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CITY OF BELLEVUE VISION STATEMENT AND GOALS

VISION STATEMENT

We want Bellevue to be a community that devotes serious and sustained effort to the enhancement of the city's economic, cultural, historic and natural resources through balanced and responsible urban planning and development practices. We want Bellevue to be a community that contains a variety of housing, employment opportunities, and organizations. We want Bellevue to be a community that has opportunities for everyone to grow and develop in a clean and safe environment.

LAND USE GOALS

Preserve and protect the Air Installation Compatible Use Zone (AICUZ)

Mix land uses at the finest grain the market will permit and include civic / public uses in the mix.

Plan for higher density near commercial centers, transit stops, parks, schools, and civic centers.

PLANNING POLICY GOALS

Define design and site-orientation criteria for commercial / shopping / business centers to encourage all-purpose activity, e.g. walking, parking, community events, etc.

PARK & RECREATION GOALS

Encourage parks and open space within walking distance (i.e. ¼ mile) from the center of every neighborhood.

NATURAL RESOURCES GOALS

Identify and preserve riparian corridors to decrease the likelihood of destructive flooding and provide natural, open space areas in the community.

HOUSING GOALS

Contribute to the metropolitan areas job-housing balance.

Create more choices for all types of housing (single family, multi family, apartments, new construction, rehabilitation) to better serve the increasingly diverse residents of Bellevue

ECONOMIC DEVELOPMENT GOALS

Concentrate commercial centers (employment) in compact centers or districts.

Make shopping centers and business parks into all-purpose activity centers.

TRANSPORTATION GOALS

Keep vehicle miles traveled (VMT) below the metropolitan area average.

Identify and preserve future transportation corridors for the connection of old and new development.

Ensure good north-south and east-west through streets.

NEIGHBORHOOD GOALS

New subdivisions (SIDs) should be designed as interconnected neighborhoods with well-defined centers and edges.

Require street, trail, and pedestrian connections between old and new neighborhoods and between residential and commercial developments, which include convenience shopping opportunities.

COMMUNITY CHARACTER GOALS

Establish design guidelines, for new construction, in areas of civic importance that incorporate: distinctive lighting, landscaping / street trees, and unique architectural character.

PUBLIC FACILITIES GOALS

Identify and preserve school sites and encourage the donation of them if necessary to attract or guide new school development.

City of Bellevue Recommendations

SHORT TERM (1 – 5 Years)

Review and update nuisance ordinance.

Increase code enforcement efforts.

Establish activity center guidelines.

Develop bonuses in the zoning code for redevelopment areas/sites.

Develop ordinances to protect environmentally sensitive areas.

Establish public/private partnerships to implement the Fort Crook Redevelopment Plan.

Promote city recreation activities and opportunities.

Make the AICUZ an asset to the community (i.e. open space, linear park connecting to other park and trail systems) while protecting Offutt Air Force Base from encroachment from development.

Promote ADA accessibility in older buildings, residential structures, and neighborhoods.

Install storm sewer in areas where appropriate.

Establish a community brand and slogan.

Establish relationships between other area planning municipalities with intent of regional planning.

Create zoning standards that address landscaping, public amenities, screening, site/building amenities, signage, and parking.

Establish a partnership between Bellevue and Bellevue University to support business incubator.

Conduct an affordable housing study, with emphasis on renter occupied housing.

Encourage even distribution of multi-family housing throughout Bellevue.

Encourage greater housing diversity and styles within neighborhoods.

Place trails in active and scenic areas.

Work with local utility providers, school districts, etc. to create development policies that encourage contiguous development by shifting the cost of development more to developers as they move farther away from the city's fringe.

Incorporate maintenance for facilities into the Capital Improvement Plan (CIP).

Perform comprehensive plan review annually and update the document every 2 – 5 years.

Develop guidelines to implement sustainable development and "green" initiatives.

Establish consistent and comprehensive programs, entities and/or initiatives which foster collaboration and coordination with Offutt AFB.

Establish a large industrial park southeast of Offutt

Apply for greenway trail grants

Solicit developers to partner with the city for projects in redevelopment areas.

Develop a community signage/wayfinding program.

Develop a plan for redevelopment along the Galvin Road South corridor near the intersection of Mission Avenue and Lincoln Road, leading to Offutt AFB

Complete the library renovation

Secure the continued viability of Offutt Airforce Base.

Adopt an overlay zone and related standards governing land development located within the Imaginary Surfaces MCA and BASH.

Evaluate permit, zoning, and subdivision actions against the goals established in the Offutt AFB Joint Land Use Study Final Report

Support regional cooperation to control stormwater management and minimize flooding risk.

Develop a housing rehabilitation assistance program, in conjunction with neighborhood associations, to preserve Bellevue's housing.

Acknowledge and commit to the Bee City USA designation, working in cooperation with Green Bellevue

M I D T E R M (6 – 1 0 Y e a r s)

Work with the county to transfer ownership of rundown properties to the City or non-profits.

Assist residents in the development of neighborhood associations.

Establish a first time housing buyer program through a cooperative effort with the city, local banks, and developers.

Create city-initiated housing program to acquire and distribute vacant parcels of land.

Set aside environmentally sensitive areas as open space, and work with stakeholders to place these areas in the ownership of public and/or quasi-public agencies.

Establish paving districts that provide better connectivity through the installation of sidewalks.

Where bike lanes or trails are not feasible, increase the sidewalk width to handle larger capacities.

Support regional cooperation to control stormwater management and minimize flooding risk.

Institute traffic calming measures along appropriate Bellevue roadways.

Develop access management guidelines for major corridors in the community.

Add additional splash pads as a recreational opportunity for residents

Develop a home ownership program designed to attract residents to older neighborhoods.
Identify neighborhood areas that are primed for conservation or enhancement efforts.

LONG TERM (10+ Years)

Upon identification of brownfields, work with state, local, and national agencies to clean up sites and encourage redevelopment.

City of Bellevue District Recommendations

OLDE TOWNE

Implement rehabilitation programs for properties in the Old Towne area.

Encourage and allow 2nd floor residential.

Extend 6 to 8 foot sidewalks from the central business district to Haworth Park, and from the central business district to Washington Park, and from the central business district to the northern Offutt entrance.

Improve access to Olde Towne.

Increase housing style/diversity in Olde Towne.

Extend Mission Avenue streetscape to Haworth Park.

Establish a historic walking and biking tour of Olde Towne.

Establish consistent signage for historic buildings and areas.

CENTRAL

Evaluate east/west connector roads.

Establish trails that connect parks and neighborhoods.

Evaluate students' needs of Bellevue University that would affect land use decisions.

Build on the success of the Galvin Road commercial/residential transition.

Create consistent sidewalk network that joins popular pedestrian activity centers, including: Bellevue East, the library, Bellevue University, Offutt, the community center, and Dowding Pool.

Enhance the northern Offutt entrance, on Lincoln Road.

Establish and foster partnerships between the city, Bellevue University, and area developers.

Promote central location.

FONTENELLE

Capitalize on 'forest' theme.

Establish street paving standards and criteria.

Preserve land for open space and trails.

Establish trail network.

Promote affordable housing option.

BELLEVUE BOULEVARD WEST

Promote infill development.

Redevelop Fort Crook road.

Establish linkages to Fontenelle Forest and other area activities and amenities.

Rehabilitate existing parks.

Replace antiquated playground equipment with modern equipment.

Better integrate commercial areas with residential areas.

Encourage greater diversity of housing styles and price ranges.

Make this area more pedestrian friendly.

INDUSTRIAL

Rezone area to encourage redevelopment.

Promote infill development opportunities.

Establish landscaping buffering requirements to shield unpleasant views.

Study and review 15th and Cornhusker Road intersection.

NORTHWEST

Promote housing rehabilitation programs.

Extend Papio Trail connector points with other parks.

Promote infill development opportunities.

Establish sidewalk network in areas of high pedestrian activity, including Bryan High, Gross, Bellevue West.

Encourage additional commercial and retail development.

Link parks via a trail system.

SOUTHWEST

Encourage greater housing diversity and style within neighborhoods.

Encourage a greater mix of retail and commercial land uses.

Integrate Papio Trail with neighborhoods.

Make this district more pedestrian and bike friendly by a connector trail.

1.0 Introduction

1.1 Definition of a Comprehensive Plan

A comprehensive plan, also known as a comprehensive development plan as defined by Nebraska state statutes, establishes a vision for future growth over a 20- to 30-year period. Comprehensive plans are anticipatory, forward thinking, and long range in nature. A comprehensive plan is a tool that is designed and developed to help a community determine its needs and set goals and recommendations to direct future development. The plan should serve as the foundation for local planning programs, policies, and principles.

The Bellevue Comprehensive Plan was created to serve the needs of citizens, city staff, and elected and appointed officials. The goals, policies, and recommendations described in this plan are based on information gathered during public forums, a community assessment survey, and several meetings with an advisory committee. The Bellevue Comprehensive Plan describes a future vision of the community and also recommends a method for attaining this vision.

The Bellevue Comprehensive Plan was created in accordance with the following key planning principles:

- 1.) The Bellevue Comprehensive Plan is intended to be used as a guideline and decision-making tool for community development. This document is broad in its approach and does not include specific lot-level recommendations.
- 2.) The Bellevue Comprehensive Plan expects that public policy decisions, in concert with market forces, will determine the implementation timeline.
- 3.) The Bellevue Comprehensive Plan is governed by Bellevue zoning and subdivision regulations.
- 4.) The Bellevue Comprehensive Plan contains recommendations that promote quality development that is congruent with the vision of the community.

1.2 Purpose of the Bellevue Comprehensive Plan

The purpose of a comprehensive plan is to describe what a community wants to become in the future. This description is best accomplished by establishing accurate population projections, determining future land use needs, anticipating growth patterns, and making land-use recommendations that ensure the health, safety, and general welfare of all residents.

Successful execution of the Bellevue Comprehensive Plan will ensure predictable, orderly, and contiguous growth that follows existing infrastructure. The plan also identifies future infrastructure improvements and park placements, as well as the location of future residential, commercial, and industrial growth areas. The Bellevue Comprehensive Plan conforms to Nebraska state statutes. It will function as a guideline, or compass, for the Bellevue Planning Commission and will help steer and direct Bellevue planning policy.

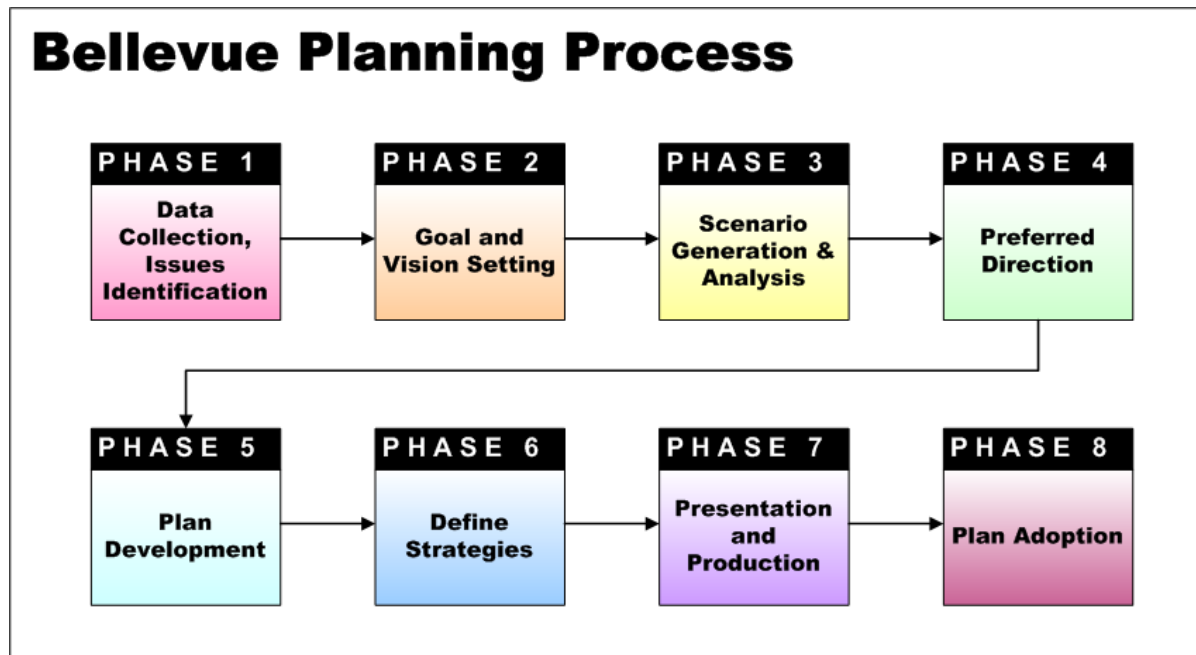
1.3 Bellevue Comprehensive Planning Process

The city of Bellevue first assembled an advisory committee to help steer the direction of the comprehensive plan. The committee consisted of members of the Planning Commission and area regional planning authorities, individuals from the business community, and interested community residents. Advisory committee and community feedback served as the basis for the development of the Bellevue Comprehensive Plan. The life cycle of Bellevue's planning process consisted of eight phases.

In the initial phase, we worked to develop a sound understanding of existing conditions in the community by collecting data and identifying important issues. Phase two involved summarizing the data and then working with the community to define goals and visions, which then set the tone for the development of the comprehensive plan. Phase three involved the creation of alternative development scenarios and the identification of the advantages and disadvantages of each scenario. In phase four, the planning staff and advisory committee selected a preferred direction. Phase five consisted of developing a draft comprehensive plan. Phase six explored specific implementation strategies that the community could undertake to fulfill the visions, goals, and guiding principles described within the draft.

The completed plan was then presented to both the Planning Commission and the City Council in phase seven. The final step was the formal adoption of the plan by the Planning Commission and the City Council. Ongoing implementation ensures that Bellevue is consistent with the guidelines detailed within the plan.

The Bellevue Comprehensive Plan was developed over the course of several months. The advisory committee met several times during the planning process to provide critical input and guidance on land use and community development issues. Interviews, work sessions, and qualitative surveys were used to gather input on current Bellevue challenges and future opportunities.



1.4 Elements of the Bellevue Comprehensive Plan

The Bellevue Comprehensive City Plan contains six major sections:

- **Introduction.** This section introduces basic comprehensive planning concepts and processes.
- **Vision and Goals.** This section describes the community vision and goals.
- **Land-Use Plan.** This section first evaluates Bellevue's existing land-use characteristics and then describes a development concept that embodies the values, vision, and goals of the Bellevue community.
- **Transportation Plan.** This section contains a detailed evaluation of Bellevue's existing transportation system conditions, access management system, and suggested street system improvements.
- **Energy Element.** This section assesses energy infrastructure and energy use by sector, including residential, commercial and industrial sectors; evaluates utilization of renewable energy sources; and promotes energy conservation measures that benefit the community.
- **Recommendations.** This section consists of specific short-term, mid-term, and long-term strategies that Bellevue can implement to achieve its community goals.
- **Appendices**
 - Terms
 - Background
 - History
 - Demographics
 - Parks and Recreation
 - Public Facilities
 - Schools
 - Utilities
 - Community Character Assessment

- Community Survey
- Development Alternatives

2.0 Vision and Goals

Planning for a community's future is an ongoing process of setting goals and solving existing problems that face the community to establish livable places. Planning also provides a powerful tool that people can use to achieve their vision for the future.

2.1 Community Vision

In simple terms, a vision is an image of a future that a community seeks to achieve. Effective vision statements are detailed, inspiring, and help motivate a community to advance toward this desired future state.

A community's vision is, first and foremost, concerned with values. Vision statements embody and depict values that are near and dear to community residents. The purpose of a vision statement is to provide community residents with an image of what the future would look like if those things valued became reality. The power of a vision to motivate, energize, and galvanize a community is dependent on how well it captures those things community residents deeply desire.

Community leaders gain new insight about what is not wanted and what changes residents are willing to make and accept by first establishing a clear and easy-to-understand vision statement that describes a community's wants and needs.

Early in the planning process, the Bellevue Comprehensive Plan steering committee members participated in an exercise to help identify community values in Bellevue. The results of this exercise identified the following key vision statements that embody and encompass a desired future that Bellevue can achieve:

We want Bellevue to be a community that devotes serious and sustained effort to the enhancement of the city's economic, cultural, historic, and natural resources through balanced and responsible urban planning and development practices. We want Bellevue to be a community that contains a variety of housing, employment opportunities, and organizations. We want Bellevue to be a community that has opportunities for everyone to grow and develop in a clean and safe environment.

2.2 Community Goals

Vision statements describe a future state, but goals provide purpose and direction. Although general in nature, goals describe how a community can attain its vision. Goals are statements that indicate a desired result that is typically long term and strategic.

Transportation

- Keep vehicle miles traveled (VMT) below the metropolitan area average.
- Identify and preserve future transportation corridors for the connection of old and new developments.

Land Use

- Preserve and protect the Air Installation Compatible Use Zone (AICUZ).
- Mix land uses at the finest grain the market will permit; and include civic, or public, uses in the mix.
- Plan for higher density near commercial centers, transit stops, parks, schools, and civic centers.

Neighborhoods

- Design new subdivisions as interconnected neighborhoods with well-defined centers and edges.
- Require street, trail, and pedestrian connections between old and new neighborhoods and between residential and commercial developments, including convenience-shopping opportunities.

Housing

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

Parks and Recreation

- Encourage parks and open space within walking distance (i.e., ¼ mile) from the center of every neighborhood.

Public Facilities

- Identify and preserve sites for new schools, and encourage the donation of land if necessary to attract or guide new school development.
- Complete the planned library renovation

Natural Resources

- Identify and preserve riparian corridors to decrease the likelihood of destructive flooding, and provide natural open-space areas in the community.

Economic Development

- Concentrate commercial centers (employment) in compact centers or districts.
- Make shopping centers and business parks into all-purpose activity centers.

Planning Policy

- Define design and site-orientation criteria for commercial, shopping, and business centers to encourage all-purpose activities, e.g., walking, parking, community events, etc.

Community Character

- Establish design guidelines for new construction in areas of civic importance that incorporate: distinctive lighting, landscaping such as street trees, and unique architectural character.

2.3 Strategic Planning

In January 2018 the Bellevue City Council adopted a 2018-2019 Strategic Planning document which re-confirmed the previously adopted goal, mission, vision, and core values statements for how the City will operate and serve the community. These statements, along with the vision and goals listed above, can jointly be implemented to bring about successful growth and development of the City.

Strategic Plan Mission Statement

To be one of the nation's best cities in terms of fiscal responsibility, environmental stewardship, innovation, integrity, continuous growth, and economic vitality.

Bellevue will provide exceptional customer service, uphold the public interest and advance the Community Vision.

Strategic Plan Organizational Vision Statement

Be a collaborative and innovative organization that is future-focused and committed to excellence.

Strategic Plan Core Values

Stewardship
Innovation
Integrity
Commitment to Employees
Exceptional Public Service
Community Participation

3.0 Land-Use Plan

All land within the community must be inventoried before making land-use projections. Existing land-use categories are more detailed and descriptive than zoning districts because these categories identify what is actually built, not just planned. The following section of the comprehensive plan evaluates the location and total area of all types of land use in Bellevue.

3.1 Existing Land Use

The Existing Land Use section approximates the total acres of each type of land use in Bellevue. Much of Bellevue's population resides outside the city limits but inside Bellevue's extraterritorial jurisdiction (ETJ) area, so the existing land use in Bellevue are reported for two areas—the area inside Bellevue's city limits and the area inside Bellevue ETJ.

The breakdown of land use in these two areas is first summarized. This summary is followed by detailed information about each type of land use.

Table 3-1 lists the total acres and the corresponding percentages of total land area for each type of land use within Bellevue's city limits, as well as within Bellevue's ETJ area. Land-use types are listed in the far left-hand column and the acres and percentages are listed to the right of that column. The pale yellow columns list the acres and percentages for each type of land use within the Bellevue city limits, the pale green columns list the acres and percentage of area within Bellevue's ETJ area, and the pale blue columns list the total acres and percentages for each type of land use from the combined area—within the city limits and the ETJ area.

Bellevue Existing Land Use

Land Use Type	Area Inside City Limits	% of Area Inside City	Area Inside ETJ (Acres)	% of Area Inside ETJ	Total Area	% of Total Area
Single-Family Residential	3,678.6	49.8%	1,905.7	12.2%	5,584.3	24.4%
Medium Density Residential	316.6	4.3%	103.9	0.7%	420.5	1.8%
Mobile Home	69.8	0.9%	0.0	0.0%	69.8	0.3%
Office	86.3	1.2%	31.2	0.2%	117.6	0.5%
Retail	328.5	4.4%	106.5	0.7%	434.1	1.9%
Major Commercial	115.2	1.6%	0.0	0.0%	115.2	0.5%
Hotel	19.9	0.3%	10.3	0.1%	30.2	0.1%
Light Industrial	40.6	0.5%	36.6	0.2%	77.2	0.3%
Heavy Industrial	68.7	0.9%	63.8	0.4%	132.5	0.6%
Manufacturing	63.4	0.8%	0.0	0.0%	63.4	0.3%
Park	544.1	7.4%	652.7	4.2%	1,196.7	5.2%
Open Space	511.5	6.9%	644.5	4.1%	1,156.1	5.0%
Educational	438.7	5.9%	75.5	0.5%	514.3	2.2%
Medical Hospital	12.9	0.2%	32.9	0.2%	45.9	0.2%
Civic	156.1	2.1%	70.6	0.4%	226.7	0.9%
Public	16.0	0.2%	8.8	0.1%	24.8	0.1%
Utilities	304.4	4.1%	87.7	0.5%	392.1	1.7%
Vacant Lots	294.7	3.9%	759.2	4.9%	1,053.9	4.6%
Agriculture	315.9	4.2%	10,956.8	70.5%	11,272.7	49.2%
Total	7,382.4	100%	15,546.0	100%	22,928.4	100%

Table 3-1: Bellevue Existing Land Use

Bellevue City Limits (pale yellow columns)

The City of Bellevue contains approximately 7,382 acres. Single-family residential occupies the largest number of acres and represents the largest percentage of land-use area, 49.8 percent, within the city limits. Parks and open spaces account for the second largest land use within Bellevue's city limits, representing 14.3 percent of the total land-use area. The remaining use of land in Bellevue is well diversified. No other category of land use represents more than 6 percent of Bellevue's total available land-use area.

Update: After extensive annexations in 2019, the City of Bellevue currently contains 13,453 acres.

Bellevue Extraterritorial Jurisdiction (pale green)

Bellevue's ETJ area contains approximately 15,546 acres. Agricultural use represents the major type of land use, accounting for 10,956 acres, or 70.5 percent, of the available land. Single-family residential represents the second-most popular category and accounts for 12.2 percent of the total land area. Much of Bellevue's recent residential growth has occurred within the ETJ area. An increasing amount of land, currently designated for agriculture use, is expected to be developed for use as low-density residential. Parks and open spaces occupy 1,287 acres, or 8.3 percent, of the total land in the ETJ area. These land-use categories—agriculture, low-density residential, and parks and open spaces—are the dominant categories found within the ETJ area. No other category occupies more than 1 percent of the land, with the exception of vacant lots.

Total Bellevue Land-Use Area (pale blue)

The total percentage of Bellevue's available land-use area, including the area within the city limits and the ETJ area, devoted to single-family residential is 24.4 percent. Nearly 50 percent of Bellevue's available land-use area is used for agriculture.

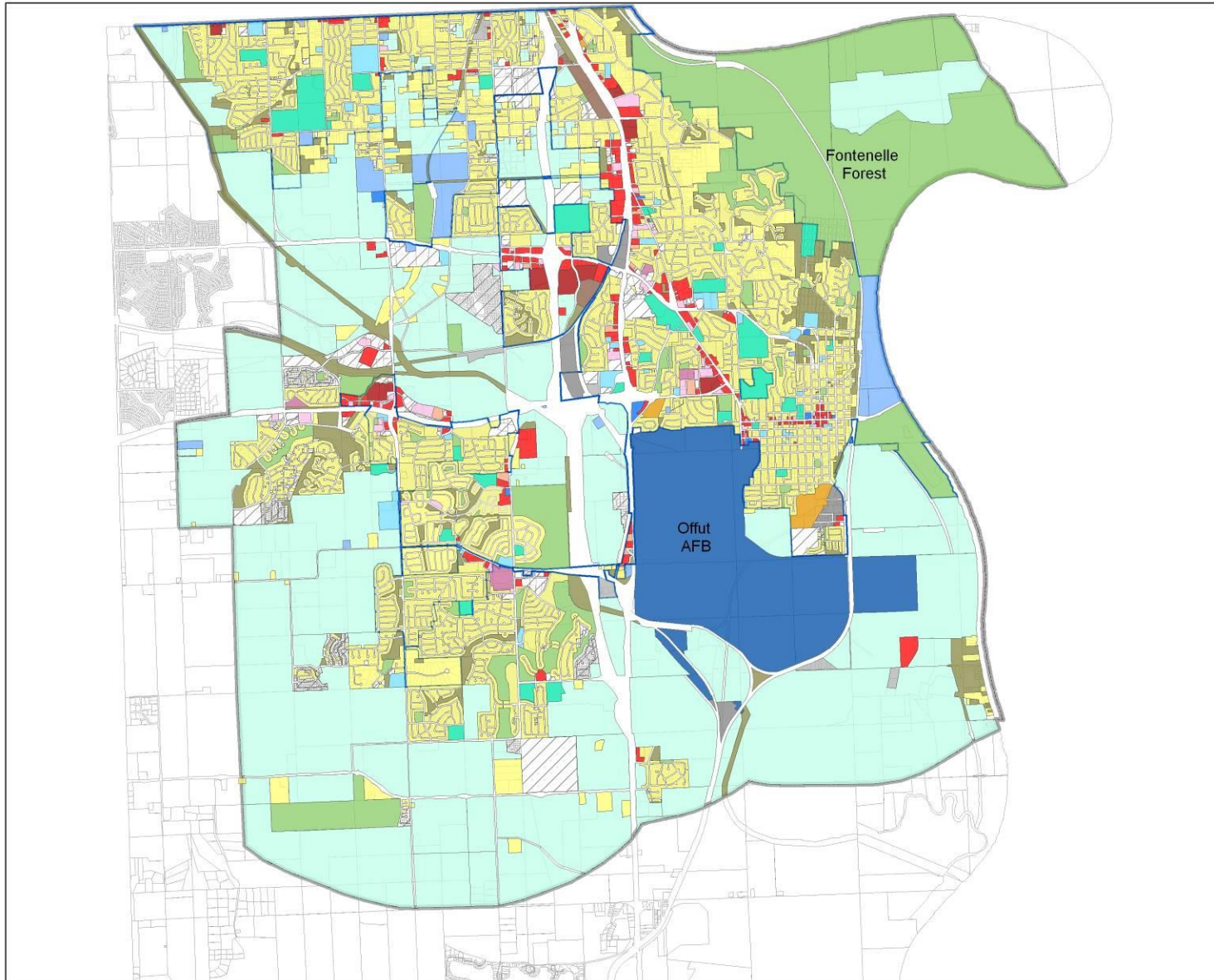
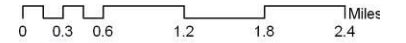
Bellevue Comprehensive Plan

Bellevue, Nebraska

Existing Land Use

Legend

- Single Family Residential
- Medium Density Residential
- Mobile Home
- Office
- Retail
- Major Commercial
- Hotel
- Light Industry
- Heavy Industry
- Manufacturing
- Offut Air Force Base
- Park
- Open Space
- Educational
- Medical Hospital
- Public
- Quasi-Public
- Utilities
- Vacant Lots
- Agriculture
- Bellevue ETJ
- Bellevue City Limit



Map 3-1: Existing Land Use

Single-Family Residential

Like most Nebraska communities, Bellevue is predominately a community of single-family residences. Bellevue's early residential sections, especially near Olde Towne, were platted in a grid-like pattern. These neighborhoods typically had lots that were deep and narrow and contained up to 12 lots, or houses, per block. Early residential growth occurred near Olde Towne and along Bellevue Boulevard. Recent development is occurring primarily in the southwest, although pockets of vacant sites continue to be developed throughout Bellevue. Bellevue's newer residential areas consist primarily of curvilinear streets and are more suburban in character. A large percentage of homes, 30.2 percent, were constructed between 1970 and 1979. The prevailing housing style during this decade was ranch and split-entry homes.



Photo 3-1: A Bellevue Single-Family Residence

The land-use inventory identified single-family residential as occupying a total of 3,678 acres, or 49.8 percent of the available land-use area, within the city limits. Another 1,906 acres of land is designated as single-family residential in the ETJ area. This type of land use occupies 5,634 acres, or 20.6 percent of the total available land-use area, in Bellevue when both areas (the area within the city limits and the ETJ area) are combined.

Mobile Home Residential

Mobile homes are typically manufactured in factories instead of on-site and, as a result, are often less expensive than homes built on site. Mobile home districts provide housing alternatives to the citizens of Bellevue. Bellevue contains two mobile-home parks. Bellevue's largest mobile home park is located south of 29th Avenue, between Franklin Street and Hancock Street. Bellevue's second mobile home park is more centrally located—just south of Highway 370 and east of Fort Crook Road.



Photo 3-2: A Bellevue Mobile-Home Residence

Mobile home parks occupy 69 acres, or less than 1 percent of the available land-use area, within Bellevue's city limits. Bellevue does not have any mobile-home parks in the ETJ.

Multifamily Residential

Multifamily residences are buildings that accommodate two or more families. Examples include apartment complexes, duplexes, and townhouses. Apartment buildings appear to be the most popular multifamily residence in Bellevue.

Multifamily residences are scattered throughout the city and account for a total of 316 acres, or 4.3 percent of the available land-use area. Multifamily residences are also scattered throughout Bellevue's ETJ area and account for a total of 103 acres, or 0.6 percent of the available land-use area. Multifamily residences occupy a total of 420.5 acres, or 1.8 percent, of the total available land in Bellevue when both areas are combined.

Office

Office buildings and land function as employment centers for Bellevue residents. Bellevue recently constructed the Lockheed Martin building near Lakewood Villages on Maass Road and the Northrop Grumman building on Samson Way.

Most office buildings and land are located within Bellevue's city limits and occupy 86 acres, or 1.1 percent, of the available area. They occupy another 31 acres, or 0.2 percent, of the available land in Bellevue's ETJ area. This type of land use occupies 117 acres, or 0.5 percent, of the total available land in Bellevue when both areas are combined.



Photo 3-3: A Bellevue Multifamily Residence



Photo 3-4: A Bellevue Office Building

Retail and Commercial

Bellevue's retail centers and commercial districts are primarily located in the following areas: along Fort Crook Road, Cornhusker Road between 25th Street to the west and Kennedy Freeway to the east, near the intersection of Galvin Road and Harvell Drive, in Olde Towne, and in the Twin Creek area at 36th Street and Highway 370. Smaller retail centers are scattered throughout the community. Olde Towne was Bellevue's original central business district and still provides a variety of niche and "mom-and-pop" retail and commercial shops. The emergence of Fort Crook Road in the 1950s transferred most retail and commercial activity to this highly active corridor. The amount of commercial activity along Fort Crook Road has waned over the past several decades, largely resulting from the transference of traffic from Fort Crook Road to the Kennedy Freeway. Today, the intersection of the Kennedy Freeway with Cornhusker and the Twin Creek area have become Bellevue's most active retail centers.



Photo 3-5: The Bellevue Olde Towne Commercial District

Retail centers and commercial districts occupy a total of 443 acres, or 5.9 percent, of the available land within Bellevue's city limits and 105.6 acres, or 0.6 percent, within the ETJ area. This type of land use occupies 272.9 acres, or 1 percent, of the total available land in Bellevue when both areas are combined.

Hotel

Hotels and motels provide lodging for individuals who live outside Bellevue. Most Bellevue hotels are located within the city limits, along Fort Crook Road, Cornhusker Road, or Highway 370. Several hotels and motels are also located in the ETJ area.



Photo 3-6: The Bellevue Holiday Inn Express Hotel

Hotels and motels currently occupy 19.9 acres, or 0.2 percent, of the available land-use area within Bellevue's city limits and 10.2 acres, or less than 1 percent, within the ETJ area. This type of land use occupies a total of 30.2 acres, or less than 1 percent, of the total available land in Bellevue when both areas are combined.

Industrial and Manufacturing

Bellevue's industrial and manufacturing centers are generally clustered around Fort Crook Road and at the southeastern corner of Bellevue, near the intersection of Industrial Drive and Harlan Lewis Road. Patches of industrial and manufacturing centers are also located at the southeast corner of the intersection of 13th Street and Capehart Road, at the intersection of 5th Street and Harlan Lewis Road, and at the intersection of 25th Street and Josephine Street.

Bellevue contains a total of 172.7 acres of industrial and manufacturing centers within the city limits—a surprisingly low 2.2 percent of the available land. Another 100.3 acres, or less than 1 percent, are located in the ETJ area. This type of land use occupies 272.9 acres, or 1 percent, of the total available land in Bellevue when both areas are combined.



Photo 3-7: The Bellevue Industrial Yard

Parks and Open Space

Bellevue's largest recreational attraction is Haworth Park. This large regional park is situated on 155 acres and is located at the intersection of Highway 370 and Payne Drive. The park offers playground facilities, ball fields, an ice rink, tennis courts, and scenic vistas overlooking the Missouri River, as well as a broad range of recreational activities, including picnicking and hiking, and camping facilities. In addition, Bellevue has 33 other miniparks and neighborhood and community parks. Open space includes floodplains, naturally wooded areas, and open areas between subdivisions and neighborhoods.

The city is currently developing the area commonly known as Kramer Park, just north of Haworth Park. This area is planned to be developed with recreation fields, open space, trails, a small lake, and a wooded natural area. Kramer Park will add approximately 130 acres to the city's park inventory.



Photo 3-8: Everett Park

Parks and open space account for 1,055 acres, or 14.3 percent, of the available land within Bellevue's city limits and 1,297 acres, or 8.2 percent, in the ETJ

area. This type of land use occupies 2,367 acres, or 8.7 percent, of the total available land in Bellevue when both areas are combined.

Educational

Educational facilities include elementary and secondary schools, universities, and administration buildings. Bellevue is served by four public school districts: Bellevue, Papillion-La Vista, Omaha, and South Sarpy. Other educational facilities include Bellevue University, several private schools (including St. Mary Elementary School, Bellevue Christian Academy, and Cornerstone Christian), and the Bellevue's new public school administration building. Several large educational facilities border Harvell Drive. Bellevue East High School is located one block south of Harvell Drive, on High School Drive. Bellevue University continues to expand on land located at the southwest corner of Harvell Drive and Galvin Road. Logan Fontenelle Middle School, Wake Robin Elementary, and Bellevue Christian Academy are all located just north of Harvell Drive, between Kayleen Drive and Lincoln Road. Gross High School and Bryan High occupy large swaths of land in northwest Bellevue. Omaha Public Schools is expanding their elementary school offerings in the city with a new school being constructed near the intersection of Childs Road and Nebraska Drive.



Photo 3-9: Bellevue Avery Elementary School

Bellevue's educational institutions are overwhelmingly located within the city limits, occupying 438.7 acres, or 5.9 percent, of the available land. Educational institutions occupy another 75.5 acres, or less than 1 percent, in the ETJ area. This type of land use occupies 514.2 acres, or 2.2 percent, of the total available land in Bellevue when both areas are combined.

Medical and Hospital

Medical facilities include health clinics, outpatient health facilities, community health services, and nursing homes. The Ehrling Bergquist Clinic, located at 2501 Capehart Road, provides medical services to active or retired military personnel. On May 16, 2006, the Nebraska Medical Center announced plans to build a new hospital at the southwest corner of 25th Street and Highway 370. This facility was completed in 2010 and includes emergency services, intensive care, inpatient and outpatient surveys, and other health-care services. The hospital includes 91 private inpatient and observation beds. The 270,000 square foot hospital also includes an attached 62,000 square foot medical office building.



Photo 3-10: Medical Office Building

Medical facilities occupy 12.9 acres, or less than 1 percent, of the total land within Bellevue's city limits. Perhaps surprisingly, the medical facilities and hospital occupy 32.9 acres in the ETJ area, which only accounts for less than 1 percent of Bellevue's ETJ total land area. This type of land use occupies 45.9 acres, or 0.2 percent, of the total available land in Bellevue when both areas are combined.

Quasi-Public

Quasi-public lands and facilities are those that are privately owned but available to the public. Bellevue's quasi-public lands and facilities include churches, cemeteries, and community centers.

Quasi-public lands and facilities occupy only 16 acres (less than 1 percent) and 8.7 acres (0.5 percent) of the total land in Bellevue's city limits and in Bellevue's ETJ area, respectively. This type of land use occupies 24.8 acres, or less than 1 percent, of the total available land in Bellevue when both areas are combined.

Public

Public land includes land and buildings that are owned and operated by the City of Bellevue, including City Hall, the police station, the four fire stations, the fire training facility and conference center, and the library.

As expected, most public land is located within Bellevue's city limits and occupies a total of 283.8 acres, or 3.8 percent, of the total land. Public land occupies another 70.5 acres in Bellevue's ETJ area. Fire station #4, located at 13501 South 25th Street, is an example of public land located inside Bellevue's ETJ area. This type of land use occupies 354.4 acres, or 1.5 percent, of the total available land in Bellevue when both areas are combined.



Photo 3-11: The Presbyterian Church



Photo 3-12: Bellevue Library

Utilities

Utilities include wastewater treatment plants, substations, electrical transformers, and lift stations. Bellevue's former Kramer Power Plant, located on land north of Haworth Park, constitutes the largest percentage of Bellevue's utility land-use area. However, this land is currently undergoing a transition. The Kramer facility has been dismantled and a new city park is being developed on this land. Once that occurs, the number of acres of utility land use will decrease significantly. The existing Kramer land is designated as a utility land use in this comprehensive plan.

Utilities occupy 176.7 acres, or 2.4 percent, of the total land in Bellevue's city limits. An additional 87.6 acres of land is occupied by utilities in Bellevue's ETJ area. This type of land use occupies 264.4 acres of the total available land in Bellevue when both areas are combined.

Vacant Lots

Vacant lots are lots that do not contain permanent buildings. Many of Bellevue's existing vacant lots are in the process of being developed or will be developed soon. The land-use survey considered empty lots in new subdivisions as being vacant. These vacant lots are distributed throughout Bellevue.

Vacant lots comprise a total of 294.6 acres, or 3.9 percent, of the available land within Bellevue's city limits and 759.2 acres, or 4.8 percent, in the ETJ area. This type of land use occupies 1,053.8 acres, or 4.6 percent, of the total available land in Bellevue when both areas are combined.



Photo 3-13: Bellevue Utility Line



Photo 3-14: Bellevue Vacant Lot

Agriculture

Historically, most of Nebraska's nonurbanized areas were for agriculture. Rapid urbanization has led to more-and-more farmland being developed. This urbanization is partly a result of more jobs in Nebraska's growing cities. Another trend in agriculture that has led to farmland conversion is the consolidation of farming. Together, these factors result in less-and-less agricultural land near and adjacent to cities.

Bellevue is somewhat unique in that quite a bit of agriculture is still conducted within the city limits. A total of 315.9 acres, or 4.2 percent, of the available land within Bellevue's city limits is used for agriculture. Bellevue's ETJ area has retained most of its rural character, with agriculture as the predominant type of land use. A total of 10,956.7 acres, or 70.4 percent, is used for agriculture in the ETJ area. As Bellevue continues to grow and develop land within this area, the number of acres used for agriculture is expected to decrease. This type of land use occupies a total of 11,272.7 acres, or 49.1 percent, of the available land in Bellevue when both areas are combined.



Photo 3-15: Bellevue Agriculture Land

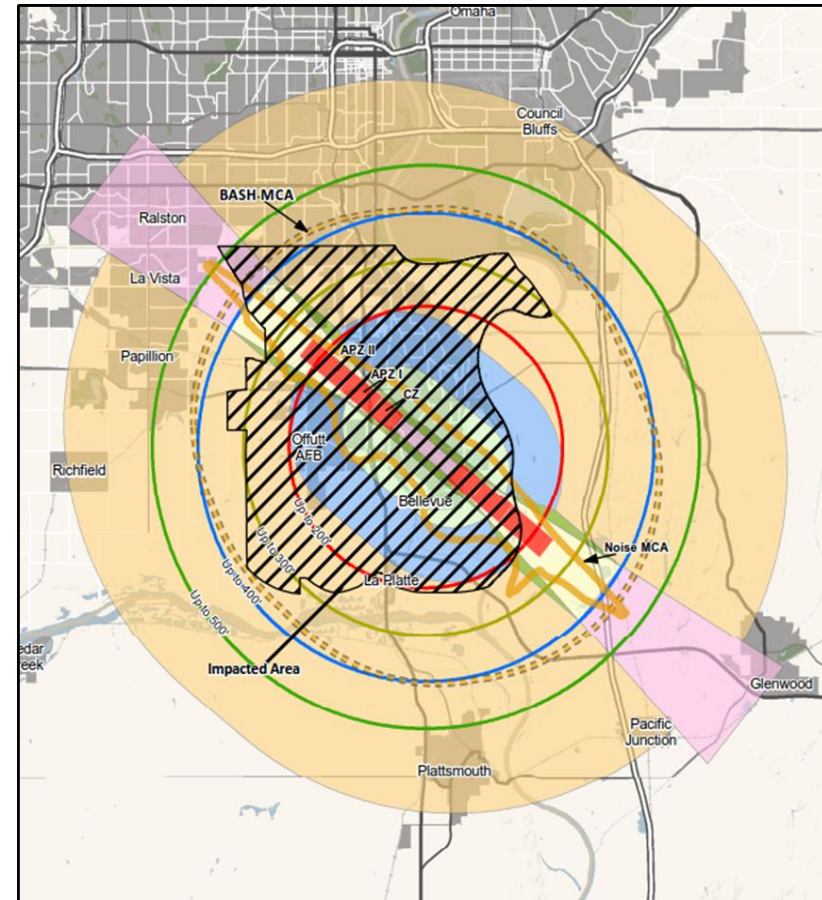
Offutt Air Force Base Offutt Air Force Base Joint Land Use Study Background

The 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 Air Force Base (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. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt AFB, federal and state agencies, neighboring jurisdictions, and local organizations.

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 proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

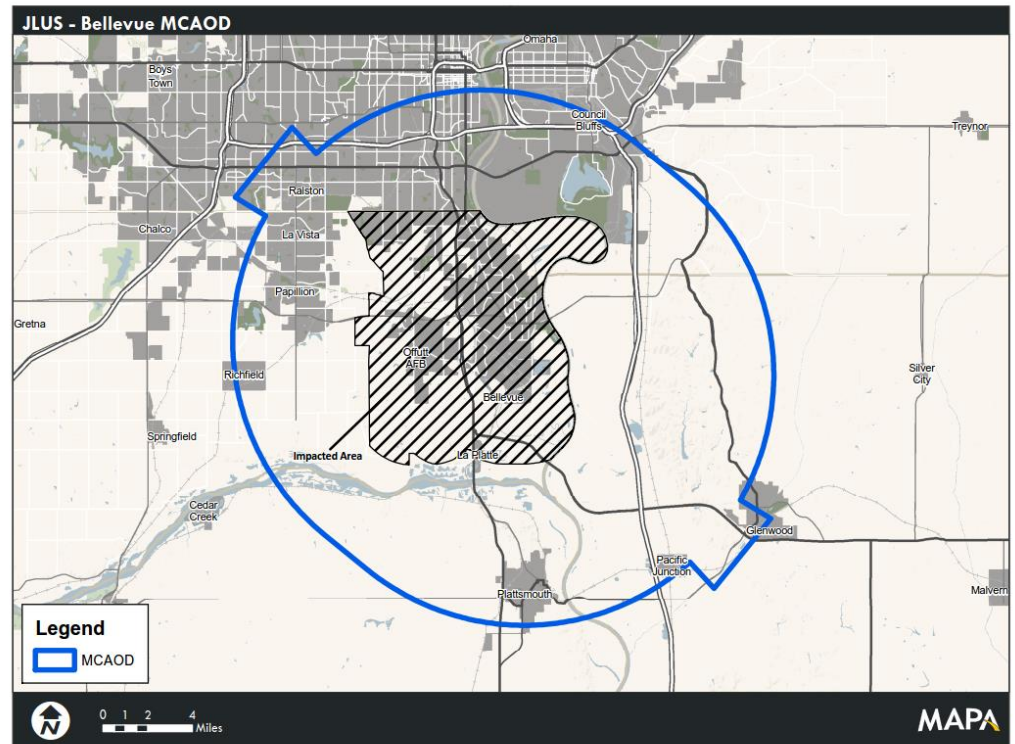
The MCAs, outlined in the image to the right, were designated to accomplish the following:

- 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.



Military Compatibility Area Overlay District (MCAOD)

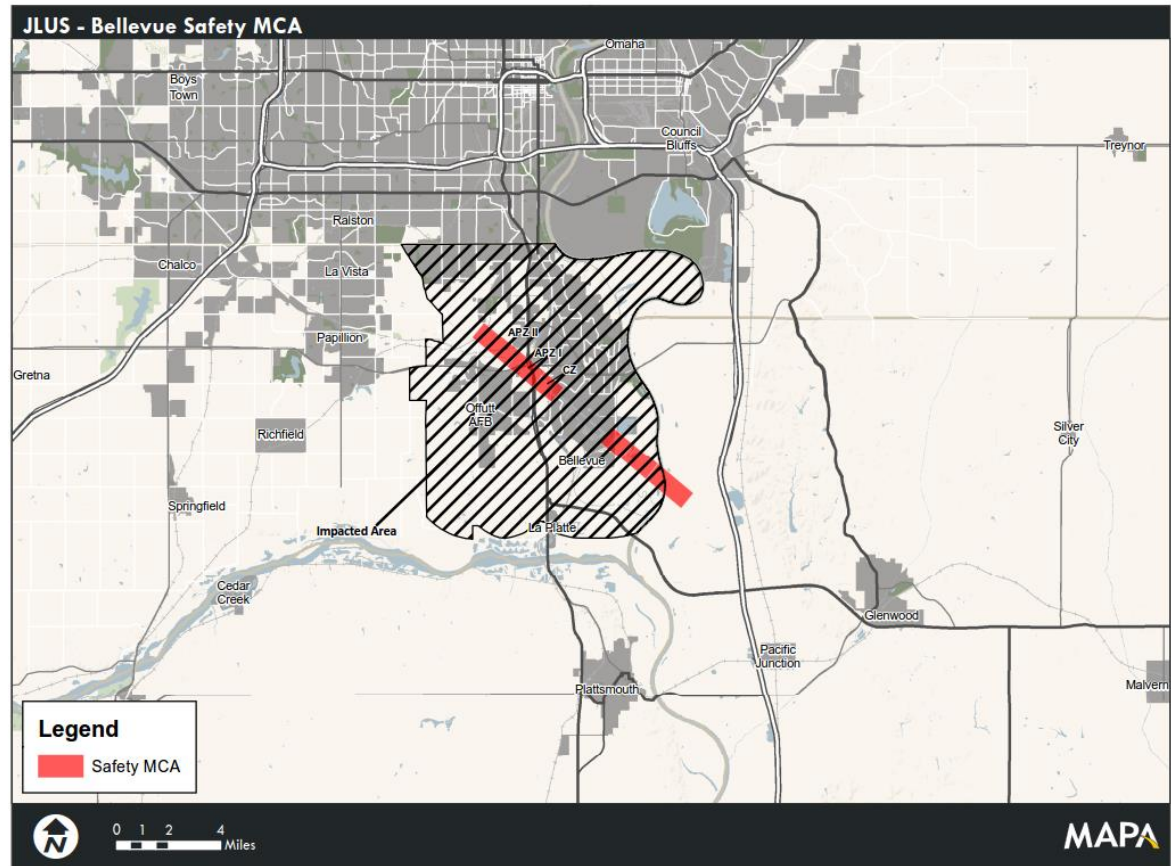
The Area contains a mixture of land use types. Various types of residential development are the most prevalent land use throughout the City. Commercial and office use are along Mission Avenue from Lincoln Road to Haworth Park, at the intersections of Hwy 370 and 36th Street, and Fort Crook Road and Harvell Drive. Much of the retail commercial uses are at the intersection of Hwy 75 and Cornhusker Road, along Fort Crook Road south of Harvell Drive, and along Galvin Road. Agricultural, parks and open spaces are located on the east side of the City along the Missouri River and agricultural uses along the Papio Creek and southeast Bellevue. Industrial uses are located south of Offutt AFB and along the rail line between Fort Crook Road and Hwy 75. Much of the flex space use is on the south and west side of Offutt AFB.



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.

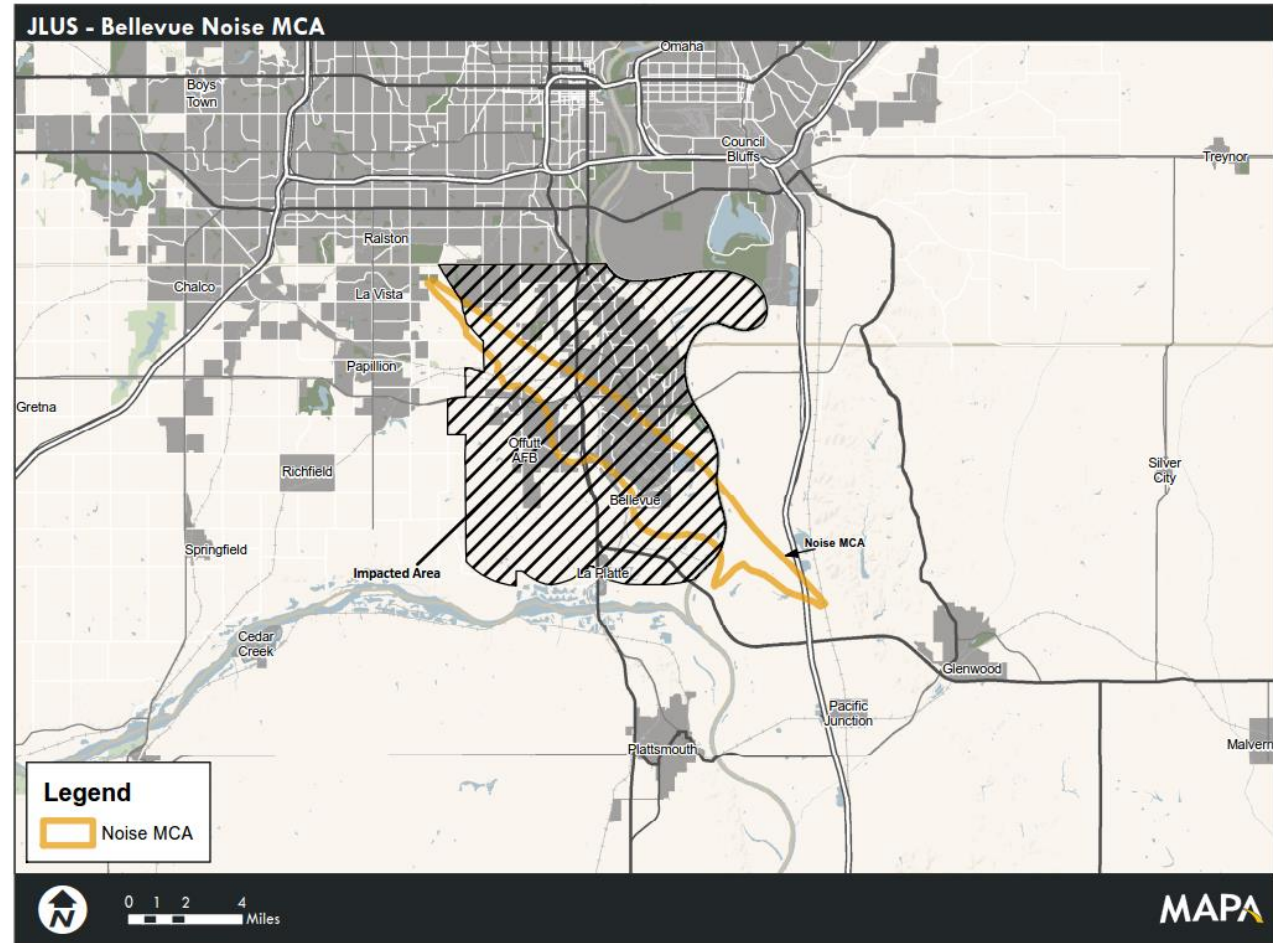
Accident Potential Zone I (APZ I) - No residential uses are permitted within the APZ I. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards as set forth in the AICUZ report. Within each land use category, uses exist where 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 are 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

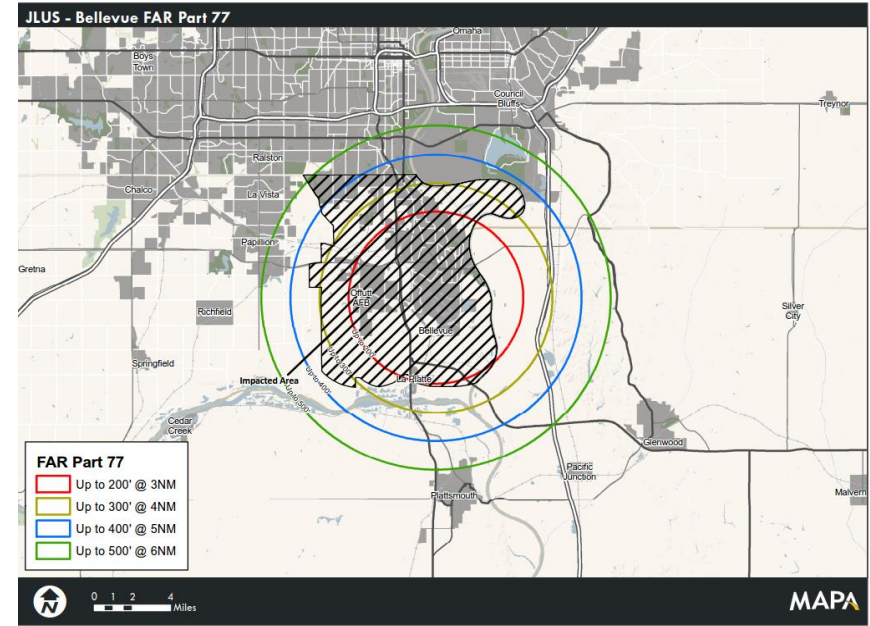
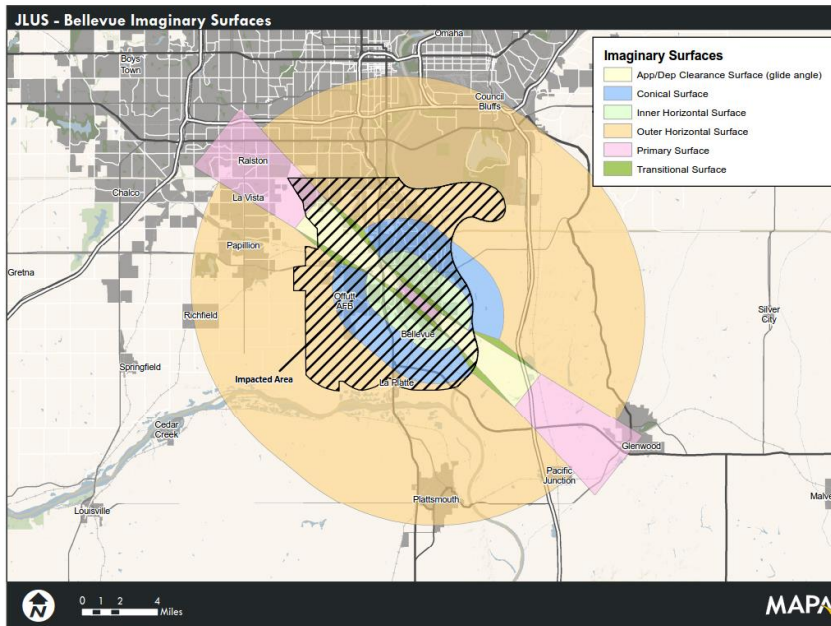


the proposed development and its conformance with the standards as set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ II are to be low density, excluding chapels. The development of club houses and areas of gathering people are not recommended.

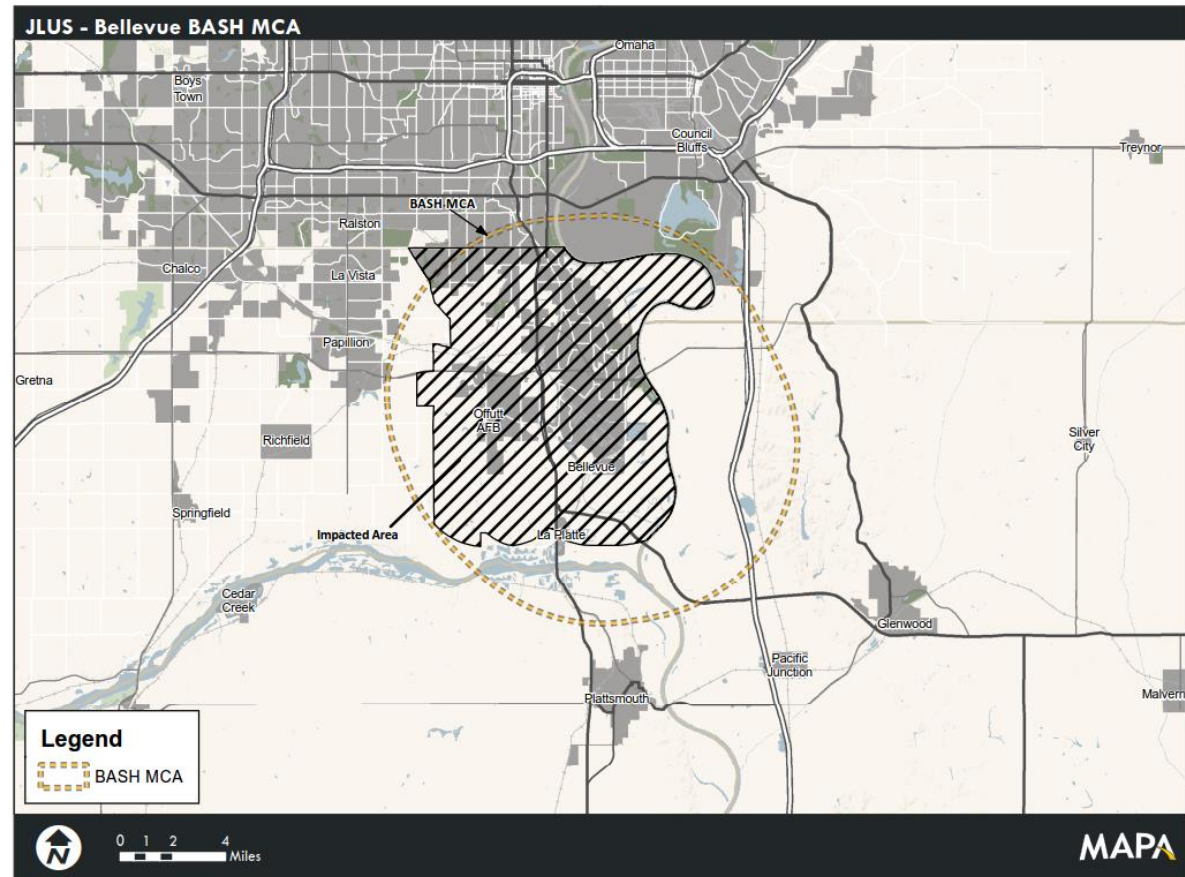
Noise Contour MCA - The Noise Zone established in the AICUZ lists allowable developments within the 65-70dB, 70-75dB, 75-80 dB, and great then 80dB. Land uses and related structures that are generally compatible may require additional measures to achieve Noise Level Reduction (NLR) of 25, 30, or 35. These measures need to 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 80dB. Other uses over 80dB are highly restrictive.



Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA. The area also lies between 200 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards. Federal Aviation Regulation Part 77 (FAR Part 77) height limit require 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.



3.2 Preferred Development Concept

Members of the Bellevue community were invited to provide feedback on the draft of four development concepts. A detailed assessment of each concept is found in Appendix E. Feedback was facilitated through the Bellevue Comprehensive Plan Web site. Nearly all the feedback focused on the activity center concept. Comments from the community included the following:

“The activity center concept seems to be the most practical use of space and money. It prevents sprawl which necessitates residents driving further and further for simple services.”

“I love the activity center concept as it tends to make great areas for families to do things in close proximity. It appears to give lots of opportunities for shopping and does not put all of the shopping in one area, which would cause congestion. I think this idea would make Bellevue an even better community and would make people take more pride in the community.”

“The activity center development concept is absolutely the best plan of the four. It includes undeveloped open space in the development plan, creates a sense of community and increases the ability to get around without a car. Current housing developments around Bellevue isolate anyone unable to drive and make walking or biking outside the immediate neighborhood dangerous. I think this plan would make Bellevue an attractive alternative to west Omaha’s sprawl.”

The activity center concept garnered the most support from community members, as well as from the advisory committee. In the end, however, elements from each of the four development concepts were merged to form a new preferred development concept.

The Bellevue Preferred Development Concept is a recommended land-use plan that was designed to accommodate the expected population growth. The land-use plan and recommendations were developed in conjunction with the advisory committee. Most importantly, the recommendations in the concept are congruent with Bellevue’s community goals and values. Results from the comprehensive plan survey indicated that Bellevue community members supported land-use planning and public green spaces that are within walking distance of neighborhoods. Furthermore, the community members believed that Bellevue’s natural assets should be protected and that additional recreational

opportunities are needed. Bellevue’s Preferred Development Concept was designed to achieve these goals.

Papillion Creek Drainage Basin

Bellevue and its ETJ area is contained almost entirely within the Papillion Creek Basin. The natural contour and topography of the Papillion Creek Basin gradually slopes toward the Missouri River. Growth boundaries flow gradually in the same direction as the basin boundaries and ridgelines. Developed areas must have infrastructure and services (i.e., sewer and water). Pumping wastewater uphill or across a ridgeline into another drainage basin can be expensive. Therefore, a basin that already has sewer and water service should be completely developed before developing an adjacent basin. Eventually, Bellevue’s growing population base, in tandem with market forces, will require the development of land that is located southwest of the ridgeline, within the Platte River Basin. The Bellevue Preferred Development Concept acknowledges these trends and, therefore, includes land-use development suggestions for this area. However, Bellevue should first maximize development potential within the existing Papillion Creek Basin before extending development into the Platte River Basin. Future Platte River Basin development will require pump stations to carry wastewater back to the Papillion Creek Basin or to new wastewater treatment plants.

Available Land for Infill Development

Land Use Type	Area Inside City Limits	% of Area Inside City
Open Space	511.5	6.9%
Vacant Lots	294.7	3.9%
Agriculture	315.9	4.2%
Sub Total	1,122.1	15.0%
Total	7,382.4	-

Table 3-2: Available Land for Infill Development

A thorough wastewater study of Sarpy County was recently completed, and the report includes both short-term and long-term recommendations. The preferred development concept abides by the recommendations and suggestions contained in that report.

The Sarpy County and Cities Wastewater Agency (“Agency”) was created on September 19, 2017. The city adopted the Agency’s Growth Management Plan in May 2021. An interlocal agreement

between the Agency and the City of Bellevue for the operation of Bellevue sewer services located within the agency's jurisdiction has also been approved. As a result, the Growth Management Plan set forth by the Agency will be incorporated as part of this plan.

Infill Development

Bellevue has not grown in a consistently concentric manner. Natural growth impediments like the Missouri River and the Papio Creek floodplain, along with Offutt's AICUZ, have contributed to an amorphous growth pattern. Generally speaking, Olde Towne and the Bellevue Boulevard area developed first. Northwest Bellevue and south Omaha represented the next growth tier. Most of the recent growth has occurred to the west and to the south. The development pattern is logical when looking at Bellevue's growth constraints. However, Bellevue is somewhat unique because large swaths of undeveloped land remain within the city limits. Developers, in response to market forces, built on virgin land outside the city limits instead of developing all or most of the available land within the city. The large number of vacant parcels within Bellevue's city limits has impacted Bellevue's community character, tax base, transportation corridors, and the continuity of development.

The land-use survey indicated that 15 percent of the land within Bellevue's city limits is either vacant, open space, or used for agriculture. This land use is not wrong, but this high percentage of undeveloped land within the city limits affects the tax base. Developing land within Bellevue's city limits, before developing the ETJ area, offers various benefits, including a larger tax base, efficient use of existing infrastructure, and a more compact development pattern.

The results of the Bellevue Comprehensive Plan survey indicated that Bellevue residents are frustrated with Bellevue's current tax rate. Question three of the survey asked, "What are the top three things you like least about Bellevue?" The most prevalent response was "Taxes." Additional development within the city limits will increase the City of Bellevue's tax base and can improve its fiscal status. Although lower taxes are not a guarantee, infill development within Bellevue could have a beneficial effect on the city's tax rate.

The results also indicate that Bellevue residents support development that uses existing infrastructure and public services. Nearly 85 percent of respondents "Strongly agreed" or "Agreed" with the statement, "I believe that the redevelopment of land served by existing infrastructure and public services is important." Additionally, strong support was found for efficient development patterns that

favored low municipal and utility costs. Eighty three percent of survey respondents “Strongly agreed” or “Agreed” with the statement, “I believe that land-use policies, densities, and regulations that promote efficient development patterns and relatively low municipal and utility costs is important.” Infill development, which typically uses existing utility and infrastructure lines, would support these concepts and is, therefore, more efficient for developers and the municipality. New roads, utility line extensions, or other infrastructure would not be required.

In summary, Bellevue residents voiced support for redevelopment within the city limits. Almost 62 percent of survey respondents “Strongly agreed” or “Agreed” with the statement, “I believe that the majority of future development should occur as redevelopment inside the Bellevue city limits.”

Activity Centers

The predominant theme of the preferred development concept was to introduce and include activity centers. The primary purpose of an activity center is to create a pedestrian-scale village that allows community members to work, shop, live, worship, congregate, and enjoy the outdoors—all within close proximity (ideally walking distance) from their homes. Activity centers typically adhere to the following several principles:

- Land use should be mixed. For example, medium-density residential (townhouses, condominiums, and rowhouses), retail and commercial centers, entertainment areas, office space, and public and civic areas should all be included.
- Floodplains should be used as conservation areas, open space, or recreational space.
- Environmentally sensitive areas should be preserved and integrated within the development.
- Green space, parks, and other open spaces should be connected as much as possible.
- Transit stops should be located in busy commercial areas that are near residential housing.
- Housing types and styles should be mixed. For example, rowhouses, apartments, single-family residences, and condominiums should all be included.
- Public facilities and institutions (i.e., library, school, community center) should serve as neighborhood centers.
- The pattern of development should be compacted and designed to be pedestrian oriented rather than auto oriented. Pedestrian pathways should be used to link subareas.
- Standards that emphasize the quality and variety of building components and landscape design should be used.

Activity centers are not strip malls, big-box developments with deep setbacks, single-use zoning districts, or developments designed purely for automobiles.

The results of the Bellevue Comprehensive Plan survey indicated broad support for activity-center elements. Question 3 asked respondents, “What are the top three things you like least about living in Bellevue?” The “Lack of variety of retailers” was the second most popular response. Activity centers scattered throughout the community should increase the variety of retailers in Bellevue. Question 41 asked whether respondents agreed or disagreed with the statement, “I believe that placing new retail, commercial, and industrial development in already established communities is important.” Nearly 72 percent of survey respondents “Strongly agreed” or “Agreed” with this statement.

The preferred development concept includes four activity centers in established neighborhoods and communities. In addition to providing Bellevue residents with closer and more convenient retail, service, and commercial destinations, these centers would be developed on existing infrastructure lines and would not require significant roadwork. Seventy-one percent of respondents “Strongly agreed” or “Agreed” with the statement, “I believe that connecting commercial and retail areas with surrounding residential developments is important.” One of the central tenets of activity centers is a focus on the integration of land use. Transitions between residential and retail are less abrupt and more fluid. Local residents benefit because nearby retail areas can be accessed via streets, sidewalks, or bicycle pathways.

Activity centers also offer a variety of ancillary benefits. The pattern of development is more supportive of aging population groups. Seniors appreciate safe and walkable neighborhoods and smaller yards that require less maintenance. Activity centers also promote healthy lifestyles and can improve community health by accommodating the pedestrian first and the automobile second. The prevalence of wide sidewalks and trails also makes pedestrian travel safe, efficient, and fun.

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

The area adjacent to the core of the activity center contains the neighborhood's highest-density housing. This design reduces the number of automotive trips for daily shopping needs by placing all amenities within walking distance. This arrangement also provides a population that can support future transit services. A single transit stop serves both the residential area and the core of the activity center.

