNC
- Yes, old Town MAT Route
- Yes - more options for people living in Old Town to have public transportation
- More E/West
- Bus transportation to points of interest in Omaha
- Yes! Promote with local ads and signage
- Higher Density
- No Cost/Benefit probably not there
- No-not a taxpayer funded service that is needed. No ROI or bang for the buck.
- Better uber options can't get them in reasonable times
- More bus options
- Need options for Disabled
- Yes to East Omaha or Papillion
- More public transportation
- Yes! In Bellevue and to surrounding areas
- Be Smart about Bike lands, don't force them
- Yes - we need more public transit options
- More public transit
- Light rail connected to 24th St Phase to Ft Crook
- Yes, more available times

- Link to Lincoln
- Light rail for Ft. Crook To Omaha +Offutt
- Develop Old Towne and Ft Crook then Streetcar!

What modes of transportation do you use when traveling in Bellevue?

- What modes of transportation d you use when traveling in Bellevue?
- Personal Vehicle - 29
- Carpool with Others - 3
- Rideshare/Uber - 3
- Metro Moby Use - 0
- Walking - 13
- Bicycling - 6
- Micromobility - 1

What do you want transportation in Bellevue to be known for?

- What do you want transportation in Bellevue to be known for?
- Walkability - 16
- Drivability - 11
- Bikability - 11
- Transit/Accessibility - 12
- Other - Bike Rental - 4

Think Big!

What is your vision for the future of Bellevue?

- Take advantage of any future of opportunities for land expansion i.e. lost a lot of appox to Papillion
- Robust downtown/old town that attracts shoppers
- Growth of the city that meets the needs the resident
- Be a small town with a worldview. Not just the birthplace of Nebraska, but the birthplace of ideas that drive our community and state.
- To "be" the 2nd largest metro city
- A destination city

- Public transit throughout and connected to Omaha and Papillion LA Vista
- A safe beautiful city with a clear vision and plan for the future
- Having a city that is aesthetically please and draws people in for entertainment and shopping
- Need a full time mayor like Papillion. Focus on Bellevue
- Affordability housing transportation
- Trails, trees, rolling hills thanks to River history and Base
- Transportation public and accessible and for disabled
- 21st Century modern city balancing the past
- More parks
- Small town vibe big city amenities
- More family recreation year round
- A “family friendly” community with the appropriate mix of business/industrial/residential to stabilize property taxes
- Connected bike trails
- Large entertainment district - trampolines, skating (roller/ice), ball parks, go karts, walking trails, pool
- Be the best city in the state and not a footnote
- Create a historic destination area on mission st birthplace of Nebraska
- A place we all can afford to live
- A trail system by Des Moines or Bentonville AK
- Social fabric is stronger
- Connected facilities
- Increase in services
- Business focus along trail system
- Buried utilities everywhere
- Complete sidewalks throughout the city
- Cohesive decision on mission Ave - shops - bars - green space
- No more blighted areas
- Education system that competes with the rest of the state

- Well planed growth (economic Dev.)
- Growth with vision and planning
- Expand upon Sarpy county’s vision and move into the future/keep moving forward
- A city plan that consistently updates improves and keeps infrastructure working efficiently
- Competitive sports

What should be the mission of Bellevue?

- Make bringing business to Bellevue easy
- Growth opportunities
- A community that supports the different needs of the residents
- Growth
- The mission of the city gov/t should be to develop and implement a coherent vision and plan for Bellevue. And actively encourage it’s residents to be neighborly, respectful, and embrace/unify/rally around the Bellevue identity and vision.
- Safety
- To take good care of their residents
- Continue to strengthen bonds with Offutt
- Provide safe place to live with attractive amenities
- Create a destination for recreational experiences.
- Provide a quality place to live where all amenities are available to families within a reasonable distance
- Economically diverse
- Provide reliable services
- Be a city not divided (physically) by train tracks and highways
- To be a beautiful city with well kept parks and many amenities
- Inclusive growth
- Diverse options in all aspects of city and community
- Become a city with all of its own amenities that others see as a leader
- Be known for something other than Offutt AFB

- Encourage retail growth
- Restaurants shopping entertainment to keep \$in BLV, not Papillion
- Create a community people are proud to call home
- Economic development
- To be a growing community and known as a safe place t raise a family
- Provide a safe place for individuals/families to live/ grow
- Family Friendly
- Management of city. Stop land grabbing to focus on what is present
- Fortifying neighborhood community help and support

What should be our community goals for the future of Bellevue?

- Attract/retain businesses to keep people
- Inclusive belonging for all
- Unity of Bellevue vision and mission
- Top choice to live and operate a business in metro area
- Inclusive
- Mixed use development
- Accessible transportation
- Keep youth and older pops in mind
- Affordable housing
- To be a city where people want to live work raise a family and own a business. Senior center and housing
- Bigger and senior center
- Housing affordability for all income groups
- Connect all parts of the community
- Community spaces (i.e.- Parks) better connected
- Safety
- Be open minded of everyone’s needs/wants
- Enhance school programs opportunity/ college prep
- Better monitoring of physical status of “rentals” within neighborhoods (some falling apart)

- Clean up fort crook rd. to make it more attractive
- Lots of entertainment options
- Build for families
- Inclusivity
- Economic growth
- Equitable access to services
- Diversity in businesses
- A place where people want to live
- Quality of life for all
- Support quality of life opportunities
- Increase pride of ownership
- Walkable community
- Create walkable old Towne or shopping area with diverse vendors
- Diversity in persons
- Keep the base
- Have nice shopping wellness
- Ofer/create places and opportunities to keep young people and families l the area (shopping, jobs, entertainment, etc.)
- Innovate for the citizens of Bellevue using useful, novel ideas,. Don’t copy all of the cities around us.
- Short, medium, and long term plans for management of neighborhoods currently in Bellevue
- Create community activities that attract outsiders
- Managed growth
- Diversified housing \$->\$\$\$\$
- Attract new economic growth

What community values should we kept in mind as we create the plan?

- Growth
- Equity
- Open communication
- Bellevue strong
- Accessibility - physically to economically

- Equity
- Bellevue is a diverse community and options should be affordable
- Respect for heritage
- Leave politics out of the planning
- Family education (on all levels)
- Connections between groups
- Common sense
- Support base but remember all residents
- Blended housing and not neighborhoods of a single type and social class
- Safety
- Focus on sustainability
- Inclusivity
- Diversity
- Diversity
- Fiscal responsibility
- Family friendly
- Education
- Sense of pride to be the setting for Offutt
- Support for new neighbors “welcome basket” concept to help new neighbors learn code, ordinances and upkeep of home and where/whom to ask questions
- An alternative to big city Omaha and all the rules, regulations, etc.

What are Bellevue’s goals for its transportation system?

- Access
- Live in a walkable city
- Safe
- Options for disabled
- Connected for all ages and abilities
- Connect all - disabled - poverty
- Multiple routes options
- Better access and connection to Omaha Papillion, etc.
- Ollie the trolley

- Public transport options
- Increase public transportation time frame/schedule
- Connected to the other communities
- Multiple pick up times to correlate with work times
- Multiple pickup places
- Better traffic flow
- Accessible for those who need it
- Access to bike parks from more neighborhoods
- Provide all modes of transportation
- Beautify/revitalize our existing older streets
- Bring folks in and out safety
- Improved traffic flow from US 75/34 to attractions
- Easy movement East West and north south
- Accessibility
- Make 25th and Cornhusker easier to traverse during school drop off times
- Roads and trail walk system that grow with the city
- Maintain vehicle usage and supplement with other modes
- Transit system
- Safe for all ages
- Sidewalks with pedestrian lighting
- Bike trails you can access without having to drive to them
- Low emissions

What do you value in your transportation system?

- Connectivity
- Accessibility and Affordability
- Ease or travel to airport
- Times travel times
- More public transportation options
- Walking
- Safe transit
- Scheduling

- Good roads with sidewalks
- Safety and options
- Inclusivity (i.e. - ADA)
- More sidewalks and walking trails
- Choices - types, routes, etc.
- Add beautification elements where possible
- Ease of use and consistency
- Ease of access
- Biking and walkability
- Well- kept transportation through-ways
- Access
- Accessibility
- Options for disabled
- Safety
- Public transport
- Limited congestion - less time stuck in traffic
- Safe roads
- Affordability
- Availability
- Variety of options
- Whether it is keep it well maintained low technology will and be redundant and a bust

Sport Complex Concept

- This seems like it could be a great place to incorporate native plants/grasses (along with the streetscaping)*
- Add turn lanes to help with the thru traffic please
- Please do not let a cemetery on Mission Ave XXX any traction. Use this space for boutique retail and flats.
- Pickleball courts, please.
- Great addition to the Good Life District (waterpark, casino, racetrack)

Street Cross Section of Mission Avenue

- Look at La Salla Blvd in Bird Rock neighborhood in San Diego, CA

- Roundabouts
- Diverse, native plantings - beyond just trees!
- Please don’t narrow mission Old Towne roads too narrow now Thank you!
- There is a trade off...diagonal parking would suit more cars trucks at the same time
- St trees required per code?

Placemaking

- More pickleball (esp. in areas more accessible to greater metro - could be a draw to community!)
- Remember the wild life where ever we build improvements and even where there is no new work
- Consider native habitat connectivity “butterfly corridors”
- Free way capping?
- Maintain and update historical signs (a Bellevue college (original) cemetery for natives - log cabin)
- TC - Policy Framework Gateways, way finding, minimum standard of care?
- Look at streets to see if they are wide enough to handle increased traffic
- Nebraska Game and Parks commission - Gifford Point Wildlife Management Area - accessible green space

Transit Considerations Comments

- Need transit services to bring workforce
- TC - chicken and egg
- Align local transit to Activity centers IE “Vue” to “Old Town”
- TC - Regional Connections
- Don’t neglect the ETF. We’re SIDs now, we’ll be in Bellevue soon. Note to Bellevue Leaders and Gov/t: show me that these a vision for the tax basis you want to incorporate.
- 2017 Sarpy Transit study
- Travel shed analysis
- On demand transport to Omaha for Medical - Moby? - Collab?

- Paratransit considerations
- Collab with MOBY to expand service - Cheaper?
- Expand Bellevue specialized services for City Limits (working hours)
- Need public options for residents
- Grants for additional paratransit
- On demand transport in Bellevue uber/Lyft/zip not reliable
- Please consider where schools are located and their respective traffic (especially events)
- Local bus looks like it follows former Bus line (MAT) Again, school traffic slows only forward movement
- Transit needs to coordinate with Sarpy county cities. Need to be able to get in and out of Bellevue from west.
- Older neighborhoods don't have many exits to main roads
- I love the local transportation option and I know that's something I'll use. I also think that even if the bus route isn't immediately widely used, it's important and commuter demand will grow as culture shifts.

Active Framework

- East/west between Vue and Olde Town
- Possible on trails - call boxes - rest areas - "poop scoop" trash cans/stations
- Need alternative access to and from Walmart area under Hwy 75 - so south to concrete plant or south of Williams buys neighborhoods
- Bike lanes in all major destination streets
- Given our flood plain and runoff concerns, consider water-permeable options for surfaces (roads, trails, parking)
- Cornhusker (near 75) is a nightmare during morning and evenings
- Are there ways to alleviate traffic on cornhusker? 1) back road out to 25th from Menards area 2) expansion?
- FF - admission fee charged to support non-profit

- RR already impacting Gifford Point wetland habitats - trails would disturb even further
- Include bike lanes/active transportation along main thoroughfares Ex: along 370 and Cornhusker Allow more direct active transportation along those routes.
- All bike lanes need to be separated or protected.
- Lights with pedestrian controlled crossing at all street that lead to destination like parks etc. even if there is no stop light
- Make it easy for pedestrians to cross streets

Roadway Framework

- Sarpy county is considering an arterial by extending 60th street south and dog-legging to 57th Street, further south to Fairview or Platteview/Hwy 34. PLEASE don't make 48th St an arterial.
- Find ways to make existing thoroughfares more pedestrian (active transp.) friendly Ex: 370 and Cornhusker are not
- TC - Truck route map
- TC - EV's vs power generation
- TC - Downtown improvement 1/3 cost will be utility upgrades
- When 34 gets re-done, please remember a bike lane along the bridge over 75.
- TC - HDR plans 36th SE Sarpy Plan
- How can we encourage more mass and active transp to the base along major corridors? (or discourage single-passenger car travel?)
- Access across 75? On non-arterials
- Please add sidewalks in older areas especially on school routes
- Habitat connectivity native sections to connect for wildlife
- Creative ideas to discourage single-passenger travel - what are other cities doing in design and policy. Ex: some cities are charging tolls to make mass & active transportation more attractive
- Through streets need to go back to 4-way stops or go

to the dreaded circles. Stop lights really slow traffic

- Active network looks sparse compared to arterial
- Look at zoning code on max block length, link node ratio, cul de sac
- Green spaces need to All be connected so wildlife is not, or does not continue to be TRAPPED in small spaces of Habitat areas.

Destinations and Districts

- Love improving Swanson Park. Maybe a pump track, skate park with lots of lighting
- Swanson Park: feels unsafe "in a hole" - if this is to be developed more, this needs to be addressed
- Swanson Park: please develop/improve mindful of the natural attraction as a forested area, destination for mountain bikers!
- Don't neglect the ETJ in the south-west. If you want our taxes in the future, then now is the time to plan on the ROI!
- A supermarket in Old Town would be nice
- And wildlife / Native Habitat
- Remember Parking
- Need to show prioritization of new SID development in the areas Bellevue controls
- Please make sure entertainment parts are connected via a trail system and any connectors connect to the keystone.
- Love the idea of a Sports Village.
- If there's plans for this to be walkable, are there plans for pedestrian options to cross 75?
- Park and Recreation Extension as flood buffer lake to bring public access locally.
- An idea for Old Town - rather than making it a "city wide center" look at it as a neighborhood hub for the people who live around there. What do they need for everyday life and activities. Maybe all of Bellevue needs to be looked at as many smaller hubs!
- Why do all the young military members and families move out of Bellevue. What can we do/create to keep

them here? What can we offer?

- Ensure the access to ballparks (proposed) is not one way in/one way out - especially if its paid entry for day.
- Bellevue Gov't: What is the status of HDR's \$32M vision for American Heroes Park?
- Building out infrastructure to make tree Riverfront more of a destination and provide more than just a park (i.e. amphitheater)
- Draw Bellevue University into this? They already are expanding student housing in this area.
- Connect The Riverfront to Fontenelle Forest.
- TC - Planning comm. Could use language that explains 20 year vs 50 year priorities
- TC - Boutique business financial support policy plan
- TC - SWETJ silent on new development - fix
- Near base lake watch out for flooding!
- Please put in schools
- Park hours
- Parking free - metered
- Improved interactive website with information that supports new improvements
- Perhaps develop Olde Towne as a neighborhood center of activity similar Dundee; neighborhood center
- Twin Creek Vue Make a major way to honor the Omaha Nation who were forced from their last village and homes before forced to be evicted to reservations; between the 2 streams.
- Wildlife inclusion in all remaining spaces would be nice to see with corridors to get from place to place.

Vision and Values

- Historic is great as long as the word is not used to hinder change.
- Part of "Historic"... find opportunities to honor indigenous/native people! Rich indigenous history
- Future school buildings more people = more schools
- Parks - need skilled personnel horticulturists gardeners arborists as well as mow-boys

- We have very little in historic buildings for community values
- Small town - not in terms of size/population - but in terms of “feel”
- Right now there is much “charm” in any of Bellevue - Old Town needs help - the rest, too many strip shopping centers
- Bellevue has lots of potential in/near old Towne, but it’s not a real “destination” it lacks charm and the uniqueness that something like old market has
- Feedback on the vision: “Bellevue is a small town with a world view, seeking to preserve its history and heritage while inviting growth and inclusivity offering vibrant and connected destinations, diverse business opportunities and a strong sense of community.

Community Values

- 12. Patriotism
- ...community values... patriotic value
- ...”small town” ?? by whose count? State? Or national?

Transportation

- 7. impeccably maintained infrastructure
- Safety (it was talked about a lot in several groups yesterday)

Our Vision for Bellevue

- Great! (x2)
- Great Improvement! (x2)
- Nice
- Excellent

Our Community Values

- Growth (3)
- Equity (2)
- Inclusivity (2)
- Diversity (2)
- Education (2)
- Family-Friendly (5)

- Connected (2)
- History (4)
- Vibrant (1)
- Affordable (7)
- Attractive (3)
- Patriotism (0)

Transportation Values

- Connectivity (3)
- Accessibility (2)
- Diverse modes (1)
- Easy Use (2)
- Efficiency (0)
- Smooth Travels (0)
- Safety (2)
- Maintenance (2)

Future Land Use Map

- Affordable houses not just multifamily. Next to services. Policy framework?
- Trail here <-----> here
- Where new schools planned?
- Add retail commercial
- Large opportunity for a recreation area + flood buffer lake between levee + offutt AFB
- Agree with statement
- Also agree with statement!

Destinations and Districts

- Need to include additional parking

Land Use and Development

Policies/Strategies

- Leverage public/private partnerships (1)
- Provide small-business support incentives (1)
- Infrastructure improvement requirements for new development (0)

- Incentivize new development (0)
- Create affordable housing development (1)
- Leverage diverse funding mechanisms including state/federal grants to make enhancements to public spaces of public right-of-way
- Establish regular/formal communications with Offutt (1)

This Destination & Districts Framework

- Fort Crook Commercial is an area that needs mixed-use development and redevelopment To become an attractive commercial destination and social hub (2)
- Swanson Park should be enhanced with ball fields, recreational amenities, and a higher standard of maintenance to become more of an anchor park and resource (6)
- Fontenelle Forest is an important asset (3)
- University Village is an opportunity to create a dynamic mixed-use transit orientated development center surround Bellevue University (1)
- Olde Towne should be invested to create a hub of economic activity and vibrant mix of uses and attractions (3)
- The Riverfont is an opportunity to create an outdoor hub for recreational activity, picnics, and enjoyment by the river (4)
- The “Vue” is an opportunity vibrant new mixed use development like that of Akasben Village, offering dining entertainment, and recreation in a modern, beautiful space. (2)
- OffettAFB is an important destination (0)
- New Towne is an opportunity for fresh, mixed-use and recreational development including entertainment, commercial, and housing (2)
- Sports Village is an opportunity for new mixed use and recreational uses focused on fun, family, and sports (2)
- Industry and Innovation is an opportunity for new light and heavy industrial development to bring employment and innovation. (1)

Active Transportation Framework

- Why no trail to connect to existing Fontenelle to trails to south?
- Trails need to expand into Old Towne
- Need connector trail here from north to Sports Village idea

Transit Considerations

- ETJ summer circulator?

Transportation Policies and Strategies

- Identify designated truck (0)
- Implement sidewalk policy for new and existing development (3)
- Consider community wide paratransit service for seniors and individuals with disabilities (2)
- Consider a city-wide bikeshare service/program (1)
- Investigate EV infrastructure
- Needs to connect to other spots in Sarpy County
- “Fast lane” to Kansas City
- “Fast lane” to Lincoln
- Yes. Yes. Yes
- Pedestrian lanes
- Good - more discussion needed
- Add bikeshare requiem for rev developments
- Bike parking
- To reduce parking requirements
- Build multi-modal into roadway design
- See city of Denver program
- Eliminate parking minimum

Placemaking and Aesthetic Framework

- Why no aesthetic enhancements along Cornhusker?
- Do we have the ability/authority to extend placemaking/aesthetics along 370? What limitations

are there to enhancements?

- Disagree with cornhusker aesthetics - better to focus on cornhusker or 370. More opportunity try on Cornhusker/370
- Placemaking Policies and Strategies
- Establish a minimum standard of care for Landscaping and parks (0)
- Implement Olde-Towne specific streetscape policy (0)
- Enhance code enforcement (0)
- Implement a public art/muraling program (1)
- Improve maintenance of former ETJ areas annexed into Bellevue (1)
- Establish a unified community brand for monumentation/beautification to reflect and create character of Bellevue (1)
- Incentives/grants for landlords who make improvements to homes
- More advertisements or outreach for non-profit programs that help with housing repairs
- No more grandfathering

Sports Village Concept

- This alone will create business & bring people to Bellevue
- Bridge needs to be pedestrian friendly to connect to river trails

Virtual Public Open House

Issues and Opportunities - Land Use

(Page 3)

Which land uses would you like more of in Bellevue?

Commercial/Retail/Office

- A lot of people work from home now so co-working spaces or some community centers where people can rent out meeting rooms.
- Some areas have free access to meeting space. Libraries, Do Space, and Digital Express. I can see how having that in this area would be beneficial.
- Hard to believe there is no grocery store in old town. Who would want to move there. All other smaller cities around have much more to offer.
- Dedicated area where multiple food trucks could be brought in to provide selection of foods; or portable food stalls set up.
- This could easily be done around Washington Park and could be a weekly event.
- We need more competitive shopping in what I call Bellevue proper (I live in Olde Towne), without having to go to Shadow Lake (I hate the traffic on 370) or go into Omaha.
- I'd love to see more small shops and restaurants, as well as "third spaces" where people can gather over shared interests. It's probably a dream, but it would be incredible to have a large bookstore in Bellevue. (Although Barnes & Noble coming to Papillion's Shadow Lake Towne Center does help meet this need.)
- I would second the third space idea! I think we need to have more things for young people to do in Bellevue outside of attractions (expensive things). Wifi areas or even community spaces where youth can study/hangout

- Commercial/retail/office brings valued commerce and services to the area.
- Promoting use of existing commercial space like the Northrup Grumman building should be a priority. Nothing looks worse than a large number of space available signs. Makes you wonder why they are vacant.
- Can't something be done with the property across from Offutt that houses the motel, tattoo parlor, etc. Such an eyesore.

Civic Facilities/Education/Healthcare

- Something my kids would love to see is a public fitness facility like what Papillon has with their Landing facility. The Lied center that BPS owns is good with the space they have but limited. We don't have a city owned facility.
- I love the opportunities that the library has. I would love to have them continue expanding their audio books, programs and community partnerships and opportunities.
- Addition of an amphitheater that could be used for educational or entertainment purposes.
- We could use additional facilities in the area. Although the drive into Omaha is not too far, convenience is a factor when choosing where to go.

Flex/Industrial

- There is NO manufacturing in Bellevue. For the 3rd largest city in NB that seems really strange.
- Agreed. Drive through Columbus, NE, a city a third our size, and you'll find tons of mfr. by comparison (along with the jobs that brings)
- Why not the old style, like Olde Towne, where commercial on main floor and residence above it.
- How many cars washes does a town need. Seems like an environmentally unfriendly situation.

Single-Family Residential

- We could use more affordable, smaller homes for individuals or small families/groups. A larger variety of

reasonably priced apartments would also be welcome.

- YES, to many apartments now
- Celebrity builds starter homes. Encourage a good mix of builders and developed amenities.

Multi-Family Residential

- An inviting 55+ community with amenities would be nice, not a nursing home.
- We need more AFFORDABLE housing, duplexes, apartments, and single-home rentals. Apartments buildings are built, but who can afford them? I certainly can't.
- Too many apartments now. traffic is already bad and getting worse!

Mixed Use

- Could have mixed use buildings around the bellevue university area to attract more youth as well as new businesses!

Parks/Recreation/Open Space

- A fenced area divided for dogs to play, benches and retail that would offer coffee, beverages, snacks to enjoy while furry friends play. An adjoining area for kids to play as well.
- Why is Sun Valley Park just being allowed to fall apart? A pool that cannot be used and not the playground equipment is being removed. This park is a huge space that could easily be salvaged and redeveloped to meet the needs of great number of activities: Dog park, pickleball, new swimming pool (not a splash pad please). And please control the geese on the walking trail.
- I'd like an answer to this as well. We bought our house in Sun valley specifically because of the immediate access to pool, playground, Frisbee golf field, and the keystone trail. We moved in during fall 2018 and pools been closed since 2020. Have a kid now and they just ripped out the playground. Now there's just a big pile of wood chips for kids to stand around on while the baseball games go on for their older siblings. A guy was

bringing his truck full of kiddos to the park the other day and in shock he asked my husband and I “what happened to the playground!” As we were out for a walk through there, and we said they tore it out and the kids were all so deflated. It was really a great park and they’re piecing it up until there’s nothing left. Probably want to squeeze apartments in there just our luck. I want my children to grow up with some semblance of an active childhood like we had with access to recreational amenities within safe walking distance of our home. If we can’t have that in Bellevue any longer, then we will leave.

- Get the Ampitheatre going! Lavista’s ASTRO is bringing big name performers. Papillion’s Landing also has great entertainment.
- Indoor would be useable for much more of the year though. We have such drastic weather extremes
- More safe, connected sidewalks and scenic walking areas, please!
- I have to second this one. There are so many gaps in Bellevue that people often end up walking or running in the road. this isn’t terrible except on those roads where there isn’t safe space for cars and people. Bellevue Blvd is a good example.
- I am very disappointed that the city has not taken action on the traffic and speeders on Bellevue Blvd. Many people like to walk the Blvd, but it is dangerous with the traffic and drivers who have no regard for the safety of pedestrians. Other residential areas of Sarpy County place speed bumps and stop signs in recognizing that the safety of its residents is more important than vehicular traffic. The Blvd is a winding road with many blind spots and it’s residents deserve safety over traffic flow.
- I could not agree more. We have a 1 year old and another to be born in the next month and live in Old Towne and the lack of connected pedestrian walking areas even within the few blocks it takes to get to Washington park is crazy. I don’t feel like it’s very safe to walk with 2 under 2 or 2 under 3 to the park on the streets especially with people speeding on all the roads all the time and many having bad habits such as

dealing with their phones while behind the wheel.

- It would be wonderful to have up-to-date parks for families to enjoy. Also, there are many recreational options away from Bellevue and it seems we could benefit from having our own right here.
- Thought Bellevue was approved for a casino? Horsemans Park, Lincoln, and GI are already receiving revenue on theirs.
- It is great to get out in nature close to home. I enjoy walking trails. It would be super great to have some dog runs for small and large dogs so they can play together. Not sure where to place this. It’s unfortunate that multiple places and main streets do not have adequate lighting.
- I do not feel that spending tons of money is wise for an indoor water park.
- Yes to much money with no guarantee of a return.
- Would like to see the Aspen Park in Sun Valley restored to its former glory or improved upon. Lots of kids in this area and yet the park seems to be target of decommission. Love the Frisbee golf and keystone trailhead. Love hearing the baseball games and children playing but need the pool fixed and new playground installed since it was taken away. There’s enough room for a small fenced dog park to sate the dog people. The Keystone trail is still great despite zero shade trees along the route - would be awesome for some new connecting trails to be developed. It’s nice that the trail allows a bit of escape from the ever growing construction projects around town. I’m worried it won’t be that way for much longer the way things are going. Congested expansion versus improvement. The GAP rail trail on the east coast passes through many tiny towns and is a source of revenue because it passes close to opportune businesses and is lovingly equipped with stations for pumping tires and getting water etc. connecting to dozens of smaller trails and the C&O towpath, It brings tourists in droves every year as a whimsical ride & fitness challenge - one example as food for thought. Bellevue’s namesake is “Beautiful View”. It would be exciting to develop something worthy of that name.

- North Dog run, fenced in.
- An indoor pickleball facility. I go to Papillion Landing since there is nothing in Bellevue. Parks build a community. Need more parks comparable to Stonecroft which is packed on a good weather day. Keep tennis courts too. Not everyone wants to play pickleball. Covered picnic shelters get lots of use too.
- Bike trails connecting to other trails

Issues and Opportunities – Land Use (Page 4)

Existing Land Use Map - Indicate where each type land use is appropriate.

- Since when is this Civic Services? I thought it was zoned for a park to be going in here?
- The 2021 updated comprehensive plan talks about a community park being developed in this area.
- 25th Street needs sidewalks
- Chandler needs sidewalks
- Childs Road needs sidewalks
- Childs road and Fort Crook needs rebuilt into a safe crossing and sidewalks are needed!!
- Chandler and Fort Crook need sidewalks.
- This intersection needs work and sidewalks!!
- There are such a limited number or parks/recreational areas actually in Bellevue. There are some options to spend money but very few options to spend time together in a safe and natural setting.
- I agree, we are constantly going into Papillion for parks and recreation areas.

Issues and Opportunities – Land Use (Page 5)

Existing Land Use Map - What land uses should be preserved?

- Trails should be kept; beautification around trails

should be considered..

- Green space, parks, walking trails. Libraries and free resource areas. Senior transportation and more activities would be good.
- Preserve park land as once it is gone it cannot be reclaimed easily, or cheaply.
- This looks great! -CFG
- Riverfront and green space should be preserved and developed for recreational purposes.
- Trails and parks should be preserved. We need natural spaces to experience respite and sport that are easily/safely accessible.

Existing Land Use Map - Are there existing land uses that are misplaced? If so, which ones?

- Yes but the planning should have been done decades ago. there are to many commercial entities clustered in areas that should have been for residential and green space. The commercial properties should be zoned on the periphery of anticipated growth areas instead of being clustered internal to the community. Most large commercial entities do not have a tie to the community and have a single purpose in mind (no blame towards the commercial entities). Clustering commercial entities towards the center of a town/city/community tends to drive those who live “in” the community outwards and ultimately away from those clusters. This is obvious in Bellevue as can be seen around Fort Crook Road. Most areas directly adjacent to Fort Crook Road are not in good shape and people are fleeing away if they have the chance. Let’s focus on the community, not the property.
- I agree with this comment and believe that if there are chronically disused commercial spaces it should be considered a viable option to convert back to green space or “reinvented” entirely to suit the present situation. The part about clustering is spot on. Congesting the town internally presents more problems than solutions such as traffic flow issues and needing road expansions etc. and does drive people elsewhere for all mode of leisure activities (shopping, dining,

recreation).

Issues and Opportunities – Land Use

(Page 6)

Existing Land Use Map - What are Bellevue's most important landmarks and attractions?

- Fontenelle forest.
- Sarpy County Museum, oh wait they left Bellevue for Papillion.
- Sadly, there are not many attractions in Bellevue. Olde Towne does have the potential to be more of a draw.
- Everything green and blue
- The attraction I am familiar with and I know people who actually drive to Bellevue to visit is Fontenelle Forest, the nature center and the actual forest trails. It would be nice to see an effort to bring life into old town Bellevue. There is a potential for it to be a place for young and old to come together, but not in today's configuration. There is nothing there to attract anyone to spend more than 30 minutes in old town. Frankly, it does not look unsafe but it is not inviting either.

Issues and Opportunities – Land Use

(Page 7)

Planning Area Map - Indicate where different kinds of housing is appropriate in Bellevue.

- I feel it's more important to have well-maintained, safe residential living no matter what type of housing it is. Lower property taxes are a huge need.
- Senior areas would be best with needs and resources within a short distance of walking or frequent public transportation and health care.
- ADU is touchy and should be considered per area and with allowable resources to have it.
- Tregaron senior apartments are not appealing. No patios or decks and the community building is separated from the apartment building. Need

something new and exciting for seniors to move into.

Issues and Opportunities – Development and Redevelopment

(Page 8)

Existing Land Use Map - Which areas of Bellevue need to be redeveloped or are available for infill development?

- Southroads Mall has a lot of potential to get redeveloped! I would love to see a grocery store and retail shops there!
- HOW ABOUT FT CROOK & CORNHUSKER WHERE THE CEMENT PLANT USE TO BE? BEEN VACANT FOR OVER 15 YEARS.
- They're developing it currently. Probably into an apartment complex.
- Either side of Ft Crook road.
- Why focus on having to build new? There are many buildings, especially around Southroads mall, that could most likely be renovated. Please stop the focus of building new strip malls and consider what you have in place that could be repurposed.
- Not sure what "civic facility" this is. It was a dive bar across from the base Stratcom gate. Looks like it's been an empty building for years. I keep thinking a breakfast/lunch drive through would be so popular here especially as there's limited options at the base and lunch break is too short for many of us to go very far. Donuts are a wildly popular staple because you're not late if you bring donuts (not Dunkin, think more like Square Donut or Le Mars that we beg those who live far out to bring to work) and anything that's a quick grab and go. Breakfast burritos, breakfast sandwiches, etc. The talk of the base was the "For the Love of Food" burrito truck parked by Walgreens. They recently moved across from Bellevue University into the strip mall which stopped a ton of people from going to it because now it's out of the way. Something right by the gate would surely be a draw if it's GOOD and quick hence the drive thru. Cool places like square donut, zen coffee, tupelo Honey, you name it. It would be great to have unique food close by, not the typical big name

chain places.

- There are several opportunities along Fort Crook Road, throughout. The South end does have a business or two hanging on but mostly, it's an eyesore. The North end is not much better and in the same state of confusion. The entire middle section, Hwy 370 to Chandler Road, needs to love. There remain failed business ventures, empty lots, too many car dealers, underutilized structures that could be revitalized. There has to be some city planning to determine where these businesses would then go but relocated outside the city center is better.

Issues and Opportunities – Development and Redevelopment

(Page 9)

Existing Land Use Map - What areas or sites in Bellevue are underutilized or misused?

- Fort Crook Road was once the heart of business opportunities in Bellevue. As Hwy 75 was completed, the need for such a throughfare was no longer needed but instead of revamping the layout in that area, it was allowed to become carlot headquarters. Even the mall fell apart, figuratively of course. As the businesses began to vacate, it would have been a great time for city planning to design a modern layout and flow through the area. Instead, the area became run down and often times resembling a small scale inner city. The population of Bellevue does not support an inner city approach and so businesses continue to struggle.

Existing Land Use Map - What do you consider the "heart" of Bellevue?

- The area around 36th and 370 seems to be becoming the center due to commercial and residential development. Before Hwy 75 was completed through Bellevue, Ft Crook was the main drag and commercial space was occupied and prosperous. Public transportation is located east of 75 and should be expanded west through the use of hubs.
- Bellevue has no heart, it has not since Southroads

deteriorated. The problem is too little planning too late in the game. It will take a lot to bring that part of town back and it really is too bad. Perhaps the focus could be Twin creek as others have suggested, but there is not a lot of room to grow. The purposed water park seems excessive out of the way as a destination but maybe a drive in would be fun on this side of town. Maybe a comfortable concert venue with seating and not standing only for smaller bands (think waiting room and slow down but with seating). Maybe a true dinner theatre with live performances and full dining options, maybe a place to dance that is not just a bar but a little more upscale.

- I don't feel Bellevue has a heart any more. There are several pockets of activity but most prefer to drive to Papillion, La Vista, or Omaha. I find myself doing the same because the outer areas are often more welcoming and offer more services. I really want Old Town to be the heart but I believe most folks find Twin Creek area more welcoming. Besides, Old Town has approximately six places to go.
- Library with all age activities, including good adult activities.
- The library with all the programs and resources.
- Olde Towne
- Harvel dr and cornhusker
- Wolf Creek or Twin Creek
- University Area (Walmart to Bellevue Public Library area)
- Twin Creek areas with food, entertainment, and shopping.
- I think Old Town has become too much of a "dead end" to be the heart of the city anymore. It is convoluted to get there and going through is not an option either, since you end up in Iowa. With the current road systems, the intersection of 36th and 370 feels more like the center of Bellevue.

Issues and Opportunities – Development and Redevelopment

(Page 10)

Existing Land Use Map - What new attractions, entertainment opportunities, programs, or events would you like to see in Bellevue?

- I enjoy arts and crafts, making and creating like a proto lab (the library has some small things). Getting together and playing games. Girls night out (no alcohol). Mom/Dad & me (child) time activities. Free/inexpensive park events. Learning about nature, yard care, DIY for the house. City-wide and personnel emergency preparedness and resources.
- Performing arts theatre or concert venue!
- I've noticed an increase in food trucks in the Bellevue area, so maybe we can host food truck events at parks in the summer?
- Not interested in funds going to an enclosed water park.
- If not for the high schools not much in the way of sporting events.
- Bellevue University has several sports teams with very little advertising. Will their new facility open up opportunities to watch them?

Issues and Opportunities – Placemaking and Public Space

(Page 11)

Planning Area Map - What aesthetic elements or cultural aspects of Bellevue should be preserved or enhanced?

- GET RID OF “THE GREAT CHRISTMAS TREE”. NOBODY SEES IT ANYWAY. USE FUNDS IN A BETTER WAY.
- Why don't we have a better farmers market in Old Town and the accessibility is terrible. It really is not what most of us expect as a “market” anyway.
- The areas around Fontenelle must be preserved as the last natural area in Bellevue.
- The area around Fontenelle Forest must be preserved. There is no other option in Bellevue for a nature hike.

Planning Area Map - Are there code enforcement or maintenance concerns that the City should focus on

more?

- Normal road maintenance and street light concerns.
- Code enforcement is hit or miss.
- Parking situations throughout many neighborhoods is terrible. Many choose not to adhere to the law and there is minimal enforcement. Also, noise ordinances are not adhered to either. Some neighborhoods have people working on their unmuffled race cars in their driveway which is disturbing the entire neighborhood. Nobody wants to cause bad blood between neighbors but where is the enforcement?
- Abandoned vehicles continues to be an issue. And could we get people to mow at least once a week.
- Snow removal is excellent!!
- When out walking I see way to many cars parked in yards. Also parked in street for days or weeks and never moving. Also many RV's parked in residential driveways or yards, quite the eyesore. Also many expired, out of city, and out of state plates. Should enforce codes on the books. Somebody told me that Bellevue increased size of police force!

Issues and Opportunities – Placemaking and Public Space

(Page 12)

Planning Area Map - What areas of Bellevue most need aesthetic improvements? What kinds of enhancements would you like to see in these areas?

- Ft Crook and Chandler needs sidewalks. Ft Crook needs sidewalks and aesthetic improvements. Ft Crook and Childs Road needs the RR track to be improved. Such a dangerous and hideous crossing. Ft. Crook and Childs Road needs sidewalks. Childs Road needs sidewalks!! Chandler needs sidewalks. 25th Street needs sidewalks
- Just a matter of time before somebody gets hit/hurt.
- Hayworth Park took my grand kids there, ONCE. Not really a park.
- The majority of Fort Crook Road is an eyesore. You enter on the South end, near the base, and there

dilapidated structures on the West side of the road and businesses which look as though they moved on some time ago. As you continue on, the aesthetics improve slightly around Hwy 370 only to fall off again after Cornhusker. The old cement plant area is being worked but nobody seems to know what's going on. Hopefully it's not another car lot or car wash.

Planning Area Map - What are the “gateways” or entry points to Bellevue?

- HWY 75, Cornhusker, 370, East HWY 34
- Hwy 75 is the easy answer but many enter Bellevue from the West on Hwy 370 and Cornhusker Road. Often times 13th Street is forgotten but if you use it much, there are a lot of folks who know it well. I use it to avoid the drama on Hwy 75.

Issues and Opportunities – Placemaking and Public Space

(Page 13)

Planning Area Map - Should new parks or public gathering spaces be developed in Bellevue? If so, where?

- I feel there are multiple parks. Some could use improvements like rubber mulch instead of sand. Keeping the weeds out. Maintenance. Keep clean.
- NO, take care of the ones we have.
- Somewhere between 25th and 36th on Schneekloth road since it won't be long before housing expands in the area.
- It would be fantastic to have some additional green spaces throughout Bellevue. There are several places I'd like to see leveled because they are troublesome to look at but I don't have insight into zoning requirements.

Planning Area Map - How should we make Bellevue more beautiful?

- Any grants to help old town to present itself better? Updates? Multiple businesses/stores feel run down. Even the atmosphere in them is not caring, old, and cost more than Papillion.

- Fort Crooks is just trash looking. Spend some money and improve the drainage and RR tracks. Get some sidewalks and improved street crossings.
- Everything is old construction except Bellevue U. Nothing to shop for or see in ‘Old Town’ or Southroads. Wife said Walmart area is too busy traffic wise so she goes to CB or Shadow Lake.
- There are a few neighborhood parks in Bellevue but it would be nice to have larger green spaces where many people can gather, but they have to be clean and safe. There appears to be several opportunities along Fort Crook Road for such activities.
- Seriously, tear down the old town? There is nothing there to beautify. Turn it into a park or senior housing village with contained small shopette/drug store/sit-down eatery.
- At least come up with a uniform design plan for sidewalks, trees, benches, etc. and then implement it. There's a lack of trees and nothing is uniform.

Issues and Opportunities – Placemaking and Public Space

(Page 14)

Which one of these enhancements should be prioritized in Bellevue?

Public Art

- We could use more murals and art pieces! Partner with young people to make it more of a community effort

Benches/Outdoor Furniture

- What happened to the bus benches, nice to rest on when went for walks?

Lighting

- Several of the main roads do not have any or enough street lights. Offhand, I'm thinking of 25th, 36th, 48th, and others.

Street trees/Landscaping

- What's being done about the Ash trees? Public and

residential.

- Add lots of trees especially along roadways, old town sidewalks, and open areas with no trees. They can hide areas that look run down.

Issues and Opportunities – Mobility and Connectivity

(Page 15)

Existing Major Thoroughfares Map - Where do you see transportation safety issues in Bellevue?

- 1) Ft Crook at Cornhusker/Harvel 2) Hwy 370 at 36th St
- Ft Crook and Chandler no sidewalks
- Fort Crook and Childs
- Bellevue Blvd & Chandler
- 36 and Harrison area! We need a green arrow or 2 lanes so traffic doesn't build up for those wanting to turn
- The railroad tracks on 25th Street between Cornhusker and 370 are rough when driving the speed limit and when slowing way down.
- I'm not certain what can be done about it but I routinely use the intersection at Childs Road and Fort Crook Road. Vehicles routinely run red lights in the area and I am concerned about safety through the intersection. It doesn't help that the area has also turned into an unofficial 60mph zone. I have personally witnessed more "close calls" at this intersection than I have anywhere else in Bellevue.
- Cornhusker Road has a short turn lane to get onto the interstate. During peak time, the backed-up traffic can line up along the bridge. For North 75 has a tight turn with a short ramp to merge with high-speed traffic. Multiple main roads do not have streetlights. This is dangerous for two-way and cross traffic drivers and for anyone walking when the sun is not adequate.

Existing Major Thoroughfares Map - Where is traffic congested in Bellevue?

- Cornhusker from Ft Crook to 36th

- I would agree that this is the primary source of congestion in Bellevue. I often avoid Cornhusker because of this.
- On Cornhusker Rd before and after HWY 75. There are not only short turn lanes to get onto the interstate but also multiple businesses on both sides of Cornhusker and HWY 75. The entrance turn for North 75 is a tight turn and a short ramp to merge with 70-mile hour traffic. I have spent a long time inching along between 25th Street and 21st Street. If I want to continue East along Cornhusker or go West it is backed up during peak times.

Issues and Opportunities – Mobility and Connectivity

(Page 16)

Existing Major Thoroughfares Map - Where are the missing vehicular connections within or to/from Bellevue?

- Cornhusker Road is a busy main way in and out of Bellevue.
- Depending on your direction easier to go to Council Bluffs or Plattsmouth then get off at Bellevue bridge.
- Since The Kennedy Freeway was put in Bellevue is now being bypassed. Bellevue bridge is way too narrow. Needs to be replaced but way too much money. What would toll be then?

Existing Major Thoroughfares Map - Where do you experience issues with accessibility?

- Crossing Hwy 370 on bicycle to get to the Papio Trails can be dangerous. A crosswalk with a light for pedestrians and bicyclists would help.
- The Marv Holubar Trail goes under 370 straight to Twin Creek and from there can safely get to the trail. Depends where you're coming from though.
- Bike paths. No way of connecting to the wonderful Papio bike path. It would be great to ride my bike to work but with the lack of good roads and lack of sidewalks, I will get hit so easily on a bike.

- Sidewalks.
- We need sidewalks by school areas! Lots of kids walk to and from school (Chandler view, Gilder, Bellevue West, etc.)
- I agree with more sidewalks. I drive Harvell to Mission daily and see young students walking on the west side of Lincoln Rd. There is a hill there that is right along Lincoln Rd, and no sidewalk. It's extremely dangerous in the winter especially where plows have pushed snow up. Please look into putting a sidewalk in that area.
- It would be good to have sidewalks along main roads, going to parks and schools. There are no sidewalks from 25th Street to Swanson Park or the churches along Cornhusker.
- Congestion by Bellevue West High and Cornhusker and all the business along both sides of the street.

Issues and Opportunities – Mobility and Connectivity

(Page 17)

Existing Active Transportation Network Map - Where is it difficult to walk in Bellevue? Where are the missing connections?

- So many!!, Cornhusker, Chandler, Childs Road, Ft Crook, 36th street, 25th street., To name a few!!, Childs Road RR crossing to Ft. Crook
- There isn't a sidewalk along Lincoln Rd. between Harvell and Mission on the west side. Younger students walk along that path going to school and back home. In the winter especially, it's dangerous because if there is snow, the plows push snow where the students walk. Some kind of safe path is really needed there
- By Fontenelle Forest
- How about we connect the existing sidewalks, especially along Bellevue Blvd. It is shown as a low volume roadway but it really only takes one car to cause unrecoverable damage in someone's life. Sidewalks aren't that expensive. I've lived well off the Blvd for decades and have never understood why the sidewalks can't be finished.

- Certain sidewalks in the Old Town area were in pretty bad shape but honestly, the lack of parking, good footing, and shops to visit have kept me away for so long that I have no idea if they are improved. I do know where the shops and sidewalks are good though.
- They have not changed.

Existing Active Transportation Network Map - Where is additional biking infrastructure needed in Bellevue?

- Don't need anymore at this time.
- Ft Crook and Chandler, no possible way to get on 13th street from Chandler in a safe way on a bike. 13th Street is scarier than heck to ride a bike on. Build some sidewalks on 13th and Ft. Crook. A connection to the Papio path would be great! Cornhusker Road needs sidewalks or a path!!
- Bike lanes weren't used very much and were removed. Bike trails would be better

Issues and Opportunities – Mobility and Connectivity

(Page 18)

Existing Active Transportation Network Map - What would make walking or biking around Bellevue more enjoyable?

- Watering stations.
- Art! And sidewalks!
- Rest areas with picnic tables or benches that are covered

Existing Active Transportation Network Map - Should Bellevue encourage public transit use/options in the community? If so, how? If not, what modes should be invested in? Please be specific.

- Encourage small business provisions for local public transit
- I'm new to this area. I have a car but my elderly parents will be moving here and I don't know how they can get around when I'm working. Is there senior transportation? If it were a bus, would it be equipped to

not have high steps (distance) to get in and out?

- Not sure Bellevue has option since Omaha's bus don't want to come this way. Not enough biz to support a taxi. I'll stick to Uber.
- Transit is needed for people on either side of 370 since the pedestrian crossings were removed. People still try to cross to get to jobs or stores.
- Wouldn't a planner consider who the largest employers are in Bellevue and then consider options to make their employees lives easier, as a reasonable test bed of course. Once public transit becomes easier and convenient, more people would utilize it. For anyone who has visited Europe, public transit is the way to go.
- Transit options east/west, north/south, to trailheads and other communities like Papillion or Omaha. Allow people options to not have to own a car or have to use it all the time.