The CAC contains the shopping, services, recreation, employment, and institutional facilities that are supported by the community as a whole. With this in mind, the core area may contain a large supermarket or other large retail shops, with a mix of smaller shops. This area may also contain offices, parks, and public or quasi-public facilities. The core area is considerably larger and more diverse in its land use than the core area in the NAC. An example of what a CAC could look like is depicted in Graphic 3-1 on page 47.

The highest-density housing would also be located adjacent to the core area of the activity center, with the density declining outward. Housing densities would be higher than those in a similar section of the NAC.

The RAC contains shopping, services, recreation, employment, and institutional facilities that are desired and used by residents of a large region; in this case, Sarpy County and part of the larger Omaha metropolitan area. As a result, the center should include a regional shopping mall, a number of major employers, and other amenities that support a large area such as dining, entertainment, and public and quasi-public uses. The core of the activity center may serve the adjacent community and neighborhood but is much larger in scale.

As with NAC and CAC, the area surrounding the core of the RAC should contain the region's highest-density housing, with the housing densities declining outward. Prior to development within an activity center, a specific sub-area plan should be approved to ensure a well planned development.

Bellevue Community Activity Center



Graphic 3-1: Bellevue Community Activity Center

The Bellevue Preferred Development Concept includes six activity centers that are strategically located at prominent locations within the community. Three activity centers are in northeast Bellevue, one in west Bellevue, and two in south Bellevue. These activity centers can serve as mass-transit terminals, which would make traveling in and around Bellevue easier and more convenient for individuals who are not able to drive. The viability of mass transit in Bellevue, in large part, will be determined by the future population density of these centers. Bellevue's relatively low-population density and modest population make mass-transit challenging at the present time. However, several pockets of dense populations could make mass transit more feasible, especially for a shuttle service that would run between activity centers.

A CAC is proposed for the intersection of Fort Crook Road and Cornhusker Road. This prominent intersection is close to Bellevue University's ever-expanding campus. The location of an activity center within walking distance to the university would appeal to prospective and existing students and could even help boost enrollment by offering engaging activities, housing styles, and hang-out spots.

Community Activity Center

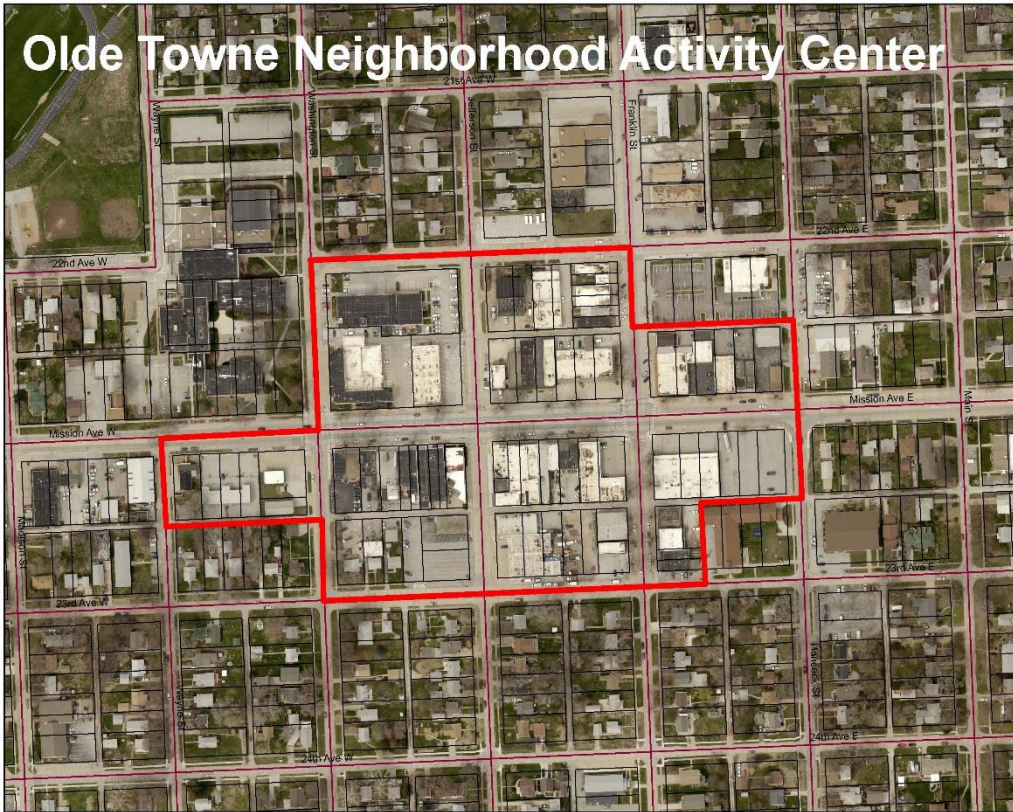


Cornhusker Road at Fort Crook Road

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

A major CAC is proposed for Twin Creek, at the intersection of 36th Street and Highway 370. Twin Creek is already a successful development and is probably Bellevue’s best example of what an activity center could be. As a result, this area will be designated as an activity center so that additional development within Twin Creek maintains and builds upon the activity-center development principles.

Olde Towne Neighborhood Activity Center



Community Activity Center



Twin Creeks

A minor NAC is proposed for the intersection of 36th Street and Platteview Road. Most of Bellevue's residential growth has occurred in southwest Bellevue and will probably continue to do so. Despite this growth, this area contains few retail or commercial developments. The demand for retail, commercial, cafés, restaurants, and other services will certainly increase in this area as more housing units are developed. 36th Street is also expected to become an increasingly important north-south corridor in Bellevue. Additionally, Platteview Road is expected to become the primary east-west transportation corridor in southern Sarpy County. A new bridge over the Missouri River has been completed, and Platteview Road has been realigned in this area to link the bridge and Interstate 80. Collectively, these factors strongly support this activity center; however, as Platteview Road becomes a major east-west corridor improvements may be necessary which change the current location of the roadway. A Neighborhood Activity Center may still be appropriate at this intersection, although the location is subject to change.

A major RAC is suggested for the intersection of Highway 75 and Platteview Road. This area of Bellevue is also expected to see significant population growth during the planning period. The realignment of Platteview Road, along with the Missouri River Bridge, will essentially designate this intersection as Bellevue's new southern gateway. This intersection will see a sizable increase in vehicular traffic. As a result, the look, function, and feel of this activity center will likely be different from Bellevue's other activity centers.

Neighborhood Activity Center



36th Street and Platteview Road

Regional Activity Center



Platteview Road and Highway 75

Flexible-Space District

The preferred development concept also introduces flexible spaces that are designed to support a variety of commercial, retail, and industrial uses. The traditional classification of business and industry has changed over the last several decades making flexible space increasingly popular. Many practices that were once prohibited in business and industrial zones have become more environmentally friendly, making businesses and industries more compatible with adjacent land use.

The flexible-space district is specifically designed to accommodate both traditional and modern businesses and industries by offering additional benefits to business owners. Flexible zoning regulations are adaptive and more responsive to market trends and conditions. For example, mixed-use developments, which include retail, service, public, and light-industrial uses, may be permitted. A flexible-space district enables the market to help determine the end use of the development and helps create a more agreeable climate for businesses and employers.

The Bellevue Preferred Development Concept suggests a large swath of flexible-space zoning east of the Kennedy Freeway and north of Capehart Road. Additional areas are suggested at the northwest, southwest, and southeast corners of the intersection of Fairview Road and Fort Crook Road. These areas are suitable for flexible-space zoning because of their proximity to the proposed southern industrial park and to Offutt Air Force Base (AFB).

Recreation

The preferred development concept includes several recreational components that are designed to improve and enhance the quality of life of existing residents and to attract additional residential, commercial, and industrial growth.

A new community park will be located near the northwest corner of 36th Street and Capehart Road. Bellevue is very much in need of additional recreational space. Bellevue has many neighborhood parks, but it only has one community park—Haworth Park, which has served the Bellevue community well. Most of Bellevue's recent population growth has occurred in the southwest quadrant. As residential growth continues in the southwest section of town, an additional community park closer to this residential growth is encouraged. The results of the survey also indicated widespread support for a new community park. Approximately 76 percent of survey respondents "Agreed" or "Strongly agreed" that Bellevue should develop a new community park west of Highway 75. Additionally, over 87 percent of

survey respondents indicated that additional recreational opportunities in Bellevue are important. A community park is usually 25 to 50 acres and accommodates multiple neighborhoods. In addition, opportunities for both active recreational activities (i.e., ball fields, an aquatic center, and playground equipment) and passive recreational activities (i.e., wooded areas, picnic facilities, and walking trails) are recommended.

The second recreational component of the preferred development concept is a greenway corridor along the Missouri and Platte rivers. This area is one of Bellevue's more scenic and attractive natural areas. The greenway will include a walking and biking trail, beginning at Haworth Park and continuing south to the confluence of the Missouri and Platte rivers, and will serve both recreational and conservation purposes.

The results of the Bellevue Comprehensive Plan survey supported the preservation of this greenway corridor. Question 15 asked respondents whether they agreed or disagreed with the statement, "I believe that the protection of natural areas, including wetlands, wildlife habitat, woodlands, open spaces, and groundwater resources is important." Nearly 89 percent of survey respondents "Strongly agreed" or "Agreed" with this statement. The proposed walking and biking trail within this greenway was also supported. Question 52 asked, "What additional recreation facilities do you feel are most needed in Bellevue?" "Bicycle and Pedestrian Trails" and "Wooded Areas" were the top two responses. The proposed greenway park and pedestrian trail strongly complement Bellevue recreational needs and desires.

Residential

The Bellevue Preferred Development Concept also supports a wide variety of housing options, including the following:

- **Rural estate** is single-family, detached residences that have lot sizes ranging from one acre or more.
- **Low-density residential** is single-family, detached residences that have one to three dwelling units per acre, and lot sizes that are approximately 10,000 square feet to one acre. Smaller lot sizes and, perhaps, even single-family, attached housing are possible when using clustered development designs that preserve large portions of the site as permanent open space.
- **Medium-density residential** can have a mixture of dwelling types including single-family detached and semi-detached units, single-family attached units, patio homes, duplexes and triplexes, and townhouses. This option can have between three and eight dwelling units per acre. Multifamily housing is possible when using clustered, or conservation, development design that preserves portions of the site as permanent open space.
- **High-density residential** includes single-family attached dwellings (such as townhouses), as well as multifamily condominiums and apartments, at densities of eight or more units per acre. These housing developments are typically two to five stories in height. High-density residential developments should incorporate some amount of outdoor public space for their residents. As in the other residential designations, limited compatible and complimentary institutional uses may be considered.
- **Build-through acreage** allows short-term acreage development in areas that are not expected to urbanize within 20 years. This option allows land owners to develop rural-estate style development now. However, the site plan must be designed to support and accommodate higher-density levels in the future.

Low-density residential is suggested throughout Bellevue. The results of the Bellevue Comprehensive Plan survey yielded support for additional large-lot developments. Question 25 asked respondents whether they agreed or disagreed with the statement, "I believe that Bellevue needs additional large-lot,

single-family homes.” Approximately 66 percent of respondents “Strongly agreed” or “Agreed.” Vacant land, east of 36th Street near Child’s Road would be appropriate for low-density development. This area lacks an abundance of low-density residential development and would provide an additional housing-option for northwest Bellevue residents. Additional pockets of low-density residential are suggested south of Child’s Road near the Kennedy Freeway, with the majority of suggested in southwest and southern Bellevue.

Medium-density residential is suggested throughout Bellevue. This housing option is well suited for large swaths of vacant land in the northwest district, as well as on land surrounding the northwest bank of the Papio Creek. Close proximity to the Papio Trail and area schools and parks support this option in northwest Bellevue. Medium-density residential is also suggested just west of the new proposed community park near 36th Street and Capehart Road and interspersed with low-density residential in Bellevue’s southern section.

Pockets of multifamily residential are suggested south of Highway 370 and west of 48th Street, at the intersection of 25th Street and Platteview, and at the southwestern section of the intersection of 25th Street and Fairview Road.

Build-through acreage development is suggested on the south side of the Papio Creek between 42nd Street and 36th Street. Additional build-through acreage development is suggested southwest of the ridgeline because city services aren’t expected to reach this area in the foreseeable future.

Mixed Use

Harsh industrial pollution was the initial catalyst for segmented zoning, but cleaner industries and a strong desire to live closer to services and amenities is contributing to a resurgence of mixed-use zoning. Mixed-use zoning allows a potpourri of land uses to be located within close proximity. The best example of this land use may consist of first-floor commercial space and second-floor residential space. The benefits of this arrangement are two-fold. Storeowners know that consumers and customers live close to each other, and residents benefit from the convenience of being able to walk to restaurants, to the corner store, or to the movie theater. Perhaps the most applicable to this land use in Bellevue is the union of retail and office uses. The survey results indicate that Bellevue residents support mixed-use

development. Seventy percent of the survey respondents “Strongly agreed” or “Agreed” with the statement, “I believe that mixed-use development should be encouraged in Bellevue.”

Fort Crook Road, which now bears little resemblance to what it once was, needs revitalization. This conclusion was validated by the results of the Bellevue Comprehensive Plan survey. Question 11 asked respondents which of the four areas—Fort Crook, Northwest, Olde Towne, or Riverfront—is in most need of redevelopment. Almost 50 percent of the respondents, the overwhelming favorite, chose Fort Crook Road. HDR’s recent Fort Crook Road study proposed mixed uses throughout this corridor. The preferred development concept conforms to the ideas and suggestions in that study. Mixed-use zoning, which would support a broader range of businesses, is suggested along the northern section of Fort Crook Road, near the Cornhusker Activity Center, along Highway 370, near the intersection of Fort Crook Road and Highway 370, and the southeast section of the Fort Crook and Fairview Road intersection.

Industrial

A large industrial complex, containing both light-industrial land use and heavy-industrial land use, is suggested for the southern boundary of Bellevue, along the new Highway 34 corridor. Bellevue currently lacks a prominent industrial site and, as a result, has had difficulty recruiting industrial tenants. This area, which is relatively isolated from Bellevue’s population and future growth coupled with easy and convenient rail and highway access, is an ideal location for industrial use.

3.3 Population Projections

Population forecasting has significant effects on community-planning efforts. A community's growth rate affects school enrollment, housing needs, and infrastructure upgrades. Therefore, planning to accommodate a reasonable population growth is an important component of the comprehensive planning process. Future population levels must first be determined because population growth dictates the amount and allocation of future land use.

Future population projections are based on accurate birth rates and migration rates. Population projections are required to determine the future need and allocation of all land-use types.

Birth Rate Definition

Birth rates are typically expressed as the number of live births per 1,000 people. Birth rates that apply to the entire population are known as crude birth rates. Birth rates that are restricted to women of specific age, race, marital status, or geographic area are known as specific birth rates. Cultural, religious, and familial differences, different ethnic groups result in different birth rates. A recent U.S. Census survey found a wide disparity between the birth rates of several different ethnicities. Table 3-3 depicts the national birth rates for several races. These values depict a four-year average from 2000 to 2003.

RACE BIRTHS PER 1,000 WOMEN 15 TO 44 YEARS	SPECIFIC BIRTH RATE
Total	69.6
Non-Hispanic White	63.3
Non-Hispanic Black	73.3
American Indian	78.2
Asian or Pacific Islander	70.9
Hispanic (of any race)	93.5

Table 3-3: Specific Race Birth Rates

Source: U.S. Census Bureau, 2000 American Community Surveys, 2000-2003

Using crude birth rates for population projections can lead to inaccurate population projections. A preferable method is to evaluate the racial composition of a community and then apply specific birth rates to each racial population segment. Specific birth rates will yield more accurate population projections.

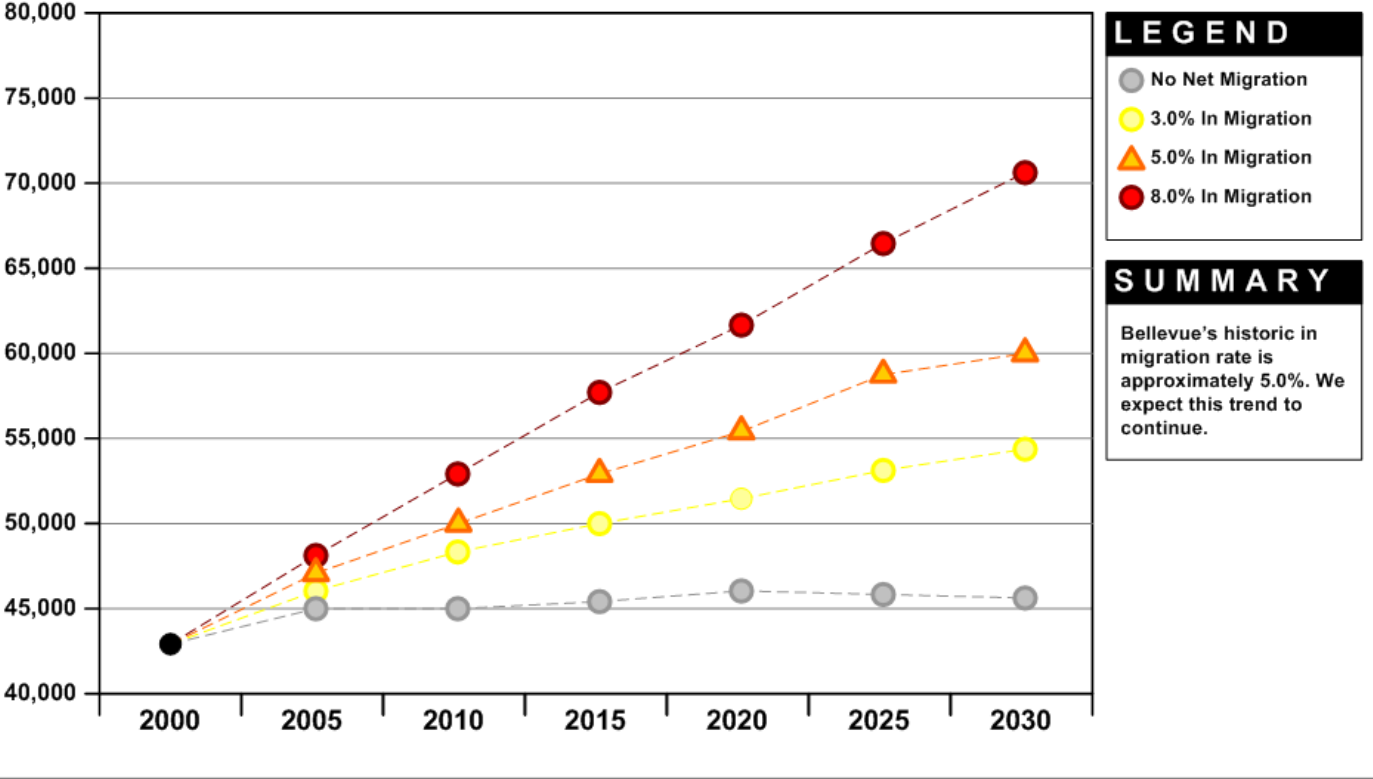
Migration-Rate Definition

Several different migration terms and measurements monitor the movement of people from one jurisdiction to another. *Migration* is defined as the number of people that move from one jurisdiction location to another during a specific period. *In migration* is the migration into an area during a specific period, and *out migration* is the migration out of an area. *Net migration* is the difference between in migration and out migration during a specific period.

Over the past several years, Bellevue has witnessed an average in-migration rate of approximately 5 percent per decade. Positive in-migration indicates that people are moving into a community. A positive 5 percent in-migration rate indicates that more people are moving into Bellevue than are moving out. A positive 5 percent in-migration rate is expected to be sustained over the course of the next several decades. A diversified job market, excellent schools, availability of land for development, close proximity to Omaha, and affordable housing should continue to make Bellevue attractive to new residents. Applying specific birth rates and a 5 percent in-migration rate to population projections indicates that Bellevue should plan for significant population growth between 2000 and 2030.

Graph 3-1 depicts how in-migration rates affect future population projection rates. If Bellevue experiences no net migration, the population is only expected to rise by 5.25 percent by 2030. A more realistic in-migration rate of 5 percent will yield a sizable population gain. Assuming a 5 percent in-migration rate, Bellevue's population in 2030 is expected to be 60,537, which represents a 39.5 percent increase.

Bellevue Population Projections



Graph 3-1: Bellevue Population Projections

3.4 Future Land Use

As Bellevue's population grows, so does the need for housing, park land, industrial areas, retail centers, healthcare facilities, schools, churches, and utilities—all of which require land. Land is a precious commodity, so making educated predictions now about future land-use requirements will help Bellevue anticipate, plan, and prepare for expected growth. The Bellevue Comprehensive Plan applies a complex formula to predict future land-use requirements.

Future land-use needs are determined by first understanding how Bellevue uses its existing land. Land-use ratios are calculated by dividing Bellevue's population by the number of acres for each type of land use. These ratios are then applied to Bellevue's projected 2030 population. The results of these calculations indicate the expected number of additional acres each land-use type will require. Bellevue's future land-use projections are based on a projected population of 60,537 residents by 2030. However, fluctuations in market demand for each type of land use are accommodated by purposely overestimating and inflating future land-use projections. The expected land use that is needed within each category is multiplied by 2.4 to accommodate these market fluctuations.

Transportation factors, which consist primarily of roads, are an important component of the future land-use equation. Typical projections assume that 40 percent of all future land use will be devoted to transportation (i.e., roads, parking lots, right-of-ways, etc). Therefore, all future land-use predictions automatically factor transportation requirements into the total estimated values. For example, the estimated future need of multifamily residential land use is 362 acres. Forty percent of this estimate, or 144 acres, is expected to be devoted to transportation elements.

Bellevue currently contains approximately 13,453 acres of land. By 2030, Bellevue's population is expected to increase to 60,537 residents. This additional population growth will require the city to increase in size. The city will need to grow by 7,835 acres to accommodate Bellevue's expected population growth.

Table 3-4 indicates the future land-use demands by category. Most of the future land-use growth will take the form of single-family housing. Bellevue should expect approximately 4,133 acres of additional single-family residential land use. Bellevue is encouraged to first evaluate vacant parcels within the city limits for future land-use growth. Vacant, infill development, is attractive for growth because it falls within the city limits and is typically served by existing infrastructure and transportation networks. The preferred development concept proposes land-use functions in areas that currently fall outside Bellevue’s city limits.

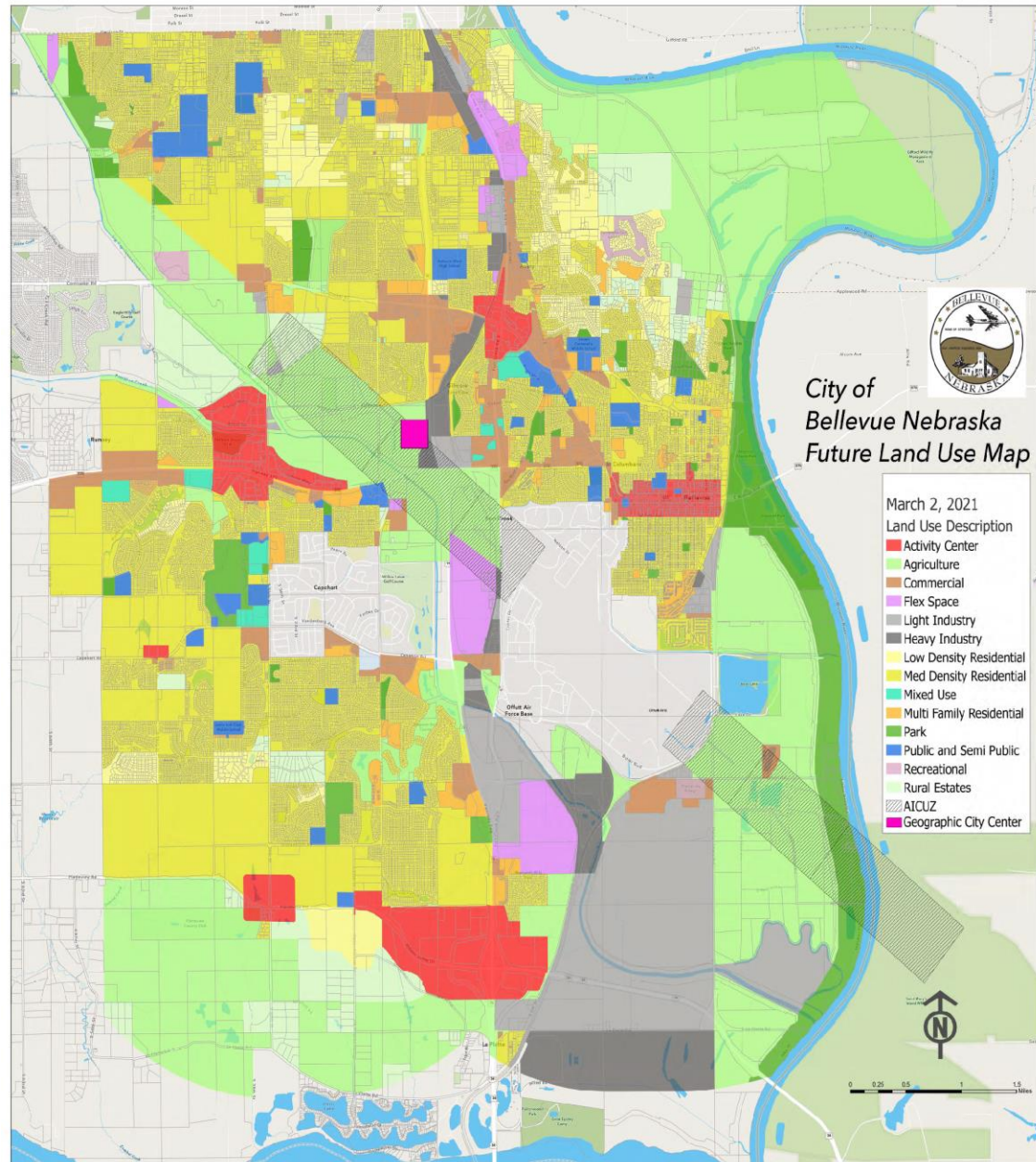
LAND-USE TYPE	EXISTING (ACRES)	NEEDED (ACRES)	TOTAL (ACRES)
Single-Family Residential	5,584	4,133	9,717
Multifamily Residential	490	362	852
Office	117	87	204
Commercial	579	429	1,008
Industrial	276	204	480
Park	2,352	1,731	4,083
Public	1,203	889	2,092
TOTAL(ACRES)	10,601	7,835	18,436

Table 3-4: Future Land Use Demand

It is anticipated that already developed areas within and adjacent to the city will maintain their present land uses.

Bellevue is encouraged to monitor future-growth areas and be prepared to annex land before it is developed. Annexation may be needed to assure implementation of the Bellevue Comprehensive Plan.

Map 3-2: Future Land Use



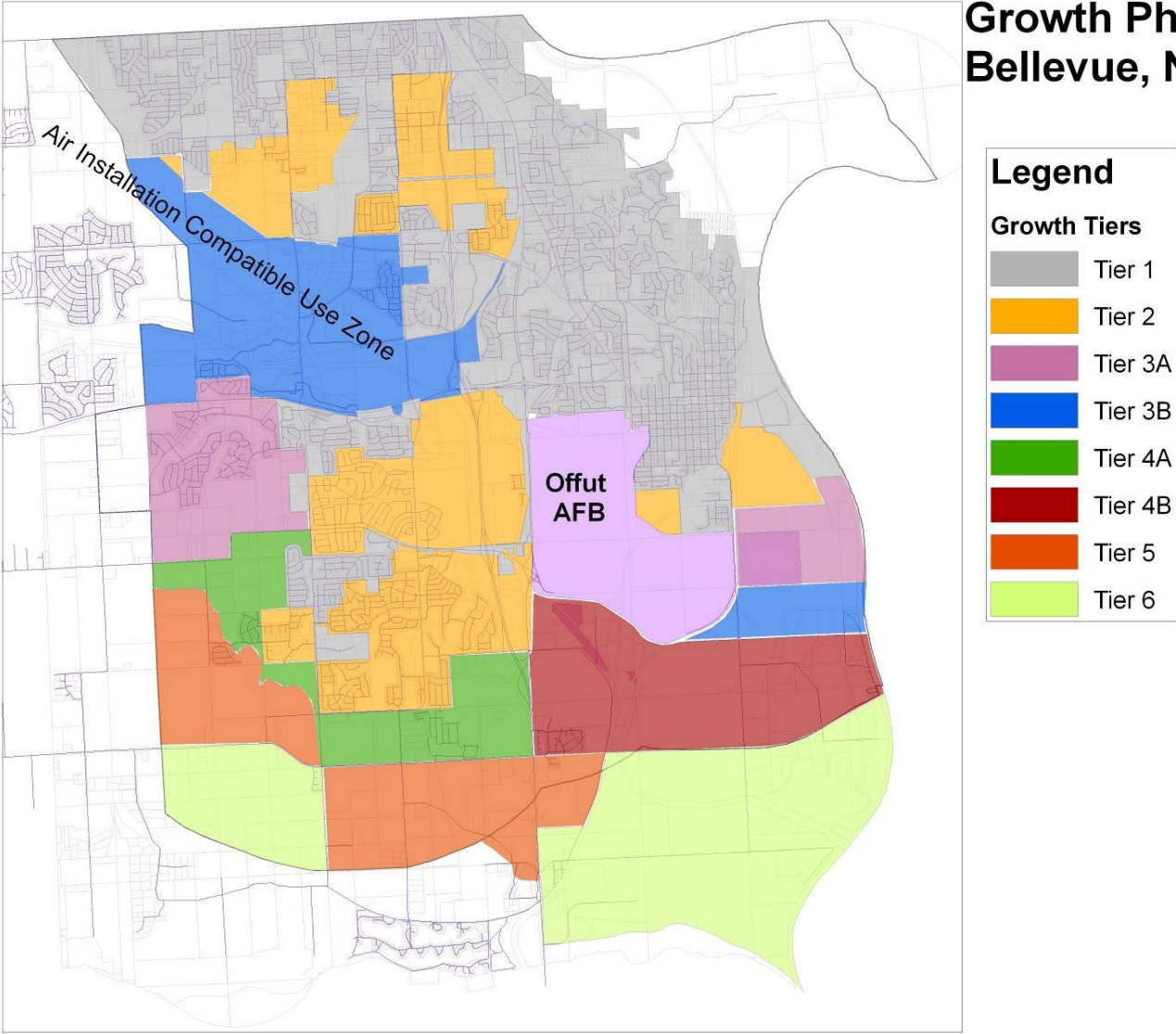
3.5 Phased-Growth Plan

Phasing development means expanding services on an incremental basis and avoiding the construction of long spans of water lines, sanitary sewer, and streets that do not serve current growth. The potential growth areas may have utilities extended in a number of ways, including the following:

- Constructing improvements incrementally through a capital improvements program that allocates an annual amount of funding to projects with future cost projections of 6 to 10 years. This option should also include an assessment of the developers' ability to cover portions of the overall costs.
- Requiring developers to pay the cost of utility extensions as developments are proposed. Individual developers could also charge future developers a fee to cover the part of the initial cost incurred by the original development.
- Sharing the cost of extending major utilities into a new area as development is proposed.
- Charging a developer an impact fee that is based on a fee structure developed by the City for approving a proposed development. This impact fee could be charged on a projected demand analysis for utilities, streets, etc., or on a per lot basis.
- Requiring new developments within the ETJ that are not adjacent to or within 300 feet of the corporate limits to install sanitary sewer and water lines (dry lines) at the time of initial development. This approach will allow the City to use the constructed system once utilities are extended to the subdivision.

The area around Bellevue is divided into six different areas called Tier 1 through 6. In some cases, the tiers have been further divided into subareas using alpha designations. Most of the designated areas are located within the ETJ, although sections of Tier 5 and 6 lie on the fringe or just outside the ETJ based upon the current corporate limits. Map 3-3 identifies the growth-district boundaries.

Growth Phasing Plan Bellevue, Nebraska



Map 3-3: Growth-Phasing Plan

Tier 1 Development

Tier 1 development is intended to be the primary area for development within the Bellevue area. This area is in the current corporate limits of Bellevue and is predominately serviced at the present time. As a result, only a slight amount of utility service extensions will be necessary to accommodate growth.

The area contains several notable concerns, including the following:

- Infill existing lots using already established utilities
- Redevelopment of undersized or older utility lines to service existing development, as well as to accommodate future development
- Redevelopment of substandard property
- Redevelopment of underutilized property

Tier 2 Development

Tier 2 development areas are located in six different locations and are spread evenly throughout the community. These locations are situated adjacent to the existing municipal boundary, with the majority surrounding Offutt AFB and Highway 75.

Tier 3 Development

Tier 3 development areas are located in four locations around Bellevue. Tier 3A is located immediately east of Offutt AFB, as well as to the far west-central section of the community. Tier 3B contains two sections, one of which includes the majority of the AICUZ.

Tier 4 Development

Tier 4 development areas are considered developable but have one of the highest price tags associated with development. The following two areas are currently designated as Tier 4:

- The area, known as Tier 4A, located immediately south and west of Tier 2.
- This area, known as Tier 4B, located south of Offutt AFB.

Tier 5 Development

Tier 5 development areas are generally situated on the fringe of the ETJ area and are located to the south and west of Tier 4A and 4B.

Tier 6 Development

Tier 6 development areas are located on the outer sections of the growth area for Bellevue. This tier is divided into two areas. The first area is next to the Platte and Missouri rivers. The second area is situated between the two sections of Tier 5.

3.6 Annexation Plan

The potential of annexation for the City of Bellevue is further defined by graphically illustrating the potential annexation areas in Map 3-4: Annexation Potential. The map shows high-, medium-, and low-annexation priorities. These classifications are based upon an area's location, the amount of development in an area, and the potential for growth during the course of the planning period. Additionally, each year the Planning Department conducts a study consisting of a cost-benefit analysis of potential areas for annexation. This study looks at the costs (including SID debt, infrastructure repair and upkeep, additional manpower and equipment necessary to provide city services) and benefits (including SID funds, property tax revenues, and sales tax revenues) of a potential annexation. Those areas in which the costs significantly outweigh the benefits are generally not considered for annexation.

Areas that are described as high-annexation priorities are located in the north-central and south-central fringes of the community. The south-central area currently contains a large amount of development and can, therefore, be considered urban and suburban in nature. The properties in the north-central of the City contain developed areas, as well as a significant amount of infrastructure, also making them urban and suburban in nature. Additionally, these areas are classified as a high priority because their annexation would help to square off the current municipal boundary.

The medium-priority areas are located along Highway 75 and in developed areas on the far southwest fringe of the community. The latter is an area of development that is farther out from most of the City, yet still adjacent to the corporate boundary.

Low-priority areas constitute the fringe areas on the southeast side of the community, as well as the majority of the AICUZ in the northwest part of the city. Some small areas are developed, but the majority of land in this classification is undeveloped. However, if commercial development occurs in this area and is adjacent to the corporate boundary, the area should be annexed immediately.

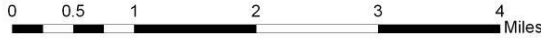
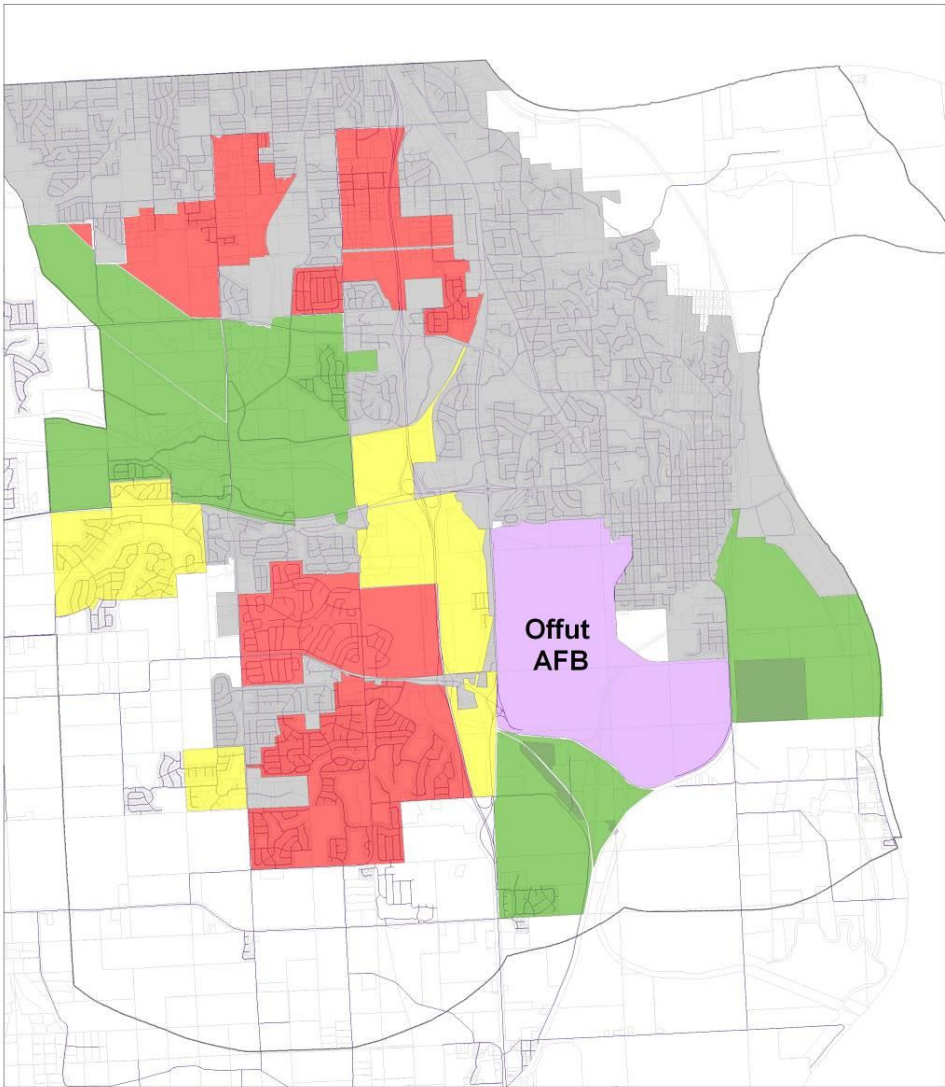
Annexation Potential Plan Bellevue, Nebraska

Legend

Annexation Potential

Priority

- Low
- Medium
- High



Map 3-4: Annexation Potential

4.0 Transportation Plan

The city's role as an urban center for the region has been, and will continue to be, dependent on its accessibility. Successful planning efforts for the City of Bellevue will rely on the resolution of transportation issues. The goal of transportation planning is the improved vehicular traffic flow in and around the community both for the resident's safety and the traveler's convenience. Avoiding congestion but retaining internal trip convenience for residents and tourists require a careful balancing of circulation objectives.

By statute, the transportation element of a comprehensive plan identifies the general location and extent of existing and proposed major arterial, collector streets, and street classifications. Multimodal transportation options are considered including transit, pedestrian, and bicycle alternatives. The transportation chapter, as a framework for the movement of people and goods, supports the proposed development patterns discussed in the Land Use and Future Land Use sections of the Bellevue Comprehensive Plan.

4.1 Existing Transportation-System Conditions

The transportation system for the City of Bellevue includes expressway, arterial, collector, and local street networks to meet the automobile transportation needs on a local and regional basis for residents, visitors, and truckers. Operations at Offutt AFB impact the surrounding community through the maintenance of an AICUZ, as well as the added traffic from base personnel. The Union Pacific and Burlington Northern Santa Fe railroads run primarily north and south through the center of Bellevue, providing movement of raw and processed goods and materials. The community is also served by a network of pedestrian and bicycle trails, which primarily follow the orientation of the regional waterways and provide scenic views for all who travel upon them.

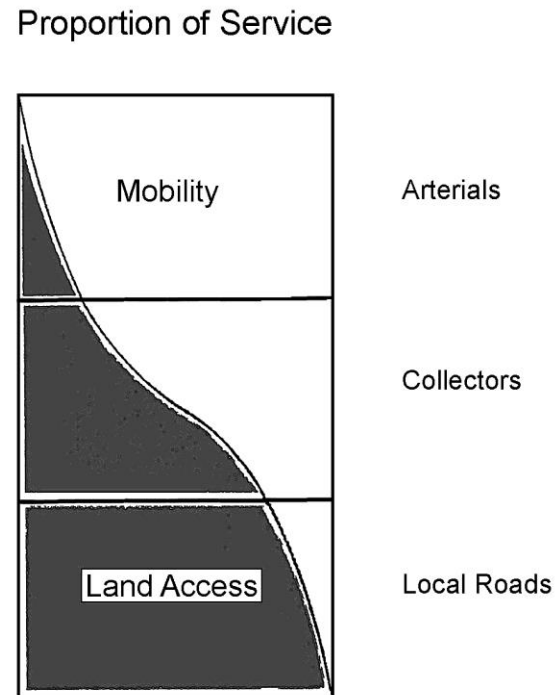
Street Transportation

The Federal-Aid Highway Act of 1973 required the use of functional highway classifications to update and modify the Federal-Aid Highway system. The Functional Classification System groups highways and streets into specific systems according to the service that is provided. The type of service is best

described by the relevant levels of access and mobility provided by the roadway. Typical transportation systems, like the network of highways and streets in the Bellevue planning area, illustrate an inverse relationship between the level of access and mobility. As a roadway provides increasing level of access to the abutting land, the mobility of the roadway decreases. Figure 4-1 illustrates this issue. The Functional Classification System is divided into urban and rural roads. Urban and rural areas have fundamentally different characteristics with regard to density and types of land use, density of street and highway networks, nature of travel patterns, and the relationship between these elements. Consequently, urban- and rural-functional systems are classified separately. Urban areas are those places within the boundaries set by the local officials having a population of 5,000 or more. Rural areas are those places that are not urban.

The Functional Classification System of the City of Bellevue comprises freeway and expressway roadways, collector roadways, rural-major collector roadways, and local streets.

Figure 4-1: The Relationship of Functionally Classified Systems in Serving Traffic Mobility and Land Access



principal- and minor-arterial roadways, roadways, rural-principal arterial

Urban Freeways and Expressways

Freeway roadways provide corridors for inter- and intra-regional traffic, particularly for long trips. The typical land uses accessed by freeway roadways include major industrial and commercial developments. These roadways are typified by high speeds, divided highways with full control of

access, and grade-separated interchanges. The number of lanes is directly related to traffic volume, with four- and six-lanes being the most common. Normally, freeway roadways are high-traffic volume corridors, carrying an excess of 20,000 vehicles per day (vpd) and often over 50,000 vpd.

The urban freeway, or expressway, roadway in the Bellevue Planning Area is the John F Kennedy Expressway (U.S. Highway 75) from Harrison Street to the Fairview Road interchange.

The average weekday traffic volumes for 2019 (Nebraska Department of Roads) for John F Kennedy Expressway inside the Bellevue Planning area illustrate the importance of their vehicle-carrying capacity. The traffic volumes are as follows:

- “L” Street to Chandler Road carries 76,860 vpd
- Cornhusker Highway to State Highway 370 carries 49,894 vpd
- State Highway 370 to Capehart Road carries 36,145 vpd

Urban Principal Arterials

Principal arterial roadways are used for longer trips and are high-traffic volume corridors that are not served by freeways. These roadways serve major centers of activity, with access to abutting land secondary to providing service for travel. These traffic corridors are typified by divided street segments with major access points at intersections with the surface street system and some direct access to abutting land. The number of lanes and type of median are directly related to the traffic volume and the type of use of the abutting land, with four- and six-lane divided roadways being the most common. The typical range of traffic volume on a principal arterial roadway ranges from 15,000 to 35,000 vpd.

The urban principal arterial roadways in the Bellevue Planning Area include:

- State Highway 370 from 48th Street to the John F Kennedy Expressway
- Harlan Drive from John F Kennedy Expressway to Galvin Road
- Galvin Road from Harvell Drive to Lincoln Road
- Fort Crook Road from Railroad Avenue to Capehart Road
- 13th Street from Railroad Avenue to Harrison Street
- Mission Avenue from Lincoln Road to Missouri River
- Franklin Street from Harvell Drive to Mission Avenue

- Harvell Drive from Franklin Street to Fort Crook Road
- Cornhusker Highway from Fort Crook Road to 25th Street.

Urban Minor Arterials

Minor arterial roadways interconnect with and augment the principal arterial system and are used for trips of moderate length. These roadways distribute traffic to geographic areas smaller than those served by the principal arterials, with more emphasis on service to abutting land. The number of lanes and type of median are directly related to traffic volume and the abutting land use, with normal standards calling for a mixture of two- and four-lane roadways. The traffic volume for minor arterial roadways generally ranges from 5,000 to 15,000 vpd.

The urban minor arterial roadways in the Bellevue Planning Area include the following:

- Capehart Road from John F Kennedy Expressway to 36th Street
- 25th Street from State Highway 370 to Capehart Road
- 36th Street from Blackhawk Drive to Harrison Street
- Lincoln Road from Mission Avenue to Gregg Road
- Bellevue Boulevard from Harrison Street to Gregg Road
- Galvin Road from Harvell Drive to Fort Crook Road
- Cornhusker Road from 25th Street to 48th Street
- Railroad Avenue from Harrison Street to Fort Crook Road
- Chandler Road from Fort Crook Road to 36th Street
- Harrison Street from 25th Street to 66th Street

Urban Collectors

Collector roadways connect local streets to the arterial street systems. These roadways serve residential neighborhoods, with direct access to abutting land. Collector roadways are normally two-lane roadways with curbs and gutters. The typical volume of traffic ranges from 2,000 to 5,000 vpd.

The urban collector roadways in the Bellevue Planning Area include the following:

- Chandler Road from Fort Crook Road to Bellevue Boulevard
- Childs Road from Bellevue Boulevard to 25th Street

- 25th Street from Harrison Street to State Highway 370
- Avery Road from Fort Crook Road to Bellevue Boulevard
- Betz Road from Harlan Drive to Lloyd Street
- Lloyd Street from Betz Road to Galvin Road
- Bellevue Boulevard from Lincoln Road to Lord Boulevard
- Lord Boulevard from Bellevue Boulevard to Franklin Street
- Franklin Street from Lord Boulevard to Harvell Drive
- 16th Street from Franklin Street to Main Street
- Main Street from 16th Street to M Kountze Drive
- M Kountze Drive from Main Street to 12th Avenue
- 12th Avenue from M Kountze Drive to Bluff Street
- Bluff Street from 12th Avenue to Warren Street
- Warren Street from Bluff Street to Mission Avenue
- Freeman Drive from Harvell Drive to 19th Avenue
- Jackson Street from 19th Avenue to Mission Avenue
- Lincoln Road from Mission Avenue to 24th Avenue
- 24th Avenue from Lincoln Road to Calhoun Street
- Calhoun Street from 24th Avenue to 29th Avenue
- 29th Avenue from Calhoun Street to Hancock Street
- Washington Street from Mission Avenue to 29th Avenue
- Hancock Street from Mission Avenue to 29th Avenue
- Harlan Lewis Road from 29th Avenue to Offutt AFB Road.
- Capehart Road from John F Kennedy Expressway to Fort Crook Road
- Fairview Road from Tregaron Drive to 25th Street
- 25th Street from Fairview Road to Capehart Road
- 48th Street from Harrison Street to Cornhusker Highway
- Giles Road from 48th Street to 36th Street
- 42nd Street from Harrison Street to Giles Road

Rural Principal Arterials

Rural principal arterial roadways provide traffic movement with trip length and density suitable for substantial statewide or interstate travel. These roadways typically serve as the primary connection between urban areas with populations over 50,000 and a large majority of areas with populations over 25,000. Rural principal arterials provide integrated movement without stub connections except where unusual geographic or traffic-flow conditions dictate otherwise (e.g., international boundary connections or connections to coastal cities). In more densely populated states, this class of highway includes most (but not all) heavily traveled routes that might warrant multilane improvements.

Rural principal arterial roadways in the Bellevue Planning Area include the following:

- State Highway 370 from 48th Street to 60th Street
- U.S. Highway 75 from Fairview Street to Platte River

Rural Minor Arterials

Rural minor arterial roadways link cities and larger towns and form an integrated network providing interstate and intercounty service. These roadways should be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway. Rural minor arterial roadways provide service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Rural minor arterials consist of routes whose design should provide for relatively high travel speeds, with minimum interference to movement.

The Bellevue Planning Area does not currently have roadways that qualify as minor arterial roadways.

Rural Major Collectors

Rural major collectors roadways should provide service to any county seat not served by an arterial route, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc. These roadways should also link the aforementioned land

uses with nearby larger towns or cities or with routes of higher classification and serve the more important intra-county travel corridors.

Rural major collector roadways in the Bellevue Planning Area include the following

- Cornhusker Road from 48th Street to Eagle Hills Drive
- Capehart Road from 36th Street to 60th Street
- 36th Street from Blackhawk Drive to Platteview Road
- Platteview Road from U.S. Highway 75 to 57th Street
- Fort Crook Road from Capehart Road to Fairview Road
- Harlan Lewis Road from Offutt Air Force Base Road to LaPlatte Road
- LaPlatte Road from Harlan Lewis Road to U.S. Highway 75

Rural Minor Collectors

Rural minor collector roadways should be spaced at intervals, consistent with population density, to collect traffic from local roads and so that all developed areas are within a reasonable distance of a collector road. They should also provide service to the remaining smaller communities and link the locally important traffic generators with other areas.

Rural minor collector roadways in the Bellevue Planning Area include the following:

- Fairview Road from John F Kennedy Expressway to Tregaron Drive
- LaPlatte Road from U.S. Highway 75 to 57th Avenue
- 36th Street from LaPlatte Road to Platteview Road
- 57th Avenue from La Platte Road to Platteview Road

Local Roadways

Local roads primarily provide access to adjacent land, provide service to travel over relatively short distances as compared with collector roadways or other higher systems. Local roads will constitute the mileage not classified as part of the principal arterial, minor arterial, or collector systems; urban or rural.

Major Bridges

The Bellevue Planning Area is bordered by two major rivers—the Missouri River and the Platte River. Connectivity between the City of Bellevue, Iowa, and other areas of Nebraska is provided by the following two bridges:

- State Highway 370 Bridge, which is a two-lane toll bridge that crosses the Missouri River.
- U.S. Highway 75, which is a four-lane structure that crosses the Platte River.

Transit

Within the planning area, public transportation is operated by Metro. Metro was “enabled” by an act of the Nebraska State Legislature, Bill 1275, and began operations in July 1972.

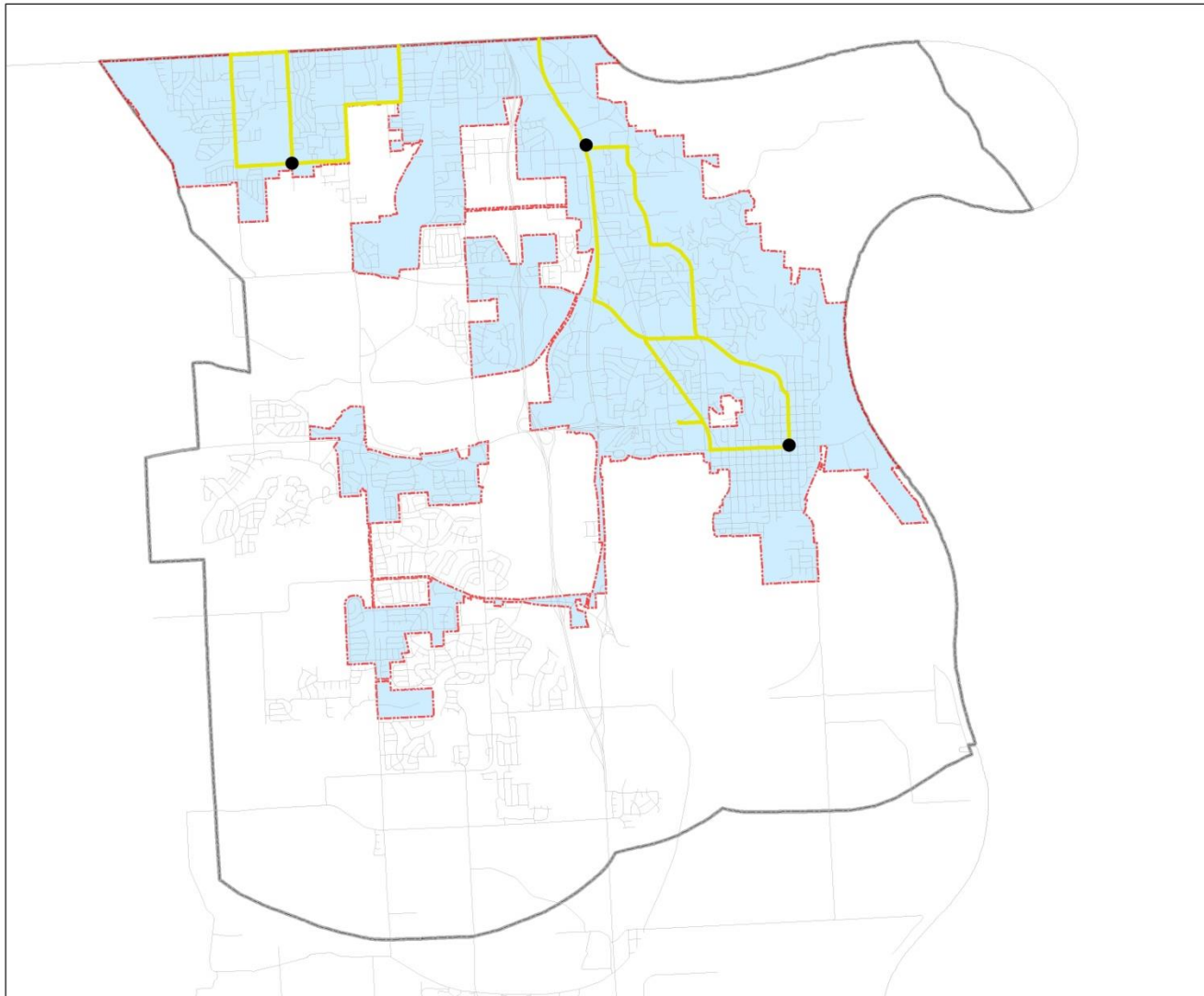
As a quasi-public and private entity, autonomous in nature, Metro operates on a daily basis under the direction of a Board of Directors consisting of five members. Board members are appointed by the City of Omaha’s City Council and the Douglas County Commissioners. The first board was sworn in and took office on May 30, 1972. Since then, the Metro Board has met monthly, and the meetings are in compliance with the State of Nebraska’s Open Meeting Laws.

Metro maintains transit services for all areas within the city limits of the City of Omaha. Transit service outside the Omaha city limits and with private entities are “turnkey” contracts. All Metro City of Omaha services and contracted services are available to the general public with published fares and schedules. The City of Bellevue currently has a contract with Metro to provide transit services within the city. Currently Bellevue is served by one Metro express route, which has park and ride locations generally east of Highway 75 and west of Galvin Road.

The Human Services Division of the City’s Administrative Services Department operates a specialized transportation bus system for elderly and disabled Bellevue residents. This service will transport residents to and from destinations in Bellevue and Omaha. There is a fee for this service and registration and advance reservations are required.

Complete Streets

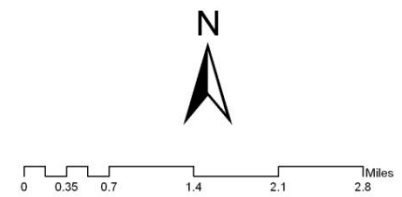
Complete Streets has been defined by the City of Bellevue as “streets designed and operated to enable a multimodal, context sensitive framework of streets that provide safe, efficient access and use for all users”. The City of Bellevue has adopted a policy to plan for, design and construct all new City transportation improvement projects in accordance with Complete Streets guidelines to provide for the safety and convenience of all users of all ages and abilities, including pedestrians, bicyclists, transit users and motorists.



**Bellevue
Comprehensive Plan
Bellevue, Nebraska
Bellevue Planning Area
Fixed-Route Transit**

Legend

- Transit Terminal
- Transit Inventory
- Bellevue Road Centerline
- Bellevue City Limit
- Bellevue ETJ
- Sarpy County Line



Map 4-1: Bellevue Planning Area Fixed-Route Transit

Pathways and Trails

Continuous systems of pedestrian and bicycling paths are advocated to accommodate short trips for many persons, especially those who are unable to drive, as well as for recreational purposes. Established pedestrian linkages in the Bellevue Planning Area should be connected to neighborhoods, schools, recreation and shopping areas, and other destination within the community. Extensions of the trail systems should incorporate multipurpose design.

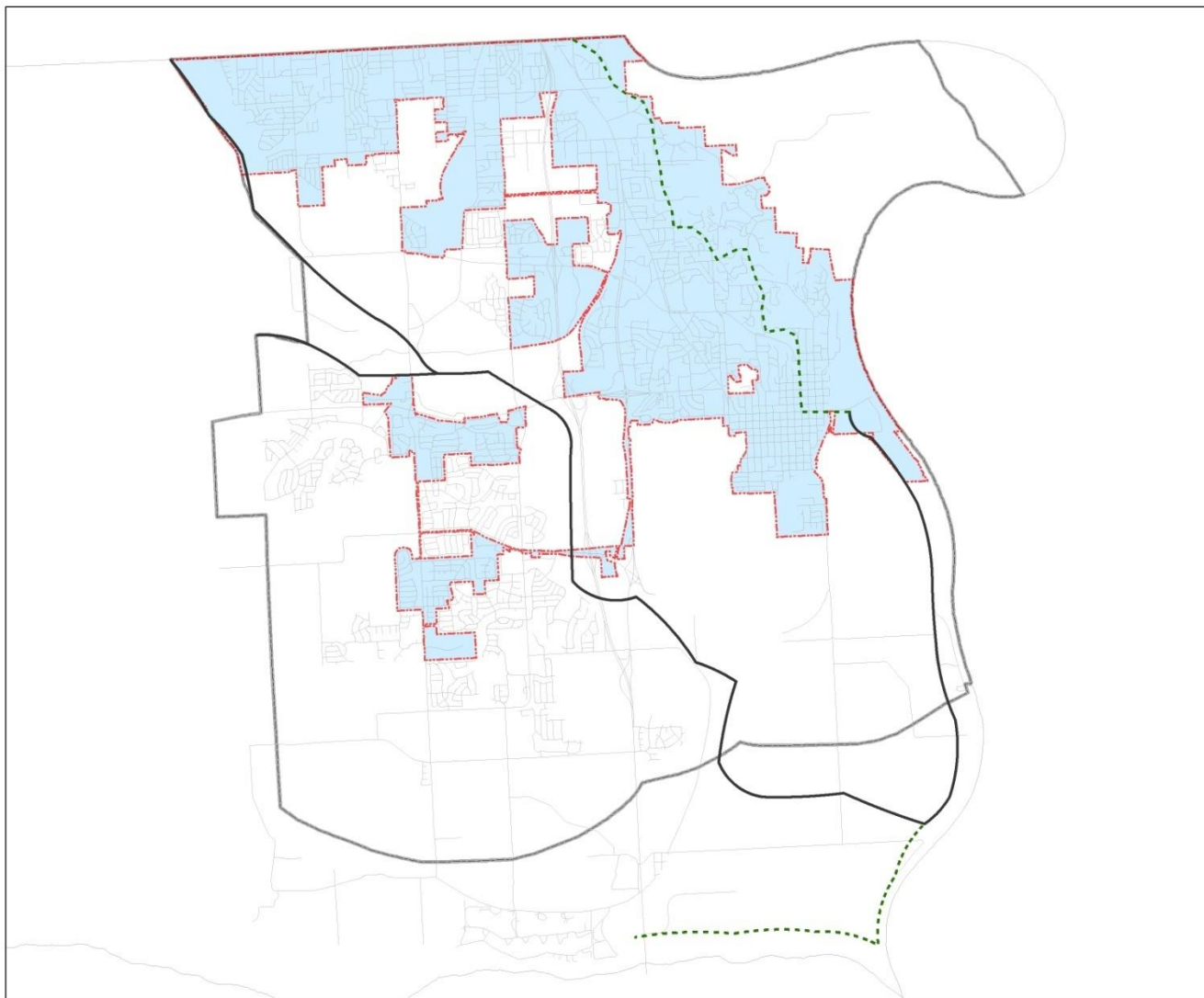
The existing bicycle and pedestrian trail network is best described as a shared-use path. These paths are generally used in corridors not served by streets and highways. Recreational paths along waterways, natural scenic areas, parks, recreational areas or other public places all serve this purpose. They are intended to provide a viable surfaced pathway for bicyclists, pedestrians and equestrian traffic. Possible future path and trail systems are indicated in Map 4-2 and in the city's Park Master Plan.

Although a well-defined recreational trail system exists within the Bellevue Planning Area, major commuter routes are not currently used. The existing Bellevue trail system follows the Papio Creek and Missouri River waterways. There are few, if any, direct trail segments that offer commuting opportunities.

The future pathway and trails illustrated in Map 4-2 propose that the existing trails be extended along the Missouri River, adjacent to the Bellevue Planning Area. This extension will further the recreational opportunities that the existing trails provide while creating a better connection between the Bellevue and Omaha trail systems. Given the limited ability of municipal and county governmental agencies to predict when and where recreational trails will be needed and how they will be funded, the City of Bellevue must constantly update and revise its plan for the future extension of a trail network to reflect the growth pattern and the need for such facilities.

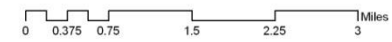
It is recommended that the City of Bellevue work with the Metropolitan Area Planning Agency (MAPA) to achieve the designation of a Bicycle Friendly Community. Activities aimed at achieving this designation include the creation of a bicycle route map, designation of bike routes and paths, offering educational activities that promote biking and bicycle safety, and promoting the bicycle as an acceptable mode of transportation.

**Bellevue
Comprehensive Plan
Bellevue, Nebraska
Existing and
Proposed Trails**



Legend

- Existing Trails
- - - Proposed Trails
- Bellevue Road Centerline
- ▭ Bellevue City Limit
- ▭ Bellevue ETJ
- ▭ Sarpy County Line



Map 4-2: Existing and Proposed Trails

Rail Transportation

The existing railroad system in the Bellevue area is an extension of the first transcontinental railroad which began in Omaha. Approximately 50 miles of railroad track runs through the City of Bellevue. Every mile of the rail system is operated and maintained by the Union Pacific Railroad (UPRR) and Burlington Northern-Santa Fe (BNSFRR) railroads. UPRR maintains a dispatch center to the north of the planning area in Omaha. Map 4-3 displays the active rail corridors in the Bellevue Planning Area.

All railroad concerns operating in the Bellevue area are private ventures. Future actions, plans, and investments will be made by their respective governing boards.

As the new Missouri River Bridge and Highway 34 corridor are completed south of Offutt AFB, it is expected that there will be demand for rail-served industrial sites in this area. An extension of the existing spur line south of LaPlatte Road can be made to serve the area immediately south of the new Highway 34 and north of LaPlatte Road, while a new spur can be constructed to serve the proposed industrial area north of the Papillion Creek. Map 4-3 also shows the locations of the proposed new rail lines.

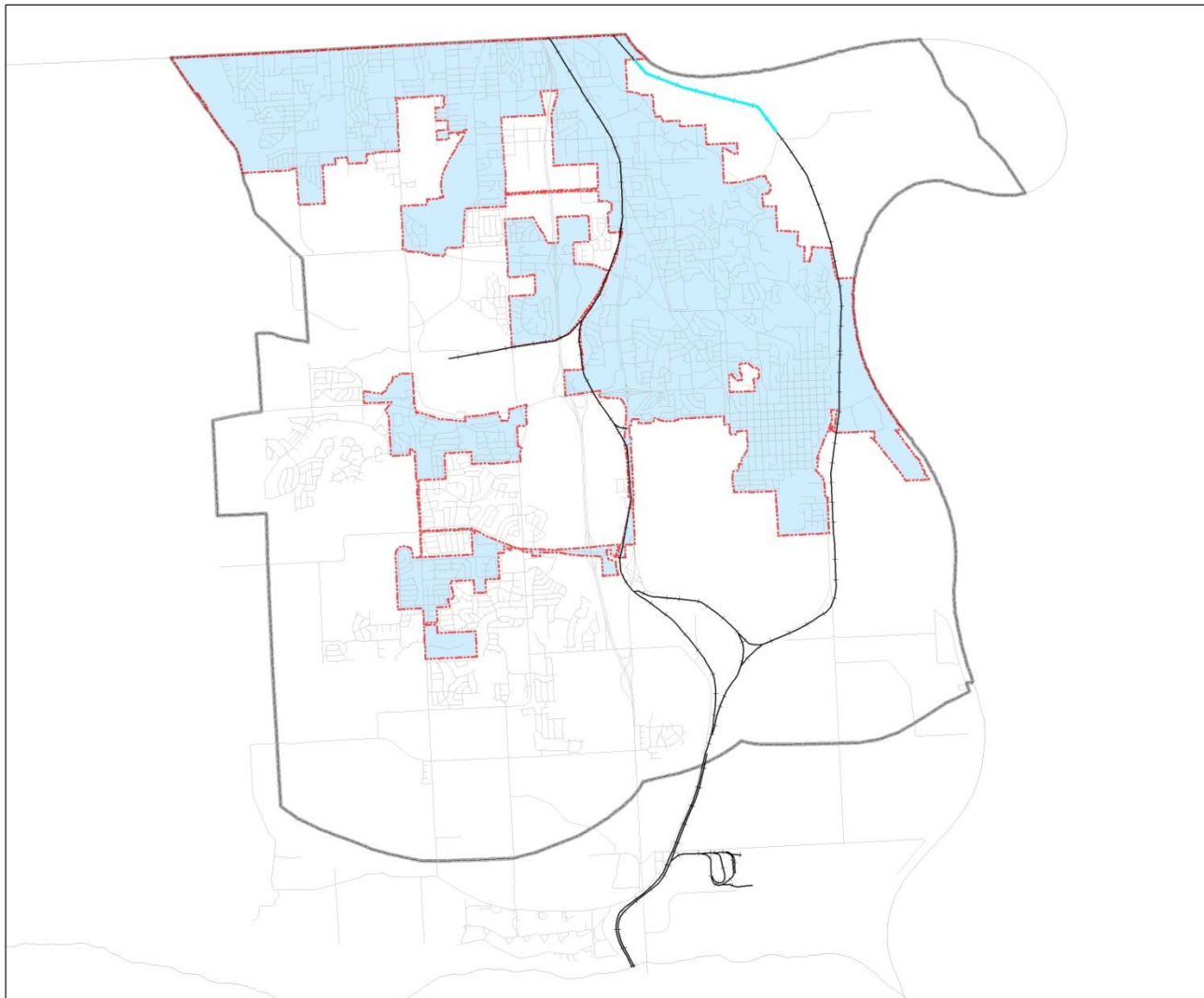
Aviation

There are five airport facilities located within the Bellevue area. Three of these facilities are public airports, one is a private facility and the fifth is operated by the United States Air Force. Operation of these facilities needs to be taken into consideration when making land use decisions.

The vast majority of civilian traffic in the area flows through Omaha's Eppley Airfield. Eppley is the sole commercial airport with regular commercial service in the region. Eppley Airfield is operated by the Omaha Airport Authority (OAA). Eppley Airfield offers domestic service to the nation's major hubs where passengers can connect to destinations across the globe. A second public airport in Omaha is the Millard Airport. This single-strip, general aviation facility is also under the control of the OAA. The region's third public airport is located east of Council Bluffs, IA. The Council Bluffs Municipal Airport is a dual-strip general aviation facility and is operated by the Council Bluffs Airport Authority. The final publicly-owned airport is the single-strip Plattsmouth Municipal Airport, operated by the Plattsmouth Airport Authority. The North Omaha Airport is a privately owned, public use airport located north of

Interstate 680 on 72nd Street. Users pay a fee for operation of the airport. The North Omaha Airport is also the home base for the Omaha Police Department's helicopter fleet.

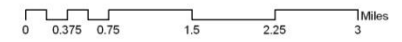
The United States Air Force operates Offutt Air Force Base in Bellevue. In the past, Offutt was the home of Strategic Air Command or SAC. Currently, Offutt Air Force Base is the home of United States Strategic Command or USSTRATCOM and the 55th Wing of the United States Air Force. There are currently around 10,000 military and federal employees stationed at Offutt in various capacities.



**Bellevue
Comprehensive Plan**
Bellevue, Nebraska
**Existing Railroad
Corridors**

Legend

- Railroad
- Bellevue Road Centerline
- Bellevue City Limit
- Bellevue ETJ
- Sarpy County Line



Map 4-3: Existing Railroad Corridors

4.2 Access Management

This section of the transportation plan details recommended access-management guidelines that should be adopted by the City of Bellevue. Access management is characterized as the strategic provision of access along streets, including the systematic control of the location, spacing, design, and operation of street and driveway connections to a roadway. Access management should be a priority along all arterial streets. In addition, continuous collector roadway networks should be developed to supplement the arterial roadway system.

The following standards reflect the criteria applicable to the location and design of access points. More than one criterion may apply to any condition. These standards are applicable to new development and should be used for existing areas and roadways to the greatest extent practicable. Consideration should be given to driveway consolidation, relocation, and on-site connectivity where possible.

Traffic Signal Spacing

Future traffic signals on principal arterials should be spaced at 0.5-mile intervals. All other arterial roadways should allow for signalized intersection spacing at no less than 0.25-mile intervals.

Median Break Spacing

Median breaks, and allowances for them, are an important component of access management. The following guidelines should apply to the design and control of median breaks:

- Median breaks should not be allowed on arterial roadways within 1,000 feet of an interchange.
- Full median break access can be allowed where traffic signals, if installed at some point in the future, would be adequately spaced from adjacent traffic signals.
- Non-signalized median breaks on divided principal arterials should be spaced at 0.25-mile intervals and 0.125-mile intervals along other arterial roadways.

Private Driveways

A key access-management issue is the location and type of access driveways on the street network. The guidelines below should be incorporated for all planned access drives. Consideration should be given to eliminate, consolidate, and improve separation of existing driveways, to the extent possible. These guidelines will allow for safer and more efficient traffic flow.

- Direct driveway access should not be allowed on future principal arterial roadways.
- Residential driveway access should not be allowed on all arterial roadways and should be limited as much as possible on collector roadways.
- Nonresidential driveway access should not be allowed within an intersection influence area. An intersection influence area is that area within 500 feet of an intersection, along an arterial roadway and with 300 feet of an intersection along a collector roadway.
- Spacing between driveways should be kept at a minimum of 300 feet and preferably 400 feet.
- Driveways that may potentially produce traffic volumes that would warrant signalization shall be located to satisfy the traffic signal spacing requirements.

Street Spacing

All future major arterial roadways should be planned for at no less than 1-mile intervals. Future collector roadways should be planned for at 0.5-mile (no closer than 0.333-mile) spacing along primary roadways wherever possible throughout Bellevue. This separation of future roadways will ensure that adequate spacing will exist between major intersections.

In addition, proposed major commercial access locations and other cross-street approaches should be planned to accommodate a minimum of four lanes (one inbound and three outbound) in the event that signalization would be needed. This would allow for a left, through, and right-turn lane at the side street approaches.

4.3 Street-System Improvements

Transportation improvements typically follow changes in land-use patterns. As the City and surrounding areas are urbanized into residential, commercial, or industrial uses, the current transportation system must be expanded to better serve these developments. According to MAPA, which serves the Omaha and Council Bluffs Metro Area (including Bellevue), transportation improvements can lag behind the changes in land use by up to 15 years. In the case of the Bellevue Metro Area, increased developments in the south have overloaded existing transportation facilities and increased congestion.

Planning for major street improvements is coordinated regionally through the Metropolitan Area Planning Agency. On February 24, 2011 the MAPA Board of Directors approved the 2035 Long Range Transportation Plan for the Omaha metropolitan area, including Bellevue. The following projects were included for Bellevue and its zoning jurisdiction:

US-34, Missouri River Bridge Approach	New 4-lane (Complete)
US-34, Missouri River Bridge, Nebraska Share	New bridge (Complete)
36 th Street, Highway 370 to Sheridan Road	2 lane rural to 4 lane urban (In Progress)
36 th Street, Sheridan Road to Platteview Road	2 lane rural to 4 lane urban
Platteview Road, 27 th Street to US-75 interchange	New 4 lane urban
Capehart Road, 27 th Street to 35 th Street	2 lane rural to 4 lane urban (Partially complete)
Platteview Road, 36 th Street to 27 th Street	4 lane divided with left turn lanes
48 th Street, Cornhusker to Bellevue city limits	3 lane with TWLTL
25 th Street, north of Childs	3 lane with TWLTL
25 th Street, Schneekloth Road to south of Capehart	3 lane with TWLTL
US-75, Platteview Road interchange	New interchange (Complete)
US-75, Fairview Road interchange	Reconfigure interchange (Complete)
US-75, Plattsmouth – Bellevue, N of Platte River	4 lane freeway (Complete)
Platteview Road, 84 th Street to 36 th Street	4 lane urban
Capehart Road, 36 th Street to 84 th Street	4 lane urban (Partially complete, 3-lane section)
US-75, Highway 370 to “W” Street	Additional lanes northbound and southbound

These street improvements are depicted on Map 4-4.

Improvements to 36th Street, between Highway 370 and Platteview Road, and to Capehart Road, between 27th Street and 25th Street, are included in the City's 2020-2025 Capital Improvement Plan and are expected to be completed in the near term. The US-34 bridge project was completed in October, 2014; all other projects are longer term and are dependent upon federal, state, and local funding availability.

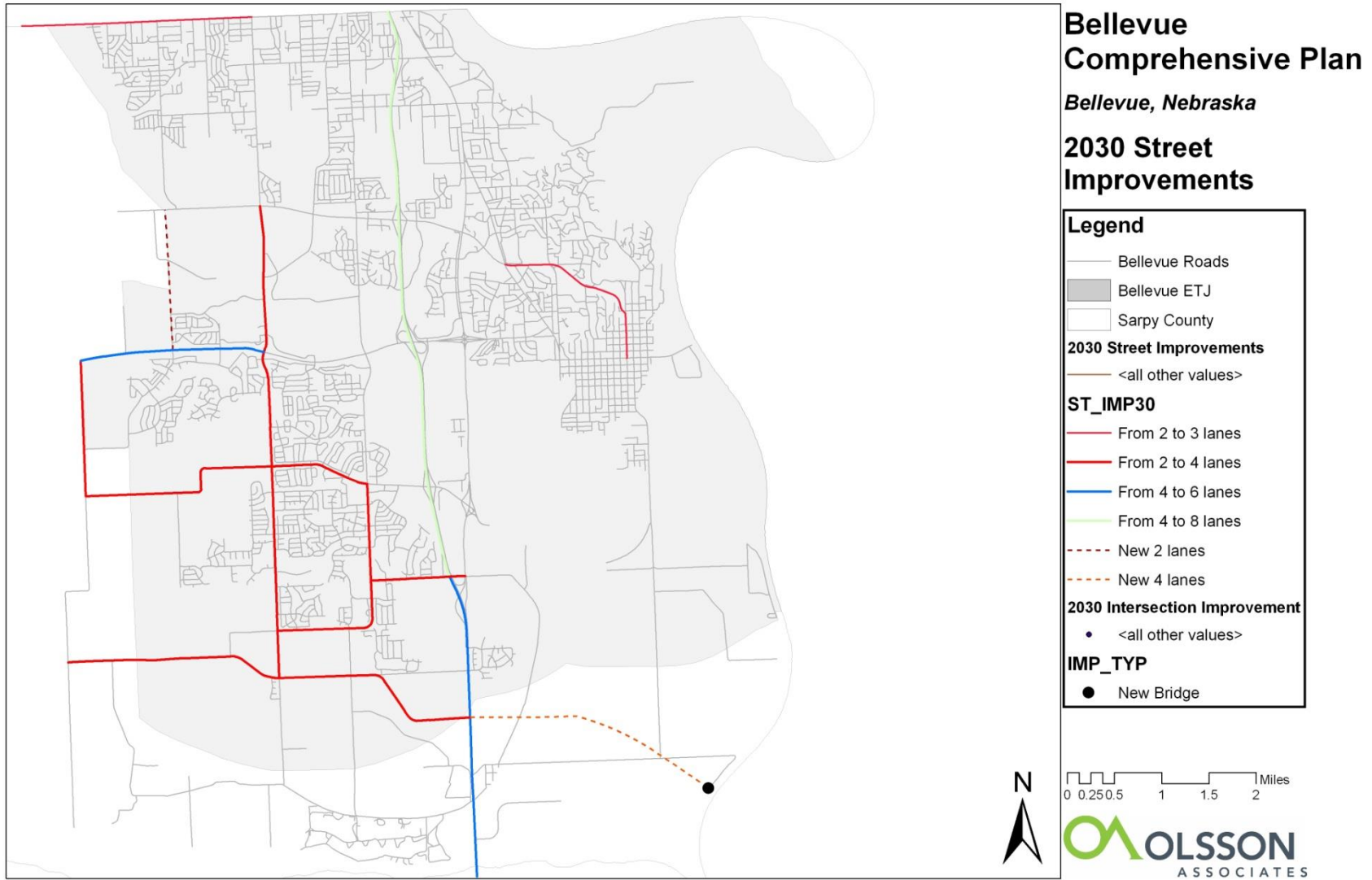
With the expected industrial development south of Bellevue that will follow the completion of the Highway 34 Bridge, increased traffic is expected between this area and the Olde Towne area. Currently this traffic utilizes a residential street; an alternate route that avoids the residential area and provides for more efficient traffic flow should be considered between Mission Avenue and Highway 34. This new roadway is also depicted on Map 4-4, but is shown only for illustrative purposes—no location has been determined.

To help ease traffic congestion near 15th Street and Cornhusker Road, the City is exploring the possibility of an east-west connection between South 15th Street and Raynor Parkway. This connection would allow traffic to flow between the Wolf Creek and Twin Creek commercial areas while by-passing the Willow Springs neighborhood, which currently experiences heavier traffic.

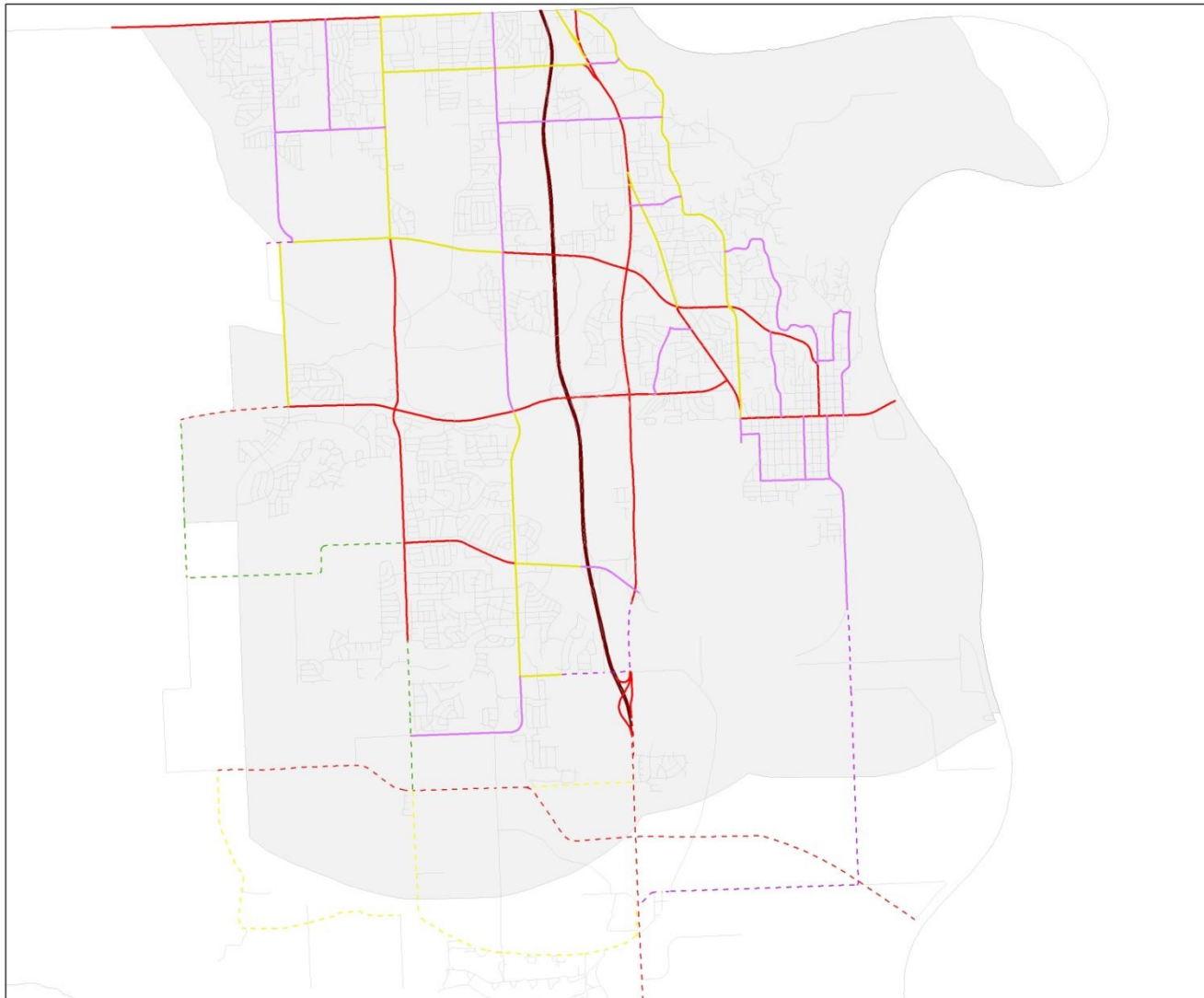
Street System Improvements

Facility	From	To	Improvement
25 th Street	Schneekloth Road	Capehart Road	From 2 to 4 lanes
36 th Street	Capehart Road	Cornhusker Road	From 2 to 4 lanes
36 th Street	Platteview Road	Capehart Road	From 2 to 4 lanes
48 th Street	NE-370	Cornhusker Road	New 2 lanes
60 th Street	NE-370	Capehart Road	From 2 to 4 lanes
Lincoln Road / Mission Avenue			Intersection improvement
Capehart Road	25 th Street	180 th Street	From 2 to 4 lanes
Fairview Road	Fort Crook Road	25 th Street	From 2 to 4 lanes
Franklin Street	Harvel Drive	Mission Drive	From 2 to 3 lanes
Harrison Street	36 th Street	48 th Street	From 2 to 3 lanes
Harrison Street	48 th Street	72 nd Street	From 2 to 3 lanes
Harvel Drive	Galvin Road	Franklin Street	From 2 to 3 lanes
Kennedy Freeway	Fairview Road	Platte River	From 4 to 6 Fwy
Kennedy Freeway	NE-370	Fairview Road	4 Exp to 8 Fwy
Kennedy Freeway	Q Street	NE-370	From 4 to 8 lanes
NE-370	36 th Street	72 nd Street	From 4 to 6 lanes
Platteview Road	US-75	NE-31	From 4 to 6 lanes
Platteview Road-Ext	Connector	I-80	New 4 lanes, new bridge
Schneekloth Road	25 th Street	36 th Street	From 2 to 4 lanes

Table 4-1: Street System Improvements

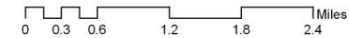


Map 4-4: 2030 Street Improvements



**Bellevue
Comprehensive Plan**
Bellevue, Nebraska
**Recommended Future
Roadway Functional
Classification**

Legend	
	Bellevue ETJ
	Sarpy County
	Freeway or Expressway
	Urban Principle Arterial Roadway
	Urban Minor Arterial Roadway
	Urban Collector Roadway
	Rural Principle Arterial Roadway
	Rural Minor Arterial Roadway
	Rural Major Collector Roadway
	Rural Minor Collector Roadway
	Local Roads



Map 4-5: Recommended Future Roadway Functional Classification

4.4 Funding Evaluation

Various federal, state, and local funding sources could be considered to implement Bellevue's transportation improvements. Possible funding sources include the following:

- **Federal Surface Transportation Program (STP) dollars.** This program returns federal gas tax dollars to states on an annual basis. These funds can be used for improvements to any public roadway. The Nebraska Department of Roads allocates these funds to cities and counties and retains some for state use.
- **State highway dollars.** The Nebraska Department of Roads collects state gas taxes to fund improvements to the state highway system. These funds could be used for improvements to state highways in Bellevue, such as U.S. Highway 75.
- **Grade-separation dollars.** The Nebraska Department of Roads collects a train-mile tax from closing at-grade highway-rail intersections. These funds could be used to construct new railroad grade-separation structures.
- **State and federal highway safety dollars.** Funding is available for improvements at hazardous locations.
- **Intelligent Transportation System (ITS) dollars.** Federal and state funds are frequently set aside for ITS projects to improve traffic and transit operations. Both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) administer these funds. Some state and local areas have obtained Congressional "earmarks" for specific ITS projects or programs.
- **Transportation enhancement dollars.** Federal programs exist for transportation enhancements, such as trails.
- **City sales or other tax dollars.** The City has traditionally used some of its taxes for transportation maintenance and operational improvements.

- **Bonding dollars.** Many communities have used bonding to fund transportation improvements. A source of funding to repay the bonds is required.

As with most communities, the number of potential improvement projects far exceeds the funding that may be available for these improvements. Thus, a recommended transportation plan must be adopted so that available funding sources can be explored and appropriate projects included in the State's Transportation Improvement Program (TIP).

5.0 Energy Element

In 2010, the Nebraska Legislature approved Legislative Bill 997, amending Section 19-903 of the Nebraska State Statutes which identifies the required components of a city's comprehensive development plan. LB 997 added the following requirement:

“An energy element which: Assesses energy infrastructure and energy use by sector, including residential, commercial and industrial sectors; evaluates utilization of renewable energy sources; and promotes energy conservation measures that benefit the community;”

The information contained in this section was obtained from publicly available sources, including utilities serving the City of Bellevue. Although repeated efforts were made to obtain data regarding natural gas use in the city, no information was provided by the city's two gas suppliers—Metropolitan Utilities District and Black Hills Energy.

ENERGY INFRASTRUCTURE

Electrical Power

Bellevue's electrical power is supplied by Omaha Public Power District (OPPD). OPPD is headquartered in Omaha, NE, and serves a 13 county, 5,000 square mile area. They serve a population of approximately 855,000 people. OPPD ranks as the 12th largest public power utility in the United States in number of customers served.

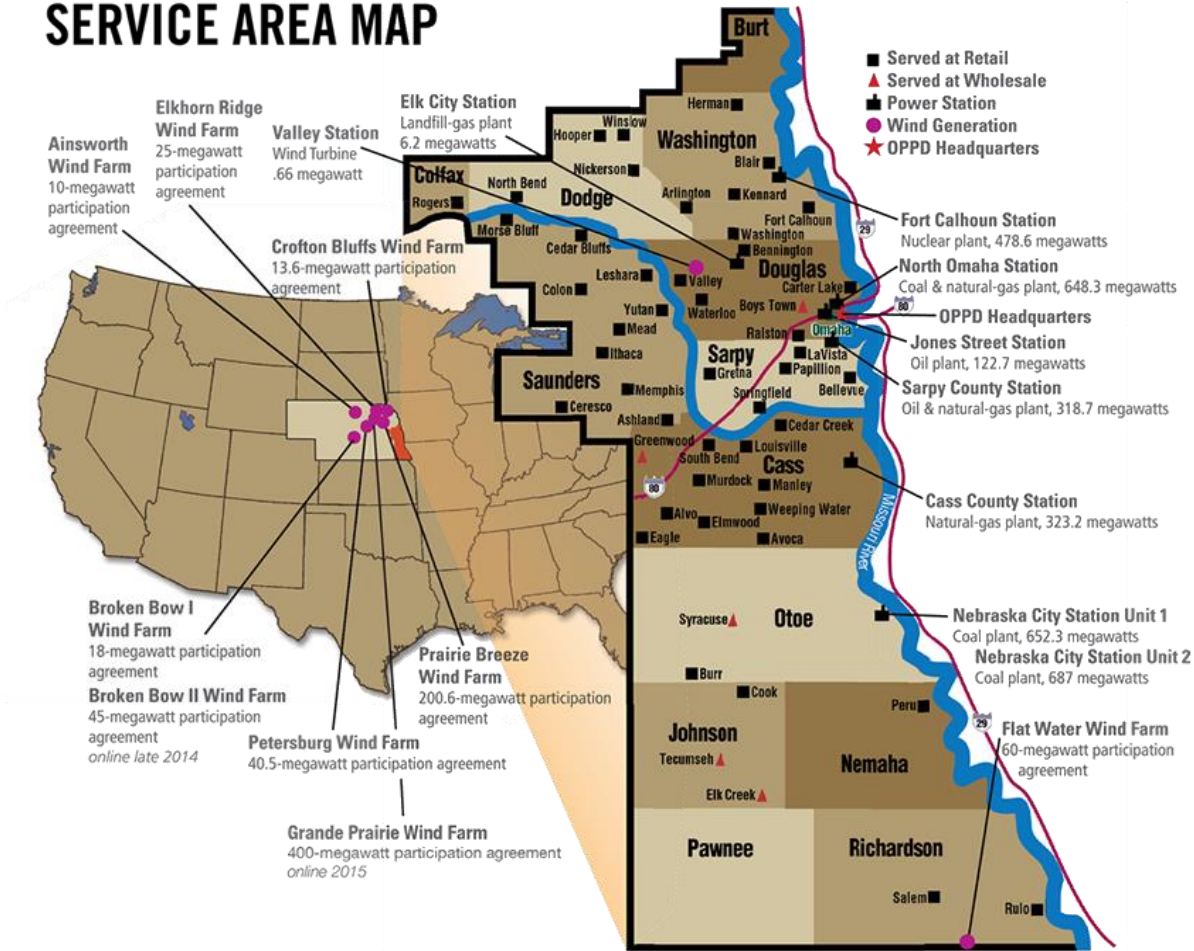
The majority of OPPD's power comes from two power plants: North Omaha Station (a coal-fired plant), and Nebraska City Station (a coal-fired plant). OPPD also has renewable energy resources, to include a landfill gas plant and wind turbines.

*Source: Omaha Public Power District

Most recently within Bellevue's jurisdiction, OPPD has constructed two new substations. One is located at 27th Street and Platteview Road, while the other is located near Offutt Air Force Base along Fort Crook Road South.

OPPD Service Area

SERVICE AREA MAP



*Source: Omaha Public Power District

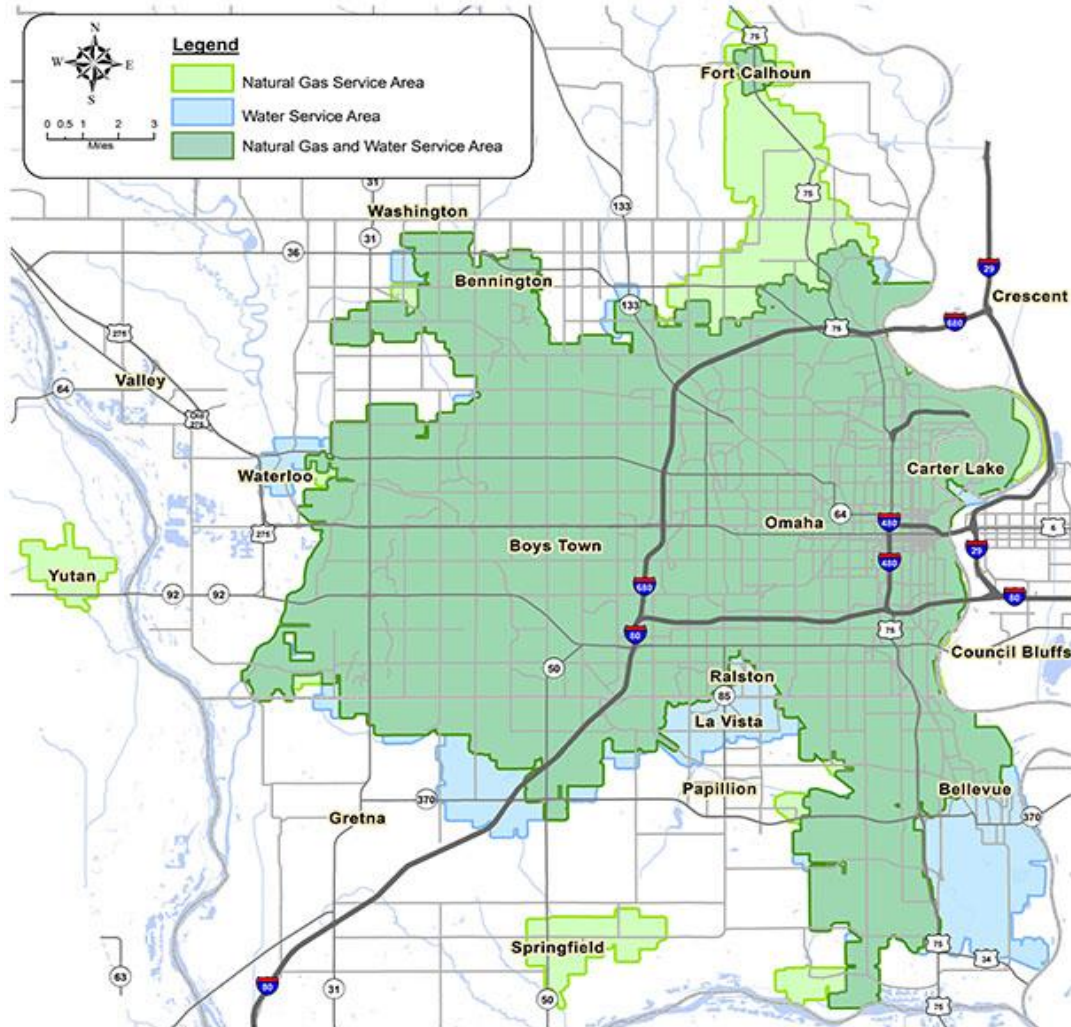
Natural Gas Service

Bellevue is supplied with natural gas from two sources; Metropolitan Utilities District (M.U.D.) and Black Hills Energy.

Metropolitan Utilities District is the only metropolitan utility district in the State of Nebraska. It was created by the Nebraska Legislature as a political subdivision in the early 1900's. M.U.D. is the 5th largest public gas utility in the United States. They serve natural gas to approximately 233,000 customers and 85% of the Bellevue area.

*Source: Metropolitan Utilities District

Metropolitan Utilities District Service Area



*Source: Metropolitan Utilities District

Black Hills Energy provides natural gas service in the Bellevue area to those not covered by Metropolitan Utilities District. Black Hills Energy is headquartered in Rapid City, SD, with a corporate office location in Papillion, NE. They are an investor-owned utility and have more than 1.3 million customers in ~~four~~ eight states.

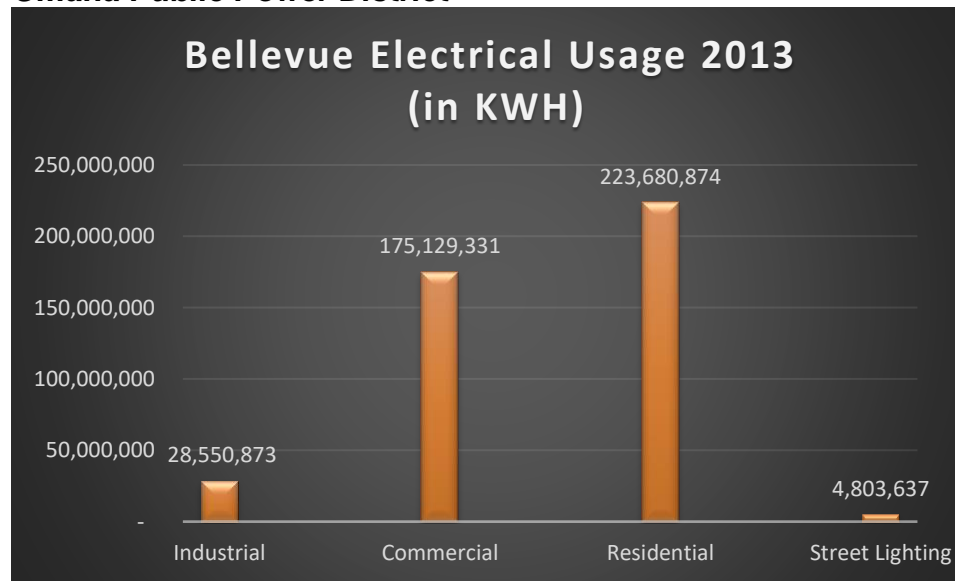
*Source: Black Hills Energy

A service area map is not available for Black Hills Energy.

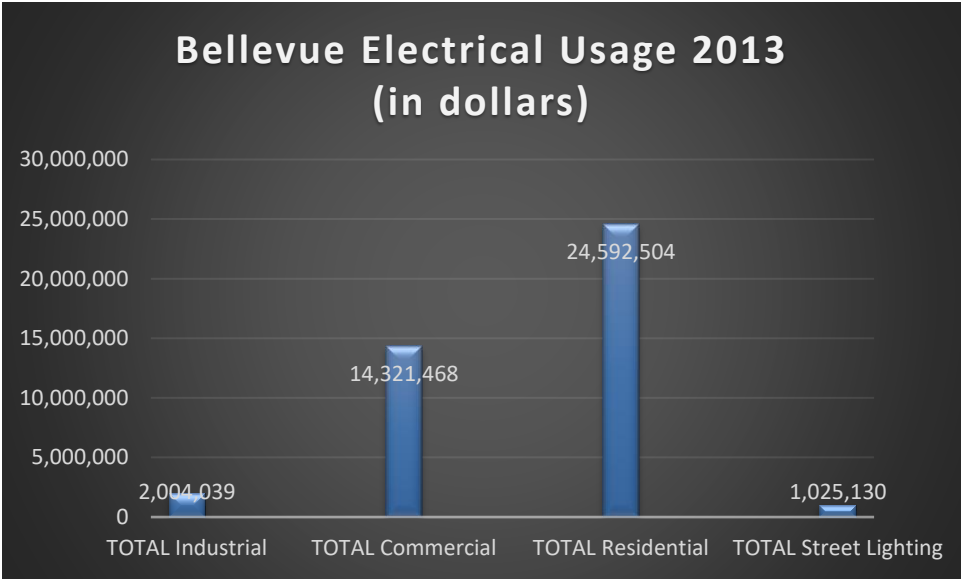
ENERGY USE BY SECTOR

In Bellevue, the data shows residential electrical usage is more than the commercial and industrial usage combined. The commercial usage is approximately six times more than the industrial usage. We can compare this to recent national data which shows more balanced usage among these three sectors.

Omaha Public Power District



Source: Omaha Public Power District

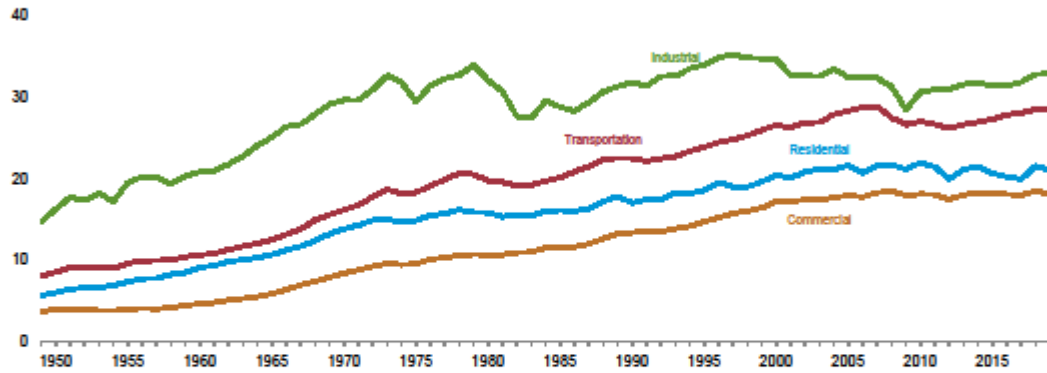


Source: Omaha Public Power District

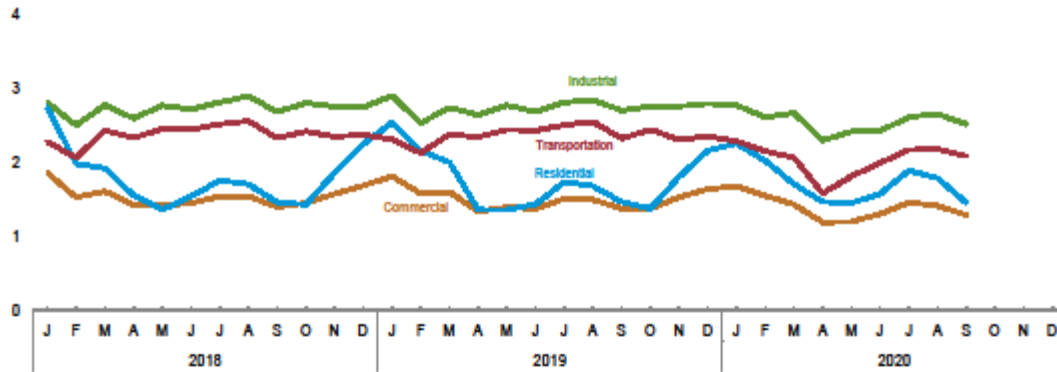
Source: Table 2.1 U.S. Energy Information Administration/Monthly Energy Review December 2020

Figure 2.1 Energy Consumption by Sector
(Quadrillion Btu)

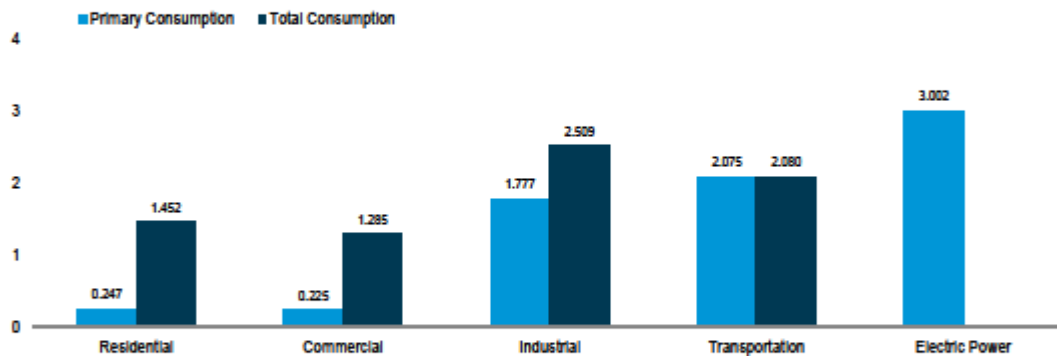
Total Consumption by End-Use Sector, 1949–2019



Total Consumption by End-Use Sector, Monthly



By Sector, September 2020



Metropolitan Utilities District

Natural gas consumption data was not supplied by M.U.D.

Black Hills Energy

Natural gas consumption data was not supplied by Black Hills Energy.

UTILIZATION OF RENEWABLE ENERGY SOURCES

Sustainability

There are numerous definitions of sustainability. There may be as many definitions of sustainability as there are groups trying to define it. Typically, all of the definitions have to do with 1) living within our limits, 2) understanding the connection between economy, society, and the environment, and 3) equitable distribution of resources and opportunities.

The United States Environmental Protection Agency states sustainability is based on a simple principle: everything we need for our survival and well-being depends either directly or indirectly on our natural environment. Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, and permit fulfilling the social, economic, and other requirements of present and future generations.

In recent years, much emphasis has been placed on utilizing more renewable resources. The Federal Government, by executive order, will set an example of this. By the fiscal year 2020, to the extent economically feasible and technically practicable, 20 percent of the total amount of electric energy consumed by each agency during any year shall be renewable energy.

Electricity

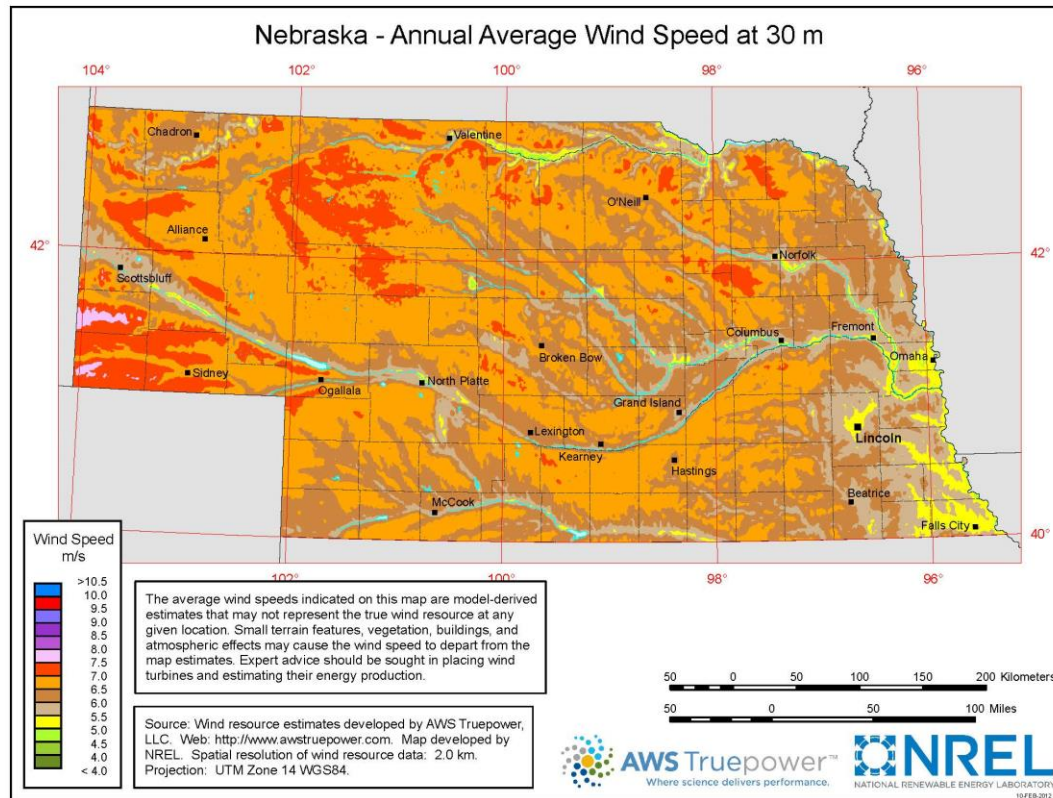
The Omaha Public Power District (OPPD) provides electric service to residents of Bellevue and Sarpy County, as well as all or parts of twelve other counties in eastern and southeastern Nebraska, as previously shown on the OPPD service area map. In producing electricity, OPPD utilizes the following fuel sources: low-sulfur coal, carbon-free nuclear, wind, landfill gas, and natural gas and fuel oil. Of these five sources, wind and landfill gas can be considered as renewable energy sources.

Wind power

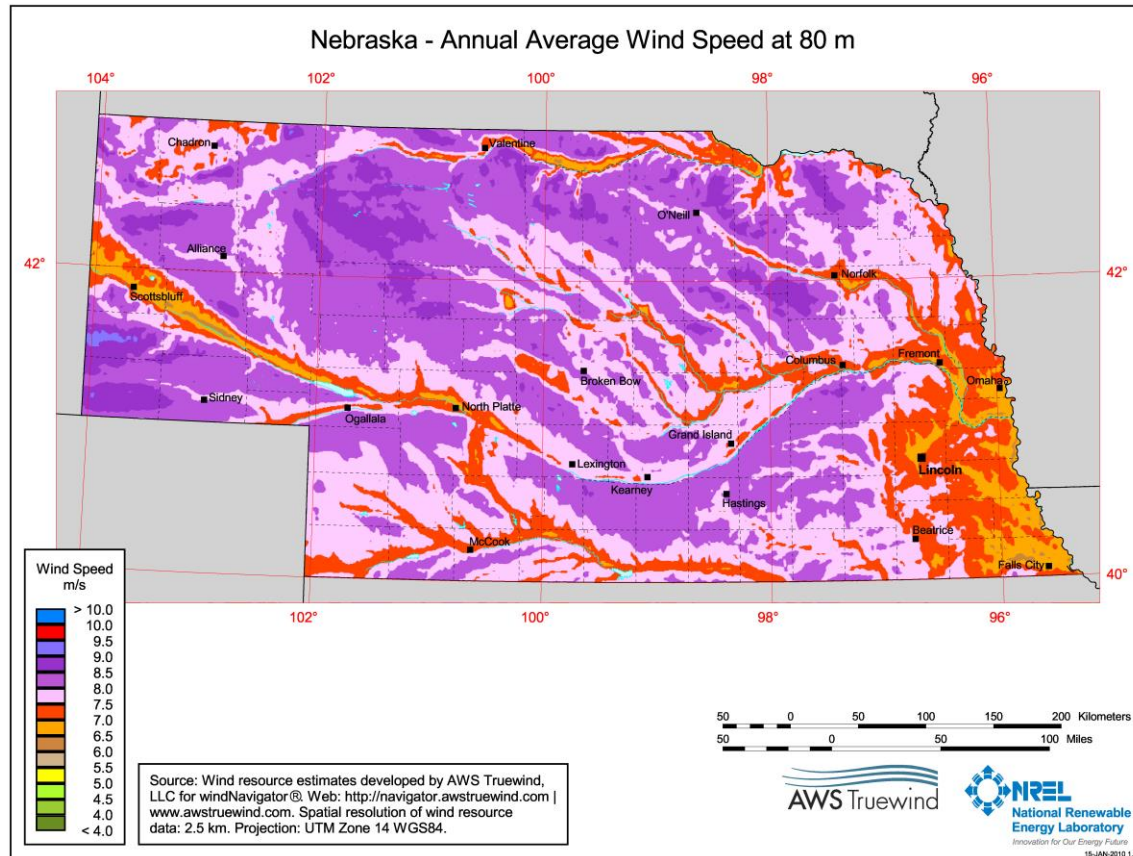
OPPD partners with the Nebraska Public Power District (NPPD) and other entities to purchase wind generated electricity from nine wind farms located throughout the state, and has entered into an agreement to purchase additional power from another wind farm that will be completed in 2015. Recent agreements have resulted in OPPD more than doubling the amount of wind-generated electricity (412 megawatts) it supplied to retail customers in 2014; that amount will nearly double again, to 812 megawatts, with the addition of power coming on line in 2015. By 2018, OPPD expects 33 percent of its retail sales to customers will come from renewable sources, mostly wind power.



With the adoption of the City's updated Zoning Ordinance in 2011, provisions were included to promote the use of wind energy by allowing residential and small wind energy systems as permitted accessory uses in all residential, business and industrial zoning districts. These systems are primarily designed to reduce on-site consumption of utility power. The following figure shows average annual wind speed at a height of 30 meters for the State of Nebraska; the Bellevue area generally has average wind speeds of less than 5.5 meters per second (approximately 12.3 miles per hour). According to the Wind Energy Foundation, installers of home wind energy systems recommend average wind speeds of at least 12 mph.



The Zoning Ordinance also allows, with City Council approval of a Conditional Use Permit, commercial/utility grade wind energy systems in the industrial and agricultural zoning districts. As shown on the following figure (average annual wind speed at 80 meters) the Bellevue area has some of the lowest wind speeds in the state at the height that would be necessary for the taller, commercial wind towers. It should be noted the wind farms utilized by OPPD are located outside of the Omaha metropolitan area in those areas with higher average annual wind speeds.



Landfill gas

OPPD's Elk City Station landfill gas-to-energy plant at the Douglas County landfill burns methane and other gases given off by decomposing trash to generate a net output of 6.3 MW of electricity. Using these gases as fuel prevents them from being released into the atmosphere.

Solar power

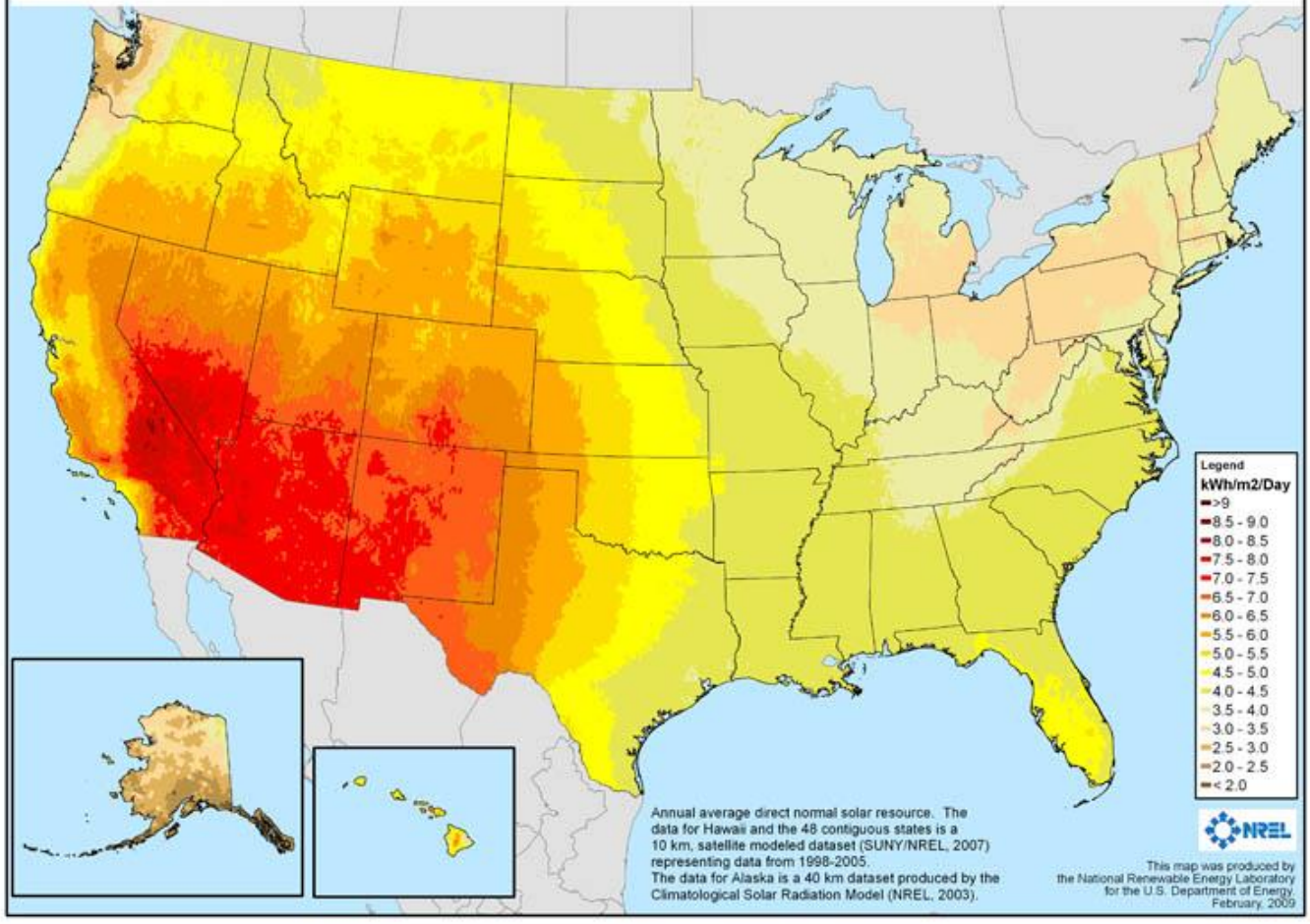
OPPD offers a community solar program. Community solar energy expands on the concept of individual home rooftop panels. The difference is that community solar is a coordinated group effort, where the sun's energy is gathered in dedicated areas called arrays, gardens, or farms. From there the energy is transferred to a local power grid where it supplies electricity to participating households. Participation in the community solar project is voluntary.

Source: Omaha Public Power District

The figure shown on the next page displays the potential for solar power across the country; eastern Nebraska has average to lower than average potential.

Concentrating Solar Resource: Direct Normal

Annual



ENERGY CONSERVATION MEASURES

The final component of the Energy Element is one which “promotes energy conservation measures that benefit the community.” This component will be divided into three sections—the first will be actions the City can take to reduce its own energy consumption, the second will be actions the City can take to promote energy conservation for the community as a whole, and the third will be actions that residents or business owners can take to reduce their own energy consumption.

City Initiatives

The City of Bellevue (as a government entity) consumes energy in a number of ways--from street lighting to vehicle fuel to heating, cooling, and lighting city facilities. As the city looks at ways in which it can reduce energy consumption or move to renewable resources we are not only being good environmental stewards, we are also saving the money for the city taxpayers.

To reduce its energy consumption, the city can:

- perform energy audits on city buildings to determine where savings can be realized
- increase use of more efficient vehicles or alternative fuel vehicles for use by city employees
- ensure that new construction or major improvements to city facilities are completed with energy conservation measures in mind
- investigate energy saving light sources (such as LED) as an alternative to traditional street lights
- educate employees on energy saving techniques

Community Initiatives

In order to promote energy conservation to benefit the community as a whole, the city can:

- review city codes and ordinances to remove barriers to energy conservation
- adopt codes and ordinances which promote energy conservation
- support improved METRO Transit service to increase ridership
- support and implement Complete Streets principles to encourage alternative means of transportation
- encourage carpooling

- support urban agriculture as a means of local food production
- work with utility providers to educate residents on the importance of energy conservation and methods of conserving energy

Resident and Commercial/Industrial Initiatives

There are a number of actions residents and business owners can undertake in order to reduce energy consumption, both for their homes or businesses and their transportation needs, including:

- installation of additional insulation in attic spaces or exterior walls
- replacing standard thermostats with digital or programmable thermostats
- replacing appliances and HVAC components with more efficient units
- installation of energy efficient low-e windows
- converting incandescent light bulbs to more energy efficient compact florescent lights (CFL) or light emitting diodes (LED)
- use of more energy efficient or alternative fuel vehicles
- increased use of transit or carpooling
- adding solar panels or wind energy conversion systems to homes or businesses

6.0 Recommendations

A plan without recommendations would be tenuous and would provide Bellevue with only limited long-term value. This section recommends actions that the Bellevue community can take to achieve the goals defined in this comprehensive plan. The recommendations are strategic, action oriented, and meant to provide sustenance to the vision and guiding principles that were defined by the Bellevue community.

The recommendations are categorized by order of implementation: short-term recommendations should be implemented first, mid-term ones next; and long-term ones last. The recommended strategies are foundational, meaning that subsequent projects extend or build upon previous projects. Smaller, easier projects are recommended for the short term. The implementation of larger and more complex strategies should expect to occur over a longer period of time.

6.1 Short-Term Recommendations (1 – 5 Years)

- **Review and update the nuisance ordinance.** Ensuring that Bellevue has a comprehensive nuisance ordinance that clearly outlines conditions and restrictions will provide the residents of Bellevue with explicit guidelines covering tall grass, inoperative vehicles, trash, etc. Updating the nuisance ordinance will raise the cleanliness standards and set consistent expectations for what is and is not allowed in Bellevue.
- **Increase efforts to enforce the codes.** This recommendation complements the updated nuisance ordinance and the new rehabilitation code.
- **Establish activity center guidelines.** Each activity center classification (neighborhood, regional, community) should have its own guidelines.
- **Develop bonuses (in the form of increased density, reduced development fees, or a streamlined development approval process) in the zoning code for redevelopment areas**

and sites.

- **Develop ordinances to protect environmentally sensitive areas via stream buffers, parking surfaces, etc.**
- **Establish public–private partnerships to implement the Fort Crook Road Redevelopment Plan.** The scope of the Fort Crook Road Redevelopment plan is ambitious. The proposed corridor is attractive and functional, and it offers numerous benefits to area businesses and Bellevue residents. Public–private partnerships will increase the chances that the project will come to fruition.
- **Promote City recreational activities and opportunities.** More than 86 percent of the survey respondents agreed that Bellevue should provide additional recreational opportunities for its residents. However, the range of activities offered by both the Park Department and the Recreation Department is already impressive. Therefore, Bellevue should better advertise its existing park and recreation offerings before it considers adding programming or facilities.
- **Make the AICUZ an asset to the community (e.g., open space, linear park connecting to other park, trail systems).** Bellevue needs to continue to respect and honor the AICUZ. Further encroachment into the AICUZ is not advised. An extended linear park around the perimeter of the AICUZ would prevent development in this area, function as a buffer, and provide an additional outdoor recreation spot for Bellevue residents.
- **Create zoning standards that address landscaping, public amenities, screening, site and building amenities, signage, and parking, particularly for sites adjacent to residential areas.** Establishing standards that enhance an area’s aesthetics will improve the area’s character and will also foster a greater sense of place. Attractive and pleasing developments are likely to increase the property values of adjacent residential areas, enhance the pedestrian experience, and promote more community unity and pride.
- **Establish a partnership between the City of Bellevue and Bellevue University in support of a new business incubator.** A business incubator will capture and retain Bellevue University’s talent and will encourage graduates to remain in Bellevue.

- **Conduct an affordable housing study, with particular attention to renter-occupied housing.** Approximately 66 percent of Bellevue residents own their own home, which is slightly less than the Nebraska state ownership rate of 67.4 percent. A comprehensive affordable housing study would provide insight into whether Bellevue’s lower homeownership rate is attributed to fewer people wanting to own a home or to fewer people being able to own a home.
- **Encourage greater housing diversity and styles within neighborhoods.** Houses in many newer subdivisions are built with similar floor plans, color schemes, and building materials. This lack of variety and diversity creates bland and homogeneous housing developments that lack character. A greater variety of housing styles would provide consumers with a broader choice of housing options. Additionally, this would allow residents to either upsize or downsize without having to move out of the neighborhood.
- **Create trails in active and scenic areas.** Bellevue is encouraged to extend its trail network in scenic and active areas. Scenic areas that would benefit from additional trails include Haworth Park, the western bank of the Missouri River, Bellevue Boulevard, the Papio Creek floodplain, and the Fontenelle Forest area. Active areas that would benefit from trails include areas adjacent to schools, Twin Creek, Olde Towne, Fort Crook Road, and the commercial–retail district near 15th Street and Cornhusker Road.
- **Work with local utility providers, school districts, etc. to create development policies that encourage contiguous development by shifting the cost of development to developers as they move farther away from the city’s fringe.** Fringe development is more expensive than infill development because fringe development requires new roadways and extended city utility lines. Developers should be expected to pay a larger percentage of infrastructure costs when their development is located away from existing city services and roads.
- **Promote ADA (*Americans with Disabilities Act*) accessibility in older buildings, residential structures, and neighborhoods.**
- **Install storm sewers where appropriate; or, as an alternative, improve drainage flow by re-establishing roadside ditches.**
- **Establish a community brand and slogan.** A sample slogan is “Bellevue: A City of Activity, a

Community of Villages.”

- **Incorporate maintenance for facilities into the Capital Improvement Plan.**
- **Perform a comprehensive plan review annually and update the document every 2–5 years.** Anticipating development patterns allows a municipality to plan and prepare for growth, which can minimize its infrastructure costs. This recommendation is best accomplished by continually reviewing and editing the comprehensive plan.
- **Establish relationships with other area municipalities for better regional planning.** Comprehensive planning is a laudable goal that should be pursued in Sarpy County. Establishing planning standards and using common language will create a cooperative framework that will encourage neighboring communities to plan together. This type of relationship is best attained through regular and consistent meetings with area municipalities.
- **Develop guidelines to implement sustainable development and “green” initiatives.**
- **Secure the continued viability of Offutt Airforce Base (AFB) by continuing to collaborate with Offutt AFB to integrate reasonable measures provisions into City plans and programs, intended to reduce or avoid conflicts which might threaten Offutt AFB’s current or potential future mission.** This should be done by actively engaging Offutt AFB leadership in an on-going dialogue regarding issues of mutual interest, including but not limited to prospective land use developments, infrastructure extensions, a land use plan, regulation amendments, and other similar concerns affecting Bellevue lands within the MCAOD.
- **Adopt an overlay zone and related standards governing land development located within the Imaginary Surfaces MCA and BASH MCA as depicted in the 2015 Offutt AFB JLUS.** These regulations shall supersede the underlying zoning in terms of maximum permissible residential density, structure heights, FAR 77.23(a)(2) Obstruction Standards, and permissible land use, with the exception of fully entitled developments (legal agreements with the governing body to allow a certain building type to occur on the site).
- **Establish consistent and comprehensive programs, entities and/or initiatives which foster**

collaboration and coordination with Offutt AFB.

- **The City will evaluate permit, zoning, and subdivision actions against the goals established in the Offutt AFB Joint Land Use Study Final Report and provide an opportunity for review and comment from the Offutt AFB Base Community Planner prior to approval.**
- **Establish a large industrial park southeast of Offutt.** Most of Bellevue's existing industry is in the heart of the community, along Fort Crook Road. Although this may have been a desirable location at one time, Bellevue has areas that are more conducive for industrial growth. The southeast quadrant of the city is much better suited for industrial development. The area's clear separation from residential development is beneficial, as is its proximity to Highway 75 and the proposed new Missouri River bridge.
- **Solicit developers to partner with the city for projects in redevelopment areas.**
- **Support regional cooperation to control stormwater management and minimize flooding risk.**
- **Develop a housing rehabilitation assistance program, in conjunction with neighborhood associations, to preserve and rehabilitate Bellevue's housing stock.** Ten homes should be rehabilitated per year. A number of classic bungalows constructed in the early 1900s should be preserved and rehabilitated. A distinctive housing stock increases Bellevue's charm and character, appealing to both residents and tourists.
- **Develop a community signage–wayfinding program.** Wayfinding programs provide signage directing local residents and visitors to popular attractions and destinations. A wayfinding program in Bellevue will enhance the area as a tourist destination.
- **Apply for greenway trail grants.** Local, state, and federal programs can provide matching funds for trail development. Bellevue is encouraged to explore all trail-funding sources, including the Transportation Enhancement Program, the Recreational Trails Program, and the Safe

Routes to School Program.

- **Olde Towne Redevelopment/Streetscape.** Promote the redevelopment of Olde Towne through private-public partnerships. Revitalize the area, making it an attractive downtown district for people to live, work, and visit. Support the existing businesses while attracting new ones.
- **Plan for infrastructure for the Highway 34 corridor.** Develop a plan in working with the utility companies, property owners, and Sarpy County for the purpose of installing the necessary infrastructure. The city desires to make this area “shovel ready” for developers.
- **Develop Entertainment District guidelines.** Entertainment Districts have been successful in surrounding communities. Establishment of guidelines could promote growth/development/redevelopment in various areas throughout the city.
- **Develop a plan for redevelopment along the Galvin Road South corridor.** Develop a plan for redevelopment along the Galvin Road South corridor near the intersection of Mission Avenue and Lincoln Road, leading to Offutt AFB. This plan should include phased redevelopment; not to interfere with Olde Towne and Fort Crook Road redevelopment plans. This plan should keep in mind a realignment of the intersection of Mission Avenue and Lincoln Road, creating a pleasing entrance into Offutt AFB and the Olde Towne corridor.
- **Complete the library renovation.** Complete the planned \$9 million library renovation currently incorporated into the Capital Improvement Plan.
- **Acknowledge and commit to the Bee City USA designation.** Working in cooperation with Green Bellevue, review and consider improvements to pest management policies and practices as they relate to pollinator conservation, identify appropriate locations for pollinator-friendly plantings, and consider other appropriate measures.
- **Establish paving districts to provide better connectivity with the installation of sidewalks; work with residents to help alleviate the costs as appropriate.** Although most

Bellevue neighborhoods have at least some level of sidewalk coverage, some large areas don't have any. Sidewalks are extremely important in areas with receive significant pedestrian activity. These areas include the central business district, areas adjacent to parks, and areas adjacent to schools. Sidewalk connectivity allows pedestrians to travel safely throughout the community without having to share the roadway with cars or trucks. Establishing paving districts would offset sidewalk installation costs and also promote community health and wellness.

- **Institute traffic-calming measures along major streets.** Traffic calming is designed to slow traffic down in an attempt to better accommodate both vehicles and pedestrians. Traffic-calming measures include diagonal parking, wide sidewalks and narrow streets, roundabouts, and road humps.

6.2 Mid-Term Recommendations (6 – 10 Years)

- **Work with the county to develop methods for transferring ownership of rundown properties to the City and to nonprofit groups.**
- **Assist residents in the development of neighborhood associations.** Neighborhood associations are set up by civic-minded individuals to find common solutions to neighborhood problems. Neighborhood associations can increase rapport between people living in residential areas and can collectively advocate for neighborhood improvements.
- **Set aside environmentally sensitive areas as open space, and work with stakeholders to place these areas under the ownership of public or quasi-public agencies.**
- **Increase the sidewalk width to handle larger capacities wherever bike lanes or trails are not feasible.** Standard sidewalks in Bellevue are 4 feet wide. However, in areas that receive heavy pedestrian traffic, 6- to 8-foot sidewalks might be more appropriate, as they would provide an increased buffer between pedestrians and automobiles and can accommodate much larger capacities.
- **Create a City-initiated housing program to acquire and distribute vacant parcels of land.**

Distributing parcels of land would increase Bellevue's tax base and promote infill development, which is typically already served by city services. This recommendation is especially applicable to northwest Bellevue.

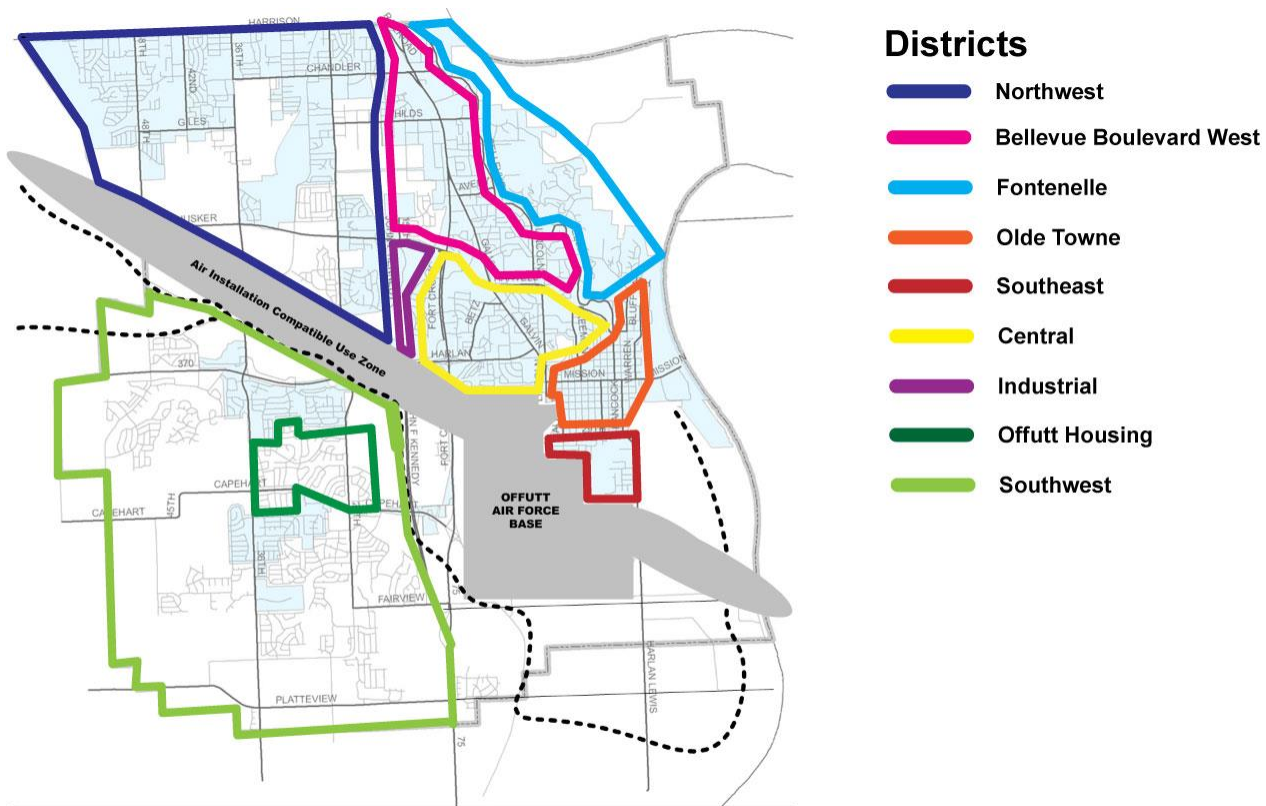
- **Develop a home ownership program to attract residents to older neighborhoods.** Older neighborhoods offer several advantages for first-time home buyers. Homes in older neighborhoods are typically smaller and thus more affordable. Older neighborhoods are also appealing to home buyers because these areas contain many classic styles and building materials. The housing stock in older neighborhoods also offers opportunities for do-it-yourselfers. Finally, older neighborhoods are more likely to contain mature trees, which can greatly enhance an area's character.
- **Identify neighborhood areas that are prime for conservation or enhancement efforts.** Bellevue has many natural and environmental features worthy of preservation. Bellevue's Fontenelle District is notable for its large tree masses and steep slopes. Protecting these areas would ensure that future residents will be able to enjoy these natural features. Preserved natural areas would provide neighborhoods with added attractions, amenities, and most importantly, a distinct sense of character.
- **Develop access management guidelines for major corridors in the community.** Access management is designed to maximize traffic capacity by coordinating the location and number of access points on roadways. Access points and turning points create conflicts between through traffic and turning traffic, create hazards and delays, and can lead to an increase in accidents. The survey revealed that several Bellevue roadways experience consistent congestion. These roadways include Capehart Road west of 25th Street; 36th Street north of Highway 370; and Cornhusker Road. These roadways would likely benefit from enhanced access management techniques.
- **Add additional splash pads.** Add splash pads as a recreational opportunity for residents.

6.3 Long-Term Recommendations (10+ Years)

- None

6.4 District Recommendations

Appendix C (Community Character) focuses on individual assessments of Bellevue's districts. These recommendations are meant to address opportunities that could enhance the condition and character of each district. The district recommendations are listed in sequence and are designed to be implemented in order.



Olde Towne District Recommendations

- **Implement rehabilitation programs for properties in the Olde Towne area.** The Olde Towne area has numerous buildings and artifacts from Bellevue's early days. Much of Olde Towne's identity is represented by its history. Rehabilitation will preserve, protect, and extend the life of these structures. These rehabilitation programs should focus on restoring building facades, improving structural integrity, and preserving historic buildings.
- **Improve access to Olde Towne.** Access to Olde Towne is much easier from the north via Franklin Street and Harvell Drive. However, as Bellevue's population growth continues primarily in southwest Bellevue, more and more people will access Olde Towne via West Mission Avenue. This western entrance is especially problematic. The intersection of West Mission Avenue and Lincoln Road should be reconfigured.
- **Encourage redevelopment along the Galvin Road South/Lincoln Road corridor.** This corridor is the western entrance into Olde Towne. The portion of the corridor leading into Olde Towne was previously deemed blighted and substandard, which is the first step to encourage redevelopment.
- **Increase housing style and diversity in Olde Towne.** Most of the homes in Olde Towne were built in the 1930s and 1940s. As a result, the homes are small. The existing Olde Towne housing stock is very consistent and lacks diversity. Olde Towne would benefit from the construction of some larger homes and upscale multifamily residential units, including townhouses and rowhouses.
- **Encourage and allow second-floor residential.** The area would benefit from additional people living and worked in Olde Towne. An easy way to accommodate additional housing units in Olde Towne is to support second-story residential housing units.

- **Extend 6- or 8-foot sidewalks from the central business district to Haworth Park; from the central business district to Washington Park.** Olde Towne’s central business district is already very pedestrian friendly. Wide sidewalks, a pleasant streetscape, and parallel parking along Mission Avenue create an environment where pedestrians feel safe and comfortable. The 6-foot sidewalks should extend from the central business district to other areas of Olde Towne and will enhance the pedestrian environment, provide linkages to several Olde Towne attractions, and create a wider buffer between automobiles and pedestrians.
- **Extend the Mission Avenue streetscape east to Haworth Park.** Sidewalks are needed to link the central business district to the new and improved Haworth Park. Both of these attractions are prime pedestrian destinations. However, a discontinuous sidewalk network makes walking between each attraction difficult.
- **Establish a historic walking tour of Olde Towne.** The Olde Towne District contains a number of prominent historic attractions and structures that are all within walking distance. An Olde Towne walking tour would enhance the area for tourists and complement Olde Towne’s existing image. Several notable structures that could be featured on the tour include the historic bank, First Presbyterian Church, Washington Park, the train depot, and the Sarpy County Historical Museum.
- **Establish consistent signage for historic buildings and areas.** A consistent signage theme will reinforce the idea that Olde Towne’s historic district is unique.

Central District Recommendations

- **Evaluate east–west connector roads.** Aside from Highway 370, Bellevue’s Central District lacks a prominent east–west connector road. Galvin Road and Harvell Drive essentially function as east–west roadways, even though they run northwest to southeast.
- **Create a consistent sidewalk network that joins popular pedestrian activity centers, including Bellevue East, the library, Bellevue University, Offutt, the community center, and Dowding Pool.** The Central District contains numerous pedestrian-friendly activity centers. These areas appeal to both children and other pedestrians. Therefore, a comprehensive

sidewalk network would ensure that individuals can travel safely from one destination to another without fear of having to walk or bike on the street.