Issues and Opportunities – Mobility and Connectivity

(Page 19)

What modes of transportation do you use when traveling in Bellevue?

Personal Vehicle

- Nothing is really handy due to traffic. No destinations close to each other IE shopping, nice sit down restaurant, entertainment. Have to travel to each by car.
- I haven't seen buses in this area. There are a few places that I can walk to but carrying things back would not be enjoyable. I choose to drive and leave the walking with the dog.
- Everything is so far from each other so you need a car to get around in Bellevue
- There is so little flexiility in getting from one end of Fort Crook Road to the other, so I simply drive. I actually would prefer to not have to drive but would need an option for my vehicle and some additional flexibility in obtaining public transportation.

- Car

Bicycling

- Would love to ride my bike but with no sidewalks or paths, I am scared to.

Issues and Opportunities – Mobility and Connectivity

(Page 20)

What do you want transportation in Bellevue to be know for?

Walkability

- It would be good to have sidewalks along the main roads connecting walking paths, shopping, and parks.
- Agree with this comment. Daily seeing people have to walk on medians, through narrow grass strips along high traffic high speed roads etc.

Drivability

- Eliminate congestion to make more drivable and more safe.
- Timed lights to make it easy and quickly get where you want to go. Improve congested, backed-up areas that bunch up traffic for several lights. Have more right turn lanes.
- Although I don't think most people avoid Bellevue because of drivability of the roads. It's pretty easy to get around with only a few exceptions. There is very simply stated, not much happening in Bellevue that is worth driving here to do. Fontenelle Forest is the exception.

Bikability

- Trails are used for more than recreation. Many commute to work in Omaha. Make sure connections are contiguous to neighboring communities.

Transit/Accessibility

- Would it be practical to establish a rail supported system of public transport between Bellevue and

Omaha, mutiple stop locations of course. This could be a viable option if planned well at the onset.

- North and South 24th Street are part of a proposed phase 3 of Omaha's light rail. Could be a good opportunity for Ft. Crook Rd to tie in if it ever happens.
- Lots of us who live in Bellevue work in Omaha so connecting the two areas would be great! Can we get transportation (bus maybe?) that runs through both cities?
- Link as much as possible with public transit. For people that can't get a car or those that don't want to use it all the time. Provide options, keep it simple and available.

Initial Ideas – Vision Statement and Values

(Page 21)

What do you think of the proposed vision statement for Bellevue?

Community Values

- I would like to see Bellevue develop into a vibrant family city as well as bringing in more diverse business opportunities but typically, the two diametrically oppose each other. Growth through annexation is interesting but the trade off is elimination of natural forest area and farmland. Consider wisely.
- Community Activities and events.
- It's important to be affordable. It will keep people in the area and bring more people here, either to visit or to live. For moving and staying here, it would be great to be on the lower rate of property taxes.
- Family-friendly for not having alcohol. Having more activities for older teens, adults, and seniors. There are already lots of activities and options for children.

Transportation Values

- Those who need public transportation are usually low-income or disabled in some way.
- But does it have to be just for them? Try thinking

differently and break out of the "norms."

- Having timed lights, streetlights, easy flow traffic that doesn't back up and take a long time to get through. Currently, it can be faster at certain areas to take a different road then to wait to get through the congested portions of traffic.
- This is a good grouping regarding transportation but "safety" is at least as high a priority as connectivity. It doesn't matter where your transport begins and ends, if it's not safe, nobody will ride.

Initial Ideas – Growth Framework

(Page 22)

The map below shows priority growth areas within the ETJ. What do you think?

- This area appears populated and I would guess would have more people paying Bellevue taxes that would immediately help the city.
- This area looks like it maybe an area in the future for an investment.
- Are you kidding. Bellevue wants to annex Fontenelle Forest area and convince people the city will not consider developing it in the future. For the next decade or more, Fontenelle Forest is what keeps outsiders coming to Bellevue. Annexation leads to elimination because there are developers who would chose to develop the land available to them.
- Or maybe I am reading this incorrectly since I don't actually find a "number" written in the area. If not proposing annexation, please ignore. If planning annexation, please read it again.

Initial Ideas – Future Land Use Framework

(Page 23)

The map below shows proposed future land use. What do you think?

- This area is very large single family residences with little

commercial space. Creates a car only centric area, and likely a tax burden in time once the SIDs expire and we have to maintain.

- I don't understand as the map appears to show the current use, I'm not sure of the proposed future use and what areas those are to be able to comment on them.

Initial Ideas – Destinations and Districts Framework

(Page 24)

The map below shows proposed destinations areas, further described on the following page. What do you think?

- Rural King
- Costco
- Garden
- Severely limited by railroad tracks with the amount of trains that pass through daily
- Mini Golf
- Concert Arena
- Museum
- Really wish dogs were allowed on the trails here. Really the only place in the area to hike, but am never able to take advantage.
- Would have to spend allot of money to attract people when they could just go to Omaha and Council Bluff's river fronts that already have great attractions on going development.

Initial Ideas – Destinations and Districts

(Page 25)

Fort Crook Commercial

- Yes, I feel that redevelopment of the old mall into usable "everything you need in one area would be

great". A place to hang out and socialize without alcohol would be great.

- Oh, The Vue is a better area for my comment above.

Swanson Park

- I like the Swanson Park ideas of recreational amenities and maintenance including trash cans. I would also really enjoy having a fenced-in small and large dog run so dogs can socialize and play without a leash. I would add, having a Cornhusker sidewalk accessible. There are close single-housing residences on the East and West sides and apartments across the road.

Fontenelle Forest

- Love walking and seeing the birds at Fontenelle Forest.

University Village

- Not enough information to know what the vision is for this area.

Olde Towne

- Agreed but I also feel that it is run down and I don't feel the safest if I needed to walk in the area at night.

The Riverfront

- Are there events that people and the city has in this area?

The Vue

- Love this idea.
- This sounds great!

Overall Comments

- All great ideas but we're playing second fiddle to the surrounding communities. we are always coming late and as a "me to"
- I agree. Additionally, all of these proposed items are a further drive for people in my neighborhood than heading into LaVista or Ralston. It's guessing most would continue to go to places that are already

established and closer.

- I was thinking driving South to New Towne would need to be something that would really draw me there to drive that far.

Initial Ideas – Placemaking and Aesthetic Framework

(Page 26)

The map below shows high-level enhancements to community beautification. What do you think?

- This interesting how a public golf course is listed as an existing park. I can't go there unless I pay. Not my idea of a park environment.
- Just the fact that this shows the toll bridge being a primary entrance is absurd. The primary should be at the Glenwood river crossing and the toll bridge can become another secondary entry.
- Agreed. I avoid toll roads. I also feel like I'm going through a back way because the roads feel more like side roads, not main roads.

Initial Ideas – Active Transportation Framework

(Page 27)

The map below shows both existing and proposed trails that provide access to recreation and multimodal enhancements that connect existing trails and neighborhoods to destinations. What do you think?

- Add trail connection here!! There is trail on both sides of 370, with no connection to access other side.
- Trails/sidewalks to the park and surrounding housing.
- Would this take out the existing hiking trail at Fontanel?

Initial Ideas – Functional Roadway Framework

(Page 28)

The map below shows a mix of roadway types, spacing, and connections that include existing roads adjusted to more appropriate functional classes. What do you think?

- Is the plan to reopen this railroad crossing?

Initial Ideas – Transit Considerations

(Page 29)

The map below shows initial considerations for an expanded transit system. What do you think?

- Send a line to Shadow Lake or connect to Papillion.
- Link these neighborhoods to a line.
- 36th/25th Street feeder to purple line. Service neighborhoods to shopping, work, and other lines.
- Link to Plattsmouth?
- Connect this to water park area.
- Going by the library and senior center is good.
- Pink route is a great idea, add station outside Bellevue gate of base and downtown old towne for easy access to military.

Initial Ideas – Mission Avenue Streetscaping Idea

(Page 30)

A streetscape concept for Mission Avenue is shown below. What do you think?

- Don't see how this will help anything. Are the business buying in? Are they going to remake their store fronts to attract more biz? What about Mission Jr, High, it's not very attractive or inviting now.
- Make the businesses adapt to make it uniform. Other communities have a plan that must be used.
- It would be good to have some right-turn lanes. Why bump out the pedestrians?

Initial Ideas – Mission Avenue Street Sections

(Page 31)

*Two street sections for Mission Avenue are shown below.
What do you think?*

- How much time?
- How many additional employee will be needed for upkeep?
- I think a turn lane will help traffic flow better.
- Is the whole area getting updates or only this small area?
- Aesthetically, I prefer the second option with a divided street. Each concern mentioned already is valid and my biggest concern is what is going to be done to attract business or revamp the area to become more accommodating? It sounds good to say, if we make it pretty, they will come but how realistic is that?
- I think you would be surprised how an implemented landscape plan would help attract businesses. Today there is no plan and way too much concrete with no trees.
- I would worry about building business up along Mission before I'd worry about streetscaping. What about an Aldis or some other type of neighborhood grocery/general store where those who don't have transportation can go to pick up a few things.
- If the area looks run down, as it does now, why would businesses want to invest in this area?

Initial Ideas – Mission Avenue Streetscaping Idea

(Page 32)

*A concept for the Sports Village district is shown below.
What do you think?*

- Don't like this idea at all!
- Don't see this taking off at all with what Omaha, La Vista, and Papillion already has to offer. The ball park on base lake road has not been a good investment.
- I already see the Lavista fields empty more than in use.

- Nobody lives close to that.
- I don't see where we would use this space compared to existing areas and surrounding locations.
- You must not live near it.
- Are 12 soccer fields required for a tournament? Perhaps 2 of them could be pickle ball/tennis courts instead. Basketball courts would work too, if not in the 'indoor sports' area.
- Finally and idea for people in South Bellevue. We get overlooked.

Initial Ideas – Olde Towne Streetscape

(Page 33)

*A streetscape concept for Olde Towne is shown below.
What do you think?*

- What???
- Cemetery in the middle of downtown is a terrible idea. Last thing people want to see when walking out of lunch or the bar is a cemetery. Should be more mixed use considering the actual downtown are is so small. Also doesn't make sense considering the other cemetery is only about a mile away and is approx only 3/4 full still.
- I agree. Not sure why a cemetery would be added to a down town area trying to revitalize/attract people to the area.
- A community Center would be better.
- There is absolutely zero need for a cemetery in the middle of Old Towne Bellevue. We're trying to attract more people, more businesses, and younger folks to the area. Why in any way, shape, or form would we put a cemetery in the middle of a hopefully more upcoming vibrant town. It does not apply to curb appeal or do anything for the city image. Instead why are we not creating some mixed use area, such as smaller spaces for small businesses with residential apartments/condos above. Let's work on making Old Towne have a better curb appeal and not more "dead" than it currently is.

- Are we trying to attract live people or dead people?

What did we miss?

- Has anybody put a pencil to this for some sort of cost and a time frame for all of this development. Start date, est. completion?
- How about planning for future land uses south of Platteview Rd / Hidden Valley Drive?
- Is there any sort of debrief/discussion of previous comprehensive plans and what did not happen/is being changed from previous plans ?
- That is a good point. I've lost count of how many Ft. Crook redevelopment plans there have been. None have been implemented.
- I am not seeing any projected costs affiliated with any of these ideas, thus I am also not seeing a proposed rate of return on how these changes could impact Bellevue in a positive way, reduce taxes, etc.

Public Survey



Bellevue Comprehensive + Transportation Plan Public Survey

What is a comprehensive + transportation plan, and why should it matter to me?

Our comprehensive + transportation plan will set the long-term vision for Bellevue, focusing on land use, development, character, housing, economic development, all modes of transportation, the natural environment, and more. This plan will shape how you move through and enjoy Bellevue every day in the future! Your input in the comprehensive planning process is essential in determining the destination—the vision—for the City of Bellevue.

What am I being asked to do?

We are asking for insight into several topics that will help shape the plan. This survey should take no more than 15 minutes to complete. Thank you for your time and insight!

OK

CONTINUE

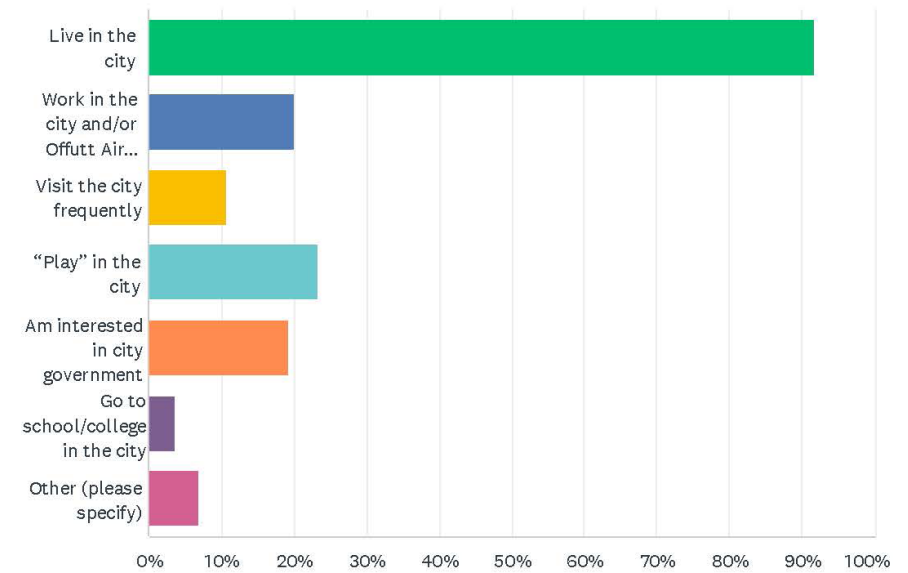
Powered by
 SurveyMonkey
 See how easy it is to [create surveys and forms](#).

0 of 49 answered

QUESTION 1:

"I am interested in the City of Bellevue because I..." (Select all that apply.)

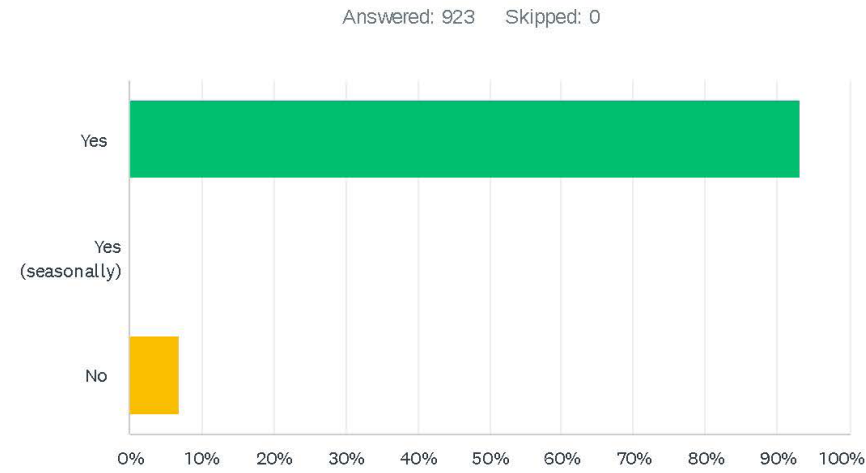
Answered: 923 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live in the city	91.66%	846
Work in the city and/or Offutt Air Force Base	20.04%	185
Visit the city frequently	10.73%	99
"Play" in the city	23.29%	215
Am interested in city government	19.28%	178
Go to school/college in the city	3.68%	34
Other (please specify)	6.83%	63
Total Respondents: 923		

QUESTION 2:

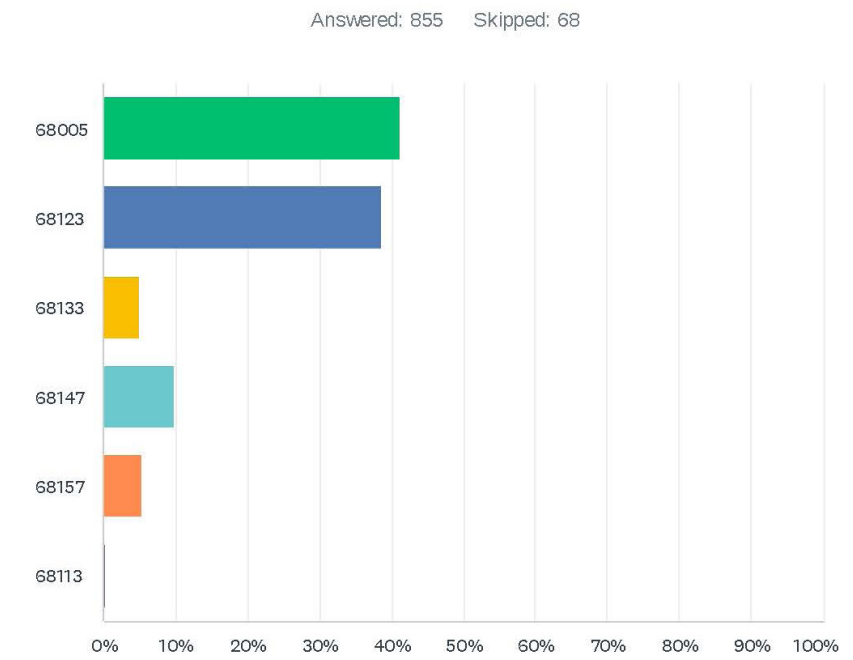
Do you currently live in Bellevue?



ANSWER CHOICES	RESPONSES	
Yes	93.17%	860
Yes (seasonally)	0.00%	0
No	6.83%	63
TOTAL		923

QUESTION 3:

What is your Zip Code?

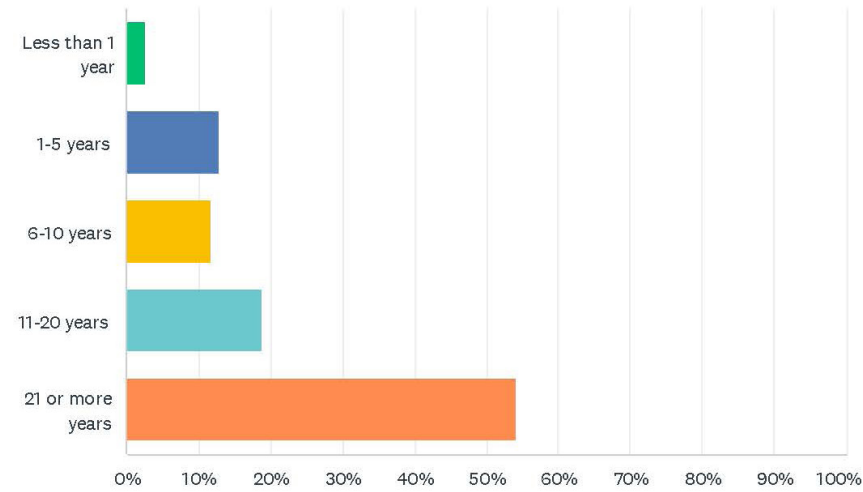


ANSWER CHOICES	RESPONSES	
68005	41.05%	351
68123	38.60%	330
68133	4.91%	42
68147	9.82%	84
68157	5.38%	46
68113	0.23%	2
TOTAL		855

QUESTION 4:

How long have you lived in Bellevue?

Answered: 855 Skipped: 68

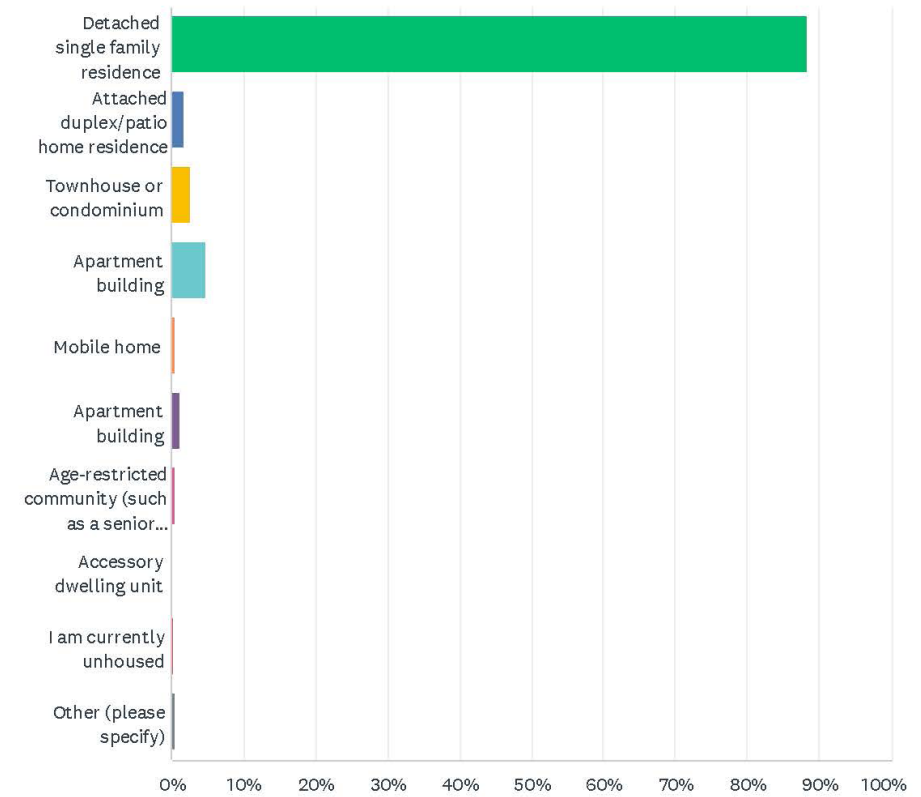


ANSWER CHOICES	RESPONSES
Less than 1 year	2.46% 21
1-5 years	12.87% 110
6-10 years	11.81% 101
11-20 years	18.71% 160
21 or more years	54.15% 463
TOTAL	855

QUESTION 5:

What type of home do you currently reside in?

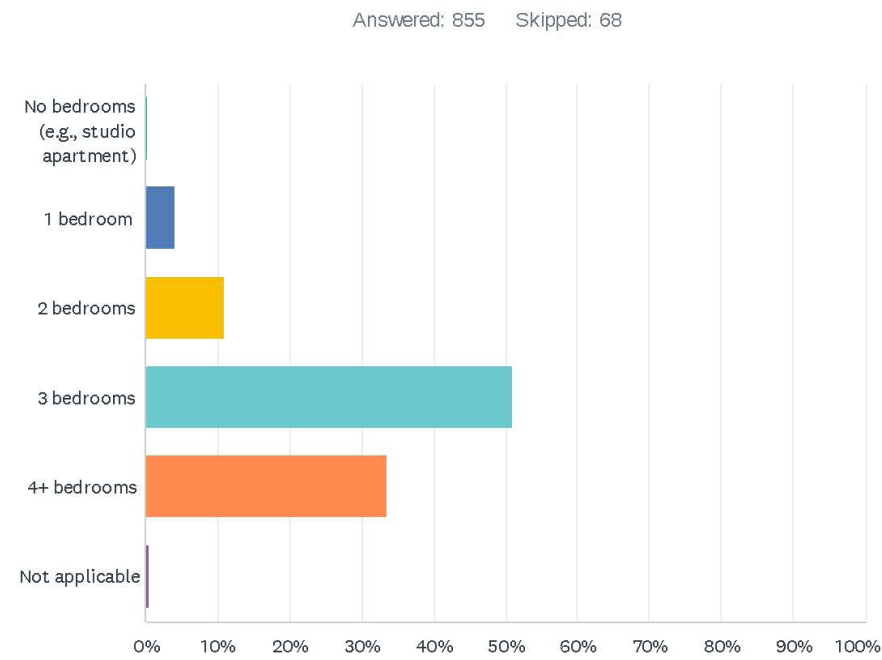
Answered: 855 Skipped: 68



ANSWER CHOICES	RESPONSES
Detached single family residence	88.30% 755
Attached duplex/patio home residence	1.75% 15
Townhouse or condominium	2.57% 22
Apartment building	4.80% 41
Mobile home	0.35% 3
Apartment building	1.17% 10
Age-restricted community (such as a senior living facility)	0.47% 4
Accessory dwelling unit	0.00% 0
I am currently unhoused	0.12% 1
Other (please specify)	0.47% 4
TOTAL	855

QUESTION 6:

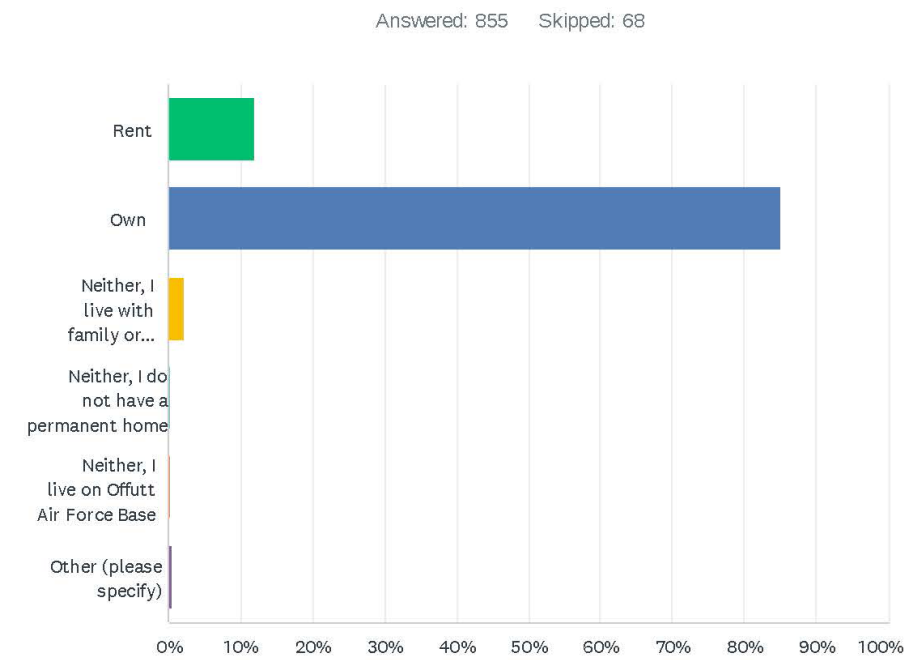
How many bedrooms does your current residence have?



ANSWER CHOICES	RESPONSES
No bedrooms (e.g., studio apartment)	0.12% 1
1 bedroom	3.98% 34
2 bedrooms	10.88% 93
3 bedrooms	50.99% 436
4+ bedrooms	33.57% 287
Not applicable	0.47% 4
TOTAL	855

QUESTION 7:

Do you currently rent or own your residence/townhouse/mobile home/ etc. in Bellevue?

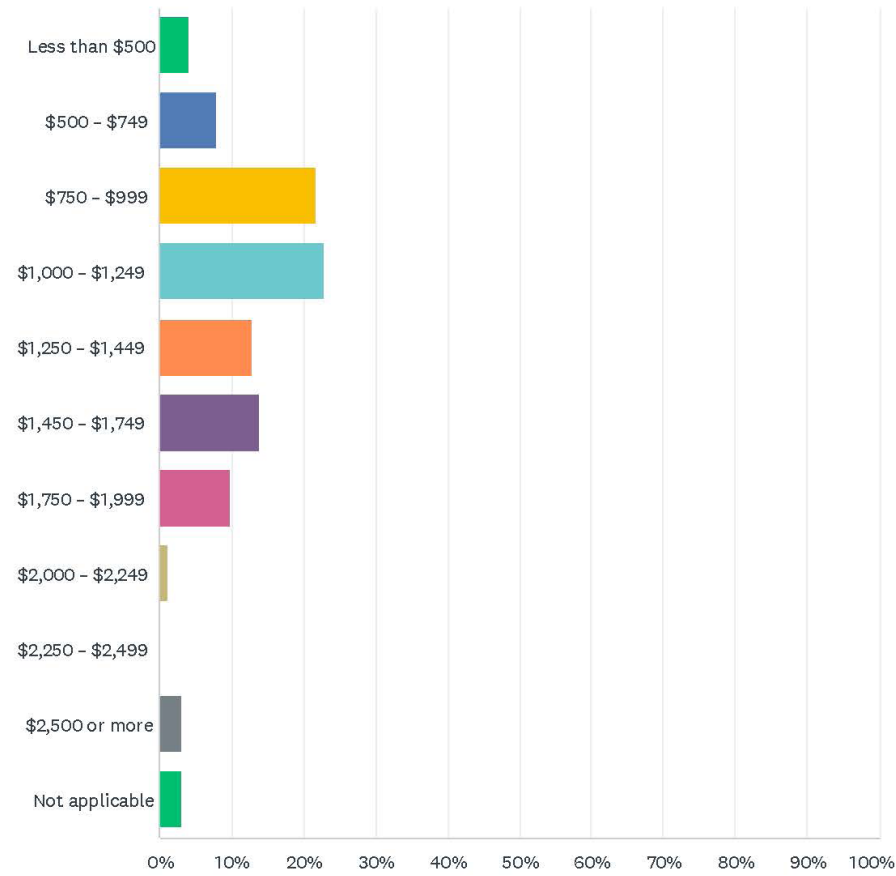


ANSWER CHOICES	RESPONSES
Rent	11.93% 102
Own	85.03% 727
Neither, I live with family or friends	2.22% 19
Neither, I do not have a permanent home	0.12% 1
Neither, I live on Offutt Air Force Base	0.23% 2
Other (please specify)	0.47% 4
TOTAL	855

QUESTION 8:

What is your monthly rent?

Answered: 101 Skipped: 822

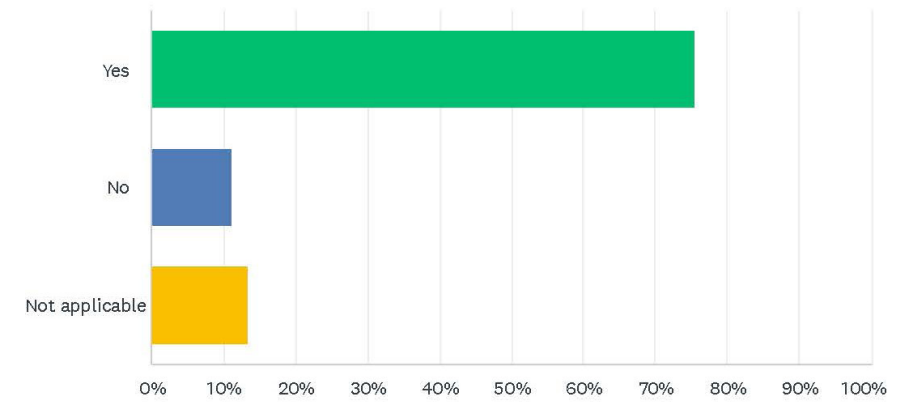


ANSWER CHOICES	RESPONSES	
Less than \$500	3.96%	4
\$500 - \$749	7.92%	8
\$750 - \$999	21.78%	22
\$1,000 - \$1,249	22.77%	23
\$1,250 - \$1,449	12.87%	13
\$1,450 - \$1,749	13.86%	14
\$1,750 - \$1,999	9.90%	10
\$2,000 - \$2,249	0.99%	1
\$2,250 - \$2,499	0.00%	0
\$2,500 or more	2.97%	3
Not applicable	2.97%	3
TOTAL		101

QUESTION 9:

Would you consider buying a home in Bellevue if adequate housing were available?

Answered: 126 Skipped: 797

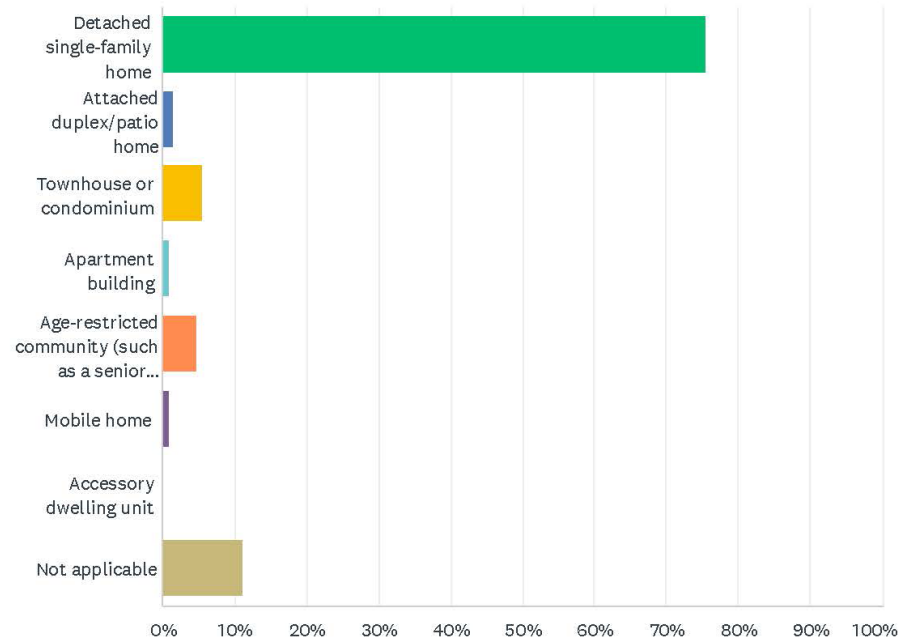


ANSWER CHOICES	RESPONSES	
Yes	75.40%	95
No	11.11%	14
Not applicable	13.49%	17
TOTAL		126

QUESTION 10:

If you would consider buying a residence in Bellevue, what type of residence would you consider purchasing?

Answered: 126 Skipped: 797

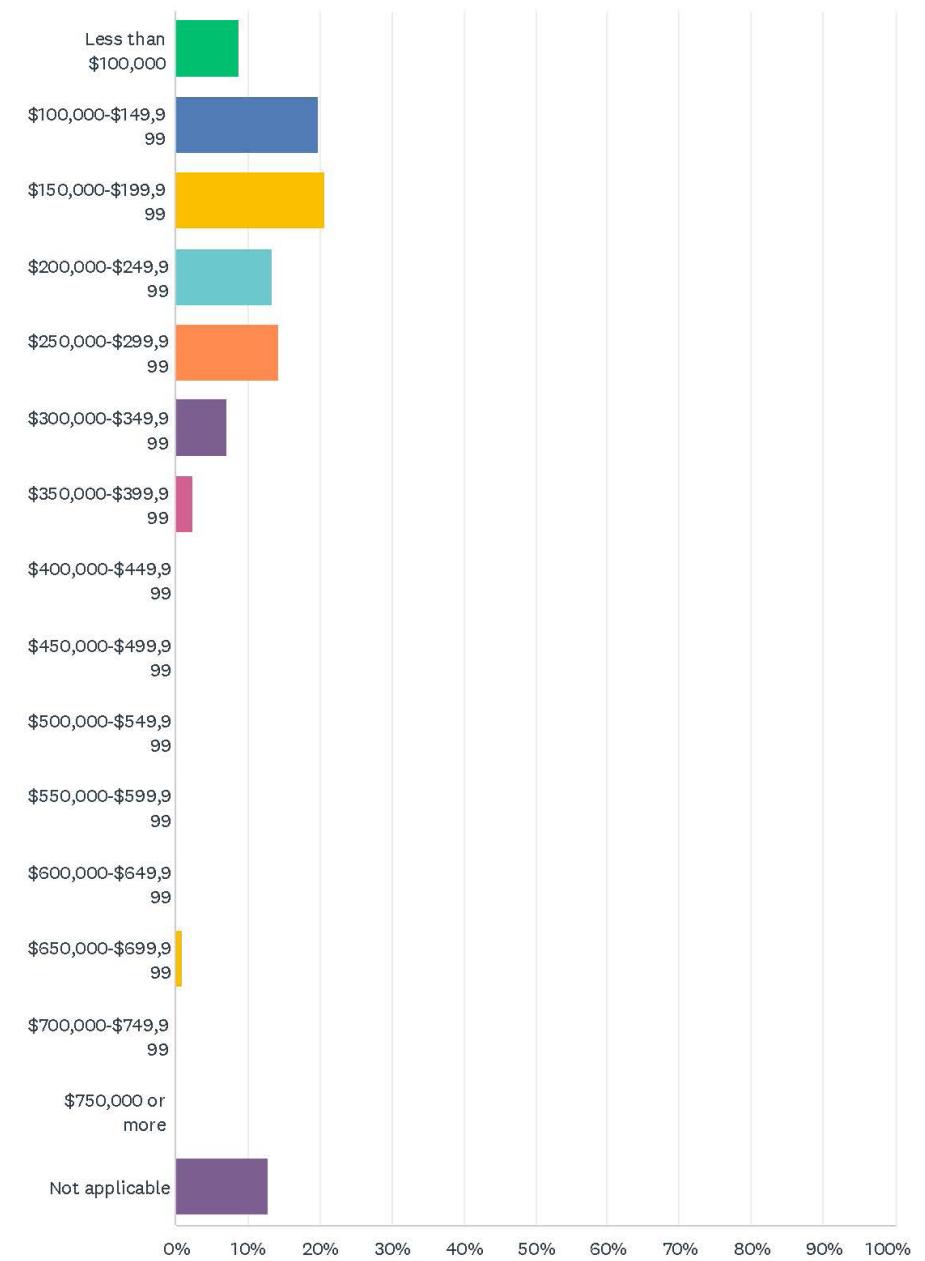


ANSWER CHOICES	RESPONSES
Detached single-family home	75.40% 95
Attached duplex/patio home	1.59% 2
Townhouse or condominium	5.56% 7
Apartment building	0.79% 1
Age-restricted community (such as a senior living facility)	4.76% 6
Mobile home	0.79% 1
Accessory dwelling unit	0.00% 0
Not applicable	11.11% 14
TOTAL	126

QUESTION 11:

If you would consider buying a residence if adequate housing were available, what price range would you consider purchasing in?

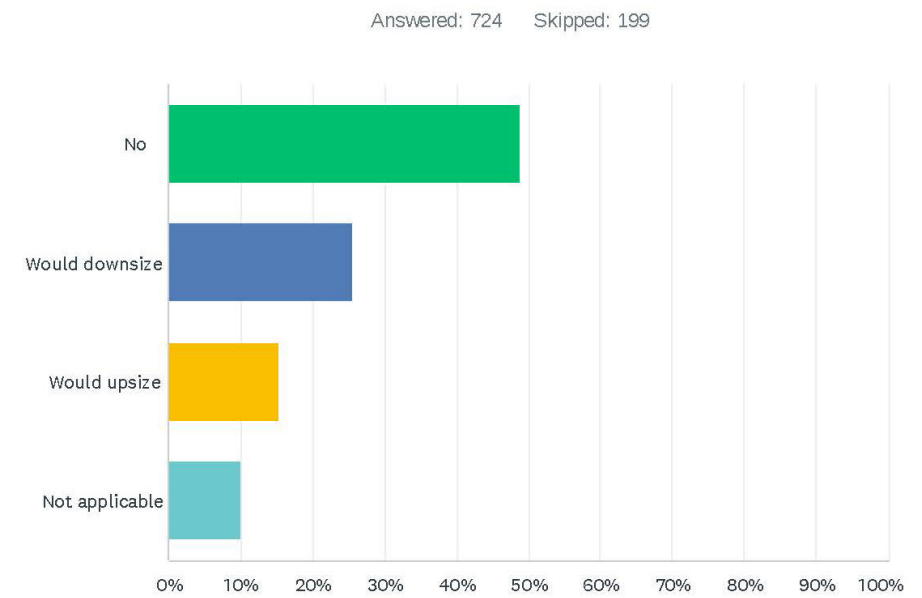
Answered: 126 Skipped: 797



ANSWER CHOICES	RESPONSES	
Less than \$100,000	8.73%	11
\$100,000-\$149,999	19.84%	25
\$150,000-\$199,999	20.63%	26
\$200,000-\$249,999	13.49%	17
\$250,000-\$299,999	14.29%	18
\$300,000-\$349,999	7.14%	9
\$350,000-\$399,999	2.38%	3
\$400,000-\$449,999	0.00%	0
\$450,000-\$499,999	0.00%	0
\$500,000-\$549,999	0.00%	0
\$550,000-\$599,999	0.00%	0
\$600,000-\$649,999	0.00%	0
\$650,000-\$699,999	0.79%	1
\$700,000-\$749,999	0.00%	0
\$750,000 or more	0.00%	0
Not applicable	12.70%	16
TOTAL		126

QUESTION 12:

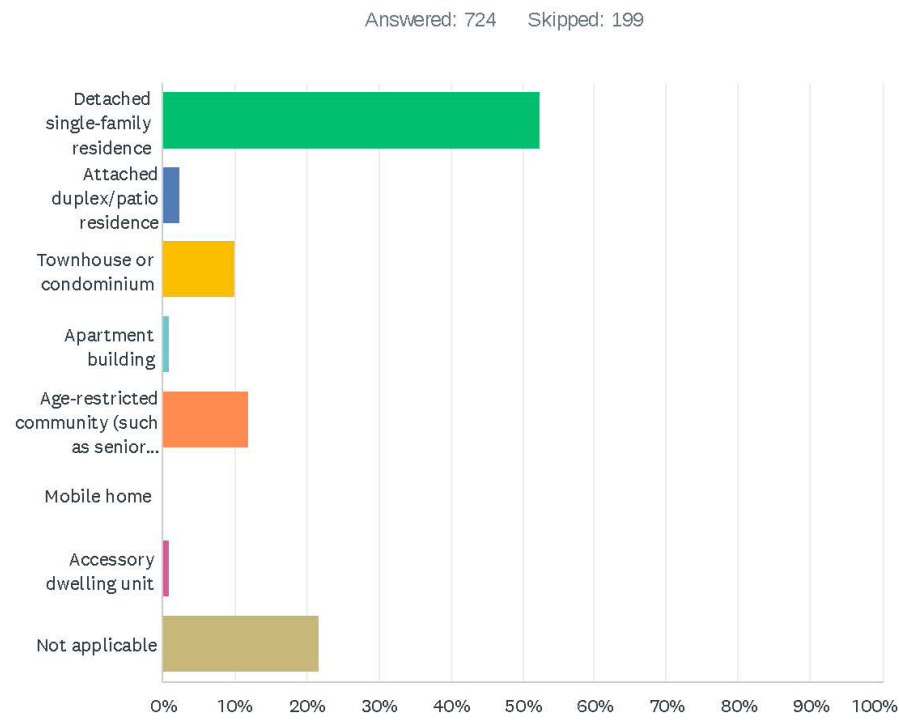
Would you consider downsizing or upsizing?



ANSWER CHOICES	RESPONSES	
No	48.90%	354
Would downsize	25.69%	186
Would upsize	15.33%	111
Not applicable	10.08%	73
TOTAL		724

QUESTION 13:

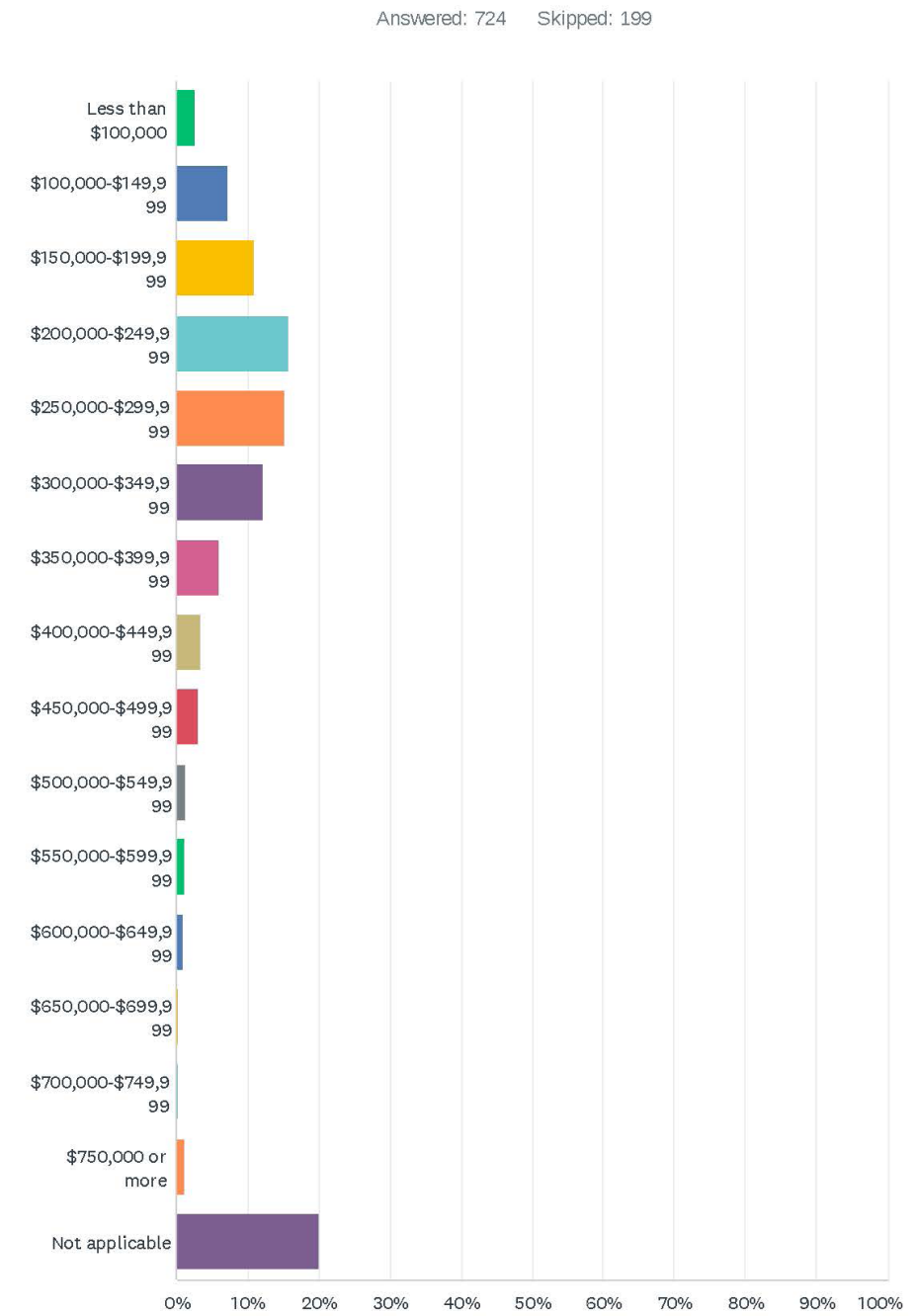
If you would consider changing your residence in Bellevue, what type of housing would you select?