- **Establish trails that connect parks and neighborhoods.** Bellevue's Central District has a number of prominent city parks, including Baldwin Park, Dowding Pool, and Everett Park. An interconnected trail system should be developed to link these activity centers.
- **Evaluate needs of Bellevue University students that would affect land use decisions.** Bellevue University has seen significant increases in enrollment over the past 10 years. The Central District may lack services and amenities that would be heavily utilized by Bellevue University students.
- **Enhance the northern Offutt entrance on Lincoln Road.** This Offutt entrance lacks flair or ornamentation. A more appealing entrance would enhance the Lincoln Road corridor. (Deleted in the 2018 update – should be included once again.)
- **Establish and foster a partnership between the City, Bellevue University, and area developers.** Such a partnership between would help ensure that land use development in the Central District accommodates the needs and interests of Bellevue University students.
- **Build on the success of the Galvin Road commercial–residential transition.** The Galvin Road commercial area integrates well with adjacent residential neighborhoods. Sidewalks are consistent, and the neighborhood retail is of appropriate scale for the area.
- **Promote the central location.** The Central District is close to everything. Most of Bellevue's events, attractions, employment centers, and destinations are within a 10-minute drive from the Central District.

Fontenelle District Recommendations

- **Capitalize on the forest theme.** The Fontenelle District has large sections of heavily forested land. This natural asset should be better used without compromising the health and welfare of the forest. A series of street-lined boulevards could extend from the forest as a way of branching the forest into other areas of Bellevue.
- **Establish a trail network.** The Fontenelle District has numerous steep slopes and canyons. Despite these contours, the area would benefit greatly from a comprehensive network of pedestrian and biking trails. Mountain biking is becoming more and more popular. Jewell Park could serve as the trailhead for a series of hiking and mountain biking trails.
- **Promote affordable housing options.** The Fontenelle District has a disproportionate number of upscale homes. This area offers few affordable housing options.
- **Preserve land for open space and trails.** The Fontenelle Districts contains large swaths of beautiful open space, including meadows, valleys, and rich forest land. These areas should be preserved in perpetuity. Additional trails would provide residents with recreation opportunities in a natural setting.

Bellevue Boulevard West District Recommendations

- **Promote infill development.** The Bellevue Boulevard West District has a large number of locations with the potential for infill development, especially along Fort Crook Road.
- **Redevelop Fort Crook Road.** The retail mass exodus along Fort Crook Road continues. All redevelopment options should be explored, including tax increment financing.
- **Rehabilitate existing parks.** The residents of the Bellevue Boulevard West District would benefit from rehabilitating existing parks, instead of establishing new ones.
- **Replace antiquated playground equipment with modern equipment.** The Bellevue

Boulevard West District contains numerous old city parks. Most of the playground equipment in these parks, including Mason Park, is traditional, circa 1950-style equipment. The city should attempt to replace one set of antiquated equipment with more modern equipment each year. The Parks Department is including funds for park improvements in the CIP; specific parks and improvements will be determined on a year-by-year basis.

- **Establish linkages to Fontenelle Forest and other area activities and amenities.** The Bellevue Boulevard West District is close to a number of prominent and popular Bellevue attractions. Establishing linkages and trails will encourage members of this district to frequent these activity centers.
- **Encourage greater diversity of housing styles and price ranges.** The Bellevue Boulevard West District suffers from a lack of housing styles and price ranges. Most of the housing units in this district are modest and priced close to Bellevue's median value. Additional upscale homes, as well as multifamily residential units, would provide the residents of this district with more housing choices. See the Fort Crook Road study recommendations.
- **Make this area more pedestrian friendly.** A more consistent sidewalk network is a logical first step.

Industrial District Recommendations

- **Rezone this area as a spark and catalyst for redevelopment.** Although a few industrial sites are still in operation, most of the existing industrial land in this district is dormant. Rezoning much of this district to flex space might jumpstart redevelopment.
- **Promote infill development opportunities.** The Industrial District contains numerous opportunities for infill development. This area is already served by infrastructure, which minimizes development costs.
- **Study and review intersection at 15th Street and Cornhusker Road.** Many survey respondents indicated that this intersection is particularly congested during the morning and afternoon commute. A traffic study is suggested, to review, study, and evaluate

recommendations to ease congestion.

Northwest District Recommendations

- **Promote housing rehabilitation programs.** The Northwest District contains numerous older homes, many of which are in need of rehabilitation. Rehabilitation programs will preserve and enhance the housing stock, which will make this area more attractive for commercial, retail, and other investment opportunities.
- **Promote infill development opportunities.** Bellevue's Northwest District has an abundance of vacant lots that have not yet been developed. The development pattern and street network are currently erratic. Additional infill development will help urbanize this district's patchwork of open spaces and vacant lots.
- **Extend Papio Trail connector points with other parks.** Numerous Papio Trail integration points in the Northwest District provide residents of this area with easy and convenient access to miles and miles of bike and walking trails. The Northwest District is encouraged develop additional Papio Trail connectors to enhance this district's reputation as a bike- and pedestrian-friendly place to live and work.
- **Establish a sidewalk network in areas of high pedestrian activity, including Bryan High School, Daniel J. Gross Catholic High School, and Bellevue West High School.** A comprehensive sidewalk network will ensure that children have dedicated pathways that will allow them to walk to and from school without having to share the roadway with cars and trucks.
- **Encourage additional commercial and retail development.** Bellevue's Northwest District has limited amounts of retail and commercial development. Several small pockets exist on Harrison Street and Giles Road. The Northwest District is expected to see an increasing population base. Additional retail and commercial development will be necessary to support this district's growing population.
- **Link parks via a trail system.** Bellevue's Northwest District contains several prominent parks that could easily be linked via a trail system. A tributary that flows southeast would serve as a logical location for a park trail connection. This trail would allow neighborhood residents quick

and convenient access to parks and the Papio Creek Trail.

Southwest District Recommendations

- **Encourage greater housing diversity and style within neighborhoods.** Most of the housing stock in Bellevue's Southwest District is priced well above the median value. A broader range of styles, prices, and densities will provide housing alternatives for the diverse Southwest District population.
- **Integrate Papio Trail with neighborhoods.** The Papio Trail borders the eastern boundary of the Southwest District. The residents of this district currently have few trailheads or ways to access this valuable recreation resource. Additional pedestrian bridges, trailheads, and connector trails should be installed so that these residents can more easily access and enjoy the Papio Trail.
- **Encourage a greater mix of retail and commercial land uses.** Bellevue's Southwest District is almost exclusively residential. This district would benefit from the addition of neighborhood retail, commercial, and services.
- **Make this district more pedestrian friendly.** Bellevue's Southwest District is auto-dependent. Sidewalks in individual neighborhoods are fairly consistent. However, sidewalks linking adjacent neighborhoods and sidewalks on connector roads are sporadic. As a result, traveling in and around the Southwest District requires pedestrians and bike riders to share the roadway with vehicles.

Appendix A: Definition of Terminology

Affordable Housing: Housing for which the occupant pays no more than 30 percent of his or her income for gross housing costs, including utilities. (Source: Department of Housing and Urban Development)

Air Installation Compatible Use Zone (AICUZ): The area within the designated flight path(s) and other adjacent areas of a military installation owned by the U.S. Department of Defense, one of its agencies, a similar state agency, or an agency of the federal government that contains accident-potential zones and noise zones.

Americans with Disabilities Act (ADA): Was established in 1990 and is meant to ensure civil rights to persons who are disabled. Public places are required, by law, to be accessible to individuals with physical handicaps.

Annexation: The process whereby a city or municipality incorporates additional land or territory to increase its size.

Assisted Living Centers: Assisted living centers are designed to accommodate seniors who can live independently and only need minor assistance with day-to-day functions such as taking medications and providing meals. These individuals do not need the around-the-clock medical care typically found in nursing homes.

Aquatic Center: Offers numerous modern-day water-park activities including zero-depth entry, waterslides, fountains, and more shallow water. Water parks and aquatic centers are replacing aging pool facilities.

Bike Lane: A dedicated area on streets designed to accommodate bicycles. Bike lanes are demarcated with a stripe of paint.

Birthrate: The number of live births per 1,000 population.

Boulevard: A wide street that often contains a tree-lined median.

Build-Through Acreage: Allows short-term acreage development in areas that are not expected to urbanize within 20 years. Build-through acreages are intended to allow landowners to develop a portion of the acreage with low-density residential development, while preserving and reserving most of the property for future long-term development. Build-through acreages must be designed to accommodate higher density levels in the future. This concept is illustrated on page 94.

Census: The United States Census, which is a division of the U.S. Department of Commerce, conducts a thorough population count every 10 years.

Central Business District: The commercial heart of a city. Central business districts are often synonymous with downtowns.

City Limits: A defined boundary of a city or a town.

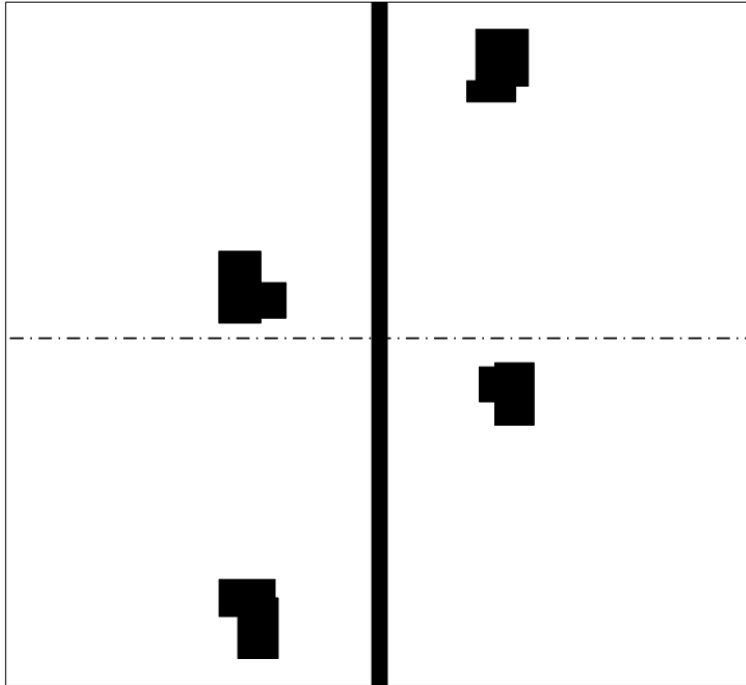
Clustered Residential Development: Housing that is concentrated in specific areas to minimize infrastructure and development costs while achieving allowable density. Clustered developments allow natural open space to be used for recreation, common open space, or preservation. This concept is illustrated on page 95.

Cohort: A group of individuals born in the same year or group of years. (*Source: U.S. Census*)

Comprehensive City Plan: A planning tool designed and developed to assist well-managed communities determine needs and to set goals and recommendations to direct future development.

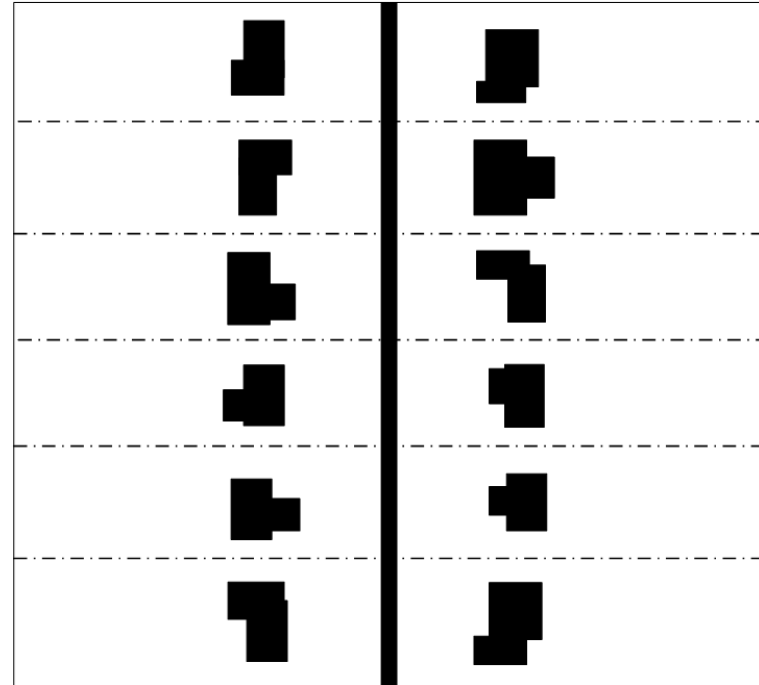
Community Activity Center (CAC): Contains the shopping, services, recreation, employment, and institutional facilities that are required and supported by the community as a whole. The central section of the activity center would likely contain a large supermarket or other large retail shopping, with a mix of smaller retail opportunities. The community activity center contains a central area that is considerably larger and more diverse in its land uses than the neighborhood activity center.

Build Through Acreage – Initial Plat



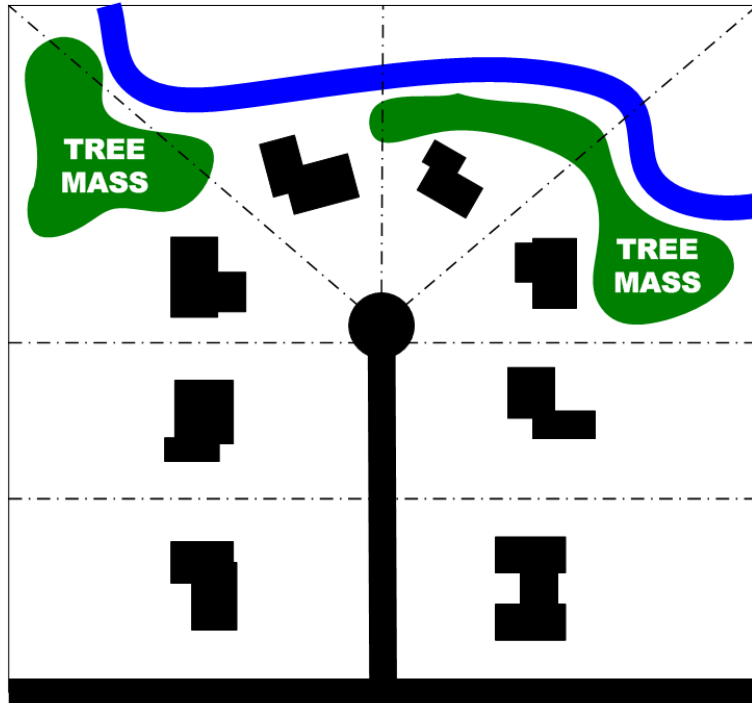
Initial plat has four acreage lots. Homesites are strategically placed to support additional density at a future date.

Build Through Acreage – Ghost Plat



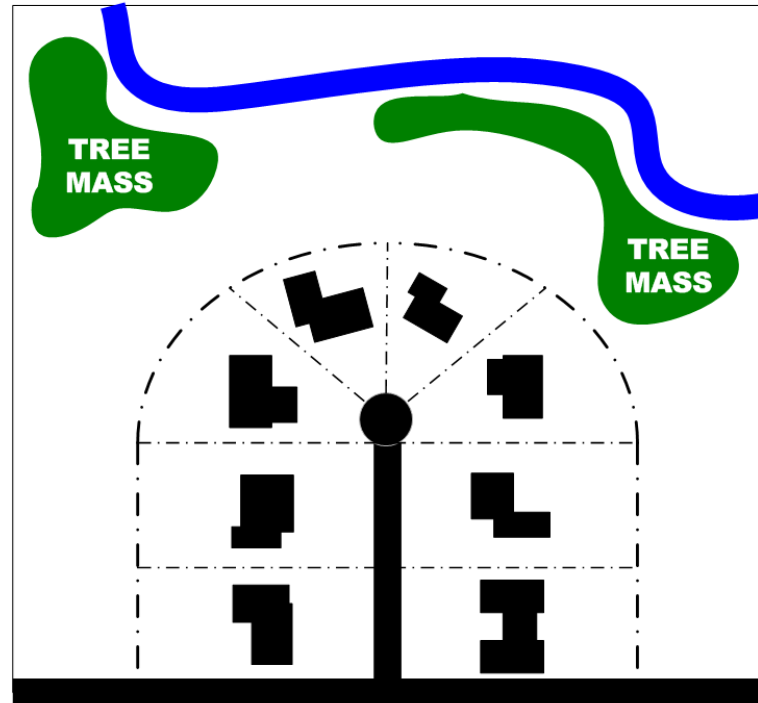
The ghost plat, which is submitted at the same time as the initial plat, shows how land could support a higher density level in the future.

Conventional Subdivision



This subdivision contains eight, 5-acre lots. It contains no shared open space. Entire 40-acre plot is developed.

Clustered Subdivision



This subdivision contains eight, 2-acre lots. It contains 24-acres of open space. Smaller individual lots require less maintenance.

Community Development Housing Organization (CDHO): Specially defined nonprofits that are allowed to compete each year for a 15 percent HOME reserve once they meet certain Housing and Urban Development (HUD) criteria. These HUD CDHO criteria include the following:

- Provide affordable low- and moderate-income housing as a stated purpose
- Operate as a 501 C3 IRS tax-exempt organization
- Commit to affordable housing over time
- Capable of carrying out HOME activities
- Maintain low-income residents or their representatives on CDHO governing boards.

Although CDHOs may apply for a variety of HOME funding, only the following HOME activities qualify toward the 15 percent set-aside reserved for CDHOs:

- Construction of new rental housing, including supportive housing.
- Acquisition and rehabilitation of existing rental housing, including supportive housing.
- Acquisition and rehabilitation of existing housing for sale to homebuyers.

(Source: Illinois Housing Development Authority)

Community Park: A community park is typically 25-plus acres and is intended to serve several neighborhoods for a 1- to 2-mile radius. Community parks are designed to provide a broad range of active and passive recreational activities. Common community park features include ball fields, large swimming pools, playgrounds, walking trails, natural areas, water bodies, and picnicking areas. Community park uses are primarily defined by site suitability and community needs.

Condominium: Individual ownership of a private dwelling residence along with a proportionate ownership interest in certain common areas.

Corporate Boundary: Synonymous with city limits.

Density: A zoning term, which is typically measured in the number of dwelling units per acre.

Density Bonus: An increase in the allowable number of dwelling units per acre.

Design Guidelines: Provide distinction and seek to instill consistency and continuity for a specific area. Design guidelines are developed to ensure that future development conforms to the area's unique style. Guidelines establish a vision and a framework to attain that vision.

Design Standards: More restrictive. Dictate.

Development Concept: Future growth scenario.

Disability: A debilitating condition that affects one's ability to carry on normal pursuits. Disabilities can be physical and mental, as well as permanent or temporary.

Drainage Basin: The total land area that drains into a lake, river, or tributary.

Duplex: A dwelling unit that contains two separate family living units.

Educational Attainment: Refers to the highest level of school completed or the highest degree earned.

Existing Land Use: Provides an overview of the number of acres of different land-use types.

Extraterritorial Jurisdiction (ETJ): The area beyond the corporate limits of the city, in which the state has granted the city the power to exercise zoning jurisdiction and building regulations.

Flex-Space Zoning: A new and more flexible zoning classification that has been established to specifically accommodate traditional and modern businesses and industries. Supports commercial and retail uses, service uses, public uses, and light industrial uses.

Fringe Development: Development that is located far from the center of the city. Often characterized as sprawl and typically occurs on green fields. The opposite of infill development.

Future Land-Use Projections: An attempt to estimate the number of acres of each land-use type the city will need to add to accommodate future population growth.

Gateway: A point of entry into or exit out of the community.

General Obligation Bond: A type of secured bond that is backed by the full faith and credit of a municipality.

Goal: Describe how a community can attain its vision. Statements that indicate a desired result that is typically long-term and strategic. Provide purpose and direction, and yet are general in nature.

Greenway: A linear open space; a corridor composed of natural vegetation. Greenways can create connected networks of open space that include traditional parks and natural areas. *(Source: Smart Growth Network)*

Grid-Street Pattern: A street network characteristic of straight roads and 90-degree angles.

High-Density Residential: Typical uses include single-family, attached dwellings (such as townhouses), as well as multifamily condominiums and apartments, at densities of eight or more units per acre. These housing developments are typically two to five stories in height. High-density residential developments should incorporate some amount of outdoor public space for their residents. As in the other residential designations, limited compatible and complementary institutional uses may be considered.

Housing Affordability Index (HAI): A useful calculation that compares the necessary qualifying income (income necessary to qualify for a loan for a median-priced home) with the median price of an existing home. A value of 100 indicates that a family who makes the median income has exactly enough income to qualify for a mortgage for an existing median single-family home. Essentially, the higher the HAI value, the more affordable the local housing is in relation to the median income.

Housing Tenure: The two most common forms of house tenure are owner-occupied or renter-occupied.

Impact Fee: Typically assessed on new construction on the fringe. The intent is that these fees are then used to offset the cost of city services to that area (e.g., extending infrastructure, new roads, police service, new schools, etc).

In Migration: Migration into an area during a specific period of time.

Infill Development: The practice of building on vacant lots or undeveloped parcels within the older parts of an urban area or already developed area. *(Source: Department of Natural Resources)*

Infrastructure: All the support services and facilities that are necessary for a community to function. Includes roads, utility lines, water systems, sewage disposal systems, bridges, and communication systems.

Jobs-Housing Balance: Compares the available housing and the available jobs within a city or community. This statistic measures whether the community contains an adequate supply of housing to house workers employed within the area.

Labor Force: All persons 16 years or older who are either employed or unemployed and actively looking. (Source: U.S. Census)

Linear Park: A narrow park or recreational area that often serves as a linkage between two other activity centers.

Live-Work Unit: A dwelling unit in combination with a shop, office, studio, or other work space within the same unit, where the resident occupant both lives and works, located on the first floor of a building that abuts a major street and that has separate entrances for each space.

Low-Density Residential: Single-family, detached residential dwellings with density ranges from one to three dwelling units per acre and lot sizes typically ranging from approximately 10,000 square feet to 1 acre. Smaller lot sizes and perhaps even single-family-attached housing are possible when using clustered development designs that preserve large portions of the site as permanent open space.

Manufactured Housing: Housing units that are partially or entirely constructed in a factory. Some reside on permanent foundations and some do not.

Median Family Income: The sum of money income received in calendar year 1999 by all individuals 15 years old and over, where two or more individuals are related. Included in the total are amounts reported separately for wage or salary income; net self-employment income; interest, dividends, or net rental or royalty income or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income. (Source: U.S. Census)

Median Household Income: The sum of money income received in calendar year 1999 by all household members 15 years old and over, including household members not related to the householder, people living alone, and other nonfamily household members. Included in the total are amounts reported separately for wage or salary income; net self-employment income; interest, dividends, or net rental or royalty income or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income. (Source: U.S. Census)

Medium-Density Residential: Includes housing densities between three and eight dwelling units per acre and can have a mixture of dwelling types including single-family detached and semidetached units, single-family attached units, patio homes, duplexes and triplexes, and townhouses. Multifamily housing is possible when using clustered/conservation development design that preserves portions of the site as permanent open space.

Migration: The number of people that move from one jurisdiction location to another during a specific period of time.

Mini-Park: Typically 1 acre or less and is intended to serve less than a 0.25-mile radius. Designed to include specialized facilities for a specific population group (e.g., senior citizens or children). Typically found near higher-density residential developments or near elderly housing centers.

Mixed Use: Development that combines two or more types of the following uses: residential, commercial, retail, office, industrial, or public. Mixed use typically encourages pedestrian-friendly site design, is more energy efficient, and is more effective at conserving land. Mixed-use developments are often found along commercial corridors.

Multifamily Residential: A building designed to accommodate two or more families. Examples include apartment complexes, triplexes, and townhouses.

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

Neighborhood Association: Build community, preserve and enhance the character of the neighborhood, and foster interaction and friendship among neighborhood residents and businesses.

Neighborhood Park: Typically 15-plus acres and intended to serve a single neighborhood, a 0.5-mile radius, or a population of approximately 5,000 residents. Designed to provide areas for both active recreational activities (e.g., playgrounds, field games) and passive recreational activities (e.g., picnicking, trails). Should be strategically placed within the center of several neighborhoods so that the parks are easily accessible by all surrounding residents.

Neighborhood Unit Plan: Developed by Clarence A. Perry by in the late 1920s. A physical design standard for which the size and the layout of the neighborhood meets the needs of a base unit of population for education, recreation, and other service facilities. The physical base of the neighborhood unit is an area, typically a circle, with a 0.25-mile radius, which is the distance an average person can comfortably walk in 5 minutes. Typically, a neighborhood park and elementary school are located within the neighborhood, with a shopping district located in the periphery at the intersection of adjacent, major streets.

Net Migration: The difference between in migration and out migration during a specific period of time.

Nuisance Ordinance: Designed to protect the health, safety, and well-being of a municipality by establishing and enforcing standards, which dictate the length of weeds, trash disposal, or other property complaints.

Open Space: Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private user or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

Out Migration: Migration out of an area during a specific period of time.

Park: A tract of land, designated and generally used for active and passive recreation.

Pedestrian Scale: Development designed so a person can comfortably walk from one location to another; encourages strolling, window shopping, and other pedestrian activities; provides a mix of

commercial and civic uses (offices, different retail types, libraries, and other government and social service outlets); and provides visually interesting and useful details such as the following:

- Public clocks
- Benches
- Public art (e.g., murals, sculptures)
- Shade structures (e.g., canopies, covered walkways)
- Textured pavement (e.g., bricks or cobblestones)
- Shade trees
- Interesting light poles
- Trash bins
- Transit system maps
- Covered transit stops
- Street-level retail with storefront windows

Planning: The collaborative and anticipatory science of determining a community's needs, creating methods to address those needs, and developing solutions to achieve desired future results.

Preferred Development Concept: Represents a preferred future land-use scenario, which is developed based on feedback received from the advisory committee and the general public.

Public Facility: Buildings or structures that are owned and operated by local or state government. Public facilities serve the general public and the entire community.

Public Transportation: Various forms of shared-ride services, including buses, vans, trolleys, and subways, which are intended for conveying the public. (*Source: Natural Resources Defense Council*)

Recommendations: Provide specific implementation measures and suggest methods that the community can employ to achieve defined goals.

Regional Activity Center (RAC): Contains the shopping, services, recreation, employment, and institutional facilities that are desired and utilized by residents of a large region. The center of a regional activity center should include a regional shopping mall, a number of major employers, and other amenities that support a large area such as dining, entertainment, and public and quasi-public uses.

While the core of the activity may also serve the adjacent community and neighborhood, it is much larger in scale.

Regional Park: Typically 200-plus acres and intended to serve several communities. Often found along a natural resource and typically support boating, camping, fishing, picnicking, swimming, a variety of trails, and play areas.

Regional Planning: The science of planning applied to the efficient use of land, utilities, and other infrastructure across multiple cities, counties, or other jurisdictions.

Ridgeline: The crest along a range of hills. Basin boundaries and ridgelines are a key determinant of growth boundaries because these areas flow gradually in the same direction. Developed areas must be serviced with infrastructure and services (i.e., sewer and water). Pumping wastewater uphill or across a ridgeline into another drainage basin can be problematic.

Rural Estate: Single-family, detached residential dwellings having lot sizes of 1 acre or more.

Sign Ordinance: Establishes standards for the size, color, and height of signs. Sign ordinances are meant to encourage attractive and aesthetic signs and minimize clutter and visual blight.

Single-Family Residential: Housing units designed to accommodate one family per unit.

Street Trees: Offer numerous community and individual benefits, including enhancing the attractiveness of the roadway, reduced road noises, improved air quality, and increased property values. Studies have also shown that pedestrians are more likely to walk on streets with street trees.

Subdivision Regulations: Provide standards for streets, water systems, sewage disposal, and other components of public infrastructure. These standards ensure that developments are served by public service.

Tax Increment Financing (TIF): Designed to finance public costs associated with a private development project. Think of tax increment financing as a loan for developers. The City is borrowing funds that it expects to recoup in the form of higher tax base (higher property valuations). However, that loan is specifically earmarked to finance public costs.

Townhouse: A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical wall(s).

Unemployment Rate: Someone who is willing and able to work, but is unable to find a paying job is considered unemployed. The unemployment rate is the number of unemployed workers divided by the total civilian labor force.

Utilities: Various components of infrastructure, including water, gas, and electricity.

Vacant Lot: A subdivided residential, industrial, governmental, or commercial lot, which contains no approved or permitted buildings of a temporary or permanent nature. (Source: *Environmental Protection Agency*)

Vehicle Miles Traveled (VMT): The number of miles traveled by a vehicle within a specified area in a specified time period. Typically, VMT is greater in areas with more housing than employment land uses or areas with more dispersed development.

Vision Statement: A vision is an image of a desired future that a community seeks to achieve. Effective vision statements are detailed, inspiring, and help motivate a community to advance toward this desired future state.

Wastewater: Water that has been used and discarded from homes, businesses, or industrial sources. It can contain a wide variety of waste products, including soap, chemicals, or human waste.

Zoning: The segregation of land uses into distinct and separate areas throughout the community in order to guide growth and development in a manner that protects the health, safety, and welfare of community residents.

Appendix B: Background

Appendix B of the Bellevue Comprehensive Plan contains a detailed assessment of Bellevue's background information. This appendix contains a comprehensive overview of the history and existing conditions of Bellevue. This section includes historical information and existing conditions information relating to housing, population, employment, public facilities, parks and recreation, and utilities.

History

Bellevue, Nebraska's oldest community, was originally established in 1822 as a trading post by Joshua Pilcher and the Missouri Fur Company. The city had an ideal location on the Missouri River, as well as access to the Platte River, leading it to become a trading hub between the manufacturers in the East and the fur trappers in the West. Bellevue also became a central trading point for the Omaha, Otoe, and Pawnee tribes. The community prospered along with the trading post.

In the 1850s, the fur trade declined. Thankfully, Bellevue was not adversely affected. The 1803 acquisition of the Louisiana Purchase opened the Eastern border of Nebraska to settlers in 1854, and the city experienced a building, development, and population boom. During this decade, the First Presbyterian Church, a bank, a hotel, and many homes were constructed.

Bellevue was expected to become the first capital because it was the oldest and most widely known settlement in the territory. This plan changed with the untimely death of the first governor. The acting governor then made an executive decision and selected Omaha for the capital, causing Bellevue to deteriorate significantly. For the second half of the century, the City of Omaha grew exponentially while Bellevue continued to decline, nearly becoming abandoned.

Late in the century, Bellevue made additions to their settlements that would later serve as insurance against further decline. In the 1880s, Bellevue College was established, and in the 1890s, an inexpensive land offer brought Fort Crook to the area. Fort Crook was eventually responsible for a large part of the city's growth.

Today, Bellevue's growth is primarily because of economic expansion in the civilian employment sector. A new building boom occurred with the construction of Kennedy Freeway. Commercial, industrial, and residential areas all continue to grow. Two of Bellevue's most significant attractions, Offutt AFB and Fontenelle Forest, have had profound impacts on Bellevue's history and growth. Offutt has served as a catalyst for development and is the area's largest employer, and Fontenelle Forest is one of Nebraska's most popular tourist attractions. The history of each of these facilities provides additional insight and value into the history of Bellevue.

Offutt Air Force Base History

Fort Crook was built in 1896, 10 miles south of Omaha and 2 miles from the Missouri River. It was named after Civil War hero General George Crook. The fort originally served as a U.S. Army post. In 1918, Fort Crook became a sub-post of Fort Omaha and was assigned to the Division of Military Aeronautics. During this time, the fort became the center for balloon service recruits to complete their basic training.

On September 10, 1989, the 61st Balloon Company became the first air unit to command the post. Later, in 1921, 260 acres were developed as a field suitable for take-offs, landings, and refueling for cross-country flights. In 1924, this field was named in honor of 1st Lieutenant J. Offutt, Omaha's first World War I air casualty.

Offutt AFB also played an important role in World War II. The two bombers that dropped the first atomic weapons on Japan, the Enola Gay and Bock's Car, were assembled at Offutt AFB in "Building D."

In June 1946, the Army Air Force redesignated Fort Crook and the Martin-Nebraska facilities as Offutt Field. Eighteen months later, Offutt Field was transferred to the new Department of the Air Force and became Offutt AFB. Later in 1948, Offutt gained international recognition when it became the headquarters for the Strategic Air Command.

Following World War II, Offutt saw some significant changes. New operations included alert bomber and tanker basing, support for intercontinental ballistic missile sites, and worldwide reconnaissance. The population and facilities of Offutt grew significantly to keep pace with the increased operational demands. Several new dormitories and family housing units quickly replaced the early barracks of Fort

Crook. In 1992, the U.S. Air Force reorganized its military unit structure. The Strategic Air Command was deactivated, and the unified U.S. Strategic Command (USSTRATCOM) was established.

The former Army outpost, once hard-pressed to support a few hundred soldiers, now accommodates a combined military and civilian work force of more than 11,000 while supporting nearly 24,000 family members and retirees.

Fontenelle Forest

The land presently known as Fontenelle Forest has had a diverse history. Archeological evidence has revealed approximately 70 known sites of Native American lodges dating to the years of 1100 through 1400 A.D. In 1804, the Lewis and Clark expedition undoubtedly crossed this area.

The initial settlement of Bellevue was begun by the trading post constructed by the Missouri Fur Company in 1822. Six years after its inception, this trading post was purchased by the French-American fur trader, Lucien Fontenelle. It was later used as an Indian Agency headquarters for the U.S. government.

Lucien Fontenelle married Me-um-bane, an Omaha Indian, and they had five children together. One of these children, Logan, became a highly respected interpreter at the Indian Agency. He was raised in the culture of both the white man and the Indian and was, therefore, held in very high regard. Logan was a spokesman for the Omaha tribe until his death at the age of 30 at the hands of a Sioux war party. Both Lucien and Logan Fontenelle are said to be buried on Fontenelle Nature Association (FNA) property, but their exact location is unknown.

In 1910, a group of scholars and businessmen began efforts to preserve the beautiful lands along the Missouri River. Led by Dr. A.A. Tyler and Dr. Harold Gifford, Sr., this group petitioned the state of Nebraska to purchase the land as a state forest preserve. After being rejected by the state, the group decided to purchase the land on their own. Three years later, in 1913, this assemblage formed the Fontenelle Forest Association, a nonprofit organization that was responsible for preserving this area. World War I interrupted their efforts, and it took them until 1920 to raise enough money to purchase the first tract of land. This first piece of land amounted to a little more than 300 acres. Since that time, Fontenelle Forest has grown to approximately 1,401 acres. Much of this land, which was acquired through additional purchases, gifts, and trades, was primarily used for hiking and picnicking until the

mid-1960s. During this time, the professional staff consisted of a single caretaker. In the late-1960s, the city forester began to lead educational hikes. The popularity of these hikes led to the construction of the Fontenelle Forest Nature Center in 1966. Since its creation, the Nature Center has expanded, and the educational offerings have grown and diversified.

In 1998, the FNA purchased Camp Brewster (82 acres) from the Metro Omaha YWCA. Camp Brewster connects with the existing forest and provides visitors with buildings and open lawns for special events, educational activities, and staff operations. Long-term plans include the creation of a “Children’s Forest” for young children.

In 1999, the FNA opened the Gilbert and Martha Hitchcock Wetlands Learning Center on the floodplain of Fontenelle Forest. This “satellite” building, located 2 miles from the visitor’s center, houses two classrooms and basic visitor services. The Learning Center is also adjacent to the Gifford Memorial Boardwalk. This equal-access boardwalk is almost 0.5 miles and ends at a two-story observation tower on the edge of the Great Marsh.

The year 2000 marked a change for the main visitor’s center for Fontenelle Forest. The main visitor entry point was temporarily shifted to the Wetlands Learning Center during the construction of a new center on Bellevue Boulevard. In October of that year, the new facility, the Katherine and Fred Buffett Forest Learning Center, opened. Today, Fontenelle Forest comprises hardwood deciduous forest, extensive floodplain, loess hills, and marshlands. Hikers and bird watchers are bound to see a wide variety of wildlife during their visit. The 17 miles of hiking trails provide visitors with spectacular views of the Missouri River and surrounding areas.

Population Demographics

Bellevue's population has increased dramatically since the community was founded in the late 1800s. What began as an early fur trading outpost has evolved and grown into a burgeoning river city. According to MAPA, Bellevue's estimated population in 2004 was 44,382, making Bellevue Nebraska's third largest city.

Bellevue's population estimate is representative of the population within the city limits. However, much of Bellevue's recent population growth has actually occurred inside Bellevue's ETJ area and outside the city limits. As a result, a holistic population estimate, which includes populations in both areas, is much more representative.

Unfortunately, an estimate for the population of Bellevue's ETJ area was unavailable, so a process and formula was developed that attempted to quantify the population. The housing parcel data was evaluated and used in a formula to determine the number of Bellevue residents who live in single-family residences and in multifamily residences.

Bellevue's holistic population estimate is the sum of the following subcategories:

- Single-family residents who live within the city limits of Bellevue
- Multifamily residents who live within the city limits of Bellevue
- Single-family residents who live within Bellevue's ETJ area
- Multifamily residents who live within Bellevue's ETJ area

Single-Family Residents, Bellevue City Limits

A comprehensive existing land-use survey indicated that the City of Bellevue contains 13,720 single-family residential parcels. The 2000 census estimated that the average vacancy rate is 2.9 percent. The number of single-family residential parcels, which is 13,720, must be multiplied by the 2000 Census vacancy rate to calculate the number of occupied single-family parcels. Approximately 397 of Bellevue's single-family residential parcels within the city limits are vacant. The number of occupied single-family parcels is determined by subtracting the number of vacant single-family parcels (397) from the total number of single-family parcels (13,720), which gives approximately 13,322 occupied single-family parcels in the city of Bellevue.

Next, the number of occupied single-family parcels is multiplied by the average household size (2.61 persons) from the 2000 census. The estimated single-family residential population, within Bellevue's city limits, is 34,770.

Multifamily Residents, Bellevue City Limits

Bellevue's multifamily population estimate required deductive reasoning. If Bellevue's total estimated 2004 population was 47,347, and 34,770 residents live in single-family homes, the remaining 12,577 can be inferred to live in multifamily residences. The estimated multifamily residential population, within Bellevue's city limits, is 12,577.

Single-family Residents, ETJ Area

The existing land-use survey indicated that Bellevue's ETJ area contains approximately 5,077 single-family residential parcels. The total number of single-family parcels (5,077) was multiplied by the 2000 census average vacancy rate of 2.9 percent to determine how many of these parcels were occupied. Bellevue's ETJ area contains 4,930 occupied single-family residential parcels.

Bellevue's ETJ area's population of single-family residents was determined by taking the number of occupied single-family parcels (4,930) and multiplying by the 2000 census average household size of 2.61 persons. The estimated single-family residential population, within Bellevue's ETJ area, is 13,867.

Multifamily Residents, ETJ Area

The number of multifamily residents living in Bellevue's ETJ area was determined by first estimating the multifamily residential population density. Bellevue's city limits contain 386 acres of multifamily residential land, and approximately 12,577 residents live in multifamily housing within those 386 acres. The total number of residents living in multifamily housing (12,577) is divided by the number of acres of multifamily housing (386) gives an estimated multifamily residential population density of 32.5 residents per acre.

The existing land-use survey revealed that Bellevue's ETJ area includes 103 acres of multifamily land use. Therefore, the number of acres of multifamily residential land use within Bellevue's ETJ area (103) is multiplied by the estimated multifamily residential population density (32.5 residents per acre) to get an estimated multifamily residential population within the ETJ area of 3,378 persons.

Table B-1 summarizes the population breakdown. The population within the city limits represents 73.3 percent of Bellevue’s total population. The ETJ area represents 26.7 percent of Bellevue’s total population. Approximately 73.4 percent of the population within the city limits lives in single-family residences. Bellevue’s ETJ area contains a slightly higher percentage of single-family residences in which 80.4 percent of Bellevue’s population within the ETJ area lives in a single-family residence.

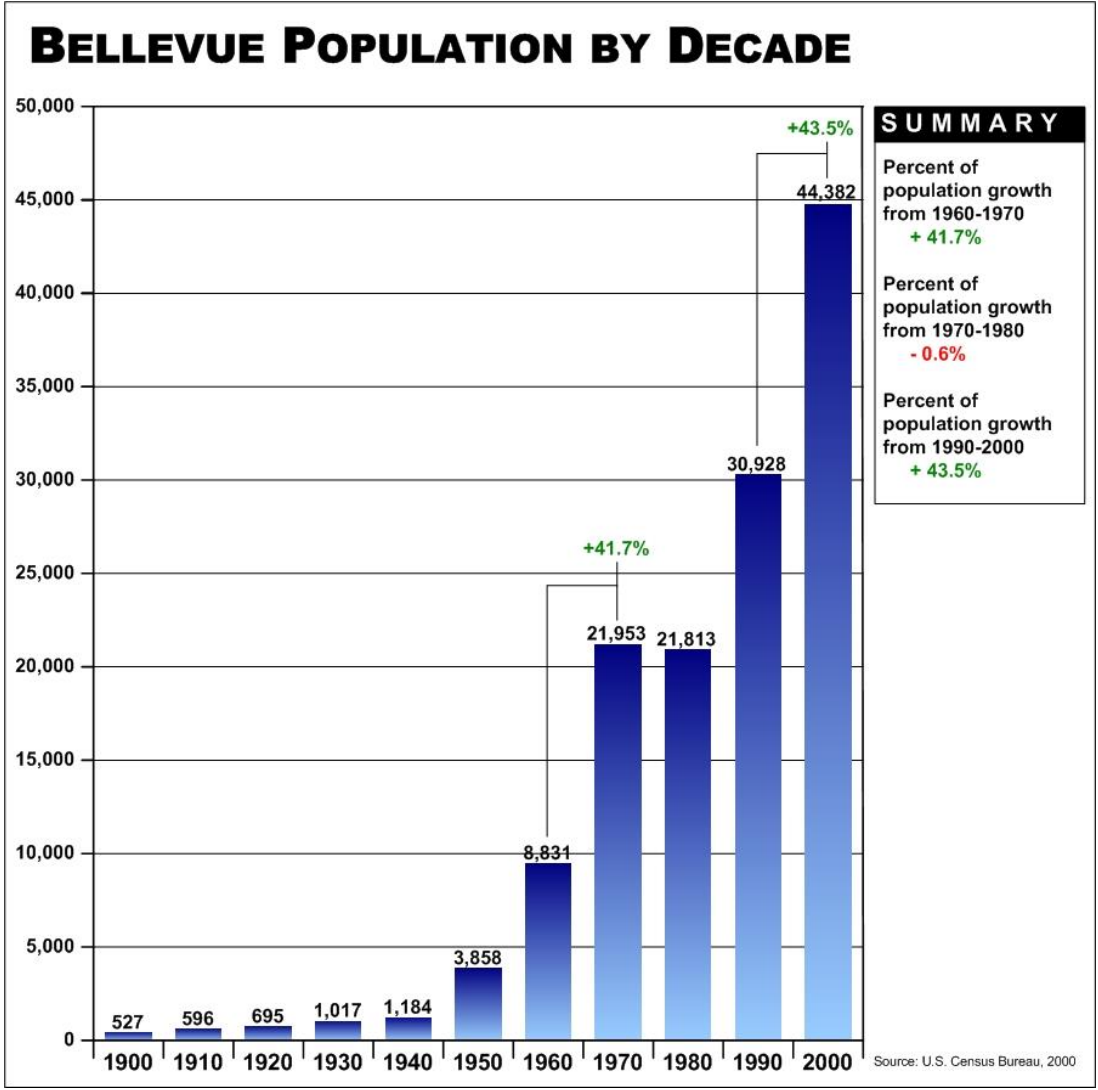
Bellevue Existing Population

Category	Number	Percent
CITY LIMITS	47,347	73.3%
Single Family Residents	34,770	73.4%
Multi Family Residents	12,577	26.6%
ETJ	17,245	26.7%
Single Family Residents	13,867	80.4%
Multi Family Residents	3,378	19.6%
TOTAL	64,592	100%

Table B-1: Bellevue Existing Population

Historic Population

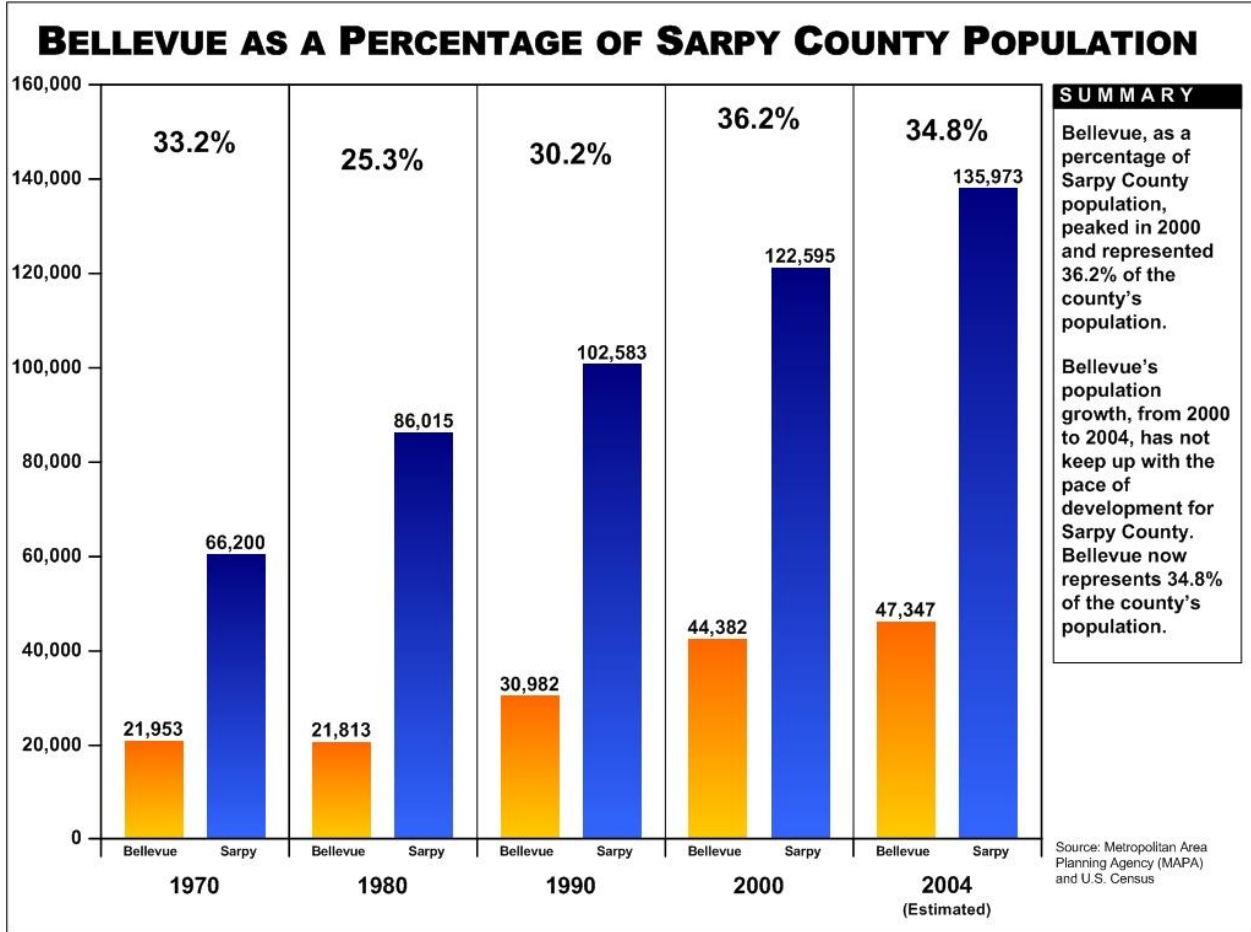
Bellevue's population has seen steady growth since 1900. Graph B-1 depicts Bellevue's population, at decade intervals, between 1900 and 2000. During the past 10 decades, Bellevue's population has grown in all but 1 decade. Bellevue did see a slight population decline between 1970 and 1980. Bellevue lost 140 residents during this time. Bellevue's largest population gain, as measured by the percentage of population growth, occurred between 1950 and 1960. Bellevue's population was 3,858 in 1950. Between 1950 and 1960, Bellevue's population grew by 128.9 percent. Additional periods of high growth occurred during the 1960s when the population grew by 41.7 percent and the 1990s when the population grew by 43.5 percent.



Graph B-1: Bellevue Population by Decade

Sarpy County

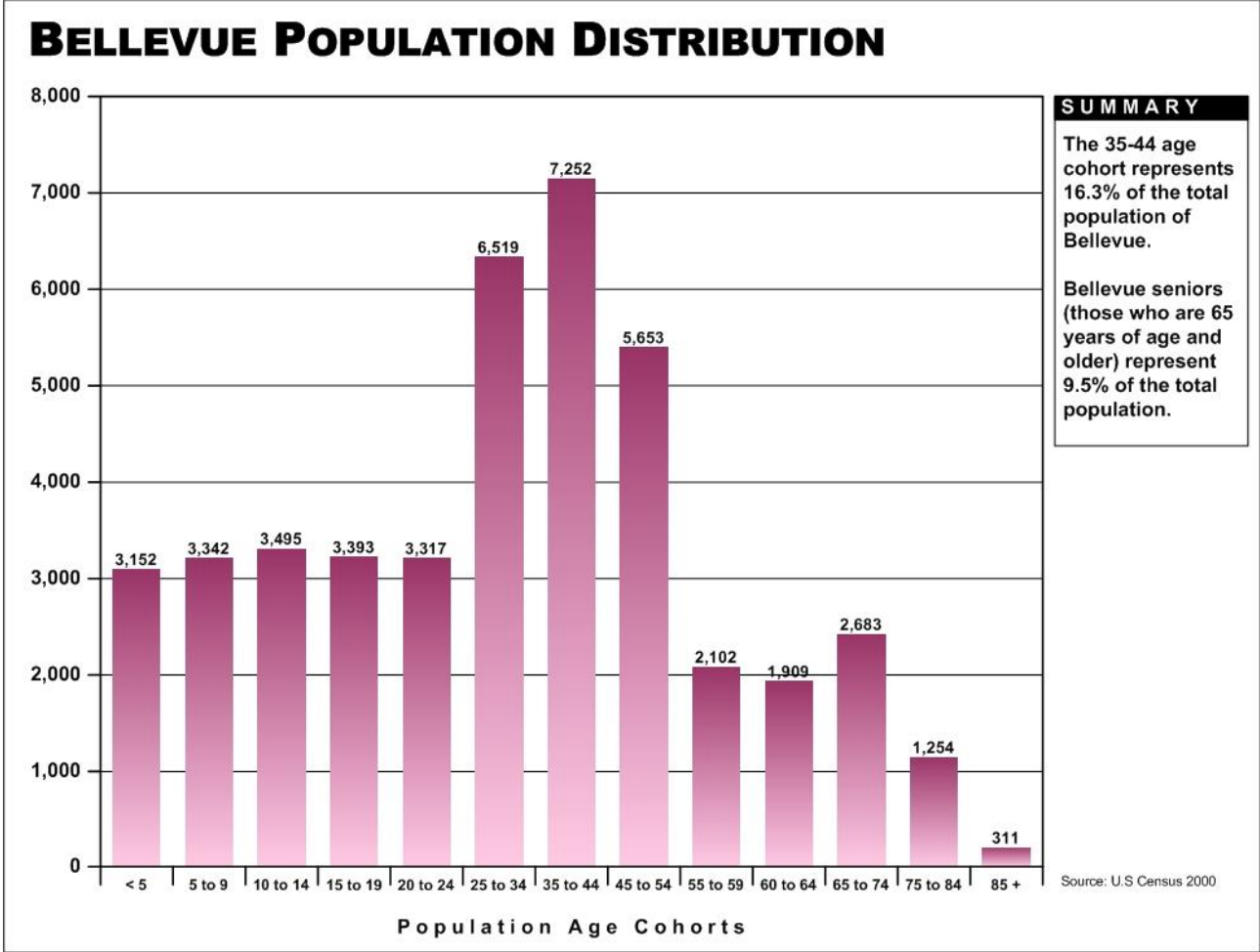
Bellevue is the largest (on the basis of population and land area) city in Sarpy County. Sarpy County, which used to be primarily rural in character, is becoming more and more urbanized. The population of Sarpy County has seen consistent growth as communities like Bellevue, Papillion, La Vista, Gretna, and Springfield continue to gain residents. Graph B-2 depicts the relationship between the population of Bellevue and the population of Sarpy County. Bellevue represented 36.2 percent of the county's population at its peak in 2000. Bellevue's population growth, from 2000 to 2004, has not kept up with the pace of development within Sarpy County. Bellevue now represents 34.8 percent of the county's total population. However, Graph B-2 indicates that Bellevue's percentage of population of Sarpy County has fluctuated. In 1980, Bellevue's population constituted only 25.3 percent of the population of Sarpy County. A decreasing percentage of Sarpy County population, over time, would indicate that other Sarpy County communities are growing at a faster rate than Bellevue.



Graph B-2: Bellevue as a percentage of Sarpy County Population

Population Distribution

Graph B-3 demonstrates that Bellevue's population distribution is diversified. This graph divides Bellevue population into age brackets, or cohorts. The age cohort with the largest percentage of residents is the 35- to 44-age cohort. This age cohort represents 16.3 percent of Bellevue's population, and includes parents and high-wage earners. The second most populated age cohort is the 25- to 34-age cohort. This cohort, which includes young professionals and young adults, has a total of 6,519 residents and represents 14.6 percent of the population. Bellevue seniors, which include those who are 65 years old and older, represent only 9.5 percent of the total population. This percentage is slightly less than the national average. According to the U.S. Census, seniors account for 12.4 percent of the total U.S. population.



Graph B-3: Bellevue Population Distribution

Gender Distribution

According to the U.S. Census, Bellevue's gender breakdown reveals a nearly even split between males and females. Table B-2 identifies the gender distribution by age category. Bellevue's gender distribution does not yield any surprising or unusual findings. However, a comparison between Bellevue's gender distribution and Nebraska's gender distribution reveals some interesting discrepancies. Seniors (individuals aged 65 and over) represent 9.6 percent of Bellevue's total population. Seniors represent 13.6 percent of Nebraska's total population. Bellevue contains 41 percent fewer seniors than the Nebraska average.

GENDER DISTRIBUTION	NUMBER	BELLEVUE PERCENT	NEBRASKA PERCENT
Male	22,006	49.6 percent	49.3 percent
Female	22,376	50.4 percent	50.7 percent
18 years and over	32,221	72.6 percent	73.7 percent
Male	15,748	35.5 percent	35.8 percent
Female	16,473	37.1 percent	37.9 percent
65 years and over	4,248	9.6 percent	13.6 percent
Male	1,838	4.1 percent	5.6 percent
Female	2,410	5.4 percent	8.0 percent
Table B-2: Gender Distribution Source: U.S. Census Bureau, 2000			

Racial Composition and Distribution

The vast majority of Bellevue residents (85.8 percent) identify their race as white. Table B-3 depicts Bellevue’s racial composition and distribution. However, when compared with Nebraska averages, Bellevue is more ethnically diversified than many other Nebraska communities.

RACE	NUMBER	BELLEVUE PERCENT	NEB PERCENT
One race	43,256	97.5 percent	98.6 percent
White	38,092	85.8 percent	89.6 percent
African American	2,719	6.1 percent	4.0 percent
American Indian and Alaska Native	223	0.5 percent	0.9 percent
Asian	938	2.1 percent	1.3 percent
Native Hawaiian and Pacific Islander	49	0.1 percent	<0.1 percent
Some other race	1,235	2.8 percent	2.8 percent
Two or more races	110	1.8 percent	1.4 percent
Hispanic or Latino (of any race)	2,609	5.9 percent	5.5 percent

**Table B-3: Race
Source: U.S. Census Bureau, 2000**

This diversity is evidenced by Bellevue’s higher African American, Asian, and Hispanic or Latino population percentages. Bellevue’s percentage of African American residents is 6.1 percent and is 33 percent higher than Nebraska averages. Bellevue’s Asian population, which represents 2.1 percent of the population, is 61.5 percent greater than Nebraska averages. Bellevue’s Hispanic or Latino population, which represents 5.9 percent of the population, is slightly higher than Nebraska’s average.

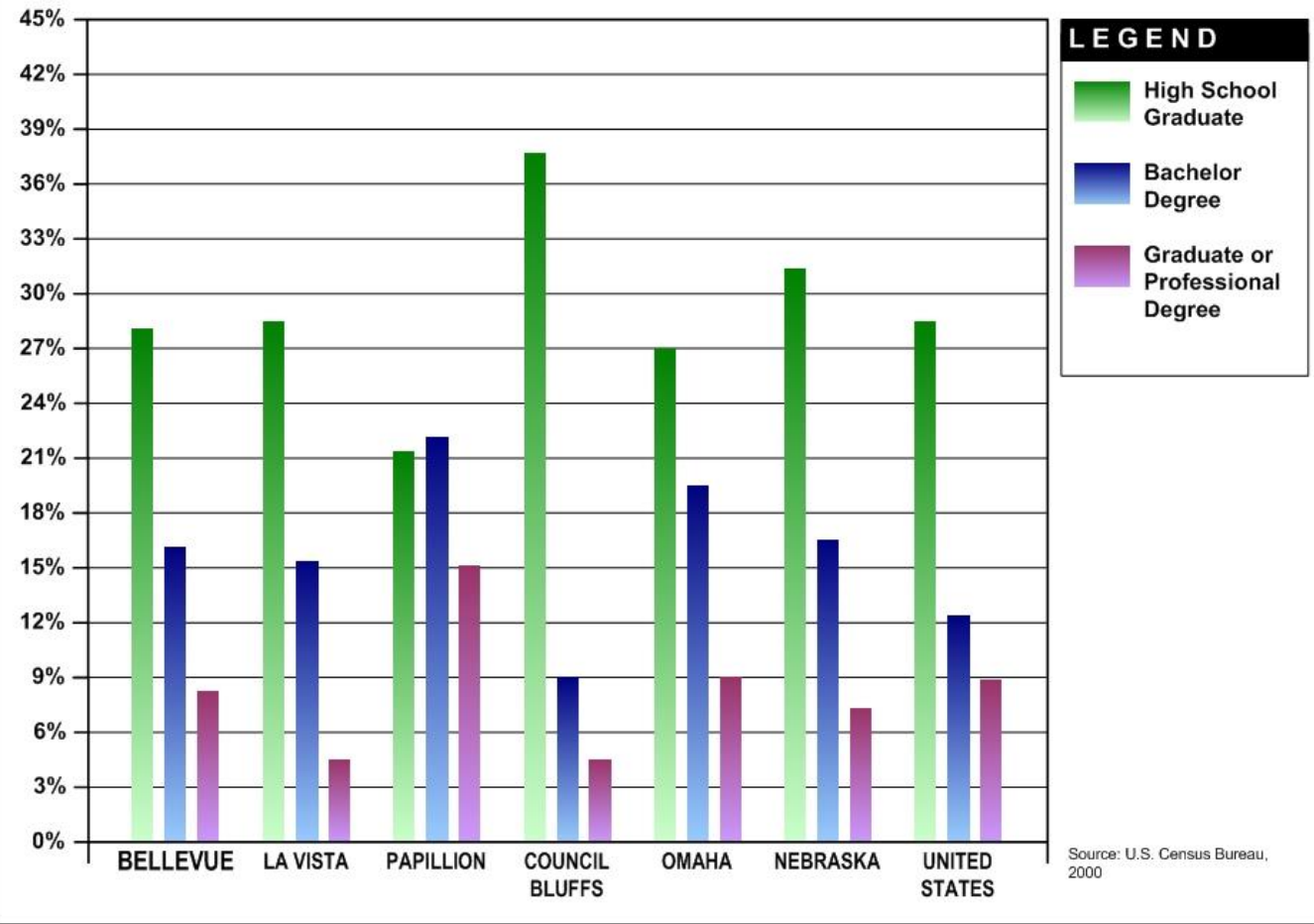
Social Characteristics

Educational Attainment

According to the U.S. Census, 28.1 percent of Bellevue residents have a high school diploma. This percentage compares with the Nebraska average of 31.3 percent. However, Bellevue is fortunate to have higher percentages of both bachelor-degree residents and graduate- or professional-degree residents. Approximately 17 percent of Bellevue residents have obtained a bachelor's degree compared with 16.5 percent of Nebraska residents. Approximately 8.1 percent of Bellevue residents have a graduate or professional degree, which is slightly higher than the Nebraska average of approximately 7.3 percent.

Graph B-4 compares Bellevue's educational attainment levels with other area communities. Bellevue's education attainment levels are nearly commensurate with the levels of La Vista. However, Papillion has higher percentages of both bachelor-degree residents and graduate- or professional-degree residents. The disparity between graduate- or professional-degree residents is significant. Approximately 8 percent of Bellevue residents have a graduate or professional degree compared with 15.1 percent of Papillion residents. Bellevue's educational attainment levels are significantly higher than those of Council Bluffs. Approximately 17 percent of Bellevue residents have a bachelor degree, compared to 9.4 percent of Council Bluffs residents. Omaha has a lower percentage of high school graduates, but a higher percentage of bachelor-degree residents and graduate- or professional-degree residents. Bellevue has a higher percentage of bachelor-degree residents but a lower percentage of graduate- or professional-degree residents when compared with national averages.

EDUCATIONAL ATTAINMENT COMPARISON

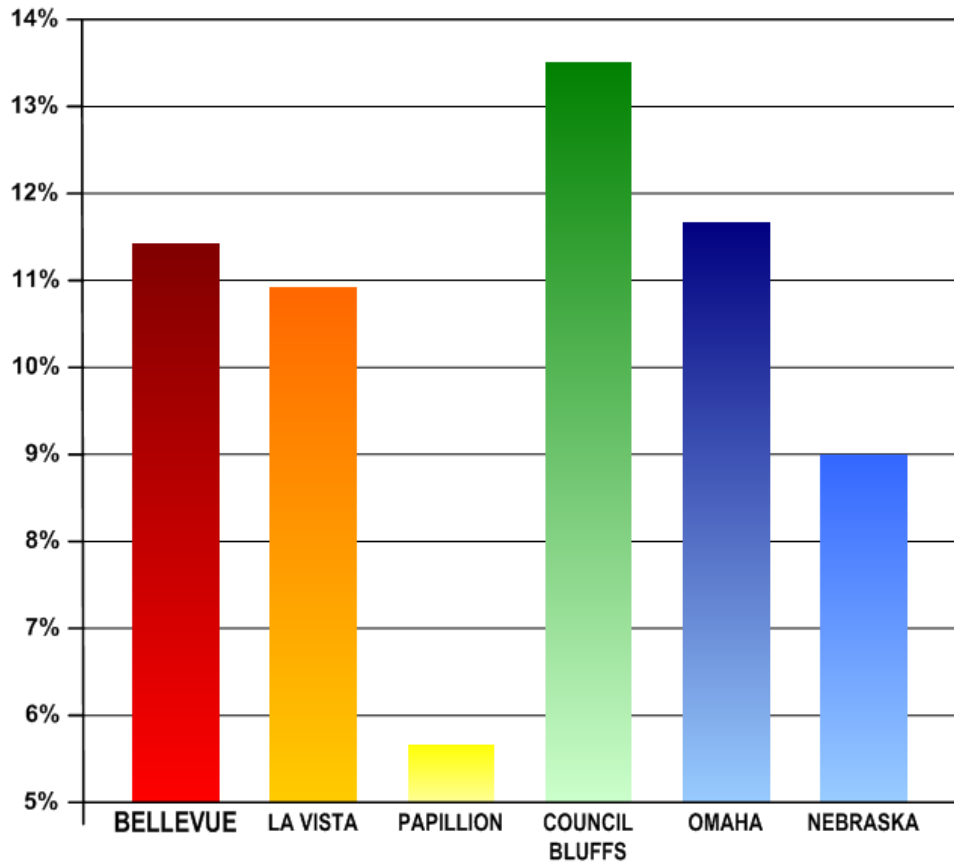


Graph B-4: Educational Attainment Comparison

Divorce Rates

Approximately 57 percent of Bellevue residents are married. This value is consistent with Nebraska averages. The percentage of Bellevue residents who have never married and who are separated are both in line with Nebraska state averages. Approximately 11 percent of Bellevue residents are divorced. Graph B-5 compares the Bellevue divorce rate with other area communities. Divorce appears to be more prevalent in Bellevue than in other Nebraska communities. The percentage of Bellevue residents who are divorced is 26.6 percent higher than the Nebraska state average. However, when Bellevue's divorce rates are compared with those of other area communities, with the exception of Papillion, Bellevue is fairly consistent with other local communities.

DIVORCE RATES



SUMMARY
Compared to other local communities, Bellevue's divorce rate is lower than Council Bluff's and Omaha, but higher than Papillion's, La Vista's, and the state of Nebraska.

Source: U.S. Census Bureau, 2000

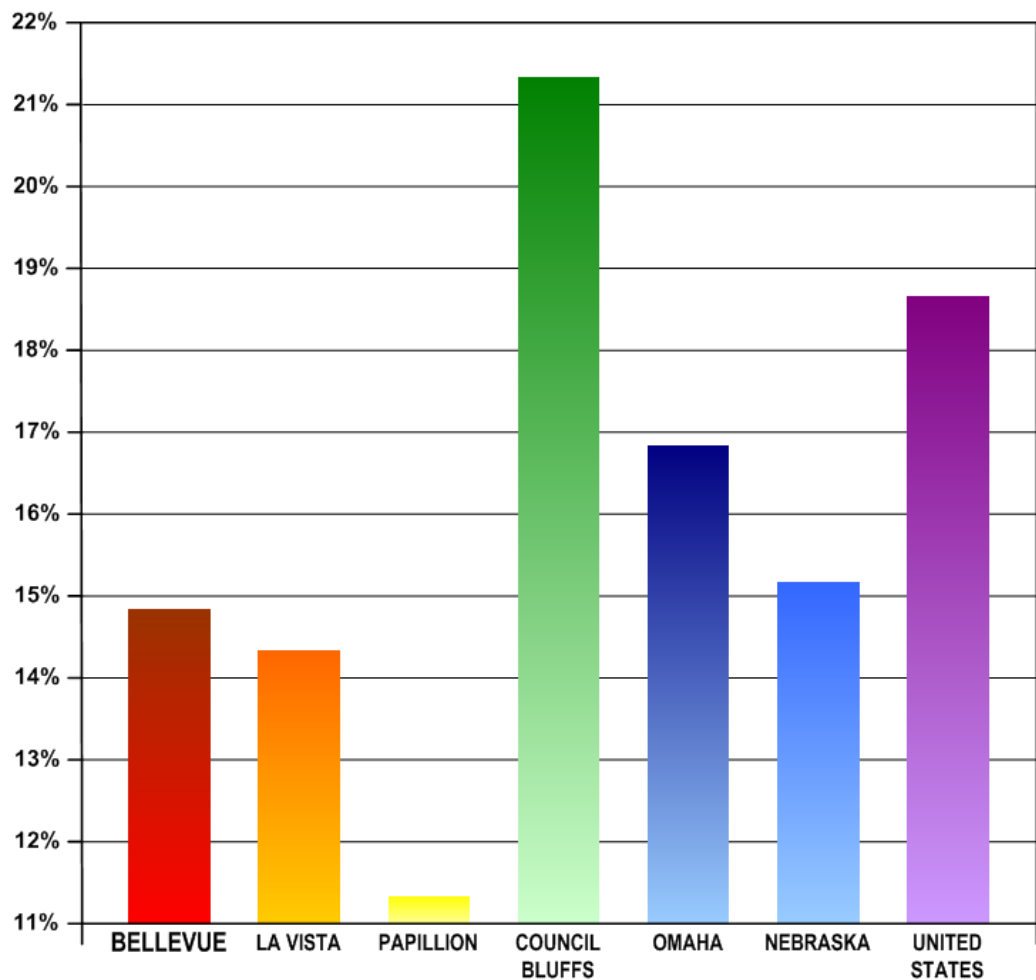
Graph B-5: Divorce Rates Comparison

Disability

The U.S. Census defines a disability as, “A long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.” The 2000 U.S. Census Survey found that 20,900,000 American families had at least one member with a disability. Sixty-nine percent of the disabilities reported in the 2000 U.S. Census Survey involved either a sensory or a physical disability. Sensory or physical disabilities can adversely affect one’s ability to work or maintain employment. Therefore, disabilities can lead to a reduced chance of employment and an increased likelihood of federal government health insurance.

Graph B-6 indicates the percentage of residents between the ages of 21 and 64 that have a disability. This graph also compares the disability rate of Bellevue residents with other local communities. A local comparison of disability rates yields a 10 percentage point difference between Council Bluffs disability rate and Papillion’s rate. Additionally, this graph indicates that Bellevue’s disability rate is higher than La Vista and Papillion, but lower than Omaha and Council Bluffs. However, when Bellevue’s disability rate is compared with the national average, Bellevue’s disability rate is nearly 3 percentage points lower than the national average.

DISABILITY RATES (POPULATION 21 TO 64)



SUMMARY

Compared to other local communities, Bellevue's disability rate is lower than Council Bluffs, Omaha, the Nebraska average, and the U.S. average, but is higher than La Vista and Papillion.

Source: U.S. Census Bureau, 2000

Graph B-6: Disability Rates Comparison

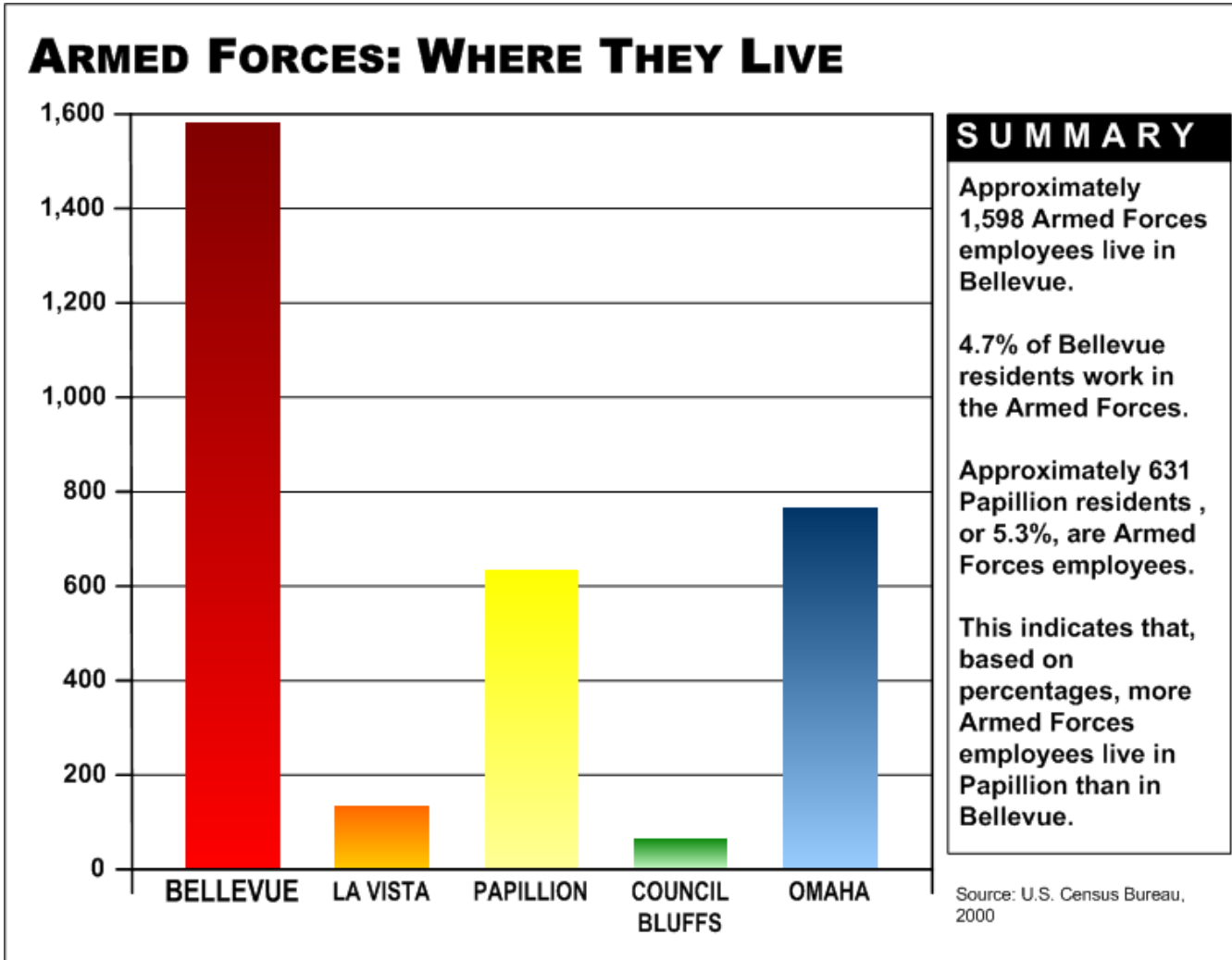
Employment Demographics

According to the 2000 U.S. Census, Bellevue's unemployment rate was 3.6 percent. This value is consistent with Nebraska's average unemployment rate of 3.5 percent. However, when Bellevue's unemployment rate is compared with the national rate, Bellevue's unemployment rate is significantly below the national average of 5.8 percent.

Armed Forces

Offutt AFB houses the 55th Wing, the U.S. Strategic Command, the Air Force Weather Agency, the U.S. Air Force Heartland of America Band, the 20th Intelligence Squadron, and the DET 10 Survey. These units collectively employ approximately 10,500 employees. Although many of these employees live on base and, therefore, live in Bellevue, information from the recent U.S. Census Survey indicates that the Armed Forces employees are scattered throughout the area.

Graph B-7 indicates that the Armed Forces employees live in several local communities. Approximately 1,598 Armed Forces employees live in Bellevue. Armed Forces employees represent 4.7 percent of Bellevue's total work force. Approximately 631 Armed Forces employees live in Papillion and represent 5.3 percent of Papillion's total work force. On the basis of percentage, more Armed Forces employees live in Papillion than in Bellevue.

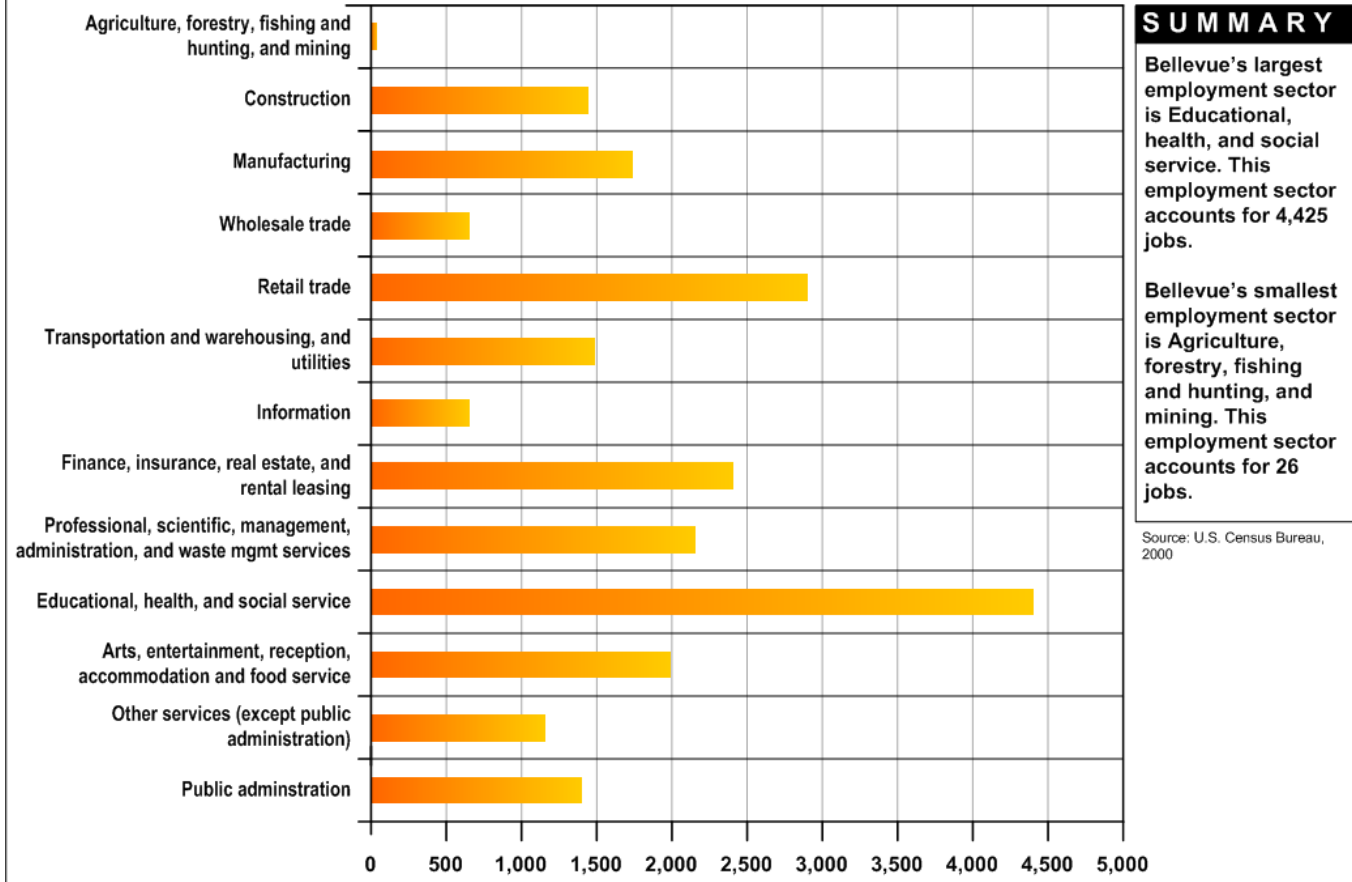


Graph B-7: Armed Forces Where They Live Comparison

Industry

Graph B-8 visually depicts Bellevue's employment distribution by industry. Bellevue's employment base is well diversified. Bellevue's largest employment industry, on the basis of total number of jobs, is the educational, health, and social services sector, which accounts for 4,425 jobs. Retail trade, Bellevue's second largest industry sector, accounts for 2,897 jobs. Bellevue's smallest employment industry is agriculture, forestry, fishing and hunting, and mining, which only accounts for 26 jobs.

Employment By Industry



SUMMARY

Bellevue's largest employment sector is Educational, health, and social service. This employment sector accounts for 4,425 jobs.

Bellevue's smallest employment sector is Agriculture, forestry, fishing and hunting, and mining. This employment sector accounts for 26 jobs.

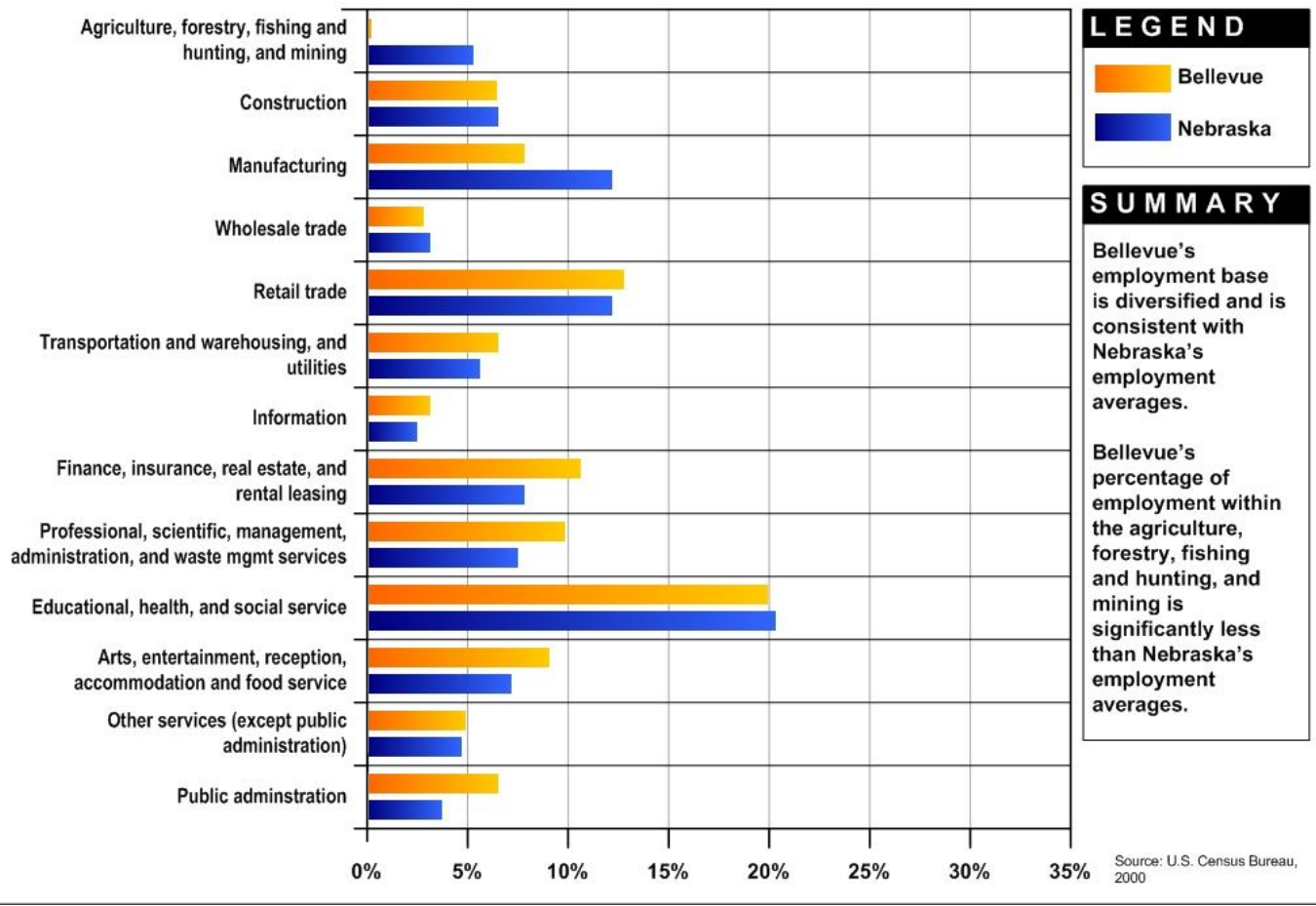
Source: U.S. Census Bureau, 2000

Graph B-8: Employment by Industry

Industry Comparison

Graph B-9 contrasts Bellevue's distribution of employment by industry with the averages for the state of Nebraska. The characteristics of Bellevue's employment by industry compare well with Nebraska's employment by industry averages. Bellevue's percentage of employment within the agriculture, forestry, fishing and hunting, and mining is significantly less than Nebraska's employment averages. Aside from this minor inconsistency, the percentage of employment for nearly every other employment industry sector is in line with Nebraska averages.

EMPLOYMENT BY INDUSTRY COMPARISON



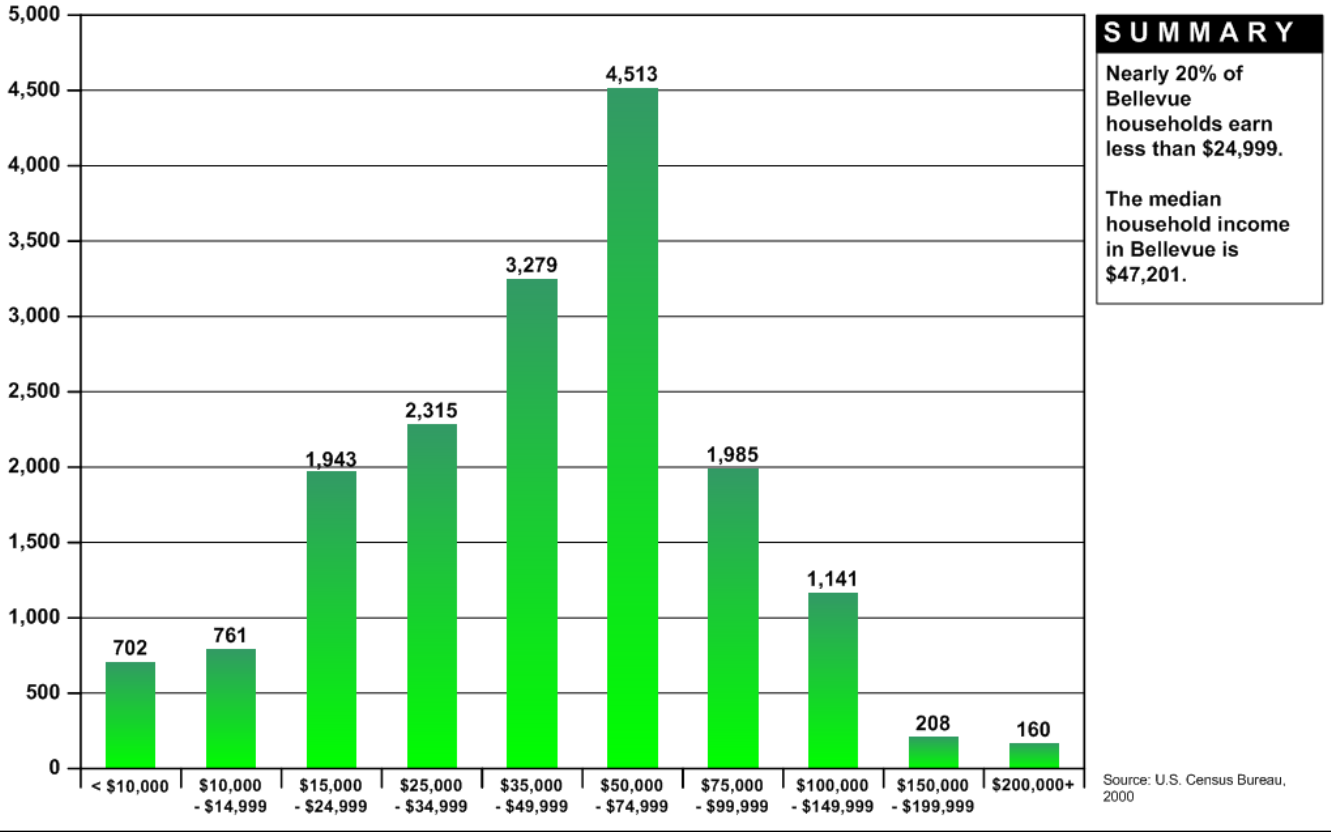
Graph B-9: Employment by Industry Comparison

Income Distribution

Graph B-10 depicts the stratification of Bellevue's household income. This graph indicates that Bellevue's income distribution is generally well diversified. The income segment that contains the largest percentage of Bellevue's households is income within the range of \$50,000 to \$74,999. Approximately 20 percent of Bellevue households earn less than \$24,999.

Bellevue's median household income is \$47,201—50 percent of Bellevue households earn less than \$47,201 and 50 percent of Bellevue households earn more than \$47,201.

HOUSEHOLD INCOME IN 1999 DOLLARS



SUMMARY

Nearly 20% of Bellevue households earn less than \$24,999.

The median household income in Bellevue is \$47,201.

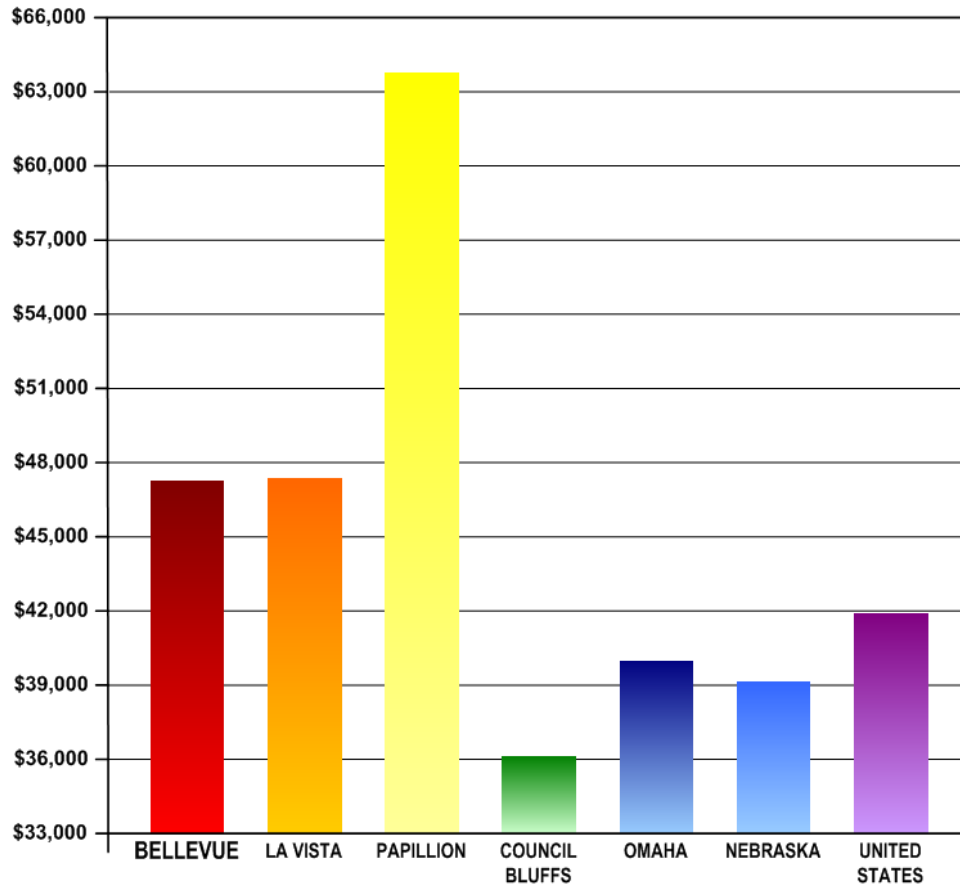
Source: U.S. Census Bureau, 2000

Graph B-10: Household Income in 1999 Dollars

Income Comparison

Graph B-11 contrasts Bellevue's median income with the median income of other local communities, the state, and the nation. Papillion has the highest median income of \$63,992, whereas Council Bluffs has the lowest median income of \$36,221. Bellevue's median income of \$47,201 is higher than Omaha's median income, Nebraska's median income, and the United State's median household income. However, Bellevue's median income is slightly less than La Vista's median household income of \$47,280 and is significantly less than Papillion's median household income of \$63,992.

MEDIAN HOUSEHOLD INCOME COMPARISON



SUMMARY

Bellevue's median household income is \$47,201.

Comparatively, Papillion has the highest median household income (\$63,992) and Council Bluffs has the lowest median household income (\$36,221).

Bellevue's median household income is higher than both Nebraska and the United State's median household income.

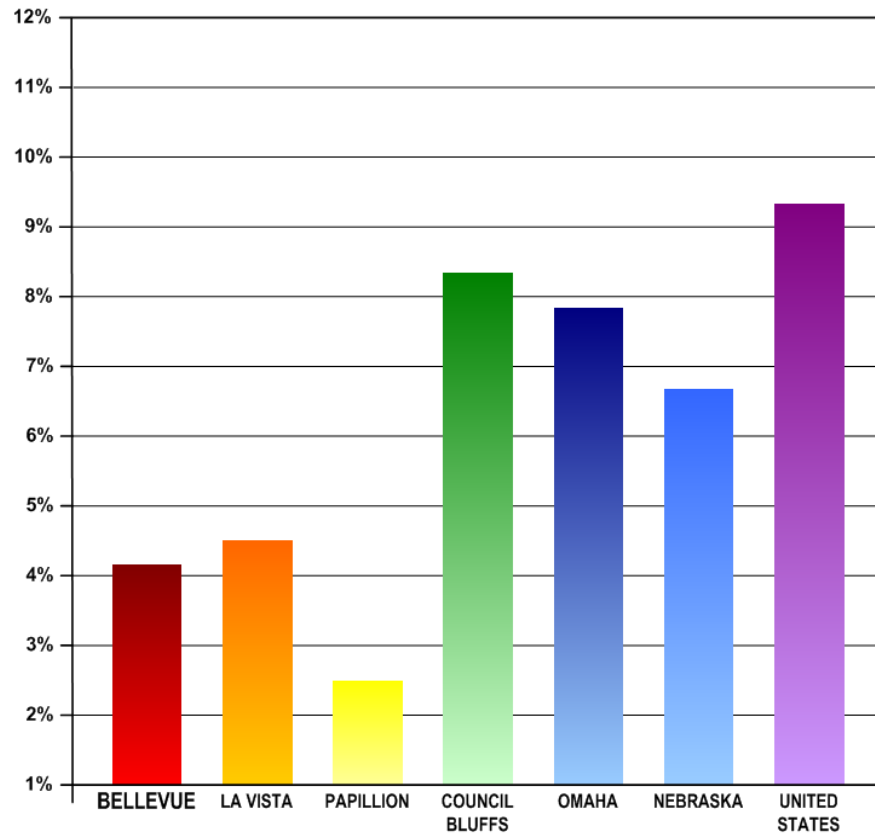
Source: U.S. Census Bureau, 2000

Poverty

According to the 1999 U.S. Census information, 495 Bellevue families, or 4.1 of Bellevue's total families, lived below the poverty level. Bellevue's percentage of families below the poverty level is well below Nebraska's average of 6.7 percent.

Graph B-12 compares Bellevue's percentage of families below the poverty level with that of other area communities. Bellevue's has the lowest percentage of families below the poverty level than other area municipalities, with the exception of Papillion. Papillion has the smallest percentage of families below the poverty level at 2.5 percent, and Council Bluffs has the largest percentage of families below the poverty level at 8.2 percent. However, Bellevue's percentage of families below the poverty level is significantly lower than either Council Bluffs or Omaha.

PERCENTAGE OF FAMILIES BELOW POVERTY LEVEL



SUMMARY

Approximately 4.1% of Bellevue families live below the poverty level.

Comparatively, Papillion has the smallest percentage of families below the poverty level (2.5%) and Council Bluffs has the largest percentage of families below the poverty level (8.2%).

Bellevue's percentage of families below the poverty level is lower than the Nebraska and national average.

Source: U.S. Census Bureau, 2000

Graph B-12: percentage of Families Below Poverty Level

Housing Demographics

Year Structure Built

Chart B-1 is a pie chart that represents the percentage of homes built before 1939 until March 2000. Graph 2-13 identifies the number of homes built before 1939 until March 2000.

According to the U.S. Census Bureau, homes built before 1940 account for 23.7 percent of Bellevue housing stock. The largest share of Bellevue homes were constructed between 1970 and 1979. Approximately 5,275 homes, or 30 percent of Bellevue's total housing stock, were built during this time frame. The second largest share of homes constructed within Bellevue occurred between 1960 and 1969. Approximately 4,118 homes, or 24 percent of Bellevue's housing stock, were constructed during this time frame.

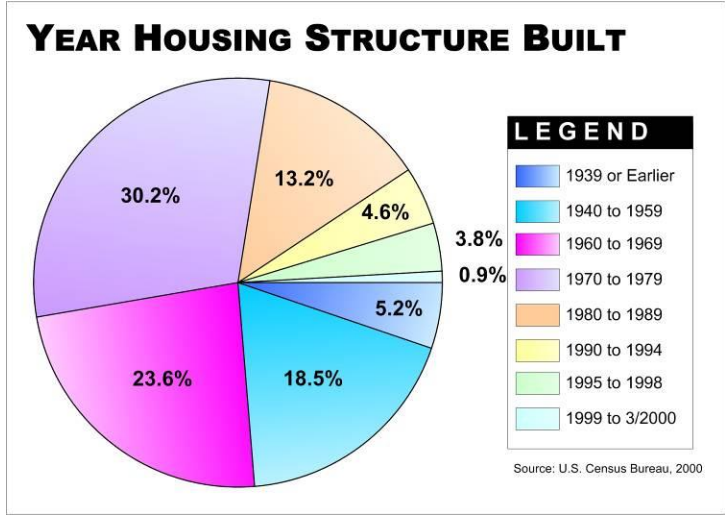
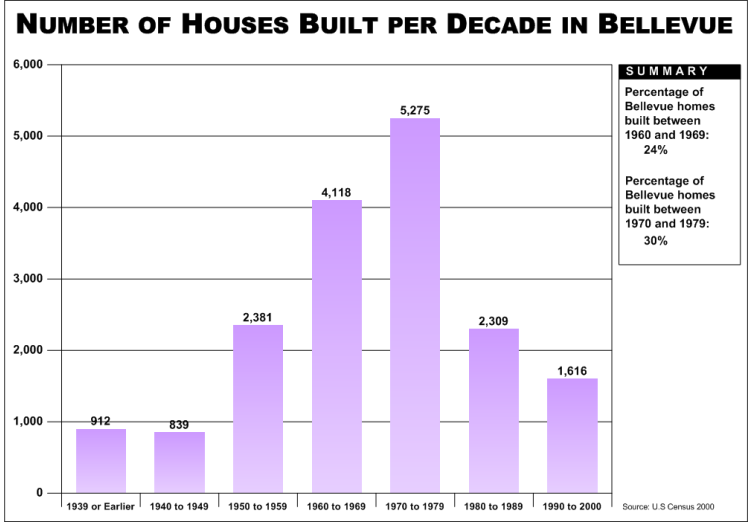


Chart B-1: Year Housing Structure Built

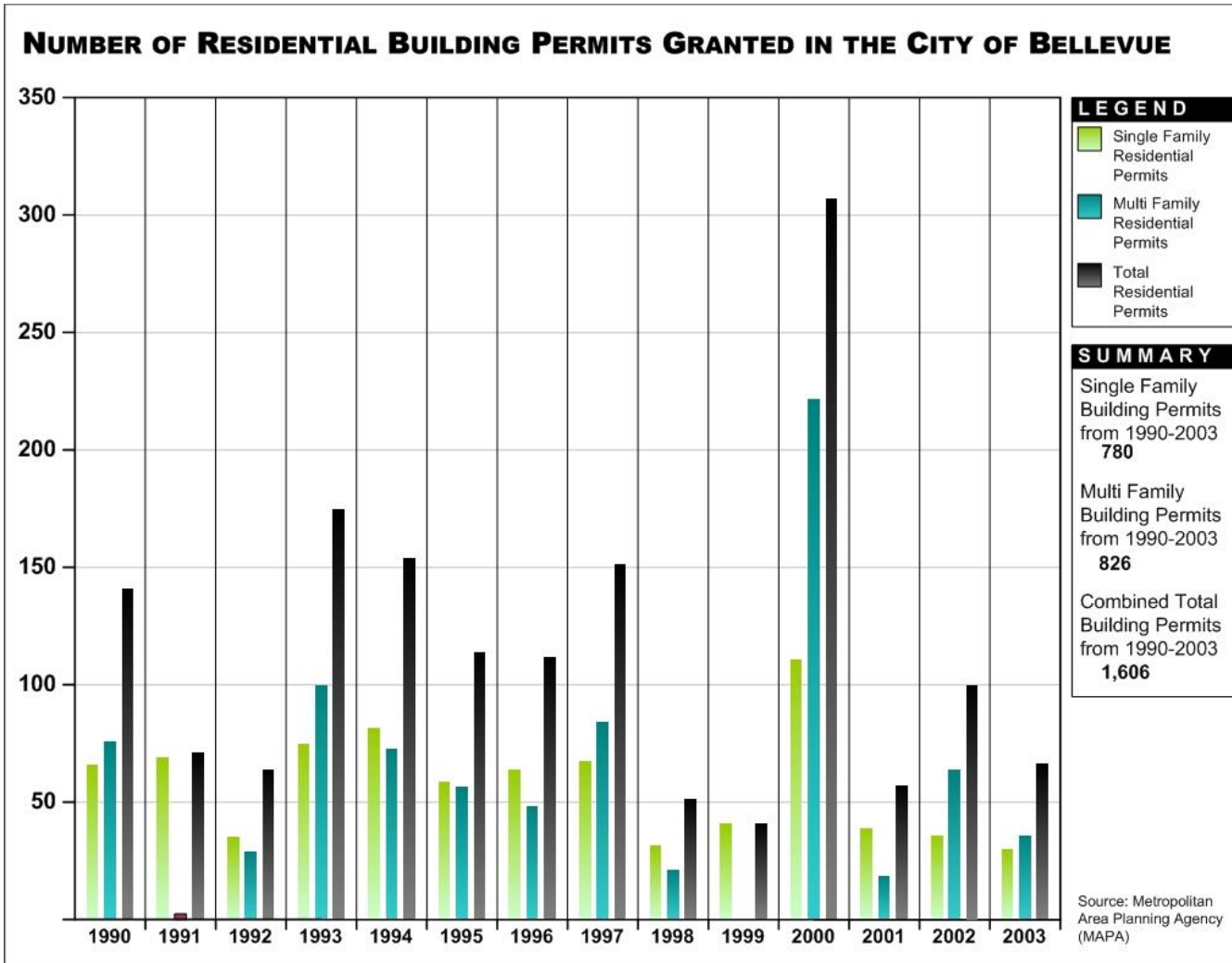


Graph B-13: Number of Houses Built Per Decade

Single-Family Building Permits within City Limits

The City of Bellevue has experienced modest residential housing growth between 1990 and 2003. Graph B-14 details the number of building permits granted in the Bellevue city limits from 1990 to 2003. The graph includes both single-family residential permits and multifamily residential permits. According to MAPA, 780 single-family building permits and 826 multifamily building permits were authorized within the Bellevue city limits between 1990 and 2003, giving a total of 1,606 building permits

The number of building permits authorized within the city limits of Bellevue peaked in 2000, with a combined total of nearly 320 permits. A sharp decline in the total building permits followed in 2001, 2002, and 2003.



Graph B-14: Number of Residential Building Permits Granted in the City of Bellevue

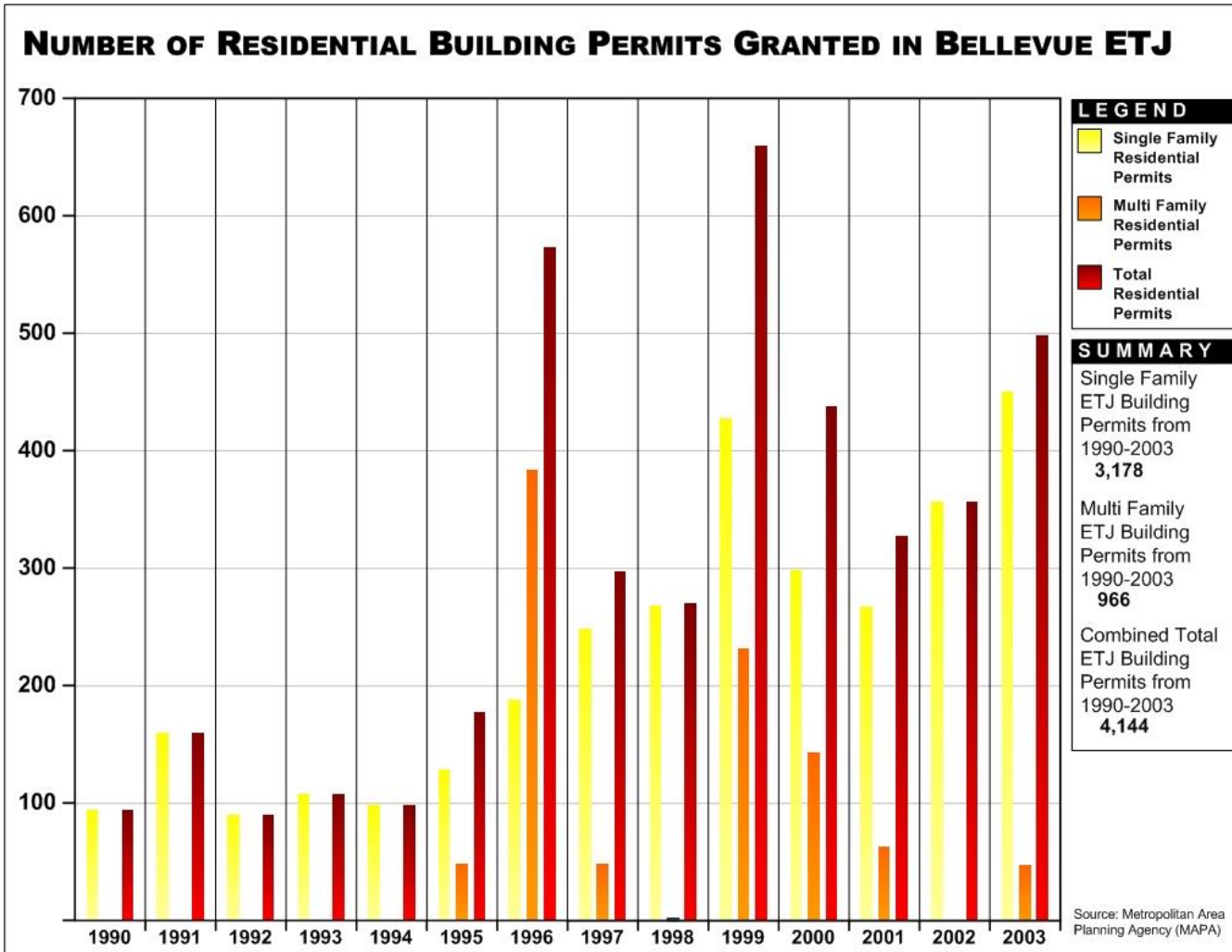
Single-Family Building Permits within ETJ

Growth within Bellevue's ETJ area has occurred at a much higher rate than development within the city limits. Graph B-15 details the number of building permits granted in the Bellevue ETJ area from 1990 to 2003. This graph also displays both single-family and multifamily building permits. According to MAPA, 4,144 total building permits were granted in Bellevue ETJ area between 1990 and 2003.

In comparison, a total of 1,606 building permits were granted within Bellevue's city limits during this same time frame. Residential development is occurring nearly 3 times faster in the ETJ area than in the Bellevue city limits.

Seventy-six percent, or 3,178, of the total building permits granted from 1990 to 2003 were for single-family residential housing in the ETJ area. In comparison, 780 single-family building permits were permitted during this same timeframe within the city limits. Most of Bellevue's single-family residential growth is clearly occurring outside the city limits. Approximately 966 multifamily building permits were granted in the ETJ area between 1990 and 2003 compared with 826 multifamily building permits within the city limits. A similar number of multifamily residential building permits were issued both in the city limits and in the ETJ area between 1990 and 2003.

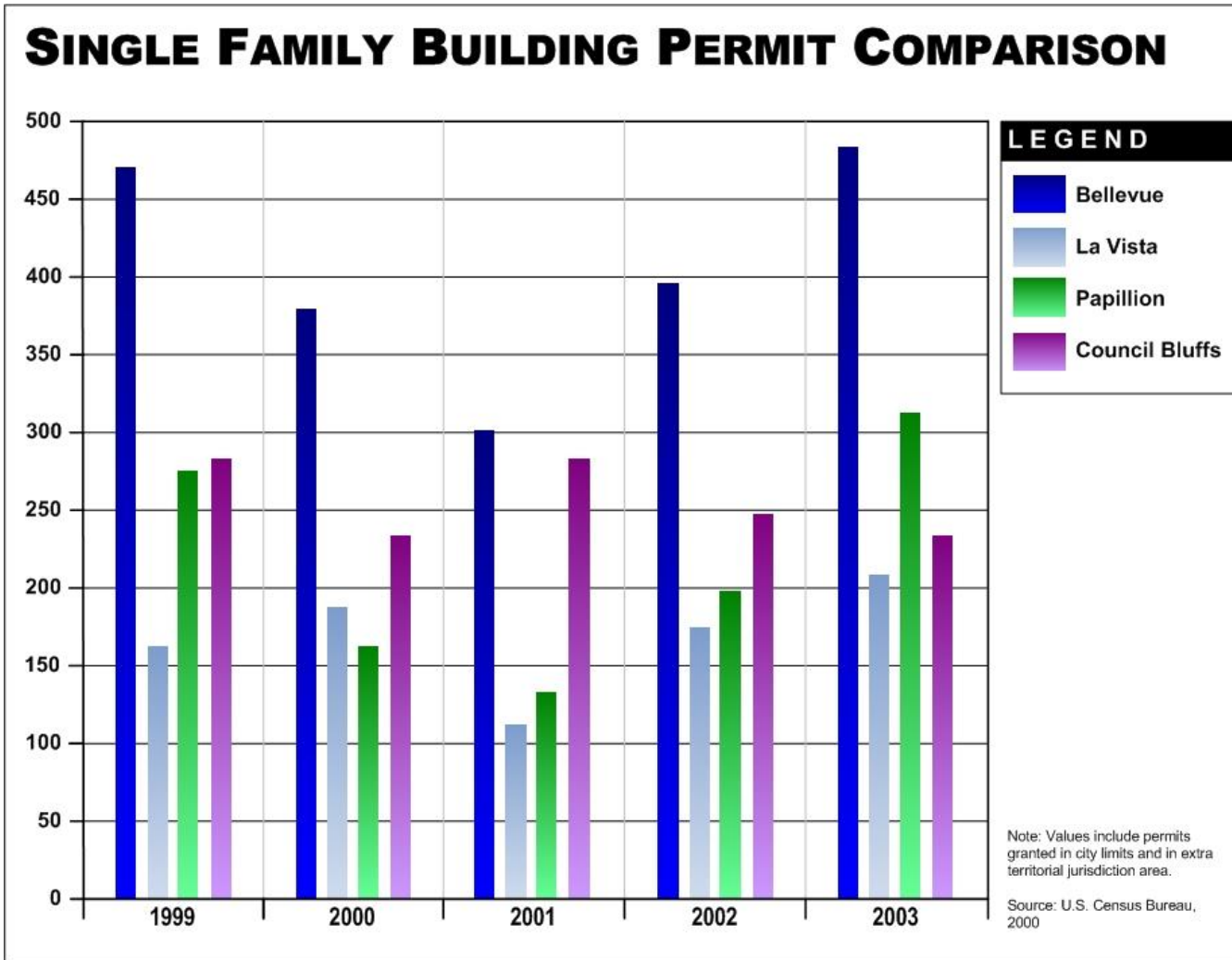
Bellevue's ETJ area saw modest residential permit granting between 1990 and 1995. A peak in the number of building permits issued occurred in 1996. Between 1990 and 2003, the total number of building permits granted peaked in 1999 when 675 single-family and multifamily permits were authorized. Total building permits granted in the ETJ area fell a bit in 2000 and 2001 but rebounded in 2002 and 2003.



Graph B-15: Number of Residential Building Permits Granted in Bellevue ETJ

Single-Family Building Permit Comparison

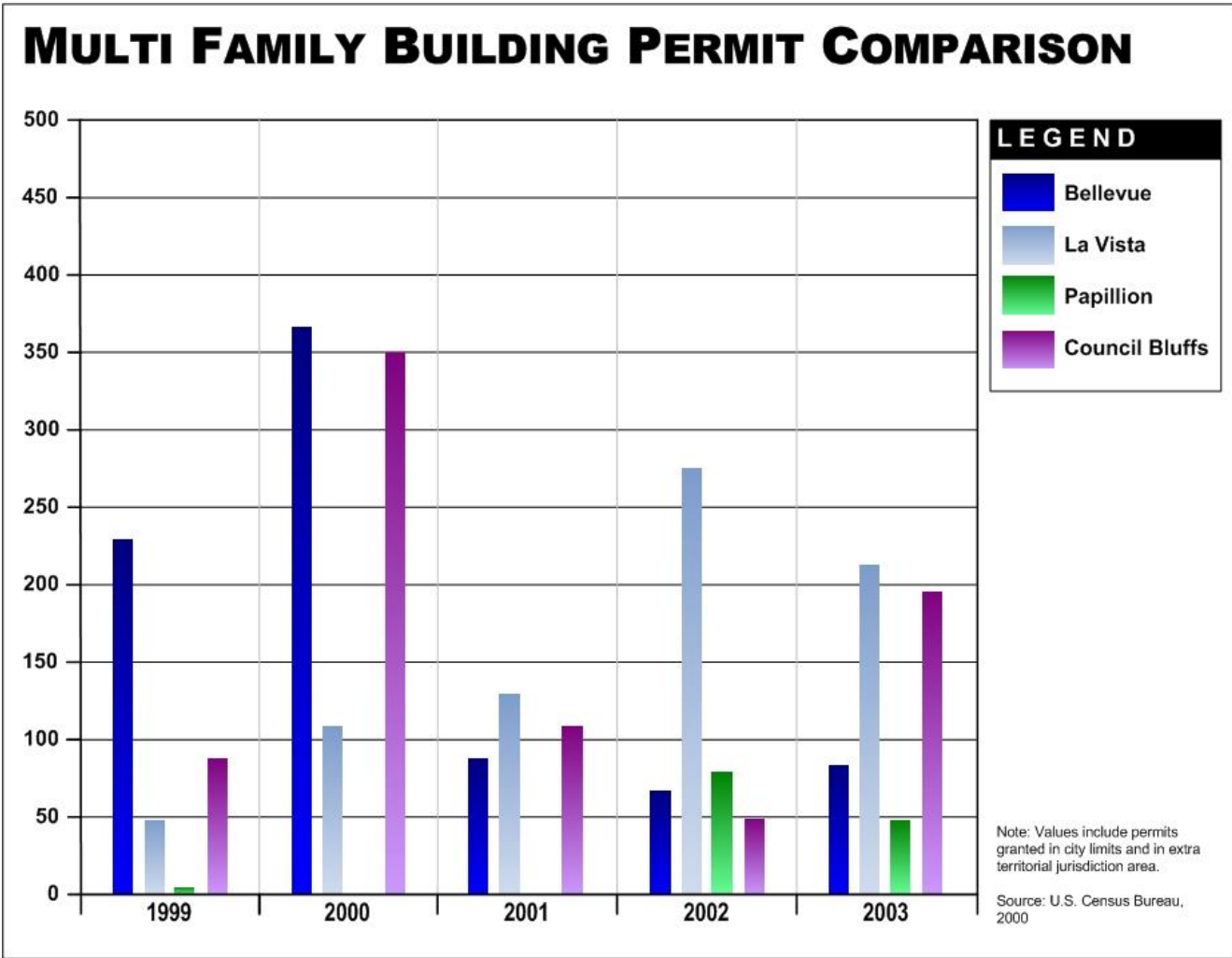
Graph B-16 depicts the total number of single-family building permits granted within Bellevue, La Vista, Papillion, and Council Bluffs between 1999 and 2003. This graph includes permits granted within the city limits and in the ETJ area. Bellevue has consistently granted more single-family building permits than each of the other communities. In 2003, Bellevue issued 480 single-family building permits, La Vista issued 210, Papillion issued 320, and Council Bluffs issued 240. With the exception of Council Bluffs, all other communities— including Bellevue—have seen steady increases in the number of single-family building permits issued since 2001. However, when the growth is measured as a percentage, Papillion's single-family building permits increased by 59 percent from 2002 to 2003, and Bellevue's increased 22 percent. So although Bellevue had more single-family building permits issued in 2003, the rate of change was significantly less than Papillion.



Graph B-16: Single Family Building Permit Comparison

Multifamily Building Permit Comparison

Graph B-17 depicts the total multifamily building permits granted within Bellevue, La Vista, Papillion, and Council Bluffs between 1990 and 2003. This graph includes permits granted within the city limits and in the ETJ area. In 1999, Bellevue granted 225 multifamily building permits and, in 2000, escalated to 360. In 2001 and 2002, the number of permits decreased drastically to 70. In 2003, the number increased slightly to 75. In comparison, La Vista's multifamily building permits increased steadily from 1999 to 2002 before falling slightly in 2003. Perhaps most interesting is Papillion's low number of multifamily building permits. In 1999, Papillion only granted 2 multifamily building permits. In 2000 and 2001, Papillion did not grant any multifamily building permits. Papillion granted 82 multifamily building permits in 2002 and 48 in 2003. Clearly, most residential growth in Papillion is in the form of low density, single-family housing.



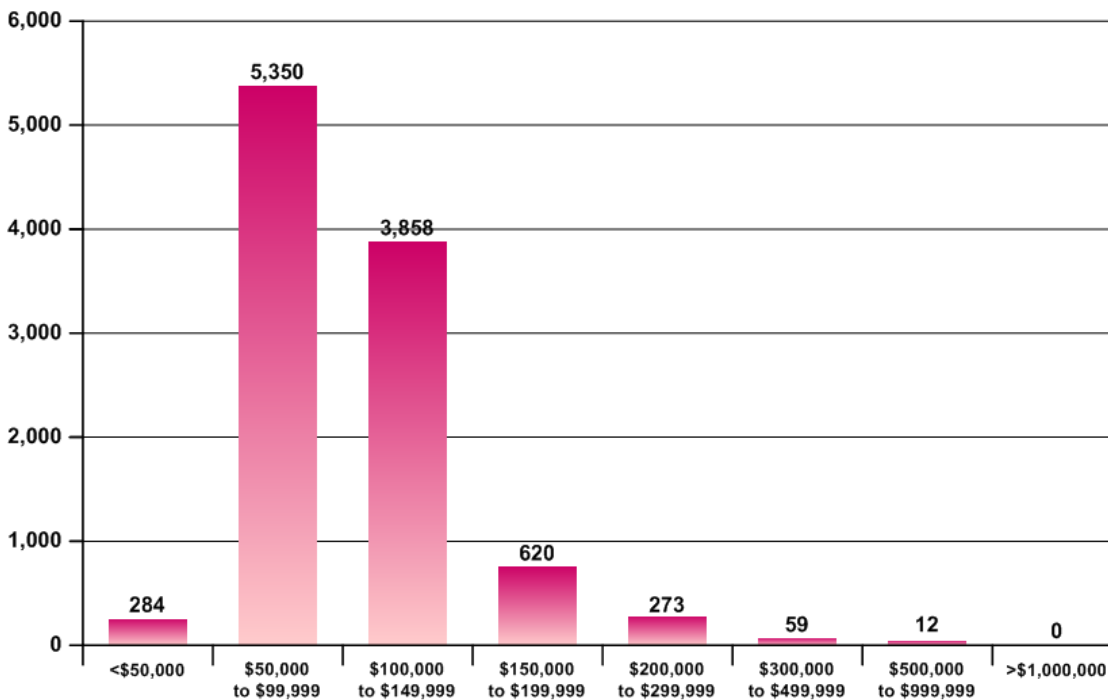
Graph B-17: Multi Family Building Permit Comparison

Value of Housing

Graph B-18 displays the number of Bellevue homes on the basis of value. According to the U.S Census Bureau, the median value of an existing single-family home in Bellevue is \$97,800—one half of Bellevue’s homes are worth more than \$97,800 and, one half are worth more than \$97,800. Ninety percent of Bellevue homes are worth less than \$150,000, and only 2.6 percent of Bellevue’s housing stock is worth between \$200,000 and \$299,999.

Bellevue has a greater percentage of homes valued at less than \$50,000 (2.7 percent) than homes that are valued between \$200,000 and \$299,999 (2.6 percent). Bellevue contains 12 homes that are worth between \$500,000 and \$999,999 and contains no homes that are worth more than one million dollars.

VALUE OF BELLEVUE HOMES



SUMMARY

The median price of an existing single-family home is \$97,800.

Approximately 90% of Bellevue homes are worth less than \$150,000.

Bellevue contains twelve homes in the \$500,000 to \$999,999 category.

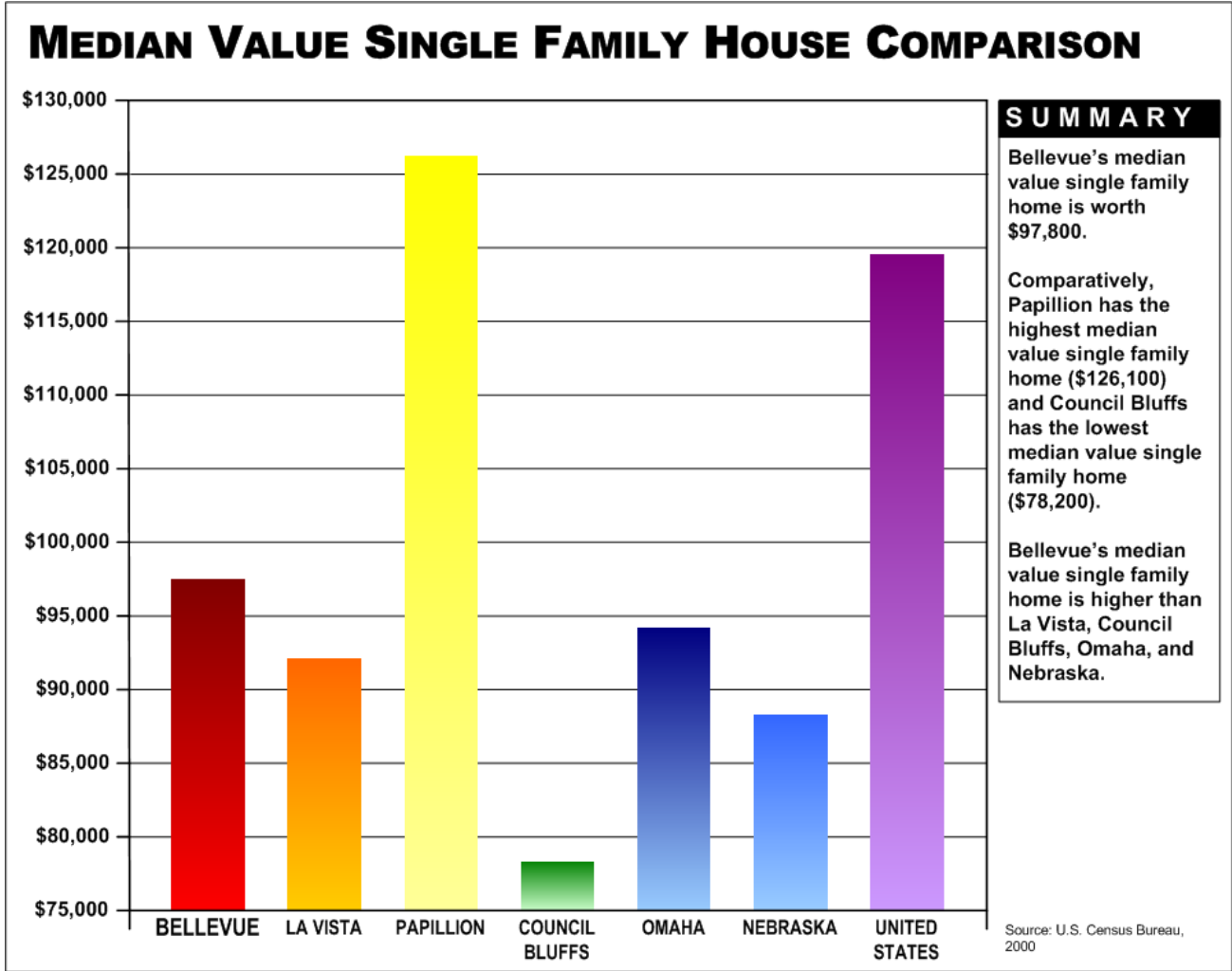
Bellevue contains zero homes worth more than \$1,000,000.

Source: U.S. Census Bureau, 2000

Graph B-18: Value of Bellevue Homes

Value of Single-Family House Comparison

Graph B-19 depicts the median value of a single-family house in Bellevue, La Vista, Papillion, Council Bluffs, Omaha, the state of Nebraska, and the United States. Papillion has the highest median value of a single-family home at \$126,100, and Council Bluffs has the lowest median value of a single-family home at \$78,200. Bellevue's home values are higher than La Vista, Council Bluffs, Omaha, and the Nebraska average.



Graph B-19: Median Value Single Family House Comparison

Affordability of Housing

According to the National Association of Realtors, the HAI (HAI) measures whether or not a typical family can qualify for a mortgage loan for a standard single-family home. A standard home is defined as a median-priced, existing single-family house. The HAI is a useful calculation that compares the necessary qualifying income (income necessary to qualify for a loan for a median-priced home) with the median price of an existing home. A value of 100 indicates that a family who makes the median income has exactly enough income to qualify for a mortgage for an existing median single-family home. Essentially, the higher the HAI value, the more affordable the local housing is in relation to the median income.

Table B-7 identifies and describes Bellevue's HAI value. Higher values indicate that a community's median income has more local housing purchasing power. For example, a value of 120 means that a family earning the median income has 120 percent of the necessary income to qualify for a conventional loan covering 80 percent of the median-priced existing single-family home. The calculation assumes that buyers will provide 20 percent cash as a down payment and that the remaining 80 percent of the home will be financed with a loan.

Bellevue's composite HAI score is 217.81. A family earning the median income has 217 percent of the income necessary to qualify for a conventional loan covering 80 percent of the median-priced existing single-family home. The median-priced single-family home in Bellevue is \$97,800. The qualifying income necessary to qualify for a loan for the median-priced home is only \$24,985.57. This means that a family who earns \$24,985.57 would be able to qualify for a loan for a median-priced existing single-family home.

Bellevue Affordability Index

Qualifying Income

\$24,985.57

Income necessary to qualify for a loan for the median-priced home.

Housing Affordability Index

217.81

The degree to which a typical family can afford the monthly mortgage payments on a typical home.

Interest Rate = 7.0%

Median price of an existing Bellevue single-family home = \$97,800

Median Bellevue family income = \$54,422

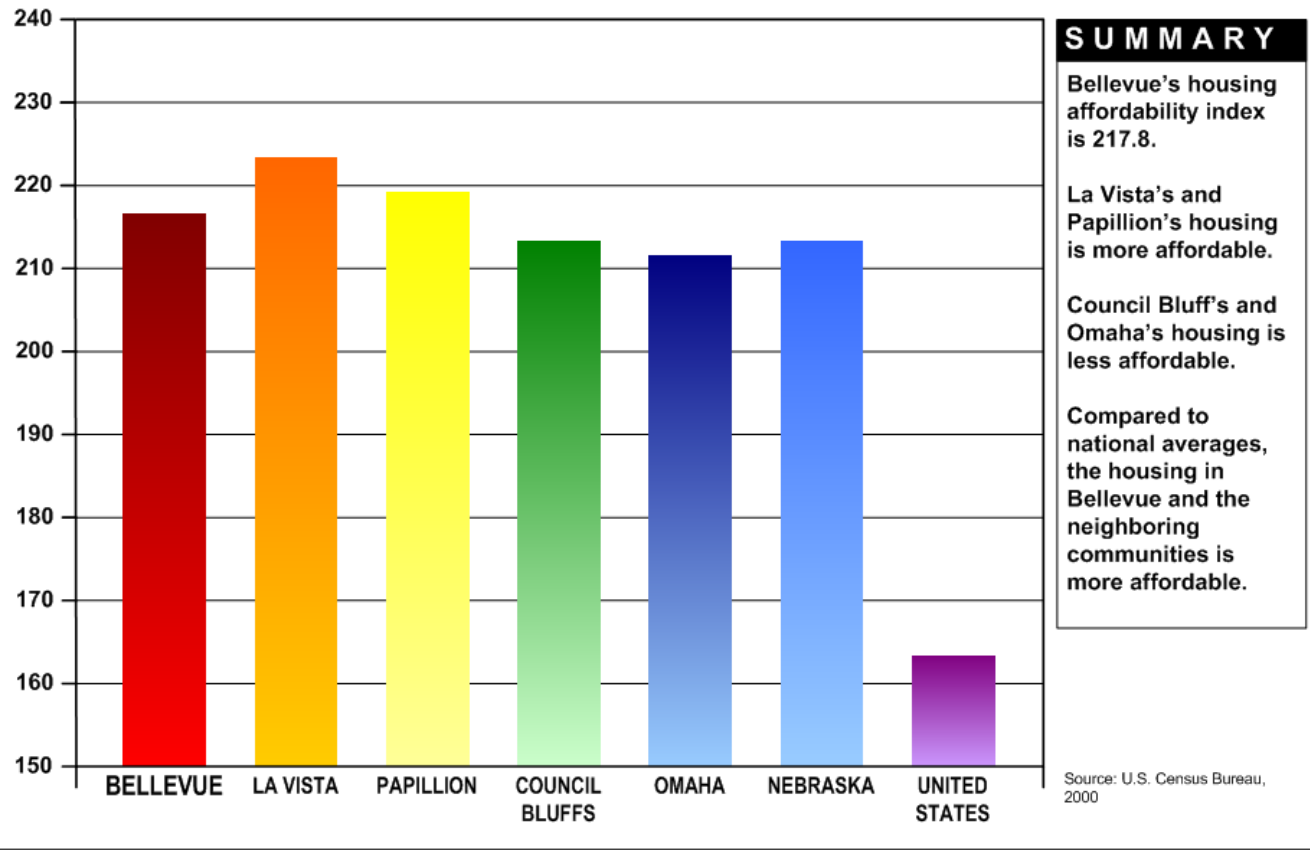
Table B-8: Bellevue Affordability Index

Housing Affordability Index Comparison

Graph B-20 contrasts Bellevue's HAI with other local communities, the state of Nebraska, and the nation. La Vista has the highest HAI in the area at 223, and Omaha has the lowest in the area, with an HAI of 211. La Vista's median income essentially has the most housing purchasing power and Omaha's median income has the least housing purchasing power. Graph B-20 indicates that La Vista and Papillion have more affordable housing in relation to the median income than Bellevue, and Council Bluffs and Omaha have less affordable housing in relation to the median income than Bellevue.

The average HAI composite score for the state of Nebraska is 213, which is slightly less than Bellevue's HAI value of 217. Bellevue's median income has slightly more housing purchasing power than the state average. Bellevue's HAI is significantly higher than the national average of 163. Bellevue's housing is significantly more affordable than national averages.

HOUSING AFFORDABILITY INDEX COMPARISON

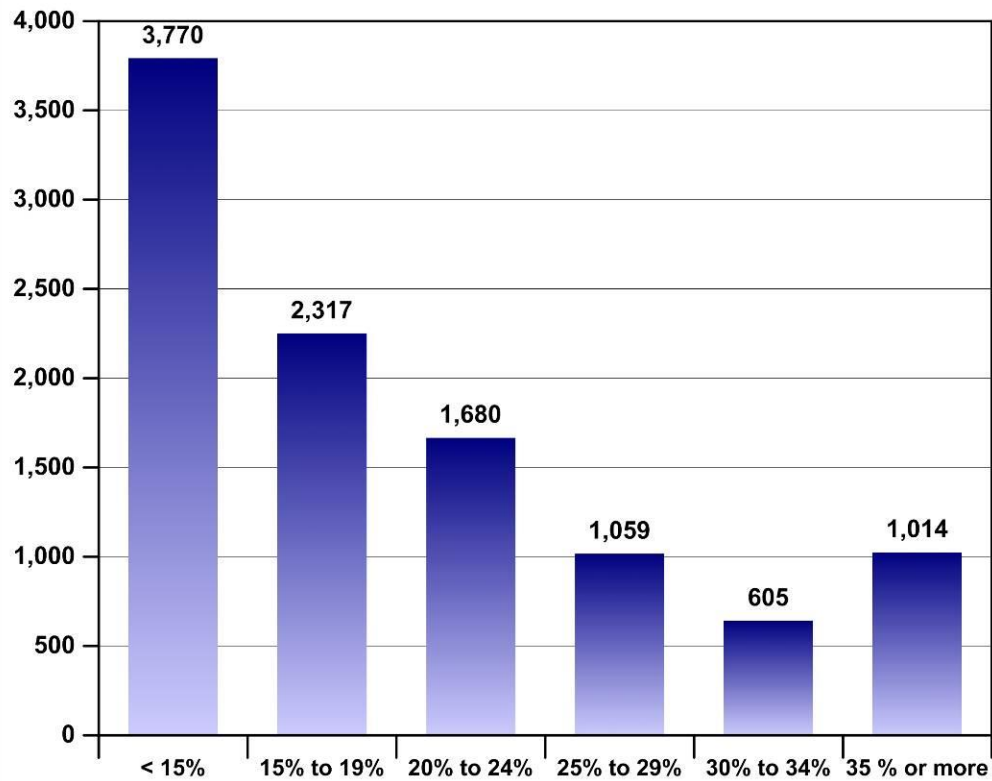


Graph B-20: HAI Comparison

Monthly Owner Costs

Graph B-21 identifies the total monthly costs associated with household ownership, as a percentage of total housing income. The results of this table indicate that most Bellevue residents, 59 percent, spend less than 20 percent of their income on housing costs. Monthly owner costs as a percentage of household income analysis indicates that the housing stock in Bellevue is relatively affordable.

MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (1999)



SUMMARY

Nearly 59% of Bellevue home owners spend less than 20% of their income on housing costs.

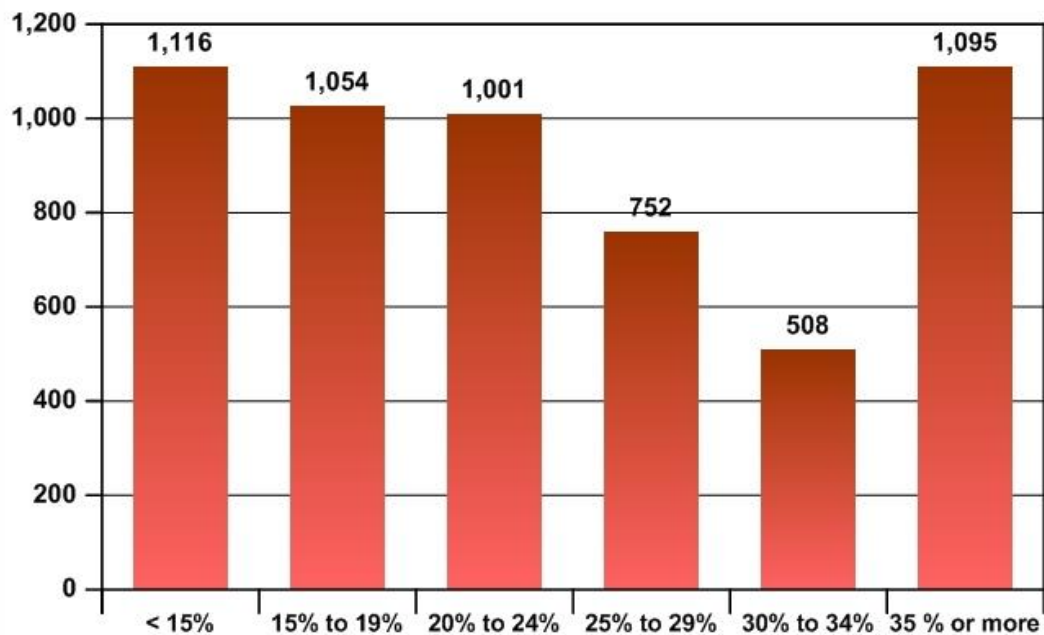
Source: U.S. Census Bureau, 2000

Graph B-21: Monthly Owner Costs as a percentage of Household Income (1999)

Gross Rent Percentage of Household Income

Graph B-22 identifies gross rent as a percentage of household income. The results indicate that of the Bellevue residents who rent, nearly 20 percent pay less than 15 percent of their household income on rent. However, 19 percent of the Bellevue residents who rent spend 35 percent or more of their household income on rent. This disparity indicates that rent values are very low for some Bellevue residents and very high for other residents. Further analysis is required on the amount of affordable housing available within the community.

GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (1999)



SUMMARY

Nearly 20% of Bellevue renters pay less than 15% of household income on rent.

Approximately 19% of Bellevue renters pay more than 35% of household income on rent.

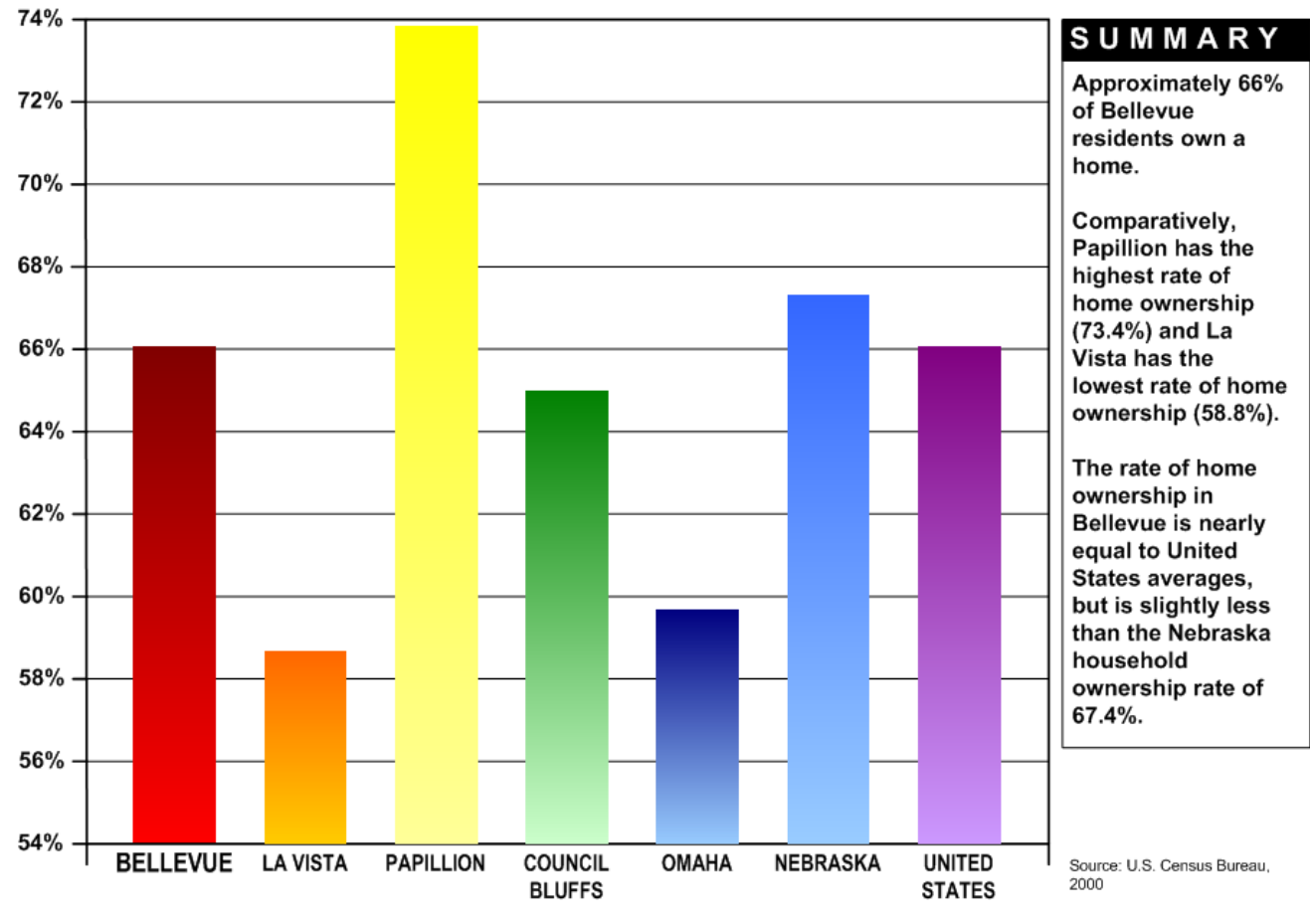
Source: U.S. Census Bureau, 2000

Graph B-22: Gross Rent as a percentage of Household Income (1999)

Housing Tenure

Owner occupancy refers to the percentage of the residents within the community that own their own home. A higher owner occupancy rate indicates that a higher percentage of residents own their own home. Graph B-23 contrasts Bellevue's owner occupancy rate, which is 66 percent, with other area communities. Bellevue's owner occupancy rates are just slightly below state averages and are essentially commensurate with national averages. Bellevue's owner occupancy rate is significantly higher than La Vista, which indicates that a higher percentage of Bellevue residents own their own home. However, Papillion's owner occupancy rate is nearly eight percentage points higher than Bellevue's. Bellevue's owner occupancy rates are higher than both that of Council Bluffs and Omaha.