ANSWER CHOICES	RESPONSES
Detached single-family residence	52.35% 379
Attached duplex/patio residence	2.35% 17
Townhouse or condominium	9.94% 72
Apartment building	0.83% 6
Age-restricted community (such as senior living facility)	11.88% 86
Mobile home	0.00% 0
Accessory dwelling unit	0.83% 6
Not applicable	21.82% 158
TOTAL	724

QUESTION 14:

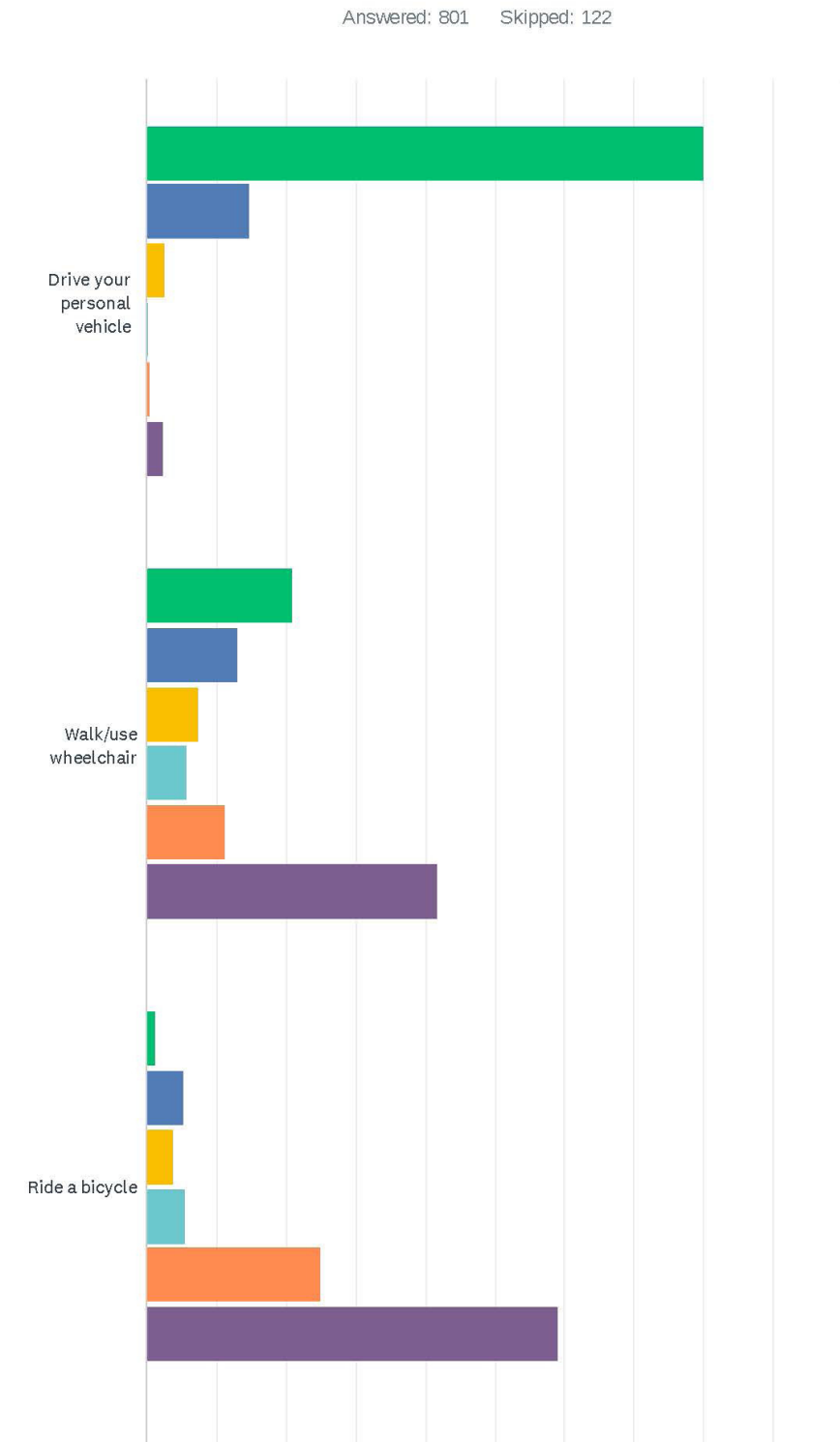
If you would consider changing your current residence in Bellevue, which price range would you consider purchasing in?

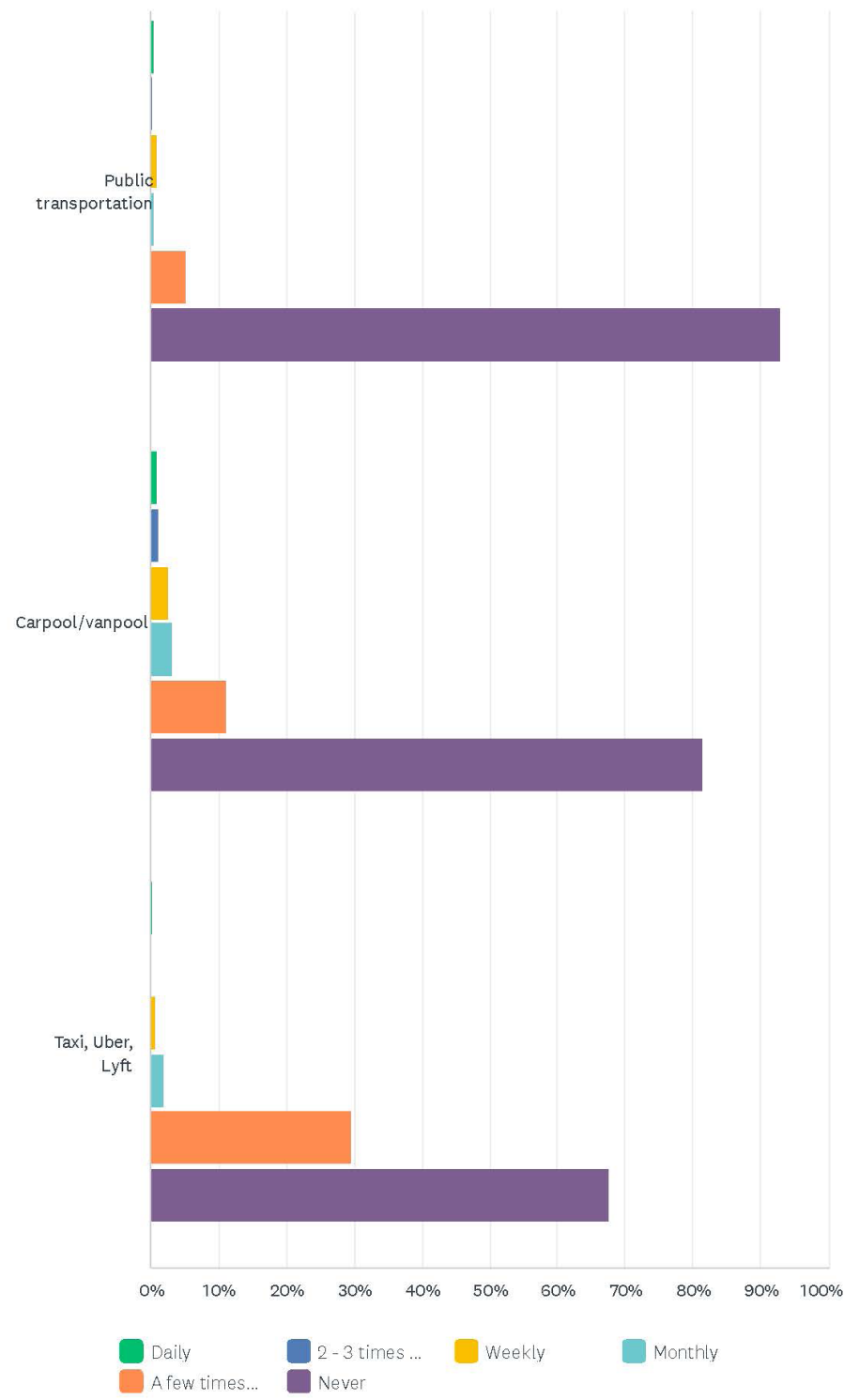


ANSWER CHOICES	RESPONSES	
Less than \$100,000	2.49%	18
\$100,000-\$149,999	7.18%	52
\$150,000-\$199,999	10.77%	78
\$200,000-\$249,999	15.75%	114
\$250,000-\$299,999	15.06%	109
\$300,000-\$349,999	12.15%	88
\$350,000-\$399,999	5.94%	43
\$400,000-\$449,999	3.31%	24
\$450,000-\$499,999	2.90%	21
\$500,000-\$549,999	1.24%	9
\$550,000-\$599,999	0.97%	7
\$600,000-\$649,999	0.83%	6
\$650,000-\$699,999	0.14%	1
\$700,000-\$749,999	0.14%	1
\$750,000 or more	1.10%	8
Not applicable	20.03%	145
TOTAL		724

QUESTION 15:

How often do you travel by the following transportation modes?

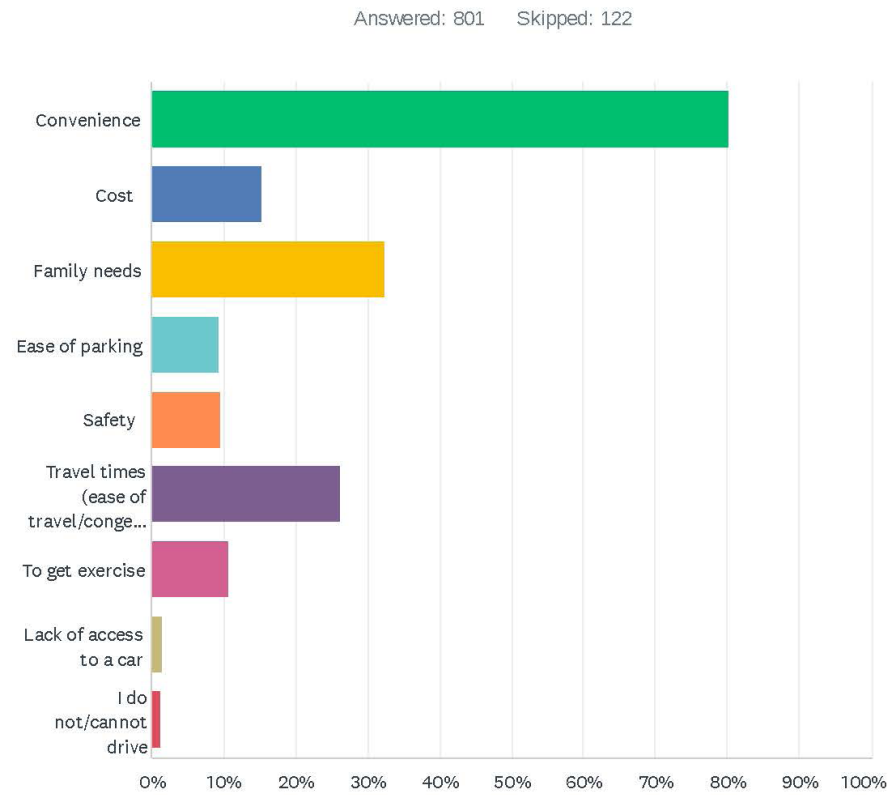




	DAILY	2 - 3 TIMES PER WEEK	WEEKLY	MONTHLY	A FEW TIMES A YEAR	NEVER	TOTAL
Drive your personal vehicle	79.90% 640	14.61% 117	2.50% 20	0.25% 2	0.37% 3	2.37% 19	801
Walk/use wheelchair	20.85% 167	12.98% 104	7.37% 59	5.74% 46	11.24% 90	41.82% 335	801
Ride a bicycle	1.25% 10	5.24% 42	3.87% 31	5.62% 45	24.97% 200	59.05% 473	801
Public transportation	0.50% 4	0.12% 1	0.87% 7	0.50% 4	5.12% 41	92.88% 744	801
Carpool/vanpool	0.75% 6	1.00% 8	2.50% 20	3.12% 25	11.11% 89	81.52% 653	801
Taxi, Uber, Lyft	0.12% 1	0.00% 0	0.62% 5	2.00% 16	29.59% 237	67.67% 542	801

QUESTION 16:

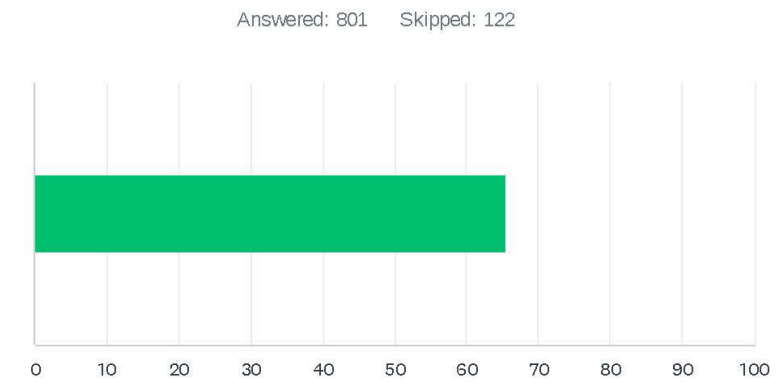
Which two factors most influence your decisions about how to travel within Bellevue? (Select up to two options; note that if you select more than two, the survey will not allow you to advance to the next page.)



ANSWER CHOICES	RESPONSES
Convenience	80.27% 643
Cost	15.36% 123
Family needs	32.33% 259
Ease of parking	9.49% 76
Safety	9.61% 77
Travel times (ease of travel/congestion)	26.22% 210
To get exercise	10.74% 86
Lack of access to a car	1.50% 12
I do not/cannot drive	1.37% 11
Total Respondents: 801	

QUESTION 17:

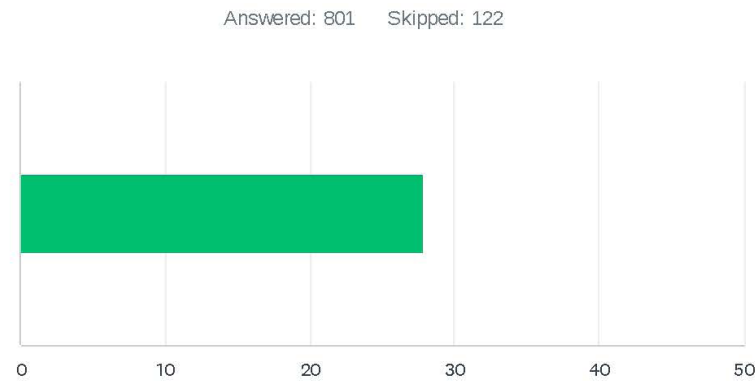
There are several transportation functions available (e.g., roadways; public transportation; bike facilities/paths; sidewalks and other pedestrian facilities, such as trails). How well do the roadways meet your needs?



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	65	52,434	801
Total Respondents: 801			

QUESTION 18:

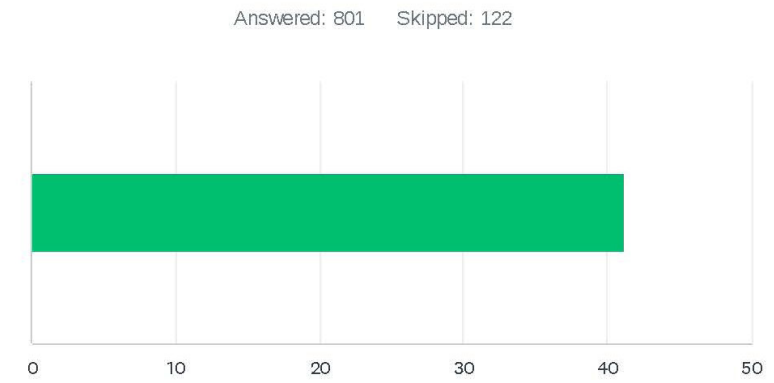
There are several transportation functions available (e.g., roadways; public transportation; bike facilities/paths; sidewalks and other pedestrian facilities, such as trails). How well does public transportation meet your needs?



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	28	22,293	801
Total Respondents: 801			

QUESTION 19:

There are several transportation functions available (e.g., roadways; public transportation; bike facilities/paths; sidewalks and other pedestrian facilities, such as trails). How well do the bike facilities/paths meet your needs?

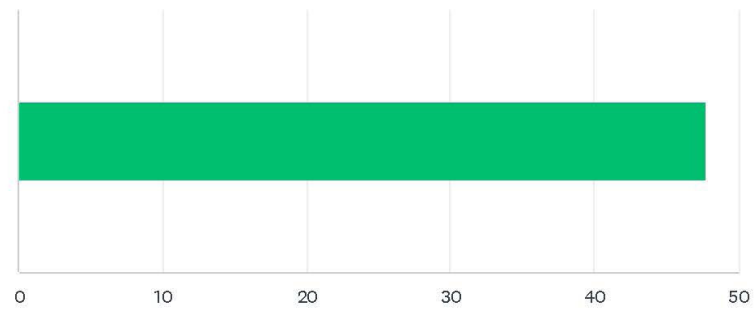


ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	41	32,920	801
Total Respondents: 801			

QUESTION 20:

There are several transportation functions available (e.g., roadways; public transportation; bike facilities/paths; sidewalks and other pedestrian facilities, such as trails). How well do the sidewalks and pedestrian facilities (such as trails) meet your needs?

Answered: 801 Skipped: 122

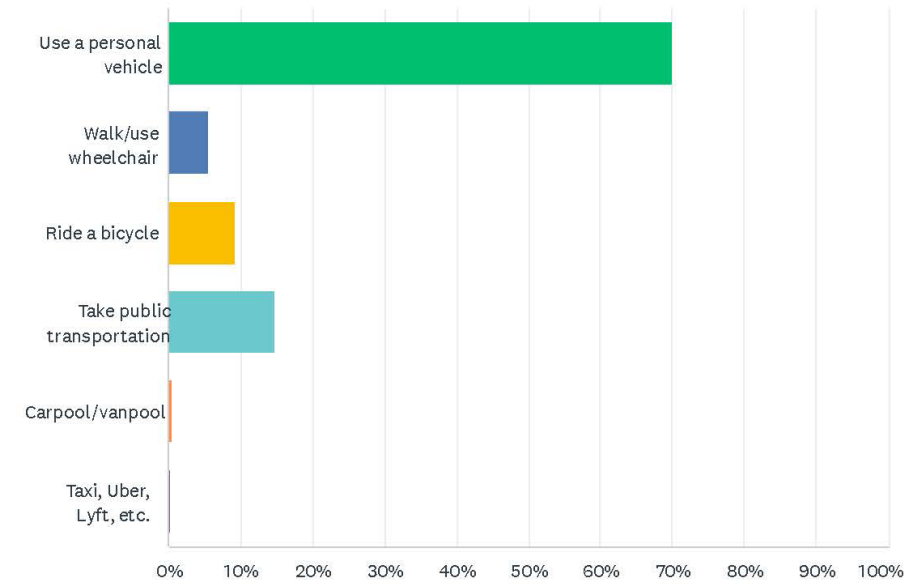


ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	48	38,293	801
Total Respondents: 801			

QUESTION 21:

In an ideal scenario, which mode of transportation would you most prefer to use?

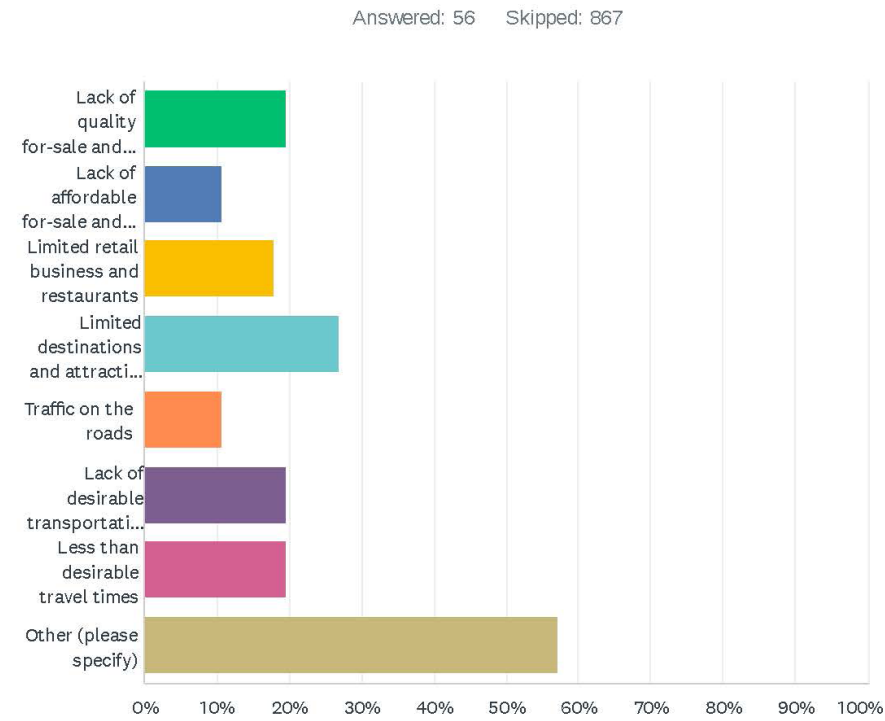
Answered: 801 Skipped: 122



ANSWER CHOICES	RESPONSES
Use a personal vehicle	70.04% 561
Walk/use wheelchair	5.49% 44
Ride a bicycle	9.11% 73
Take public transportation	14.61% 117
Carpool/vanpool	0.50% 4
Taxi, Uber, Lyft, etc.	0.25% 2
TOTAL	801

QUESTION 22:

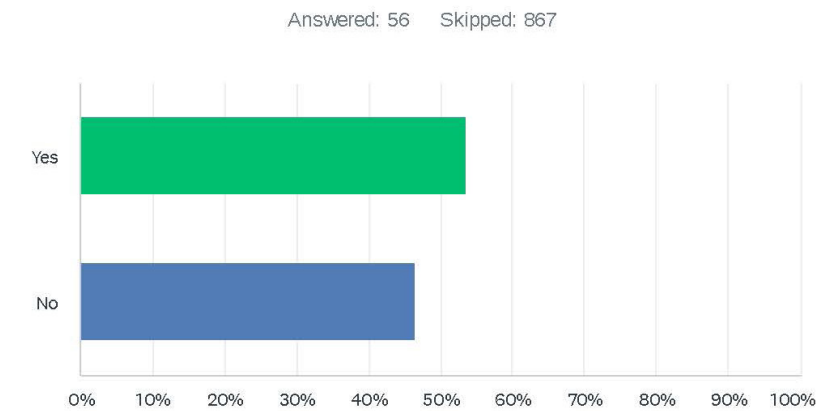
What are the principal reasons why you do not currently live in Bellevue?
(Select all that apply.)



ANSWER CHOICES	RESPONSES
Lack of quality for-sale and rental housing	19.64% 11
Lack of affordable for-sale and rental housing	10.71% 6
Limited retail business and restaurants	17.86% 10
Limited destinations and attractions that fit my needs and interests	26.79% 15
Traffic on the roads	10.71% 6
Lack of desirable transportation options	19.64% 11
Less than desirable travel times	19.64% 11
Other (please specify)	57.14% 32
Total Respondents: 56	

QUESTION 23:

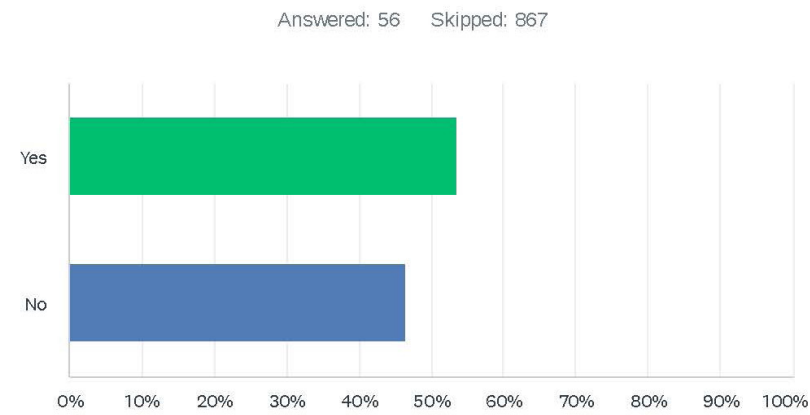
Would you consider living in Bellevue if more quality, affordable housing was available?



ANSWER CHOICES	RESPONSES
Yes	53.57% 30
No	46.43% 26
TOTAL	56

QUESTION 24:

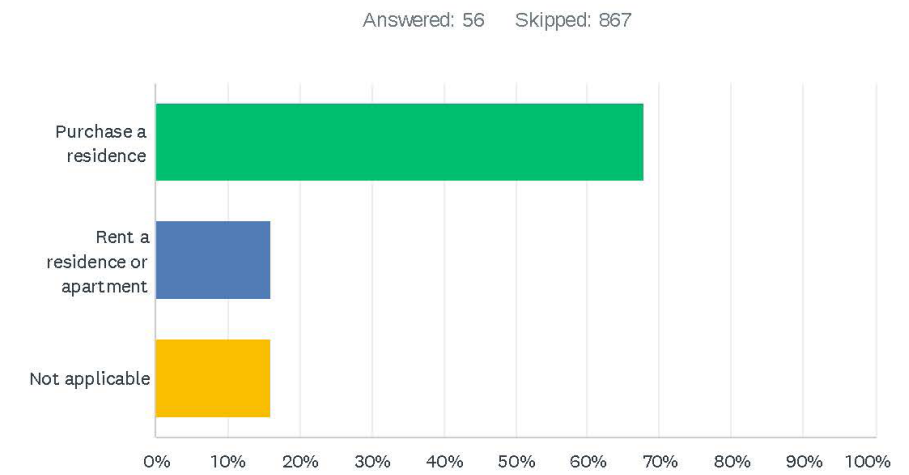
Would you consider living in Bellevue if additional convenient and safe transportation options were available?



ANSWER CHOICES	RESPONSES	
Yes	53.57%	30
No	46.43%	26
TOTAL		56

QUESTION 25:

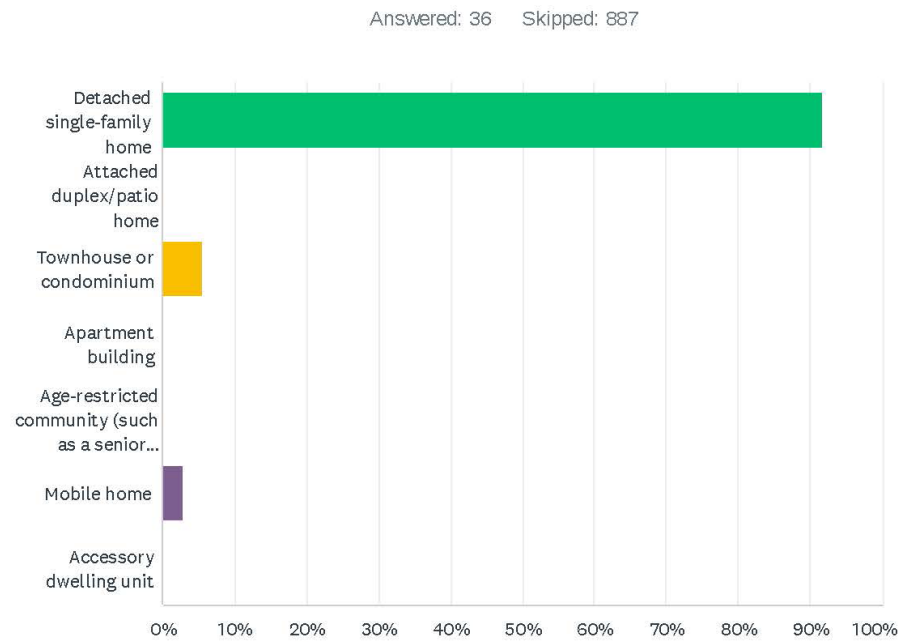
If you would consider living in Bellevue, would you prefer to:



ANSWER CHOICES	RESPONSES	
Purchase a residence	67.86%	38
Rent a residence or apartment	16.07%	9
Not applicable	16.07%	9
TOTAL		56

QUESTION 26:

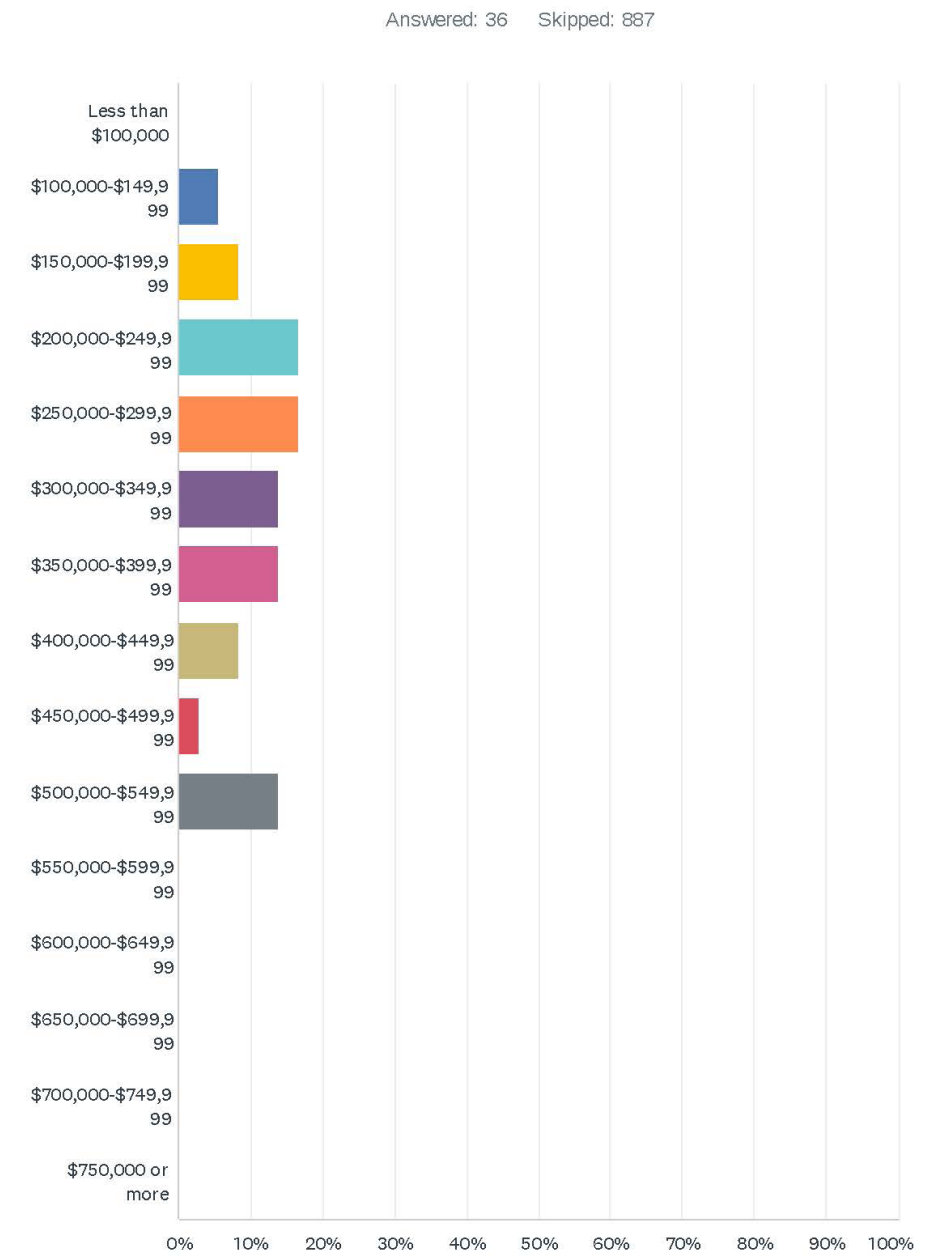
As you would consider purchasing a residence in Bellevue, what type of housing would you select?



ANSWER CHOICES	RESPONSES
Detached single-family home	91.67% 33
Attached duplex/patio home	0.00% 0
Townhouse or condominium	5.56% 2
Apartment building	0.00% 0
Age-restricted community (such as a senior living facility)	0.00% 0
Mobile home	2.78% 1
Accessory dwelling unit	0.00% 0
TOTAL	36

QUESTION 27:

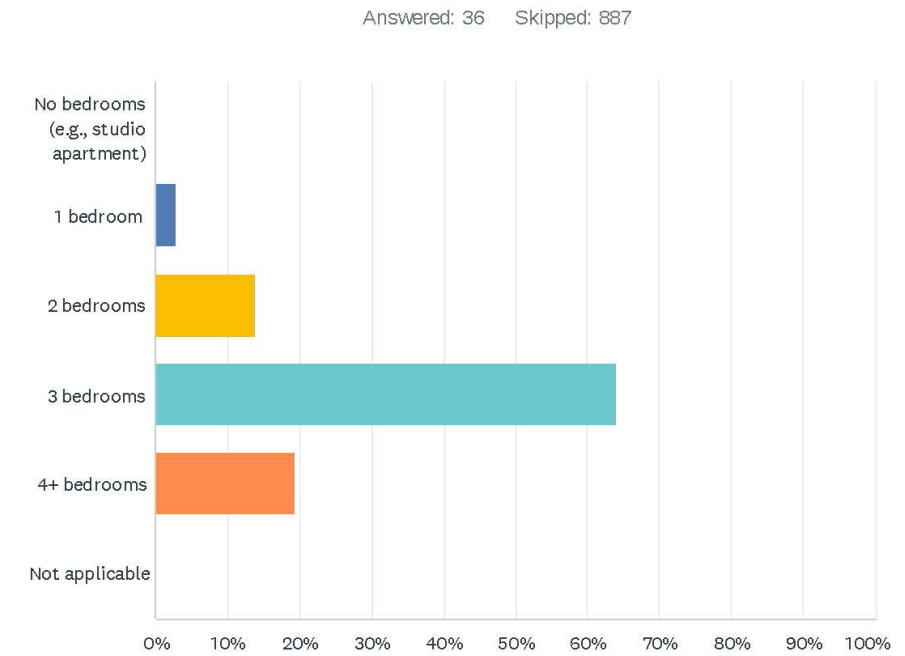
As you would consider purchasing a residence in Bellevue, which price range would you most likely consider purchasing in?



ANSWER CHOICES	RESPONSES	
Less than \$100,000	0.00%	0
\$100,000-\$149,999	5.56%	2
\$150,000-\$199,999	8.33%	3
\$200,000-\$249,999	16.67%	6
\$250,000-\$299,999	16.67%	6
\$300,000-\$349,999	13.89%	5
\$350,000-\$399,999	13.89%	5
\$400,000-\$449,999	8.33%	3
\$450,000-\$499,999	2.78%	1
\$500,000-\$549,999	13.89%	5
\$550,000-\$599,999	0.00%	0
\$600,000-\$649,999	0.00%	0
\$650,000-\$699,999	0.00%	0
\$700,000-\$749,999	0.00%	0
\$750,000 or more	0.00%	0
TOTAL		36

QUESTION 28:

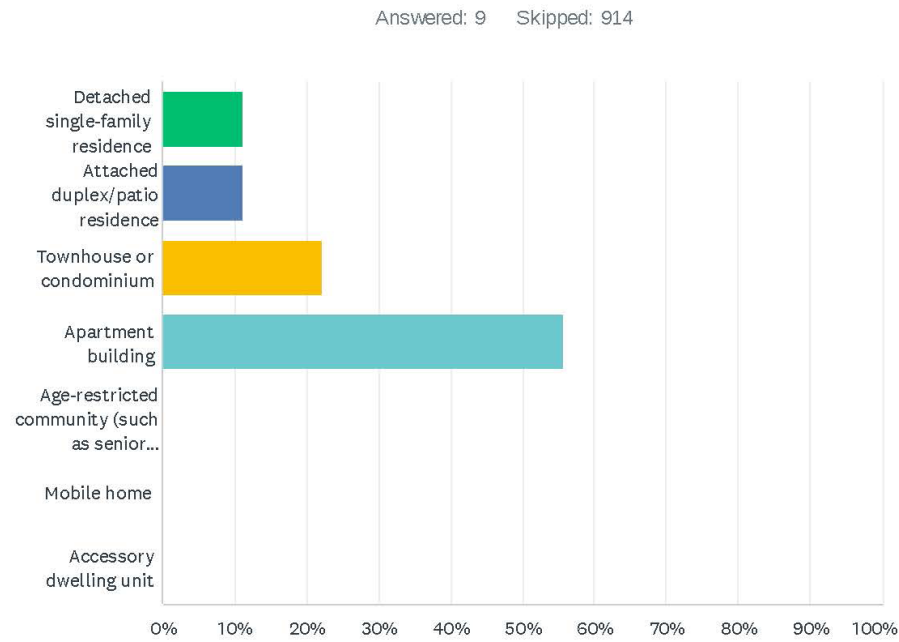
As you would consider purchasing a residence in Bellevue, what size of home would you prefer to purchase?



ANSWER CHOICES	RESPONSES	
No bedrooms (e.g., studio apartment)	0.00%	0
1 bedroom	2.78%	1
2 bedrooms	13.89%	5
3 bedrooms	63.89%	23
4+ bedrooms	19.44%	7
Not applicable	0.00%	0
TOTAL		36

QUESTION 29:

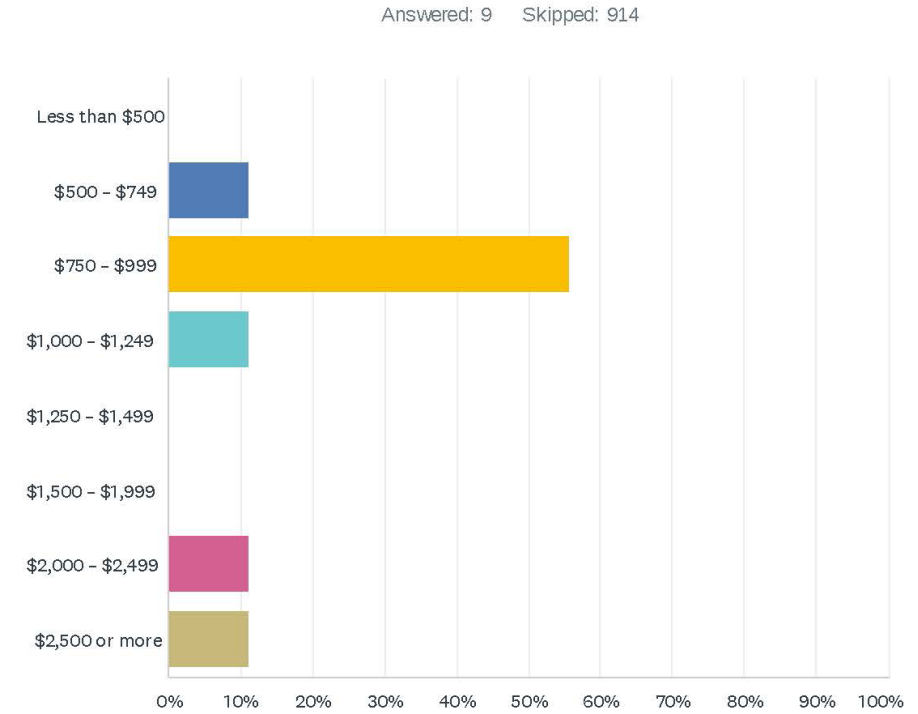
As you would consider renting a home in Bellevue, what type of housing would you select?



ANSWER CHOICES	RESPONSES	
Detached single-family residence	11.11%	1
Attached duplex/patio residence	11.11%	1
Townhouse or condominium	22.22%	2
Apartment building	55.56%	5
Age-restricted community (such as senior living facility)	0.00%	0
Mobile home	0.00%	0
Accessory dwelling unit	0.00%	0
TOTAL		9

QUESTION 30:

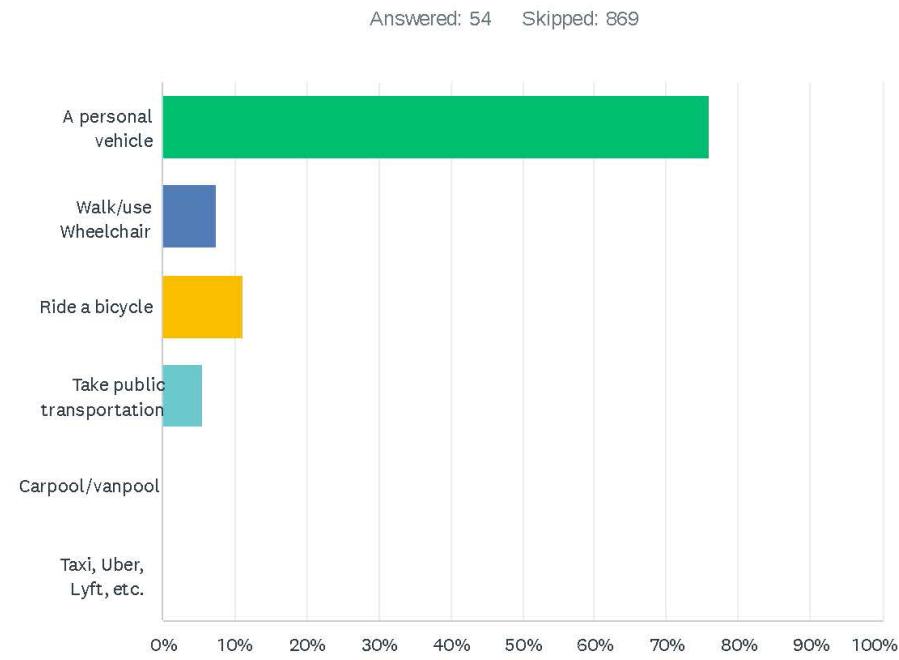
As you would consider renting a residence in Bellevue, what monthly rent would you most consider?



ANSWER CHOICES	RESPONSES	
Less than \$500	0.00%	0
\$500 - \$749	11.11%	1
\$750 - \$999	55.56%	5
\$1,000 - \$1,249	11.11%	1
\$1,250 - \$1,499	0.00%	0
\$1,500 - \$1,999	0.00%	0
\$2,000 - \$2,499	11.11%	1
\$2,500 or more	11.11%	1
TOTAL		9

QUESTION 31:

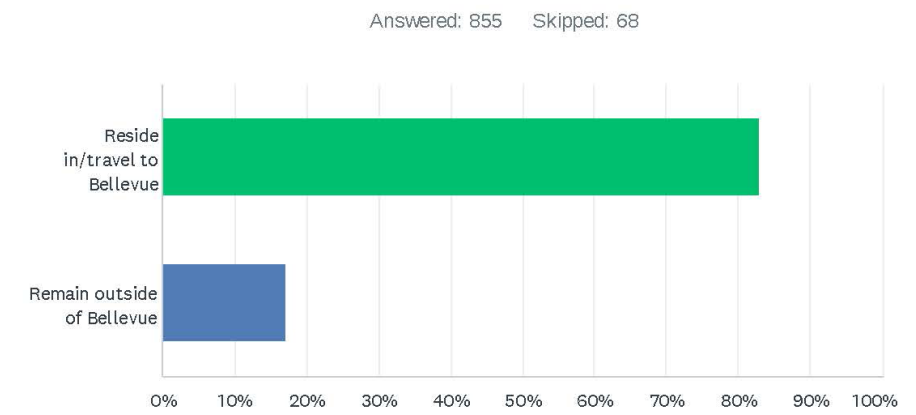
If you were to consider living in Bellevue, what transportation mode would you most prefer?



ANSWER CHOICES	RESPONSES	
A personal vehicle	75.93%	41
Walk/use Wheelchair	7.41%	4
Ride a bicycle	11.11%	6
Take public transportation	5.56%	3
Carpool/vanpool	0.00%	0
Taxi, Uber, Lyft, etc.	0.00%	0
TOTAL		54

QUESTION 32:

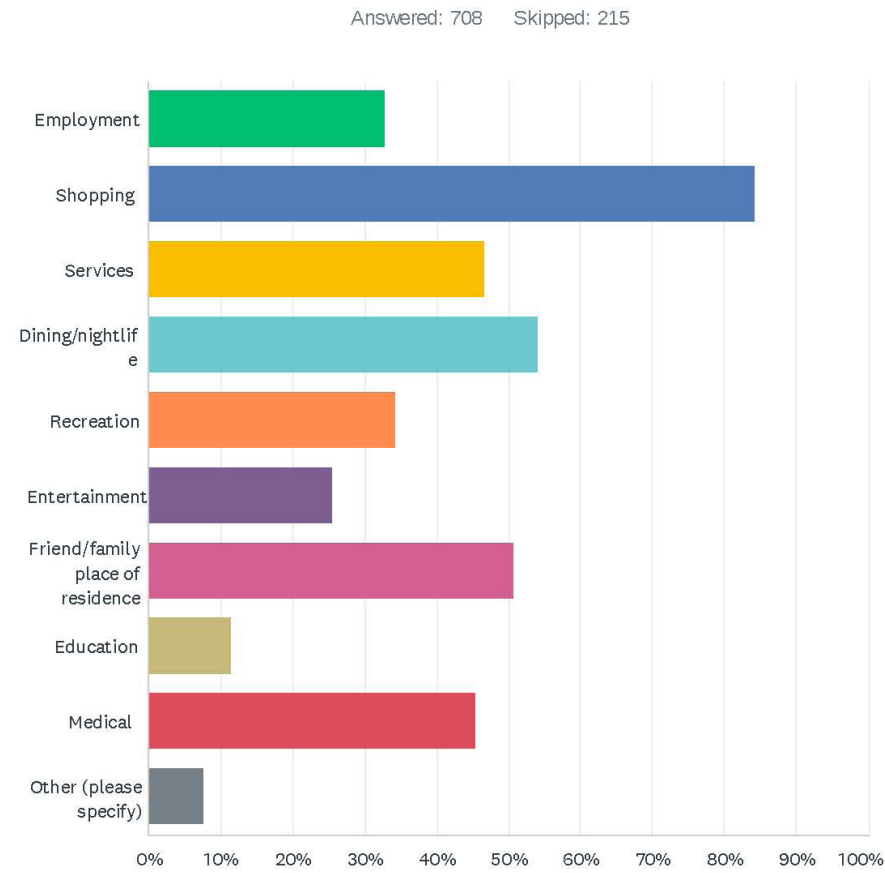
On a typical WEEKDAY, do you generally...