OWNER OCCUPANCY HOUSING COMPARISON



Graph B-23: Owner Occupancy Housing Comparison

Parks and Recreation

The National Recreation and Park Association's 1996 document entitled *Park, Recreation, Open Space and Greenway Guidelines* has served as a primary reference for defining park guidelines and standards and is used by both park designers and park planners. This document suggests that a community's park system should contain 10 acres of public open space per 1,000 residents. In addition to defining park standards, the document also includes a park classification system. The size of a park strongly affects the types of uses available, the service area, and the site characteristics. Parks are generally categorized into four types.

Mini-Park

A mini-park is typically 1 acre or less and is intended to serve less than a 0.25-mile radius. Mini-parks are designed to include specialized facilities for a specific population group (i.e., senior citizens or children). Mini-parks are typically found near higher density residential developments or near elderly housing centers.

Neighborhood Park

A neighborhood park is typically 15 acres or more and is intended to serve a single neighborhood, a 0.5-mile radius, or a population of approximately 5,000 residents. Neighborhood parks are designed to provide areas for both active recreational activities (i.e., playgrounds and field games) and passive recreational activities (i.e., picnicking and trails for walking). Neighborhood parks should be strategically placed within the center of several neighborhoods so that it is easily accessible to all surrounding residents.

Community Park

A community park is typically 25 acres or more and is intended to serve several neighborhoods or a 1- to 2-mile radius. Community parks are designed to provide a broad range of active and passive recreational activities. Common community park features include ball fields, large swimming pools, playgrounds, walking trails, natural areas, water bodies, and picnicking areas. Community park uses are primarily defined by site suitability and community needs.

Regional Park

A regional park is typically 200 acres or more and is intended to serve several communities. Regional parks are often found along a natural resource and typically support boating, camping, fishing, picnicking, swimming, a variety of trails, and play areas.

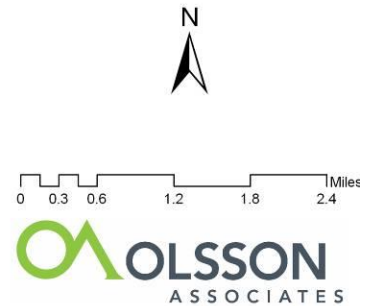
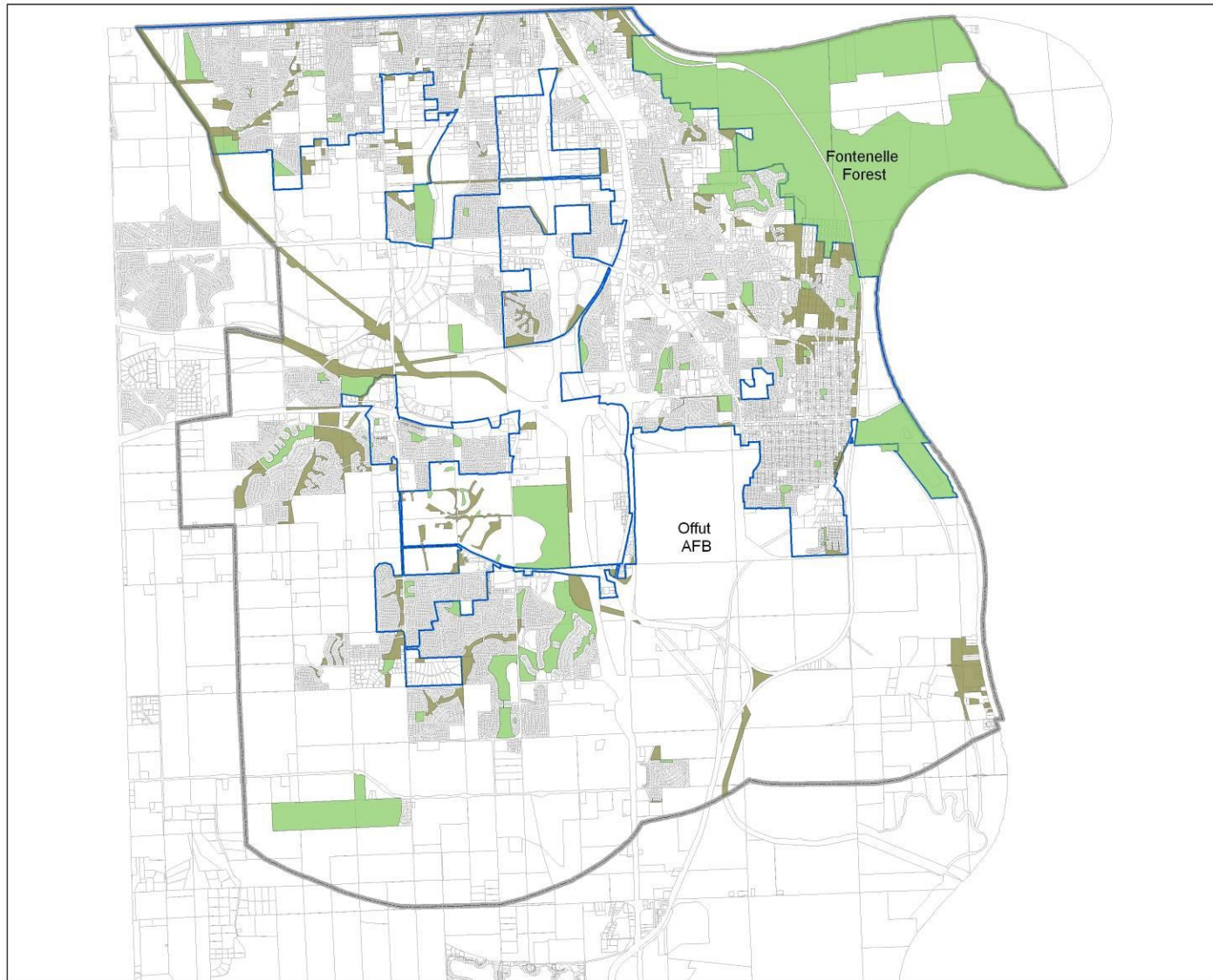
Bellevue Comprehensive Plan

Bellevue, Nebraska

Existing Park Land

Legend

-  Park
-  Open Space
-  Bellevue ETJ
-  Bellevue City Limit



Map B-1: Existing Park Land

Map B-1 displays Bellevue's parks and open spaces. The City of Bellevue contains 34 parks. These parks occupy more than 643 acres of land. Bellevue's park system includes 25 playgrounds that provide safe and enjoyable play areas for children. Bellevue's five pools provide summer heat relief and are a popular destination for families, children, and adults. Bellevue's 16 tennis courts, 23 ball fields, and 8 basketball courts provide a variety of active recreational amenities to Bellevue residents.

Bellevue's comprehensive park system is designed to provide residents of all ages places to play, frolic, relax, and enjoy the natural environment. Parks offer a variety of benefits to the community. Neighborhood public open spaces serve as meeting areas and can help build rapport among community members. Parks, and especially trails, are wonderful venues for physical exercise and activity and can thus contribute to improved public health. Parks and trails also offer economic benefits in the form of increased property valuation. Bellevue's collection of mini-parks, neighborhood parks, community parks, and regional parks contain a broad variety of activities and amenities that are designed to accommodate the recreational needs and desires of all Bellevue residents. The Parks and Recreation section of the Bellevue Comprehensive Plan describes each park, its location, and the amenities and services offered. Further information regarding Bellevue's park system can be found in the Park Master Plan.

HAWORTH PARK – Regional Park

Photo B-2: Jewell Park

Bellevue’s flagship recreational area, Haworth Park, is located on the western bank of the Missouri River. Haworth Park consists of 155 acres and includes a mix of active and passive recreational activities. Haworth Park is Bellevue’s only regional park. In addition to serving Bellevue residents, Haworth Park also attracts visitors from La Vista, Papillion, Omaha, Council Bluffs, Plattsmouth, and other area communities. ~~In addition to a marina, Haworth Park also contains camping facilities, a playground, soccer fields, ball fields, picnicking shelters, a tennis court, and an ice rink. The Bellevue Marina, which contains 196 slips, is located within Haworth Park.~~ Haworth Park is expected to expand significantly to the north onto the Kramer facility. The addition will include a lake, several ball fields, an improved baseball complex, a museum, a fishing spot, and will also include scenic vistas of the Missouri River.



Photo B-1: Haworth Park

JEWELL PARK – Specialty Park

Jewell Park, which consists of 65 acres, is located at Main Street and Combs Road. Jewell Park is a unique specialty park that includes a dog park. Jewell Park is poorly labeled and is easy to miss. Jewell Park currently resembles a vacant lot and does not appear to be well used.



Photo B-2 Jewell Park

SWANSON PARK – Community Park

Swanson Park is located at 3102 Cornhusker Road and contains 53 acres. This community park includes a playground, ball fields, and approximately five miles of off-road mountain bike trails. Swanson Park is Bellevue’s second largest park.

ASPEN PARK – Community Park

Aspen Park is located in the northwest section of Bellevue, at 48th and Aspen Street. Aspen Park contains approximately 30 acres. This



Photo B-3: Swanson Park

park's primary facilities include a playground and Sun Valley swimming pool. Additional facilities include ball fields, a sand volleyball court, basketball courts, and a walking trail.

EVERETT PARK – Community Park

Everett Park is located at the intersection of Betz Road and Wilshire Drive. This park is approximately 22 acres and contains a broad mix of active recreational activities, including a playground, soccer fields, tennis courts, a jogging trail, splash pad, and several ball fields.

HASTING BANNER PARK – Open Space

Hasting Banner Park is a 20-acre open space located at the intersection of 53rd and Virginia Street. Its amenities include a newer playground, a splash pad, soccer fields, baseball fields, and a perimeter walking and biking trail that connects with the Copper Creek Park trail. The parking lot needs water drainage improvements to minimize the possibility of future flooding.

Photo B-4: Aspen Park



Photo B-5: Everett Park



Photo B-6: Hasting Banner Park

COLLEGE HEIGHTS PARK – *Neighborhood Park*

College Heights Park is a park that serves the College Heights neighborhood. This 17-acre park is located on a plateau east of Bluff Street. This park has a playground and includes excellent vistas that overlook the Missouri River basin. Additional park amenities include basketball courts, soccer fields, a picnic shelter, and a walking path that encircles the perimeter of the park. Sidewalks and crosswalks provide pedestrian park visitors with easy access to College Heights Park.



Photo B-7: College Heights Park

McCANN FIELD – *Neighborhood Park*

McCann Field is located at the intersection of Marion Street and Harrington Street and is situated on approximately 14 acres. McCann Field contains a playground, tennis courts, and ball fields. The ball fields are in excellent condition. The parking area can be seen from the major streets that surround the park, but the driveway access is hidden within an adjacent neighborhood.



Photo B-8: Baldwin Field

BALDWIN FIELD – *Neighborhood Park*

Baldwin Field is an active recreational park situated on 12 acres. Baldwin Park is located just south of Ludwig Drive and contains three ball fields, as well as concession stands and restrooms. Baldwin Field is also connected with Bellaire Elementary School.

JERRY GILBERT PARK – *Neighborhood Park*

Jerry Gilbert Park is a 10-acre neighborhood park located at 29th and Jackson Street. The primary recreational features at this park include a swimming pool, a playground, a basketball court, and a bridge. A drainage creek separates the playground area from the pool. Several of the playground apparatuses are covered in vulgar graffiti.



Photo B-9: Jerry Gilbert Park

FAULKLAND HEIGHTS PARK – *Neighborhood Park*

Faulkland Heights Park is located at 8700 South 48th Street. This park is approximately 9 acres and contains a playground, a picnic area and shelter, and a walking trail. Faulkland Heights Park is well shaded and contains numerous mature trees. The park cannot be directly accessed from 48th Street even though it can be seen from the street. Park visitors must weave through the neighborhood before they enter the parking area.



Photo B-10: Faulkland Heights Park

TWIN RIDGE II PARK – *Neighborhood Park*

Twin Ridge II Park is situated on 7 acres and is located west of Bryan Avenue and north of Greensboro Avenue. This smaller neighborhood park contains a playground and open space. Twin Ridge Park is unusually peaceful and tranquil because it is not bordered by roads.



Photo B-11: Twin Ridge II Park

LEAWOOD OAKS II PARK – *Neighborhood Park*

Leawood Oaks II Park is located south of Leawood Drive and east of 36th Street. Leawood Oaks II Park is visible from 36th Street, but a park visitor must weave through the neighborhood to find a place to park. This 5-acre park contains playground equipment, several acres of open space, and a picnic area. Much of Leawood Oaks II Park is covered in shade that is provided by numerous mature trees.



Photo B-12: Leawood Oaks II Park

GILDER PARK – *Neighborhood Park*

Gilder Park is located at 37th Street and Chandler Road. This park is approximately 5 acres and contains playground equipment, a ball field, and several acres of open space. The play equipment in Gilder Park is older and the sand containment area is not well maintained.

GEMINI PARK – *Neighborhood Park*

Gemini Park is situated on approximately 5 acres and is located at 24th and Clay Street. This park contains playground equipment, including two jungle gyms and a swing set. Gemini Park also contains a historic railroad depot and is located adjacent to the Sarpy County Museum. Gemini Park borders Offutt AFB and as a result, one side of the park is lined by a tall chain-link fence rimmed with barbed wire.

GOLDEN HILLS PARK – *Neighborhood Park*

Golden Hills Park is located at the intersection of 35th Street and Golden Boulevard. Parking is only available along adjacent roadways because the park does not have a parking area. This park is approximately 5 acres and contains a playground, a jogging trail, several acres of open space, baseball cages, a basketball court, and a picnic shelter.



Photo B-13: Gilder Park



Photo B-14: Gemini Park



Photo B-15: Golden Hills Park

DOWDING POOL – *Municipal Swimming Pool*

Dowding Pool is located at 1400 Washington Street. This 5-acre activity complex contains both a swimming pool and a playground. The pool is equipped with a slide and a diving board. The pool also includes a shallow wading pool for smaller visitors. The playground equipment is old, and much of it needs updating.

CASCIO POOL – *Municipal Swimming Pool*

Cascio Pool is located at 1500 Lawrence Lane. Lawrence Lane can be found east of Fort Crook Road and north of Harvell Drive. Cascio Pool sits on 4 acres. In addition to the pool, this park contains playground equipment. The pool is recessed from the street, so passing cars are not able to see it without entering the parking lot. This isolation is both an asset and a liability. The isolation provides swimmers and sun bathers with additional privacy. However, the secluded nature of the pool can also make it difficult to find.

GOLDENROD PARK – *Neighborhood Park*

Goldenrod Park covers approximately 5 acres. This neighborhood park contains playground equipment and tennis courts and is located at 8207 South 42nd Street in Bellevue.



Photo B-16: Goldenrod Park

HEBER PARK – *Neighborhood Park*

Heber Park is located at the intersection of Englewood Drive and Garden Drive, just north of Highway 370 and east of Fort Crook Road, nestled within a residential housing development. This 4-acre neighborhood park contains playground equipment, and a picnic shelter.

SOUTHWOODS PARK – *Neighborhood Park*

Southwoods Park is a neighborhood park situated on approximately 4 acres. Southwoods Park is located at the intersection of Nebraska Drive and Columbus Avenue, near Southroads Mall. This park contains playground equipment. Much of this equipment is new. The concrete curbing sand retention technique is very effective and should be used as a model for other Bellevue parks.

SOUTHERN OAKS PARK – *Neighborhood Park*

Southern Oaks Park is situated on 4 acres and is located at the intersection of Duane Avenue and Golden Boulevard. This neighborhood park contains playground equipment and open space. Southern Oaks Park is one of Bellevue's more recent parks in the predominately residential southwest district. Parking is provided on street. A series of sidewalks are used to join Southern Oaks Park's activities and amenities. This park contains few trees.



Photo B-17: Heber Park



Photo B-18: Southwoods Park



Photo B-19: Southern Oaks Park

RUSS THOMPSON PARK – *Neighborhood Park*

Russ Thompson Park is located at the intersection of East 27th Street and South Franklin Street, just south of West Mission Avenue and Olde Towne. This 2-acre neighborhood park includes playground equipment and two tennis courts. The adjacent lower traffic volume streets provide visitors with easy access to the play areas and the picnic areas. Older trees provide excellent shade for park visitors.



Photo B-20: Russ Thompson Park

GLENMORRIE PARK – *Neighborhood Park*

Glenmorrie Park is situated on 2 acres and is located at the intersection of South 50th Avenue and Edinburgh Street. Glenmorrie Park does not have street access. Paths, between private residences, lead park visitors from the street to the park area. This neighborhood park contains open space and playground equipment.



Photo B-21: Glenmorrie Park

WASHINGTON PARK – *Neighborhood Park*

Washington Park is located at the intersection of East 20th Street and Franklin Street. This smaller neighborhood park contains a variety of playground equipment. A central gazebo is an ideal location for small group gatherings. Washington Park also includes a variety of historical markers that pay tribute to Bellevue's early history.



Photo B-22: Washington Park

NORTH FIELD PARK – *Neighborhood Park*

North Field occupies almost 2 acres and is located at the intersection of Bluff Street and Rushton Avenue. This small active recreational park contains ball fields. North Field Park's only detriment is limited parking.

FREEMAN PARK – *Mini-Park*

Freeman Park is a small mini-park that occupies 1.37 acres, located at the intersection of Durand Drive and Lemay Drive. Freeman Park is minimally equipped and includes a jungle gym and a merry-go-round. A sidewalk meanders through the park, which provides students with a safe route from Lincoln Road. This park does not have many attractions, so it appears to be used more as a transitional space between the high school and the adjacent neighborhoods.

MASON PARK – *Mini-Park*

Mason Park is located at the intersection of Harvell Drive and Logan Avenue. This mini-park occupies 1.35 acres and contains playground equipment.



Photo B-23: North Field Park



Photo B-24: Freeman Park



Photo B-25: Mason Park

COPPER CREEK PARK—*Mini-Park*

Copper Creek is a small mini-park that occupies less than 1 acre of land in northwest Bellevue at 5021 Copper Creek Road. Copper Creek Park contains a play area, which includes a new jungle gym. Copper Creek Park also contains a perimeter walking trail, which travel through undeveloped areas that connect with Hastings Banner Park. Despite the lack of signage, this park is heavily used. Copper Creek Park is easily accessible to children and is located on a relatively calm street.



Photo B-26: Copper Creek Park

Public Facilities

City Hall 1500-1510 Wall Street

Bellevue City Hall was recently moved from the Olde Towne corridor. City Hall currently occupies two buildings, and is more convenient for citizens to access. The newly renovated buildings have ample space for future growth. The buildings are serviced with modern amenities and technology.

Police Station 1510 Wall Street

The Bellevue Police Department is located at 1510 Wall Street, and is part of the newly created city hall campus at this location. This recently renovated building affords the department ample room for current operations, as well as future growth.

The Bellevue Police Department employees 100 sworn officers and 17 civilians.

Fire Station

The Bellevue Fire Department has 74 full time firefighters and 29 part time firefighters. This number includes 29 paramedics. The department is funded through the city budget. The City owns all the vehicles and equipment. The fire department budget is used exclusively for maintenance purposes.

The Bellevue Fire Department has four district stations, which are strategically placed throughout the community. A fifth station will likely be required at some point in the future to accommodate an increased population. The Bellevue Fire Department also operates a fire-training site. This facility is used to train all the volunteer firefighters and emergency medical technicians. The Bellevue Fire Department has also partnered with Metro Community College and now offers basic CPR courses for college credit.

District 1 Station—211 22nd Avenue

The Bellevue Fire Department headquarters are located in the District 1 station. The original building was constructed in 1967, and an addition was completed in 1994. The building occupies just over 15,500 square feet and is in good condition. There are six bays for 13 emergency vehicles. The engines include an aerial, a tanker, and a pumper.



Photo B-27: District 1 Station

District 2 Station—2010 Fairview Street

The District 2 station was built in the late 1950s of pre-cast concrete block and encompasses 10,096 square feet. The station was remodeled in 1976, but it is beginning to show its age and is in need of cosmetic updates. This station has six bays and operates seven vehicles. The vehicles include a weed truck, a utility vehicle, two rescue vehicles, two pumpers, and one aerial engine. The grounds include an additional metal building, which is located directly east of the main station. This facility includes three bays and functions primarily as a storage facility for older fire-and-rescue units.



Photo B-28: District 2 Station



Photo B-29: District 2 Station

District 3 Station—9400 36th Street

The District 3 station was originally built by the Omaha Public Power District in 1925. The facility is constructed of poured, reinforced concrete. This station operates six vehicles, which include an aerial engine, a weed truck, two pumper engines, and two rescue vehicles.

District 4 Station—13501 South 25th Street

The District 4 station, which primarily serves southwestern Bellevue, was built in 1996. The building's primary construction materials include concrete block and steel. This station was originally built by the Rural Sarpy County Fire Protection, but it is now leased to the Bellevue Fire Department for \$1 per year. The District 4 station encompasses 11,600 square feet and is in excellent condition. This facility includes three bays that accommodate six vehicles, including two rescue units, two pumper engines, a weed truck, and an aerial engine. Future population growth in southwest Bellevue might necessitate the addition of two extra storage bays onto the District 4 station.



Photo B-30: District 3 Station



Photo B-31: District 4 Station

Fire Training Facility—3100 Cornhusker Road

The Fire Training Facility, which was constructed between 1999 and 2001, is the site for all Bellevue firefighter training. The facility includes both a burn tower and a large metal building that houses three classrooms. The largest classroom can seat up to 250 people. The burn tower and metal building reside on 20 acres. The condition of both facilities is excellent. Both facilities are state of the art and attract and train firefighters from other area municipalities. The Bellevue Fire Training Facility recently formed a coalition with Metro Community College and now offers basic CPR and other courses for college credit.



Photo B-32: Fire Training Facility

Reed Community Center—1200 Lord Boulevard

The Reed Community Center was built in 1956 and is ADA compliant. The community center is a wood-frame building that is approximately 9,600 square feet. It houses the recreation office and offers tap and ballet classes. A meeting space can be rented for receptions and gatherings. Everything in the building, including the flooring, lighting, décor, and wall treatments are original. The building is dated and needs renovations and upgrades.



Photo B-33: Fire Training Facility



Photo B-34: Reed Community Center

Municipal Swimming Pools

Most of Bellevue’s public municipal pools have a traditional L-shaped design. Bellevue’s most recent pool was constructed in 1984. All pools include low diving boards and small slides. Although the condition of most of the pools is good, they lack many activities and amenities typically found in newer water parks.

Sun Valley Pool—52nd and Aspen Street

This pool was constructed in 1980 and has an “L”-shaped design. The pool is located in a 30-acre park. The bathrooms and locker rooms have recently been remodeled.

Jerry Gilbert Pool—29th and Jackson Street

The Jerry Gilbert Pool underwent a \$2.1 million renovation in 2018. The facility consists of a zero-depth pool, water slides, and many water features.



Photo B-35: Sun Valley Pool

Dowding Pool—14th and Washington Street

Dowding Pool was constructed in 1956. It is Bellevue's oldest municipal swimming facility. The pool facility is concrete block and is ADA compliant. The pool is 25 meters and is located within a 2-acre park.

Cascio Pool—1500 Lawrence Lane

Cascio Pool underwent a \$2.5 million renovation in 2018. Cascio Pool is now a zero-depth pool with water slides and multiple water features.

Bellevue Public Library—1003 Lincoln Road (at Harvell)

The Bellevue Public Library was built in 1975. The primary construction materials are block and steel. The library has a rock exterior façade, which is similar to City Hall. The building is beginning to show its age and needs basic repairs. The roof reportedly leaks and is expected to be replaced. The rock facade includes prominent rust stains, which are unappealing and unattractive. Additional sound dampening in the atrium area would greatly reduce echoing effects throughout the entire facility.

Bellevue's only library is located in eastern Bellevue, away from much of the recent residential growth. As a result, the location is convenient for many, but not all. In the summer months, many of the library visitors arrive by car. Children are more likely to walk or bike to the library during the school year.

The Bellevue Public Library offers a broad array of services, including books, audiovisual materials and equipment, children's and adult programming, a strong reference collection, and meeting areas for nonprofit groups. The library receives between 320,000 and 350,000 visitors per year, with the summer months being the busiest. The Bellevue Public Library offers outreach services that include home delivery for citizens who are unable to travel to the library.

In addition to general library services, the library includes six computer terminals with public access to the Internet. These computers do not contain any content-filtering software. The demand for Internet access far exceeds the supply of terminals. The library expects to place additional computer terminals



Photo B-36: Dowding Pool



Photo B-37: Bellevue Public Library

in the quiet study room. The additional terminals will be nice, but the discontinuation of the quiet study room is unfortunate. Additional future library upgrades include an updated catalog that could be accessed from home via the Internet.

A \$9 million library renovation is planned and listed in the 2020-2025 Capital Improvement Plan. The renovation is planned in two phases over two years.

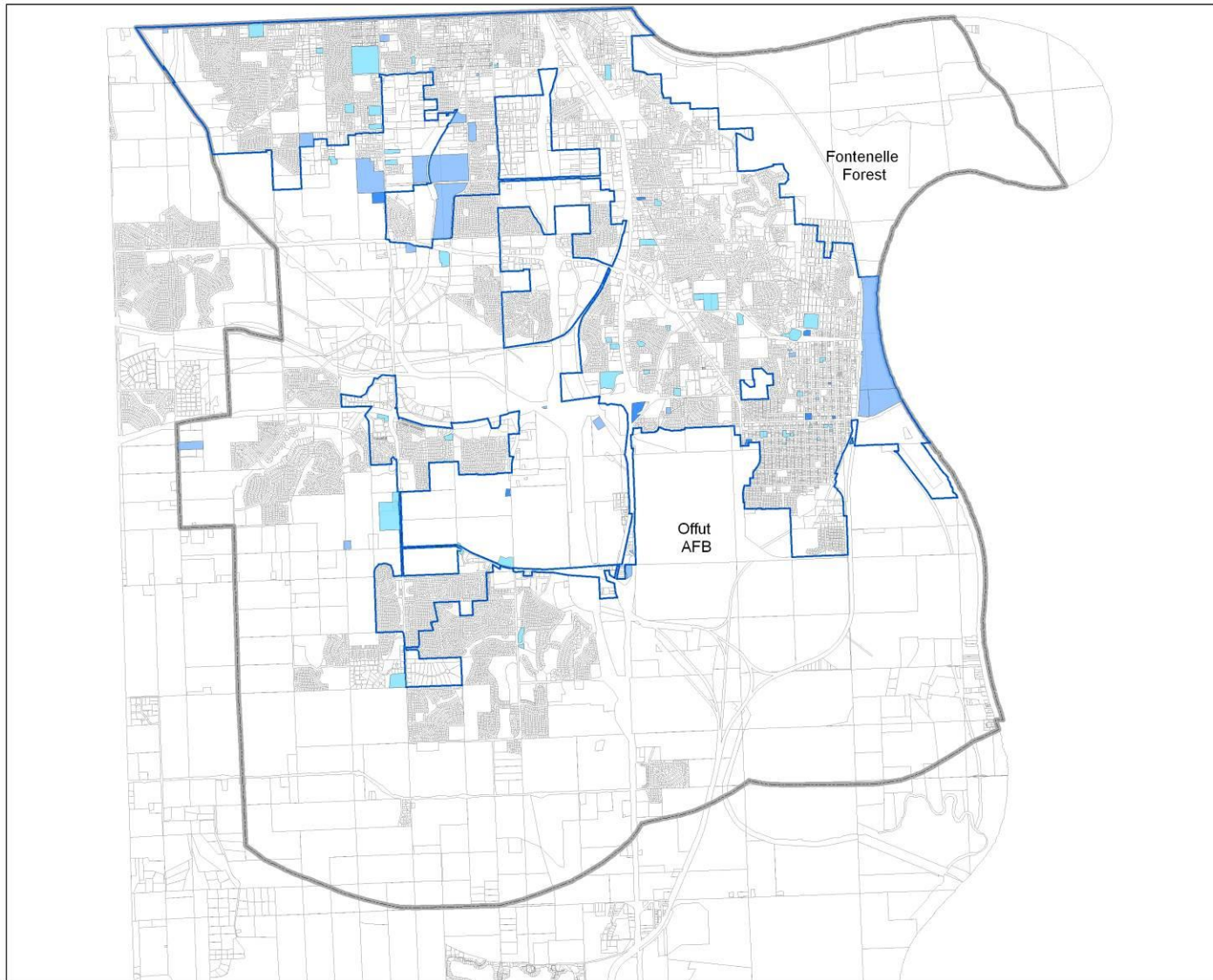
Bellevue Comprehensive Plan

Bellevue, Nebraska

Existing Public Facilities

Legend

- Public
- Quasi-Public
- Utilities
- Bellevue ETJ
- Bellevue City Limit



Map B-2: Existing Public Facilities

Public-Works Facilities

Street Department—206 Industrial Drive

The office for the Street Department is inside the Parks Department building. The office is approximately 28 feet by 16 feet. The building does have a ramp for wheelchair access, but the restrooms do not meet ADA standards. The street department currently employs 29 full-time employees and adds 2 part-time workers during the summer months. In the winter months, the Street Department employs Parks Department workers to assist with snow removal duties. The Street Department has three garage and storage facilities:

Southwest Shop—12805 South 9th Street

This facility was built in 1999 and is in great condition. It is ADA compliant and does not need modifications or updates. This 75-foot by 120-foot building is used as a garage. A salt dome is also on site.

South Street Shop and Yard—29th Avenue and Hancock Street

The oldest of the shop facilities, this building was constructed in 1959 and upgraded in 1974 and 1982. The building is worn, but it is ADA compliant. This 50-foot by 225-foot metal building is used for equipment storage and fabrication.

North Street Shop and Yard—8252 Cedar Island Road

This 75-foot by 150-foot metal building was constructed in the 1960s. The condition of the facility is good and does not need any updates or modifications. This facility is ADA compliant.



Photo B-38: Street Department



Photo B-39: Southwest Shop



Photo B-40: South Street Shop and Yard



Photo B-41: North Street Shop and Yard

Fleet Maintenance—2102 Betz Road

The fleet maintenance building was built in 2000 and is constructed of metal and block. The facility is 18,220 square feet and is in great condition.



Photo B-42: Fleet Maintenance

Sanitary Sewer System

There are 390 miles of sewer lines within the City of Bellevue. Some areas within the City cannot have sewer services without constructing new lines, interceptors, and lift stations. Bellevue's sanitary sewer system includes four sewer interceptor areas.

25th Street—Child's Road to south of Cornhusker (ties into Mud Creek Interceptor)

This interceptor has 10-inch to 15-inch lines and has a current flow of 0.24 million gallons per day, with a current capacity of 2.3 million gallons per day. This interceptor can accommodate significant future growth.

Mud Creek— Avery Road to Omaha Interceptor (off 25th Street south of Willow Springs)

This interceptor has 21-inch to 36-inch lines and has a current flow of 0.65 million gallons per day, with a current capacity of 5 or 6 million gallons per day. This interceptor can accommodate significant future growth.

Chandler – Pleasant Drive to Cornhusker Road

This interceptor has 21-inch lines and a current flow of 0.168 million gallons per day, with a current capacity of 2 to 3 million gallons per day. This interceptor can accommodate significant future growth.

LaPlatte – East of Highway 75 south and north of Fairview Road

This interceptor has 10-inch to 36-inch lines and a current flow of 0.184 million gallons per day, with a current capacity of 5 million gallons per day. This interceptor can accommodate significant future growth.

Waterwater Treatment Plant—1002 East Mission Avenue

This facility was constructed in 1978 and is in good condition. The current usage of this plant is 1 million gallons per day, which is well under its capacity of 2.5 million gallons per day. This facility will be taken out of service in 2010; all sewage will then be treated at the City of Omaha's wastewater treatment plant on the Papio Creek. Bellevue contains 17 sewer lift stations located throughout the city.

South Lift Station—Industrial Road

This lift is in good condition and has a capacity of 1,300 gallons per minute.

Fort Crook—12228 Fort Crook Road South

This lift is in good condition and has a capacity of 300 gallons per minute.

Fleet Maintenance—2012 Betz Road

This lift is in good condition and has a capacity of 60 gallons per minute.

25th and Highway 370—11611 South 25th Street

This lift is in good condition and has a capacity of 700 gallons per minute.

Fontenelle Hills—416 ½ Greenbriar Court

This lift is in good condition and has a capacity of 650 gallons per minute.

25th and Harrison Street—2501 Harrison Street

This lift is in good condition and has a capacity of 700 gallons per minute.

Haworth South—2405 River Road

This lift is in good condition and has a capacity of 300 gallons per minute.

Haworth North—Haworth Park

This lift is in good condition and has a capacity of 200 gallons per minute.

16th and Bluff—1601 Bluff Street

This lift is in good condition and has a capacity of 1,400 gallons per minute.

48th Street—8515 South 48th Street

This lift is in good condition and has a capacity of 800 gallons per minute.

Whispering Timbers—1505 East Childs Road

This lift is in good condition and has a capacity of 600 gallons per minute.

Leawood Oaks—12425 South 36th Street

This lift is in good condition and has a capacity of 200 gallons per minute.

SID 20—8214 South 30th Avenue

This lift is in good condition and has a capacity of 500 gallons per minute.

51st and Bernadette—5120 ½ Bernadette Avenue

This lift is in good condition and has a capacity of 200 gallons per minute.

18th and Chandle—7601 South 18th Street

This lift is in excellent (new) condition and has a capacity of 430 gallons per minute.

District #3— District 3 Fire Station

This lift is in good condition and has a capacity of 160 gallons per minute.

Utilities

Power Supply

Bellevue does not have a power plant. The City is served by the Omaha Public Power District.

Water Supply

Bellevue has good quality water, but they do not have their own water system, water tower, or water treatment facility. The City is served by the Metropolitan Utilities District.

Appendix C: Community Character

A community character assessment was completed to formulate a better understanding of the existing conditions of the City of Bellevue. Districts throughout the city were identified according to similar settings, qualities, and locations during a preliminary review.

The boundaries of some district were precise, defined by a street or a roadway, such as the John F. Kennedy Expressway. Other places, the boundaries were more fluid and less structured.

After the district boundaries were identified, a formal assessment was completed for each district. Each assessment identified and evaluated various characteristics.

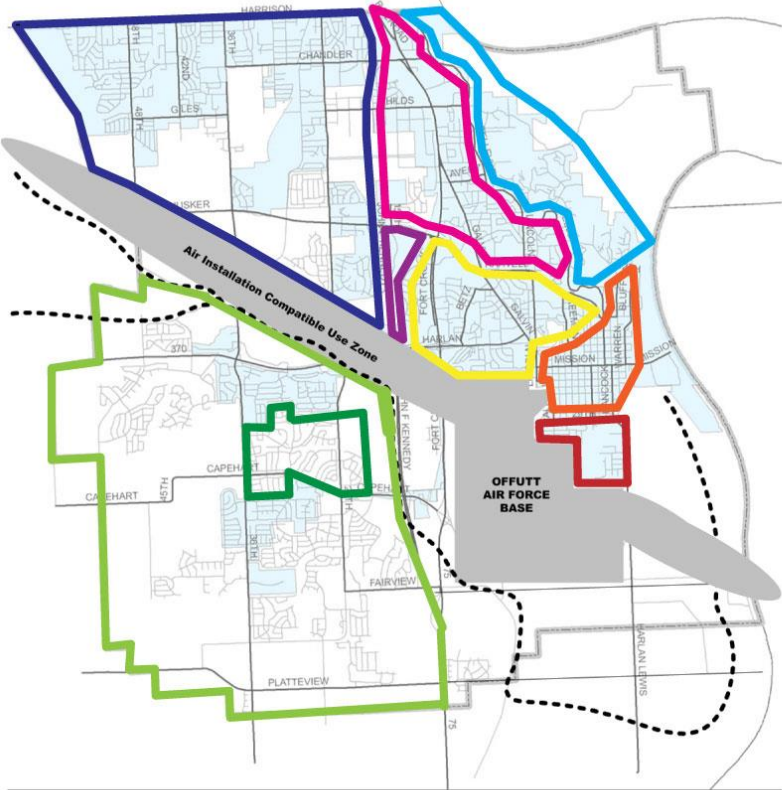
The streets and roadways were the first characteristic evaluated. Qualities included street pattern, width, condition, and speed limit. Building setbacks, sidewalks, and streetscapes were also evaluated within this category.

The second district characteristic that was assessed was housing. The age, condition, density, and diversity of income level and housing style were evaluated.

The third assessed characteristic was the use and function of the district. Retail and commercial areas were evaluated with special consideration applied to pedestrian accessibility and safety.

The final component of the assessment included an evaluation of landmarks, paths, activity centers, barriers, and the special features contained within each district.

Bellevue Community Character



- Districts**
- Northwest
 - Bellevue Boulevard West
 - Fontenelle
 - Olde Towne
 - Southeast
 - Central
 - Industrial
 - Offutt Housing
 - Southwest

Olde Towne District

Boundaries

The Olde Towne District is bounded by Lincoln Road on the west, 29th Street on the south, and Warren Street on the east. The northern boundary includes 19th Avenue, on the western edge, and 13th Avenue, on the eastern edge.

Strengths

The strengths of this district include a street network that is predictable and easy to navigate; the area is already established with little new development, good transitions between the commercial and residential areas, and an effective sidewalk system that makes the Olde Towne central business district pedestrian friendly.

Weaknesses

The weaknesses of the Olde Towne District include location and access challenges, the housing stock lacks diversity, and inconsistent sidewalks.

Opportunities

The opportunities in this district include the commercial strip on Mission Avenue with wide sidewalks, the close proximity to Haworth Park, the adaptive re-use of classic buildings, and many historical assets and landmarks.

Threats

The largest threat to the Olde Towne District is the Bellevue development pressures, which is occurring to the south and east of this district. Consequently, many businesses and retail have left Olde Towne for the new developments. Olde Towne could face further economic decline if this development continues.

Streets and Roadways

The streets and roadways of Olde Town are laid out in a tight grid pattern, which makes traveling in and around Olde Towne predictable and easy. Mission Avenue, Olde Towne's most prominent east-west corridor, is the widest street in the area. Many of the other residential streets are much narrower. Most of these narrower streets support on-street parking. The speed limits are typical for residential areas, and the conditions of the roadways are fair. Improvements are not necessary because the streets function adequately.

The buildings in the Olde Towne commercial area have minimal setbacks and include 20-foot-wide sidewalks. The residential areas have setbacks that are closer than those found in newer developments. In the heart of the Mission Avenue commercial district, the wide sidewalks can easily support outdoor seating and cafés, patios, and merchandise. The sidewalks in the residential area are not as consistent. Many of the north and south streets have a more predictable and continuous sidewalk rhythm than the east and west streets.

The entire Olde Towne district contains large, mature trees that canopy over the streets and sidewalks. Olde Towne's central business district does contain minor streetscape improvements, including streetscape lighting, planters, and benches. Photo C-2 shows planters, a bench, and decorative lighting on Franklin Street. These additions create a "theme" that adds ambiance and helps to soften the streetscape.

Housing Stock

Most of the homes within Olde Towne were built in the 1940s and 1950s. Photo C-3 shows an average Olde Towne single-family home. Most of the homes are smaller than other homes in Bellevue, with many less than 1,000 square feet. The Olde Towne housing stock consists primarily of older style ranch homes that contain minimal ornamentation. House size and shape is generally consistent. The condition of the homes is better than might be expected given their age. Many of the home owners take



Photo C-1: Sidewalk Width



Photo C-2: Franklin Streetscape

great pride in the appearance of their homes and have well-maintained and landscaped yards. The average size of the residential lots is narrower than newer subdivisions. As a result, the residential neighborhoods contain up to six homes per block. Most of the homes in Olde Towne do not have attached garages. Single-car, recessed garages and carports are more typical. Alley access is common and is used for both garage and service access.

Uses and Functions

Olde Towne supports multiple uses and functions. Mission Avenue functions as the primary commercial corridor, whereas the rest of Olde Towne serves as a residential district. Many of the businesses in Olde Towne are small and locally owned. The buildings that house these smaller businesses, especially along Mission Avenue, incorporate design themes that were popular in the 1950s and 1960s. The heart of the Mission Avenue commercial district runs from Washington Street on the west to Hancock Street on the east. This area contains a strong mix of uses and has a “village” feel. The area is pedestrian friendly and easily accessible by area residents.

The area west of Washington Street, along Mission Avenue, offers a stark contrast. Photo C-4 was taken from Mission Avenue, looking east. This section of the Olde Towne district contains a broad sampling of uses and functions. This commercial and residential area is more random and lacks the character found in the heart of Olde Towne’s central business district. This area is characterized by an odd mixture of home-based businesses, standard retail and commercial storefronts, and single-family dwellings. Business and residences seem to depreciate closer to Lincoln Street. Also, many of these residences and businesses have sacrificed regular maintenance of their yards and their buildings. Vacancy rates are higher in this area and large empty lots contribute to a feeling of abandonment.



Photo C-3: Olde Towne Housing Stock



Photo C-4: West Mission Avenue

Landmarks and Activity Centers

A number of prominent and historic landmarks are located in Olde Towne. The Fontenelle Bank, First Presbyterian Church, and the 1835 log cabin are within blocks of Mission Avenue. The Sarpy County Museum and the historic depot are in the southwestern section of Olde Towne. City Hall, the post office, the fire department, and the police department are all located on Mission Avenue.

Haworth Park is located several blocks east of the central business district on Mission Avenue, along the Missouri River. Although Haworth Park is in close proximity to Olde Towne, park accessibility is difficult for pedestrians. Haworth Park and Olde Towne are separated by three blocks of residential housing. Photo C-5 illustrates a sidewalk on the south side of Mission Avenue that ends abruptly, preventing pedestrians from walking from the Olde Towne central business district to Haworth Park.



Photo C-5: Sidewalk Abruptly Ends

Southeast District

Boundaries

The Southeast District is bounded by Wayne Street and Madison Street on the west, 29th Avenue on the north, Harlan Lewis Road on the east, and Offutt AFB on the south.

Strengths

The strengths of the Southeast District include private streets, which are well maintained and in excellent condition, and several recreation attractions (i.e., a central lake, a neighborhood park), which are within walking distance.

Weaknesses

The weaknesses of the Southeast District include a uniform housing stock that consists primarily of pre-fabricated homes that only vary slightly from each other, ineffective housing orientation, and limited retail or commercial land uses within the area.

Opportunities

The opportunities of the Southeast District include housing options that are typically more affordable than conventional construction that will appeal to a broader section of Bellevue residents and close proximity to Offutt AFB and Harlan Lewis Road.

Threats

The primary threat to the Southeast District is expansion by the adjacent industrial area. Residential developments may become more isolated if the industrial businesses in this district continue to expand.

Streets and Roadways

The streets within the Southeast District, which is immediately south of Olde Towne, are laid out in a semi-grid format. Most of the speed limits are slow, because most of this district is occupied by residential housing. Harlan Lewis Road, which serves as the eastern boundary to the Southeast District, allows higher traffic speeds. Within the housing developments, speeds are limited to approximately 10 miles per hour. Narrower roads and speed bumps help regulate the speed and ensure that drivers within this district maintain slower speeds. The roadways in Paradise Lakes, the newer subdivision to the south, are in great condition. The roadways are privately maintained in this private development. A prominent tree-lined boulevard, Paradise Terrance, runs east and west. Many of the landscaped trees within this district are smaller and less mature. Most of the homes are set very close to the street and sidewalks are nonexistent.

Housing Stock

The houses within the Southeast District offer little variety. Only two housing types or styles—mobile homes and prefabricated modular units—are essentially available. The housing stock within Green Acres is exclusively mobile homes. The housing stock within Paradise Lakes has been developed within the past 5 years. These prefabricated homes are in good condition. Some of these homes have permanent foundations, but many do not. Attached garages are rare. Most vehicles are stored on paved driveways. A large number of these homes face each other instead of the street, which is not the way these homes were intended to be oriented. As a result of the way they are oriented, many of the largest windows in each house look into another house, as opposed to the street or backyard.



PhotoC-6: Paradise Lakes Boulevard



Photo C-7: Green Acres Mobile Home



Photo C-8: Housing Orientation

Uses and Functions

The Southeast District is primarily residential, with essentially no public destinations within this district. An industrial land-use area is located in the northeast section. The Bellevue Street and Parks departments occupy a large portion of this industrial land. Paradise Lakes contains a small pocket park and a private lake. Industry completely separates Paradise Lakes from the rest of the City by industry, and consequently, the area seems very isolated.



Photo C-9: Paradise Lake



Photo C-10: Paradise Lake Neighborhood Park

Fontenelle District

Boundaries

The Fontenelle District is bounded by Bellevue Boulevard on the west, Harrison Street on the north, 13th Avenue on the south, and Fontenelle Forest and Gifford Farms on the east.

Strengths

The strengths of the Fontenelle District include large amounts of preserved natural landscaping, abundant wildlife, and large treed areas. These factors create natural privacy among residents and strongly contribute to the area's character.

Weaknesses

The weaknesses of the Fontenelle District include an expensive housing stock, fewer affordable homes, and several nonpaved and unimproved roadways.

Opportunities

The opportunities of the Fontenelle District include many popular activity centers (i.e., Fontenelle Forest, Gifford Farms, and Camp Brewster) provide recreational opportunities and destinations for local residents.

Threats

Steep grade changes in some of the subdivisions can potentially cause problems in inclement weather.

Streets and Roadways

Many of the winding streets in the Fontenelle District follow the contour and shape of the land. The speed limits are slow because this area is exclusively residential. Bellevue Boulevard is the main thoroughfare in the Fontenelle District and is perhaps one of Nebraska's most appealing residential corridors. The diversity of housing styles, the variable setbacks, the historic buildings, and the mature trees combine to create a truly distinctive and charming streetscape. In the older areas, especially along the northern end of Bellevue Boulevard, the streets are narrow with barely enough room for parking on one side.

The housing setbacks from the street vary greatly between lots and subdivisions, with some homes set very close to the street and some homes set very far back. The newer subdivisions tend to have sidewalks, but the sidewalks are sparse in the older areas. Many of the subdivisions are tucked into forest-covered hills, so the streets are all canopied by large, mature trees. However, the contour of the land creates problems. Several steep hills can potentially cause problems in inclement weather. One area in particular, near Comb Road, has a rear gravel-access road that is unusually narrow. Ditches also replace city sewers in several areas of this district.

Housing Stock

The housing in this area ranges from old (classic estates and traditional farmhouses) to new (brick mansions). Most of the homes within this district have been built since the 1970s. Income is not very diverse in this area; most homes are worth more than the Bellevue median home price of \$97,800. The overwhelming majority of Fontenelle homes is in great condition and is well maintained. In some subdivisions, especially Hidden Hills, the amount of grass within each yard is minimal. The steep slope of the land makes caring for a lawn nearly impossible, so many of the front yards make use of natural



Photo C-11: Bellevue Boulevard



Photo C-12: Deep Setback on Bellevue Boulevard



Photo C-13: Porch Is Concealed by Dense Tree Canopy

forest ground cover. The natural scenery has been well preserved. Deer and other wildlife freely enter yards and move throughout the area as they please.

Most homes have been designed to fit onto the land so that the hills, trees, and to accentuate the wonderful views and vistas of the area. The rolling hills of the Missouri River valley are scenic and picturesque and are a distinctive characteristic of this district. Most of these homes wrap around the hillside, so residents enjoy a strong sense of privacy. Many homes have adjacent backyards, but the thick tree cover essentially blocks the neighboring homes and yards from view. The Fontenelle District subdivisions are primarily set back from Bellevue Boulevard. As a result, these housing areas seem isolated from the city. Despite this appearance of isolation, many Fontenelle District homes feature security systems. Although each Fontenelle District subdivision is distinctive, they all work together to form a nice, upscale residential area.



Photo C-14: Moderate College Heights House



Photo C-15: Upscale Hidden Hills House



Photo C-16: Respecting Area Contours

Landmarks and Activity Centers

Many landmarks in this area also serve as activity centers. These landmarks include the Fontenelle Forest Nature Center, Camp Brewster, Gifford Farms, and Camp Wakonda. Jewell Park appears to have once been a popular gathering area but has since lost its popularity. The landmarks and activity centers are accessed primarily via automobile because sidewalks in the area are limited. College Heights Park is the exception. This park area is easily accessible by pedestrians and residents who live within the neighborhood because of its extensive sidewalk system. In addition to the general lack of sidewalks, the steep hills and grade changes make walking through the different areas difficult.



Photo C-17: The Fontenelle Forest Visitors Center

Features

The natural landscape and open spaces within the Fontenelle District are distinct and help to establish its character. These natural features should be protected and preserved. Most of the development within this district conforms to the contour of the natural land. The natural wooded areas have been preserved and wildlife is still plentiful.

The isolation and privacy that exists within the Fontenelle District is largely a result of the forested areas and large, mature trees. This forested landscape enhances the appeal, popularity, and value of the Fontenelle District.



Photo C-18: Fontenelle Vistas

Bellevue Boulevard West District

Boundaries

The Bellevue Boulevard West District is bounded by the Kennedy Freeway on the west, Harvell Drive on the south, Bellevue Boulevard on the east, and Harrison Street on the north.

Strengths

The strengths of the Bellevue Boulevard West District include large amounts of affordable housing and convenient access to Fort Crook and the John F. Kennedy Expressway.

Weaknesses

The weaknesses of the Bellevue Boulevard West District include inconsistent sidewalks and commercial areas that are separated from the residential areas.

Opportunities

The opportunities of the Bellevue Boulevard West District include a prime redevelopment area along Fort Crook Road. This commercial corridor has long since seen its prime but provides a great opportunity for future redevelopment. Also, many open lots are contained within the existing neighborhoods and are available for future development.

Threats

Fort Crook has the potential of disintegrating completely.

Streets and Roadways

The streets in the Bellevue Boulevard West District display a semi-grid pattern and have consistent residential speed limits, with Galvin Road and Fort Crook Road being exceptions. Both of these roadways function as collectors and, as such, have higher speed limits. The residential streets include two traffic lanes and support parking on one side. The streets are in fair to good condition. Sidewalks exist but are not consistent, especially in the retail areas. The neighborhoods contain large, mature trees in the front yards that function as street trees (although this is not their intended function).

In the commercial areas, especially along both the Galvin Road and the Fort Crook Road corridors, the building setbacks are large and most parking is in front of the buildings. Fort Crook contains an especially wide right-of-way and is thus not pedestrian friendly. The Fort Crook Road corridor seems to be devoid of any planning efforts.

Housing Stock

Most houses in the Bellevue Boulevard West District were built in the 1960s and 1970s. Some houses within this district were built earlier but still integrate nicely into the existing neighborhoods. The condition of the homes is fair. Generally, the homes that are located south of Gregg Street are in much better condition. The pricing of these homes is moderate. This district does not contain an overarching theme. Building materials vary greater from home to home. Attached garages and traditional ranch homes are common.



Photo C-19: Galvin Road Corridor



Photo C-20: Older Bellevue Boulevard West House



Photo C-21: Southroads Turns its Back to Area Neighborhoods

Uses and Functions

Residential is the most common type of land use in the Bellevue Boulevard West District. However, this district also contains a variety of retail, commercial, industrial, and public land uses. Housing is interspersed within and on the fringe of commercial areas. A large commercial and retail section can be found along the Fort Crook Road and Galvin Road corridors. However, this retail area is seeing less business as the quality of these structures begins to decline.

There are few sidewalks and the destinations in this district are not pedestrian friendly. Some of the businesses, including Southroads Mall, have turned their backs on the adjacent residential areas. Many of the commercial areas have separated themselves by means of retaining walls, tall trees, and parking lots, which creates barriers between neighborhoods, commercial districts, and retail centers.

Safety within the Bellevue Boulevard West District appears to be inconsistent. The residential areas appear safe, but the declining commercial areas along Fort Crook seem less so. This district suffers from numerous empty storefronts and lots. Additionally, some areas remain undeveloped. These areas appear transitional and do not positively contribute to the district's character.



Photo C-22: No Sidewalks near Southroads



Photo C-23: Large Parking Lots on Fort Crook



Photo C-24: Bellevue Boulevard West Vacant Lot

Landmarks and Activity Centers

The main landmark in this district is the old Southroads Mall. Paths in this area are limited. Activity centers include the Fort Crook, Galvin, and Cornhusker and Harvell corridors.

Features

Bellevue Boulevard is a dramatic and varied roadway that should be preserved. The variety of housing, the natural landscaping, and the large tree canopies enhance this historically significant thoroughfare.



Photo C-25: Southroads Mall

Central District

Boundaries

The Central District is bounded by Harvell Drive on the north, Fort Crook Road on the west, Offutt AFB on the south, Lincoln Road on the southeast, and Freeman Road on the east.

Strengths

The strengths of the Central District include well-maintained housing, good public parks, close proximity to Offutt AFB, and easy access to Fort Crook Road, Highway 370, and the John F. Kennedy Expressway.

Weaknesses

The weaknesses of the Central District include limited east-west corridor streets and limited walking or biking trails that extend into the neighborhoods from the streets.

Opportunities

The opportunities of the Central District include numerous commercial corridors along Galvin Road that are ripe for revitalization, good integration between neighborhood-level retail and housing developments, and numerous landmarks (i.e., Bellevue East High School, the library, Bellevue University, Offutt AFB).

Threats

The threats to this district result from commercial and retail businesses following the residential growth in the fringes of the district to the south and west. This trend could continue.

Streets and Roadways

The street pattern in this district is unpredictable because roadways lack a grid-like pattern. This district includes well-traveled north-south collectors but lacks prominent east-west corridors. Harlan Street and the Highway 370 corridor is the best example of an east-west corridor, but these roadways do not completely traverse this district. The condition of the Central District roadways is fair to good, and the speed limits are consistent in the residential areas and slightly higher on the major roadways. The setbacks are consistent, and the sidewalks are extensive. Large, mature front-yard trees within the residential areas create the illusion of purposeful street trees.

Housing Stock

Most of the housing stock in the Central District was built between 1950 and 1970. Despite the age of these homes, most of the homes are in good condition. Homes and yards are well maintained. The price range for these homes appears to be near the median value for the community. Some homes are built on top of ridges that offer dramatic views of the city. Ranch-style housing with a one-car attached garage is the prevailing style. Several neighborhoods south of Harlan Street conform more to the Olde Towne housing stock style. These homes are smaller and were constructed in the 1940s. Most homes in these neighborhoods are in poor condition.



Photo C-26: Central District House



Photo C-27: Central District House



Photo C-28: Central District House

Uses and Functions

A small fraction of the Central District, especially along the Galvin Road corridor, is used for retail. Smaller neighborhood retail and national chain stores and restaurants exist in the Central District. The Central District also contains higher proportions of medium-density residential. This district also contains significant amounts of educational land use (i.e., Bellevue University, Bellevue East High School).

Landmarks and Activity Centers

Landmarks in the Central District include Bellevue East High School, the Bellevue Public Library, Bellevue University, and Offutt AFB. The main collector streets serve as paths between destinations, but the area unfortunately lacks biking and walking trails that extend beyond the boundaries of the city parks. Activity centers include the retail area on Galvin Street, Everett and Twin Ridge Parks, the Baldwin ball fields, Dowding Pool, and the Reed Community Center.



Photo C-29: Central District House



Photo C-30: Offutt Air Force Base



Photo C-31: Bellevue Public Library

Industrial District

Boundaries

The Industrial District is bounded by the John F. Kennedy Expressway on the west, Cornhusker Road on the north, Fort Crook on the east, and Highway 370 on the south.

Strengths

The strength of the Industrial District is its accessibility. The district is centrally located within the City and is easily accessed by travelers along the John F. Kennedy Expressway, Highway 370, Fort Crook, and Cornhusker Street.

Weaknesses

The weaknesses of the Industrial District are that the area is not aesthetically pleasing and that the intersection of 15th Street and Cornhusker Street is very busy, especially during the school year.

Opportunities

A large portion of this area is currently undeveloped, leaving the opportunity for future retail, industrial, or civic land-use development.

Summary

This area contains mostly access roads. Some of the industrial developments in this district, including the cement factory northwest of Arboretum Drive, use the existing landscape effectively to screen industrial machinery and buildings. This district includes a small amount of retail development along the Cornhusker Road corridor. National chain restaurants and stores, including Wal-Mart, IHOP, Applebee's, Michael's, Buffalo Wild Wings, and Gordman's are located within the Industrial District. This district does not contain any residential development. The industrial tenants include a New Holland distribution center, the old Wilson concrete plant, and a new Ready D Mix concrete production facility. This district appears to be relatively safe, although traffic is often heavy. A significant portion of this district is undeveloped.



Photo C-32: Concrete Industrial Facility



Photo C-33: Bellevue Industrial District

Northwest District

Boundaries

The Northwest District is bounded by Harrison Street on the north, the John F. Kennedy Expressway on the east, and the Papio Creek floodplain on the south and west.

Strengths

The strengths of the Northwest District include easy navigation because of Omaha street number consistency, multiple schools, and large swaths of open spaces that help to maintain a rural character.

Weaknesses

The weaknesses of the Northwest District include depreciating land values, breaks in the city limits make the area seem disjointed, a “feel” that tends to be more like Omaha than Bellevue, limited retail opportunities, and inconsistent sidewalk connections between residential and commercial areas.

Opportunities

The opportunities of the Northwest District include additional retail and commercial developments along the Cornhusker Street corridor, great park integration, and many open areas for possible future development.

Streets and Roadways

The streets in this area have a semi-grid pattern, and the main collector streets follow the Omaha street patterns. Most of this district is residential, so the speed limits are slow. The northern streets in the older developments are narrower but still support on-street parking. Many of the streets are wider in the newer developments. The main collector streets, such as 36th Street, 48th Street, Chandler Street, and Giles Road, are in very good condition. Some of the older connector streets within the Northwest District neighborhoods are not in as good a condition. Some roadways are outside the city limits and are not maintained by the Bellevue Street Department. Surprisingly, this district also includes several gravel roads. The northern area has large, mature trees, but the trees in the area south of Chandler are quite young and have not yet developed significant canopies.

Housing Stock

The housing stock in the northern section of this district is older than the southern section. The northern section is very much an extension of the southern edge of Omaha, whereas the southern area contains more recent developments. Most housing in this district is priced close to Bellevue's median single-family home. Housing options are available for lower-income residents and upper-income residents. Many of the homes within the Northwest District are split level and built in the late 1980s. New developments near William Jennings Bryan High School and Daniel J. Gross Catholic High School have a more modern design.



Photo C-34: No Sidewalks near William Jennings Bryan High School



Photo C-35: Northwest District House



Photo C-36: Northwest District House

Uses and Functions

Large swaths of this district remain undeveloped. Much of this vacant undeveloped land is currently used for agricultural purposes or pasture land. As a result, parts of the Northwest District retain a semi-rural character. This patchwork of urban and rural land-use components conveys a disjointed theme and appearance. The vacant lots do not appear to have a logical reasoning behind their placement. Surprisingly, several vacant areas can be found near 48th Street, which is a prominent corridor in this district. These vast, vacant parcels detract from the possibility of a common theme or a sense of place.

In addition, a number of old established farms have been surrounded by newer developments. Consequently, some places have livestock within newly developed housing areas

Retail in the northern part of this district is located in old, nondescript buildings. In the southern part, the retail is concentrated in the Cornhusker corridor. The transitions into these retail areas are generally not very good. High-density residential areas can be found near this district's retail areas. Unfortunately, these areas are not pedestrian accessible, because sidewalk connections are not present between the two land uses.



Photo C-37: Open Field



Photo C-38: Agricultural Land



Photo C-39: Horse in the Northwest District

Landmarks and Activity Centers

The landmarks in this area include Daniel J. Gross Catholic High School and William Jennings Bryan High School. Activity centers include the schools, as well as area parks—Aspen Park, Swanson Park, Gilder Park, Goldenrod Park, Faulkland Park, Banner Park, and Copper Creek Park. One of the Northwest District’s greatest assets is its integrated connection points to the Keystone Trail.



Photo C-40: Keystone Trail Access



Photo C-41: William Jennings Bryan High School

Southwest District

Boundaries

The Southwest District is bounded by the Papio Creek floodplain on the north, the John F. Kennedy Expressway on the south, and the Bellevue–Papillion 48th Street agreed delineation boundary on the west. This district continues to expand to the south.

Strengths

The strengths of the Southwest District include distinctive subdivisions such as Lakewood Villages and Quail Creek, housing is modern and more expensive than other areas of Bellevue, and the inclusion of Bellevue’s best mixed-use development—Twin Creek.

Weaknesses

The weaknesses of the Southwest District include subdivision streets with no apparent pattern, areas of tract housing that has little-to-no diversity, the only retail area is located on Highway 370, and the AICUZ could inhibit future development at the northern edge of the district.

Opportunities

The opportunities of the Southwest District include the possibility for future trails that would connect to the existing trails in the newer subdivisions, as well as the Papio Trail system, which offers numerous connections to points within the district.

Threats

The threats to the Southwest District include many subdivisions that have only a single entrance point and the quality of the new housing is debatable.

Streets and Roadways

The main streets in this area (25th Street, 36th Street, Highway 370, and Capehart Road) follow a grid pattern. However, many of the neighborhood streets curve and do not follow a logical pattern, which cause indirect access patterns within the neighborhoods. Also, many of the subdivisions only have one entrance and exit that further complicates the accessibility of these neighborhoods. The streets are wider in the newer developments and accommodate on-street parking. Some neighborhoods have good sidewalk systems, but others do not. The quality and visual appeal of the streetscape within this district varies by neighborhood. Both Lakewood Villages and Quail Creek set the standard for attractive and functional streetscapes. In fact, Lakewood Villages is the best example of a pedestrian-friendly neighborhood in Bellevue. Photo C-42 shows the wide sidewalks, furnishings, and a trash receptacle in this neighborhood.



Photo C-42: Lakewood Villages Sidewalk

Housing

The Southwest District contains the largest amount of new housing in Bellevue. However, several areas of housing were constructed in the 1970s and 1980s. The buildings in this area are very diverse, which contrasts with the relatively level income diversity. Many of the Southwest District's upscale subdivisions contain theme elements that are carried throughout the development. Each home uses unique floor plans but retain enough material consistency so that the home will integrate well with the entire development.



Photo C-43: Lakewood Villages House

The Southwest District also includes a number of tract-house subdivisions. These homes are typically more affordable and only contain a handful of color schemes and floor plans.

Uses and Functions

The most common type of land use within the Southwest District is residential. Retail uses can be found primarily along Highway 370. Other strip retail centers are located along 25th Street and Capehart Road. Twin Creek, Bellevue’s most prominent modern retail center, can be found at the northern edge of this district. Retail and residential areas have limited connections between them that are truly pedestrian friendly, aside from the residential developments adjacent to Twin Creek. The Southwest District, with the exception of Twin Creek, is completely dependent on the automobile.

Landmarks and Activity Centers

Landmarks in this area include several Bellevue elementary schools. People in this district have access to the Papio Trail system and other neighborhood trails. Activity centers include the Twin Creek retail center and several golf courses.



Photo C-44: Quail Creek Walking Trail



Photo C-45: Twin Creek

3.9 Offutt Air Force Base Housing District

Summary

The Offutt AFB Housing District has little diversity, with essentially three housing styles—a one-story, single-family home, a one-story duplex, and a two-story duplex. All of the housing within this district conforms to one of three floor plans. The only distinguishing exterior factor is the color of the siding. Some of the single-family units have enclosed garages, but most have open car ports or protective lean-tos. These homes were constructed in the 1960s and are currently in fair condition. The streets and yards have limited landscaping. Sidewalks are not consistently present.



Photo C-46: Offutt House

Appendix D: Community Input Survey

Bellevue Comprehensive Plan Survey Results

Gathering community input is an important component of the comprehensive planning process. A comprehensive plan survey was developed to solicit Bellevue residents' ideas and opinions about how they wanted their community to grow. The survey included 58 questions, which were divided into a broad range of categories:

- Quality of life
- Growth rate
- Land use
- Natural resources
- Transportation
- Housing
- Utilities and public facilities
- Economic development
- Neighborhoods
- Community appearance
- Parks and recreation
- Miscellaneous

Most of the survey questions used a five-point Likert scale as a means to capture the respondents' level of agreement with the survey statements. The following choices were available on all Likert-scale survey questions:

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

The biggest benefit of using a Likert scale is that it supports additional nominal scoring and analysis. Answers can essentially be divided into two categories. Favorable answers (i.e., Strongly agree and

Agree) can be aggregated into the “accept” category. Conversely, unfavorable answers (i.e., Strongly disagree and Disagree) can be aggregated into the “reject” category. A Likert scale allows survey analysis to be performed at either the summary or the detail level.

Bellevue residents were offered the choice of completing a hard-copy version of the survey or completing an online version. The online version was accessible via the Bellevue Comprehensive Plan Web site (<http://www.bellevueplan.com>).

The comprehensive plan survey was advertised in the *Bellevue Leader*, the *Omaha World-Herald*, and the *Offutt Air Pulse*. A total of 404 individuals completed the survey. Several important items warrant discussion:

- Some survey respondents chose not to answer all the questions. Therefore, the total number of responses varies from question to question.
- Several hard-copy surveys were received after the extended completion deadline. These responses were not included in the tabulation process.

Quality of Life

Question 1 asked, “All things considered, how would you rate the overall quality of life in Bellevue?” The most popular response was “High”: 58.8 percent, or 204 respondents, selected this response. The second most popular response was “Neutral”: 25.4 percent, or 88 respondents, selected this response. “Very High” was the third most popular response: it garnered 11.8 percent, or 41 votes. Collectively, “Low” and “Very Low” totaled approximately 4 percent.

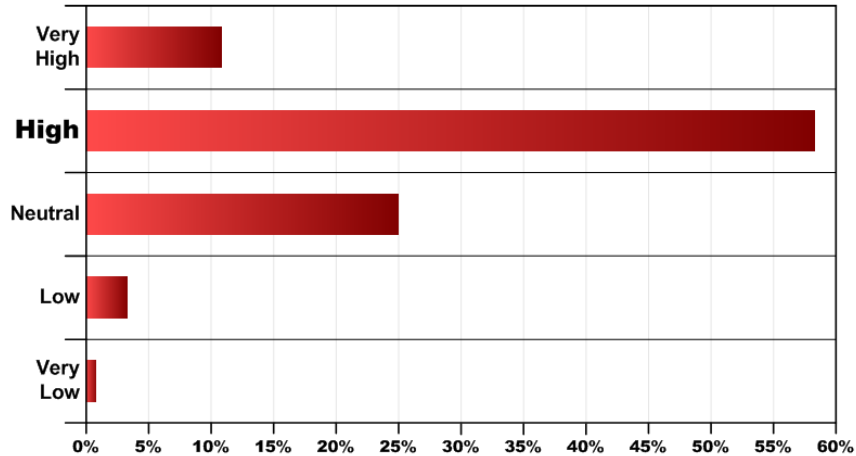
Question 2 asked, “What are the ‘top 3’ reasons why you choose to live in Bellevue?” Respondents were asked to select three answers. The most popular response, which received 146 votes, was “Proximity to Work.” The second most popular response, which received 126 votes, was “Schools.” The third most popular answer was “Location,” which received 111 votes.