ANSWER CHOICES	RESPONSES	
Reside in/travel to Bellevue	83.04%	710
Remain outside of Bellevue	16.96%	145
TOTAL		855

QUESTION 33:

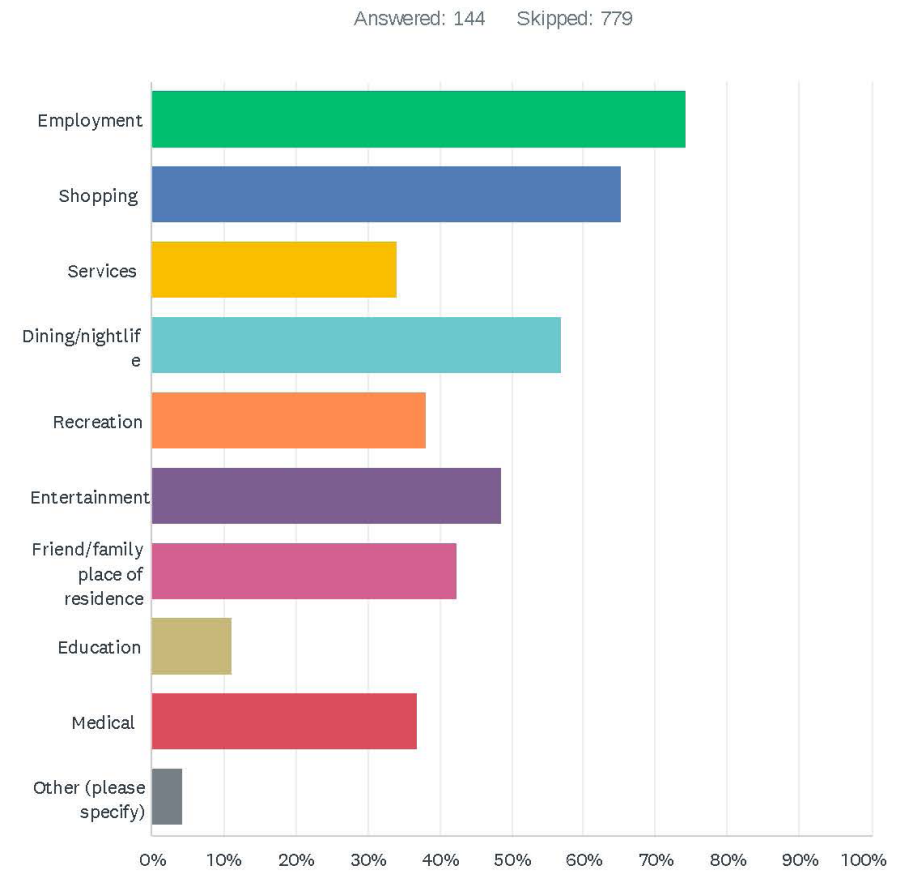
As you generally reside in/travel to Bellevue on WEEKDAYS, which type of destination(s) are you most likely to visit within Bellevue? (Select all that apply.)



ANSWER CHOICES	RESPONSES	
Employment	32.77%	232
Shopping	84.32%	597
Services	46.61%	330
Dining/nightlife	54.24%	384
Recreation	34.32%	243
Entertainment	25.56%	181
Friend/family place of residence	50.85%	360
Education	11.58%	82
Medical	45.48%	322
Other (please specify)	7.63%	54
Total Respondents: 708		

QUESTION 34:

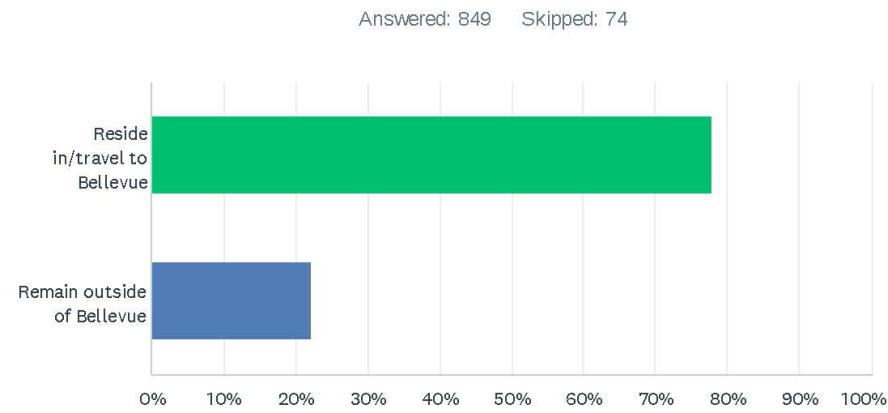
As you generally remain outside of Bellevue on WEEKDAYS, which types of destination(s) are you most likely to visit in other communities? (Select all that apply.)



ANSWER CHOICES	RESPONSES	
Employment	74.31%	107
Shopping	65.28%	94
Services	34.03%	49
Dining/nightlife	56.94%	82
Recreation	38.19%	55
Entertainment	48.61%	70
Friend/family place of residence	42.36%	61
Education	11.11%	16
Medical	36.81%	53
Other (please specify)	4.17%	6
Total Respondents: 144		

QUESTION 35:

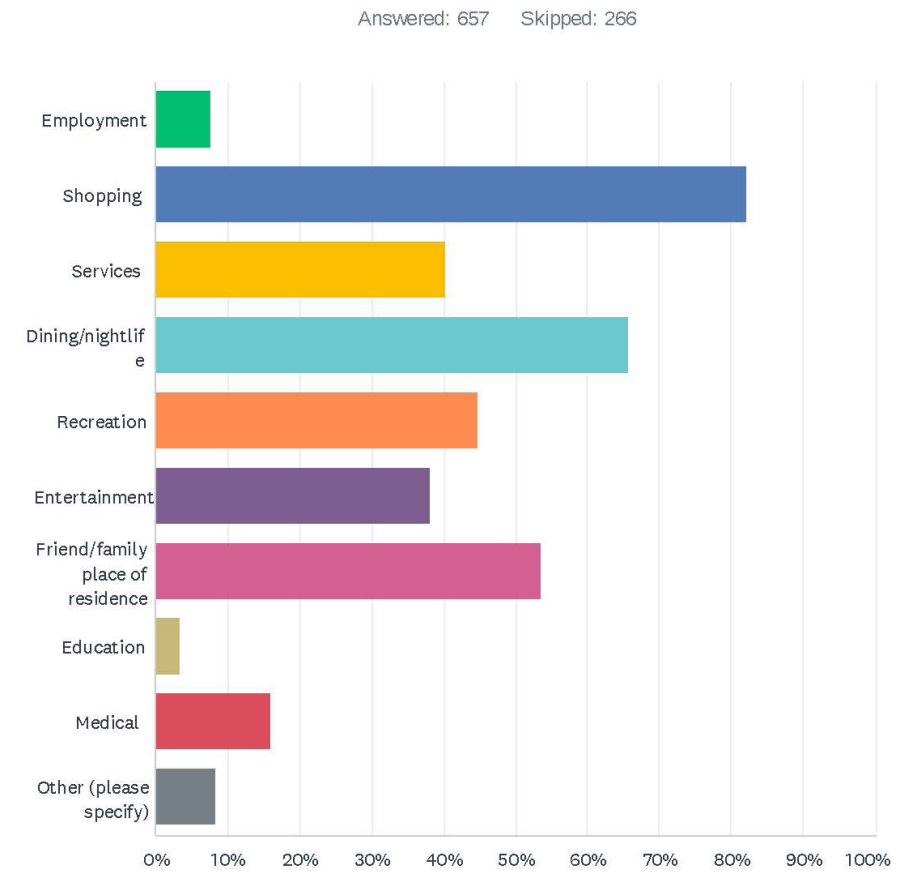
On a typical WEEKEND, do you generally...



ANSWER CHOICES	RESPONSES	
Reside in/travel to Bellevue	77.74%	660
Remain outside of Bellevue	22.26%	189
TOTAL		849

QUESTION 36:

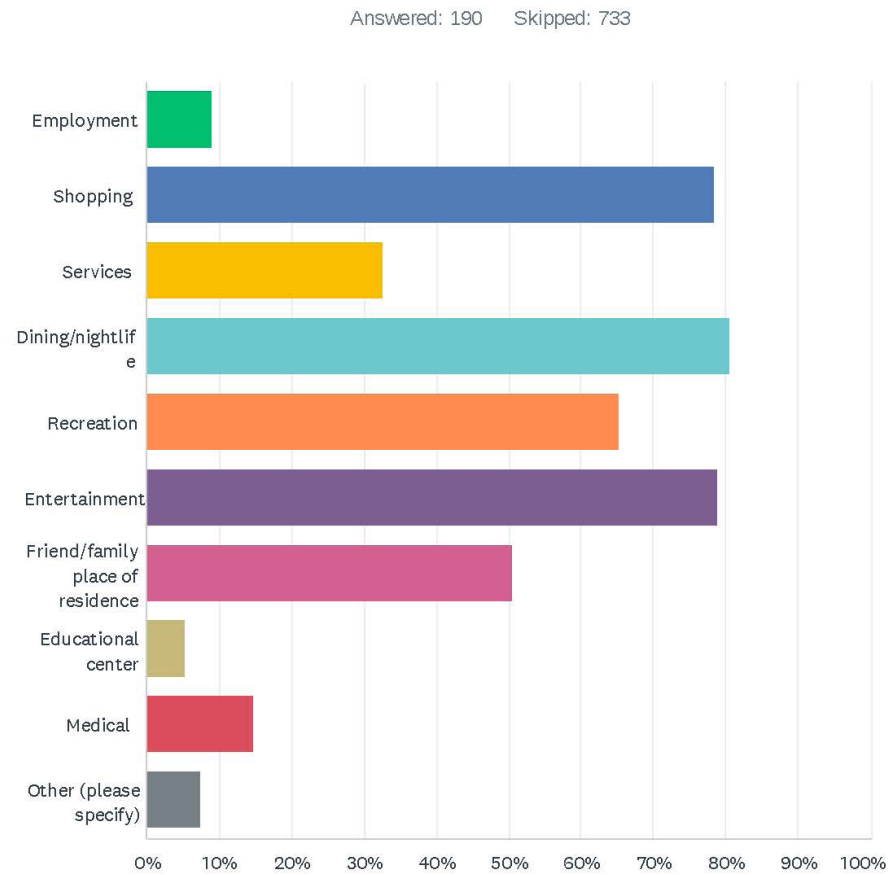
As you generally reside in/travel to Bellevue on WEEKENDS, which type of destination(s) are you most likely to visit within Bellevue? (Select all that apply.)



ANSWER CHOICES	RESPONSES	
Employment	7.61%	50
Shopping	82.04%	539
Services	40.33%	265
Dining/nightlife	65.60%	431
Recreation	44.75%	294
Entertainment	38.20%	251
Friend/family place of residence	53.58%	352
Education	3.35%	22
Medical	15.98%	105
Other (please specify)	8.22%	54
Total Respondents:		657

QUESTION 37:

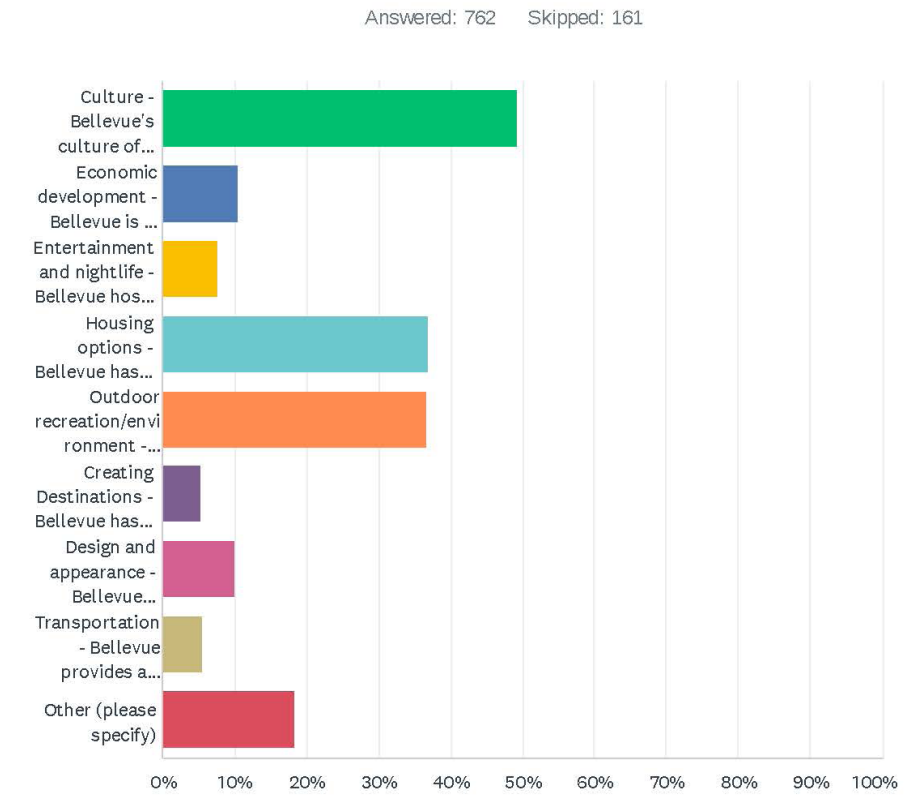
As you generally remain outside of Bellevue on WEEKENDS, which types of destination(s) are you most likely to visit in other communities? (Select all that apply.)



ANSWER CHOICES	RESPONSES
Employment	8.95% 17
Shopping	78.42% 149
Services	32.63% 62
Dining/nightlife	80.53% 153
Recreation	65.26% 124
Entertainment	78.95% 150
Friend/family place of residence	50.53% 96
Educational center	5.26% 10
Medical	14.74% 28
Other (please specify)	7.37% 14
Total Respondents: 190	

QUESTION 38:

What do you value most about Bellevue? In other words, what is the City of Bellevue currently doing well? (Select up to 3 responses; please note that if you select more than 3 responses, you will not be able to proceed to the next page.)

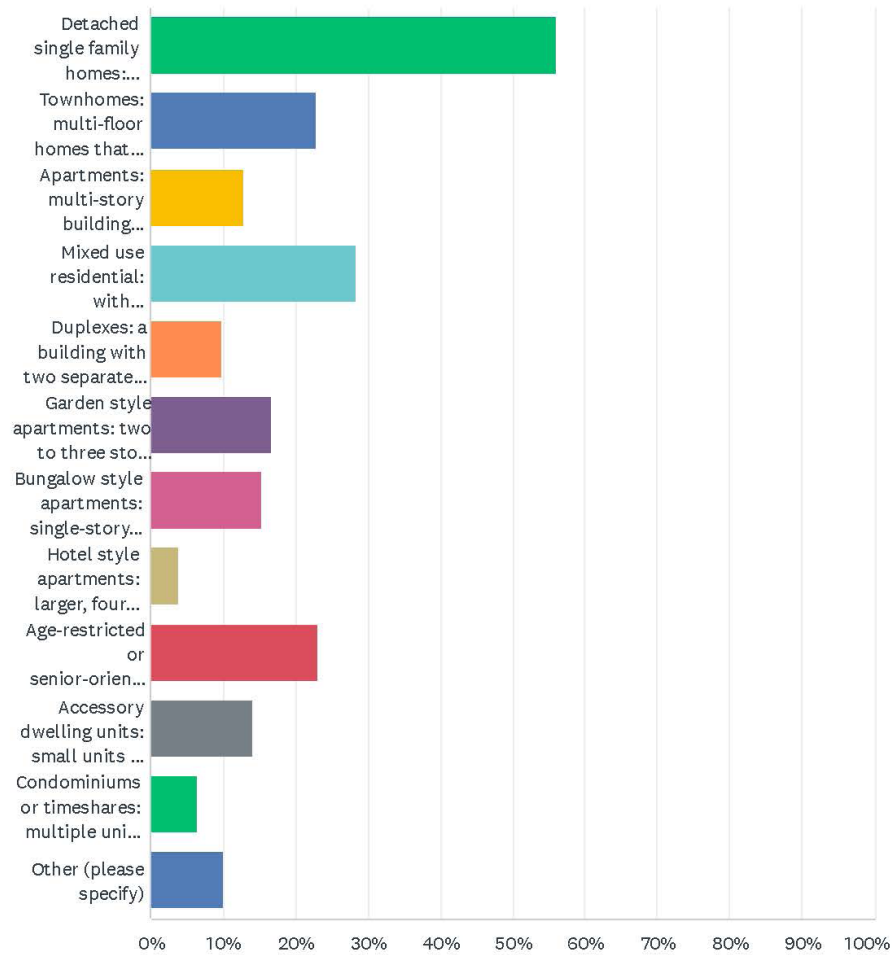


ANSWER CHOICES	RESPONSES
Culture - Bellevue's culture of family-friendliness, recreation, and hometown feel is strong.	49.34% 376
Economic development - Bellevue is an attractive place for businesses to relocate and thrive. It is a business-friendly environment.	10.37% 79
Entertainment and nightlife - Bellevue hosts fun and engaging activities for all ages and encourages businesses that support nighttime activities (e.g., restaurants, bars, etc.)	7.74% 59
Housing options - Bellevue has a diverse array of housing options, including type, size, cost and amenities.	36.88% 281
Outdoor recreation/environment - Bellevue does a good job protecting, maintaining and expanding its parks, green space, trails and athletic facilities.	36.75% 280
Creating Destinations - Bellevue has a variety of activities within a certain area of the city or along a particular corridor that incorporates shops, housing, offices and other business types.	5.38% 41
Design and appearance - Bellevue provides a positive first impression and continues to support aesthetic improvements and new developments, the reuse and redevelopment of vacant buildings, the enhancement of public spaces and corridors, and the maintenance of landscapes.	9.97% 76
Transportation - Bellevue provides a range of safe and efficient transportation options appropriate for existing traffic levels and supportive of future growth.	5.64% 43
Other (please specify)	18.24% 139
Total Respondents: 762	

QUESTION 39:

Which housing types are most needed and appropriate in Bellevue?
 (Select up to 3 responses; please note that if you select more than 3 responses, you will not be able to proceed to the next page.)

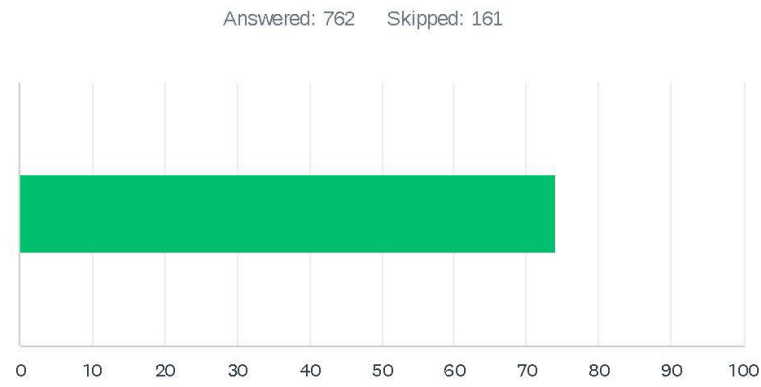
Answered: 762 Skipped: 161



ANSWER CHOICES	RESPONSES
Detached single family homes: standalone housing structures intended for one family/household	56.17% 428
Townhomes: multi-floor homes that share one to two walls with adjacent properties but have their own entrances	22.83% 174
Apartments: multi-story building dedicated to a mix of studio/loft, 1-, 2-, and/or 3-bedroom units (vary in size)	12.86% 98
Mixed use residential: with retail/office/dining on the bottom floor with multiple floors of residential above	28.35% 216
Duplexes: a building with two separate but attached units	9.71% 74
Garden style apartments: two to three story buildings, each with multiple units, arranged around a centralized open space amenity area	16.54% 126
Bungalow style apartments: single-story detached homes within a community owned and managed by a single property owner	15.35% 117
Hotel style apartments: larger, four+ story elevator served buildings where units are accessed from interior corridors	3.81% 29
Age-restricted or senior-oriented communities: a collection of apartments, townhomes, or multiplex options specifically designed for senior citizens	22.97% 175
Accessory dwelling units: small units in the backyard or above a garage designed for multigenerational households	14.04% 107
Condominiums or timeshares: multiple units located within the same building that are owned, and not rented, by the occupant; residency may not be full-time	6.43% 49
Other (please specify)	10.10% 77
Total Respondents: 762	

QUESTION 40:

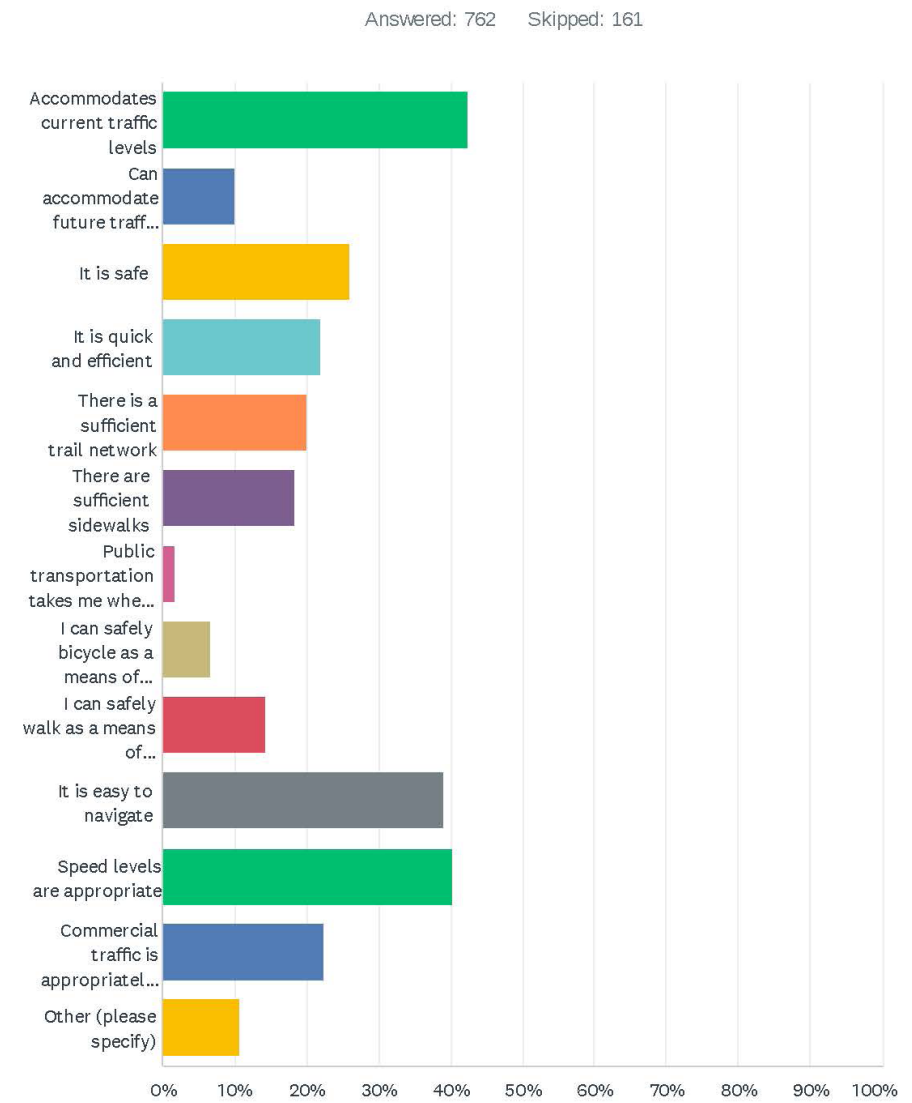
On a scale of extremely important to not important at all, how important is it for people in Bellevue to have transportation choices (e.g., driving, walking, biking, bus, etc.)?



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	74	56,406	762
Total Respondents: 762			

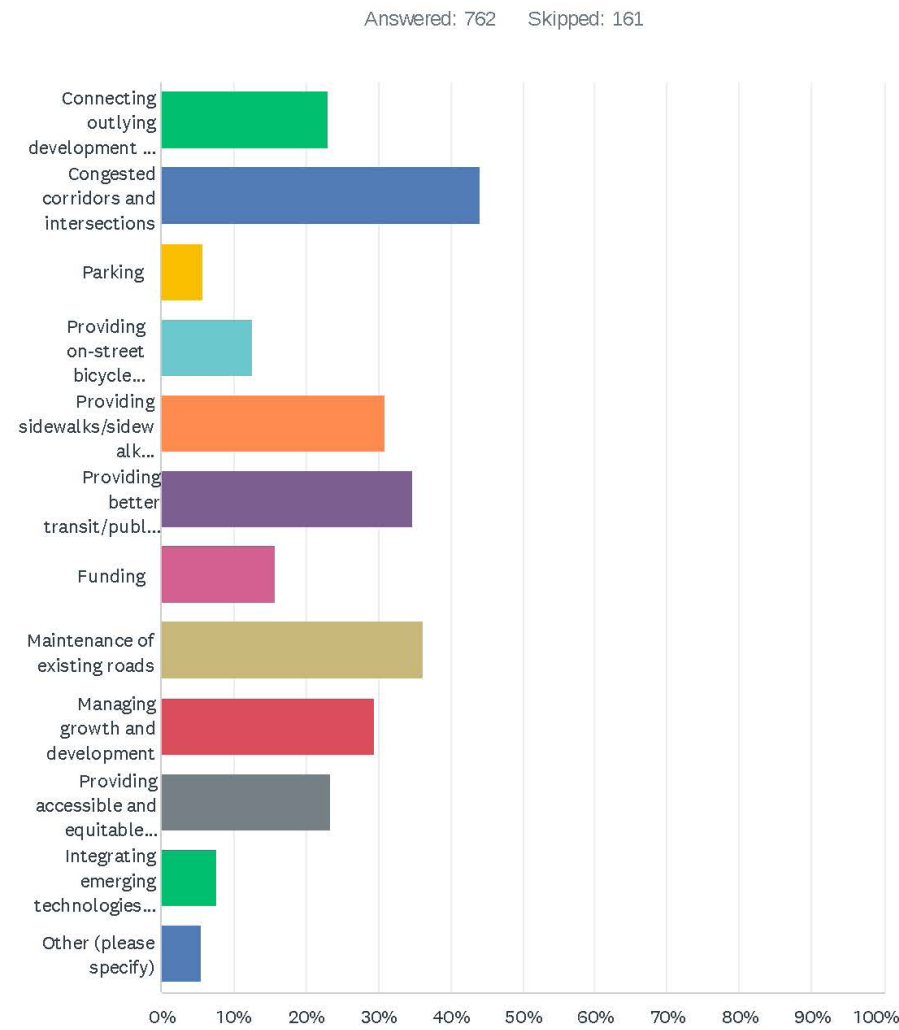
QUESTION 41:

What is working well with Bellevue's existing transportation system? (Select all that apply.)



QUESTION 43:

What are the top three greatest challenges facing the future of Bellevue's transportation system? (Select up to 3 responses; please note that if you select more than 3 responses, you will not be able to proceed to the next page.)



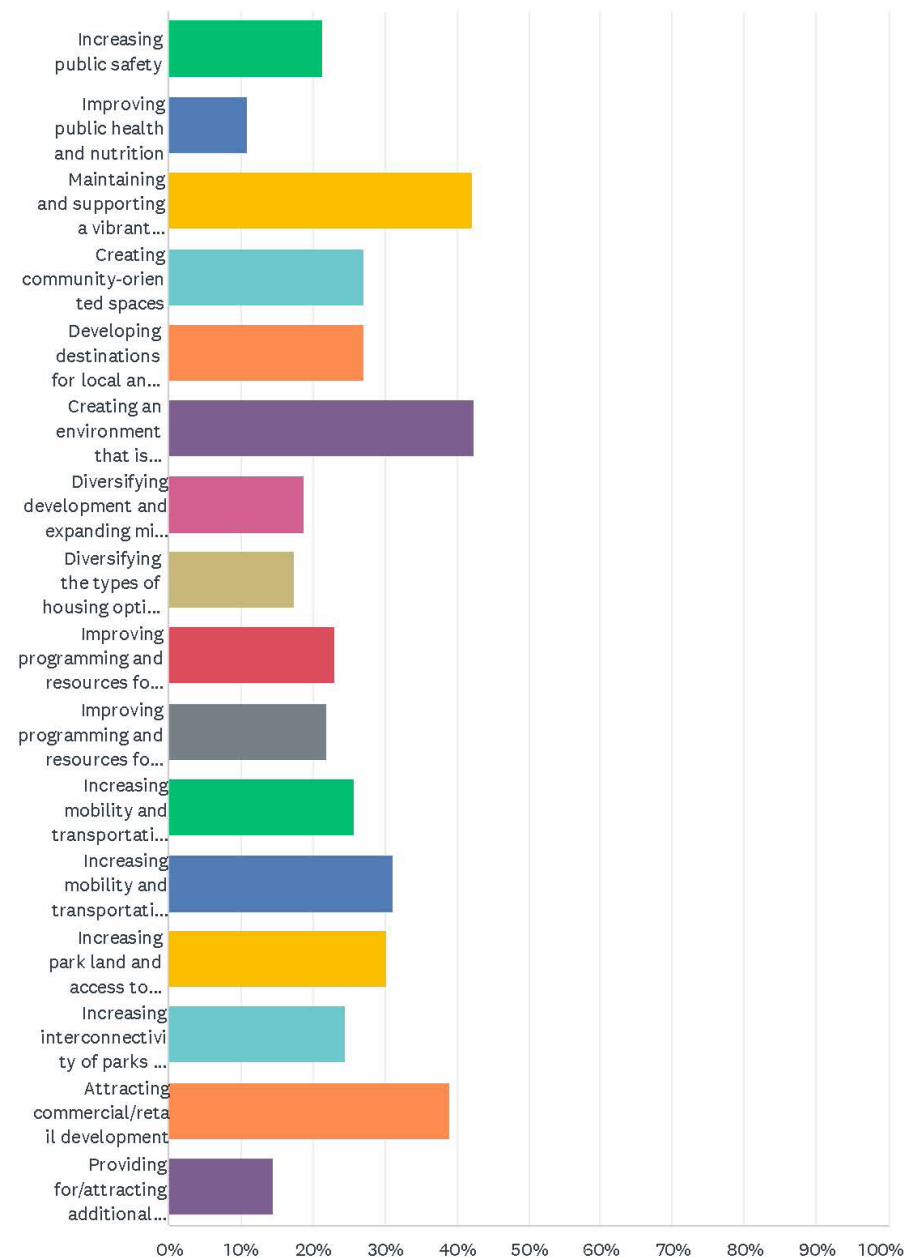
ANSWER CHOICES	RESPONSES
Connecting outlying development to existing activity centers	23.10% 176
Congested corridors and intersections	44.23% 337
Parking	5.77% 44
Providing on-street bicycle infrastructure	12.60% 96
Providing sidewalks/sidewalk improvements	30.84% 235
Providing better transit/public transportation options	34.78% 265
Funding	15.75% 120
Maintenance of existing roads	36.22% 276
Managing growth and development	29.40% 224
Providing accessible and equitable transportation options to all segments of the community	23.36% 178
Integrating emerging technologies (i.e., electric vehicles)	7.74% 59
Other (please specify)	5.51% 42
Total Respondents: 762	

QUESTION 44:

Of the following choices, what are the top five opportunities/priorities that you think Bellevue should pursue? (Select up to 5 responses; please note that if you select more than 5 responses, you will not be able to proceed to the next page.)

Answered: 762 Skipped: 161

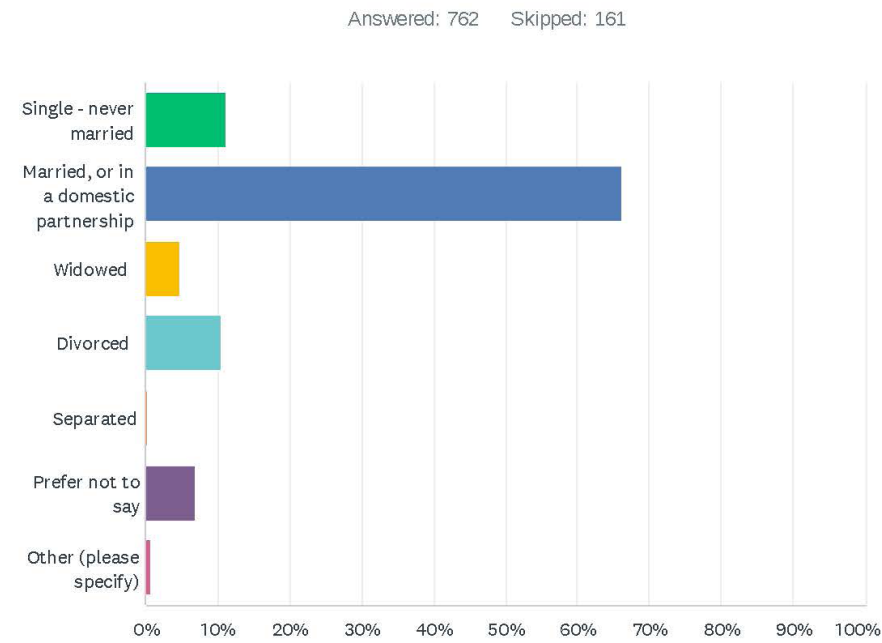
Bellevue Comprehensive + Transportation Plan Public Survey



ANSWER CHOICES	RESPONSES
Increasing public safety	21.26% 162
Improving public health and nutrition	10.89% 83
Maintaining and supporting a vibrant downtown Bellevue	42.26% 322
Creating community-oriented spaces	27.03% 206
Developing destinations for local and regional tourism	27.17% 207
Creating an environment that is attractive for prospective businesses	42.52% 324
Diversifying development and expanding mixed use areas	18.77% 143
Diversifying the types of housing options in the city	17.45% 133
Improving programming and resources for children and young adults	23.10% 176
Improving programming and resources for seniors and older adults	21.92% 167
Increasing mobility and transportation resources within the city	25.85% 197
Increasing mobility and transportation resource connectivity from Bellevue to other cities such as Omaha	31.23% 238
Increasing park land and access to trails	30.31% 231
Increasing interconnectivity of parks and trails	24.54% 187
Attracting commercial/retail development	38.98% 297
Providing for/attracting additional industrial development opportunities.	14.44% 110
Total Respondents: 762	

QUESTION 47:

What is your marital status?



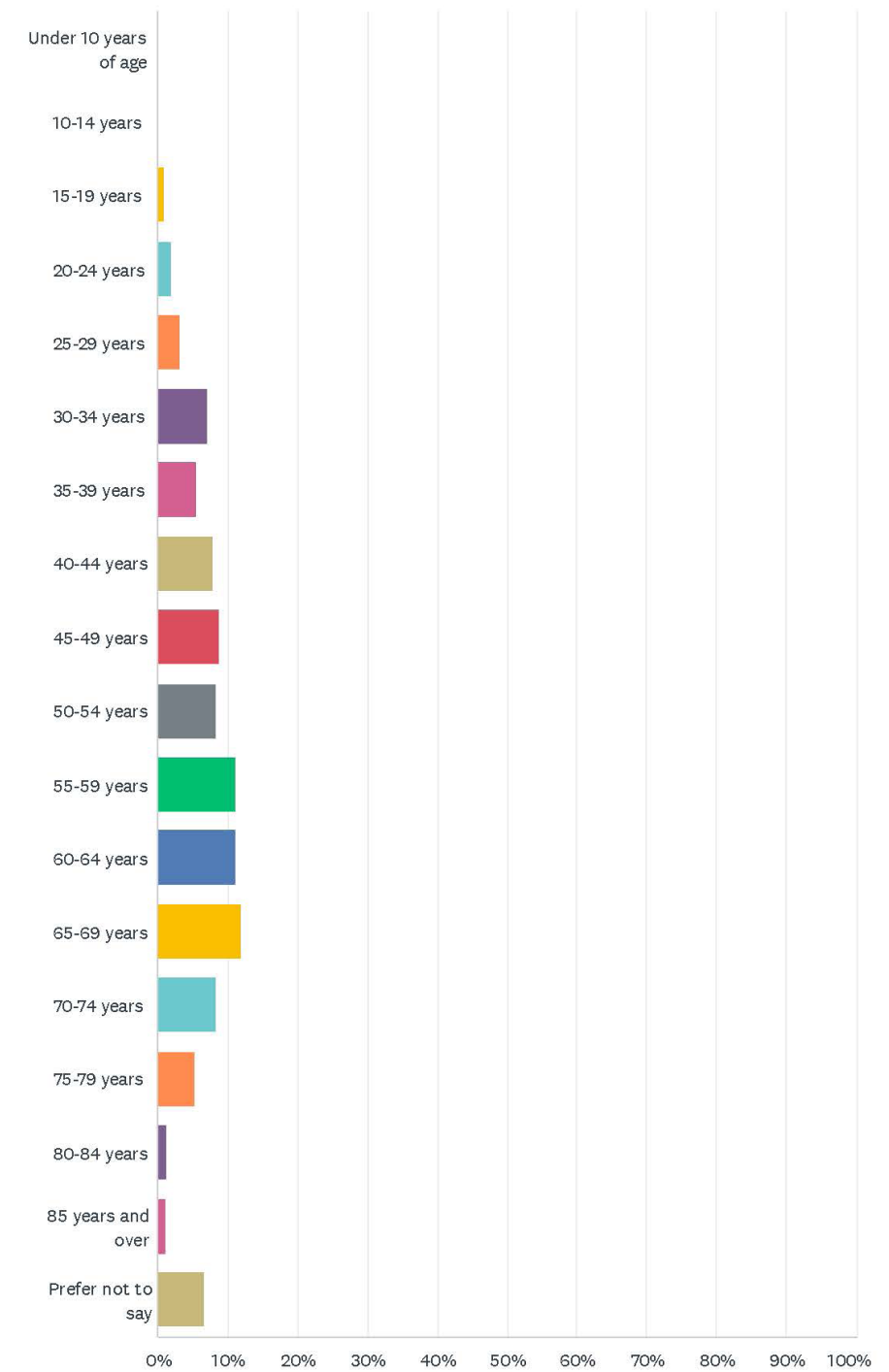
ANSWER CHOICES	RESPONSES	
Single - never married	11.15%	85
Married, or in a domestic partnership	66.01%	503
Widowed	4.72%	36
Divorced	10.50%	80
Separated	0.13%	1
Prefer not to say	6.82%	52
Other (please specify)	0.66%	5
TOTAL		762

QUESTION 48:

What is your age?

Answered: 762 Skipped: 161

Bellevue Comprehensive + Transportation Plan Public Survey



ANSWER CHOICES	RESPONSES	
Under 10 years of age	0.00%	0
10-14 years	0.00%	0
15-19 years	0.79%	6
20-24 years	1.97%	15
25-29 years	3.28%	25
30-34 years	6.96%	53
35-39 years	5.64%	43
40-44 years	7.87%	60
45-49 years	8.66%	66
50-54 years	8.27%	63
55-59 years	11.02%	84
60-64 years	11.02%	84
65-69 years	11.94%	91
70-74 years	8.27%	63
75-79 years	5.25%	40
80-84 years	1.31%	10
85 years and over	1.05%	8
Prefer not to say	6.69%	51
TOTAL		762

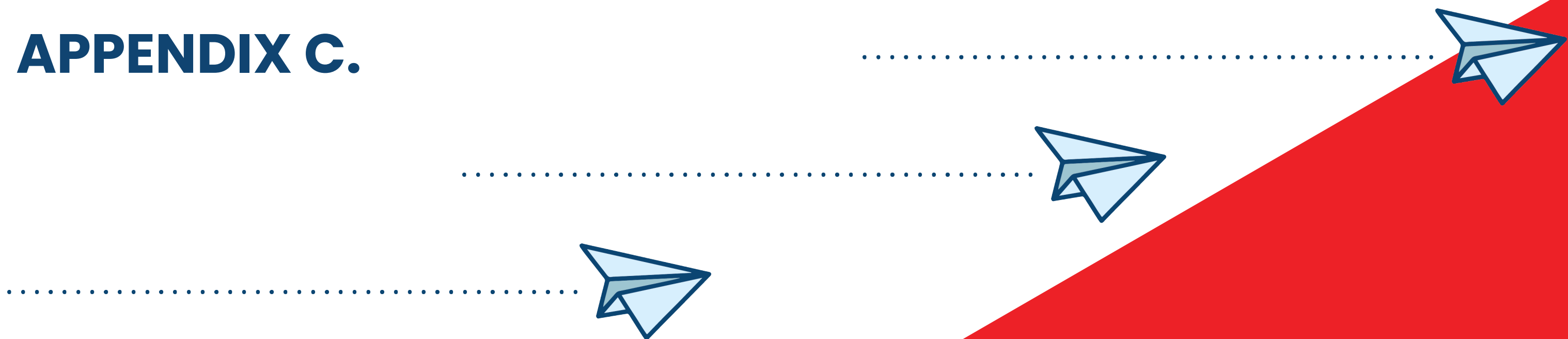
QUESTION 49:

What is your email address?

(information not disclosed)

Answered: 414 Skipped: 509

APPENDIX C.



EXISTING PLANS REVIEW

UNDERSTANDING ONGOING EFFORTS

This appendix summarizes the plans and studies that Bellevue already has in place that are relevant to this planning effort. These documents have a dedicated appendix to illustrate their importance in the planning process.

2021 Comprehensive Plan Update Amended August 2021

This comprehensive plan update establishes a vision for the next 20-30-year period and identifies a method for attaining this vision for the citizens, city staff, and elected officials of Bellevue. The plan was created in accordance with the four key planning principles over eight phases of the planning process. The majority of land is 49.8% used for single family residential purposes while the other half of land uses are used for mobile homes residential, multifamily residential, office, retail, parks, utilities, and public spaces. The city additionally houses Offutt Air Base, so this plan addresses land uses directly adjacent to this facility. Members of the public were asked to give feedback on drafts of four development plans intended to accommodate population growth, support the need for additional recreational spaces in closer proximity to neighborhoods, and address concerns over underutilized vacant space. A phased-growth plan is a component that plans development over six tiers depending on location, type, and cost of development. This plan incorporates a transportation plan that identifies general location of existing streets, and proposed options for multimodal options that supports the development patterns in the Future Land Use Plan. Nebraska legislature requires an energy component which accesses energy by use of sector, evaluates utilization of energy sources, and promotes energy conservation. Citywide recommendations are categorized in short-term, mid-term, and long-term timeframes. The plan additionally addresses recommendations within the nine districts listed in the Appendix C (Community Character) that focus on individual assessments of Bellevue's districts.

American Heros Park Conceptual Site Master Plan

American Heroes Park, a destination park, was created to attract a wider age range of residents than typical parks. It was anticipated that this park would serve as the town's center of recreation, and a stimulate for economic activity. This plan was created in collaboration with HDR to propose sites for the destination park, show initial conceptual plans, and explain the various amenities within the site plan. The park is separated into five sections along the plan including Nature and Explorative Play, Celebration of Service and Amenities, Memorial Gardens, Activity Zone and Play, and Lake Pavilion. The first area, Nature and Explorative Play, provides opportunities to explore within native plantings, picnic areas, activity zones for youth, and dynamic play areas for creative development. Celebration of Service Area and Amenities will have active zones for games and artwork, an event hall, a performance stage, and an observation tower overlooking the Missouri River. The activity zone will become a destination for youth, and families with a playground, shelters, a restroom, and sea wall along the lake that provides opportunities to interact with the water. Finally, the Lake Pavilion is designed as a glass box providing views over the lake. The entire park is designed with native plantings which is crucial to sustainability, longevity, and maintenance of the park.

Bellevue Parks Master Plan

As Bellevue continues to grow and change, parks and green spaces play a crucial role in creating a path forward as a community. With 55 parks totaling over 14% of Bellevue's total land use, the City of Bellevue embarked on a master planning process to develop a vision and framework for Bellevue's parks for the next 15-20 years. This plan provides a framework for park improvements, recreational facilities, programs, and services. Through three phases of development, the city engaged residents through survey, interviews, focus groups, workshops, pop-ups, and an open house to gauge themes for recommendations. Parks within Bellevue are sectioned into four park types including regional parks, community parks, and neighborhood parks. By establishing these park types, Bellevue is able to plan for improvements that best fit the park's characteristics and the communities need. The plan has two system goals that follow three strategies established in the development process. These recommendations which are linked to action steps, are seen through system or park zone lenses. System Lenses organize operations, communications, and land use at the System level, where actions have wide-reaching impacts and affect the cohesion of the system. Park Lenses organizes recommendations for communications, operations, and land use decisions at the park level. These park recommendations are followed by an implementation matrix that delegates tasks to specific parties.

Affordable Housing Action Plan

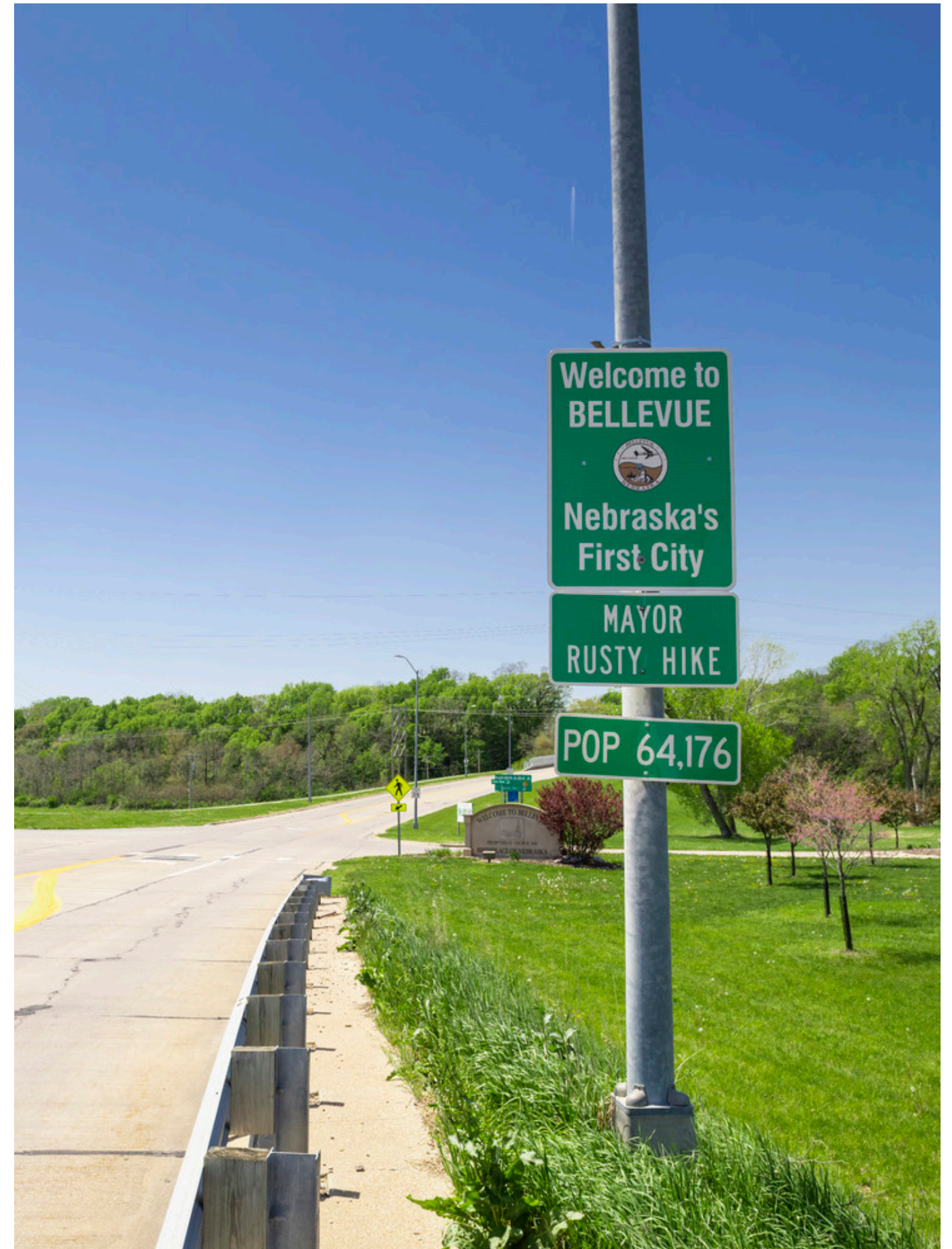
An Affordable Housing Action Plan is required by Nebraska Legislative Bill 866 for communities with greater than 50,000 in population. This plan promotes affordable housing projects based statistical data on demographics, economic and housing conditions, local affordable housing demand, and narrative given by public engagement. This city identifies specific initiatives, future affordable housing programs, and funding partners for the development process.