Question 3 asked, “What are the ‘top 3’ things you like least about living in Bellevue?” Respondents were asked to select three answers. The most popular response, which received 139 votes, was “Taxes.” The second most popular response, which received 137 votes, was “Variety of Retailers.” The third most popular answer was “Limited Recreation,” which received 129 votes.

Question 4 asked, “At what rate would you like to see population growth occur in Bellevue?” The most popular response was “Current Rate.” This selection accounted for 54.3 percent of the total responses, receiving 194 votes. The second most popular response was “Less than Current Rate.” This response garnered 19.9 percent of the total responses, receiving 71 votes. “More than Current Rate” was the third most popular response. The two least popular answers, “No Opinion” and “No Growth,” received a combined total of 7 percent of the votes.

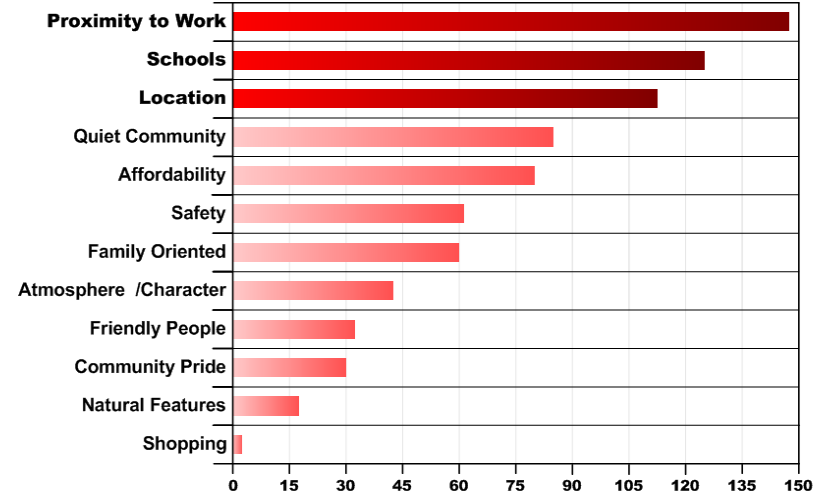
QUALITY OF LIFE n = 347

All things considered, how would you rate the overall quality of life in Bellevue?



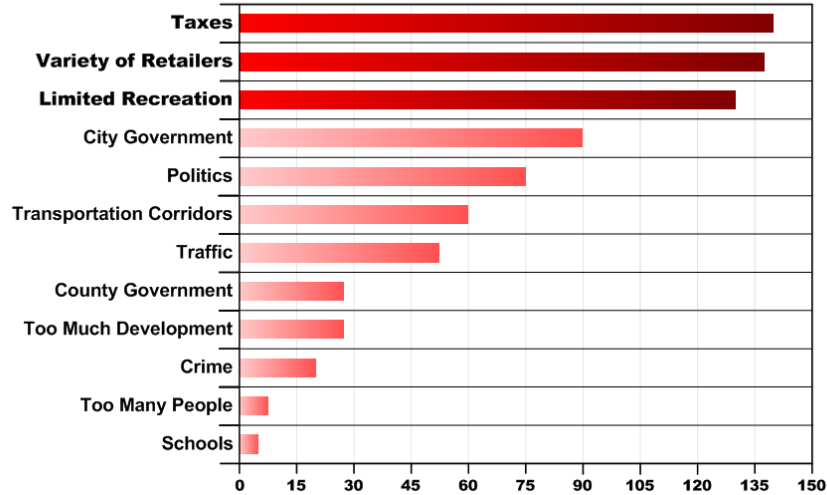
QUALITY OF LIFE n = 794

What are the 'top 3' reasons why you choose to live in Bellevue?



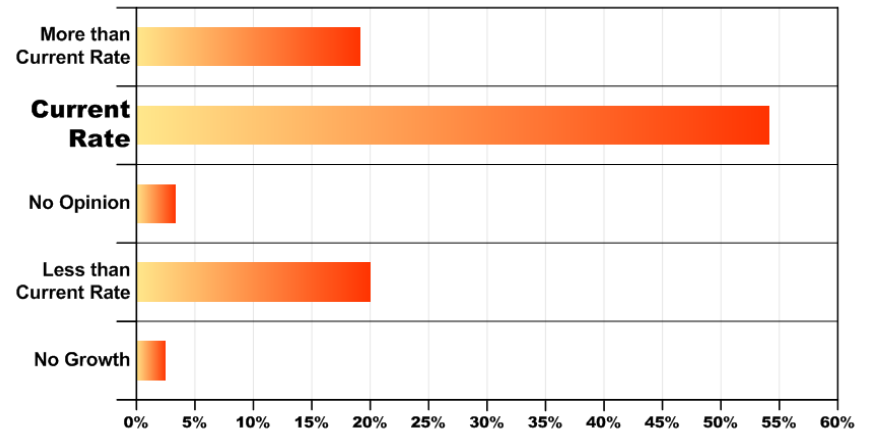
QUALITY OF LIFE n = 770

What are the 'top 3' things you like least about living in Bellevue?



GROWTH RATE n = 357

At what rate would you like to see population growth occur in Bellevue?



Land Use

Question 5 asked respondents whether they agreed or disagreed with the following statement: “I believe that the redevelopment of land served by existing infrastructure and public services is important.” More than 52 percent of the respondents selected “Agree.” The second most popular response, “Strongly Agree,” accounted for 32.4 percent of the total responses. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 84.5 percent.

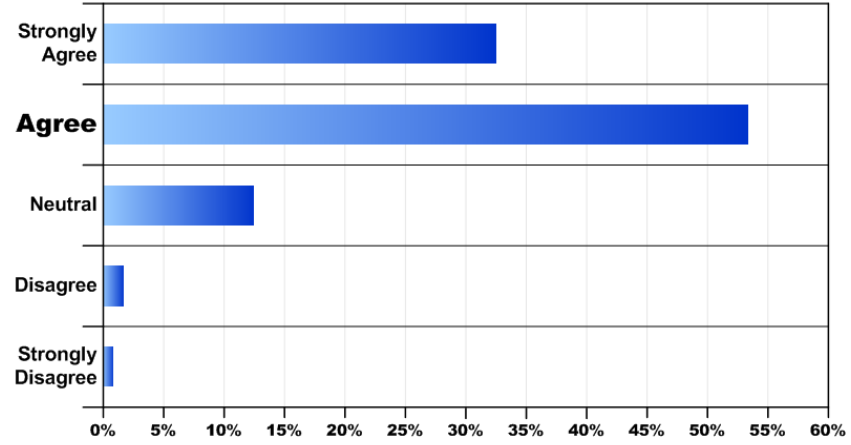
Question 6 asked respondents whether they agreed or disagreed with the following statement: “I believe that land use policies, densities and regulations that promote efficient development patterns and relatively low municipal and utility costs is important.” The most popular response was “Agree”: approximately 51 percent of respondents chose this response. “Strongly Agree” was the second most popular response, selected by 31.9 percent of the respondents. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 83 percent.

Question 7 asked respondents whether they agreed or disagreed with the following statement: “I believe that mixed use development should be encouraged in Bellevue.” Nearly 48 percent of respondents selected “Agree.” The second most popular answer, “Strongly Agree,” garnered 22.3 percent of the responses. The percentage of respondents who accepted this statement by selecting “Agreed” or “Strongly Agreed” was 70.1 percent.

Question 8 asked respondents whether they agreed or disagreed with the following statement: “I believe that the preservation of cultural, historic, and archeological sites is important.” The most popular response, “Agree,” was selected by 43.6 percent of all respondents. The second most popular answer was “Strongly Agree.” This selection accounted for 39.8 percent of the total votes. The percentage of respondents who expressed agreement with this statement by selecting “Strongly Agree” or “Agree” was 83.4 percent.

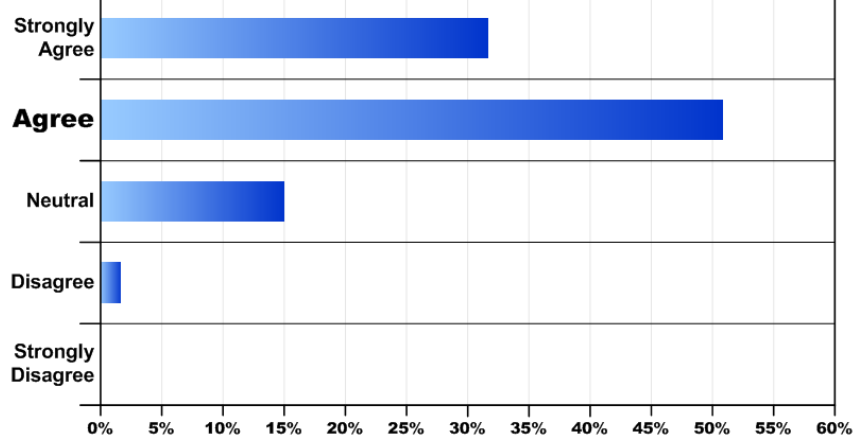
LAND USE n = 313

I believe that the redevelopment of land served by existing infrastructure and public services is important.



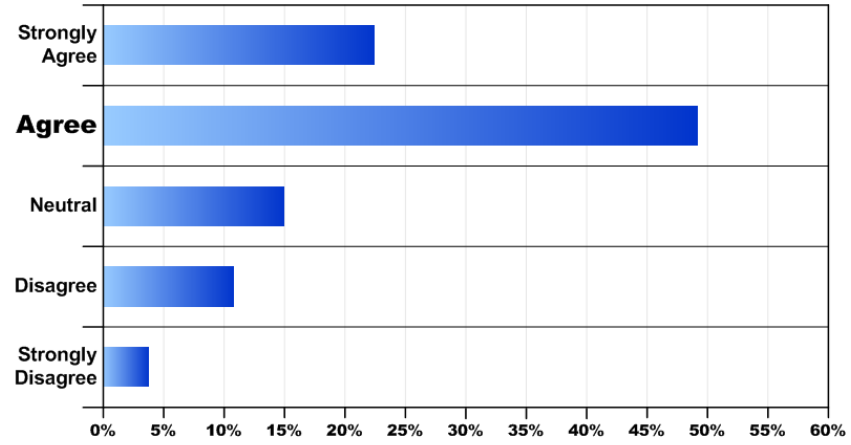
LAND USE n = 310

I believe that land use policies, densities and regulations that promote efficient development patterns and relatively low municipal and utility costs is important.



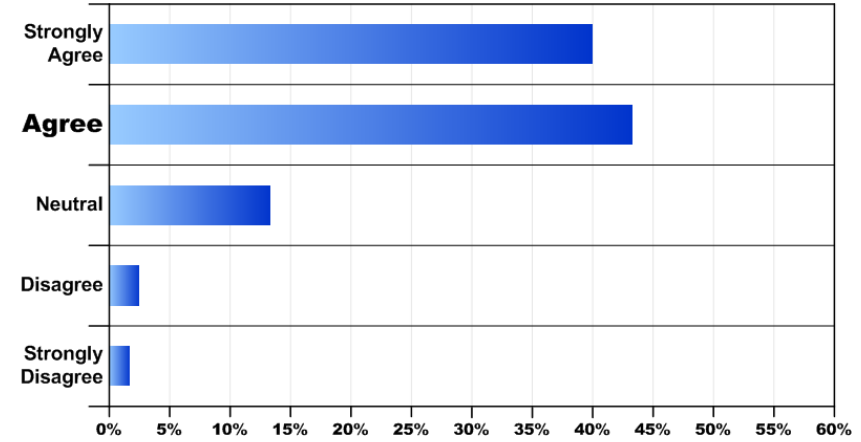
LAND USE n = 314

I believe that mixed use development should be encouraged in Bellevue.



LAND USE n = 314

I believe that the preservation of cultural, historic, and archeological sites is important.



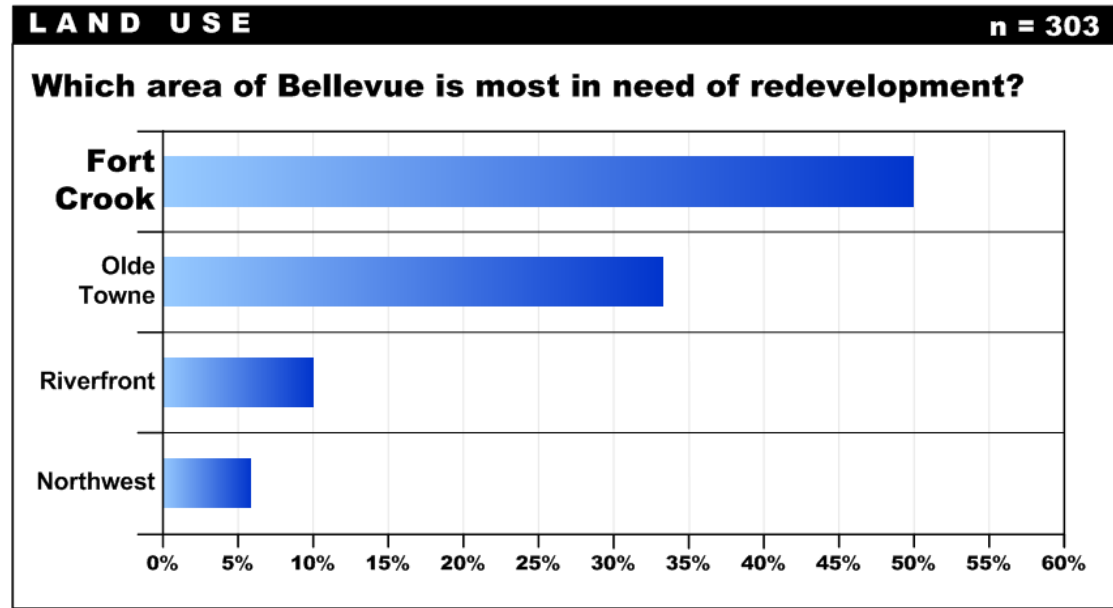
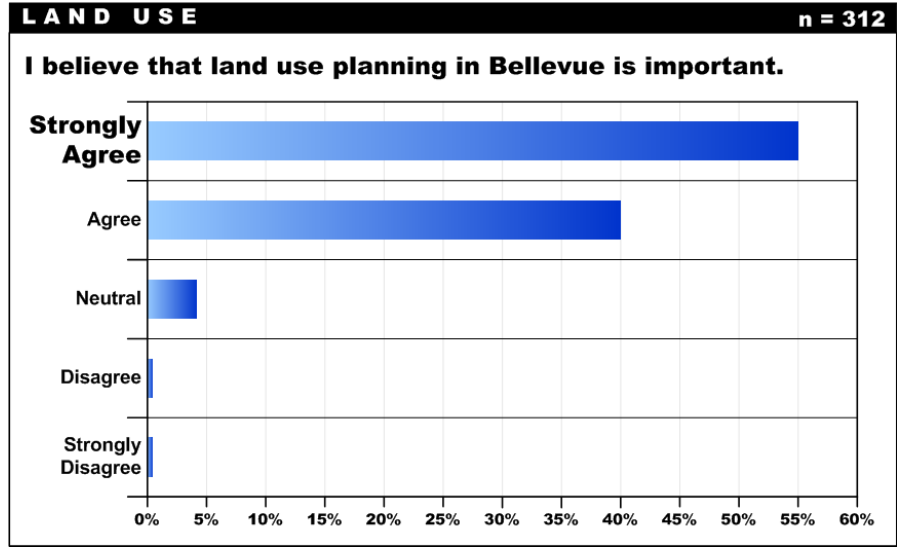
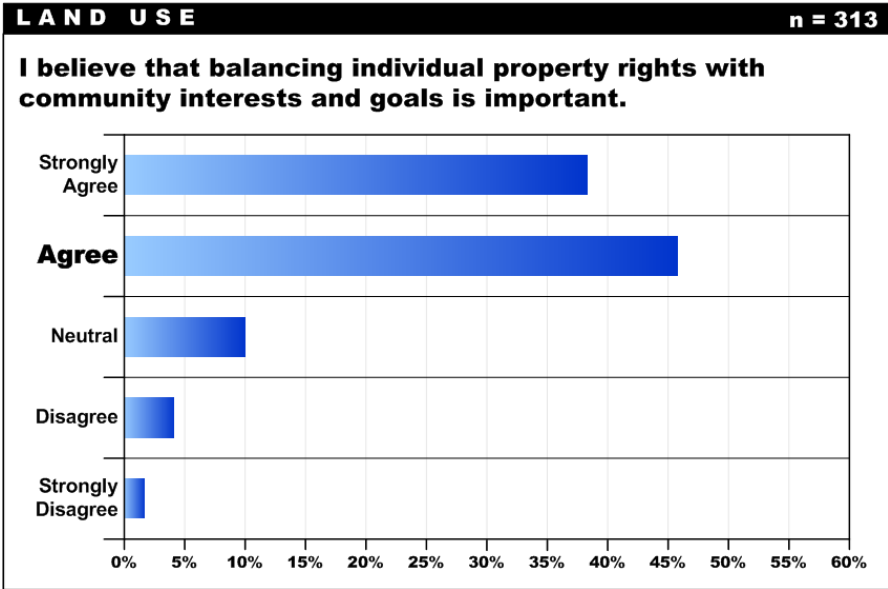
Question 9 asked respondents whether they agreed or disagreed with the following statement: “I believe that balancing individual property rights with community interests and goals is important.” The most popular answer, “Agree,” received 45.7 percent of the total responses. The second most popular answer, “Strongly Agree,” received 120 votes, or 38.3 percent of the total responses. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 84 percent.

Question 10 asked respondents whether they agreed or disagreed with the following statement: “I believe that land use planning in Bellevue is important.” Nearly 55 percent of respondents selected “Strongly Agree.” The second most popular response, “Agree,” was selected by 124 voters, which accounted for 39.7 percent of the total responses. This survey question received widespread support. More than 95 percent of all respondents selected either “Strongly Agree” or “Agree.” Therefore, less than 5 percent of all survey respondents appeared to reject this statement.

Question 11 asked respondents, “Which area of Bellevue is most in need of redevelopment?” “Fort Crook” was the most popular selection, accounting for 49.8 percent of the total responses. “Olde Towne” was the second most popular selection and accounted for 33.6 percent of the total responses. “Riverfront” was the third most popular response. This selection received 10.9 percent of the votes. The least popular response, “Northwest,” was selected by 17 individuals, which accounted for 5.6 percent of the total respondents.

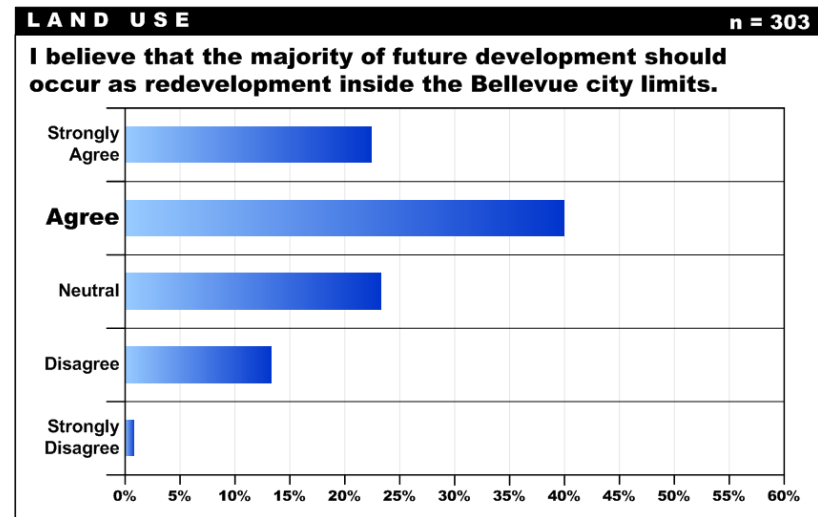
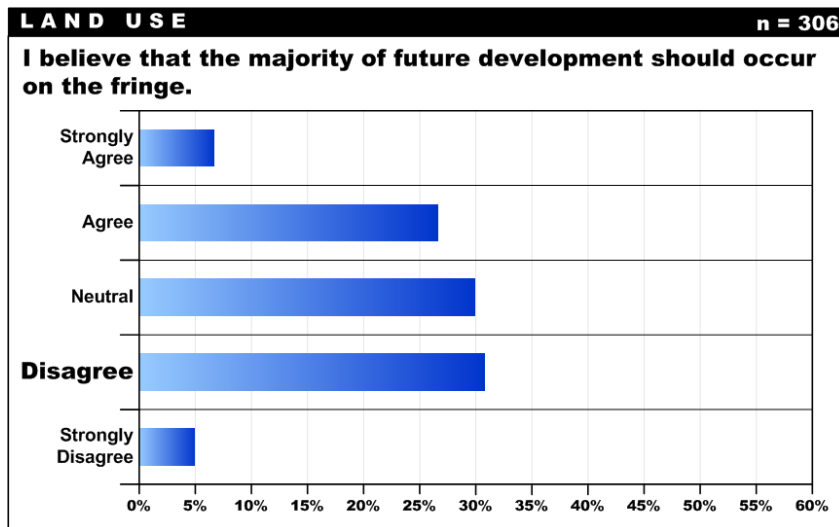
Question 12 asked respondents, “What do you think of as Bellevue’s city center?” Respondents were asked to provide their own answer. The open-ended nature of the question made it difficult to produce a standardized summary. A wide variety of answers were provided. Several popular responses included the following:

- 15th and Cornhusker
- Olde Towne
- The Twin Creeks area
- Bellevue lacks a city center.
- The city center is moving west.



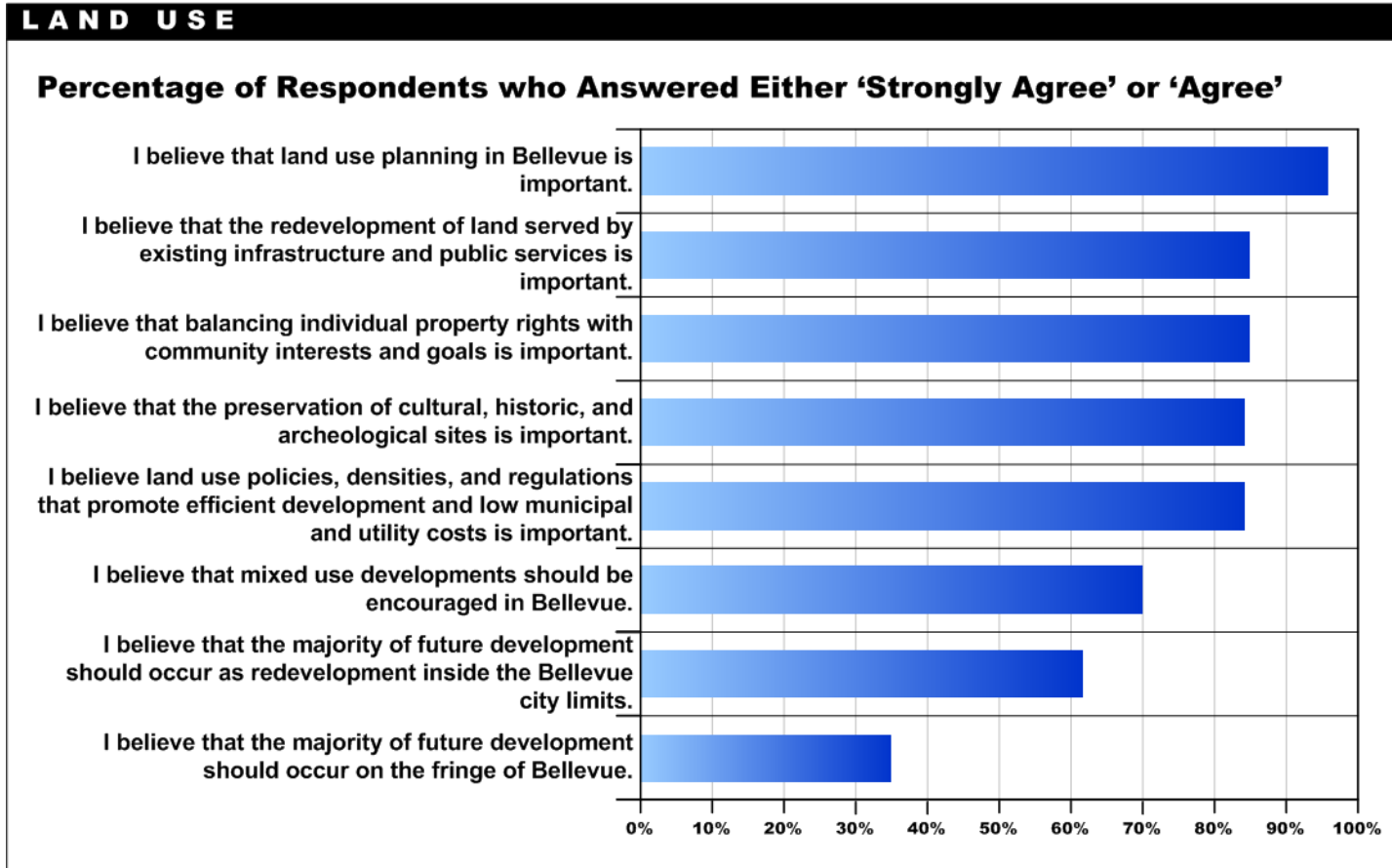
Question 13 asked respondents whether they agreed or disagreed with the following statement: "I believe that the majority of future development should occur on the fringe of Bellevue." The most popular answer, "Disagree," received 30.8 percent of the votes. The second most popular response, "Neutral," received 30.2 percent of the votes. Nearly 27 percent of the respondents selected "Agree." "Strongly Agree" received 7.2 percent of the total votes, and "Strongly Disagree" received 5.2 percent of the total votes.

Question 14 asked respondents whether they agreed or disagreed with the following statement: "I believe that the majority of future development should occur as redevelopment inside the Bellevue city limits." The most popular response, "Agree" garnered 120 votes, or 39.6 percent of the total responses. The second most popular response was "Neutral." This selection received 72 votes, or 23.8 percent of the total responses. The percentage of respondents who accepted this statement by selecting either "Agree" or "Strongly Agree" was 61.7 percent.



Land Use Summary

The land use section of the survey had eight Likert-scale statements. The following graph displays each of those statements and identifies the percentage of respondents who answered either "Strongly Agree" or "Agree." The statements are sorted in descending order.



Natural Resources

Question 15 asked respondents whether they agreed or disagreed with the following statement: “I believe that the protection of natural areas, including wetlands, wildlife habitat, woodlands, open spaces, and groundwater resources is important.” “Strongly Agree” was the most popular response, receiving 48.6 percent of the votes. The second most popular response, “Agree,” was selected by 39.9 percent of the respondents. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 88.5 percent.

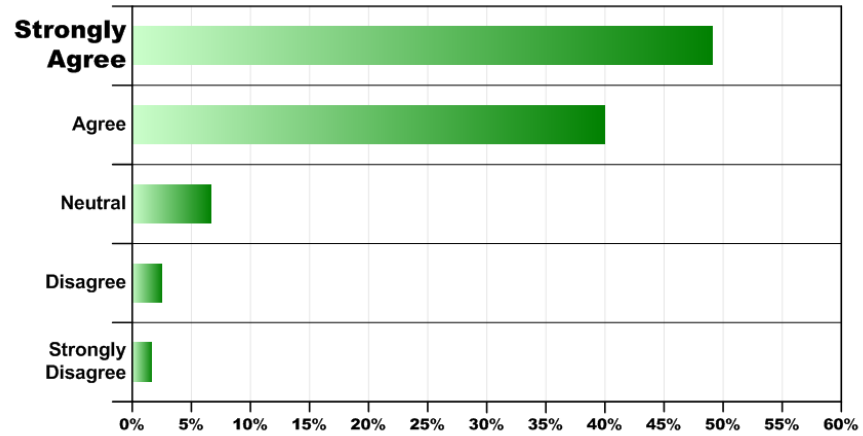
Question 16 asked respondents whether they agreed or disagreed with the following statement: “I believe that using tax dollars to preserve environmentally sensitive areas such as stream buffer areas or steep slopes, in order to protect land, water, public investment and private property, is important.” About 45 percent of respondents selected “Agree.” The second most popular response, “Strongly Agree,” received 29.9 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 75.1 percent.

Question 17 asked respondents, “What are your favorite natural areas in Bellevue?” This was an open-ended question, and respondents were asked to provide their own answer. The open-ended nature of the question made it difficult to produce a standardized response summary. A wide variety of answers were provided, but the most popular answer appeared to be Fontenelle Forest. Several other popular responses were the following:

- Haworth Park / Riverfront
- Gifford Farm
- Papio Trail

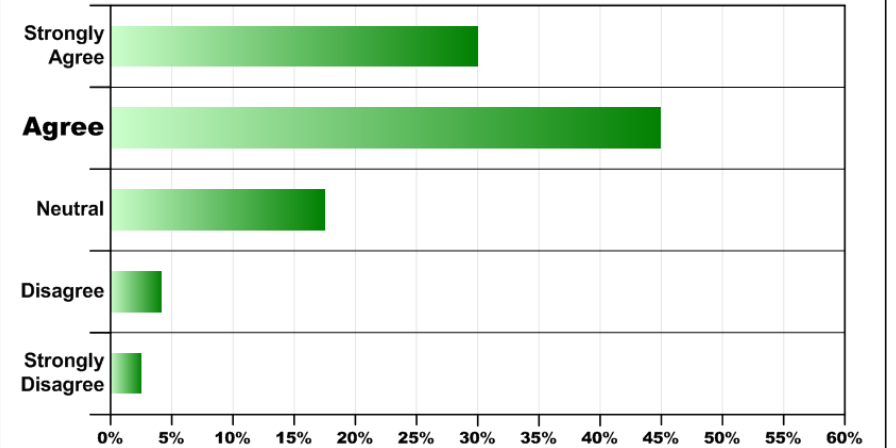
NATURAL RESOURCES n = 296

I believe that the protection of natural areas, including wetlands, wildlife habitat, woodlands, open spaces, and groundwater resources is important.



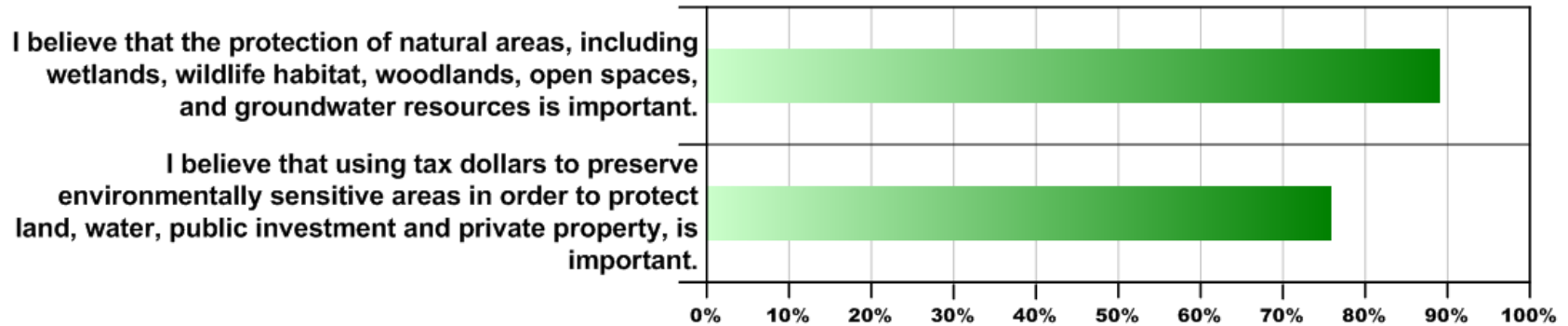
NATURAL RESOURCES n = 294

I believe that using tax dollars to preserve environmentally sensitive areas such as stream buffer areas or steep slopes, in order to protect land, water, public investment and private property is important.



NATURAL RESOURCES

Percentage of Respondents who Answered Either 'Strongly Agree' or 'Agree'



Natural Resources Summary

The natural resources section of the survey had two Likert-scale statements. The following graph displays both of those statements and identifies the percentage of respondents who answered either "Strongly Agree" or "Agree." The statements items are sorted in descending order.

Transportation

Question 18 asked respondents whether they agreed or disagreed with the following statement: “I believe that the development of additional bike trails is important.” The most popular response, “Agree,” received 39.5 percent of the votes. The second most popular response, “Neutral,” received 25.7 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 58.4 percent.

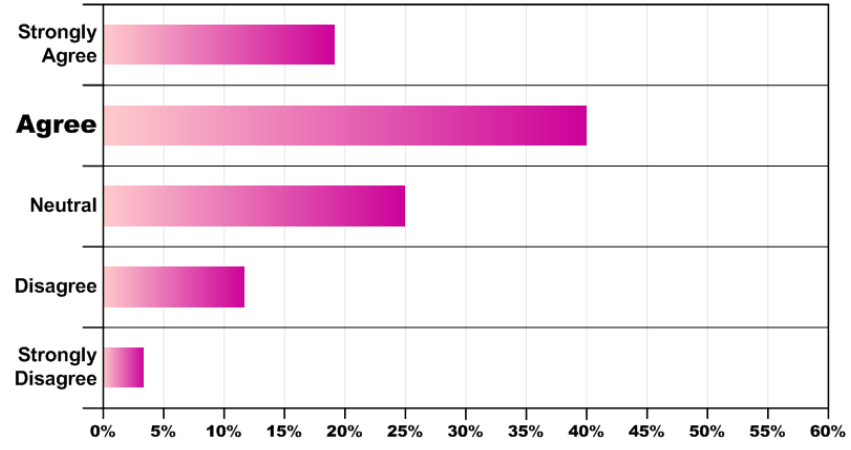
Question 19 asked respondents whether they agreed or disagreed with the following statement: “I believe that the development of additional walking and hiking trails is important.” Nearly 40 percent of the respondents selected “Agree,” and 25 percent of respondents chose “Strongly Agree.” Respondents who neither agreed nor disagreed with this statement and selected “Neutral” accounted for 22.9 percent of the total votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 64.9 percent.

Question 20 asked respondents whether they agreed or disagreed with the following statement: “I believe that providing an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens, is important.” The most popular response, “Agree,” received 141 votes, which accounted for 39.9 percent of the total responses. The second most popular response, “Strongly Agree,” earned 29.6 percent of the total votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 77.1 percent.

Question 21 asked respondents whether they agreed or disagreed with the following statement: “I believe that creating additional unique transportation corridors (i.e. similar to Bellevue Blvd) is important.” “Agree” was the most popular response, accounting for 40.2 percent of all responses. “Neutral” was the second most popular response, accounting for 28 percent of all responses. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 57.8 percent.

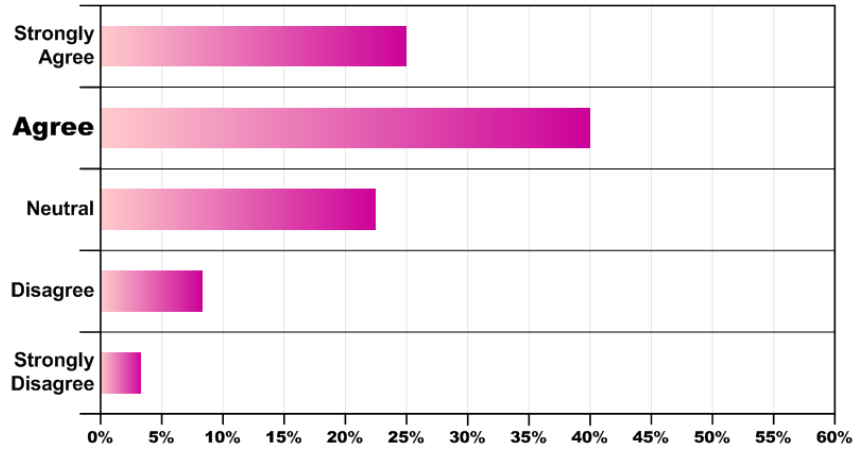
TRANSPORTATION n = 296

I believe that the development of additional bike trails is important.



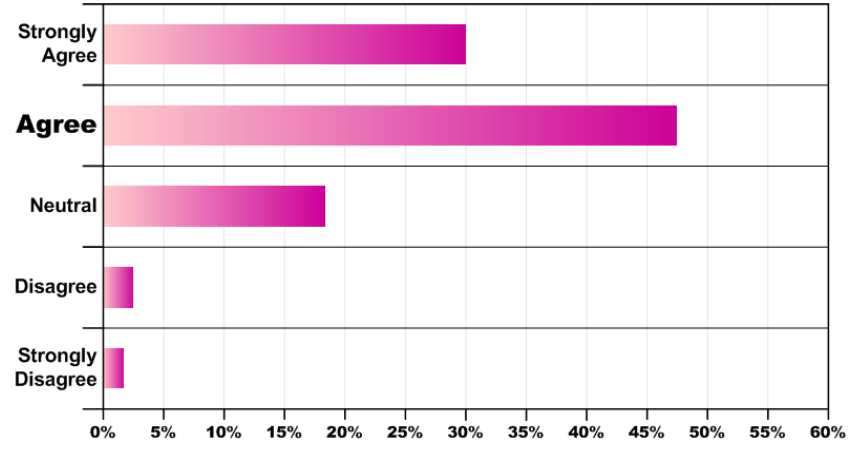
TRANSPORTATION n = 296

I believe that the development of additional walking and hiking trails is important.



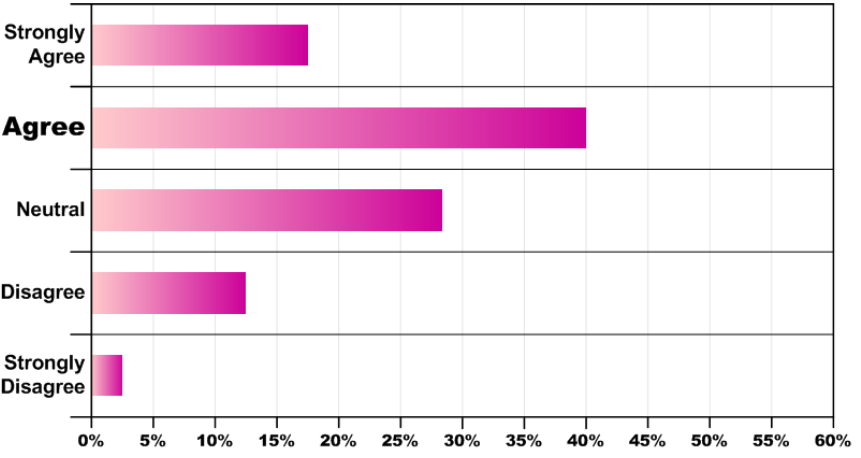
TRANSPORTATION n = 297

I believe that providing an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens, is important.



TRANSPORTATION n = 296

I believe that creating additional unique transportation corridors (i.e. similar to Bellevue Blvd) is important.



Question 22 asked respondents to rate the condition of several prominent Bellevue roadways. The first part of this question asked respondents to identify the Bellevue roadway that was in the best condition, and the second part asked respondents to identify the Bellevue roadway that was in the worst condition. Question 23 asked respondents to rate the congestion of several prominent Bellevue roadways. The first part of this question asked respondents to identify the Bellevue roadway that was least congested, and the second part asked respondents to identify the Bellevue roadway that was most congested. The following Bellevue roadways were offered as options for both Question 22 and Question 23:

- 25th Street, South of 370
- 36th Street, South of 370
- Capehart Road, West of 25th Street
- Kennedy Freeway
- 25th Street, North of 370
- 36th Street, North of 370
- Cornhusker Road (between Fort Crook and 25th Street)
- Fort Crook Road

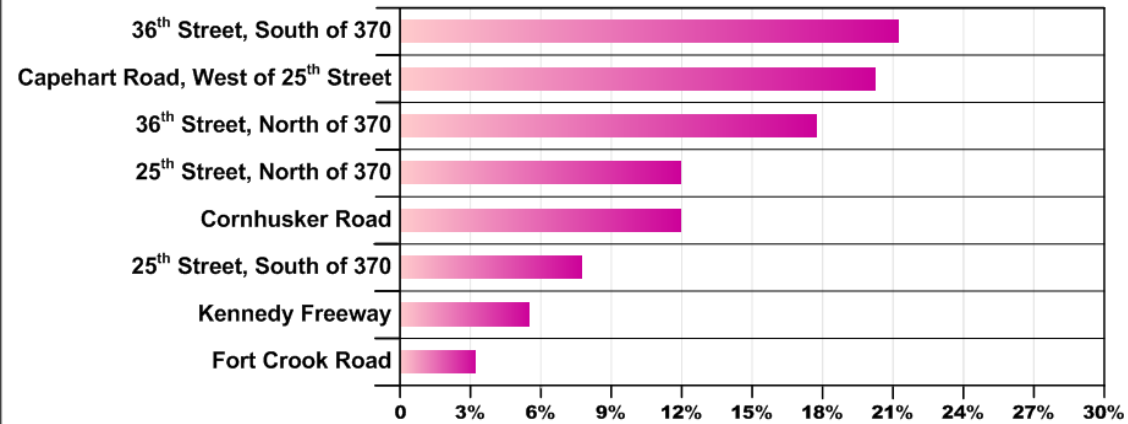
The first component of question 22 asked, “Which Bellevue roadway is in the *worst* condition?” The most popular answer, “36th Street, South of 370,” received 21.1 percent of the votes. “Capehart Road, West of 25th Street” was a close second, receiving 20 percent of the votes. The third most popular response, “36th Street, North of 370,” received 17.8 percent of the votes.

The second component of question 22 asked, “Which Bellevue roadway is in the *best* condition?” The most popular answer, “25th Street, South of 370,” received 29.9 percent of the votes. The second most popular answer, “25th Street, North of 370,” received 12.7 percent of the votes. “Cornhusker Road” and “Kennedy Freeway” tied for the third most popular answer. Each of these roadways received 10.2 percent of the votes.

TRANSPORTATION

n = 185

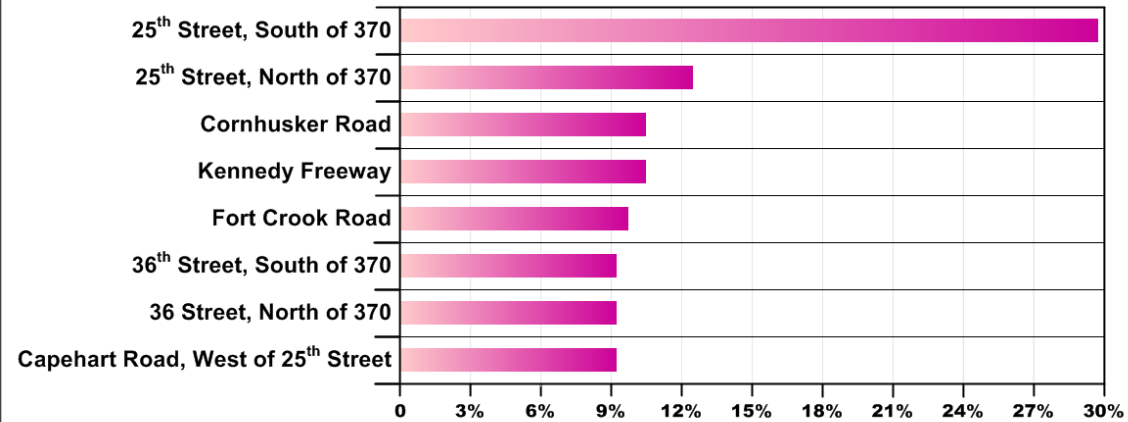
Which Bellevue roadway is in the *worst* condition?



TRANSPORTATION

n = 197

Which Bellevue roadway is in the *best* condition?

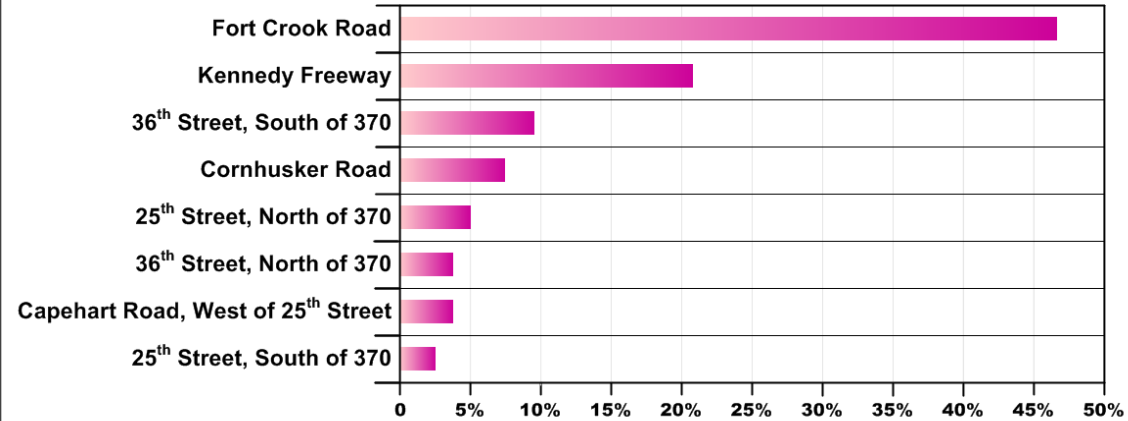


The first component of question 23 asked, "Which Bellevue roadway is the *most* congested?" "Capehart Road, West of 25th Street" was the most popular answer, receiving 21 percent of the total votes. "36th Street, North of 370" and "Cornhusker Road" were both the second most popular response. Each of these roadways received 17.7 percent of the total votes. The third most popular response, "36th Street, South of 370," received 14.9 percent of the total votes.

The second component of question 23 asked, "Which Bellevue roadway is the *least* congested?" The most popular answer, "Fort Crook Road," was the overwhelming favorite, garnering 46.7 percent of the total votes. "Kennedy Freeway" was the second most popular answer, receiving 20.7 percent of the total votes. The third most popular response, "36th Street, South of 370," received 9.8 percent of the votes.

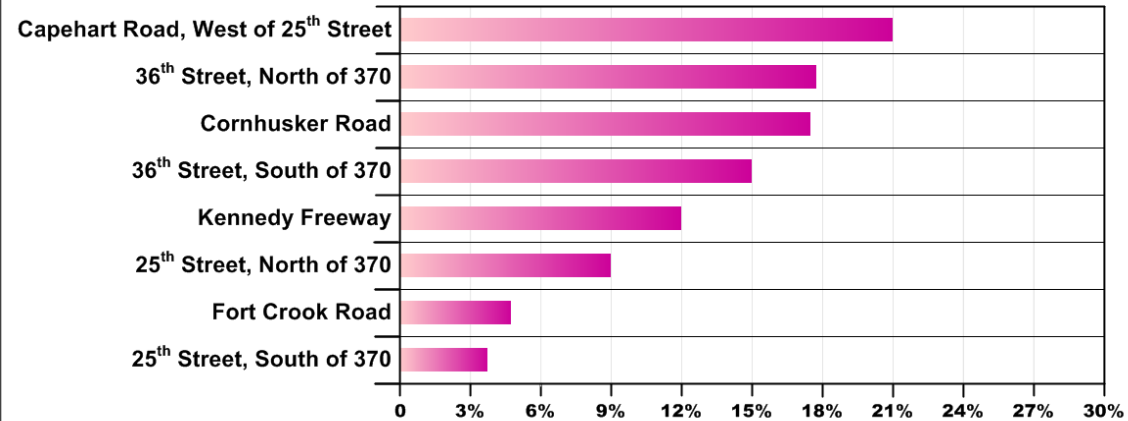
TRANSPORTATION **n = 184**

Which Bellevue roadway is the *least* congested?



TRANSPORTATION **n = 181**

Which Bellevue roadway is the *most* congested?



Question 24 asked respondents, “What is the hardest place to travel to in Bellevue?” This was an open-ended question, and respondents were asked to provide their own answer. The open-ended nature of the question made it difficult to produce a standardized results summary. A wide variety of answers were provided, including the following:

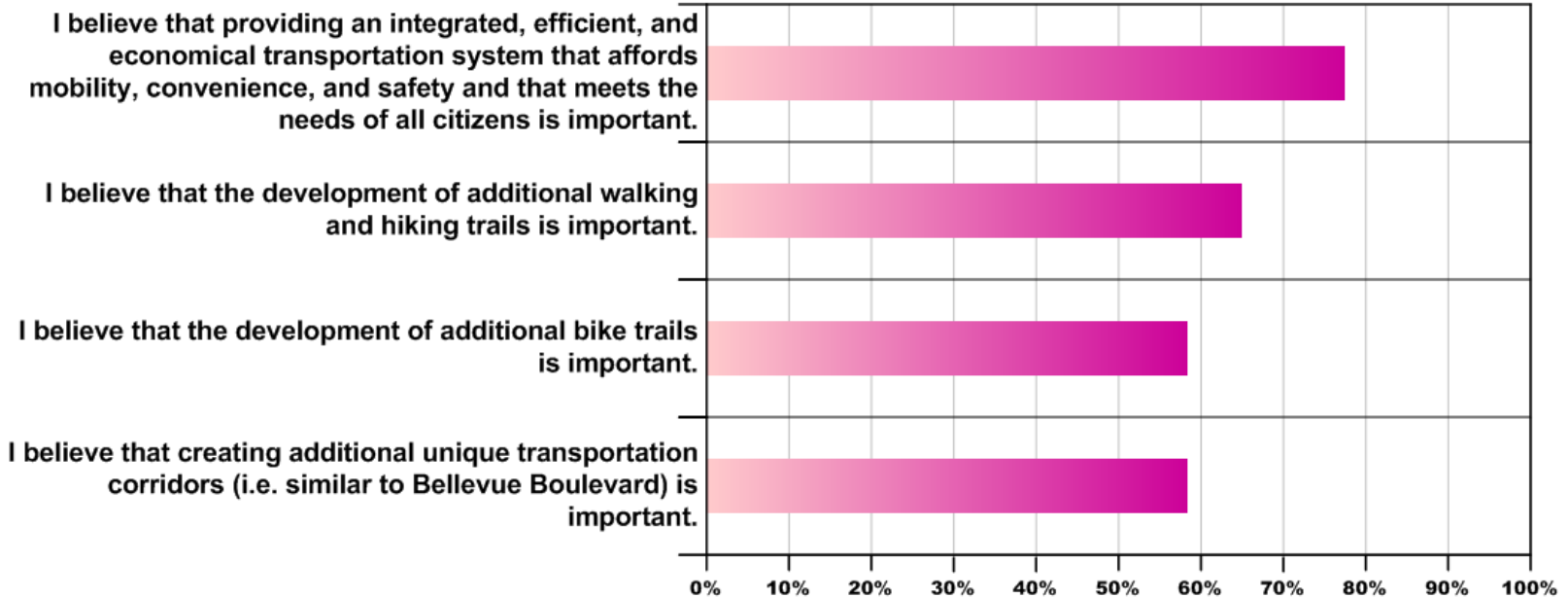
- “The hardest place to get out is Wolf Creek where Wal-Mart, Outback, IHOP, and Applebee’s is located.”
- “Olde Towne. There is no direct route.”
- “South on 36th Street at Capehart Road. The light backs up for those turning left. This intersection needs a left hand turn lane.”
- “Relatively, no place in Bellevue is hard to travel to.”
- “Cornhusker Road between 25th Street and Fort Crook Road. It’s a joke at 7:30am and between 3pm and 6:30pm weekdays at the light to turn at Bellevue West.”

Transportation Summary

The transportation section of the survey had four Likert-scale statements. The following graph displays each of those statements and identifies the percentage of respondents who answered either “Strongly Agree” or “Agree.” The statements are sorted in descending order.

TRANSPORTATION

Percentage of Respondents who Answered Either 'Strongly Agree' or 'Agree'



Housing

Question 25 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional large-lot single family homes.” The most popular response, “Agree,” was selected by 115 respondents, which accounted for 40.3 percent of the total votes. “Strongly Agree” was the second most popular selection, receiving 24.9 percent of the total votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 65.2 percent.

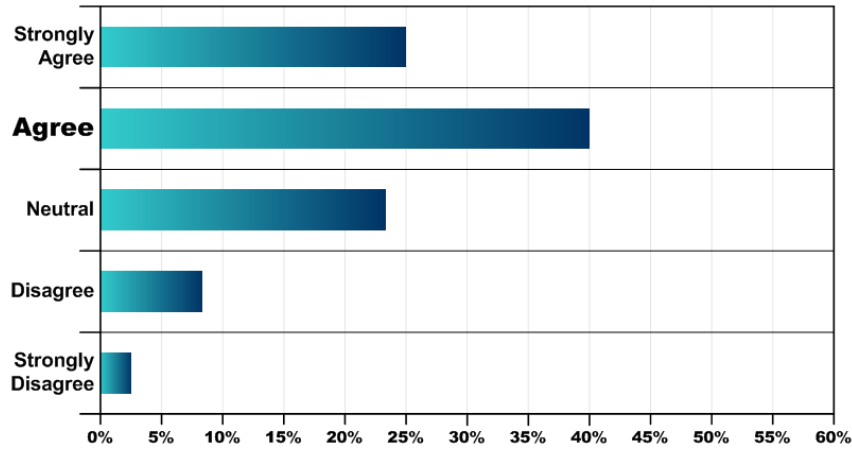
Question 26 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional moderately priced starter homes.” “Agree” was the most popular response. This selection received 40.3 percent of the total votes. The second most popular response, “Neutral,” received 20.7 percent of the total votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 51.2 percent.

Question 27 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional apartments.” Nearly 40 percent of the respondents selected “Neutral.” This was the most popular response. The second most popular response, “Disagree,” received 30.5 percent of the total votes. The percentage of respondents who rejected this statement by selecting either “Disagree” or “Strongly Disagree” was 45.6 percent.

Question 28 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional condominiums.” The most popular answer, “Neutral,” received 36.5 percent of the votes. The second most popular answer, “Agree,” received 34.4 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 42.5 percent.

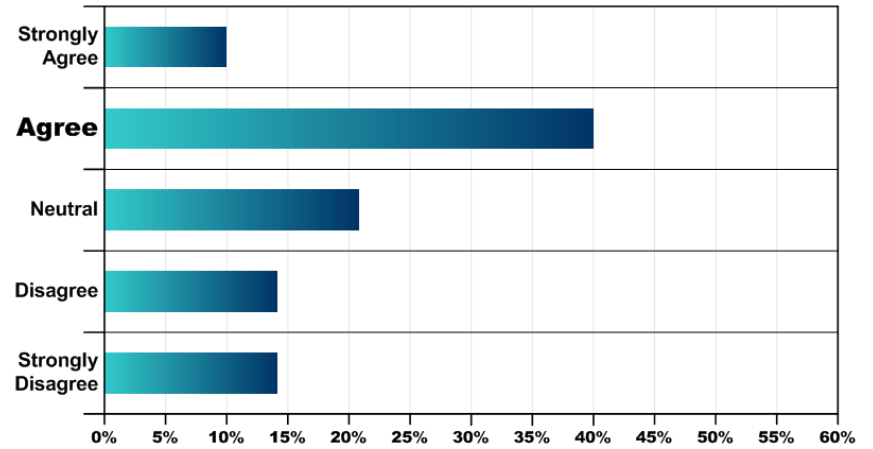
HOUSING n = 285

I believe that Bellevue needs additional large-lot single family homes.



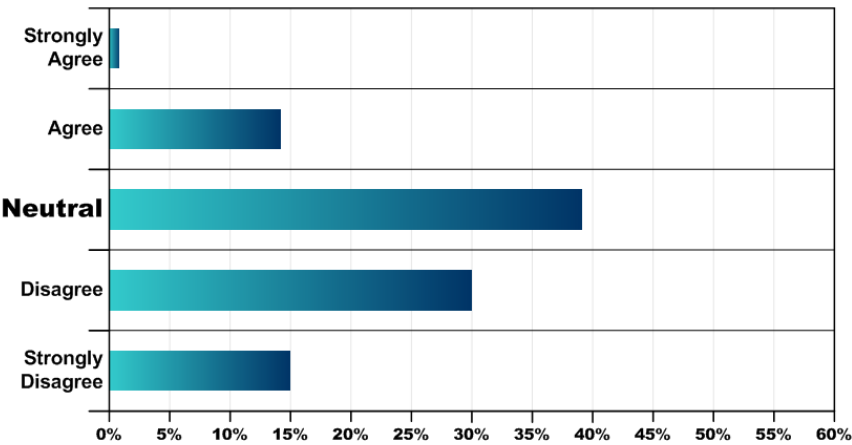
HOUSING n = 285

I believe that Bellevue needs additional moderately priced starter homes.



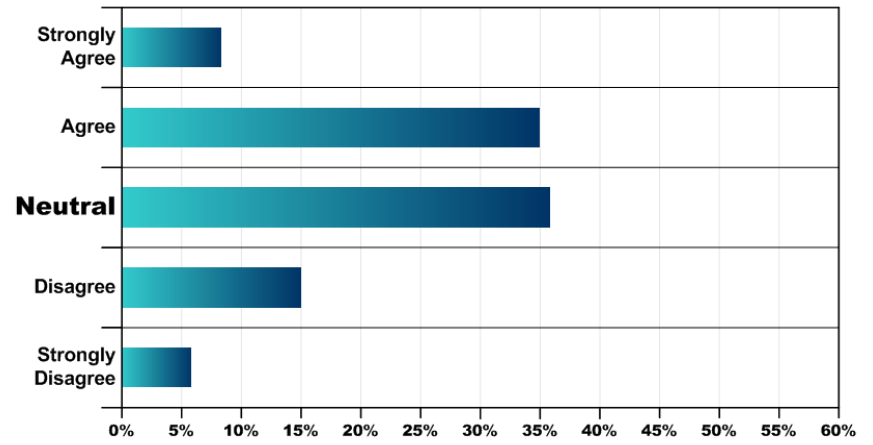
HOUSING n = 285

I believe that Bellevue needs additional apartments.



HOUSING n = 282

I believe that Bellevue needs additional condominiums.

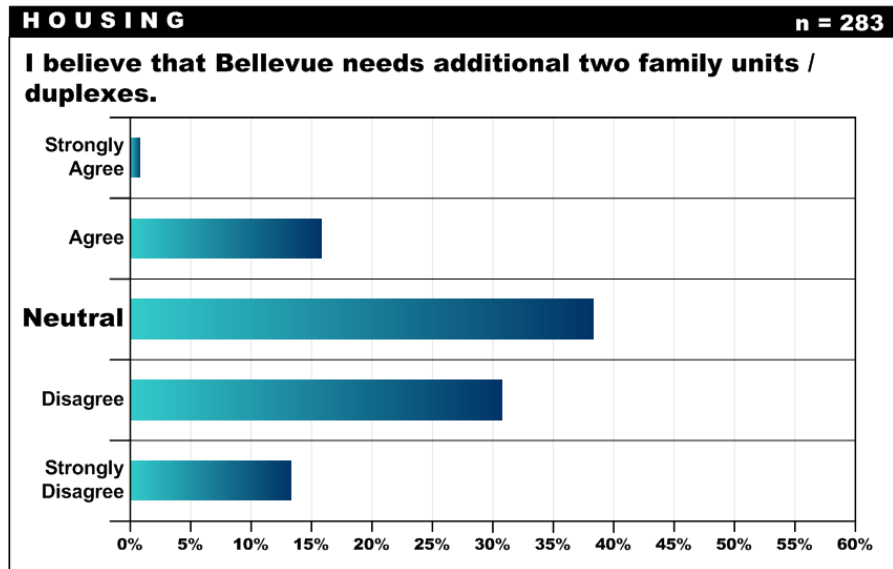
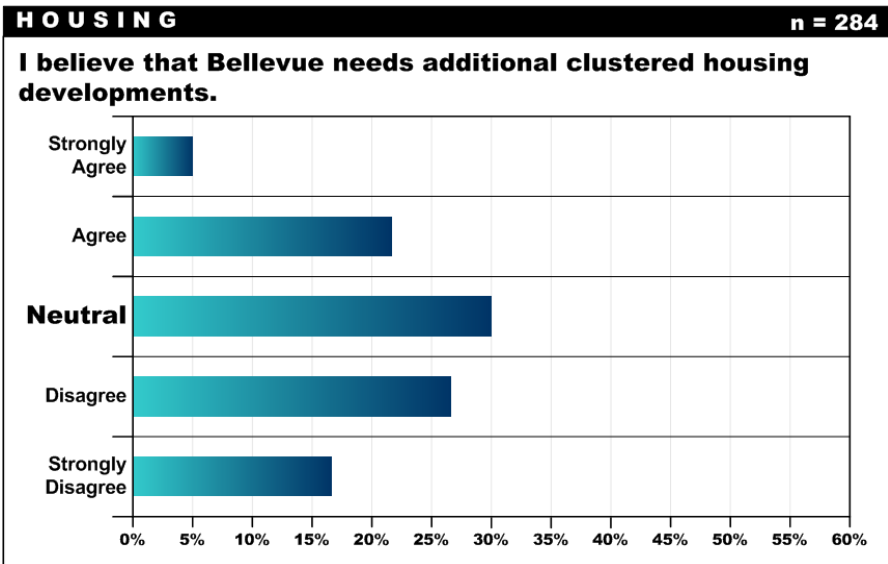
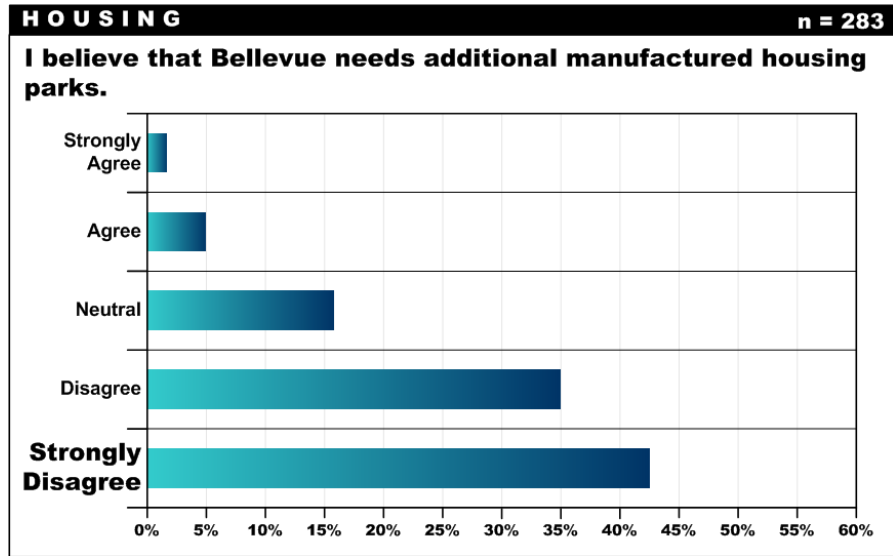
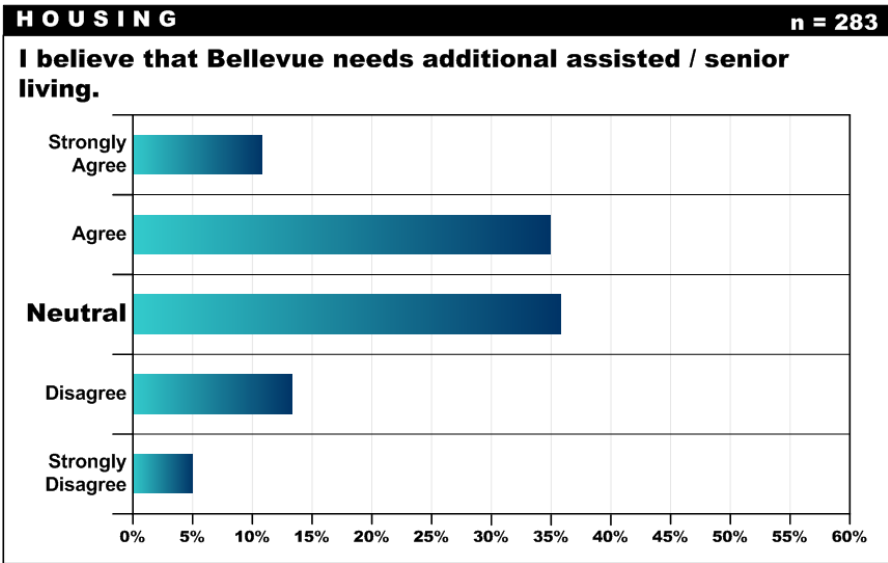


Question 29 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional assisted / senior living.” With 35.7 percent of the total votes, “Neutral” was the most popular selection. “Agree” was the second most popular response, earning 35.3 percent of the total votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 46.2 percent.

Question 30 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional manufactured housing parks.” “Strongly Disagree” was the most popular response, receiving 42.4 percent of the total votes. “Disagree” was the second most popular response; it received 34.9 percent of the total votes. The percentage of respondents who rejected this statement by selecting either was “Disagree” or “Strongly Disagree” was 77.3 percent.

Question 31 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional clustered housing developments.” The most popular response, “Neutral,” received 30.9 percent of the total votes. The second most popular response, “Disagree,” received 26.4 percent of the total votes. The percentage of respondents who rejected this statement by selecting either “Disagree” or “Strongly Disagree” was 42.6 percent.

Question 32 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional two family units / duplexes.” “Neutral,” the most popular selection, received 38.2 percent of the votes. “Disagree,” the second most popular selection, received 31.4 percent of the votes. The percentage of respondents who rejected this statement by selecting either “Disagree” or “Strongly Disagree” was 45.2 percent.