Fort Crook Road 2040

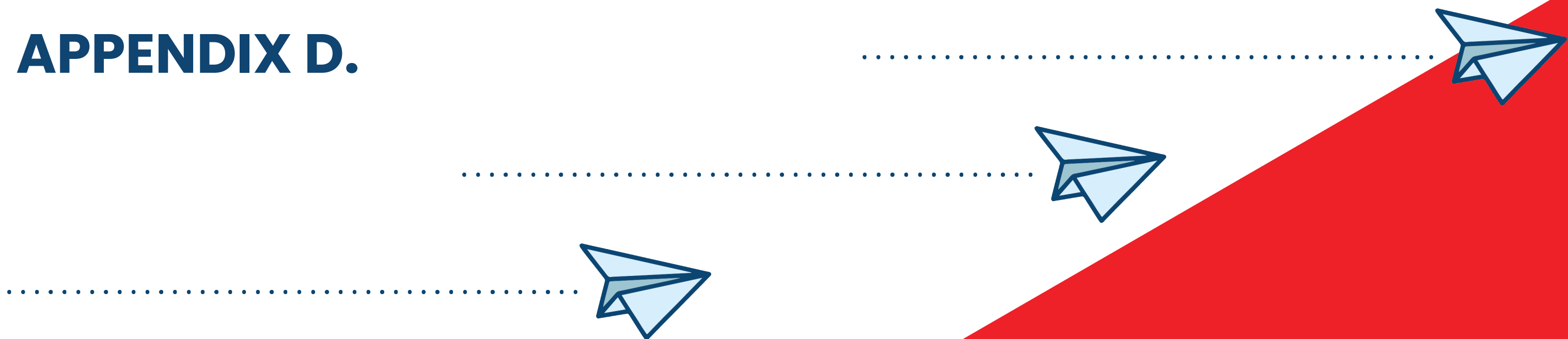
The Fort Crook Road corridor is envisioned to serve as another transformative districts within the region, including Aksarben Village, River's Edge, and the Blackstone District. To achieve this vision, there must be a balance of green infrastructure, transit-orientated development, and total mobility system. This corridor should provide other methods of transportation other than cars, employ green infrastructure that addresses stormwater, and create new development that supports BRT ridership. With limited development opportunities due to lack of "greenfield" land, Bellevue should capitalize on infill development within the core of the city to avoid stagnant population growth. It is recommended that the BRT Line extend north and south to connect with 24th Street Corridor in Omaha and the Offutt Air Force Base in Bellevue. Additionally, five proposed BRT stations should at Childs Road, Avery Road, Herman Road, Kenney Gate, and Fairview Road. The existing traffic lanes on Fort Crook Road should be converted to a roadway with a shared bike path to accommodate bicycle and pedestrian traffic. There are several segments of the corridor impacted by a floodplain, so this plan recommends a sustainable approach that includes daylighting, channel restoration, strategic infill, and green infrastructure. A larger piece of this plan, redevelopment opportunities, acknowledges that this plan will serve as a foundation for Bellevue City Council and Planning Commission until the city approves of the location for any BRT stations, adopts an overlay district or other planning tools within the City's zoning regulations to implement a plan related to construction of the BRT stations, and approves a specific timeline for any future applicants with redevelopment plans to comply with the finalized and adopted Fort Crook Road plan. Four newly developed neighborhoods are proposed at Childs Road Station, Avery Road Station, Cornhusker Road, Fairview Road, Herman Drive Station that incorporate themes such as transit-orientated development and walkable urbanism. These proposed developments are suggested to follow incremental development guidelines.

Sarpy County and Cities Wastewater Agency Growth Management Plan

Adopted on June 19th, 2019, this growth management plan created by Sarpy County and Cities Wastewater Agency aims to guide suburban and urban development within the Agency's jurisdiction in southern Sarpy County. The document lists Urban Reserve Zone and Urban Development zone policies, with agreement policies, and policies applicable to governmental or quasi-governmental developments set for by the agency. Following these procedures, this plan identifies steps to periodically review the growth management plan, adjust the boundary of the agency, address criteria for exceptions, administratively amend the agency's jurisdiction, and set fees for development located within the agency's service area.



APPENDIX D.



ECONOMIC AND MARKET ANALYSIS

EXECUTIVE SUMMARY

Economic and Demographic Trends

Employment in the City of Bellevue totals 20,452 jobs. Principal employment sectors in Bellevue include services (5,449 jobs); retail trade (5,517 jobs); education and healthcare (4,514 jobs); and government (1,133 jobs).

Offutt is greater Omaha's second largest employer and according to the FY 2023 Economic Impact Statement produced by the 55th Comptroller Squadron, operations support 10,797 military and civilian personnel. A reported 44,261 military, civilians, contractors, dependents, and retirees make their home in the Omaha area. The base generates 23,014 jobs regionally with an estimated annual value of \$1.11 billion.

Offutt is a vital part of Omaha's economy with an annual economic impact of over \$2.9 billion, including \$1.01 billion in payroll, \$437.9 million in expenditures, \$931 million in indirect output from payroll, and \$525 million in indirect output from expenditures. Service contracts total \$307.5 million annually. In addition, more than 65 defense companies have a presence near Offutt, providing direct support to its missions.

Since 1980, Bellevue's population has nearly doubled in size, adding 43,380 residents, and reaching a population of 65,193 by 2023. Population growth was the strongest during the decades of the 1980's and 2010's.

When compared to that of the State of Nebraska, Bellevue's household composition possesses above average rates for families, married couples, and all households with children and below average rates of married couples with children, householders living alone, senior households ages 65 years and over, and senior households living alone.

Bellevue's household composition suggests a strong need for single-family housing and such retail goods and services as groceries, clothing and accessories, sporting goods, consumer electronics, toys, home furnishings, furniture, hardware, daycare, financial services, dentists, and general practitioners.

Children ages 0 to 14 years and empty nesters 45 to 64 years comprise the largest age groups in Bellevue with 19.8 percent and 24.0 percent of the total population, respectively. When compared to statewide averages, Bellevue possesses above average rates of young adults ages 25 to 34 years (14.9%), family/working adults ages 35 to 44 years (13.7%), and empty nester population ages 45 to 64 years (24.0%) and below average rates of children ages 0-14 years (19.8%), adolescents ages 15 to 24 years (12.3%), and elderly ages 65+ years (15.3%).

Bellevue's population age 25 and older is well educated with 46.8 percent of the population attaining a graduate/professional, bachelor's, or associate degree compared to 46.2 percent statewide. Conversely, 27.8 percent of Bellevue residents attained a high school diploma or less compared to 32.3 percent of the statewide population.

Bellevue's educational attainment levels suggest the potential to support high income levels, retail expenditures, housing values and rents, and the need for commercial space. The higher education levels also support professional positions and the need for office space.

Bellevue's median household income of \$99,972 significantly exceeds the statewide median of \$69,597, supporting a below average rate of households earning less than \$25,000 and above average rate of high-income households earning \$100,000 or more. Bellevue's well above average median household income provides the opportunity to capture above average retail sales and rents, housing values, and residential rents.

From 2024 through 2045, the City of Bellevue is forecast to add 3,919 to 5,005 jobs and 16,025 to 18,787 new residents. Principal employment sectors anticipated to support the strongest job growth through 2045 include services, retail trade, education and healthcare, and finance, insurance, and real estate. The future job and population growth will generate the need for new housing, retail goods and services, eating and drinking establishments, and commercial and industrial space.

Real Estate Market Trends

The study evaluated Bellevue's retail, office, industrial, and housing markets. The text to follow summarizes the major study findings.

Retail Market Overview

The City of Bellevue supports 1,172,675 square feet of retail space. Bellevue prominent retail and shopping destinations, including: 1) Fort Crook Road corridor, 2) intersection of U.S. Highway 75 and Cornhusker Road, and 3) intersection of 36th Street and Highway 370.

From 2012 to 2023, 62,357 square feet of retail space was built in Bellevue, with net space absorption totaling 69,247 square feet of building area. From 2012 to 2023, the Bellevue retail market operated at vacancies well below market equilibrium. By year-end 2023, the overall vacancy rate stood at 3.6 percent with just 89,742 square feet of vacant space available for immediate occupancy. The modest inventory of vacant retail space places a constraint on the ability to accommodate the expansion of existing retail businesses or attracting new retail businesses seeking a location in Bellevue.

Bellevue's pull factor of 1.2 indicates the city captures retail sales at a rate 20 percent above the statewide average.

From 2024 through 2045, the City of Bellevue is forecast to support the need for 1,081,000 square feet to 1,251,000 square feet of new retail space, absorbing an estimated 108 to 124 acres of commercial land under the conservative scenario and 125 acres to 144 acres under the optimistic scenario.

Office Market Overview

Office-related employment in the City of Bellevue consists of 3,014 jobs in the management and administrative, legal services, information, and finance, insurance, and real estate sectors, accounting for 14.7 percent of total employment. By comparison, office-related jobs account for 23.6 percent of employment in the Omaha-Council Bluffs MSA.

Bellevue maintains a total inventory of 1,464,987 square feet of space professional and medical office space, operating at a vacancy rate of 13.9 percent. The principal concentrations of office buildings are located within Highway 370, Fort Crook Road, and Galvin Road corridors.

From 2012 through 2023, only one office building with 6,448 square feet of space was built in Bellevue with net absorption amounting to 57,543 square feet. From 2012 through 2021, the office vacancy rate remained well over market equilibrium ranging from a high of 15.8 percent in 2017 to a low of 10.8 percent by 2021. During 2022, net absorption of 63,421 square feet reduced the vacancy rate to 6.5 percent. However, with negative absorption of 116,792 square feet during 2023 the vacancy rate rose to 14.4 percent by year-end.

From 2024 through 2045, Bellevue is forecast to support the need for 227,000 square feet to 330,000 square feet of professional and medical office space, absorbing 17 acres to 21 acres of land under the conservative scenario and 25 acres to 30 acres under the optimistic scenario.

Industrial Market Overview

Industrial-related employment in the City of Bellevue totals 1,862 jobs in the manufacturing, wholesale trade, transportation and warehousing, and utilities sectors, or 9.1 percent of total employment. By comparison, industrial-related jobs account for 25.9 percent of employment in the Omaha-Council Bluffs MSA.

By year-end 2023, Bellevue had 64 existing industrial buildings totaling 1.48 million square feet of space operating at a cumulative vacancy rate of just 1.8 percent. Industrial buildings are scattered throughout Bellevue with principal concentrations including: 1) north Fort Crook Road corridor, 2) east of Offutt Air Force Base, and 3) west of Offutt Air Force Base.

From 2012 through 2023, the Bellevue industrial market absorbed a total of 47,520 square feet of space. Industrial space absorption peaked in 2017 with 133,378 square feet of net occupied space. Since 2020, a total of 79,253 square feet of net industrial space was absorbed in Bellevue.

Bellevue's overall industrial vacancy rate peaked at 11.7 percent in 2015. Since 2020, the Bellevue industrial market has gradually improved operating at vacancies well below market equilibrium. By the fourth quarter 2023, the Bellevue industrial market operated at a vacancy rate of 1.8 percent. With just 27,010 square feet of vacant industrial space available for immediate occupancy is a barrier to accommodating expansion of existing industrial businesses and attracting prospective new businesses to Bellevue.

From 2024 through 2045, industrial job growth in Bellevue is projected to support the need for 419,000 square feet to 620,000 square feet of industrial space, resulting in the absorption of an estimated 24 acres to 28 acres of industrial land under the conservative scenario and 36 acres to 41 acres under the optimistic scenario.

Residential Housing Market Overview

Over the past 40 years Bellevue's housing stock has increased steadily. The 1980 Census reported the Bellevue housing stock at 7,798 dwelling units. By the 2010 Census, Bellevue's housing stock increased to 11,939 dwelling units. Housing stock increased by 5,500 dwelling units during the 1990's and 3,152 dwelling units during the 2000's. From 2010 through 2020, the city's housing stock increased by 25.7 percent, or 5,297 dwelling units. By 2022, Bellevue's housing stock totaled 25,601 dwelling units.

Bellevue's housing stock mix is influenced by its suburb character whereby the demand for single-family housing exceeds that for attached rental housing. Detached single-family housing accounts for 68.4 percent of Bellevue's housing stock which lags the statewide rate of 71.2 percent.

Multi-family housing accounts for 25.8 percent of Bellevue's housing stock compared to 22.2 percent for Nebraska. Large-scale properties in Bellevue with 20 or more dwelling units account for 8.4 percent of the housing stock, compared to 8.1 percent statewide. Duplexes account for just 0.3 percent of the Bellevue housing stock which is well below the statewide rate of 1.9 percent. Properties with 3 to 9 housing units account for 9.9 percent of Bellevue's housing stock, compared to 7.0 percent statewide.

During 2022 owner-occupied housing in Bellevue accounted for 63.4 percent of the entire occupied housing stock with renter-occupied accounting for 36.6 percent. By comparison, owner-occupied housing accounts for 66.0 percent of

Nebraska's total occupied housing stock with renter-occupied accounting for 34.0 percent.

Detached single-family homes account for 92.5 percent of Bellevue's owner-occupied housing stock, compared to 93.0 percent for the State of Nebraska. Renters are much less likely to occupy detached single-family homes accounting for 29.2 percent of all occupied rental units.

During 2012 the median housing value in Bellevue of \$136,800 exceeded the statewide median of \$128,300. Stemming from the national housing bust, the median housing value for Bellevue declined steadily from 2010 through 2014. By 2015, Nebraska's median housing value of \$141,600 exceeded Bellevue's median value of \$135,600. Through 2022, the median home value in Nebraska continued to exceed Bellevue's median value.

For 2023, Esri Business Analyst reported the average value of owner-occupied housing in Bellevue at \$280,987. Just 7.4 percent of the owner-occupied housing stock in Bellevue was valued under \$100,000. Housing valued at \$100,000 to \$199,999 accounts for 25.6 percent of Bellevue's housing stock. This price range caters to first time homebuyers.

Housing valued at \$200,000 to \$299,999 accounts for 33.3 percent of the housing stock and represents Bellevue's largest market segment. Housing priced at \$300,000 to \$399,999 accounts for 17.4 percent of Bellevue's housing stock and represents the move-up market. Owner-occupied housing priced at \$400,000 and above represents Bellevue's luxury housing market and accounts for 12.5 percent of the entire housing stock.

Multi-family structures account for 25.8 percent of Bellevue's housing stock, or 6,600 dwelling units were in multi-unit structures. By comparison, multi-family housing accounts for 22.2 percent of the statewide housing stock.

Large-scale properties in Bellevue with 20 or more dwelling units account for 8.4 percent of the housing stock, compared to 8.1 percent statewide. Duplexes account for just 0.3 percent of the Bellevue housing stock which is well below the statewide rate of 1.9 percent. Properties with 3 to 9 housing units account for 9.9 percent of Bellevue's housing stock, compared to 7.0 percent statewide.

Since 2015, Bellevue's median monthly housing rent has exceeded the statewide median. From 2015 through 2022, Bellevue's median monthly housing rent increased 33.9 percent, reaching \$1,141 by 2022. Nebraska's median rent in 2022 of \$909 per month was 14.2 percent below the median for Bellevue.

Fifty-two large-scale apartment properties in Bellevue totaling 8,157 dwelling units. Since 2010, nine large-scale apartment properties have been built in Bellevue, totaling 931 rental units. New construction peaked from 2016 to 2020 with 609 apartment units completed and again during 2022 and 2023 when 262 units came online. Net absorption since 2010 totaled 1,217 apartment units.

Net unit absorption exceeding new supply since 2010 has produced a gradual decline in the overall vacancy rate. From 2018 to 2022, the apartment properties operated at a health vacancy rate well below market equilibrium. By year-end 2022, just 15 vacant apartments were available for lease yielding a vacancy rate of 1.2 percent. During 2023, 96 apartment units came online with net YTD absorption of 34 dwelling units, pushing the overall vacancy rate to 6.4 percent. This spike in the vacancy rate is temporary and will improve as the new property achieves lease-up.

Since 2010, the average rent for large-scale apartment properties in Bellevue increased by 43.6 percent, reaching \$1,182 per month by year-end 2023. Rent escalations were strong from 2019 to 2023 in response to the construction of five new apartment properties totaling 466 rental units as well as well below market equilibrium vacancy rates.

From 2024 through 2045, the City of Bellevue's forecast population growth and latent housing need will create the need for an estimated 6,719 to 7,856 new housing units. By housing type, Bellevue's forecast housing need equates to 4,703 to 5,499 single-family detached and attached housing units, 201 to 236 housing units in 2- to 9-unit structures, and 1,814 to 2,121 housing units in structures with ten or more dwelling units.

Study Conclusions and Recommendations

The Economic and Market Analysis evaluated the ability of the Bellevue Planning Area (“Planning Area”) to accommodate development of a variety of retail, office, industrial, and residential uses. Study conclusions and recommendations include the following:

1. Quantify supportable long-term need for new commercial and industrial space as well as residential housing units.
2. Identify feasible land use mix, location, and development formats.

Forecast Real Estate Need

From 2024 through 2045 the City of Bellevue is forecast to support the need for 1,081,000 to 1,251,000 square feet of new retail space, 227,000 to 330,000 square feet of professional and medical office space, and 419,000 to 620,000 square feet of industrial space.

Through 2045, Bellevue’s new housing need is forecast at 6,719 to 7,856 dwelling units, consisting of 4,703 to 5,499 single-family detached and attached housing units, 201 to 236 housing units in 2- to 9-unit structures, and 1,814 to 2,121 housing units in structures with ten or more dwelling units.

**Forecast Real Estate Need
Bellevue, Nebraska, 2024 - 2045**

Land Use	Forecast Demand		Land Acres	
	Low	High	Low	High
Retail	1,081,000 SF	1,251,000 SF	108 - 124	125 - 144
Office	227,000 SF	330,000 SF	17 - 21	25 - 30
Industrial	419,000 SF	620,000 SF	24 - 28	36 - 41
Residential	6,719 DUs	7,856 DUs	1,288 - 1,478	1,506 - 1,728
Totals			1,437 - 1,651	1,692 - 1,943

The forecast real estate needs through 2045 for Bellevue would require an estimated 1,437 to 1,651 acres of land under the conservative scenario and 1,692 to 1,943 acres of land under the optimistic scenario.

Land Use Patterns and Development Opportunities

Based on the study findings and future demand projections, future development opportunities in Bellevue, Nebraska for retail, office, industrial, and housing were identified.

Retail Development Sites

Retail developers and retailers evaluate potential retail locations based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, traffic counts, traffic signal access, and direct competition. Using these site selection criteria, potential retail development sites in the City of Bellevue were identified. Prospective retail development sites in the City of Bellevue include the following:

1. Northeast of Golden Boulevard and Samsom Way
2. Southwest corner of 42nd Street and Highway 370
3. Northwest corner of 48th Street and Highway 370
4. Southeast corner of 54th Street and Highway 370
5. Southeast corner of 60th Street and Highway 370
6. Southeast corner 25th Street and Capehart Road
7. Northwest corner of 36th Street and Capehart Road
8. Southwest corner of 36th Street and Capehart Road
9. Northwest corner of 36th Street and Cornhusker Road
10. Southwest corner of 36th Street and Cornhusker Road
11. Northwest corner of 25th Street and Cornhusker Road
12. Southwest corner of 25th Street and Cornhusker Road
13. Northwest corner of Harvell Drive and Fort Crook Road
14. Intersection of Hidden Valley Drive and U.S. Highway 75
15. Intersection of 36th Street and Platteview Road

Office and industrial developers evaluate potential development sites based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, availability to a large and diverse labor pool, proximity to customers, and availability of support goods and services. Using these site selection criteria, potential development sites in the City of Bellevue were identified. Prospective office and industrial development sites in the City of Bellevue include the following:

Office Development Sites

1. Northeast of Golden Boulevard and Samsom Way
2. Southeast corner of Maass Road and Highway 370
3. Southwest corner of Maass Road and Highway 370
4. Southwest corner of 42nd Street and Highway 370
5. Southeast corner 25th Street and Capehart Road
6. Northwest corner of 36th Street and Cornhusker Road
7. Southwest corner of 36th Street and Cornhusker Road

8. Southwest corner of 25th Street and Cornhusker Road
9. Northwest corner of Harvell Drive and Fort Crook Road
10. Intersection of Hidden Valley Drive and U.S. Highway 75

Industrial Development Sites

1. Along the east side of Fort Crook Road southwest of Offutt Air Force Base
2. West side of Harlan Lewis Road south of Offutt Air Force Base

Creating a master planned business park in Bellevue featuring quality infrastructure, design guidelines, CC&R's, and designed for mixed-use development will be critical in retaining existing companies and attracting new companies. Offering shovel ready sites complete with an economic incentive package, expedited municipal plan approval and permitting process, and political support will provide competitive advantages in successfully marketing and developing building sites.

Residential Development Sites

The criteria used to evaluate the suitability of property as a future residential housing development site include site location; parcel size and configuration; availability of infrastructure; entitlements; access; visibility and exposure; and proximity to housing demand generators and services.

Based on these criteria, the southeast portion of Bellevue is anticipated to be the prominent location for new single-family subdivisions. Infill housing in older residential neighborhoods and vacant lots is also possible. Suitable large-scale apartment sites are best located along major arterial streets such as Highway 370, Cornhusker Road, and Capehart Road, within mixed-use developments, and adjacent to retail and employment centers. Small-scale, multi-family development may also be possible within infill locations throughout the city.

Redevelopment Opportunities

Downtown Bellevue is located along a 3-block portion of Mission Avenue between Washington and Hancock Streets. Community uses downtown include the Mission Middle School, Fire Department, Senior Community Center, Bellevue Little Theatre, Bellevue Eagles Lodge, U.S. Post Office, and two churches. A total of 42 downtown businesses were identified, including eating and drinking places, financial services, insurance, hair salons, massage therapist, tattoo, real estate, lawyers, computer repair, and automotive repair. The Bridge is a redevelopment project at northeast corner of Mission Avenue and Washington Street planned for 53 apartments and ground floor commercial space. The opportunity exists to support continued redevelopment efforts with the potential to expand downtown several blocks to the west along Mission Avenue.

Barriers or restrictions to Bellevue's future urban growth include the presence of the Offutt Airforce Base that divides the city and creates development restrictions, floodplain impacted areas, cost on new residential and commercial construction, and funding public infrastructure and city services for green field sites. Continued commercial and industrial development is critical in expanding the city's tax base that supports sustainable city services.

FULL REPORT: ECONOMIC AND MARKET ANALYSIS

Planning Area Defined

The City of Bellevue, Nebraska (the "Planning Area") is in southeast Nebraska within Sarpy County and the Omaha-Council Bluffs, NE-IA, MSA. Bellevue encompasses 7,382 acres of land inside the city limits, including 294.7 acres of vacant land and 315.9 acres of agricultural land. Another 15,546 acres is located inside the ETJ. The map on the following page depicts the City Bellevue's existing land use.

The Omaha-Council Bluffs, NE-IA, Metropolitan Statistical Area (MSA), is an urbanized, bi-state metro region in Nebraska and Iowa, centered on the city of Omaha, Nebraska. The region consists of eight counties (five in Nebraska and three in Iowa), and covers 4,407 square miles on both sides of the Missouri River. With a population 2020 Census population of 967,604, the metro Omaha area is the most populous in both Nebraska and Iowa (although the Des Moines-West Des Moines MSA is the largest MSA centered entirely in Iowa), and is the 58th most populous MSA in the United States.

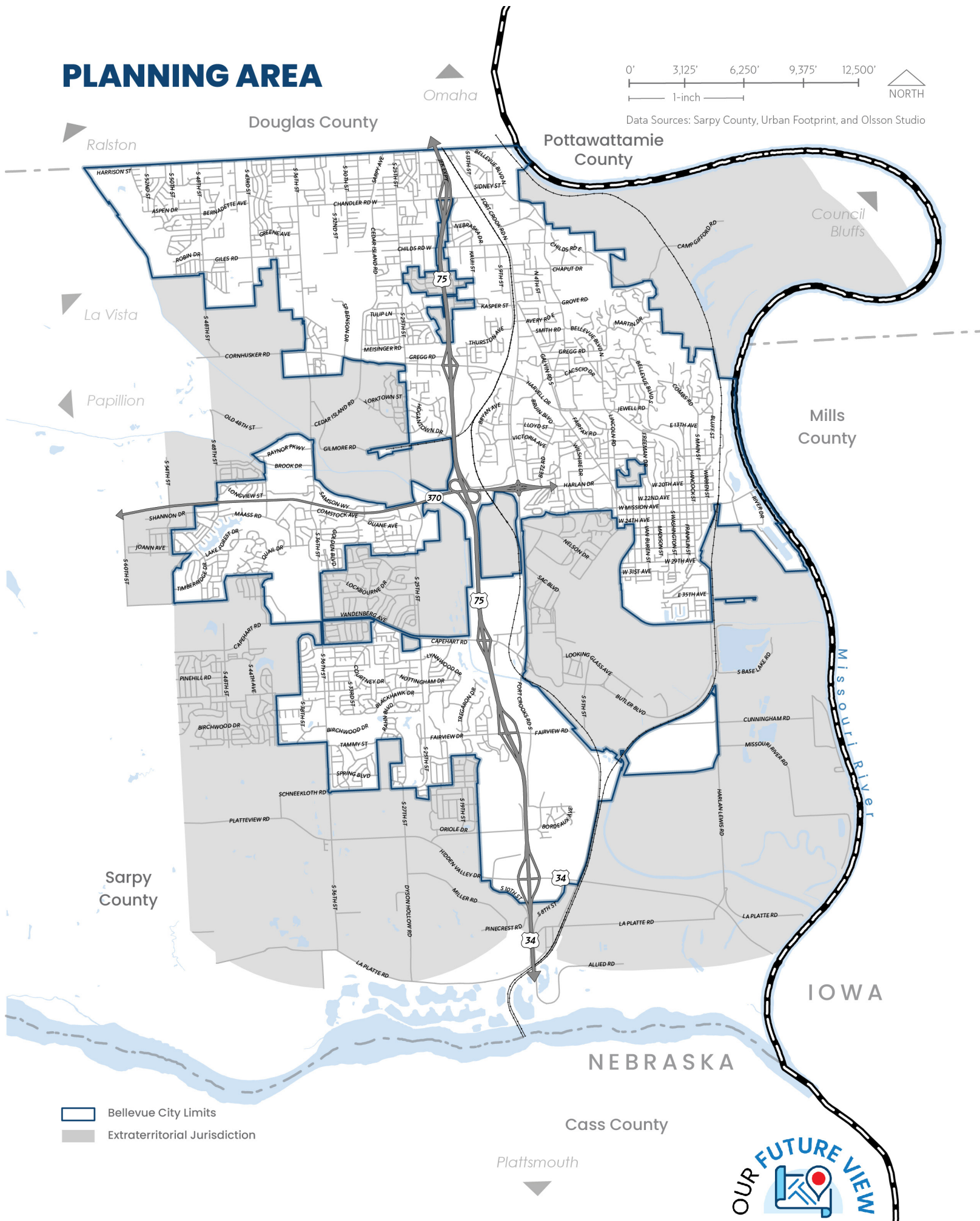
Bellevue's 2020 Census population of 64,176 residents and was the second largest city in the Omaha-Council Bluffs MSA, trailing only Omaha with 486,051 residents.

Established by European Americans in the 1830s, Bellevue was incorporated in 1855 and is the oldest continuously-inhabited town in Nebraska. It has been credited by the Nebraska State Legislature as being the state's second-oldest incorporated settlement after Nebraska City; previously it served as the seat of government in Nebraska.

Bellevue was founded as a trading post for the Missouri Fur Company by Joshua Pilcher, but there were financial problems, and, eventually, Lucien Fontanelle became the owner of the post, and the first permanent resident of Bellevue. Moses Merrill founded a mission, which was the first Christian mission in Nebraska, in Bellevue. Since it was the oldest city in the Nebraska Territory, the residents were optimistic that Bellevue would become the capital of it, and the new territorial governor, Francis Burt, had already moved there, but shortly after, he died. The next governor selected Omaha as the capital instead.

In 1921, the Offutt Air Force Base was built south of Bellevue, and is the headquarters of the United States Strategic Command, the 557th Weather Wing, and the 55th Wing of the Air Combat Command. The Offutt Air Force Base has an annual economic impact of \$2.6 billion on the Omaha-Council Bluffs region.

PLANNING AREA



Employment Trends

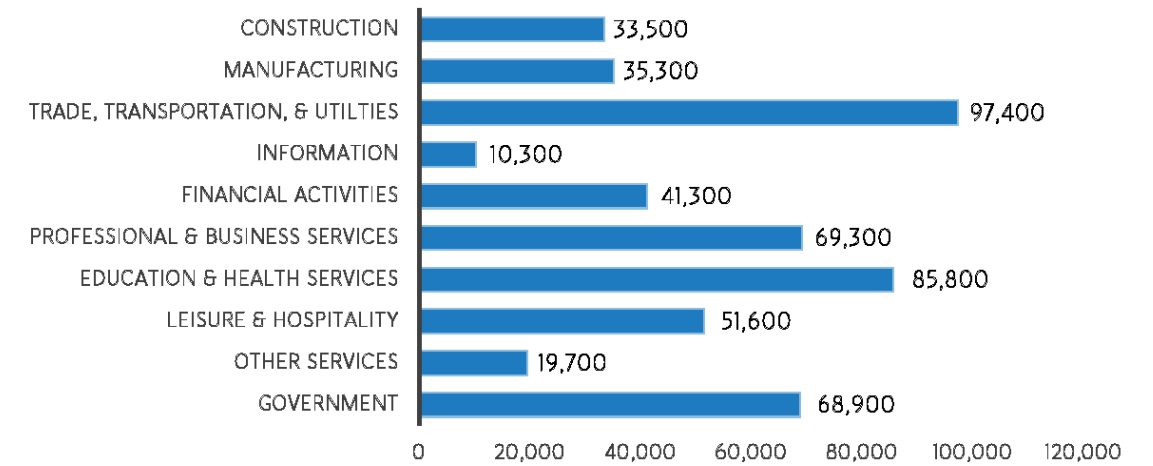
Since gains in employment fuel the growth in population, income, and retail expenditures, job growth is a reliable indicator of general economic conditions and need for housing and commercial and industrial space. Households typically prefer to live near work for convenience. Affordable housing costs, reduced commute times, and higher quality of life can motivate employees to relocate to the community where their job exists.

The City of Bellevue is located within the Omaha-Council Bluffs MSA. As of November 2023, leading employment sectors in the Omaha-Council Bluffs MSA included:

1. Trade, Transportation & Utilities
2. Education & Healthcare Services
3. Government
4. Professional & Business Services
5. Leisure & Hospitality

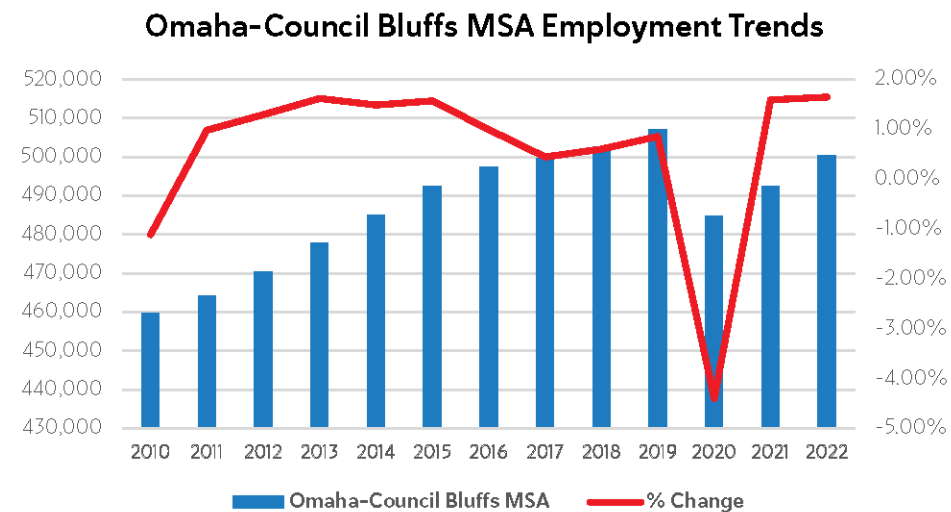
Compared to statewide averages, according to the U.S. Bureau of Labor Statistics, the Omaha-Council Bluffs MSA supports a higher rate of employment in the construction, information, financial activities, professional and business services, education and health services, trade, and leisure and hospitality sectors. Lagging employment sectors include manufacturing and government.

Omaha-Council Bluffs MSA Employment by Sector



The U.S. Bureau of Labor Statistics reported from 2010 to 2019 the Omaha-Council Bluffs MSA added 47,200 new nonfarm wage and salary jobs, an increase of 10.3 percent. By 2019, total employment reached 507,000 jobs and an unemployment rate of 3.1 percent. By March 2020, employment in the Omaha-Council Bluffs MSA totaled 501,500 jobs and an unemployment rate of 3.6 percent. The COVID-19 pandemic resulted in the loss of 45,800 jobs by April 2020, pushing the unemployment rate to 9.2 percent. By year-end 2020, three-quarters of the lost jobs, or 34,200 jobs, were returned to the Omaha-Council Bluffs MSA economy.

By August 2022, total employment in the Omaha-Council Bluffs MSA exceeded pre-pandemic levels and the unemployment rate recovered to 3.5 percent. Employment growth has continued, adding 8,100 jobs in 2022 and 17,800 jobs through November 2023. By November 2023, employment in the Omaha-Council Bluffs MSA reached 513,100 nonfarm wage and salary jobs with an unemployment rate of just 2.3 percent. Annualized employment levels for the Omaha-Council Bluffs MSA from 2010 through 2022 are depicted in the bar chart below.



The Offutt Air Force Base located in Bellevue plays a crucial role in U.S. national defense, housing the 55th Wing, Air Combat Command's largest wing; headquarters for the United States Strategic Command (USSTRATCOM); the Air Force Weather Agency; and the new Joint POW/MIA Accounting Command CONUS Annex (JCA). The base covers 3,633 acres, supports a building stock of 7.5 million square feet, 1,954 family homes, and 68 transient rooms. Of the 5,934 active duty, military personnel, 1,342 soldiers reside on base while 2,244 soldiers live in Bellevue.

Offutt is greater Omaha's second largest employer and according to the FY 2023 Economic Impact Statement produced by the 55th Comptroller Squadron, operations support 10,797 military and civilian personnel. A reported 44,261 military, civilians, contractors, dependents, and retirees make their home in the Omaha area. The base generates 23,014 jobs regionally with an estimated annual value of \$1.11 billion.

Offutt is a vital part of Omaha's economy with an annual economic impact of over \$2.9 billion, including \$1.01 billion in

Offutt AFB Local Expenditures FY 2023

Category	Expenditures FY 2023
Construction Contracts	\$32,243,718
Service Contracts	\$307,537,693
Base Exchange	\$2,026,180
Health/TRICARE	\$70,439,928
Commissary	\$21,031,931
Impact Aid/Tuition Assistance	\$2,948,844
TDY/Travel to Offutt	\$1,670,400
Total Expenditures	\$437,898,695

Source: 55th Comptroller Squadron.

payroll, \$437.9 million in expenditures, \$931 million in indirect output from payroll, and \$525 million in indirect output from expenditures. Service contracts total \$307.5 million annually. In addition, more than 65 defense companies have a presence near Offutt, providing direct support to its missions.

The Flood Recovery PMO is tasked with rebuilding the Offutt Air Force Base from the 500-year flood of March 2019 that destroyed one-third of the base, worth approximately \$700 million, including \$234 million in simulators and information technology. The flood waters affected 137 base facilities, 1.2 million square feet of workspace, and displaced more than 3,200 personnel. With most of the displaced personnel relocated to temporary long-term facilities, the PMO team focused on how to rebuild Offutt. With levee upgrades and the location of the runway it was decided to rebuild on the southeastern portion of the installation. The Air Force Civil Engineer Center's Natural Disaster Recovery Program's \$693 million plan to recover the Offutt Air Force Base began awarding contracts to rebuild the base in September 2021, which will result in 26 new facilities separated into eight campuses scheduled for completion by 2027.

According to the Economic Impact Statements generated by the 55th Comptroller Squadron, Offutt Air Force Base's military and civilian personnel has remained steady in recent years despite the impact of the 2019 flood. Future employment growth forecasts for Bellevue assumed stable Offutt base employment with continued growth in defense companies and contractors stemming from local expenditures. Base-related job growth will be most pronounced in the industrial and office sectors.

According to Esri Business Analyst, the City of Bellevue supports employment totaling 20,452 jobs. Principal employment sectors in Bellevue include services (5,449 jobs); retail trade (5,517 jobs); education and healthcare (4,514 jobs); and government (1,133 jobs). The table on the following page shows employment by sector for the City of Bellevue.

From 2024 through 2045, the City of Bellevue is estimated to realize job growth at an average annual rate of 0.8 percent to 1.0 percent, yielding a total of 3,919 to 5,005 new jobs. Principal employment sectors anticipated to support the strongest job growth through 2045 include services, retail trade, education and healthcare, and finance, insurance, and real estate. Future job growth will generate increased population and the need for additional housing and commercial space.

City of Bellevue Employment by Sector

Employment Sector	City of # of Jobs	Bellevue % of Total
Agriculture & Mining	214	1.0%
Construction	604	3.0%
Manufacturing	846	4.1%
Transportation	307	1.5%
Communication	48	0.2%
Utility	52	0.3%
Wholesale Trade	566	2.8%
Retail Trade	5,517	27.0%
Finance, Insurance & Real Estate	970	4.7%
Education & Health Services	4,514	22.1%
Government	1,133	5.5%
Services	5,449	26.6%
Unclassified	232	1.1%
Totals	20,452	100.0%

Source: Esri Business Analyst.

The Bellevue Nebraska Economic Development Program encourages economic growth, new industries, and investment in the community. Funds may be available to businesses in the form of low or 0% interest loans and performance-based forgivable loans (grants), based upon creation of new jobs and investment in Bellevue. Businesses must provide matching funds for a project.

Potential uses of funding include land improvements; public infrastructure; building acquisition and improvements; retail industry; service industry; other new industry; equipment, working capital, job training and buy-down leases for primary industry; equipment, job training, buy-down leases, land improvements, building acquisition and improvements and infrastructure for non-primary industry; and other economic development activities allowed by statute.

Eligible activities under the Economic Development Plan may include the following to attract new and existing business and industry development in Bellevue.

- Land purchase options
- Infrastructure to new or existing business and industry
- Site improvements
- Construction for new or existing business or industry or on a specific basis

Demographic Trends

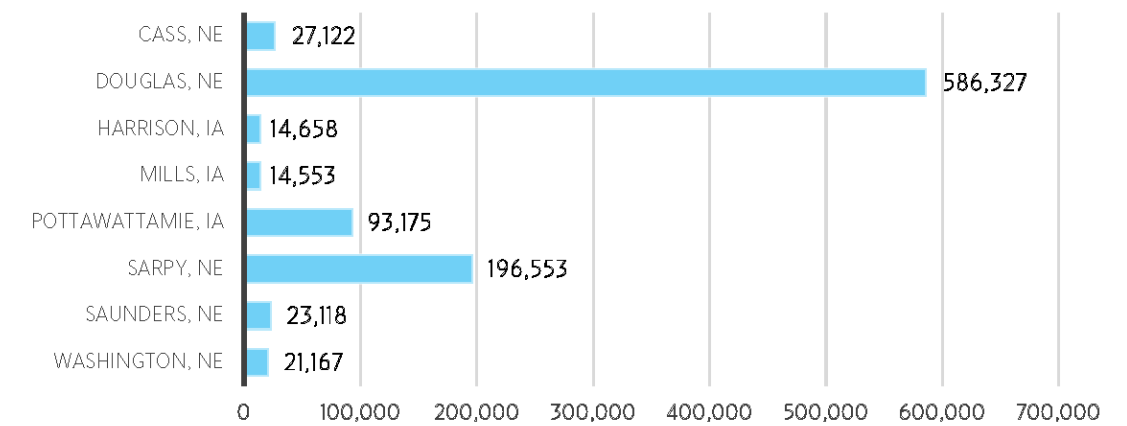
Demographic trends for Bellevue, Nebraska provided by Esri Business Analyst, a leading international demographic research firm, are summarized in the table on page 9.

Population Growth Trends

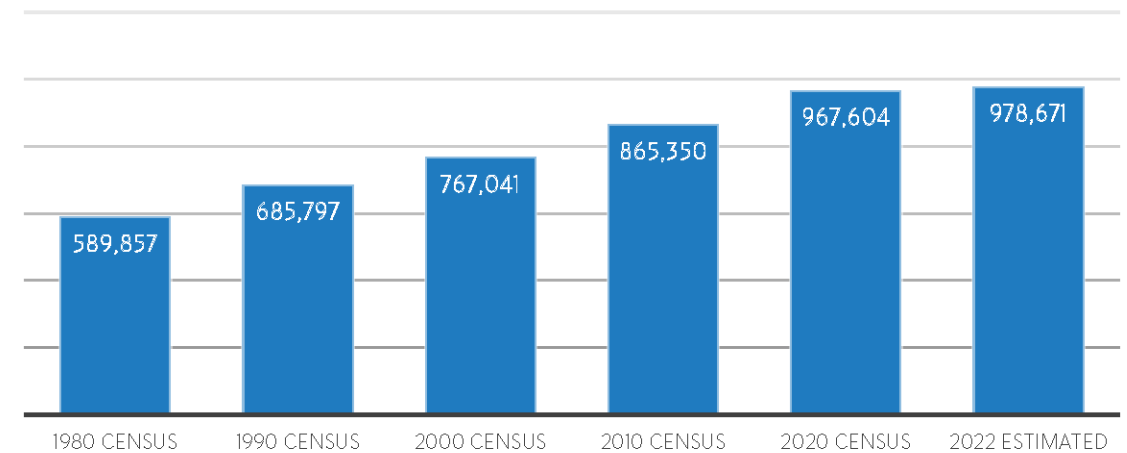
Population growth has a direct impact on the demand for housing and retail space. The City of Bellevue is located within the 8-county Omaha-Council Bluffs MSA. By 2022, the Omaha-Council Bluffs MSA supported a total population of 976,671 residents, anchored by the City of Omaha, Nebraska's largest city. Bellevue is in Sarpy County which is the second most populated county in the metro area.

The Omaha-Council Bluffs MSA has added approximately 389,000 residents since 1980. By 2022, the metro population totaled 978,671 residents.

Omaha-Council Bluff MSA
Population by County



Omaha-Council Bluffs MSA Population Trends



City of Bellevue, Nebraska Demographic Trends

Demographic Characteristic	City of Bellevue	State of Nebraska
Population		
2000 Census	44,382	1,711,263
2010 Census	50,137	1,826,341
2020 Census	64,176	1,961,504
2023 Estimate	65,193	1,968,060
Households by Type		
Total Households	22,532	803,157
Family Households	76.4%	62.5%
Married Couple Family	49.5%	48.6%
With Own Children	19.3%	20.1%
Households with One Person 65+ Years Living Alone	8.8%	12.2%
Householder Living Alone	26.6%	30.7%
All Households with Children	29.4%	28.3%
Distribution of Population by Age		
	65,193	1967,923
0-14 Years	19.8%	19.9%
15-24 Years	12.3%	14.1%
25-34 Years	14.9%	12.8%
35-44 Years	13.7%	13.4%
45-64 Years	24.0%	22.9%
65+ Years	15.3%	17.0%
Distribution in Household Income		
	25,335	803,157
Less than \$15,000	6.5%	8.3%
\$15,000 - \$24,999	6.2%	7.4%
\$25,000 - \$34,999	7.5%	7.6%
\$35,000 - \$49,999	11.2%	12.4%
\$50,000 - \$74,999	18.0%	17.4%
\$75,000 - \$99,999	13.8%	13.5%
\$100,000 - \$149,999	20.9%	17.4%
\$150,000 - \$199,999	8.3%	8.0%
\$200,000+	7.6%	8.0%
Median Household Income	\$99,972	\$69,597
Educational Attainment for Residents 25+ Years		
Total Population 25+	44,295	1,300,094
Less than 9th Grade	2.3%	3.3%
9th - 12th Grade, No Diploma	4.0%	3.9%
High School Graduate/GED	21.5%	25.1%
Some College, No Degree	24.4%	21.6%
Associate Degree	11.3%	11.5%
Bachelor's Degree	22.6%	22.6%
Graduate/Professional Degree	12.9%	12.1%

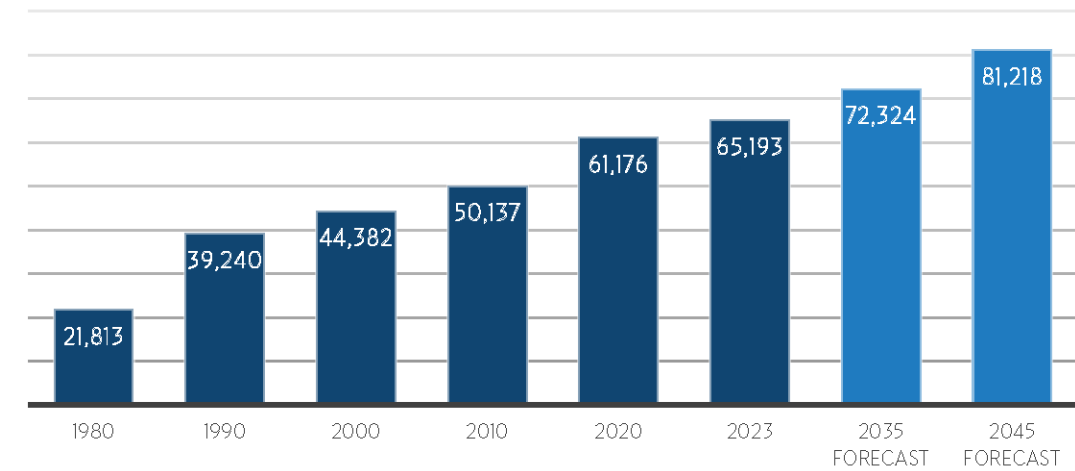
Source: Esri Business Analyst and U.S. Census

Since 1980, Bellevue's population has nearly doubled in size, adding 43,380 residents, and reaching a population of 65,193 by 2023. Population growth was the strongest during the decades of the 1980's and 2010's.

Of the 5,934 active-duty military personnel stationed at Offutt Air Force Base, 1,342 soldiers reside on base while 2,244 soldiers live in Bellevue. As the base's military population has remained relatively stable in recent years, Bellevue's future population growth and housing need will be more influenced by the growth in military contractors.

The City of Bellevue is in Sarpy County. The Sarpy County population has grown from 122,595 residents in 2000 to 190,604 residents by 2020. From 2000 to 2020 Bellevue accounted for 29.1 percent of the Sarpy County population growth and now totals one-third of the Sarpy County population. The University of Nebraska Center for Public Affairs Research forecast the Sarpy County population to reach 245,861 by 2050, equating to an average annual growth rate of 0.85 percent. At a capture rate of 29 percent to 34 percent of the Sarpy County population growth, the City of Bellevue is forecast to add 16,025 to 18,787 residents through 2045.

Bellevue, Nebraska Population Trends



Over the past several decades continued population growth within the City of Bellevue has fueled steady urban growth and the development of housing, commercial, and industrial land uses. Continued population growth over the coming two decades in Bellevue will drive further urban expansion and development opportunities.

Household Composition

Household formation and the mix of household types have a direct impact on the composition of retail sales and housing demand. The table below summarizes households by type for Nebraska and the City of Bellevue.

Bellevue, Nebraska Households by Type

Household Type	City of Bellevue	State of Nebraska
Total Households	22,532	803,157
Family Households	76.4%	62.5%
Married Couple Households	49.5%	48.6%
With Related Children	19.3%	20.1%
Householder Living Alone	26.6%	30.7%
Householder Living Alone 65+ Years Old	8.8%	12.2%
All Households with Children	29.4%	28.3%
Households with one or more people 65+	26.3%	29.3%
Average Household Size	2.55	2.39
Average Family Size	3.11	3.02

Source: U.S. Census Bureau.

Bellevue's household composition characteristics support a demographic heavily populated by married couples with children, creating a need for single-family housing and family-related retail expenditures. An estimated 22,532 households reside in Bellevue with an average household size of 2.55 persons. Family households accounted for over three-quarters of all households with 29.4 percent of all households having children present. Married couple families accounted for 49.5 percent of all households, of which 19.3 percent had related children.

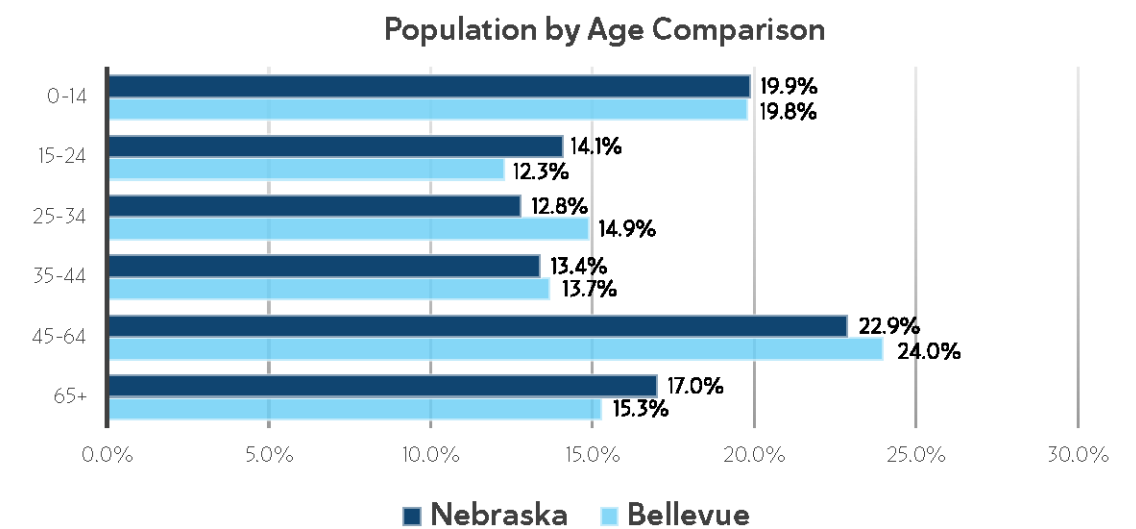
When compared to that of the State of Nebraska, Bellevue's household composition possesses above average rates for families, married couples, and all households with children and below average rates of married couples with children, householders living alone, senior households ages 65 years and over, and senior households living alone.

Bellevue's household composition suggests a strong need for single-family housing and such retail goods and services as groceries, clothing and accessories, sporting goods, consumer electronics, toys, home furnishings, furniture, hardware, daycare, financial services, dentists, and general practitioners.

Population Age Distribution

Demographic characteristics are one of the most key factors influencing the behavior of the consumer towards the acquisition of products, whether in terms of the impact of sex on the purchasing decision or the age of the consumer, the level of education and occupation, or consumer income. Age is a key factor in consumer identity and behavior, since consumption patterns, housing needs, and financial situation change significantly throughout an individual's lifetime.

The bar chart below provides a comparison of the Bellevue and Nebraska population by six primary age groups, including children (0-14 years), adolescent (15-24 years), young adults (25 to 34 years), family/working adults (35-44 years); empty nesters (45-64 years) and elderly (65+ years). Each age group possesses distinctively different consumption and housing needs.



Children ages 0 to 14 years are not consumers per say, but their presence within a household generates retail expenditures on apparel, accessories, and groceries. Children ages 0 to 14 years account for 19.8 percent of Bellevue's total population, compared to 19.9 percent statewide. Bellevue's population of children generate retail sales of child-related goods and services such as groceries, clothing and accessories, toys, and daycare.

Adolescents ages 15 to 24 support the sales of apparel and accessories, groceries, sporting goods, music, consumer electronics, eating and drinking places, and general merchandise. Adolescents account for 12.3 percent of the Bellevue population and 14.1 percent of the Nebraska population.

Young adults aged 25 to 34 years are new to the workforce. These tech savvy young adults are heavy consumers of electronics, apparel and accessories, entertainment, and rental housing. Young adults account for 14.9 percent of the Bellevue population and will have a growing impact on the local workforce, retail goods and services, and housing market. Young adults account for 12.8 percent of the Nebraska population.

Family/working adults ages 35 to 44 years account for 13.7 percent of the Bellevue population, compared to 13.4 percent of the statewide population. These adults are in their child raising and principal consumer years, with expenditures favoring hardware, furniture and home furnishings, consumer electronics, department stores, and eating and drinking places. Bellevue's above average share of family/working adults will have a positive impact on retail sales and the local labor force.

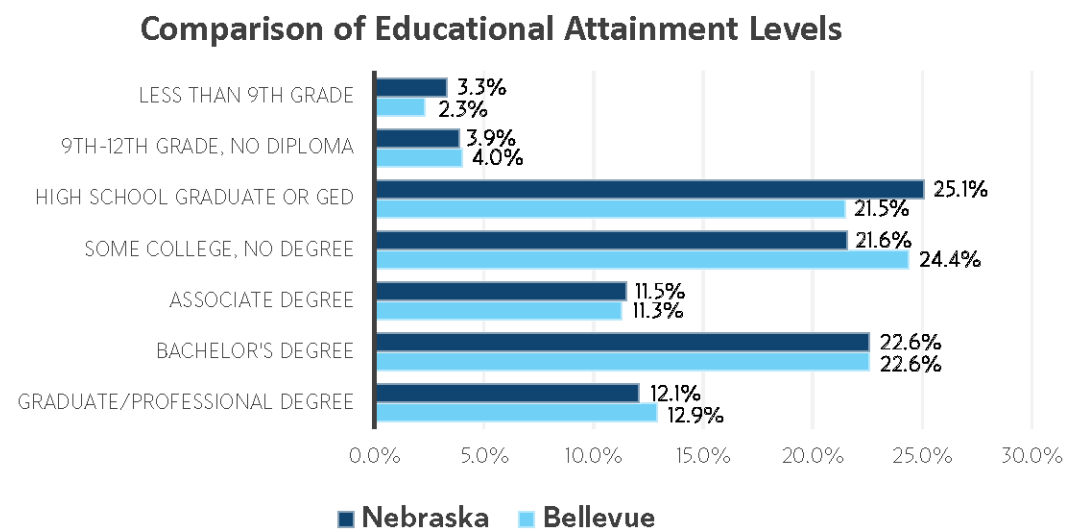
Bellevue's empty nester population ages 45 to 64 years account for 24.0 percent of the total population, which significantly

lags the statewide rate of 22.9 percent. The empty nester age group in a suburban city like Bellevue are aging in place after raising their family and now provide opportunities for home downsizing, restaurants, entertainment, and travel and will also produce a growing need for healthcare services and continuum care housing facilities.

Residents 65+ years of age account for 15.3 percent of the Bellevue population, which is well above the statewide rate of 17.0 percent. Bellevue's senior population poses a growing market for healthcare goods and services, senior housing, and downsized housing. The senior population will over time have an impact on the future availability of housing in Bellevue.

Educational Attainment

Educational attainment levels of a market area's labor pool are becoming increasingly important in the ability to attract and retain knowledge-based industries as well as the ability to support above average wages. The bar chart below provides a comparison of educational attainment levels between the City of Bellevue and State of Nebraska as provided by Esri Business Analyst.



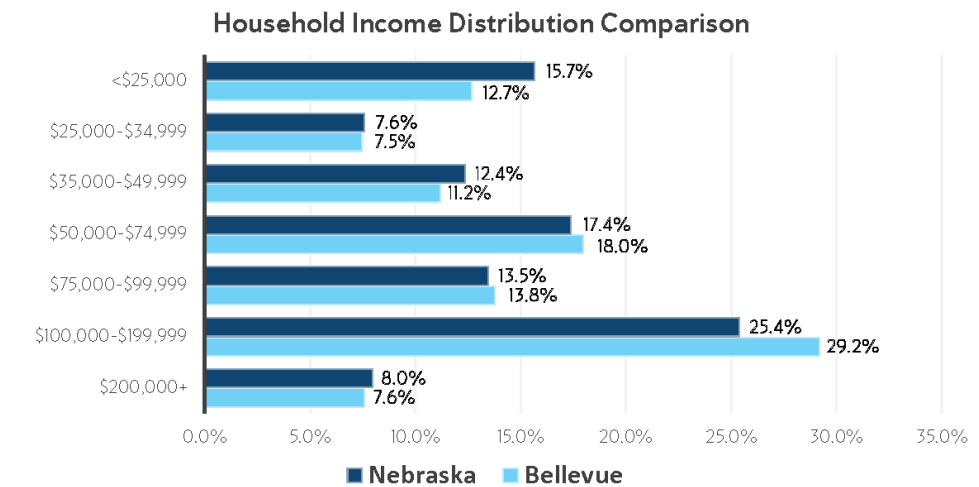
Educational levels have a direct impact on achievable income levels, retail expenditure patterns, housing values, and the need for commercial space. The need for retail space increases as income and retail sales levels rise. The type of retail space is also influenced by high-income households that support increased demand for higher valued goods and services. The need for office space improves at higher educational attainment levels as a larger percentage of residents are more likely to be employed in professional service and medical professions.

Bellevue residents aged 25 and older are well-educated with 46.8 percent of the population attaining a graduate/professional, bachelor's, or associate degree compared to 46.2 percent statewide. Conversely, 27.8 percent of Bellevue residents attained a high school diploma or less compared to 32.3 percent of the statewide population.

Bellevue's educational attainment levels suggest the potential to support high income levels, retail expenditures, housing values and rents, and the need for commercial space. The higher education levels also support professional positions and the need for office space.

Household Income Distribution

Household income levels have a direct impact on retail sales volumes, housing needs, for-sale housing values, and residential rents. A comparison of household income distribution estimates for the City of Bellevue and State of Nebraska is outlined in the bar chart below.



Bellevue's median household income of \$99,972 significantly exceeds the statewide median of \$69,597. Bellevue's well above average median household income provides the opportunity to capture above average retail sales and rents, housing values, and residential rents.

A reported 12.7 percent of Bellevue households earn less than \$25,000 annually, compared to 15.7 percent statewide, suggesting a below average need for affordable and income-based housing.

An estimated 7.5 percent of Bellevue households earn \$25,000 to \$34,999 annually which is at par with 7.6 percent statewide. These households tend to be perpetual renters with the lowest income households potentially qualifying for some form of housing assistance.

An estimated 11.2 percent of Bellevue households earn \$35,000 to \$49,999 annually. The median rent of per month in Bellevue of \$1,141 per month as reported by the U.S. Census requires annual household incomes within the low-end of the \$35,000 to \$49,999 income range.

According to Esri Business Analyst, housing valued between \$100,000 and \$199,999 accounts for 25.6 percent of the Bellevue housing stock. Households earning \$35,000 to \$49,999 can qualify for-sale housing priced from \$100,000 to \$199,999. An estimated 11.2 percent of Bellevue households earn \$35,000 to \$49,999, compared to 12.4 percent statewide.

The median homeowner cost in Bellevue of \$1,676 per month as reported by the U.S. Census requires annual household incomes within the \$50,000 to \$74,999 income range. An estimated 18.0 percent of Bellevue households earn \$50,000 to \$74,999, compared to 17.4 percent statewide.

According to Esri Business Analyst, housing valued between \$200,000 and \$399,999 accounts for 44.5 percent of the Bellevue housing stock. Households earning \$50,000 to \$99,999 can qualify for-sale housing priced from \$200,000 to \$399,999. An estimated 31.8 percent of Bellevue households earn \$50,000 to \$99,999, compared to 30.9 percent statewide.

High-income households with annual incomes of \$100,000 or more account for 36.8 percent of Bellevue households compared to 33.4 percent for Nebraska. These households represent potential demand for housing priced at more than \$400,000, luxury automobiles, retail goods and services, travel, and entertainment.

MARKET ANALYSIS

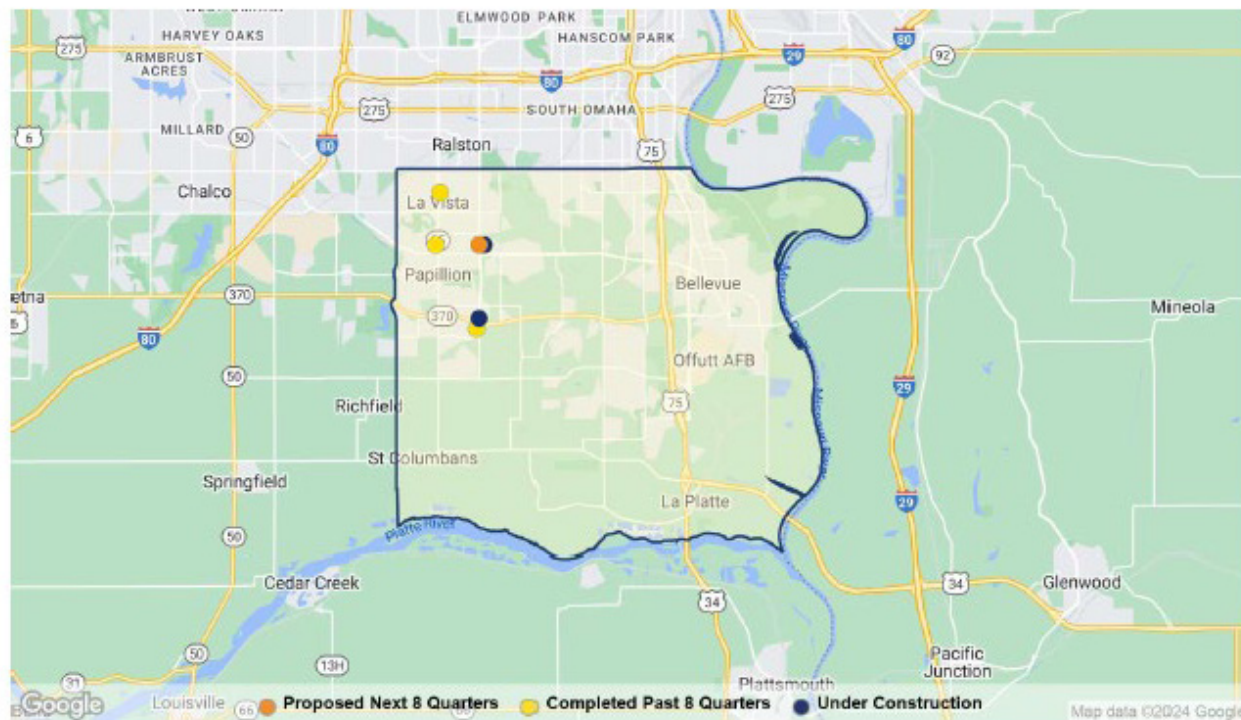
The Market Analysis portion of the study evaluated directly competitive retail, office, industrial, and housing market trends impacting Bellevue, Nebraska. The market trends for each land use were evaluated and the long-term need for additional commercial space, industrial space, and housing units was forecast to quantify the level of future real estate development in Bellevue. Real estate market historic operating data for retail, office, industrial, and apartment was provided by CoStar.

Retail Market Analysis

The Retail Market Analysis portion of the report evaluates directly competitive retail market trends impacting Bellevue, Nebraska, with the intent of quantifying future demand for commercial space and identifying development opportunities.

East Sarpy County Retail Market

Bellevue is in CoStar's East Sarpy County submarket whose boundaries are depicted below.



By the fourth quarter 2023 the inventory of retail space within the East Sarpy County submarket totaled 7.3 million square feet, operating at an overall vacancy rate of 4.9 percent. General retail and neighborhood centers maintain an inventory of 3.68 million square feet and 1.25 million square feet, respectively. At year-end 2023, 22,220 square feet of retail space was under construction in the East Sarpy County submarket.

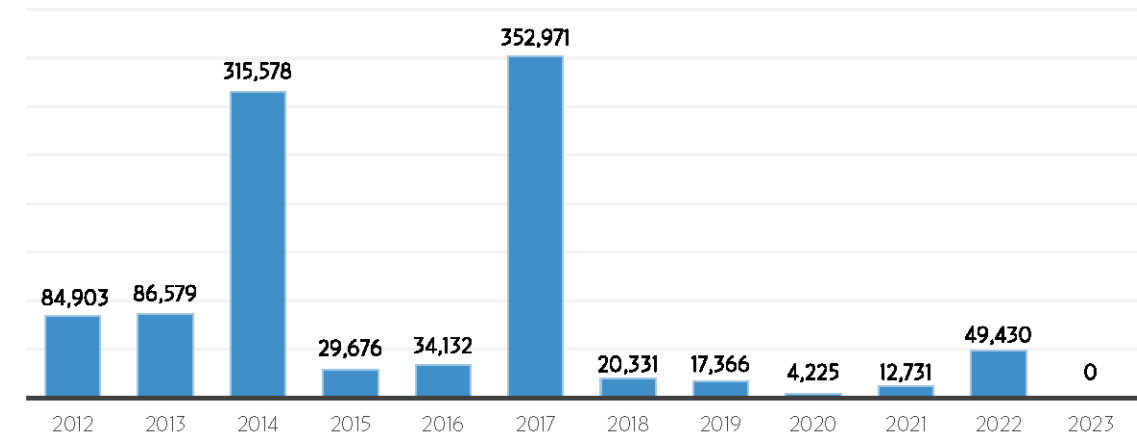
**East Sarpy County Submarket
Retail Market Conditions; 2023 Q4**

Product Type	Building Area	Vacancy Rate	Effective Rent	Absorption YTD 2023	Space U/C
Regional Mall	1,029,960	10.0%	\$23.57	-13,931	20,669
Power Center	519,398	3.6%	\$20.26	-2,438	0
Neighborhood Center	1,245,742	4.5%	\$15.89	2,458	0
Strip Center	846,566	5.1%	\$14.67	22,612	0
General Retail	3,677,256	2.6%	\$17.35	-7,572	1,551
Totals	7,318,922	4.9%	\$17.79	1,129	22,220

Source: CoStar.

From 2012 to 2023, a total of 1,007,922 square feet of retail space was constructed in the East Sarpy County submarket. Retail construction peaked from 2014 to 2017 with a total of 732,357 square feet of new space. Since 2018, annual retail construction levels have been modest, totaling just 104,083 square feet. At year-end 2023 two retail projects were under construction, including a 20,669 square foot Aldi store and 1,551 square foot Take 5 Oil Change.

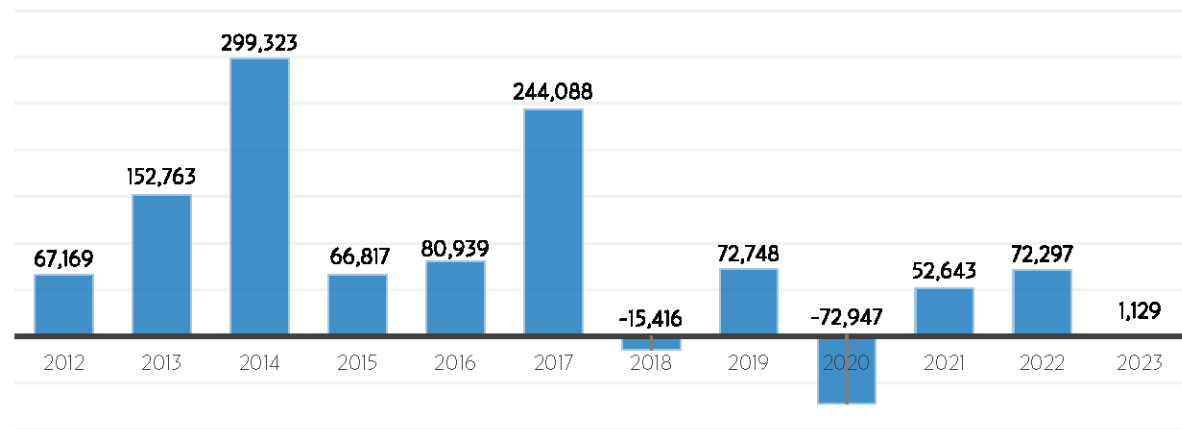
**East Sarpy County Submarket
Trends in New Retail Inventory (Sq. Ft.)**



As of the fourth quarter 2023, the average retail rent in the East Sarpy County submarket was \$17.79 per square foot, a 10.8 percent increase from a year ago. Regional mall space supports the highest average rent of \$23.57 per square foot, followed by power center space at \$20.26 per square foot. In the past three years, rents have increased a cumulative 21.9 percent.

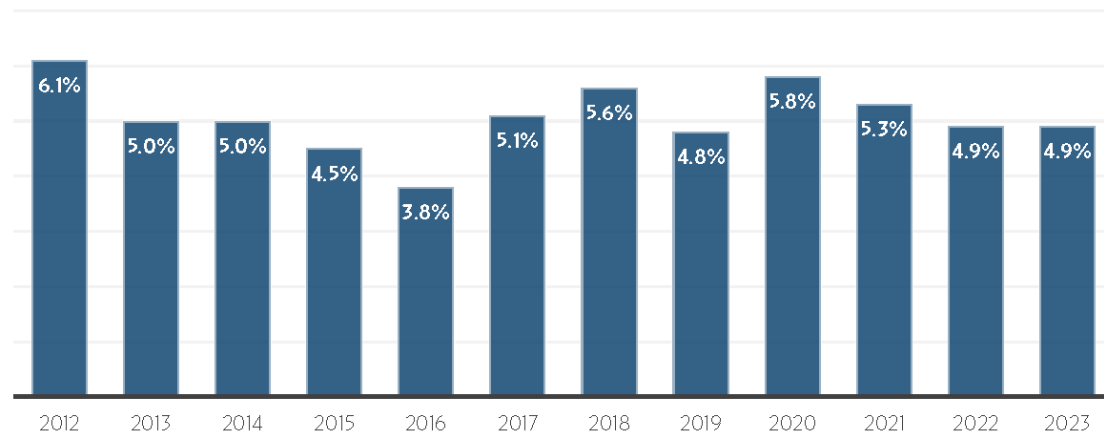
From 2012 to 2023, Costar reported 1,021,553 square feet of retail space was absorbed in the East Sarpy County submarket. Mirroring retail construction trends, retail space absorption peaked from 2013 to 2017 with net occupancy of 691,167 square feet of space.

**East Sarpy County Submarket
Trends in Retail Space Absorption (Sq. Ft.)**



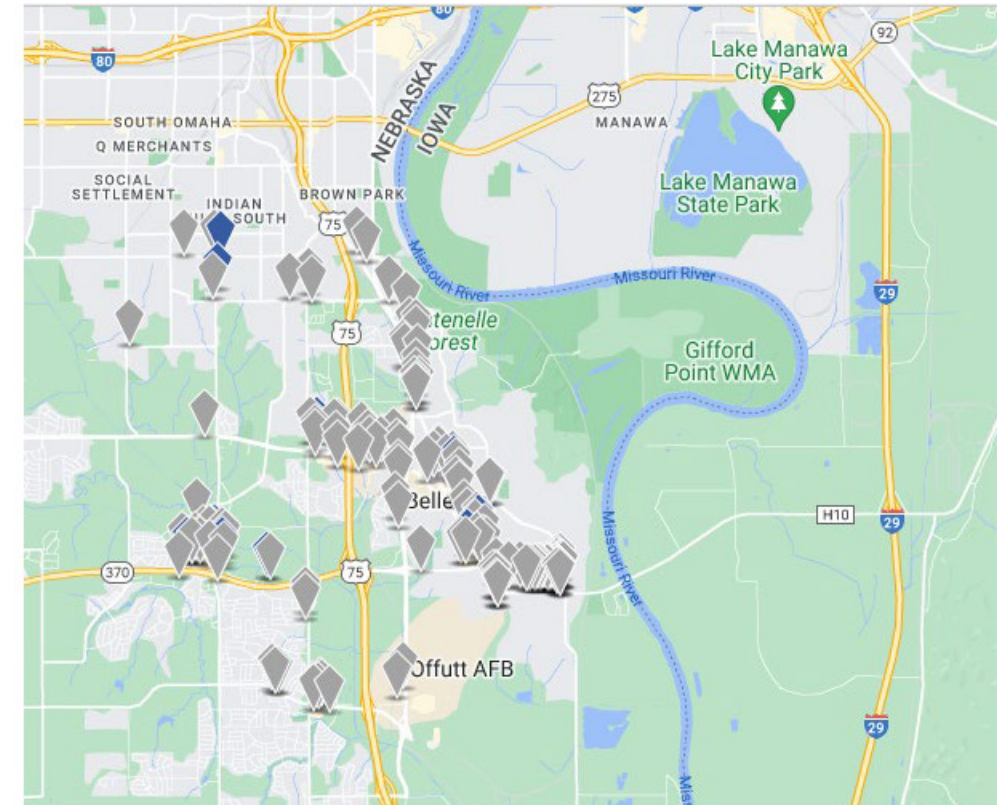
From 2012 to 2023, the overall retail vacancy rate for the East Sarpy County submarket operated well below market equilibrium with year-end vacancies ranging from a low of 3.8 percent in 2016 to a high of 6.1 percent in 2012. With just 356,422 square feet of vacant space at year-end 2023 available for occupancy places constraints on the ability to attract retailers interested in opening a location in the East Sarpy County submarket.

**East Sarpy County Submarket
Trends in Retail Vacancy Rate**



Bellevue Retail Market Overview

To provide a more macro perspective of the competitive retail market the Costar database was searched for existing shopping centers and retail buildings that are impactful on the development potential of the Planning Area. The competitive retail market was defined as the City of Bellevue. Bank branches, convenience stores, automotive sales and repair, daycare, and fast food and sit-down restaurants were not included in the retail survey. The map below depicts the location of each surveyed shopping center and retail building in Bellevue.



As the map illustrates, Bellevue supports three prominent retail and shopping destinations, including: 1) Fort Crook Road corridor, 2) intersection of U.S. Highway 75 and Cornhusker Road, and 3) intersection of 36th Street and Highway 370. Downtown maintains a modest inventory of commercial properties and businesses operating along a 3-block section of Mission Avenue from Washington Street east to Hancock Street. Forty-two downtown businesses were identified. The Bridge is a redevelopment project planned for 53 apartments and ground floor commercial space.

Major retailers operating stores in Bellevue include Walmart Supercenter, Target, Ross Dress for Less, Petco, CVS Pharmacy, Walgreens, Dollar Tree, Family Dollar, and Bakers.

Casual dining restaurant chains restaurants operating in Bellevue include Applebee's, Buffalo Wild Wings, Famous Dave's, Golden Corral, IHOP, Outback Steakhouse, Ruby Tuesday, and Village Inn.

Fast food chains operating restaurants in Bellevue include Arby's, Burger King, Chick fil A, KFC, Long John Silver's, McDonald's, Pizza Hut, Popeyes, Sonic, Taco Bell, and Wendy's.

Operating results from 2012 to 2023 for Bellevue's retail market are depicted in the table below.

Bellevue, Nebraska Retail Market Trends

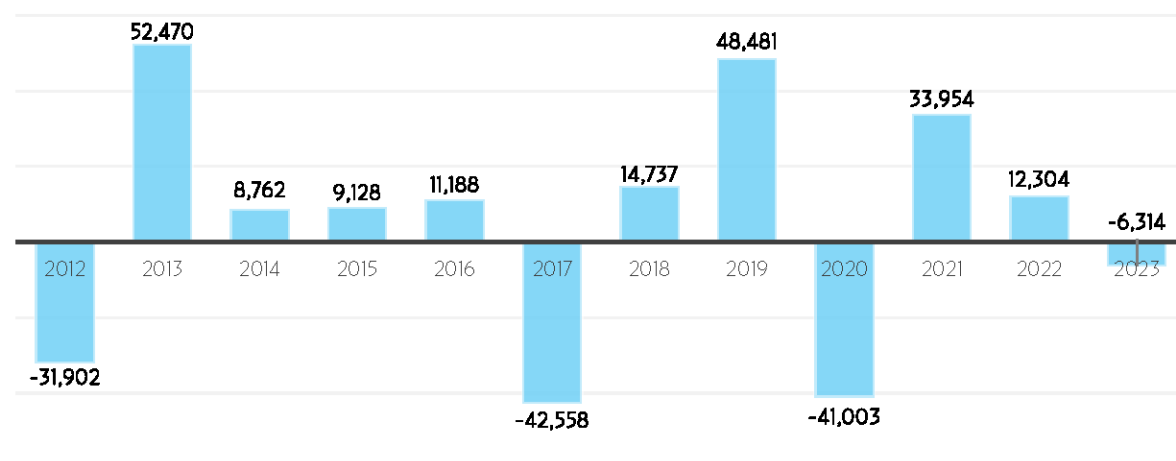
Year	# of Properties	Inventory Sq. Ft.	Vacant Space	Vacancy Rate	Net Absorption
2012	136	2,424,001	128,534	5.3%	-31,902
2013	136	2,424,001	76,064	3.1%	52,470
2014	138	2,438,764	82,065	3.4%	8,762
2015	138	2,438,764	72,937	3.0%	9,128
2016	138	2,438,764	61,749	2.5%	11,188
2017	139	2,472,358	137,901	5.6%	-42,558
2018	139	2,472,358	123,164	5.0%	14,737
2019	140	2,486,358	88,683	3.6%	48,481
2020	140	2,486,358	129,686	5.2%	-41,003
2021	140	2,486,358	95,732	3.9%	33,954
2022	140	2,486,358	83,428	3.4%	12,304
2023	140	2,486,358	89,742	3.6%	-6,314

Source: CoStar.

By year-end 2023, the City of Bellevue supported 1,172,675 square feet of retail space. Since 2012, four new retail properties totaling 62,357 square feet have been constructed in Bellevue and net absorption of retail space totaled 69,247 square feet of building area. Annual space absorption activity peaked during 2018 and 2019 totaling 63,218 square feet of space before a lull in demand marked by negative space absorption during 2020 due to the negative impact of the COVID-19 pandemic. The market rebounded with 33,954 square feet of net absorption in 2021 and 12,304 square feet in 2022. During 2023, net absorption totaled -6,314 square feet as many retailers dealt with rising costs of goods and labor.

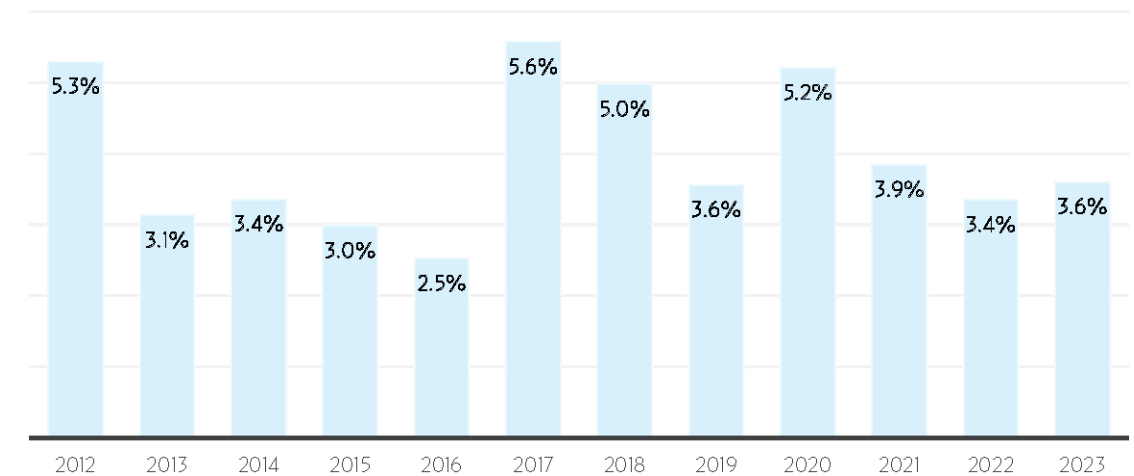
From 2012 to 2023, the Bellevue retail market operated at vacancies well below market equilibrium. By year-end 2023, the overall vacancy rate stood at 3.6 percent with just 89,742 square feet of vacant space available for immediate occupancy.

Bellevue Retail Space Net Absorption Trends



The modest inventory of vacant retail space places a constraint on the ability to accommodate the expansion of existing retail businesses or attracting new retail businesses seeking a location in Bellevue.

Bellevue, Nebraska Retail Vacancy Rate Trends



Papillion, Nebraska to the immediate west serves as a competitor to retailers operating in Bellevue. Major retailers operating in Papillion include JC Penney, Sam’s Club, Walmart Supercenter, Target, Kohl’s, Home Goods, TJ Maxx, Home Depot, and Lowe’s.

Trade Area Capture

Information about a community’s retail trade area can help assess the ability of local merchants to attract and capture the retail business of residents. The trade area capture (“TAC”) is an estimate of the number of people who shop in the local area during a certain period. TAC assumes that residents will buy goods at the same rate as the state average, and that the only force that causes a variation in spending patterns is income. The formula for calculating TAC is:

$$TAC = \frac{\text{Community's Actual Retail Sales}}{\text{State Per Capita Sales} \times \frac{\text{Community's Per Capita Income}}{\text{State Per Capita Income}}}$$

If the TAC estimate is larger than the community’s population, it suggests: 1) the community is attracting customers outside its boundaries or 2) residents of the community are spending more than the state average. If the estimate is smaller than the community’s population: 1) the community is losing its customers to other regions for retail purchases or 2) residents of the community are spending less than the state average.

Esri Business Analyst estimated the City of Bellevue population as of 2023 at 65,193 residents and per capita income of \$38,862. The Nebraska Department of Revenue reported CY 2022 non-motor vehicle taxable sales for the City of Bellevue of \$550,143,423.

The U.S. Census Bureau reported the 2022 population for Nebraska at 1,967,923 residents and per capita income of \$38,525. Based on CY 2022 non-vehicle taxable retail sales of \$13.75 billion reported by the Nebraska Department of Revenue, the state’s per capita retail sales amount to \$6,987.

$$\text{Trade Area Capture} = \frac{\$550,143,423}{\$6,987 \times (\$38,862 / \$38,525)} = 78,055 \text{ Residents}$$

Bellevue’s population of 65,193 residents and estimated TAC of 78,055 people illustrates that Bellevue attracts non-residents to shop in the city.

Retail Pull Factor

Pull factors (“PF”) measure a community’s ability to attract shoppers, residents, and non-residents alike, to make retail purchases within the community. A pull factor is a measure of the strength of a community’s retail trade, based on a comparison of local spending in relation to that of a wider geographic area (e.g., the state), with a measure of 1.0 representing a perfect balance. A pull factor greater than 1.0 indicates that the community is pulling in retail sales from beyond its boundaries and the balance of trade is favorable. Alternatively, a pull factor less than 1.0 indicates that the community is not capturing local shoppers and is experiencing retail sales leakage. Pull factors are calculated by dividing the TAC by the community’s population.

Dividing the trade area capture of 78,055 residents by Bellevue’s 2023 population of 65,193 yields a pull factor of 1.2, indicating the City captures retail sales at a rate 20 percent above the statewide average.

Forecast Retail Space Need

As of year-end 2023, Bellevue’s inventory of 2,486,358 square feet of retail space was operating at an overall vacancy rate of 3.6 percent with 89,742 square feet of vacant space. Market equilibrium vacancy rate is 7.0 percent. This section of the study provides conservative and optimistic retail space demand estimates from 2024 to 2045 for the City of Bellevue.

Supportable retail sales are a function of consumer population and income levels. A trade area’s total income is calculated by multiplying the total trade area population by the per capita personal income. Purchasing power, or total sales potential of the trade area, is then quantified by applying average retail expenditures as a percentage of total income.

According to Esri Business Analyst, during 2023 the City of Bellevue’s population was 65,193 residents with the per capita income of \$38,862, yields total personal income of \$2.53 billion. Based on the U.S. Census Bureau Annual Retail Trade Survey and Bellevue’s per capita income and retail sales levels, retail goods and services sales equate to a spending rate equivalent to 40 percent of total personal income. During 2022, e-commerce accounted for 14.9 percent of total retail sales in the United States. Accounting for e-commerce sales, retail sales in Bellevue were reduced to 34 percent of total personal income.

The City of Bellevue’s retail pull factor is 1.2. This analysis assumed an equilibrium retail pull factor of 1.00 resulting from Bellevue’s future population growth through 2045.

Bellevue’s CY 2022 taxable non-motor vehicle retail sales of \$550,143,423 and occupied retail space of 2,396,616 square feet equates to average sales of \$230 per square foot.

From 2000 to 2023 the City of Bellevue population increased by 46.9 percent, adding 20,811 residents. By 2045, the city’s population is forecast to increase by 16,025 to 18,787 new residents. For this analysis per capita income, average retail sales per square foot, and pull factor remained constant.

Under the conservative scenario, by 2045, Bellevue is forecast to capture new retail and services sales of \$211.7 million, supporting an estimated 920,607 square feet of occupied retail space.

The optimistic scenario assumes stronger population growth will yield increased retail space need. By 2045, Bellevue is forecast to capture new retail goods and services sales of \$248.2 million and 1,079,279 square feet of occupied retail space.

Forecast Retail Space Need from Population Growth Bellevue, Nebraska; 2024 - 2045

Retail Sales Formula	Conservative Scenario	Optimistic Scenario
Residential Population Growth (2024-2045)	16,025	18,787
Per Capita Income	\$38,862	\$38,862
Total Gross Personal Income	\$622,763,550	\$730,100,394
% Income Spent on Retail Goods and Services	0.34	0.34
Supportable Goods and Services by City Residents	\$211,739,607	\$248,234,134
Retail Pull Factor	1.00	1.00
Total Supportable Retail Goods & Services Sales	\$211,739,607	\$248,234,134
Average Retail Sales Per Sq. Ft.	\$230	\$230
Retail Space Need 2024-2045 (Sq. Ft.)	920,607	1,079,279

Source: Canyon Research Southwest, Inc.; April 2024.

At year-end 2023, the City of Bellevue supported a total inventory of 2,486,358 square feet of retail space. Accounting for the year-end 2023 inventory of vacant commercial space in Bellevue and a market equilibrium vacancy rate of 7.0 percent, through 2045 the city is estimated to support the need for 1.1 million to 1.25 million square feet of new retail space. Based on an average floor-area-ratio of 20 percent to 23 percent, the forecast retail space need through 2045 would absorb an estimated 108 to 124 acres of commercial land under the conservative scenario and 125 acres to 144 acres under the optimistic scenario.

The following table provides the supportable retail space absorption estimates and required commercial land calculations for the City of Bellevue through the year 2045.

**Supportable Retail Space New Estimates
Bellevue, Nebraska; 2024 - 2025**

	Conservative Scenario	Optimistic Scenario
Supportable New Retail Space Need		
Bellevue Inventory of Occupied Retail Space 2023 Q4	2,396,616	2,396,616
Forecast Retail Space Need 2024-2025	920,607	1,079,279
Total Occupied Retail Space Inventory 2045	3,317,223	3,475,895
Market Equilibrium Retail Space Need (7% Vacancy Rate)	3,566,906	3,737,521
Less: Existing Inventory of Retail Space 2023 Q4	2,486,358	2,486,358
Supportable New Retail Space 2024-2025	1,080,548	1,251,163
Supportable Development Acres		
20% FAR	124.0	143.6
23% FAR	107.9	124.9

Source: Canyon Research Southwest, Inc.; April 2024.

Retail Site Evaluation

Retail developers and retailers evaluate potential retail locations based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, traffic counts, traffic signal access, and direct competition. Using these site selection criteria, potential retail development sites in the City of Bellevue were identified. Prospective retail development sites in the City of Bellevue include the following:

1. Northeast of Golden Boulevard and Samsom Way
2. Southwest corner of 42nd Street and Highway 370
3. Northwest corner of 48th Street and Highway 370
4. Southeast corner of 54th Street and Highway 370
5. Southeast corner of 60th Street and Highway 370
6. Southeast corner 25th Street and Capehart Road
7. Northwest corner of 36th Street and Capehart Road
8. Southwest corner of 36th Street and Capehart Road
9. Northwest corner of 36th Street and Cornhusker Road
10. Southwest corner of 36th Street and Cornhusker Road
11. Northwest corner of 25th Street and Cornhusker Road
12. Southwest corner of 25th Street and Cornhusker Road
13. Northwest corner of Harvell Drive and Fort Crook Road
14. Intersection of Hidden Valley Drive and U.S. Highway 75
15. Intersection of 36th Street and Platteview Road

While downtown Bellevue currently supports a modest inventory of commercial space, the opportunity exists to support redevelopment efforts focusing on supporting mixed-use development and creating a walkable urban core that would elevate Bellevue’s image.

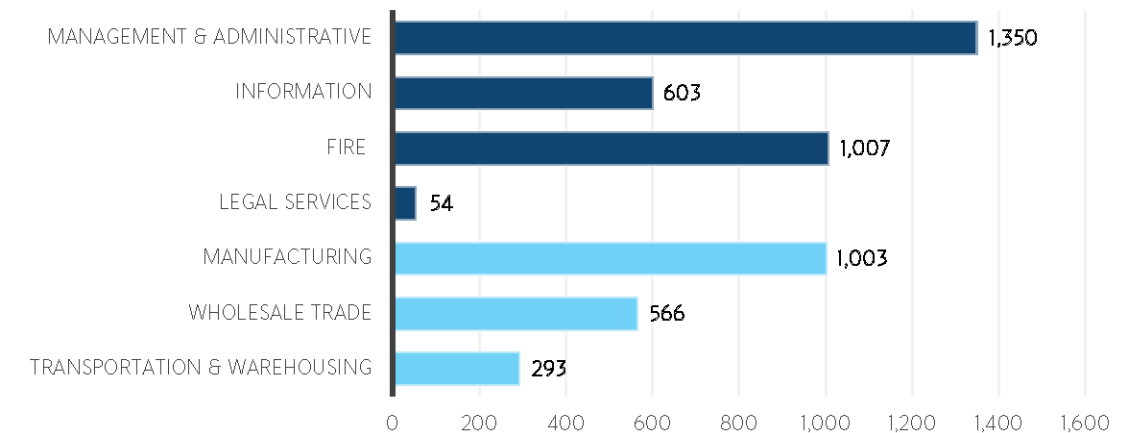
Employment Market Analysis

This section of the study evaluates directly competitive employment-related market conditions impacting Bellevue, Nebraska by identifying office and industrial market trends and forecasting long-term office and industrial space needs.

Employment-Related Business Mix

Current office- and industrial-related employment in Bellevue, Nebraska as published by Esri Business Analyst is depicted in the bar chart below. Industrial-related employment is defined as the manufacturing, wholesale trade, transportation and warehousing, and utilities sectors while office-related employment includes the management and administrative, legal services, information, and finance, insurance, and real estate (FIRE) sector. In the bar chart below industrial-related sectors are outlined in “yellow” with office-related sectors in “orange.”

Bellevue, Nebraska Office and Industrial Jobs



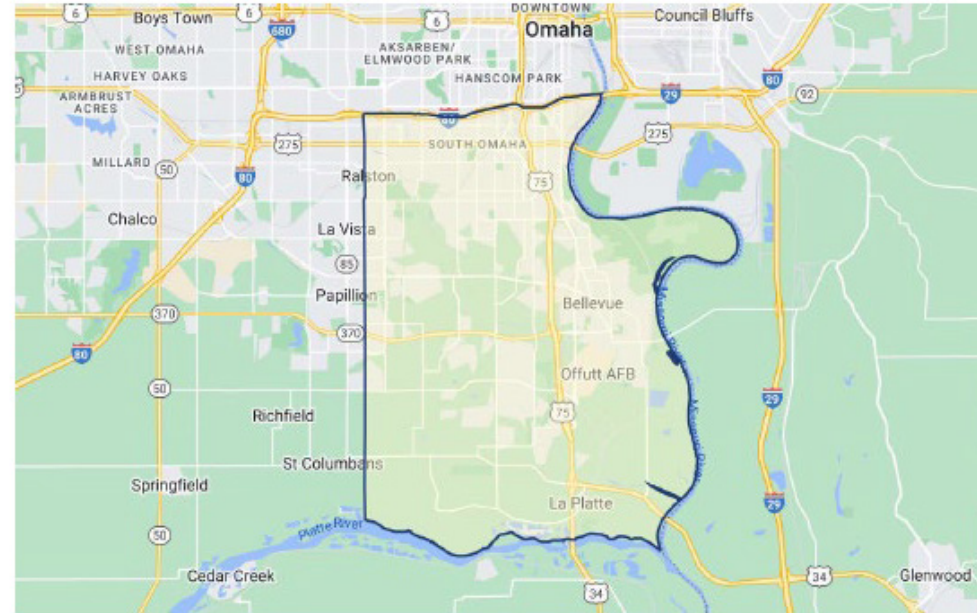
According to Esri Business Analyst, office-related employment in the City of Bellevue consists of 3,014 jobs in the management and administrative, legal services, information, and finance, insurance, and real estate sectors, accounting for 14.7 percent of total employment. By comparison, office-related jobs account for 23.6 percent of employment in the Omaha-Council Bluffs MSA. At an average space requirement of 200 to 225 square feet per employee, current employment levels in Bellevue can support 602,800 square feet to 678,150 square feet of occupied professional office space.