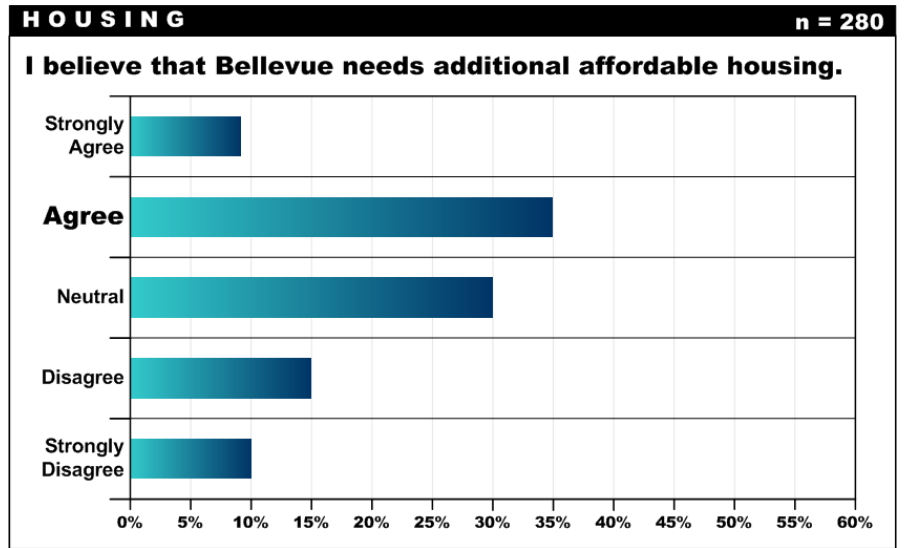
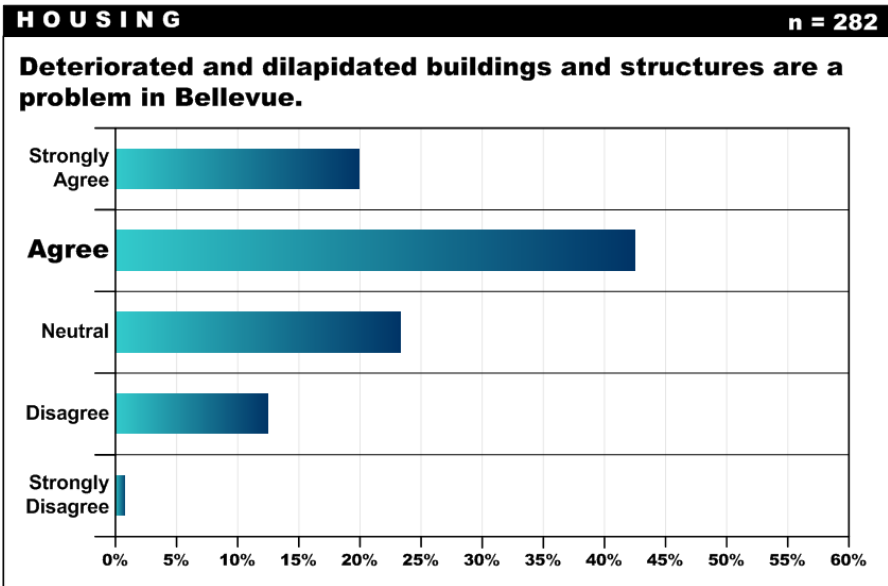
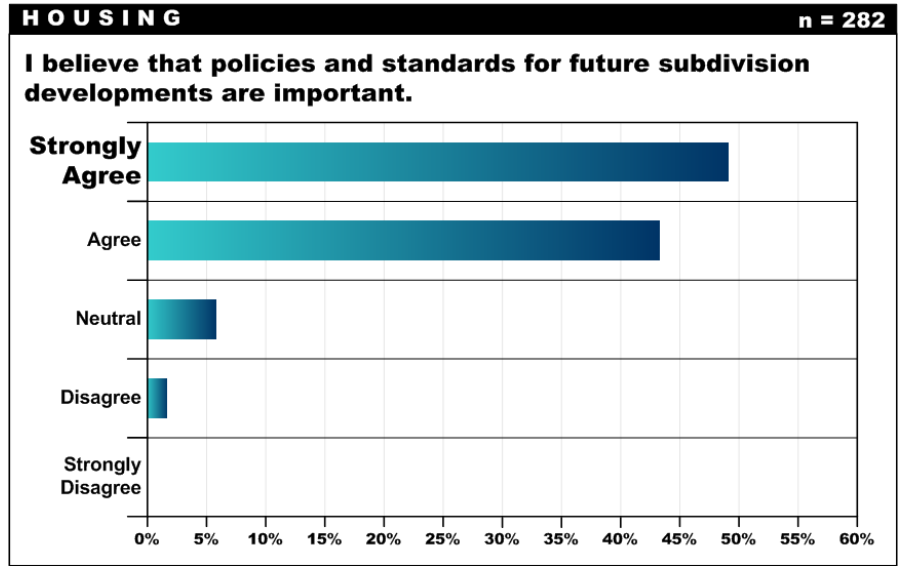
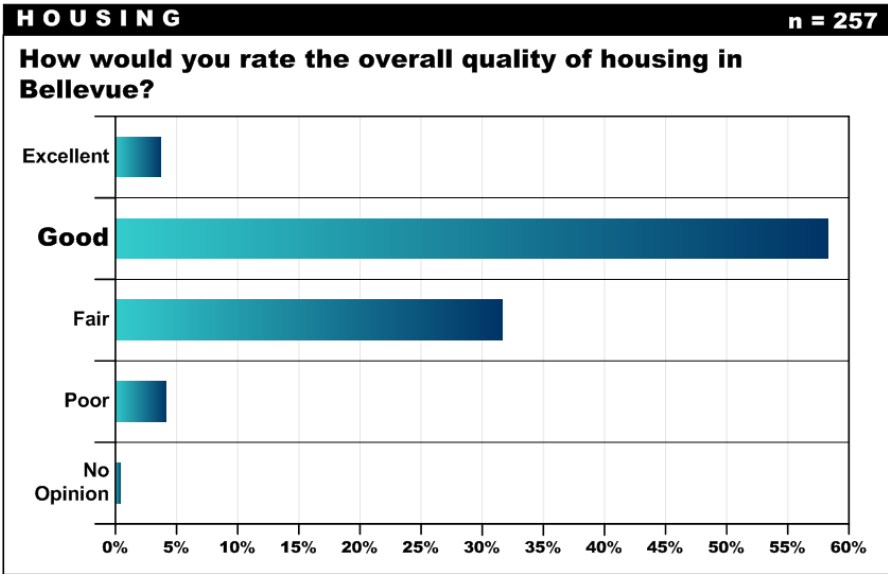


Question 33 asked, “How would you rate the overall quality of housing in Bellevue?” The most popular answer, “Good,” received 58.7 percent of the votes. The second most popular answer, “Fair,” received 32.3 percent of the votes. The third most popular answer, “Poor,” received 4.3 percent of the votes. “Excellent” received 3.9 percent, and “No Opinion” received less than 1 percent of the votes.

Question 34 asked respondents whether they agreed or disagreed with the following statement: “I believe that policies and standards for future subdivision developments are important.” “Strongly Agree” was the most popular response. This selection accounted for 48.6 percent of the total votes. “Agree” was the second most popular response, receiving 43.9 percent of the responses. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 92.5 percent.

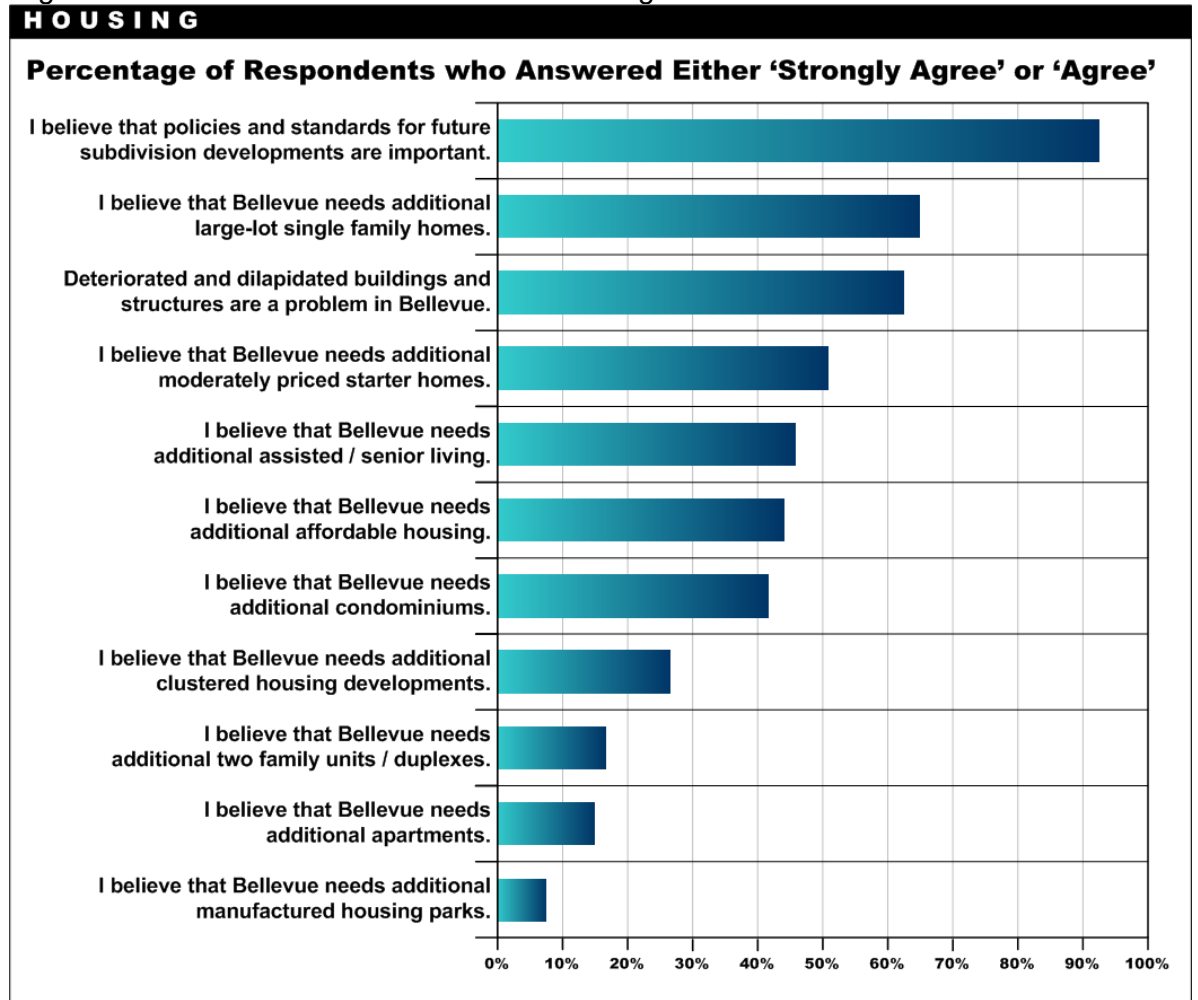
Question 35 asked respondents whether they agreed or disagreed with the following statement: “Deteriorated and dilapidated buildings and structures are a problem in Bellevue.” The most popular answer, “Agree,” received 42.9 percent of the votes. The second most popular answer, “Neutral,” received 23.7 percent. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 62.4 percent.

Question 36 asked respondents whether they agreed or disagreed with the following statement: “I believe that Bellevue needs additional affordable housing.” “Agree” was the most popular answer, receiving 35.3 percent of the votes. “Neutral” was the second most popular response; it received 30.7 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 44.2 percent.



Housing Summary

The housing section of the survey had 11 Likert-scale statements. The following graph displays each of these statements and identifies the percentage of respondents who answered “Strongly Agree” or “Agree.” The statements are sorted in descending order.



Utilities and Public Facilities

Question 37a asked respondents, “How would you rate Bellevue’s City Government?” More than 55 percent of the respondents rated the city government as “Good,” 31.9 percent rated it as “Poor,” 7.6 percent selected “Don’t Know,” and 5.4 percent rated city government as “Excellent.”

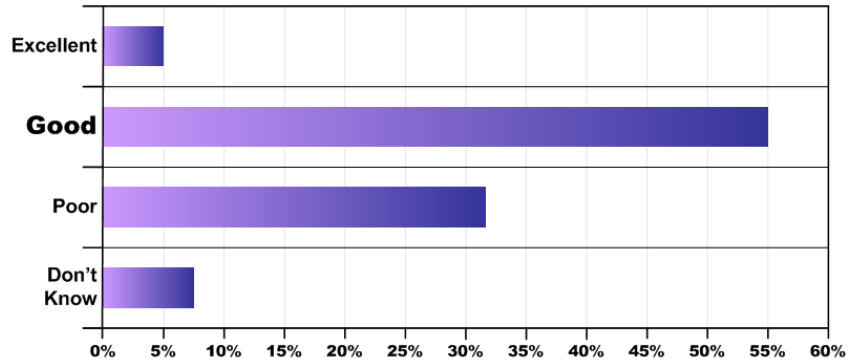
Question 37b asked respondents, “How would you rate Bellevue’s Police Protection?” The most popular answer, “Good,” was selected by 50.5 percent of the respondents. The second most popular answer, “Excellent,” was selected by 41.6 percent of respondents. “Poor” received 3.9 percent of the votes, and “Don’t Know” also received 3.9 percent of the votes.

Question 37c asked respondents, “How would you rate Bellevue’s Fire Station?” “Excellent” was the most popular answer, receiving 44.2 percent of the votes. “Good” was the second most popular response; it received 38.5 percent of the votes. “Poor” received 8.6 percent of the votes, and “Don’t Know” also received 8.6 percent of the votes.

Question 37d asked respondents, “How would you rate Bellevue’s Ambulance Service?” The most popular answer, “Good,” accounted for 40 percent of the votes. The second most popular answer, “Excellent,” received 32.8 percent of the votes. “Don’t Know” received 20.9 percent of the votes, and “Poor” received 6.1 percent of the votes.

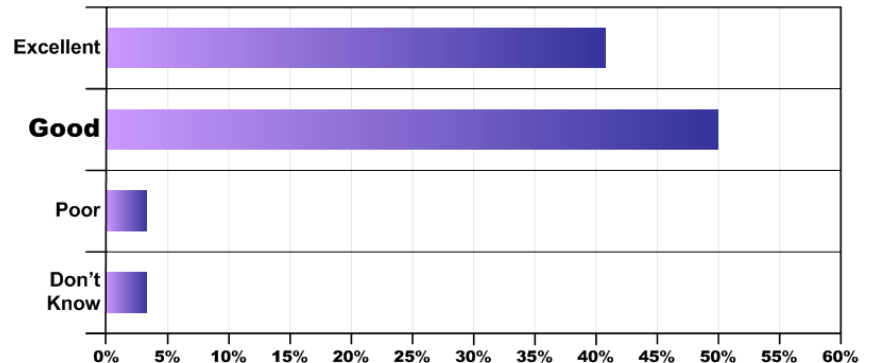
UTILITIES / PUBLIC FACILITIES n = 275

How would you rate Bellevue's City Government?



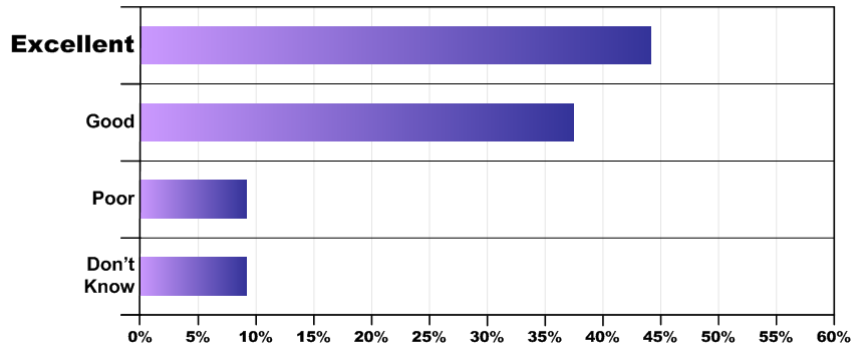
UTILITIES / PUBLIC FACILITIES n = 279

How would you rate Bellevue's Police Protection?



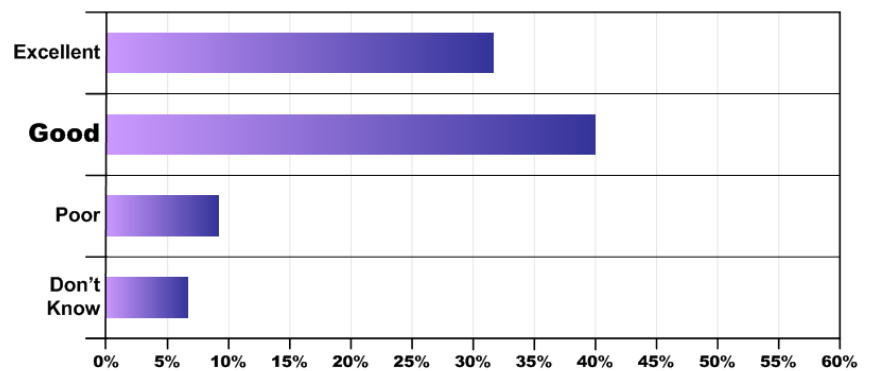
UTILITIES / PUBLIC FACILITIES n = 278

How would you rate Bellevue's Fire Station?



UTILITIES / PUBLIC FACILITIES n = 277

How would you rate Bellevue's Ambulance Service?



Question 37e asked respondents, “How would you rate Bellevue’s Education?” “Excellent” was the most popular answer, receiving 55.9 percent of the votes. “Good” was the second most popular response; it received 37.9 percent of the votes. “Don’t Know” received 4.3 percent of the votes, and “Poor” received 1.8 percent of the votes.

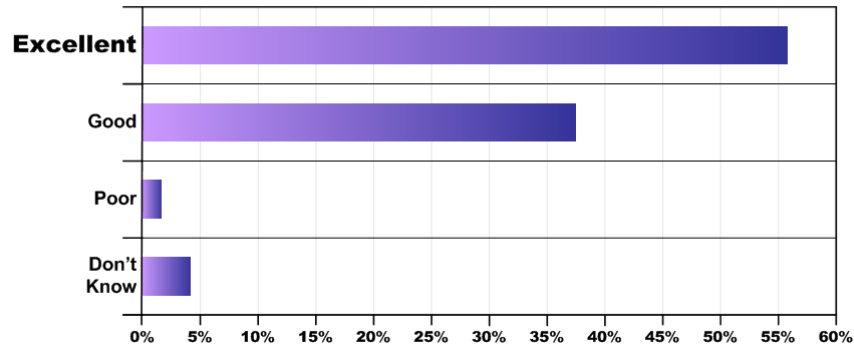
Question 37f asked respondents, “How would you rate Bellevue’s Parks?” The most popular answer, “Good,” accounted for 60.9 percent of the votes. The second most popular answer, “Poor,” received 26.9 percent of the votes. “Excellent” received 9.7 percent of the votes, and “Don’t Know” received 2.5 percent of the votes.

Question 37g asked respondents, “How would you rate Bellevue’s Recreation Programs?” “Good” was the most popular answer, receiving 49.3 percent of the votes. “Poor” was the second most popular answer; it received 27.1 percent of the votes. “Excellent” received 14.5 percent of the votes, and “Don’t Know” also received 14.5 percent of the votes.

Question 37h asked respondents, “How would you rate Bellevue’s Library?” The most popular response, “Good,” received 54.7 percent of the votes. The second most popular response, “Poor,” received 18.7 percent of the votes. “Excellent” received 14 percent of the votes, and “Don’t Know” received 12.6 percent of the votes.

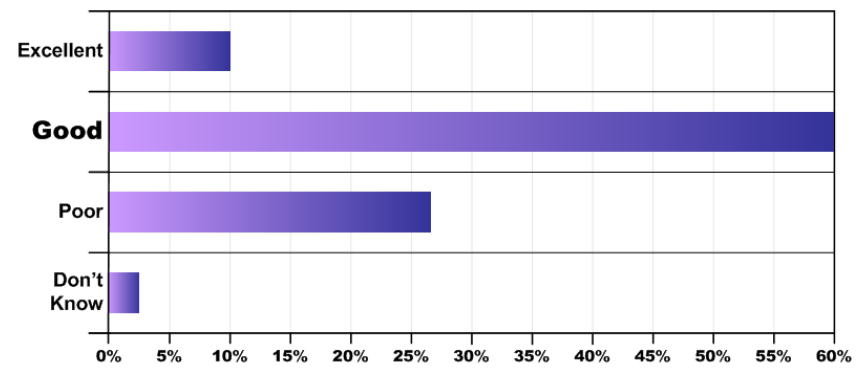
UTILITIES / PUBLIC FACILITIES n = 279

How would you rate Bellevue's Education?



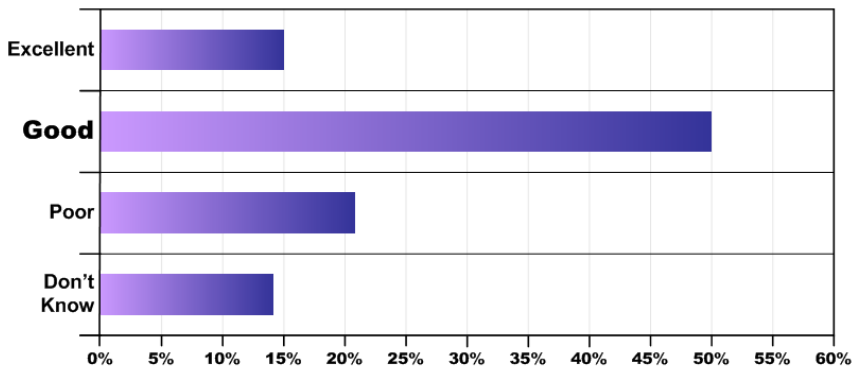
UTILITIES / PUBLIC FACILITIES n = 279

How would you rate Bellevue's Parks?



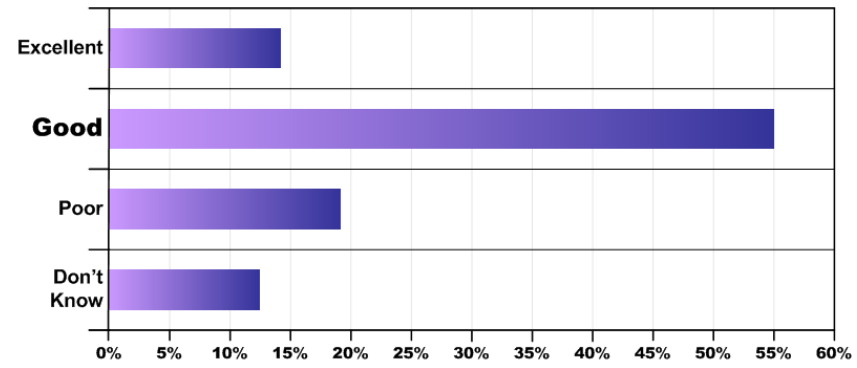
UTILITIES / PUBLIC FACILITIES n = 276

How would you rate Bellevue's Recreation Programs?



UTILITIES / PUBLIC FACILITIES n = 278

How would you rate Bellevue's Library?



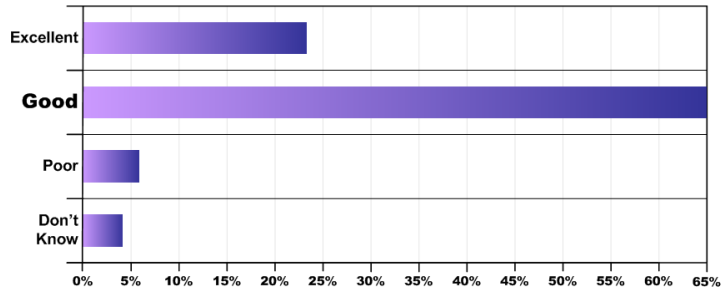
Question 37i asked respondents, “How would you rate Bellevue’s Utilities?” “Good” was the most popular response, receiving 66.5 percent of the votes. “Excellent” was the second most popular response; it received 23.3 percent of the votes. “Poor” received 5.8 percent of the votes, and “Don’t Know” received 4.4 percent of the votes.

Question 37j asked respondents, “How would you rate Bellevue’s Roadways?” The most popular answer, “Good,” accounted for 73.9 percent of the votes. The second most popular response, “Poor,” accounted for 21 percent of the votes. “Excellent” received 4.6 percent of the votes, and “Don’t Know” received 0.3 percent of the votes.

Question 37k asked respondents, “How would you rate Bellevue’s Public Transportation?” “Poor” was the most common response, receiving 60.4 percent of the votes. “Don’t Know” was the second most popular response; it received 27.9 percent of the votes. “Good” was the least popular response, receiving 11.6 percent of the votes.

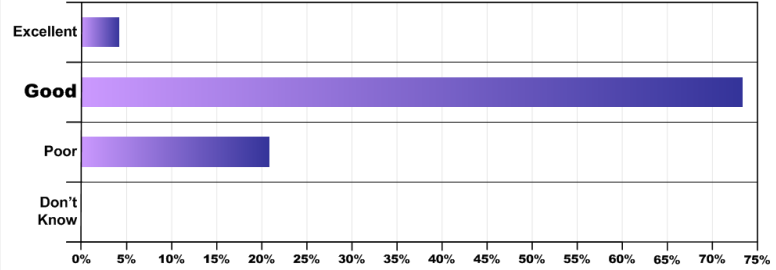
UTILITIES / PUBLIC FACILITIES n = 275

How would you rate Bellevue's Utilities?



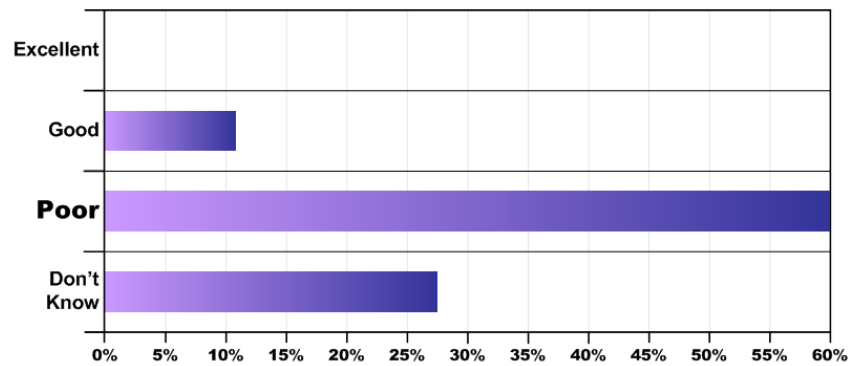
UTILITIES / PUBLIC FACILITIES n = 280

How would you rate Bellevue's Roadways?



UTILITIES / PUBLIC FACILITIES n = 268

How would you rate Bellevue's Public Transportation?



Economic Development

Question 38 asked respondents whether they agreed or disagreed with the following statement: "I believe that an economic development policy that looks to balance economic growth while preserving community character is important." The most popular answer, "Agree," was selected by 45.9 percent of respondents. The second most popular answer, "Strongly Agree," was selected by 40.2 percent of respondents. The percentage of respondents who accepted this statement by selecting either "Agree" or "Strongly Agree" was 86.1 percent.

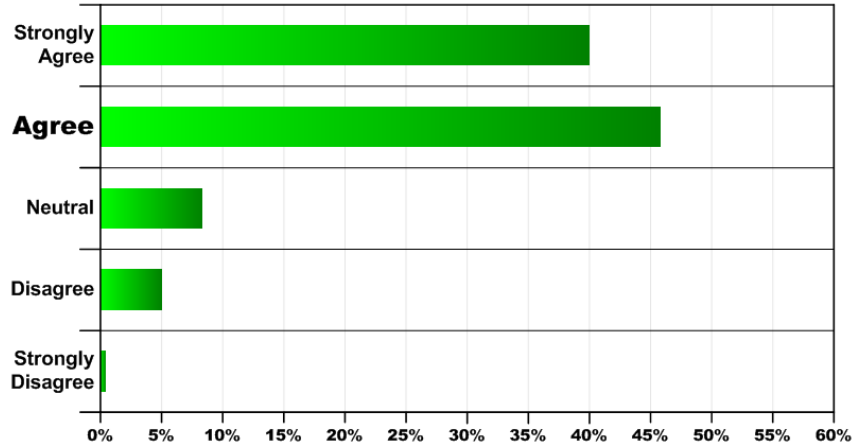
Question 39 asked respondents, "What type[s] of businesses and industries do you believe are the most important for Bellevue to attract?" "Retail Development" was the most popular response, receiving 174 votes. "Professional" was the second most popular response; it received 145 votes. "High Tech Industries" was the third most popular response, receiving 129 votes. "Defense Businesses" was the fourth most popular response, receiving 123 votes.

Question 40 asked respondents, "I believe that the placement of new businesses should occur..." The most popular answer, "Evenly throughout the community," received 58 percent of the votes. The second most popular answer, "West of Highway 75," received 20 percent of the votes. The third most popular response, "East of Highway 75," received 18 percent of the votes. Four percent of the respondents answered "Undecided." No respondents selected "No additional businesses needed."

Question 41 asked respondents whether they agreed or disagreed with the following statement: "I believe that placing new retail, commercial, and industrial development in already established communities is important." "Agree" was the most popular response, receiving 50 percent of the votes. "Strongly Agree" was the second most popular response; it received 21.6 percent of the votes. If we combine the percentages of respondents who answered "Strongly Agree" or "Agree," we find that 71.6 percent of all respondents accepted this statement.

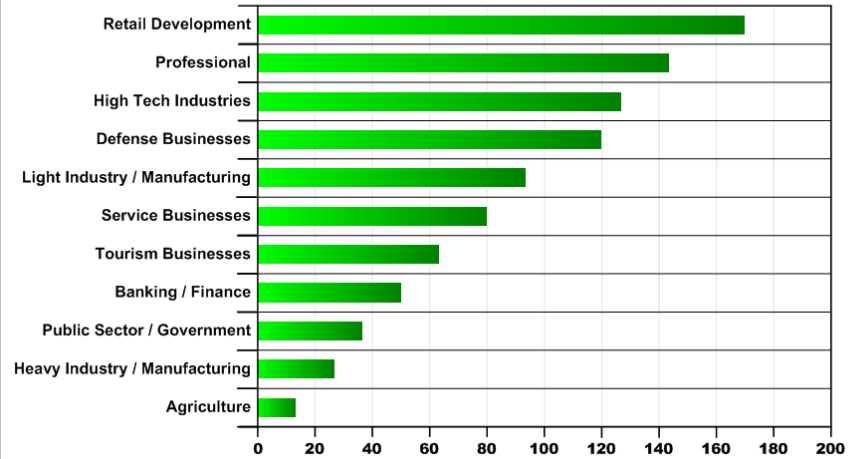
ECONOMIC DEVELOPMENT n = 280

I believe that an economic development policy that looks to balance economic growth while preserving community character is important.



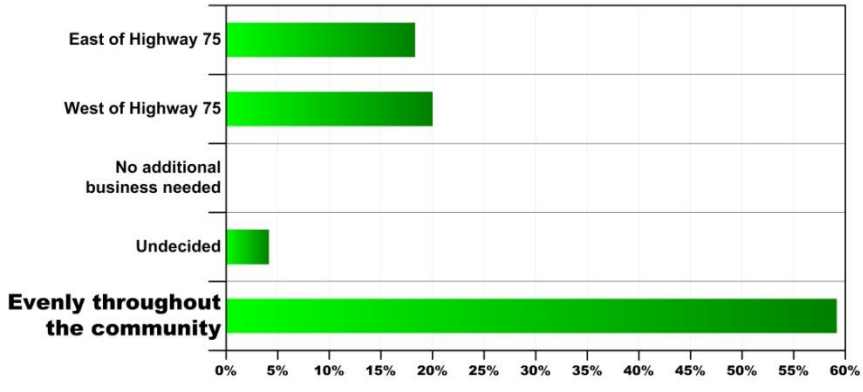
ECONOMIC DEVELOPMENT n = 931

What type of businesses and industries do you believe are the most important for Bellevue to attract?



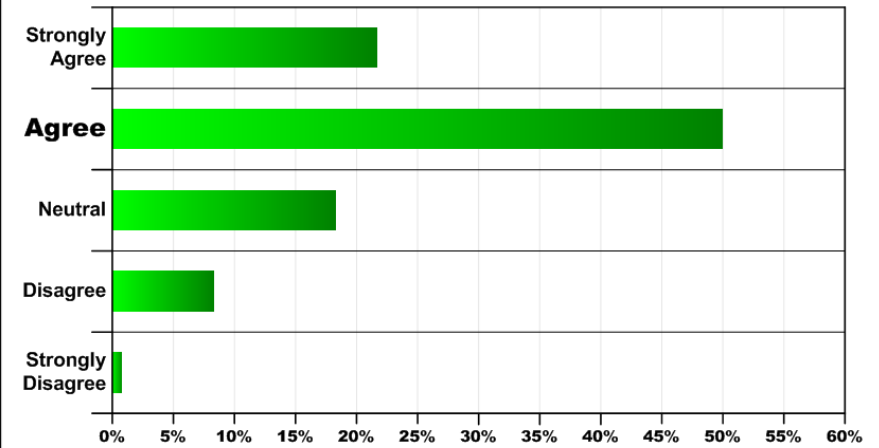
ECONOMIC DEVELOPMENT n = 50

I believe that the placement of new businesses should occur...



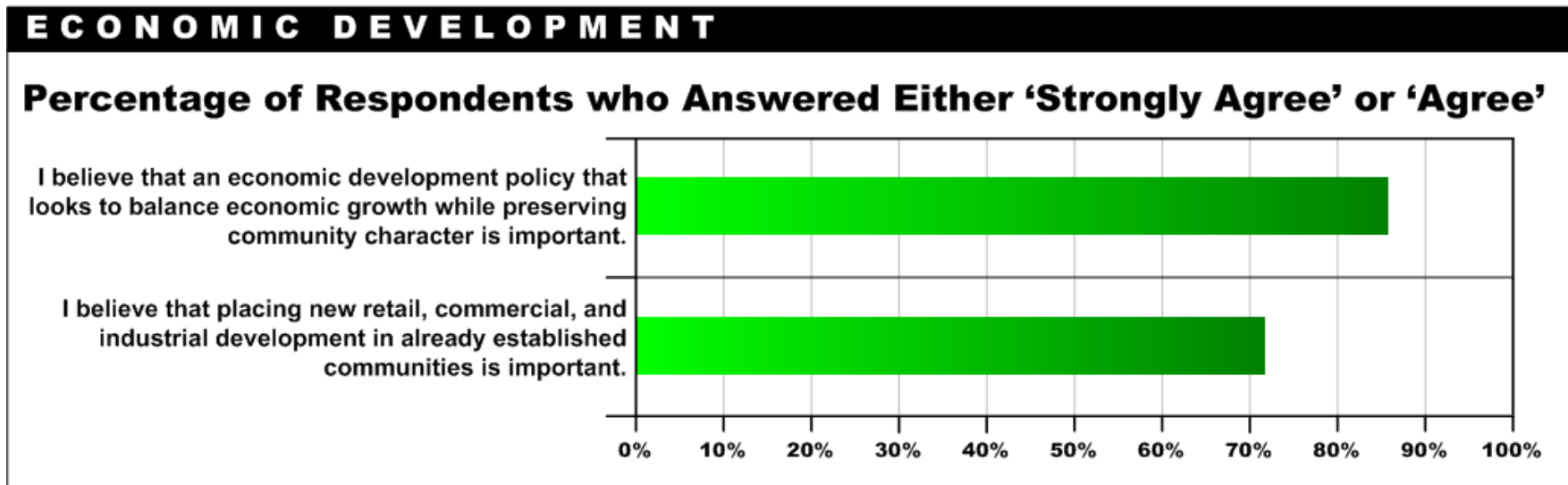
ECONOMIC DEVELOPMENT n = 278

I believe that placing new retail, commercial, and industrial development in already established communities is important.



Economic Development Summary

The economic development section of the survey had two Likert-scale statements. The following graph displays both of these statements and identifies the percentage of respondents who answered “Strongly Agree” or “Agree.” The statements are sorted in descending order.



Neighborhoods

Question 42 asked respondents whether they agreed or disagreed with the following statement: “I believe that neighborhood designs that support a range of transportation choices is important. For example, the ability to walk to school and the local grocery store, or having close access to bike trails.” The most popular response, “Agree,” was selected by 46.6 percent of respondents. The second most popular response, “Strongly Agree,” was selected by 38.6 percent of respondents. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 85.2 percent.

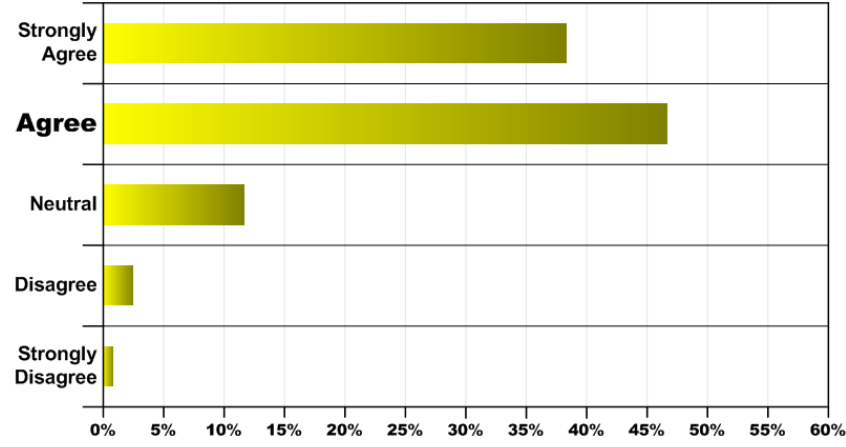
Question 43 asked respondents whether they agreed or disagreed with the following statement: “I believe that connecting commercial and retail areas with surrounding residential developments is important.” “Agree,” the most popular response, was selected by 45.8 percent of respondents. “Strongly Agree,” the second most popular response, was selected by 24.9 percent of respondents. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 70.7 percent.

Question 44 asked respondents whether they agreed or disagreed with the following statement: “I believe that a diversity of housing styles in Bellevue neighborhoods is important.” The most popular response, “Agree,” was selected by 51.3 percent of the respondents. The second most popular response, “Strongly Agree,” was selected by 28.5 percent of the respondents. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 79.8 percent.

Question 45 asked respondents whether they agreed or disagreed with the following statement: “I believe that having a variety of public green spaces within walking distance of Bellevue neighborhoods is important.” “Agree” was the most popular selection, receiving 51.6 percent of the votes. “Strongly Agree” was the second most popular response; it received 40.1 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 91.7 percent.

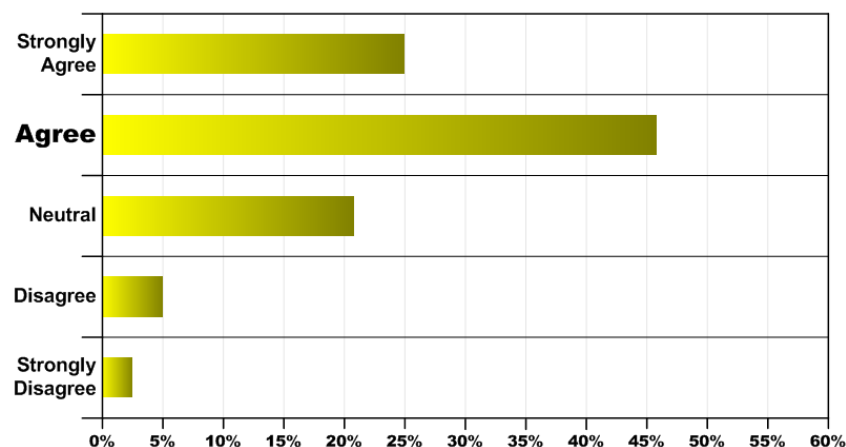
NEIGHBORHOODS n = 277

I believe that neighborhood designs that support a range of transportation choices is important.



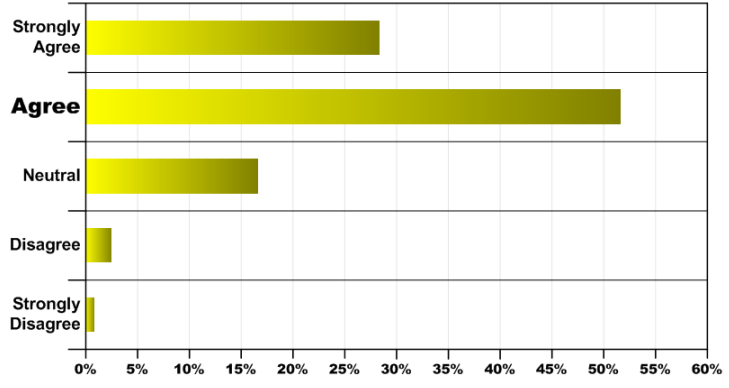
NEIGHBORHOODS n = 277

I believe that connecting commercial and retail areas with surrounding residential developments is important.



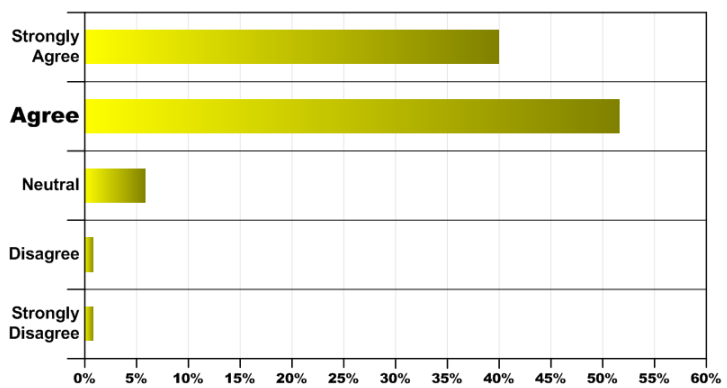
NEIGHBORHOODS n = 277

I believe that a diversity of housing styles in Bellevue neighborhoods is important.



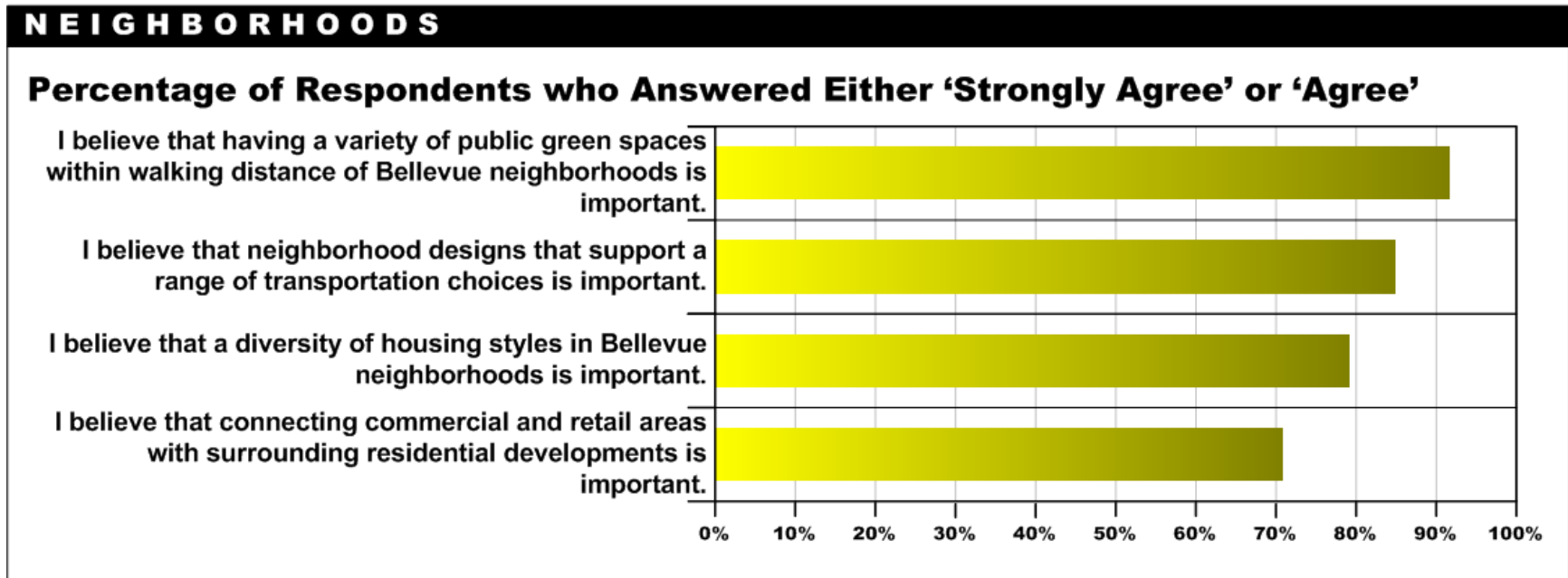
NEIGHBORHOODS n = 314

I believe that having a variety of public green spaces within walking distance of Bellevue neighborhoods is important.



Neighborhood Summary

The neighborhood section of the survey had four Likert-scale statements. The following graph displays each of these statements and identifies the percentage of respondents who answered either “Strongly Agree” or “Agree.” The statements are sorted in descending order.



Community Appearance

Question 46 asked respondents whether they agreed or disagreed with the following statement: “The design and appearance of new buildings in my community is important.” The most popular response, “Agree,” received 47.2 percent of the votes. The second most popular response, “Strongly Agree,” was selected by 46.1 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 93.3 percent.

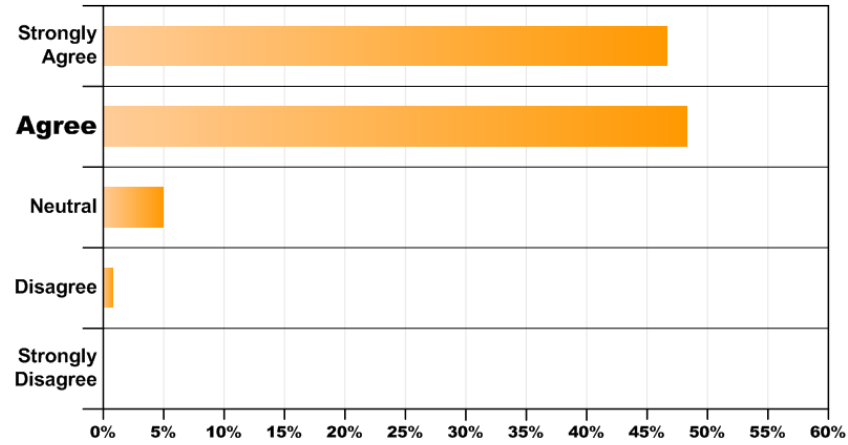
Question 47 asked respondents whether they agreed or disagreed with the following statement: “The design and appearance of new commercial or advertising signs in my community is important.” “Strongly Agree” was the most popular response, receiving 48.7 percent of the votes. “Agree” was the second most popular response; it received 40.9 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 89.6 percent.

Question 48 asked respondents whether they agreed or disagreed with the following statement: “I believe that establishing design standards for future commercial and retail developments is important.” The most popular answer, “Strongly Agree,” received 49.2 percent of the votes. The second most popular answer, “Agree,” received 43.3 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 92.5 percent.

Question 49 asked respondents whether they agreed or disagreed with the following statement: “I believe that building of community identity by revitalizing main streets and enforcing design standards is important.” “Agree” was the most popular answer, receiving 45.1 percent of the votes. “Strongly Agree” was the second most popular response; it received 43.3 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 88.4 percent.

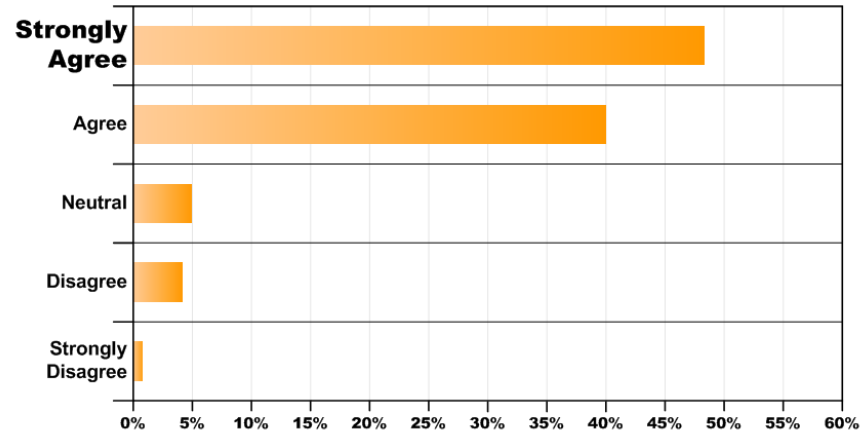
COMMUNITY APPEARANCE n = 269

The design and appearance of new buildings in my community is important.



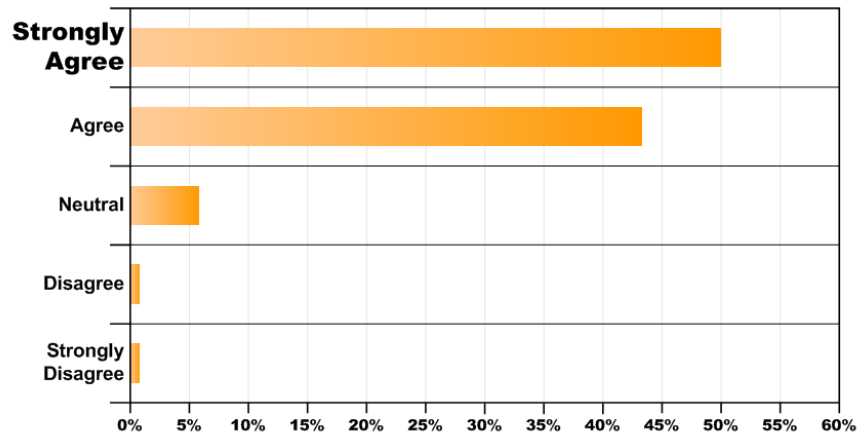
COMMUNITY APPEARANCE n = 269

The design and appearance of new commercial or advertising signs in my community is important.



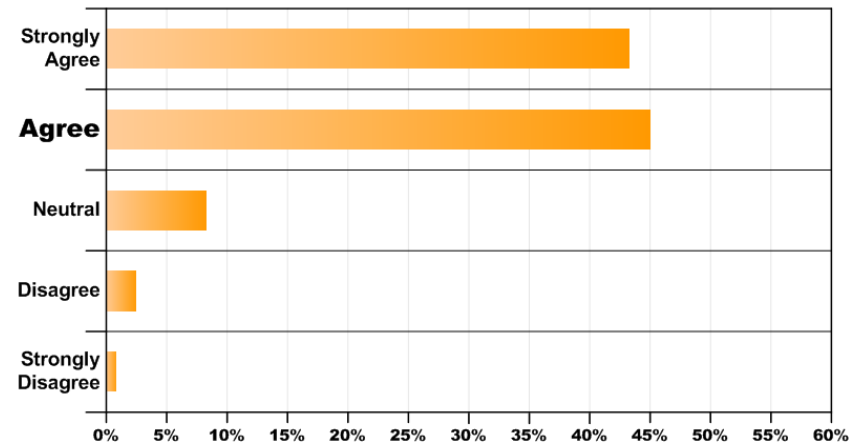
COMMUNITY APPEARANCE n = 268

I believe that establishing design standards for future commercial and retail developments is important.



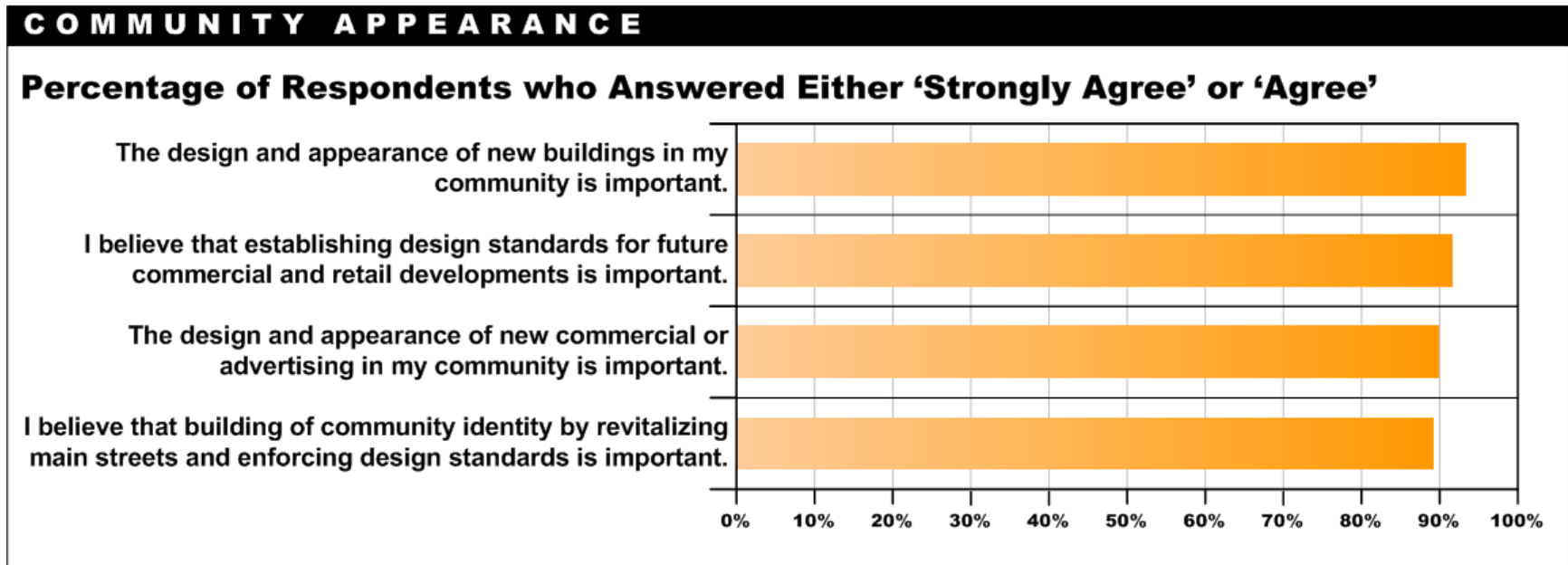
COMMUNITY APPEARANCE n = 268

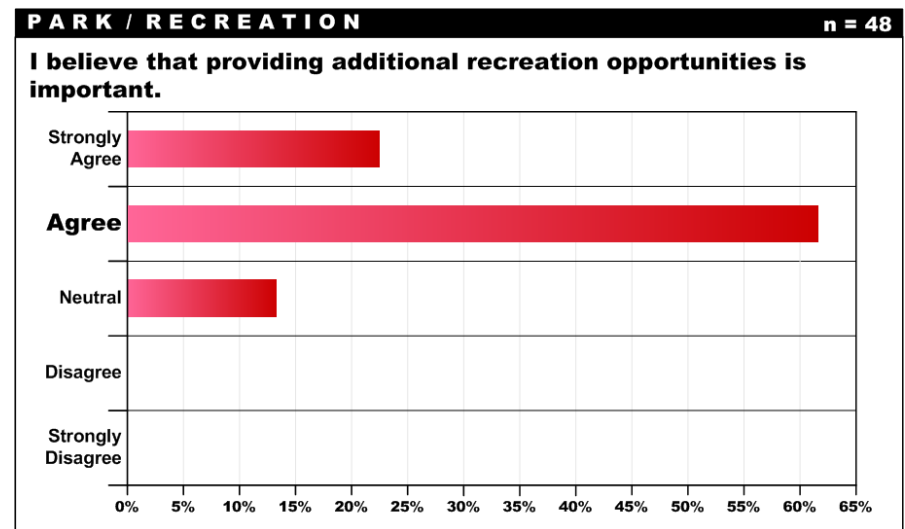
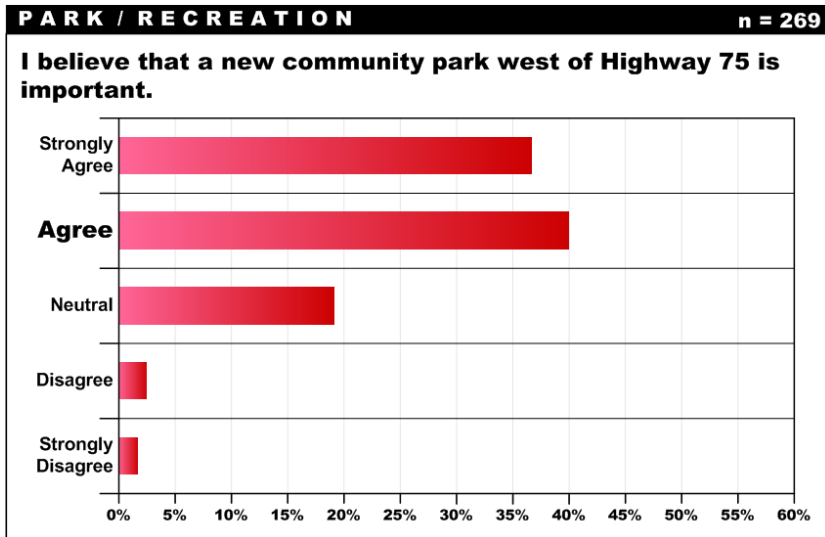
I believe that building of community identity by revitalizing main streets and enforcing design standards is important.



Community Appearance Summary

The community appearance section of the survey had four Likert-scale statements. The following graph displays each of these statements and identifies the percentage of respondents who answered either “Strongly Agree” or “Agree.” The statements are sorted in descending order.



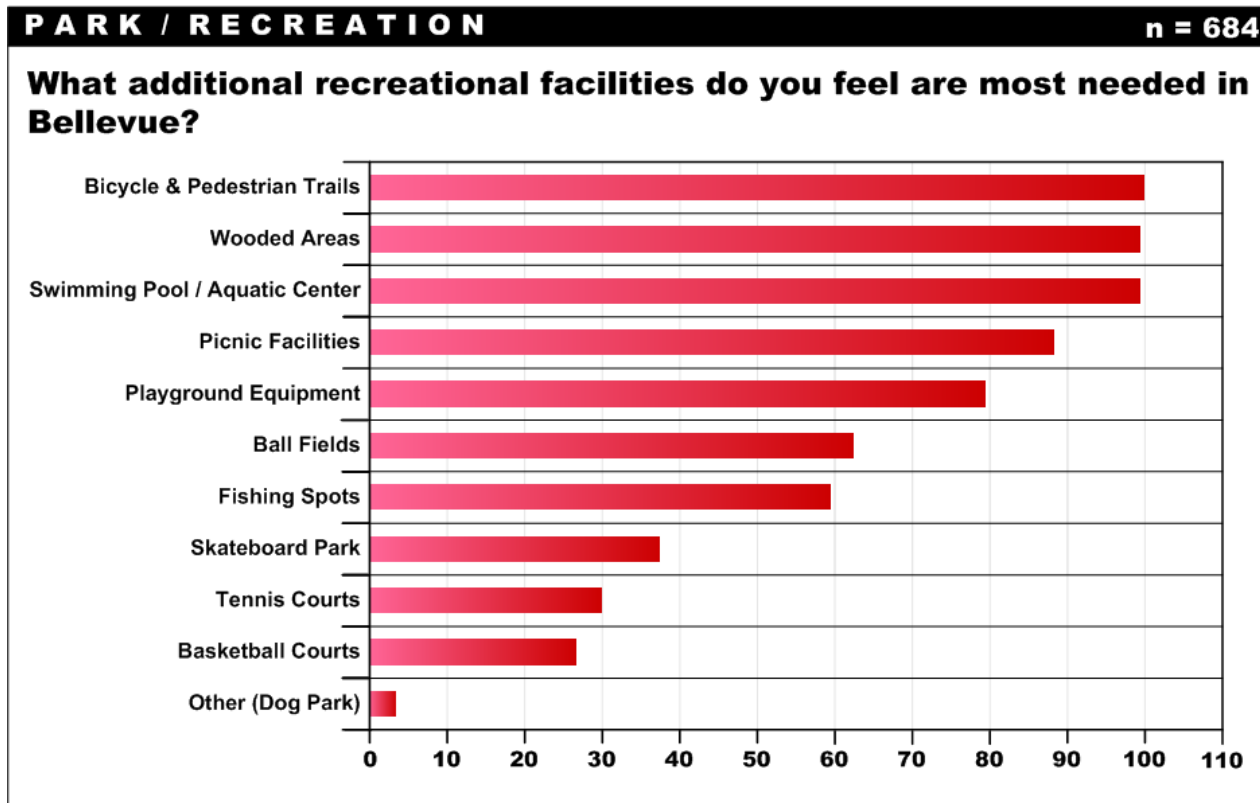


Parks and Recreation

Question 50 asked respondents whether they agreed or disagreed with the following statement: “I believe that a new community park west of Highway 75 is important.” The most popular response, “Agree,” was selected by 40.1 percent of respondents. The second more popular response, “Strongly Agree,” was selected by 36.4 percent of respondents. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 76.5 percent.

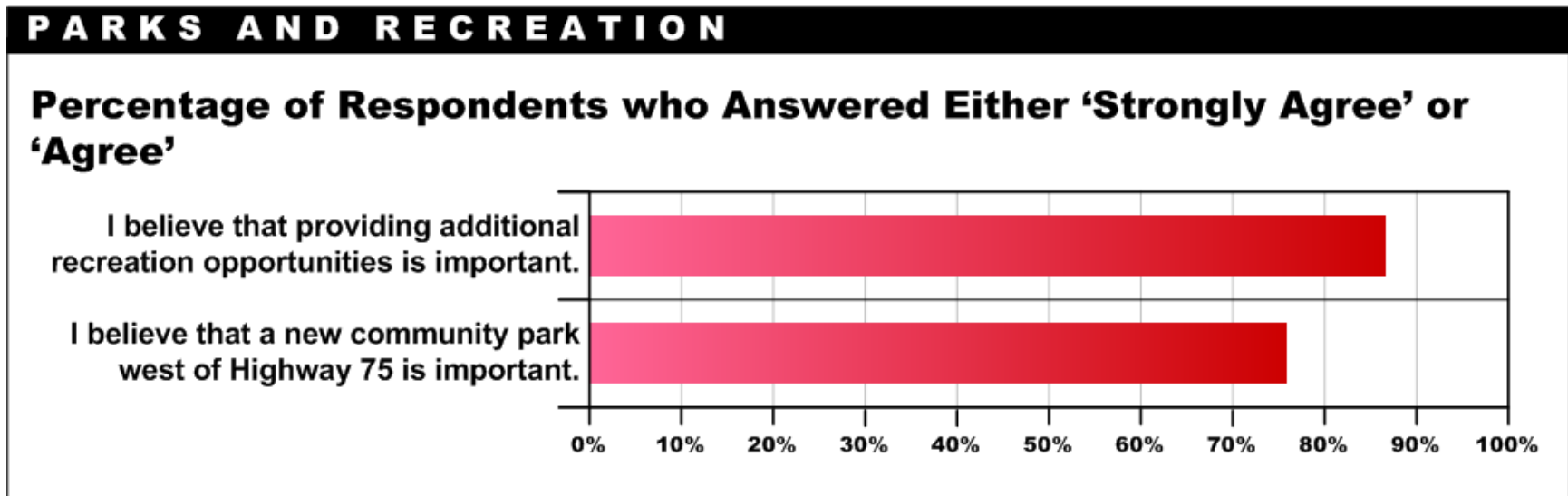
Question 51 asked respondents whether they agreed or disagreed with the following statement: “I believe that providing additional recreation opportunities is important.” “Agree” received the most responses, accounting for 62.7 percent of the votes. “Strongly Agree” was the second most popular choice; it received 23.5 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 86.2 percent.

Question 52 asked respondents, “What additional recreational facilities do you feel are most needed in Bellevue?” “Bicycle and Pedestrian Trails” was the most popular response, receiving 100 votes. “Wooded Areas” was the second most popular response; it received 99 votes. “Swimming Pool / Aquatic Center” was the third most popular response, receiving 99 votes. The most popular suggestion that wasn’t provided was a dog park, with four votes.



Parks and Recreation Summary

The parks and recreation section of the survey had two Likert-scale statements. The following graph displays both of these statements and identifies the percentage of respondents who answered either “Strongly Agree” or “Agree.” The statements are sorted in descending order.



Miscellaneous

Question 53 asked respondents whether they agreed or disagreed with the following statement: “I believe that coordination and cooperation among nearby units of government is important.” The most popular response, “Strongly Agree,” was selected by 53.7 percent of the respondents. The second most popular response, “Agree,” was selected by 42.4 percent of the respondents. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 96.1 percent.

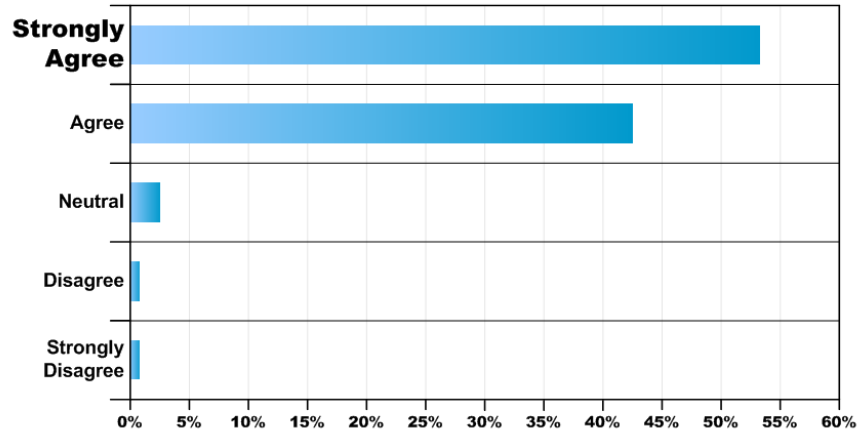
Question 54 asked respondents whether they agreed or disagreed with the following statement: “I would be willing to pay additional property taxes or general obligation bonds to pay for improvements to EXISTING community facilities and services.” “Agree” was the most popular response and accounted for 38.3 percent of respondents. “Neutral” was the second most popular response and accounted for 27.3 percent of respondents. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 45.7 percent.

Question 55 asked respondents whether they agreed or disagreed with the following statement: “I would be willing to pay additional property tax or general obligation bonds to pay for the provision of ADDITIONAL community facilities and services.” The most popular response, “Agree,” received 39.8 percent of the votes. The second most popular response, “Neutral,” received 24.8 percent of the votes. The percentage of respondents who accepted this statement by selecting either “Agree” or “Strongly Agree” was 49.2 percent.

Question 56 asked respondents, “Which theme do you believe best describes Bellevue?” “Offutt / Military / Space” was the most popular answer, receiving 64.6 percent of the votes. “Historic City” received 21.3 percent of the votes, “River City” received 7.9 percent of the votes, “Woodlands” received 4.2 percent of the votes, and “Prairie” received 1.9 percent of the votes.

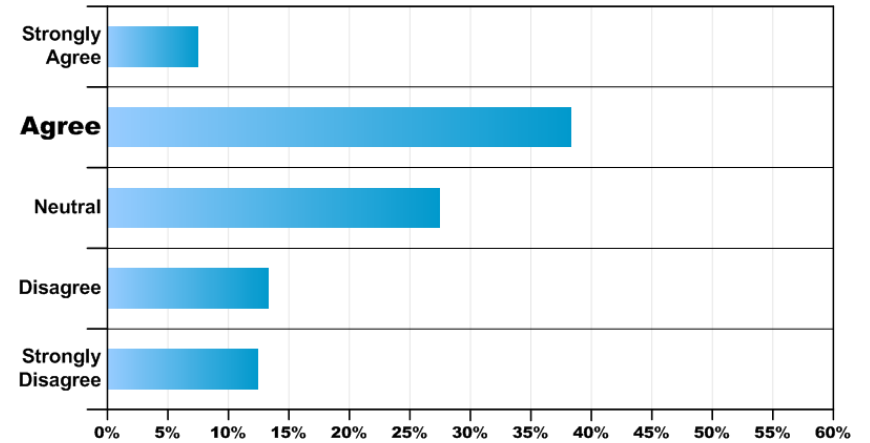
MISCELLANEOUS n = 257

I believe that coordination and cooperation among nearby units of government is important.



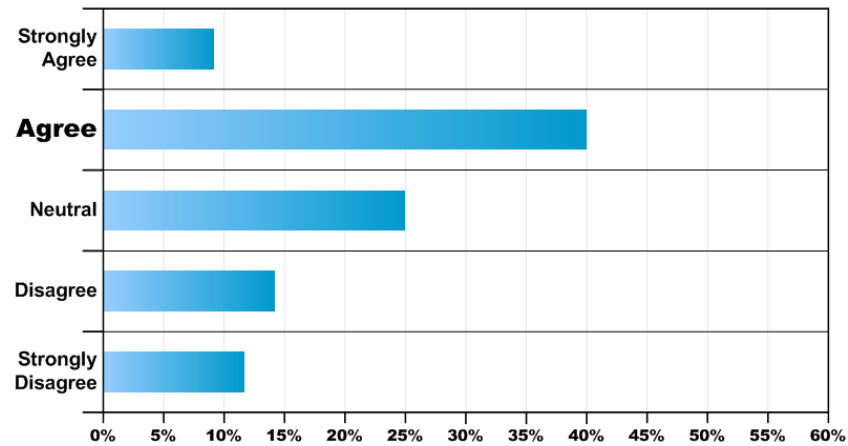
MISCELLANEOUS n = 256

I would be willing to pay additional property taxes or general obligation bonds to pay for improvements to EXISTING community facilities and services.



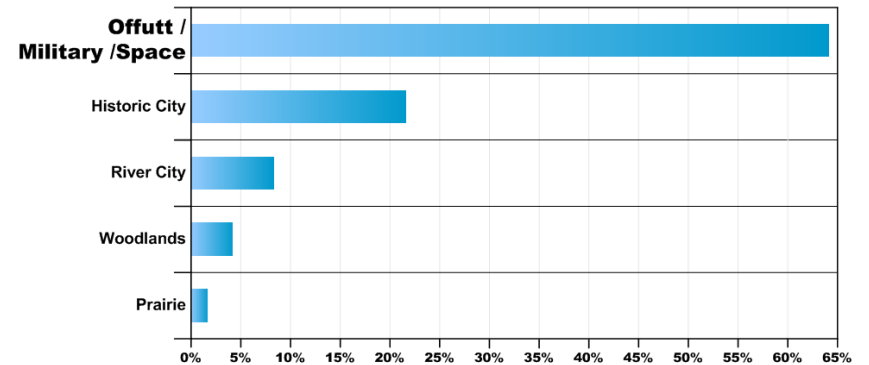
MISCELLANEOUS n = 254

I would be willing to pay additional property taxes or general obligation bonds to pay for the provision of ADDITIONAL community facilities and services.



MISCELLANEOUS n = 263

Which theme do you believe best describes Bellevue?



The “Most Popular Survey Items” graph identifies the top 10 questions that received the most amount of support. Level of support was measured by the percentages of respondents who answered either “Strongly Agree” or “Agree.”

“I believe that coordination and cooperation among nearby units of government is important” was the most popular items within the survey. Approximately 95 percent of respondents selected either “Agree” or “Strongly Agree” for this statement. Respondents seemed to strongly support better regional planning coordination.

“I believe that land use planning in Bellevue is important” was the second most popular survey item. Nearly 96 percent of all survey respondents indicated that they either “Agree” or “Strongly Agree” with this statement.

“The design and appearance of new buildings in my community is important” was the third most popular item in the survey. Nearly 94 percent of survey respondents selected either “Agree” or “Strongly Agree.”

In addition to sorting the most popular survey items, this graph also identifies the category of each popular survey question. Perhaps surprisingly, 4 of the top 10 survey items fall within the community appearance category. The respondents appear to strongly support an enhanced community appearance and design standards for residential and commercial developments. The results of the survey indicate that Bellevue residents want to live in a distinctive and attractive community that emphasizes and values regional planning efforts. The issues that garnered support in the survey give us an insight into the values, visions, and goals of the Bellevue community. The survey results will be used as an input in the design of Bellevue’s proposed future land-use development concept.

MOST POPULAR SURVEY ITEMS

Percentage of Respondents who Answered Either 'Strongly Agree' or 'Agree'