Industrial-related employment in the City of Bellevue totals 1,862 jobs in the manufacturing, wholesale trade, transportation and warehousing, and utilities sectors, or 9.1 percent of total employment. By comparison, industrial-related jobs account for 25.9 percent of employment in the Omaha-Council Bluffs MSA. At an average space requirement of 900 to 1,000 square feet per employee, current employment levels in Bellevue can support 1,675,800 square feet to 1,862,000 square feet of occupied industrial space.

Continued job growth in the City of Bellevue will generate the need for additional professional office space and industrial space.

Southeast Omaha Office Market

Bellevue is located within the Southeast Omaha office submarket which includes portions of south Omaha, Ralston, La Vista, and Papillion. The boundaries of the Southeast Omaha submarket are depicted below.



According to CoStar, by the fourth quarter 2023 the Southeast Omaha submarket supported 2.58 million square feet of professional office space operating at an overall vacancy rate of 8.3 percent. Existing office space by classification includes 180,564 square feet of Class A space, 750,530 square feet of Class B space, and 1,651,484 square feet of Class C space. Since 2012, just 42,813 square feet of office space was constructed in the Southeast Omaha submarket with the last building coming online in 2020. By year-end 2023 no office space was under construction within the Southeast Omaha submarket.

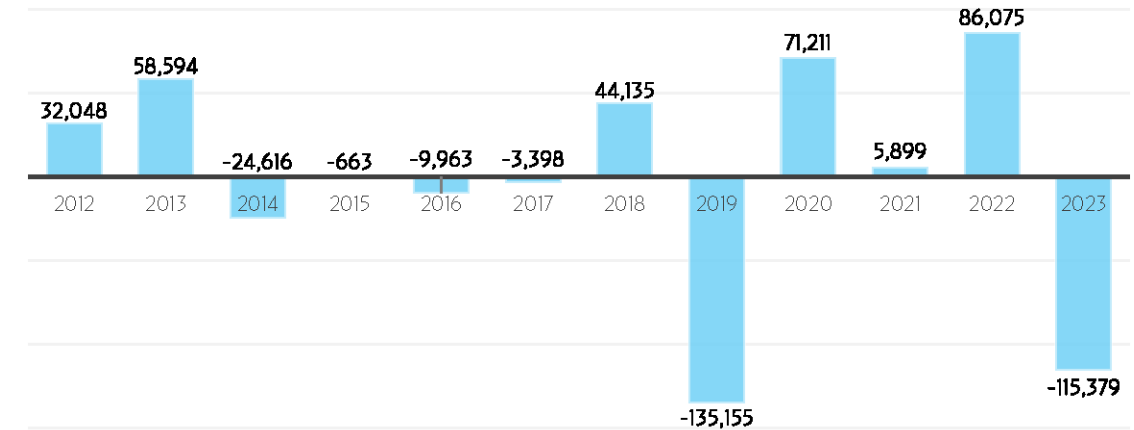
**Southeast Omaha Submarket
Office Market Conditions; 2023 Q4**

Product Type	Building Sq. Ft.	Vacancy Rate	Effective Rent	Absorption YTD 2023	Space U/C
Class A	180,564	3.7%	\$33.58	0	0
Class B	750,530	5.8%	\$21.28	3,766	0
Class C	1,651,484	9.9%	\$21.66	-119,145	0
Totals	2,582,578	8.3%	\$22.31	-115,379	0

Source: CoStar.

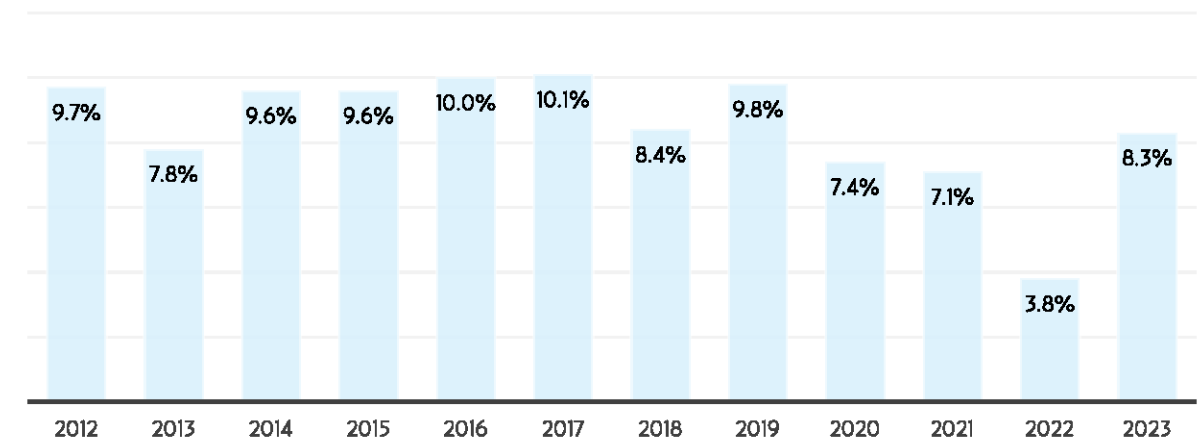
From 2012 through 2023, Costar reported just 8,788 square feet of office space was absorbed in the Southeast Omaha submarket. From 2014 to 2019, negative absorption of -129,660 square feet was reported with 2019 the worst year at negative absorption of -135,155 square feet of office space. Office space absorption rebounded from 2020 and 2022 with net occupancy of 163,185 square feet of space. During 2023, 115,379 square feet of office space was vacated in the Southeast Omaha submarket.

**Southeast Omaha Submarket
Trends in Office Space Absorption (Sq. Ft.)**



During 2012, the Southeast Omaha office submarket operated at a vacancy rate of 9.7 percent. Through 2021, the office vacancy rate remained well over market equilibrium ranging from a high of 10.1 percent in 2017 to a low of 7.1 percent by 2021. During 2022, net absorption amounted to 86,075 square feet, reducing the vacancy rate to its lowest level in over a decade to 3.8 percent. However, with negative absorption of 115,379 square feet during 2023 the vacancy rate rose to 8.3 percent by year-end. Given the high vacancy level, speculative office development is not warranted at this time.

**Southeast Omaha Submarket
Trends in Office Vacancy Rate**

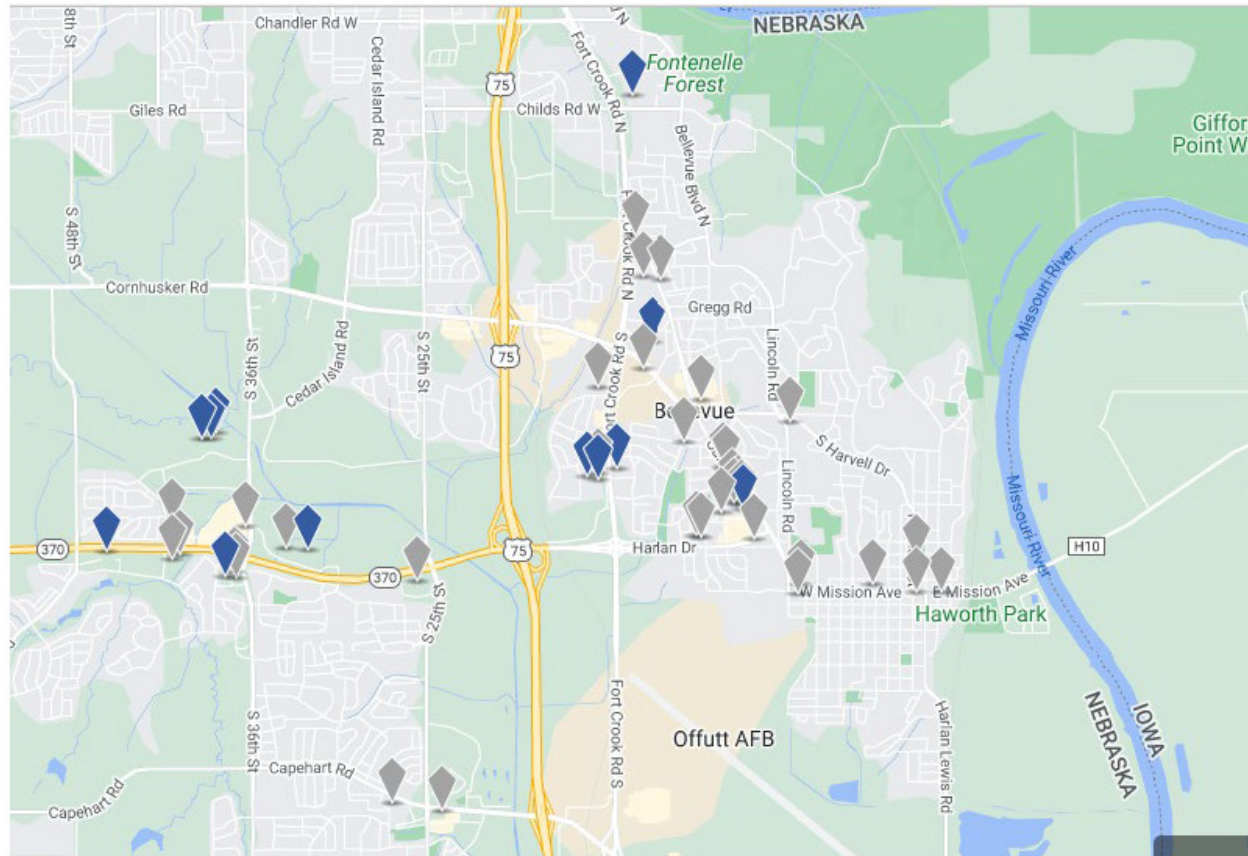


The average rent as of the fourth quarter 2023 was \$22.31 per square foot, which is a 0.3 percent increase from year-end 2022. Class A space commands the highest average rent of \$33.58 per square foot. Class B office buildings support an average rent of \$21.28 per square foot, with Class C space at \$21.66 per square foot. Due to the abundance of vacant office space, over the past three years rents have increased just 4.2 percent.

Bellevue Office Market

According to the Esri Business Analyst, office-related employment in Bellevue totals 3,014 jobs in the information; management and administration; legal services; and finance, insurance, and real estate sectors, accounting for 14.7 percent of total employment.

Office buildings with 5,000 square feet or more were surveyed to gauge historical office market trends in Bellevue, Nebraska. As of the fourth quarter 2023, according to CoStar 46 office buildings are in Bellevue, Nebraska totaling 1,464,987 square feet of space, operating at a vacancy rate of 14.4 percent. As illustrated by the map below, the principal concentrations of office buildings in Bellevue are located within Highway 370, Fort Crook Road, and Galvin Road corridors.



To provide a historical perspective of the Bellevue office market, operating results since 2012 are summarized in the table on the following page, including annual trends in space inventory, vacancies, net absorption, and average rents.

Since 2012, only one office building with 6,448 square feet of space was constructed in Bellevue with net absorption amounting to 57,543 square feet. Office space absorption peaked in 2012 and 2013 with the occupancy of 103,570 square feet of space. From 2014 through 2019, office space absorption totaled -61,840 square feet. From 2020 to 2022, the office market rebounded with positive absorption of 132,605 square feet of office space was reported. During 2023, the Bellevue office market suffered negative absorption of -116,792 square feet.

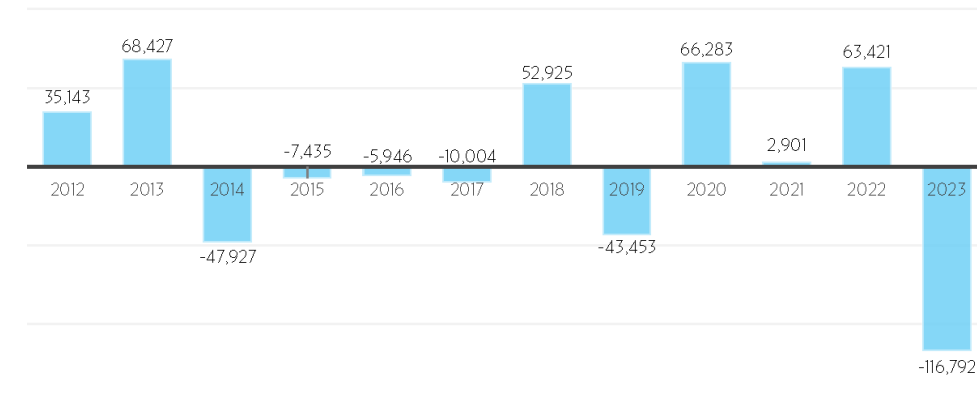
Bellevue, Nebraska Office Market Trends; 2012 - 2023

Year	# of Properties	Inventory Sq. Ft.	Vacant Space	Vacancy Rate	Net Absorption	Average Rent
2012	45	1,458,539	227,351	15.6%	35,143	\$13.16
2013	45	1,458,539	158,924	10.9%	68,427	\$12.38
2014	45	1,458,539	206,851	14.2%	-47,927	\$11.59
2015	45	1,458,539	214,286	14.7%	-7,435	\$11.04
2016	45	1,458,539	220,232	15.1%	-5,946	\$11.05
2017	45	1,458,539	230,236	15.8%	-10,004	\$12.16
2018	45	1,458,539	177,311	12.2%	52,925	\$15.32
2019	46	1,464,987	227,212	15.5%	-43,453	\$13.10
2020	46	1,464,987	160,929	11.0%	66,283	\$17.64
2021	46	1,464,987	158,028	10.8%	2,901	\$18.35
2022	46	1,464,987	94,607	6.5%	63,421	\$17.42
2023	46	1,464,987	211,399	14.4%	-116,792	\$15.74

Source: CoStar.

During 2012, the Bellevue office submarket operated at a vacancy rate of 15.6 percent. Through 2021, the office vacancy rate remained well over market equilibrium ranging from a high of 15.8 percent in 2017 to a low of 10.8 percent by 2021. During 2022, net absorption of 63,421 square feet reduced the vacancy rate to 6.5 percent. However, with negative absorption of 116,792 square feet during 2023 the vacancy rate rose to 14.4 percent by year-end.

Bellevue, Nebraska Office Space Absorption



To conclude, Bellevue's office market totals 1.5 million square feet of space consisting of Class B and C properties housing personal and professional service companies. From 2012 to 2023, just one office building was constructed with modest space absorption keeping the overall vacancy rate well above market equilibrium since 2012. By year-end 2023, the vacancy rate stood at 14.4 percent with 211,399 square feet of vacant space. Current market conditions in Bellevue do not warrant the near-term construction of speculative office space.

Sarpy County East Industrial Market

Bellevue is located within the Sarpy County East industrial submarket. According to CoStar, by the year-end 2023 the Sarpy County East submarket supported 2.3 million square feet of industrial space operating at an overall vacancy rate of just 1.5 percent. The existing inventory of industrial space consists of 1.09 million square feet of logistics space, 1.08 million square feet of specialized industrial space, and 126,547 square feet of flex space. By year-end 2023 no industrial space was under construction in Bellevue. During 2023 the average rent rose 3.8 percent to \$6.91 per square foot. In the past three years, rents have increased 18.5 percent. Sarpy County East is an affordable submarket, relative to Omaha as a whole, where average rents are \$7.80 per square foot.

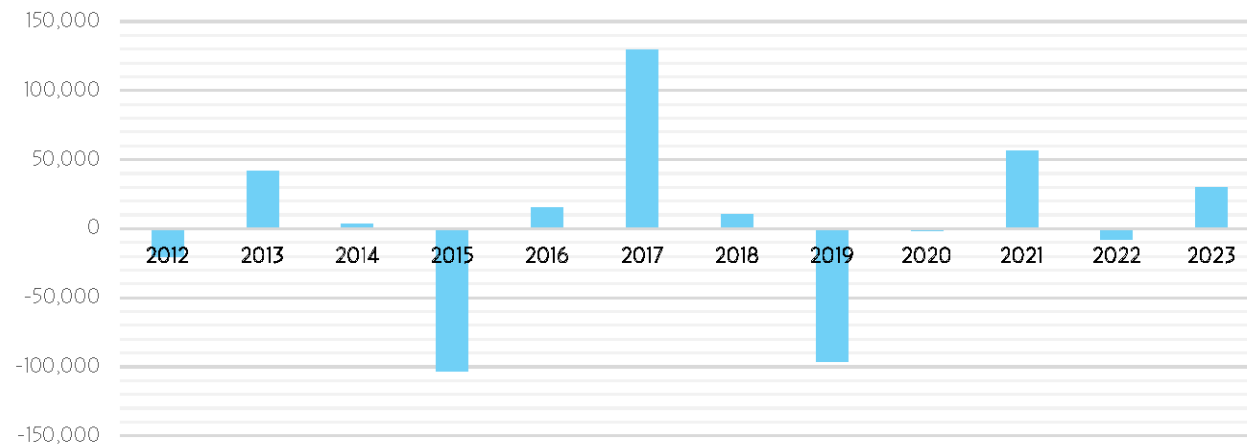
Sarpy County East Submarket Industrial Market Conditions; 2023

Product Type	Building Sq. Ft.	Vacancy Rate	Effective Rent	Absorption YTD 2023	Space U/C
Logistics	1,094,061	1.4%	\$6.62	10,420	0
Specialized Industrial	1,080,892	1.8%	\$6.87	0	0
Flex	126,547	0.0%	\$9.76	19,810	0
Totals	2,301,500	1.5%	\$6.91	30,230	0

Source: CoStar.

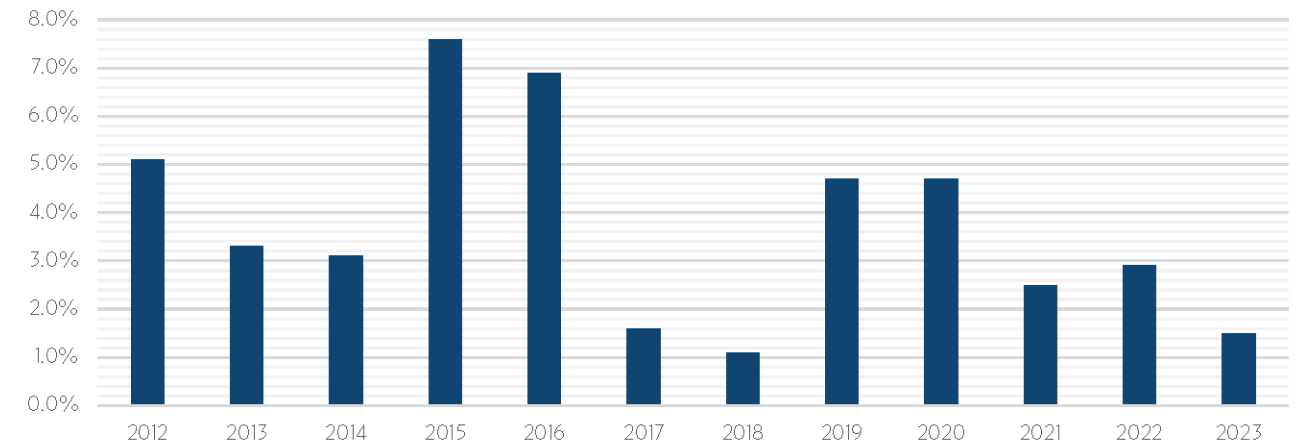
From 2012 through 2023, Costar reported a total of 58,620 square feet of industrial space was absorbed in the Sarpy County East submarket. Space absorption peaked from 2016 to 2018 with net occupancy of 155,059 square feet of space. From 2019 to 2023, the market struggled with negative absorption of -18,482 square feet of space.

Sarpy County East Submarket Trends in Industrial Space Absorption



During 2011, the Sarpy County East industrial submarket operated at a vacancy rate of 5.1 percent. By the end of 2014, the market improved to an overall vacancy rate of 3.1 percent. Negative space absorption during 2015 of -103,159 square feet pushed the vacancy rate up to 7.6 percent. Vacancies gradually improved to a low of 1.1 percent by year-end 2018. Negative space absorption in 2019 and 2020 again pushed up the vacancy rate to 4.7 percent. With net absorption of 79,311 square feet since 2021, by year-end 2023, the Sarpy County East submarket was operating at a vacancy rate of just 1.5 percent. With only 35,410 square feet of vacant space available for occupancy places a constraint on the ability accommodate the expansion of existing businesses or attract new businesses interested in opening a facility.

Sarpy County East Submarket Trends in Industrial Vacancy Rates



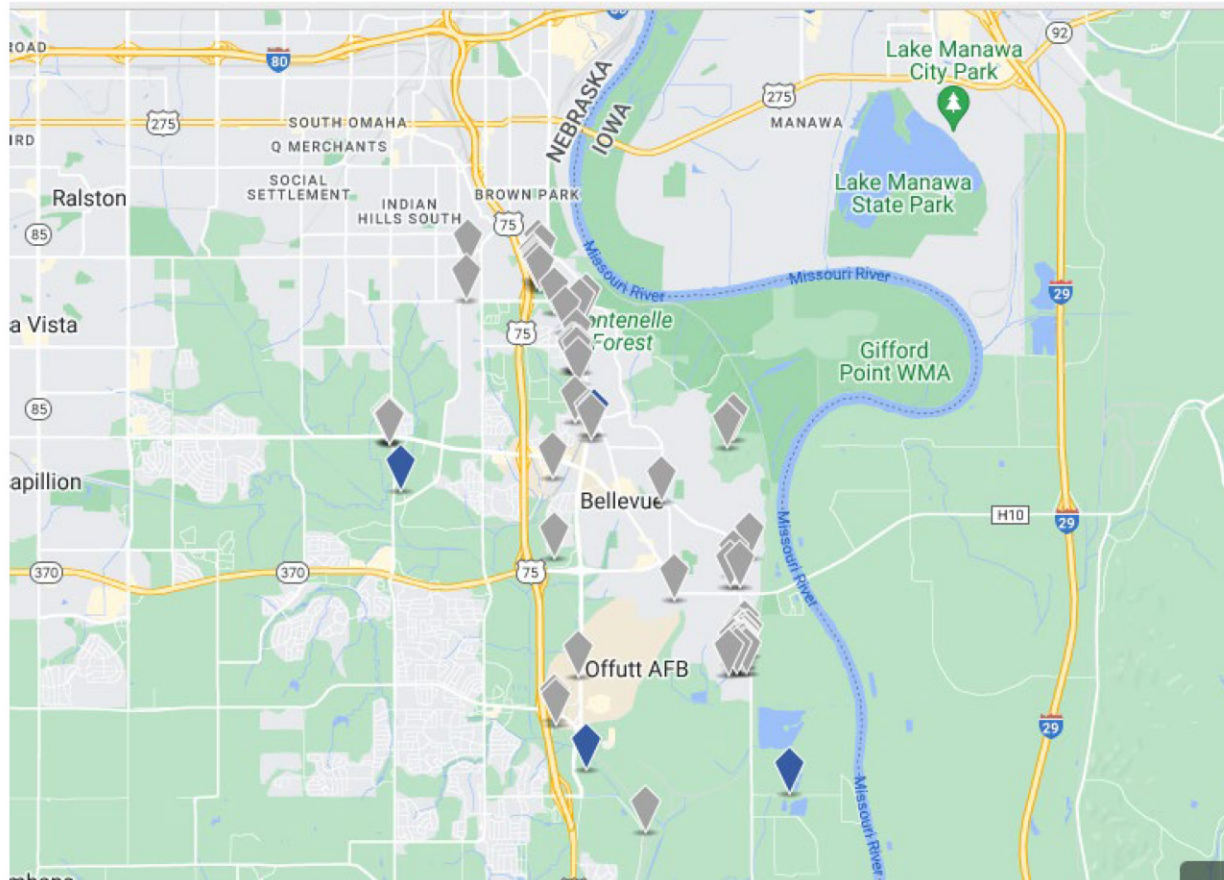
Bellevue Industrial Market Trends

According to Esri Business Analyst, industrial-related employment in Bellevue totals 1,862 jobs in the manufacturing, wholesale trade, transportation, and utilities sectors, accounting for 9.1 percent of total employment.

CoStar provided historical industrial market trends for Bellevue, Nebraska. By year-end 2023, Bellevue had 64 existing industrial buildings totaling 1.48 million square feet of space operating at a cumulative vacancy rate of just 1.8 percent. The map below depicts the location of the surveyed industrial buildings in Bellevue, Nebraska.

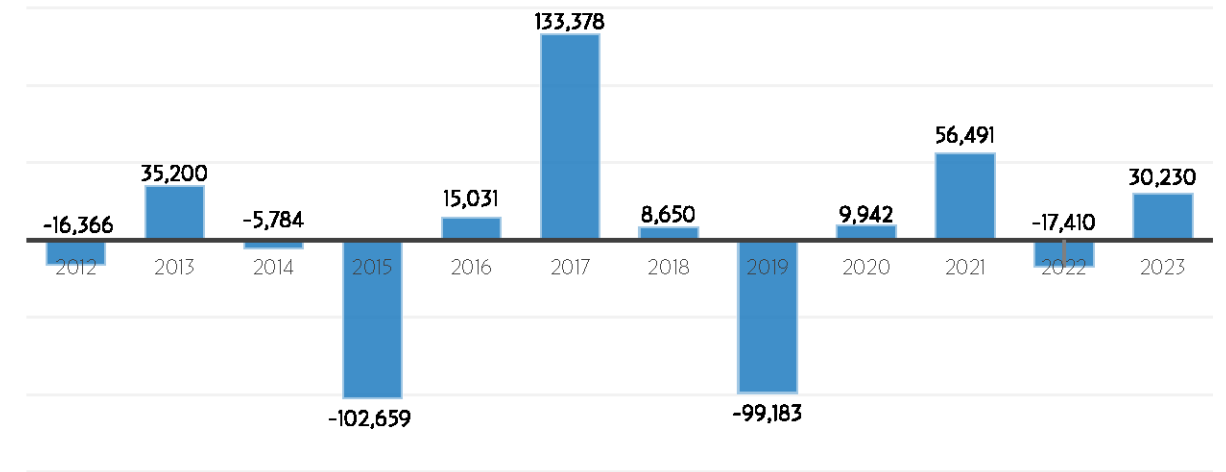
Industrial buildings are located throughout Bellevue with principal concentrations including: 1) north Fort Crook Road corridor, 2) east of Offutt Air Force Base, and 3) west of Offutt Air Force Base. The table on the following page summarizes industrial market trends in Bellevue from 2012 through 2023.

Bellevue, Nebraska Industrial Buildings



According to Costar, from 2012 through 2023, the Bellevue industrial market absorbed a total of 47,520 square feet of space. Industrial space absorption peaked in 2017 with 133,378 square feet of net occupied space. Since 2020, a total of 79,253 square feet of net industrial space was absorbed in Bellevue.

Bellevue, Nebraska Industrial Space Absorption



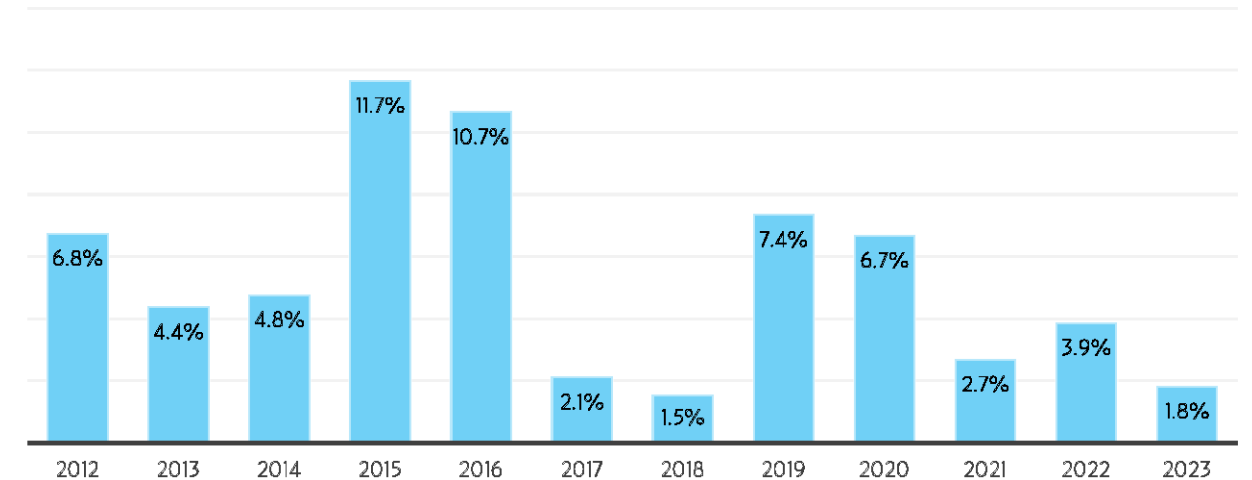
Bellevue's overall industrial vacancy rate peaked at 11.7 percent in 2015. Since 2020, the Bellevue industrial market has gradually improved operating at vacancies well below market equilibrium. By the fourth quarter 2023, the Bellevue industrial market operated at a vacancy rate of 1.8 percent.

Bellevue, Nebraska Industrial Market Trends

Year	# of Properties	Inventory Sq. Ft.	Vacant Space	Vacancy Rate	Net Absorption	Average Rent
2012	65	1,487,818	100,466	6.8%	-16,366	\$4.14
2013	65	1,487,818	65,266	4.4%	35,200	\$4.31
2014	65	1,487,818	71,050	4.8%	-5,784	\$3.10
2015	65	1,487,818	173,709	11.7%	-102,659	\$4.20
2016	65	1,487,818	158,678	10.7%	15,031	\$4.58
2017	66	1,494,218	31,700	2.1%	133,378	\$4.63
2018	66	1,494,218	23,050	1.5%	8,650	\$4.24
2019	65	1,480,948	108,963	7.4%	-99,183	\$3.48
2020	65	1,480,948	99,021	6.7%	9,942	\$6.32
2021	64	1,478,248	39,830	2.7%	56,491	\$5.25
2022	64	1,478,248	57,240	3.9%	-17,410	\$5.50
2023	64	1,478,248	27,010	1.8%	30,230	\$5.52

Source: CoStar.

Bellevue, Nebraska Industrial Vacancy Rates



By year-end 2023, Bellevue supported 1.48 million square feet of industrial space operating at an overall occupancy rate of 98.2 percent. With just 27,010 square feet of vacant industrial space available for immediate occupancy is a barrier to accommodating expansion of existing industrial businesses and attracting prospective new businesses to Bellevue.

Forecast Space Need

Professional office, medical office, and industrial space need projections for the City of Bellevue through the year 2045 provide an understanding of future market conditions directly impacting the feasibility of supporting new employment-related development. Contractors of the Offutt Air Force Base employ 23,014 workers in the Omaha area. The base affords the opportunity for Bellevue to foster future job growth and the need for additional office and industrial development.

Professional Office Space

According to Costar, by year-end 2023, Bellevue supported 1,464,987 square feet of office space, operating at 14.4 percent vacancy rate. The need for professional office space is closely correlated with expansion in office-related employment sectors. Future need for professional office space was forecast utilizing an occupational employment-driven model. This model applies the variables of increased employment in categories of economic activity typically associated with the need for office space and average space requirements per employee.

According to the Esri Business Analyst, the City of Bellevue supports 20,452 total jobs. Office-related employment in Bellevue totals 3,014 jobs in the information; management and administration; legal services; and finance, insurance, and real estate sectors, accounting for 14.7 percent of total employment. By comparison, office-related jobs account for 23.6 percent of employment in the Omaha-Council Bluffs MSA.

From 2024 through 2045, the City of Bellevue is estimated to support job growth at an annualized rate of 0.8 percent to 1.0 percent, yielding 3,919 to 5,005 new jobs. Office-related employment is forecast to account for 20 percent of total job growth, yielding 785 to 1,000 new jobs.

Office space need created by the future growth in office-related employment was forecast by applying standard job creation ratios published by NAIOP of 1.0 job per 200 to 225 square feet of office space that accounts for both owner-occupied and speculative office space. From 2024 through 2045, office-related job growth in Bellevue is projected to support the need for 157,000 square feet to 225,000 square feet of occupied owner-occupied and speculative office space.

Forecast Professional Office Space Need Bellevue, Nebraska; 2024 to 2045

	Conservative Scenario	Optimistic Scenario
Bellevue, Nebraska		
Office-Related Employment Growth	785	1,000
Net Office Space Demand (Sq. Ft.)	157,000	225,000
Average Annual Office Space Demand (Sq. Ft.)	7,136	10,227

As outlined in the table below, accounting for the current inventory of vacant office space in Bellevue and a market equilibrium vacancy rate of 7.0 percent, through 2045 the City of Bellevue is estimated to support the need for 51,774 square feet to 124,893 square feet of new office space.

Based on an average floor-area-ratio of 25 percent to 30 percent, the forecast office space need through 2045 would absorb an estimated 4.0 acres to 4.8 acres of commercial land under the conservative scenario and 9.6 acres to 11.5 acres under the optimistic scenario.

Supportable New Office Space Estimates Bellevue, Nebraska; 2024 - 2045

	Conservative Scenario	Optimistic Scenario
Supportable New Office Space Need		
Bellevue Inventory of Occupied Office Space 2023 Q4	1,253,588	1,253,588
Forecast Office Space Demand 2024-2045	157,000	225,000
Total Occupied Office Space Inventory 2045	1,410,588	1,478,588
Market Equilibrium Office Space Need (7% Vacancy)	1,516,761	1,589,880
Less: Existing Inventory of Office Space 2023 Q4	1,464,987	1,464,987
Supportable New Office Space 2024-2045	51,774	124,893
Supportable Development Acres		
25% FAR	4.8	11.5
30% FAR	4.0	9.6

Source: Canyon Research Southwest, Inc.; April 2024.

Medical Office Space

Medical office space need is a function of expansion in medical practices and associated needs, which is related to growth in population. While population growth trends are associated with economic trends, the fluctuations are less pronounced and demand for this market segment is less cyclical. The need for medical office space is typically highly specific geographically, with healthcare services gravitating to locations at or near hospitals.

The need for medical office space is forecast via a methodology that includes a determination of medical employment per capita for the trade area which is then multiplied by the average square footage required per medical employee to derive a total medical office square footage per capita coefficient. This local area coefficient is applied to current (future) estimates of area population to generate an estimate of current (future) medical space need, excluding demand related to acute care hospitals and other more specialized surgical centers.

According to physician census data compiled by the Federation of State Medical Boards (FSMB) in 2022, the number of licensed physicians in the United States totaled 1,044,734. The United State population of 333 million, equating to 313 licensed physicians per 100,000 population. The 11,337 licensed physicians in Nebraska amounts to an average of 576 physicians per 100,000 population.

The City of Bellevue is forecast to add 16,025 to 18,787 residents through 2045. The statewide average for physician density and forecast population growth produces the need by 2045 for 92 to 108 additional physicians. The Medical Group Management Association (“MGMA”) in its annual costs survey reported that for family practices, the median medical office space need is approximately 1,900 square feet per full-time equivalent physician.

Based on these factors, from 2024 through 2045, population growth within the City of Bellevue is estimated to support the need for 174,800 square feet to 205,200 square feet of medical office space.

Forecast Medical Office Space Need Bellevue, Nebraska; 2024 to 2045

	Moderate Scenario	Optimistic Scenario
Bellevue, Nebraska		
Forecast Population Growth	16,025	18,787
Need in New Physicians	92	108
Net Medical Office Space Demand (Sq. Ft.)	174,800	205,200
Average Annual Space Demand (Sq. Ft.)	7,945	9,327

Based on an average floor-area-ratio of 25 percent to 30 percent, the forecast medical office space need through 2045 would absorb an estimated 13.4 acres to 16.1 acres of commercial land under the conservative scenario and 15.7 acres to 18.8 acres under the optimistic scenario.

Industrial Space

By year-end 2023, Bellevue supported 1,478,248 square feet of industrial space, operating at 98.2 percent occupancy with just 27,010 square feet of vacant space.

The need for industrial space is a function of employment, investment, and technology. The U.S. Department of Labor defines industrial employment as jobs in the manufacturing, wholesale trade, and transportation and warehousing industries. According to Esri Business Analyst, industrial-related employment in Bellevue totals 1,862 jobs in the manufacturing, wholesale trade, transportation, and utilities sectors, or 9.1 percent of total employment. By comparison, industrial-related jobs account for 25.9 percent of employment in the Omaha-Council Bluffs MSA.

Through 2045, the City of Bellevue is forecast to add 3,919 to 5,005 jobs. Industrial employment is forecast to account for 10 percent of total job growth, adding an estimated 392 to 500 jobs.

Space needs created by the future growth in industrial employment was forecast by applying standard job creation ratios of 1.0 job per 800 to 1,000 square feet of light manufacturing, warehouse, and flex industrial space. These job creation rates account for both owner-occupied and speculative industrial space.

Forecast Industrial Space Need Bellevue, Nebraska; 2024 to 2045

	Conservative Scenario	Optimistic Scenario
Bellevue, Nebraska		
Industrial-Based Employment Growth	392	500
Industrial Space Demand (Sq. Ft.)	313,600	500,000
Average Annual Industrial Space Demand (Sq. Ft.)	14,255	22,727

Source: Canyon Research Southwest, Inc.; April 2024.

From 2024 through 2045, industrial job growth in Bellevue, Nebraska is projected to support the need for 313,600 square feet to 500,000 square feet of industrial space.

Accounting for the inventory of vacant industrial space in Bellevue as of year-end 2023 and a market equilibrium vacancy rate of 7.0 percent, through 2045 the city is estimated to support the development of 419,000 square feet to 620,000 square feet of new industrial space.

Based on an average floor-area-ratio of 35 percent to 40 percent, the forecast industrial space need through 2040 would absorb an estimated 24.1 acres to 27.5 acres of industrial land under the conservative scenario and 35.6 acres to 40.7 acres under the optimistic scenario.

Supportable New Industrial Space Estimates Bellevue, Nebraska; 2024 - 2045

	Conservative Scenario	Optimistic Scenario
Supportable New Industrial Space Need		
Bellevue Inventory of Occupied Industrial Space 2023 Q4	1,451,238	1,451,238
Forecast Industrial Space Demand 2024-2045	313,600	500,000
Total Occupied Industrial Space Inventory 2045	1,764,838	1,951,238
Market Equilibrium Industrial Space Need (7% Vacancy)	1,897,675	2,098,105
Less: Existing Inventory of Industrial Space 2023 Q4	1,478,248	1,478,248
Supportable New Industrial Space 2024-2045	419,427	619,857
Supportable Development Acres		
35% FAR	27.5	40.7
40% FAR	24.1	35.6

Source: Canyon Research Southwest, Inc.; April 2024.

Site Evaluation

Office and industrial developers evaluate potential development sites based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, availability to a large and diverse labor pool, proximity to customers, and availability of support goods and services. Using these site selection criteria, potential development sites in the City of Bellevue were identified. Prospective office and industrial development sites in the City of Bellevue include the following:

Potential Office Sites

1. Northeast of Golden Boulevard and Samsom Way
2. Southeast corner of Maass Road and Highway 370
3. Southwest corner of Maass Road and Highway 370
4. Southwest corner of 42nd Street and Highway 370
5. Southeast corner 25th Street and Capehart Road
6. Northwest corner of 36th Street and Cornhusker Road
7. Southwest corner of 36th Street and Cornhusker Road
8. Southwest corner of 25th Street and Cornhusker Road
9. Northwest corner of Harvell Drive and Fort Crook Road
10. Intersection of Hidden Valley Drive and U.S. Highway 75

Potential Industrial Sites

1. Along the east side of Fort Crook Road southwest of Offutt Air Force Base
2. West side of Harlan Lewis Road south of Offutt Air Force Base

Residential Housing Market Analysis

This section of the report evaluates the City of Bellevue residential housing market to identify future opportunities to support new housing stock within the Planning Area.

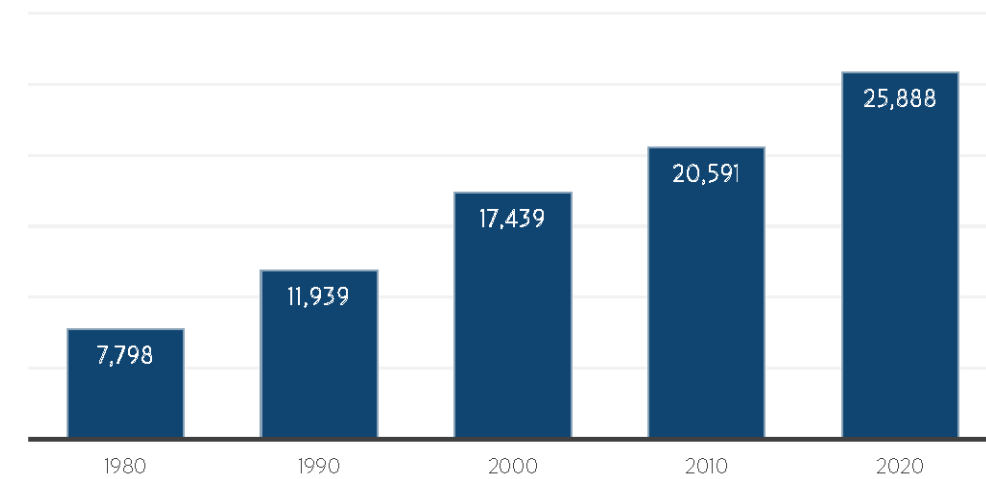
Housing Stock Characteristics

To identify the City of Bellevue's existing housing stock characteristics this section of the study addresses the total inventory of dwelling units, age of housing stock, housing tenure, mix of housing types, and occupancy by housing type.

Housing Inventory Trends

Over the past 40 years Bellevue's housing stock has increased steadily. The 1980 Census reported the Bellevue housing stock at 7,798 dwelling units. By the 2010 Census, Bellevue's housing stock increased to 11,939 dwelling units. Housing stock increased by 5,500 dwelling units during the 1990's and 3,152 dwelling units during the 2000's. From 2010 through 2020, the city's housing stock increased by 25.7 percent, or 5,297 dwelling units. By 2020, Bellevue's housing stock totaled 25,888 dwelling units.

Bellevue, Nebraska Housing Stock Trends



Age of Housing Stock

The table below compares the age of Bellevue's housing stock with that of the State of Nebraska as reported by the American Community Survey 2022 published by the U.S. Census Bureau. Compared to Nebraska's housing stock, Bellevue's housing stock is newer with 48.4 percent of the existing inventory built after 1979. By comparison, 43.1 percent of the state's housing stock was built after 1979. Housing built prior to 1950 accounts for just 15.6 percent of the city's total housing stock, compared to 31.4 percent statewide.

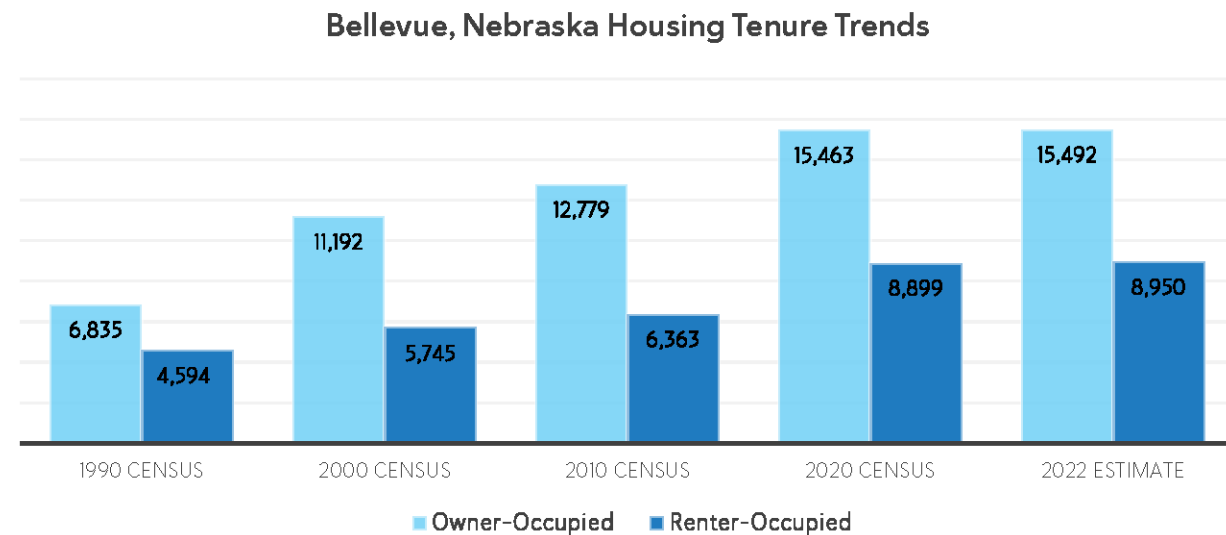
Bellevue, Nebraska Housing Stock by Year Built

Year Structure Built	# of Units	% of Total	Nebraska
Total Housing Units	25,601		863,831
Built 2020 or Later	47	0.2%	1.7%
Built 2010 to 2019	1,535	6.0%	9.9%
Built 2000 to 2009	3,772	14.7%	11.8%
Built 1990 to 1999	3,599	14.1%	10.7%
Built 1980 to 1989	3,433	13.4%	9.0%
Built 1970 to 1979	5,203	20.3%	14.8%
Built 1960 to 1969	4,013	15.7%	10.5%
Built 1950 to 1959	2,129	8.3%	8.4%
Built 1940 to 1949	855	3.3%	4.0%
Built 1939 or Earlier	1,015	4.0%	19.0%

Source: U.S. Census.

Housing Tenure Trends

The 1990 Census reported that 11,429 housing units were occupied in Bellevue, including 6,835 owner-occupied units and 4,594 renter-occupied units. By 2000 of the 11,192 occupied housing units in Bellevue, 11,192 were occupied units and 5,745 were occupied renter-occupied units. As a share of the total occupied housing stock, owner-occupied housing increased from 59.8 percent in 1990 to 66.1 percent by 2000 while renter-occupied housing declined from 40.2 percent in 1990 to 33.9 percent by 2000.



From 2000 through 2010, owner-occupied housing continued to gain market share while renter-occupied housing lost. As a share of the total occupied housing stock, the housing tenure for Bellevue's owner-occupied housing increased from 66.1 percent in 2000 to 66.8 percent by 2010 while renter-occupied housing decreased from 33.9 percent in 2000 to 33.2 percent by 2010.

From 2010 through 2020, owner-occupied housing lost market share while renter-occupied housing gained. The share of the total occupied housing stock, owner-occupied housing declined to 63.5 percent by 2020 while renter-occupied housing increased to 36.5 percent by 2020. This trend continued through 2022 with owner-occupied housing decreasing to 63.4 percent and renter-occupied increasing to 36.6 percent.

From 1990 through 2022, Bellevue's owner-occupied housing stock increased by 8,657 dwelling units, or 126.7 percent, while the renter-occupied housing stock added 4,356 dwelling units, an increase of 94.8 percent over 1990.

Housing Stock Mix

Bellevue's housing stock mix is influenced by its suburb character whereby the demand for single-family housing exceeds that for attached rental housing. Detached single-family housing accounts for 68.4 percent of Bellevue's housing stock which lags the statewide rate of 71.2 percent.

Multi-family housing accounts for 25.8 percent of Bellevue's housing stock compared to 22.2 percent for Nebraska. Large-scale properties in Bellevue with 20 or more dwelling units account for 8.4 percent of the housing stock, compared to 8.1 percent statewide. Duplexes account for just 0.3 percent of the Bellevue housing stock which is well below the statewide rate of 1.9 percent. Properties with 3 to 9 housing units account for 9.9 percent of Bellevue's housing stock, compared to 7.0 percent statewide.

The table below provides a comparison of Bellevue's housing stock with that of statewide norms.

Bellevue, Nebraska Housing Stock by Type, 2022

Units in Structure	# of Units	% of Total	Nebraska %
1-Unit, Detached	17,520	68.4%	71.2%
1-Unit, Attached	965	3.8%	4.2%
2 Units	85	0.3%	1.9%
3 or 4 Units	404	1.6%	2.6%
5 to 9 Units	2,117	8.3%	4.4%
10 to 19 Units	1,847	7.2%	5.2%
20+ Units	2,147	8.4%	8.1%
Mobile Home	501	2.0%	2.6%
Boat, RV, Van, etc.	13	0.1%	0.1%
Total Housing Units	25,601	100.0%	100.0%

Source: U.S. Census Bureau.

Occupancy by Housing Type

Homeowners in Bellevue are more likely to occupy detached single-family housing while renters occupy attached multi-family housing. According to the U.S. Census Bureau, during 2022 owner-occupied housing in Bellevue accounted for 63.4 percent of the entire occupied housing stock with renter-occupied accounting for 36.6 percent. By comparison, owner-occupied housing accounts for 66.0 percent of Nebraska's total occupied housing stock with renter-occupied accounting for 34.0 percent.

City of Bellevue Occupied Housing Stock by Type - 2022
Owner-Occupied vs. Renter-Occupied Housing

Housing Type	Total	Owner-Occupied	Renter-Occupied
Occupied Housing Units	24,442	15,492	8,950
Units in Structure			
1-Unit, Detached	69.3%	92.5%	29.2%
1-Unit, Attached	3.9%	3.7%	4.4%
2 Units	0.3%	0.3%	0.4%
3 or 4 Units	1.6%	0.0%	4.2%
5 to 9 Units	8.5%	0.8%	21.9%
10 or More Units	14.5%	0.2%	39.2%
Mobile Home and other Types of Housing	1.8%	2.5%	0.6%
Totals	100.0%	100.0%	100.0%

Source: U.S. Census Bureau.

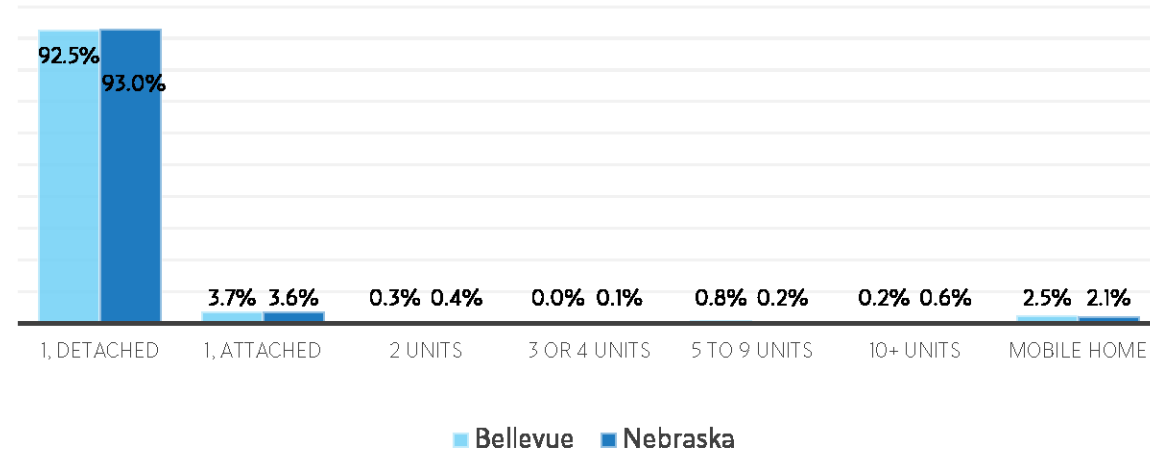
For 2022, according to the U.S. Census Bureau, of Bellevue's housing stock an estimated 24,442 dwelling units were occupied, including 15,492 owner-occupied housing units and 8,950 renter-occupied housing units. Detached single-family homes accounted for 92.5 percent of all occupied owner-occupied housing units. Meanwhile, renters were much less likely to occupy detached single-family homes accounting for 29.2 percent of all occupied rental units.

Properties in Bellevue with ten or more dwelling units are the most popular attached housing product for renters accounting for 39.2 percent of all renter-occupied units. Structures with 5 to 9 dwelling units account for 21.9 percent of all renter-occupied units while structures with 3 or 4 dwelling units account for 4.2 percent of all renter-occupied units. Duplexes account for just 0.4 percent of all renter-occupied housing units in Bellevue.

For-Sale Housing Market

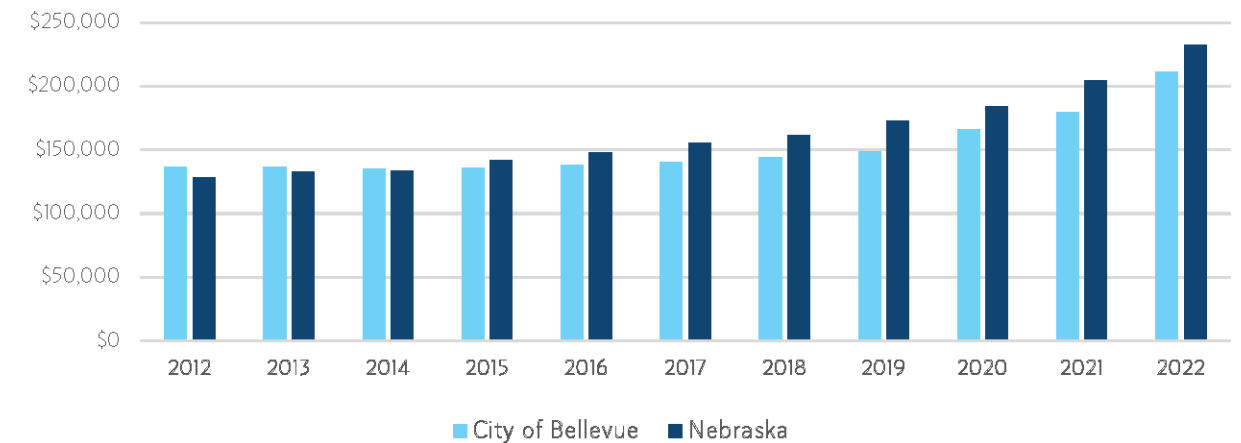
According to the American Community Survey 2022, owner-occupied housing in Bellevue accounted for 63.4 percent of the entire occupied housing stock, compared to 69.2 percent of Nebraska's total occupied housing stock. Detached single-family homes account for 92.5 percent of Bellevue's owner-occupied housing stock, compared to 93.0 percent for the State of Nebraska. The predominance of owner-occupied detached single-family housing is common within suburban communities. One-unit attached housing accounts for 3.7 percent of Bellevue's owner-occupied housing and multi-family units with mobile homes accounting for just 3.8 percent.

**Owner-Occupied Housing by Product Type
City of Bellevue vs. State of Nebraska, 2022**



According to the American Community Survey, during 2012 the median housing value in Bellevue of \$136,800 exceeded the statewide median of \$128,300. Stemming from the national housing bust, the median housing value for Bellevue declined steadily from 2010 through 2014. From 2015 to 2022, the median housing value in Bellevue rose 32.2 percent while Nebraska's median housing value appreciation of 44.7 percent. By 2015, Nebraska's median housing value of \$141,600 exceeded Bellevue's median value of \$135,600. Through 2022, the median home value in Nebraska exceeded Bellevue's median value. The bar chart below provides a comparison of median housing values between the City of Bellevue and the State of Nebraska from 2012 to 2022.

**Median Housing Value Comparison
City of Bellevue vs. State of Nebraska**



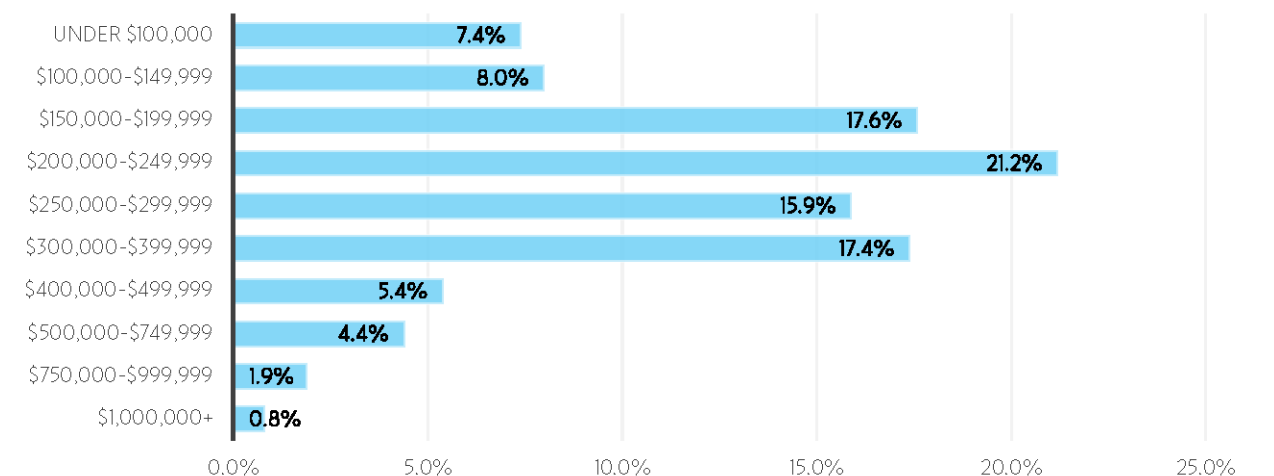
For 2023, Esri Business Analyst reported the average value of owner-occupied housing in Bellevue at \$280,987. Just 7.4 percent of the owner-occupied housing stock in Bellevue was valued under \$100,000. Housing valued at \$100,000 to \$199,999 accounts for 25.6 percent of Bellevue's housing stock. This price range caters to first time homebuyers.

Housing valued at \$200,000 to \$299,999 accounts for 33.3 percent of the housing stock and represents Bellevue's largest market segment.

Housing priced at \$300,000 to \$399,999 accounts for 17.4 percent of Bellevue's housing stock and represents the move-up market.

Owner-occupied housing priced at \$400,000 and above represents Bellevue's luxury housing market and accounts for 12.5 percent of the entire housing stock.

Bellevue, Nebraska Housing Values, 2023



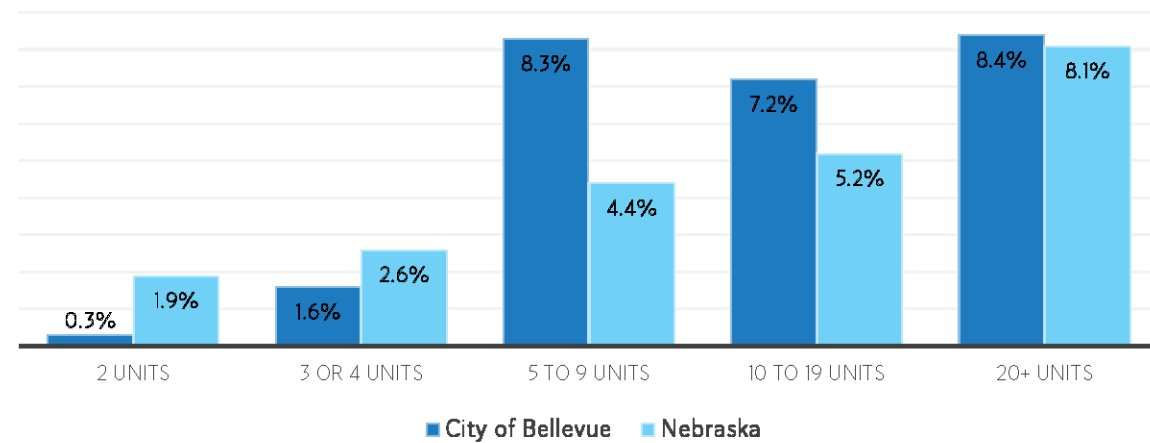
Given the cost of land, infrastructure, and vertical construction, it is difficult to meet the need for first-time home buyers.

Rental Housing Market

According to the American Community Survey 2022, Bellevue's housing stock totaled 25,601 dwelling units, of which 25.8 percent, or 6,600 dwelling units were in multi-unit structures. By comparison, multi-family housing accounts for 22.2 percent of the statewide housing stock.

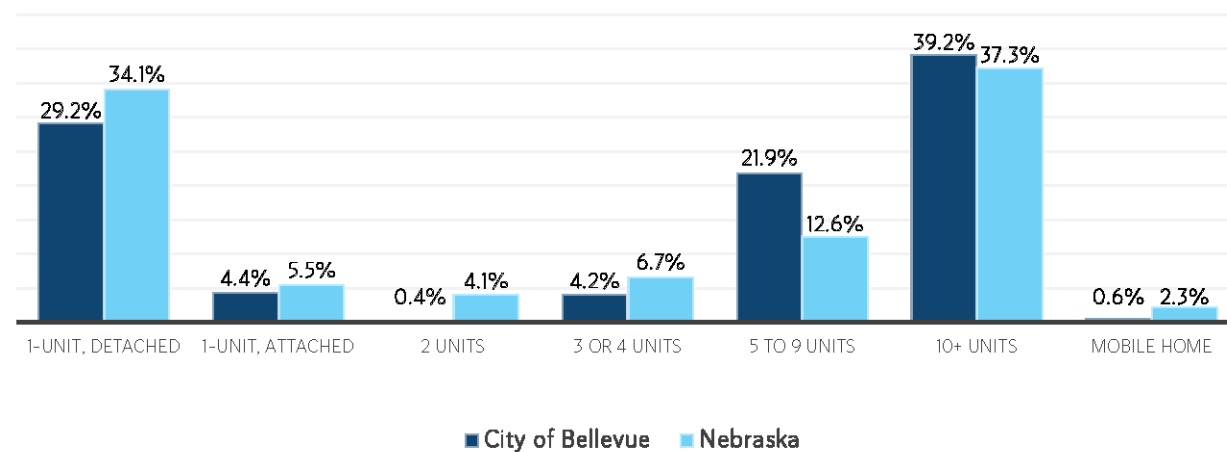
Large-scale properties in Bellevue with 20 or more dwelling units account for 8.4 percent of the housing stock, compared to 8.1 percent statewide. Duplexes account for just 0.3 percent of the Bellevue housing stock which is well below the statewide rate of 1.9 percent. Properties with 3 to 9 housing units account for 9.9 percent of Bellevue's housing stock, compared to 7.0 percent statewide.

**Comparison of Multi-Family Housing Stock
City of Bellevue vs. State of Nebraska, 2022**



According to the U.S. Census Bureau, as of 2022, Bellevue's inventory of occupied rental housing totaled 8,950 dwelling units, or 36.6 percent of the city's occupied housing stock. By comparison, rental housing accounts for 34.0 percent of Nebraska's occupied housing stock.

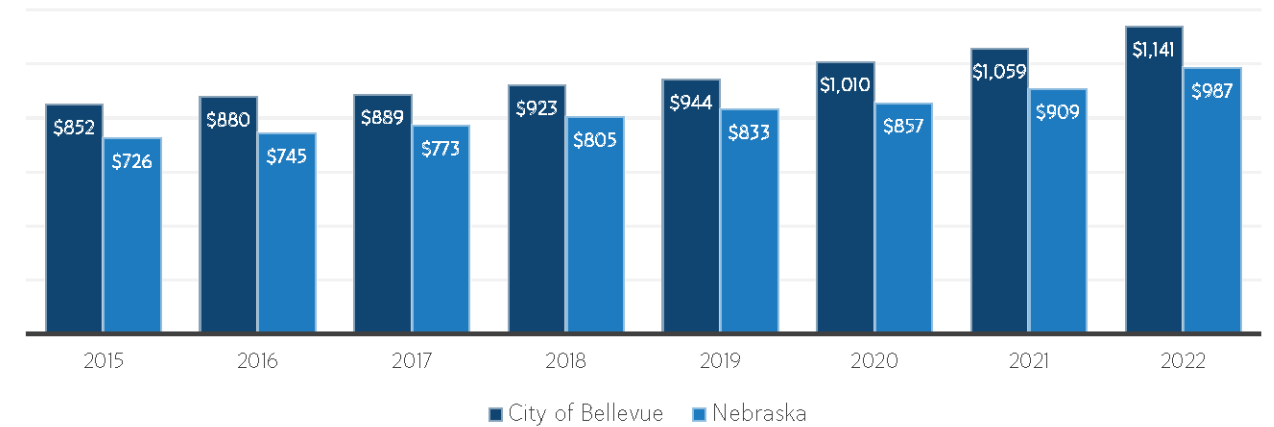
**Comparison of Renter-Occupied Housing
City of Bellevue vs. State of Nebraska, 2022**



Large-scale apartment properties with 10 or more units account for 39.2 percent of Bellevue's occupied housing stock, compared to 37.3 percent statewide. Duplexes and properties with 3 to 4 dwelling units together account for just 4.6 percent of Bellevue's occupied housing stock, compared to 9.6 percent statewide.

Since 2015, Bellevue's median monthly housing rent has exceeded the statewide median. From 2015 through 2022, Bellevue's median monthly housing rent increased 33.9 percent, reaching \$1,141 by 2022. Nebraska's median rent in 2022 of \$909 per month was 14.2 percent below the median for Bellevue.

**Median Monthly Housing Rent Trends
City of Bellevue vs. State of Nebraska**

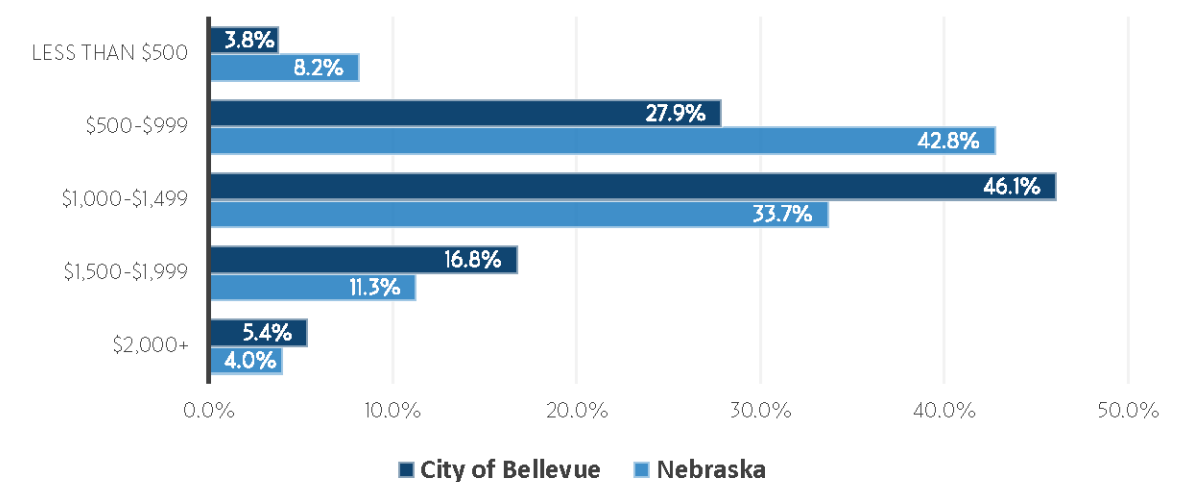


Of Bellevue's occupied rental housing units, just 3.8 percent rented for less than \$500 per month compared to 8.2 percent statewide. This disparity in rents suggests Bellevue may be able to support a larger inventory of affordable and income-based rental housing.

An estimated 27.9 percent of the Bellevue rental housing stock garner rents of \$500 to \$999 per month, compared to 42.8 percent statewide. Housing units renting for \$1,000 to \$1,499 per month account for 46.1 percent of the Bellevue rental market compared to 33.7 percent statewide.

Luxury rental units renting for \$1,500 per month and above account for 22.2 percent of Bellevue's housing stock compared to 15.3 percent statewide. Bellevue's modest supply of luxury rental housing stems from a limited inventory of newer large-scale apartment properties that support unit features and community amenities that garner above market rents.

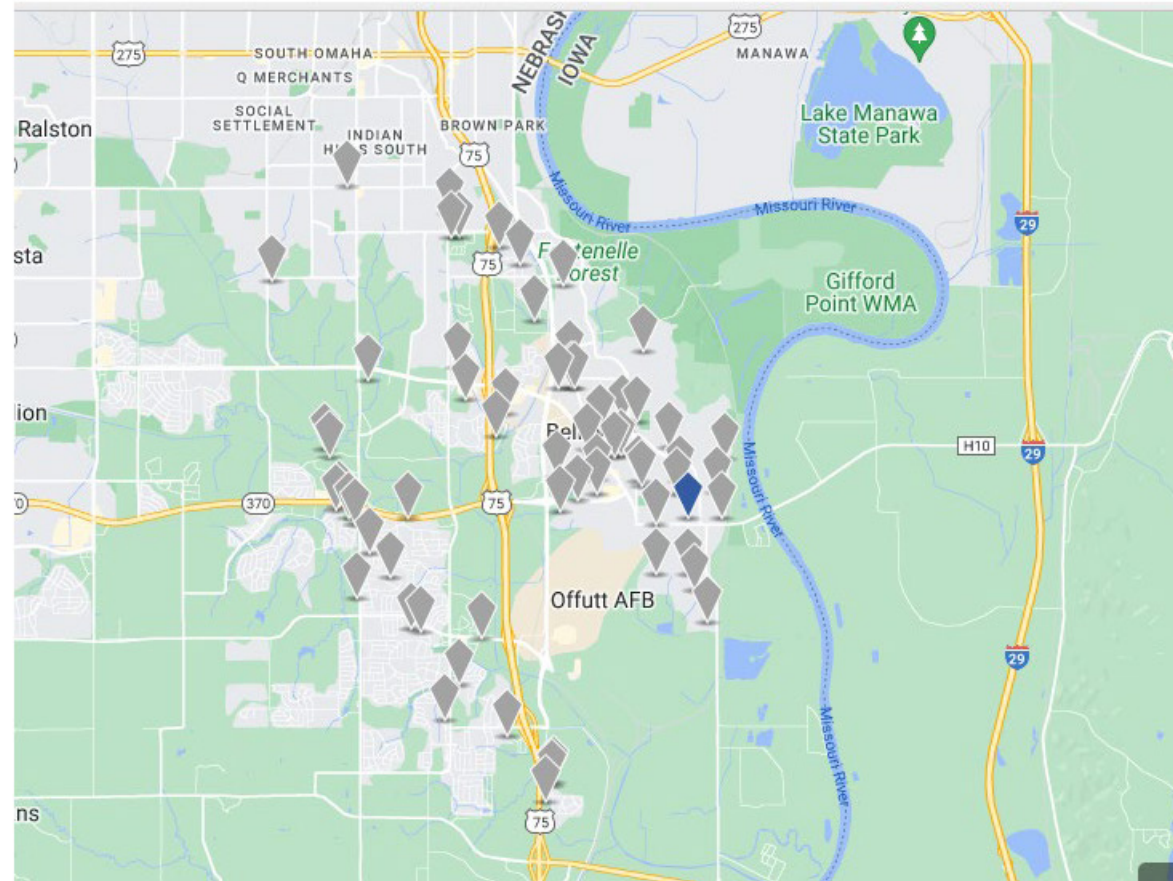
Comparison of Monthly Housing Rents, 2022



In summary, of Bellevue's housing stock, 25.8 percent, or 6,600 dwelling units are in multi-unit structures. Large-scale properties with 20 or more dwelling units account for 8.4 percent of Bellevue's housing stock, compared to 8.1 percent statewide. Given Bellevue's above average inventory of large-scale apartment properties, median monthly rents significantly exceed the statewide median. Luxury rental units renting for \$1,500 per month and above account for 22.2 percent of Bellevue's housing stock compared to 15.3 percent statewide.

As Bellevue continues to grow, its rental housing stock is anticipated to mature, marked by the construction of large-scale apartment communities featuring luxury unit features and community amenities that warrant above market rents.

Bellevue, Nebraska Large Apartment Properties



The table on the following page summarizes operating trends for large-scale apartment properties from 2010 through 2023 in Bellevue. Since 2010, nine large-scale apartment properties have been built in Bellevue, totaling 931 rental units. New construction peaked from 2016 to 2020 with 609 apartment units completed and again during 2022 and 2023 when 262 units came online. Net absorption since 2010 totaled 1,217 apartment units. Net unit absorption exceeding new supply has produced a gradual decline in the overall vacancy rate.

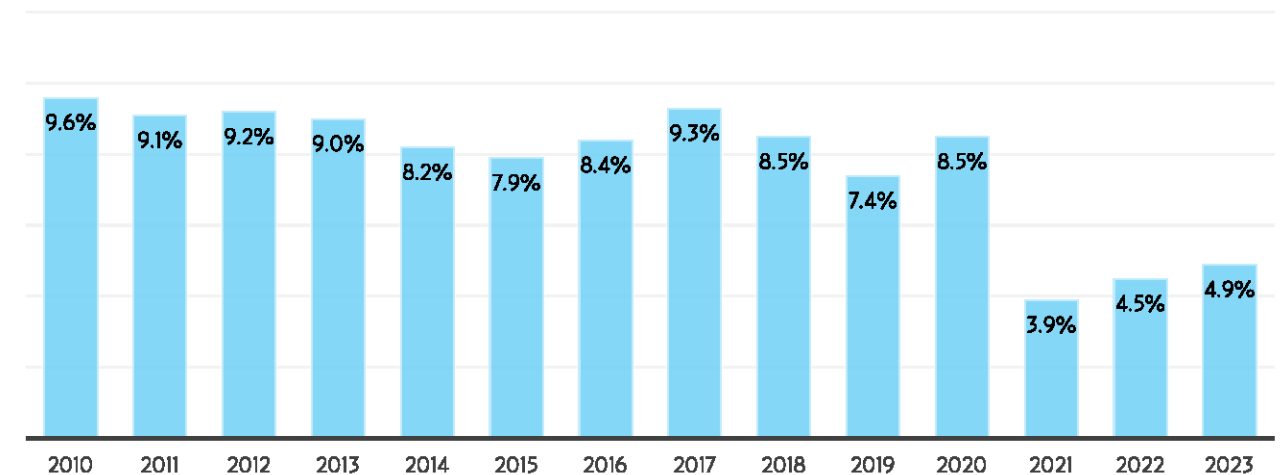
Bellevue, Nebraska Apartment Market Trends

Year	# of Properties	Inventory # of Units	Net Absorption	Vacant Units	Vacancy Rate	Average Rent/Mo.
2010	43	7,226	-11	695	9.6%	\$823
2011	43	7,226	34	661	9.1%	\$830
2012	44	7,286	49	672	9.2%	\$841
2013	44	7,286	18	654	9.0%	\$860
2014	44	7,286	60	594	8.2%	\$882
2015	44	7,286	19	575	7.9%	\$903
2016	46	7,451	114	626	8.4%	\$917
2017	46	7,451	-67	693	9.3%	\$921
2018	47	7,691	277	656	8.5%	\$958
2019	47	7,691	91	565	7.3%	\$983
2020	48	7,895	98	671	8.5%	\$999
2021	48	7,895	366	305	3.9%	\$1,063
2022	50	8,058	106	362	4.5%	\$1,139
2023	52	8,157	63	398	4.9%	\$1,182

Source: CoStar.

From 2018 to 2022, the apartment properties operated at a health vacancy rate well below market equilibrium. By year-end 2022, just 15 vacant apartments were available for lease yielding a vacancy rate of 1.2 percent. During 2023, 96 apartment units came online with net YTD absorption of 34 dwelling units, pushing the overall vacancy rate to 6.4 percent. This spike in the vacancy rate is temporary and will improve as the new property achieves lease-up.

Bellevue Large-Scale Apartment Vacancy Trends



Since 2010, the average rent for large-scale apartment properties in Bellevue increased by 43.6 percent, reaching \$1,182 per month by year-end 2023. Rent escalations were strong from 2019 to 2023 in response to the construction of five new apartment properties totaling 466 rental units as well as well below market equilibrium vacancy rates.

As the City of Bellevue continues to grow, the construction of large-scale apartment communities will continue. The introduction of additional market-rate apartment properties will be important in supporting continued economic development of the city by providing a housing product suitable for young professionals, young couples without children, and empty nesters.

Forecast Housing Need

Residential housing need estimates for the City of Bellevue through the year 2045 were forecast based on anticipated demographic and economic trends for the community. Key input to the model includes historical patterns in annual residential building permit activity and projected population and household growth, average household formation rates, households by income levels, and population by age.

Demographic characteristics and historic population growth trends for Bellevue were provided by the U.S. Census Bureau and employment data was provided by Esri Business Analyst. Housing characteristics for Bellevue were provided by the American Community Survey. Population growth projections for Bellevue are based on historic growth patterns, forecast employment growth, availability of developable land, and economic development factors.

The U.S. Census Bureau estimated Bellevue's 2022 residential housing stock at 25,601 dwelling units, operating at an overall occupancy rate of 95.5 percent. The occupied housing stock included 15,492 owner-occupied units (63.4%) and 8,950 renter-occupied units (36.6%). A total of 1,159 vacant housing units were reported. Bellevue's current average household size is 2.55 persons.

Esri Business Analyst estimated Bellevue's 2023 population at 65,193 residents. From 2024 to 2045, Bellevue's population is forecast to increase by 16,025 to 18,787 residents, generating the need for additional housing units.

Supportable residential housing absorption through 2045 will be a function of resident population growth and latent demand while income levels and age composition will dictate the type and mix of housing product.

Housing Need from Population Growth

Net population and household growth are the largest single drivers of the need for new housing units. From 2024 through 2045, the City of Bellevue population is forecast to increase by 16,025 to 18,787 new residents. The City of Bellevue's average household size is 2.55 persons. Bellevue's forecast population growth through 2045 is estimated to yield an estimated 6,284 to 7,367 new households and occupied housing units.

Latent Housing Need

Another housing needs component considers the number of units a market requires to offer balanced market conditions. Vacant housing units are necessary to accommodate the turnover of the housing stock as people move for family, work-related, or financial reasons. Latent demand occurs when the inventory of available housing is severely constrained.

A housing market operating at equilibrium supports a 92 percent to 95 percent occupancy rate. Healthy markets require 5 percent to 8 percent of the housing stock to be available to allow for inner-market mobility and encourage competitive housing prices and rental rates. Markets with vacancy rates below a healthy rate often suffer from escalating home values

and rents, minimal tenant turnover, residents being forced into housing situations that do not meet their housing needs, and the inability of nonresidents to enter the market. During 2022, 1,159 residential housing units were vacant in Bellevue, equating to an overall occupancy rate of 95.5 percent.

Bellevue's 2022 residential housing stock totaled 25,601 dwelling units, of which 24,442 dwelling units were occupied. Through 2045, population growth is anticipated to result in the need for 6,284 to 7,367 additional housing units, bringing the total inventory to 31,885 to 32,968 total housing units.

At market equilibrium occupancy rate of 95 percent, by 2045 Bellevue's housing stock would total 31,885 to 32,968 dwelling units, of which 1,594 to 1,648 dwelling units would be vacant and available for sale or rent. Given the 2022 inventory of 1,159 vacant housing units in Bellevue, latent housing need is estimated at 435 to 489 dwelling units.

Total Housing Need

From 2024 through 2045, the City of Bellevue's forecast population growth and latent housing need is anticipated to create the need for an estimated 6,719 to 7,856 new housing units. Bellevue's current mix of occupied housing units is 63.4 percent owner-occupied and 36.6 percent renter occupied. Given the city's population age composition, household income levels, and existing housing stock, from 2024 through 2045 the housing need is estimated to be segmented 65 percent owner-occupied and 35 percent renter occupied. Therefore, by 2045 the mix of new housing inventory is estimated at 4,367 to 5,106 homeownership units and 2,352 to 2,750 rental units.

The City of Bellevue's mix of future housing needs is best determined by evaluating the city's population demographics with that of the various housing life-cycle stages. Emphasis is placed on age, education, and income.

Entry-level householders are typically single or couples without children in their early 20's and often prefer to rent basic, inexpensive apartments. Residents 15 to 24 years of age account for 12.3 percent of the Bellevue population with those 25 to 34 years of age accounting for 14.9 percent. Individuals with high school degrees or less are more likely to be renters than homeowners. An estimated 27.8 percent of Bellevue residents are high school graduates or less. Bellevue's population demographics provide a market for entry-level for-sale and rental housing.

An estimated 20.2 percent of Bellevue households earn less than \$35,000 annually with 12.7 percent of households earning less than \$25,000. These households tend to be perpetual renters with the lowest income households potentially qualifying for some form of housing assistance. Bellevue's resident profile suggests an additional need for rental housing with an emphasis on affordable and income-based housing. A sizable market exists for housing priced under \$150,000.

First-time homebuyers and move-up renters are usually married or cohabitating couples in their mid-20's or 30's, some with children, but most are without children. These individuals prefer to purchase modest-priced single-family homes or rent more upscale apartments. An estimated 14.9 percent of Bellevue residents are 25 to 34 years of age with 11.2 percent of residents attaining an associate degree and 22.6 percent of residents possess a bachelor's degree. An estimated 11.2 percent of households earn \$35,000 to \$49,999 annually and 18.0 percent of households earn \$50,000 to \$74,999 annually. Bellevue possesses a sized market for homes priced from \$150,000 to \$300,000 and move-up renters.

Move-up homebuyers are typically in their late 30's to 40's, married with children. There is a total of 29.4 percent of households in Bellevue with children. An estimated 13.7 percent of Bellevue residents are 35 to 44 years of age with 22.6 percent of residents attaining a bachelor's degree and 12.9 percent of residents possessing a graduate or professional degree. An estimated 13.8 percent of households earn \$75,000 to \$99,999 annually and 30.8 percent of households earn \$100,000 or more annually. Bellevue possesses a large market for housing priced at \$300,000 or more.

The following table summarizes the forecast housing mix by owner-occupied and renter-occupied units and by product

type.

Through 2045, the market share for new single-family housing in Bellevue is expected to decrease slightly relative to the trends over the past twenty years. The market share of 2- to 9-unit multi-family structures is anticipated to decline with large-scale apartment development becoming more prevalent.

Through 2045, Bellevue’s housing need is forecast at 4,703 to 5,499 single-family detached and attached housing units, 201 to 236 housing units in 2- to 9-unit structures, and 1,814 to 2,121 housing units in structures with ten or more dwelling units.

Residential Site Evaluation

The criteria used to evaluate the suitability of property as a future residential housing development site include site location; parcel size and configuration; availability of infrastructure; entitlements; access; visibility and exposure; and proximity to housing demand generators and services.

Based on these criteria, the southeast portion of Bellevue is anticipated to be the prominent location for new single-family subdivisions. Infill housing in older residential neighborhoods and vacant lots is also possible. Suitable large-scale apartment sites are best located along major arterial streets such as Highway 370, Cornhusker Road, and Capehart Road, within mixed-use developments, and adjacent to retail and employment centers. Small-scale, multi-family development may also be possible within infill locations throughout the city.

**Forecast Housing Need by Product Type
Bellevue, Nebraska; 2024-2045**

	2022 Estimate		2045 Forecast	
	# of Units	# of Total	# of Units	# of Total
Total Housing Units (2022)	25,601		6,719 - 7,856	
Occupied Housing Units	24,442			
Home Ownership Units	15,492	63.4%	4,367 - 5,106	65.0%
Rental Units	8,950	36.6%	2,352 - 2,750	35.0%
Vacant Housing Units	1,159			
2022 Housing Inventory				
Single Family	18,485	72.2%	4,703 - 5,499	70.0%
2 to 4 Units	489	1.9%	67 - 79	1.0%
5 to 9 Units	2,117	8.3%	134 - 157	2.0%
10 or More Units	2,147	8.4%	1,814 - 2,121	27.0%

Source: U.S. Census and Canyon Research Southwest, Inc.

At an average density of 3.5 to 4.0 dwelling units per acre for single-family homes and 15 to 18 dwelling units per acre for multi-family housing, the forecast housing need through 2045 for Bellevue would require an estimated 1,288 acres to 1,478 acres of land under the conservative scenario and 1,506 acres to 1,728 acres of land under the optimistic scenario.

Recommendations

The Economic and Market Analysis evaluated the ability of the Bellevue Planning Area (“Planning Area”) to accommodate development of a variety of retail, office, industrial, and residential uses. Study conclusions and recommendations include the following:

1. Quantify supportable long-term demand for new commercial and industrial space as well as residential housing units.
2. Identify feasible land use mix, location, and development formats.

Forecast Real Estate Need

From 2024 through 2045 the City of Bellevue is estimated to support the need for 1,081,000 to 1,251,000 square feet of new retail space, 227,000 to 330,000 square feet of professional and medical office space, and 419,000 to 620,000 square feet of industrial space.

Through 2045, Bellevue’s new housing need is forecast at 6,719 to 7,856 dwelling units, consisting of 4,703 to 5,499 single-family detached and attached housing units, 201 to 236 housing units in 2- to 9-unit structures, and 1,814 to 2,121 housing units in structures with ten or more dwelling units.

**Forecast Real Estate Need
Bellevue, Nebraska, 2024 - 2045**

Land Use	Forecast		Demand		Land Acres	
	Low	High	Low	High	Low	High
Retail	1,081,000 SF	1,251,000 SF			108 - 124	125 - 144
Office	227,000 SF	330,000 SF			17 - 21	25 - 30
Industrial	419,000 SF	620,000 SF			24 - 28	36 - 41
Residential	6,719 Dus	7,856 Dus			1,288 - 1,478	1,506 - 1,728
Totals					1,437 - 1,651	1,692 - 1,943

Source: Canyon Research Southwest, Inc.; April 2024.

The forecast real estate needs through 2045 for Bellevue would require an estimated 1,437 to 1,651 acres of land under the conservative scenario and 1,692 to 1,943 acres of land under the optimistic scenario.

Land Use Patterns and Development Opportunities

Based on the study findings and future demand projections, future development sites in Bellevue, Nebraska for retail, office, industrial, and housing have been identified.

Retail Development Sites

Retail developers and retailers evaluate potential retail locations based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, traffic counts, traffic signal access, and direct competition. Using these site selection criteria, potential retail development sites in the City of Bellevue were identified. Prospective retail development sites in the City of Bellevue include the following:

1. Northeast of Golden Boulevard and Samsom Way
2. Southwest corner of 42nd Street and Highway 370
3. Northwest corner of 48th Street and Highway 370
4. Southeast corner of 54th Street and Highway 370
5. Southeast corner of 60th Street and Highway 370
6. Southeast corner 25th Street and Capehart Road
7. Northwest corner of 36th Street and Capehart Road
8. Southwest corner of 36th Street and Capehart Road
9. Northwest corner of 36th Street and Cornhusker Road
10. Southwest corner of 36th Street and Cornhusker Road
11. Northwest corner of 25th Street and Cornhusker Road
12. Southwest corner of 25th Street and Cornhusker Road
13. Northwest corner of Harvell Drive and Fort Crook Road
14. Intersection of Hidden Valley Drive and U.S. Highway 75
15. Intersection of 36th Street and Platteview Road

Office and industrial developers evaluate potential development sites based on a series of site-specific criteria, including parcel size, visibility and exposure, accessibility, infrastructure, availability to a large and diverse labor pool, proximity to customers, and availability of support goods and services. Using these site selection criteria, potential development sites in the City of Bellevue were identified. Prospective office and industrial development sites in the City of Bellevue include the following:

Office Development Sites

1. Northeast of Golden Boulevard and Samsom Way
2. Southeast corner of Maass Road and Highway 370
3. Southwest corner of Maass Road and Highway 370
4. Southwest corner of 42nd Street and Highway 370

5. Southeast corner 25th Street and Capehart Road
6. Northwest corner of 36th Street and Cornhusker Road
7. Southwest corner of 36th Street and Cornhusker Road
8. Southwest corner of 25th Street and Cornhusker Road
9. Northwest corner of Harvell Drive and Fort Crook Road
10. Intersection of Hidden Valley Drive and U.S. Highway 75

Industrial Development Sites

1. Along the east side of Fort Crook Road southwest of Offutt Air Force Base
2. West side of Harlan Lewis Road south of Offutt Air Force Base

Creating a master planned business park in Bellevue featuring quality infrastructure, design guidelines, CC&R's, and designed for mixed-use development will be critical in retaining existing companies and attracting new companies. Offering shovel ready sites complete with an economic incentive package, expedited municipal plan approval and permitting process, and political support will provide competitive advantages in successfully marketing and developing building sites.

Residential Development Sites

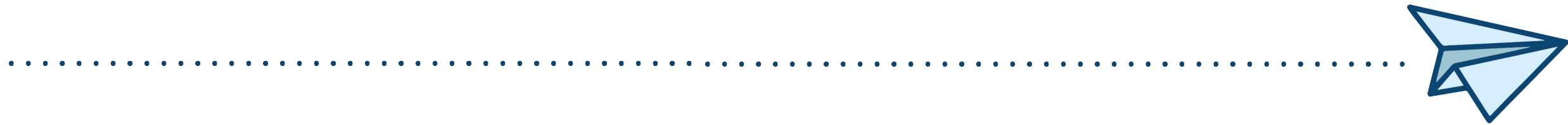
The criteria used to evaluate the suitability of property as a future residential housing development site include site location; parcel size and configuration; availability of infrastructure; entitlements; access; visibility and exposure; and proximity to housing demand generators and services.

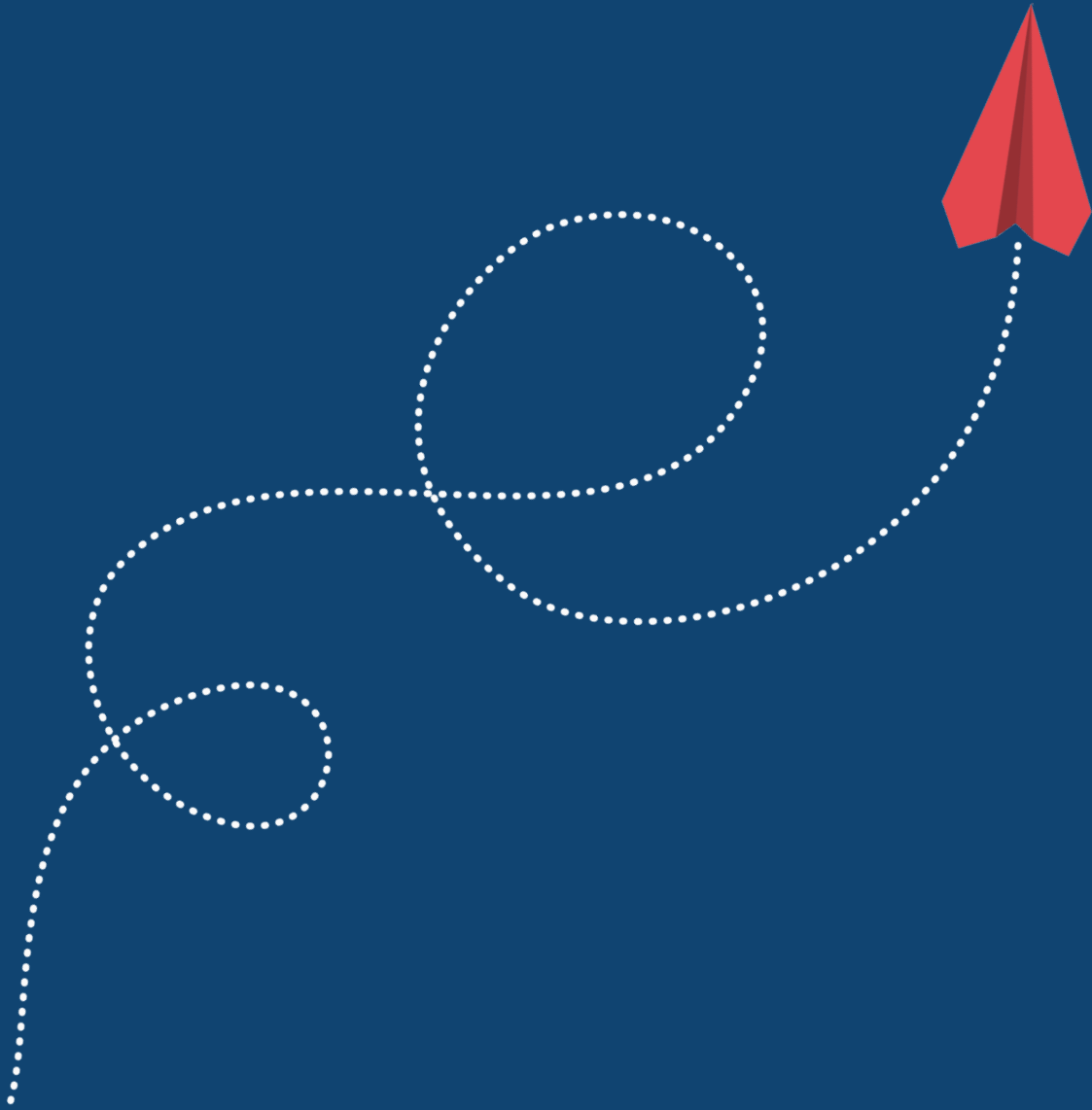
Based on these criteria, the southeast portion of Bellevue is anticipated to be the prominent location for new single-family subdivisions. Infill housing in older residential neighborhoods and vacant lots is also possible. Suitable large-scale apartment sites are best located along major arterial streets such as Highway 370, Cornhusker Road, and Capehart Road, within mixed-use developments, and adjacent to retail and employment centers. Small-scale, multi-family development may also be possible within infill locations throughout the city.

Redevelopment Opportunities

Downtown Bellevue is located along a 3-block portion of Mission Avenue between Washington and Hancock Streets. Community uses downtown include the Mission Middle School, Fire Department, Senior Community Center, Bellevue Little Theatre, Bellevue Eagles Lodge, U.S. Post Office, and two churches. A total of 42 downtown businesses are in downtown Bellevue, including eating and drinking places, financial services, insurance agents, hair salons, massage therapist, tattoo, real estate, lawyers, computer repair, and automotive repair. The Bridge is a redevelopment project at northeast corner of Mission Avenue and Washington Street planned for 53 apartments and ground floor commercial space. The opportunity exists to support continued redevelopment efforts with the potential to expand downtown several blocks to the west along Mission Avenue.

Barriers or restrictions to Bellevue's future urban growth include the presence of the Offutt Airforce Base that divides the city and creates development restrictions, floodplain impacted areas, cost on new residential and commercial construction, and funding public infrastructure and city services for green field sites. Continued commercial and industrial development is critical in expanding the city's tax base that supports sustainable city services.





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